City of Nedlands

Minutes

Special Council Meeting

19 November 2020

Attention

These Minutes are subject to confirmation.

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

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City of Nedlands

Minutes of a special meeting of Council held in the Council chambers, Nedlands on Thursday 19 November 2020 at 7.00 pm for the purpose of considering the following items:

1. **Scheme Amendment No. 8 – Alexander Road, Dalkeith, down coding – Final Adoption**
2. **Development Application, 9-11 Doonan Road Nedlands - 9 Grouped dwellings**
3. **Responsible Authority Report - 13 Vincent Street, Nedlands**
4. **Responsible Authority Report - 5 Hillway, Nedlands**
5. **Responsible Authority Report - 21-23 Louise Street, Nedlands**
6. **Any available Responsible Authority Reports**

Declaration of Opening

The Presiding Member declared the meeting open at 7.02 pm and drew attention to the disclaimer below.

Present and Apologies and Leave of Absence (Previously Approved)

Councillors	Her Worship the Mayor, C M de Lacy	(Presiding Member)
	Councillor F J O Bennett	Dalkeith Ward
	Councillor A W Mangano	Dalkeith Ward
	Councillor B G Hodsdon	Hollywood Ward
	Councillor R A Coghlan	Melvista Ward
	Vacant	Melvista Ward
	Councillor R Senathirajah	Melvista Ward
	Councillor N B J Horley	Coastal Districts Ward
	Councillor L J McManus	Coastal Districts Ward
	Councillor K A Smyth (until 7.56 pm)	Coastal Districts Ward
Staff	Mr M A Goodlet	Chief Executive Officer
	Mr P L Mickleson	Director Planning & Development
	Mr J Duff	Director Technical Services
	Mrs N M Ceric	Executive Assistant to CEO & Mayor
Public	There were 17 members of the public present and 7 online.	
Press	None in attendance in person.	
Apologies	Councillor N R Youngman	Dalkeith Ward
	Councillor P N Poliwka	Hollywood Ward
	Councillor J D Wetherall	Hollywood Ward

Disclaimer

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

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1. Public Question Time

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

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

1.1 Ms Carmen Tutor, 8A Alexander Road, Dalkeith

Question
Most Perth municipalities have a register available to the public which records all applications from developers. Does the City of Nedlands have such a register to record all applications from developers including the time spent with the planning staff? and if not, why not?

Answer
Administration is not aware of "Most Perth municipalities having a register...." and the City does not have a public one. There has been no request for one and the City's engagement policy ensures that the affected neighbours are contacted in any case.

1.2 Mr Robert Adam, 14 Stanley Street, Nedlands

Question
The recent consultation regarding the Florence Street options was distributed to local residents via a mail out. How many notices of the consultation were sent to residents in the following streets:

a) Dalkeith Road
b) Florence Road
c) Stanley Street
d) Webster Street
e) Edward Street
f) Elizabeth Street

Answer
Invitations to comment on possible access alterations to Florence Road were issued to 239 residences along Dalkeith Road, Florence Road and Stanley Street between Stirling Highway and Edward St and along Boronia Avenue between Stirling Highway and Karella Street, Nedlands.

2. Addresses by Members of the Public

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

Ms Carmen Tutor, 8A Alexander Road, Dalkeith — Item 6
(spoke in support of the recommendation)

Mr Bret Davies, 7 Doonan Road, Nedlands — Item 7
(spoke in opposition to the recommendation)

Mr Murray Casselton, Level 18, 191 St Georges Terrace, Perth — Item 7
(spoke in support of the recommendation)

Mr Matt Delroy-Carr, 114/1 Silas Street, East Fremantle — Item 7
(spoke in support of the recommendation)

Mr Andrew Jackson, Unit 36, 114 Stirling Highway, Nedlands — Item 10
(spoke in support of the recommendation)

3. Disclosures of Financial Interest

The Presiding Member reminded Councillors and Staff of the requirements of Section 5.65 of the *Local Government Act* to disclose any interest during the meeting when the matter is discussed.

There were no disclosures of financial interest.

4. Disclosures of Interests Affecting Impartiality

4.1 Councillor Smyth – Item 8 – Responsible Authority Report for Amendment of Approval for 15 Multiple Dwellings at No. 13 (Lot 71) Vincent Street, Nedlands

Councillor Smyth disclosed an impartiality interest in Item 8 - Responsible Authority Report for Amendment of Approval for 15 Multiple Dwellings at No. 13 (Lot 71) Vincent Street, Nedlands. Councillor Smyth disclosed that she is a Ministerial appointee and paid member of the MINJDAP that will be considering this item at a meeting scheduled for 26 November 2020. As a consequence, there may be a perception that her impartiality on the matter may be affected. In accordance with recent legal advice from McLeods released to the local government sector in relation to a recent Supreme Court ruling, I will not stay

in the room and debate the item or vote on the matter. Please Note that although not participating in the debate I intend to listen to Public Questions and Addresses as I believe this is a neutral position and does not predispose a bias for the JDAP.

4.2 Councillor Smyth – Item 9 - Responsible Authority Report for Amendment of Approval for 10 Multiple Dwellings at 5 Hillway, Nedlands

Councillor Smyth disclosed an impartiality interest in Item 9 - Responsible Authority Report for Amendment of Approval for 10 Multiple Dwellings at 5 Hillway, Nedlands. Councillor Smyth disclosed that she is a Ministerial appointee and paid member of the MINJDAP that will be considering this item at a meeting scheduled for 3 December 2020. As a consequence, there may be a perception that her impartiality on the matter may be affected. In accordance with recent legal advice from McLeods released to the local government sector in relation to a recent Supreme Court ruling, I will not stay in the room and debate the item or vote on the matter. Please Note that although not participating in the debate I intend to listen to Public Questions and Addresses as I believe this is a neutral position and does not predispose a bias for the JDAP.

4.3 Councillor Smyth – Item 10 - Responsible Authority Report – Lot 142 and 141 (21-23) Louise Street, Nedlands – Seven Grouped Dwellings and Six Multiple Dwellings

Councillor Smyth disclosed an impartiality interest in Item 10 - Responsible Authority Report – Lot 142 and 141 (21-23) Louise Street, Nedlands – Seven Grouped Dwellings and Six Multiple Dwellings. Councillor Smyth disclosed that she is a Ministerial appointee and paid member of the MINJDAP that will be considering this item at a meeting scheduled for 26 November 2020. As a consequence, there may be a perception that her impartiality on the matter may be affected. In accordance with recent legal advice from McLeods released to the local government sector in relation to a recent Supreme Court ruling, I will not stay in the room and debate the item or vote on the matter. Please Note that although not participating in the debate I intend to listen to Public Questions and Addresses as I believe this is a neutral position and does not predispose a bias for the JDAP.

4.4 Councillor Mangano – Item 7 - No. 9 and 11 Doonan Road, Nedlands – 9 x Grouped Dwellings

Councillor Mangano disclosed an impartiality interest in Item 7 - No. 9 and 11 Doonan Road, Nedlands – 9 x Grouped Dwellings. Councillor Mangano disclosed that he previously worked with one of the neighbours of 9-11 Doonan Road, Nedlands and as a consequence, there may be a perception that his impartiality on the matter may be affected. Councillor Mangano declared that he would consider this matter on its merits and vote accordingly.

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

Nil.

6. Consideration of Submissions on Scheme Amendment No. 8 – Amendment to Density Coding on Alexander Road, Philip Road, Waratah Avenue and Alexander Place, Dalkeith

Special Council Meeting	19 November 2020
Applicant	City of Nedlands
Employee Disclosure under *section 5.70 Local Government Act 1995*	Nil
Director	Peter Mickleson – Director Planning & Development Services
Reference	Nil
Previous Item	26 May 2020 Item PD19.20
Attachments	1. Amendment 8 Document 2. Schedule of Submissions
Confidential Attachments	Nil.

Regulation 11(da) – The alternate resolution was supported due concerns about height, parking and solar access. It was also supported by the community following consultation. Council also wished for a precinct structure plan for the Waratah precinct to be done.

Moved – Councillor Mangano
Seconded – Councillor Senathirajah

Council:

1. **pursuant to Regulation 50(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015,* considers the submissions received on Amendment No.8 to Local Planning Scheme No.3 as contained at Attachment 2.**

2. **pursuant to Section 75 of the *Planning and Development Act 2005*, and Regulation 50(3) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, supports Amendment No.8 to Local Planning Scheme No. 3 subject to the following proposed modification:**

    a. **Inclusion of 32 Philip Road, Dalkeith in clause 1(c) of the Amendment Resolution in order to ensure the Resolution and the Amendment Map are consistent.**

3. **pursuant to Regulation 53 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, forwards Amendment No.8 to Local Planning Scheme No.3 to the Western Australian Planning Commission.**

Amendment
Moved – Mayor de Lacy
Seconded - Councillor Smyth

That a clause 4 be added as follows:

4. instructs the CEO to provide a draft precinct structure plan for the Waratah Precinct by March 2021.

The AMENDMENT was PUT and was

CARRIED UNANIMOUSLY 9/-

The Substantive Motion was PUT and was

CARRIED UNANIMOUSLY 9/-

Council Resolution

Council:

1. pursuant to Regulation 50(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015,* considers the submissions received on Amendment No.8 to Local Planning Scheme No.3 as contained at Attachment 2.

2. pursuant to Section 75 of the *Planning and Development Act 2005*, and Regulation 50(3) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, supports Amendment No.8 to Local Planning Scheme No. 3 subject to the following proposed modification:

a. Inclusion of 32 Philip Road, Dalkeith in clause 1(c) of the Amendment Resolution in order to ensure the Resolution and the Amendment Map are consistent.

3. pursuant to Regulation 53 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, forwards Amendment No.8 to Local Planning Scheme No.3 to the Western Australian Planning Commission; and

4. instructs the CEO to provide a draft precinct structure plan for the Waratah Precinct by March 2021.

Recommendation to Council

Council:

1. pursuant to Regulation 50(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015,* considers the submissions received on Amendment No.8 to Local Planning Scheme No.3 as contained at Attachment 2.

2. pursuant to Section 75 of the *Planning and Development Act 2005*, and Regulation 50(3) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, does not support Amendment No.8 to Local Planning Scheme No. 3 on the grounds that:

    a. Insufficient justification of the proposed residential densities has been prepared to date to support the amendment in its current form; and

    b. Any review of residential densities in the Waratah Village Precinct is more appropriately required to consider the precinct as a whole and take into account built form modelling outcomes.

3. pursuant to Regulation 53 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, forwards Amendment No.8 to Local Planning Scheme No.3 to the Western Australian Planning Commission.

1.0 Executive Summary

The purpose of this report is for Council to undertake its obligations in accordance with Regulation 50 of the Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations). This will require Council to consider submissions received on proposed Amendment No.8 to Local Planning Scheme No.3 (the Scheme). Council will then consider whether to support or not to support the Amendment.

Amendment No. 8 (Attachment 1) was prepared by Council at its Ordinary Meeting on 26 May 2020. After consideration by the Environmental Protection Authority, the Amendment was advertised for public comment as a ‘standard’ amendment. At the close of advertising, 92 submissions had been received, of which 87 are supportive of the Amendment. A total of 4 objections were received. One submission expressed neither support or objection.

Consistent with Western Australian Planning Commission (WAPC) advice received regarding Amendment No.7, Administration is recommending that the Amendment is not supported at this time. Progressing the Amendment in its

current form is likely not to be supported by the WAPC and potentially the Minister for Planning. It is recommended that any future modification of the densities surrounding the Waratah Village local activity centre be supported by sufficient planning justification to ensure the amendment has a high chance of success. This justification includes built form modelling and consideration of densities for the entire Waratah Village precinct rather than one specific area as currently proposed.

In the event Council resolved to support the amendment, it is recommended that the Amendment Resolution be modified to include 32 Philip Road, Dalkeith as an affected property. This property is included in the amendment map, but the address was omitted from the resolution.

2.0 Amendment Details

On 26 May 2020, Council resolved as follows:
"Council:

1. pursuant to Section 75 of the *Planning and Development Act 2005*, adopt Amendment No. 8 to Local Planning Scheme No. 3 by:

    b) modifying the residential density code from R60 to R35 for the following properties:

        i. 1, 3, 3A, 5A, 5B, 7A, 7B, 9, 15, 17, 19 and 21 Alexander Road, Dalkeith;
        ii. 107 and 108 Waratah Avenue, Dalkeith;
        iii. 29, 31, 33 and 35 Philip Road, Dalkeith; and
        iv. 7 Alexander Place, Dalkeith.

    c) modifying the residential density code from R80 to R35 for the following properties:

        i. 4A, 4B, 6, 8A, 8B and 10 Alexander Road, Dalkeith; and
        ii. 26 and 28 Philip Road, Dalkeith.

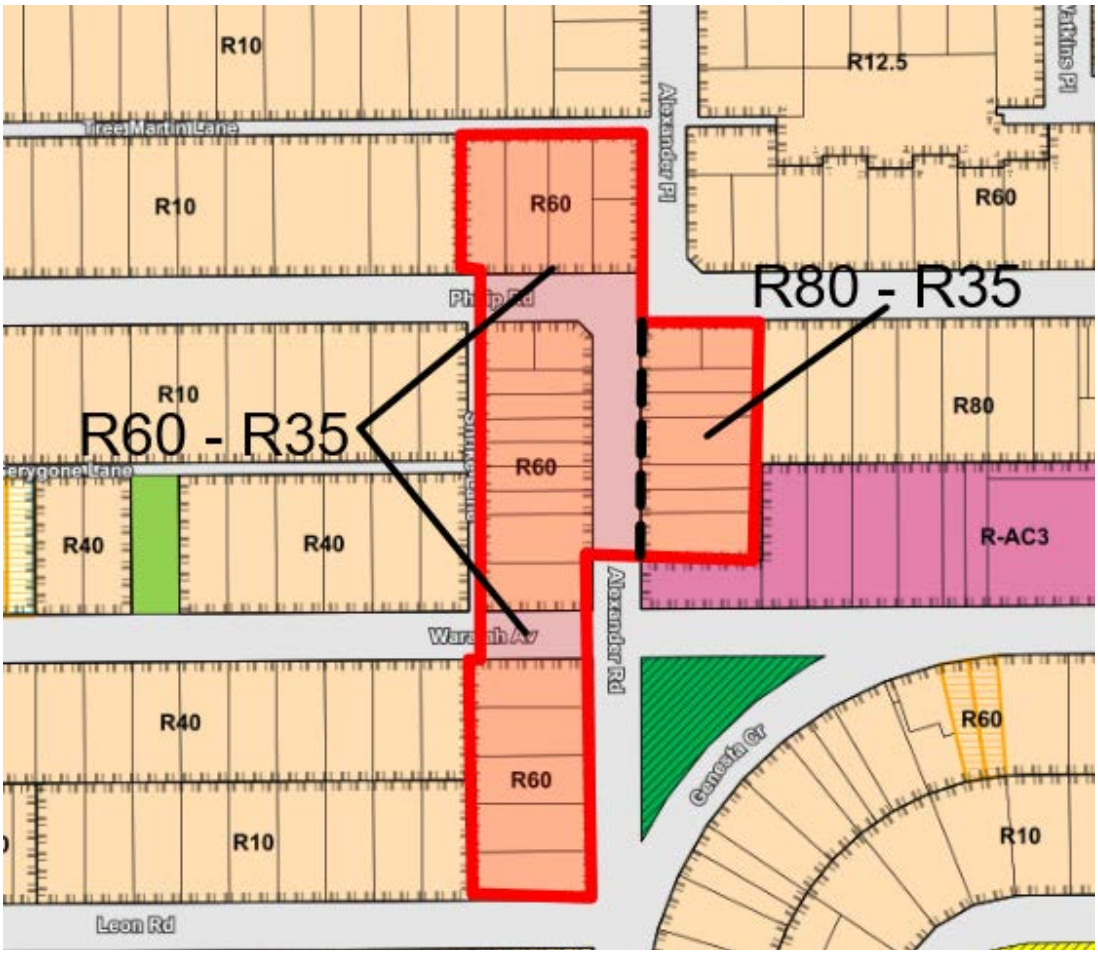
2. in accordance with regulation 35(2) *Planning and Development (Local Planning Schemes) Regulations 2015*, the City believes that Amendment No. 8 to Local Planning Scheme No. 3 is a Standard Amendment, as it is an amendment:

    a) that is consistent with a local planning strategy for the scheme that has been endorsed by the Commission;
    b) that would have minimal impact on land in the scheme area that is not the subject of the amendment;
    c) that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area; and
    d) that is not a complex or basic amendment.

3. pursuant to section 81 of the *Planning and Development Act 2005*, refers Amendment No. 8 to Local Planning Scheme No. 3 to the Environmental Protection Authority.

4. subject to section 84 of the *Planning and Development Act 2005* advertises Amendment No. 8 to Local Planning Scheme No. 3 in accordance with regulation 38 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and Council Policy – Community Engagement."

The advertised Amendment Area is shown below.



The amendment seeks to reduce the residential density of a number of properties centred on Alexander Road, Dalkeith. The amendment is proposing to reduce the density from R60 or R80 to R35. If approved, the impact of the reduced density will be:

- Removal of the consideration of multiple dwelling developments against SPP 7.3 Residential Design Codes Volume 2, with all residential development proposals to be considered under Volume 1 of the Codes;
- Increase in average lot area per dwelling unit for single and grouped dwellings from 120m² (R80) or 150m² (R60) to 260m² (R35);

- Decrease in gross development yield of 47%, from 137 dwellings under the current densities to 73. It is noted that yield for multiple dwellings in R60 and R80 may be higher due to the use of plot ratio and minimum apartment sizes in lieu of average lot area per dwelling; and
- Increase in potential for land use conflict with the creation of a R-AC3 / R35 interface where one property could be developed up to 6 storeys (R-AC3) with the neighbouring property limited to 2 storeys (R35). There is also a similar interface issue between R80 (4 storeys) and the proposed R35 area (2 storeys).

Administration considers that in order to be successful, all densities in and around the Waratah Village Neighbourhood Activity Centre should be considered in the light of the built form modelling currently underway. The amendment as currently proposed will create additional land use conflict potential due to the interface between R35 and R80 and R-AC3 density areas. This interface could see building heights of a maximum of 4-6 storeys on one site and 2 storeys on an adjoining site. This is considered to be contrary to the objective of ensuring appropriate transition in densities and resultant built form outcomes.

The gross dwelling yield within the Amendment Area is reduced by nearly half. This equates to a loss of 64 dwelling units, based on gross yield (i.e. total land area divided by minimum average lot area per dwelling). Average lot areas will increase from 120m² or 150m² to 260m². The placement of a R35 density will also introduce a minimum lot area of 260m² for multiple dwellings, which removes an incentive to create multiple dwellings with additional yield compared to a grouped dwelling development.

3.0 Consultation

The proposed amendment was advertised for public comment in accordance with the Regulations and Council's Community Engagement Policy for a period of 42 days ending on 28 August 2020. At the close of submissions, a total of 92 submissions had been received. Of these submissions, 87 were in support, 4 objecting and 1 neither support nor objection.

A schedule of submissions is included at Attachment 2.

One modification is recommended to the amendment in the light of the submissions. This submission identified that 32 Philip Road, Dalkeith was not listed in the Amendment Resolution. However, the property is included in the amendment map that is incorporated into the amendment. It is recommended that should Council support the amendment that it recommends it is modified by inclusion of 32 Philip Road, Dalkeith in part a) iii) of the resolution. In accordance with the Regulations, it is not possible for Council to directly modify the amendment. Rather, Council will need to support the Amendment in accordance with Regulation 50(3)(b), proposing that it be modified to include 32 Philip Road, Dalkeith.

It is prudent for Council to consider recent advice provided by the WAPC relating to Amendment 7. This amendment is similar to Amendment 8 in that it seeks to reduce the residential density of properties without strategic justification through built form modelling. The WAPC advised of its position that Amendment 7 was a complex amendment and required re-advertising. It further noted that it "…strongly considers that the amendment is to be consistent with, and informed and substantiated by outcomes of the impending strategic analysis to be undertaken by the City…" It is likely that the WAPC will expect a similar level of strategic analysis for Amendment 8 given it seeks to reduce residential density in a similar manner to Amendment 7.

In the light of the WAPC advice, Administration recommends that Amendment 8 is not supported in accordance with Regulation 50(3)(c) of the Regulations. It is recommended that a whole-of-precinct assessment be undertaken in the light of the built form modelling currently underway prior to preparation of any future amendment to reduce densities in the Waratah Village Precinct. It is anticipated that the built form modelling will be completed, and a draft Precinct Structure Plan considered by Council by mid-2021.

Regardless of the issues described in this report relating to this scheme amendment, the public submissions on Scheme Amendment 8 indicate an overwhelming support for it. Council may therefore wish to submit this Scheme Amendment to the WAPC, in support of its community. As such an alternative recommendation to allow this to happen is provided below:

Alternate Recommendation to Council:

Council:

1. pursuant to Regulation 50(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015,* considers the submissions received on Amendment No.8 to Local Planning Scheme No.3 as contained at Attachment 2.

2. pursuant to Section 75 of the *Planning and Development Act 2005*, and Regulation 50(3) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, supports Amendment No.8 to Local Planning Scheme No. 3 subject to the following proposed modification:

    a. Inclusion of 32 Philip Road, Dalkeith in clause 1(c) of the Amendment Resolution in order to ensure the Resolution and the Amendment Map are consistent.

3. pursuant to Regulation 53 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, forwards Amendment No.8 to Local Planning Scheme No.3 to the Western Australian Planning Commission.

4.0 Strategic Implications

How well does it fit with our strategic direction?
This amendment is consistent with the City's endorsed Local Planning Strategy.

Who benefits?
The general Nedlands Community benefit from this Scheme Amendment.

Does it involve a tolerable risk?
There is a risk that the Amendment will not be supported by the Western Australian Planning Commission (WAPC) or approved by the Minister for Planning. This risk is increased as the amendment is not supported by built form modelling or takes into account all densities in and around the Waratah Village Neighbourhood Activity Centre.

Do we have the information we need?
A Scheme Amendment Document and Schedule of Submissions have been prepared and are included at Attachments 1 and 2 respectively.

5.0 Budget/Financial Implications

Can we afford it?
Costs associated with this Scheme Amendment include the cost of printing and sending out letters for advertising in accordance with regulation 47 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and City of Nedlands Local Planning Policy – Consultation of Planning Proposals. Other costs include staff time that is redirected from other programmed tasks including the Waratah Village Precinct Local Plan Local Planning Policy.

How does the option impact upon rates?
The effect on rates in the event that the residential densities are reduced is not known at this stage. Any positive or negative effect of the amendment on Gross Rental Value may have a consequent impact on rates income over time.

City of Nedlands

Local Planning Scheme No. 3

Amendment No. 8

Scheme Amendment to reduce the density codes on several sites within the City of Nedlands.

FORM 2A

Planning and Development Act 2005

RESOLUTION TO PREPARE AMENDMENT TO LOCAL PLANNING SCHEME

City of Nedlands Local Planning Scheme 3
Scheme Amendment No. 8

Resolved that the Local Government pursuant to section 75 of the *Planning and Development Act 2005*, amends the above Local Planning Scheme by:

1. Modifying the residential density code from R60 to R35 for the following properties:
    a. 1, 3, 3A, 5A, 5B, 7A, 7B, 9, 15, 17, 19 and 21 Alexander Road, Dalkeith;
    b. 107 and 108 Waratah Avenue, Dalkeith;
    c. 29, 31, 33 and 35 Philip Road, Dalkeith; and
    d. 7 Alexander Place, Dalkeith.
2. Modifying the residential density code from R80 to R35 for the following properties:
    a. 4A, 4B, 6, 8A, 8B and 10 Alexander Road, Dalkeith; and
    b. 26 and 28 Philip Road, Dalkeith.

The amendment is 'standard' as defined by regulation 34 of the *Planning and Development (Local Planning Schemes) Regulations 2015* as it is an amendment:

a) that is consistent with a local planning strategy for the scheme that has been endorsed by the Commission;
b) that would have minimal impact on land in the scheme area that is not the subject of the amendment;
c) that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area; and
d) that is not a complex or basic amendment.

Dated this _____ day of _____ 20___

_____
(Chief Executive Officer)

City of Nedlands

Local Planning Scheme No. 3 – Scheme Amendment No. 8

Scheme Amendment Report

1.0 INTRODUCTION

Local Planning Scheme No. 3 (LPS3) was gazetted on 16 April 2019. Modifications from the Minister for Planning introduced changes to the Scheme that increased the density coding in and surrounding the Waratah Neighbourhood Activity Centre, Dalkeith. This includes are area centred on Alexander Road, Dalkeith. The residential densities that were in plan prior to gazettal of LPS3 are shown in **Figure 1** below.

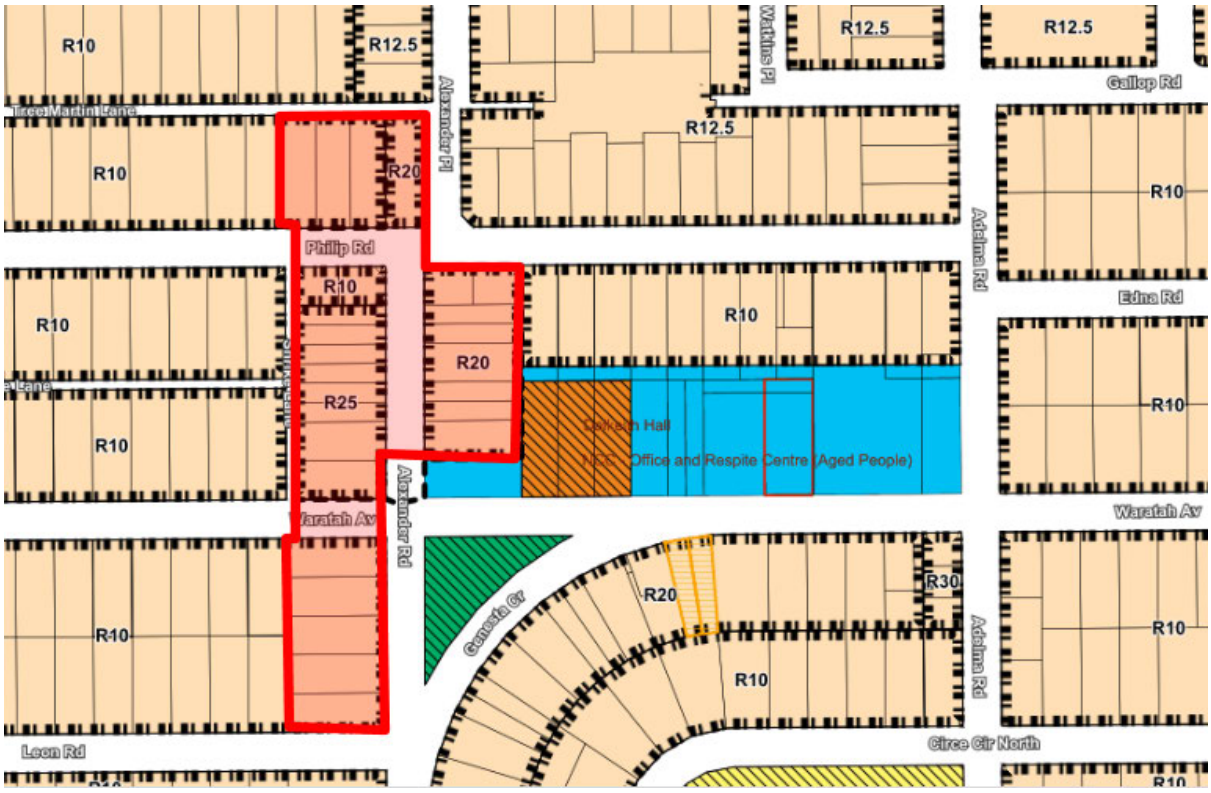


Figure 1: Amendment site showing residential densities in Town Planning Scheme No.2

LPS3 introduced higher residential densities in the vicinity of the Waratah Neighbourhood Activity Centre, including the Amendment Area. From April 2019, densities of R60 and R80 were applicable to the Amendment Area.

Figure 2 shows the current residential densities in the Amendment Area and surrounds.

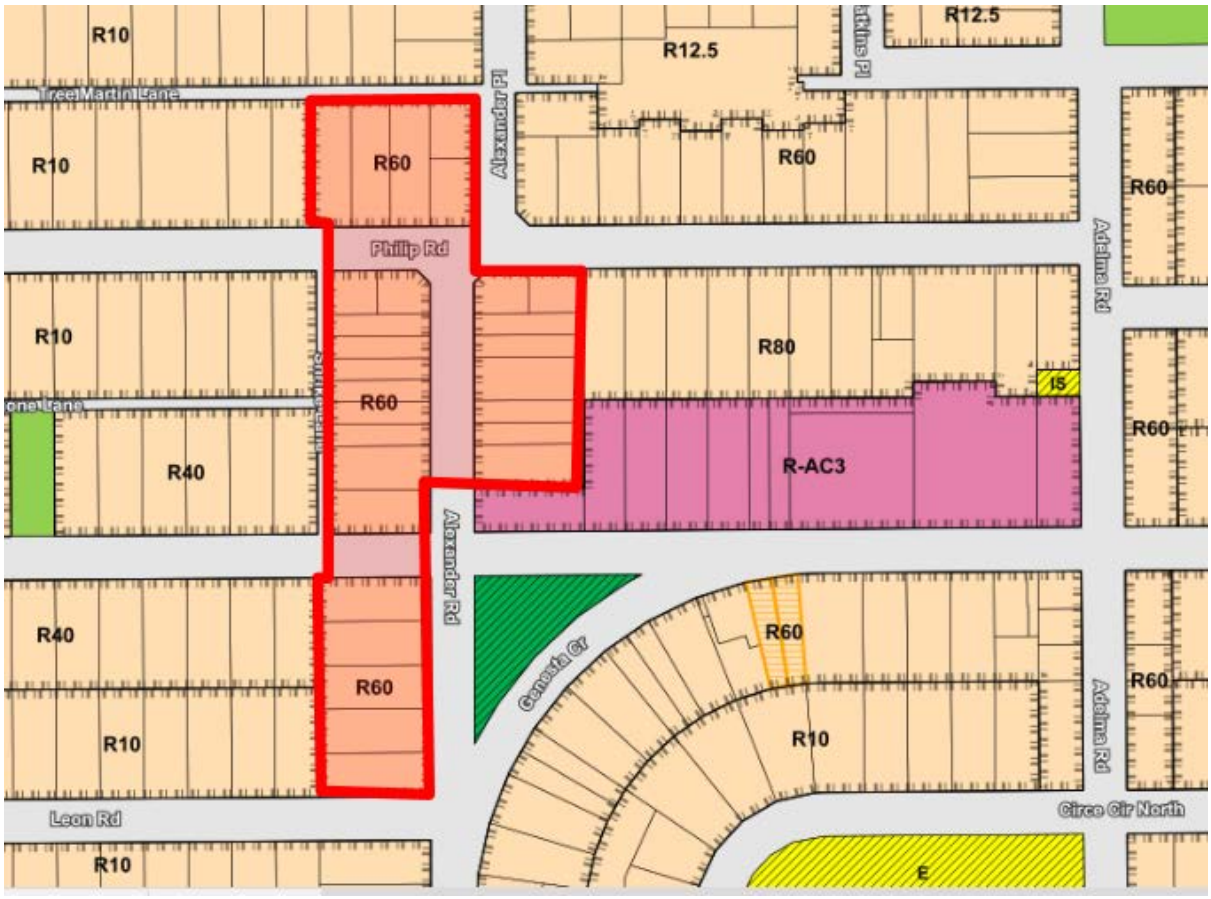


Figure 2: Amendment site showing current residential densities as contained in Local Planning Scheme No.3.

The City of Nedlands Council resolved at its Meeting on 31 March 2020 to propose this amendment to reduce the current density codes within the Amendment Area from R60 and R80 to R35.

The City considers the amendment to be a Standard Amendment as it satisfies the following criteria of the Regulation 34 of the *Planning and Development (Local Planning Scheme) Regulations 2015* as an amendment:

a) that is consistent with a local planning strategy for the scheme that has been endorsed by the Commission;
b) that would have minimal impact on land in the scheme area that is not the subject of the amendment;
c) that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area; and
d) that is not a complex or basic amendment.

2.0 PROPOSAL AND JUSTIFICATION

It is proposed to reduce the residential density of the following properties from R60 to R35:

a) 1, 3, 3A, 5A, 5B, 7A, 7B, 9, 15, 17, 19 and 21 Alexander Road, Dalkeith;
b) 107 and 108 Waratah Avenue, Dalkeith;
c) 29, 31, 33 and 35 Philip Road, Dalkeith; and
d) 7 Alexander Place.

It is further proposed to reduce the residential density of the following properties from R80 to R35:

a) 4A, 4B, 6, 8A, 8B and 10 Alexander Road, Dalkeith; and
b) 26 and 28 Philip Road, Dalkeith.

The proposed changes to R-Codes is shown in **Figure 3** below.

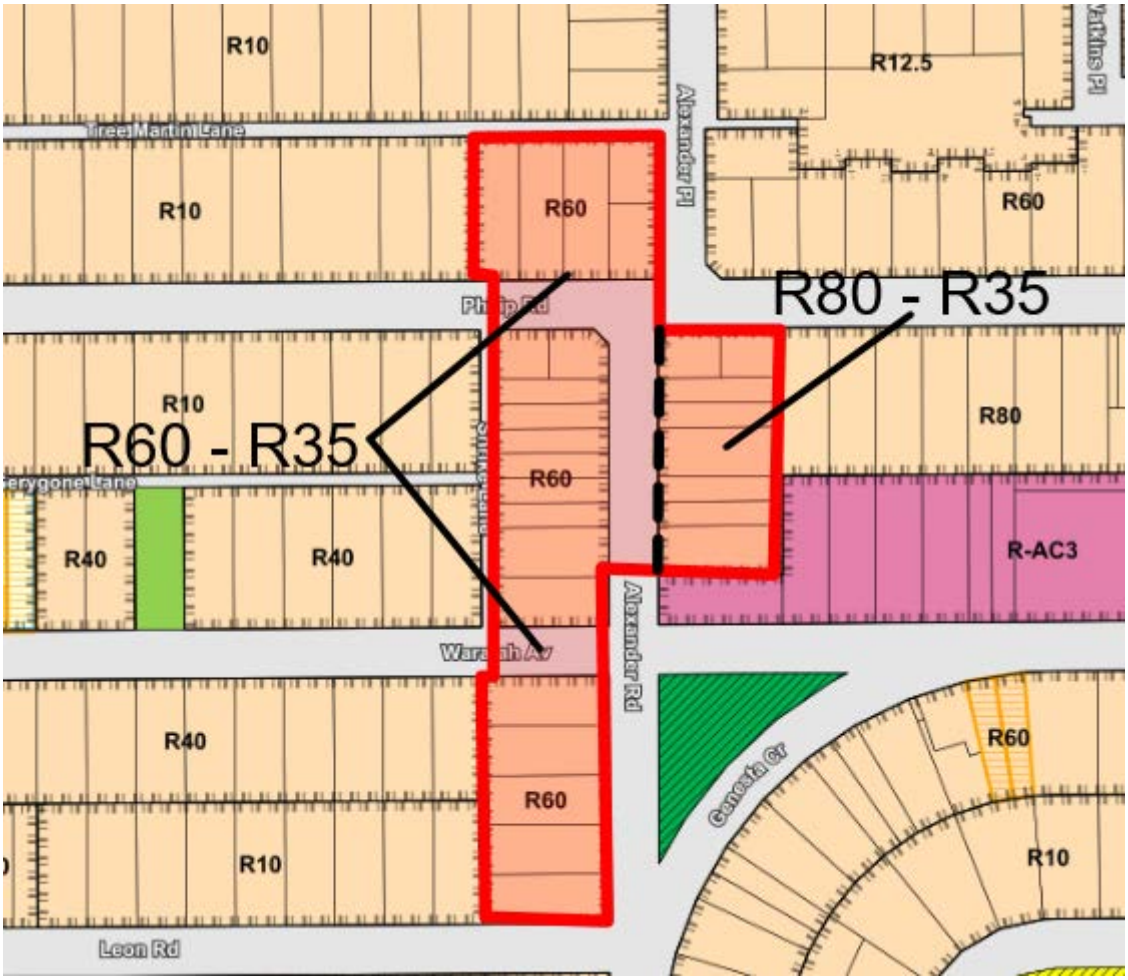


Figure 3: Proposed residential density modifications.

2.1 JUSTIFICATION

The following justification was provided by Council in its decision of 31 March 2020.

Primary controls manage the form and scale of the new development appropriate to the context and the existing or planned character of an area, while moderating impacts on neighbouring properties.

The current zoning does not meet the aims of LPS3 which are:

a. *Protect and enhance local character and amenity*

b. *Respect the community vision for the development of the district*

c. *To ensure development maintains compatibility with the desired streetscape in terms of bulk, scale, height, street alignment and setbacks of street.*

(Amenity is defined under Local Planning Schemes and includes the "liveability, comfort or quality of a place which makes it pleasant and agreeable to be in for individuals and the community." Amenity is important in the public, communal and private domains and includes the enjoyment of SUNLIGHT, VIEWS, PRIVACY AND QUIET. It also includes protection from pollution and odours).

The current development application for #6 Alexander Road being 4 STOREYS, is totally inappropriate and 268 residents rejected the proposal in a petition presented to the City in November 2019.

Further, it does not comply with a) b) or c) above as illustrated.

- The height, bulk, and scale of the proposed development is inconsistent with and unsympathetic to its setting and the desired character and amenity of the area. IT Changes the street completely.
- The building unreasonably impacts the amenity of the neighbouring properties in respect to overlooking and overshadowing due to its excessive height, bulk and scale.
- This development does not respect the community vision of the development of the district.

The Amendment Area has been increased over and above the properties identified by the Council resolution. This has been necessary to include three properties that would have otherwise continued to have had an isolated 'spot' coding of R60.

Consideration as a standard amendment

The amendment has been considered against the criteria for a standard amendment contained in regulation 34 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

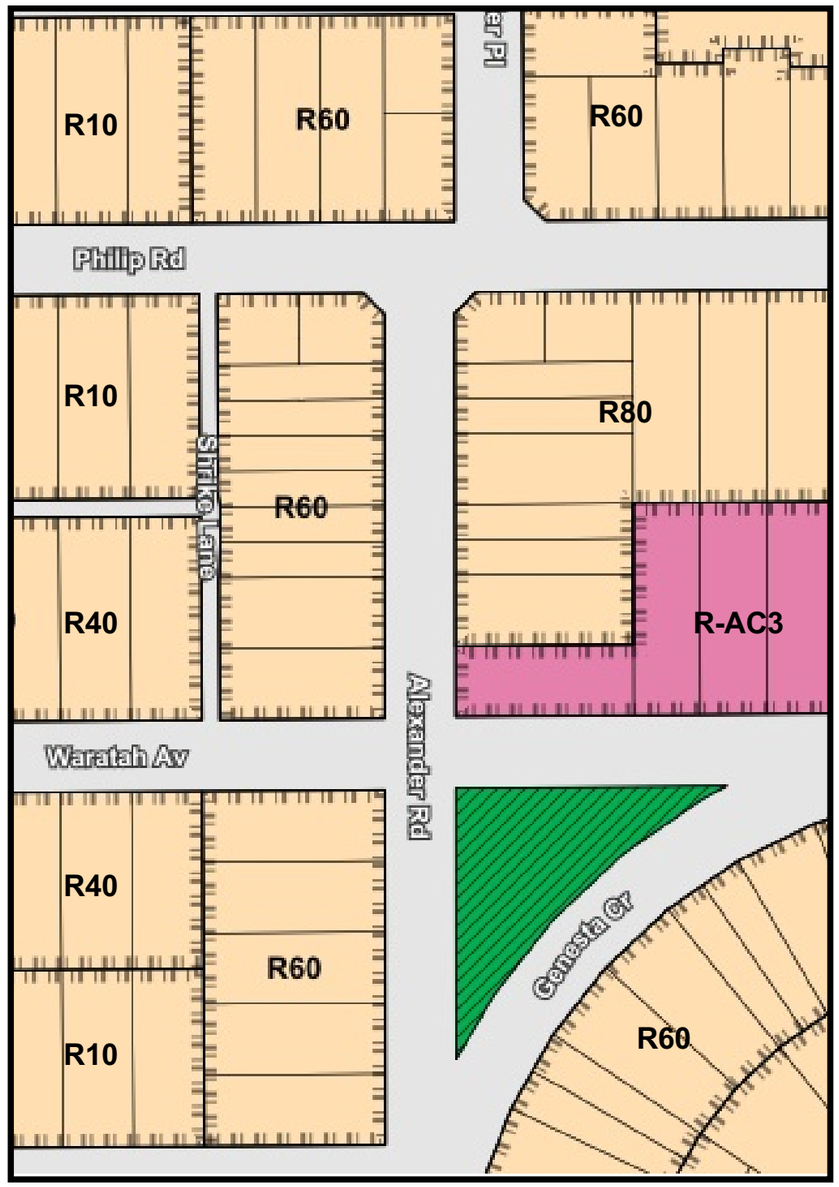
r.34 Criterion	Response
(b) an amendment that is consistent with a local planning strategy for the scheme that has been endorsed by the Commission;	The endorsed Local Planning Strategy for the City of Nedlands identifies the Amendment Area as 'existing residential'. The proposed reduction in residential densities does not impact on this designation given that the existing residential area contains a wide range of densities currently.
(e) an amendment that would have minimal impact on land in the scheme area that is not the subject of the amendment;	This amendment does not seek to modify the densities or development potential of properties outside of the Amendment Area.
(f) an amendment that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area;	The amendment seeks to reduce the residential densities of a number of properties only. The ability to develop land for residential purposes will remain unaffected. It is contended that the proposed residential density of R35 is more consistent with the expectations of the general community as expressed through the endorsed Local Planning Strategy and in petitions to the City.
(g) any other amendment that is not a complex or basic amendment.	It is contended that this amendment does not meet the criteria of either a basic or complex amendment, as outlined in regulation 34 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

3.0 CONCLUSION

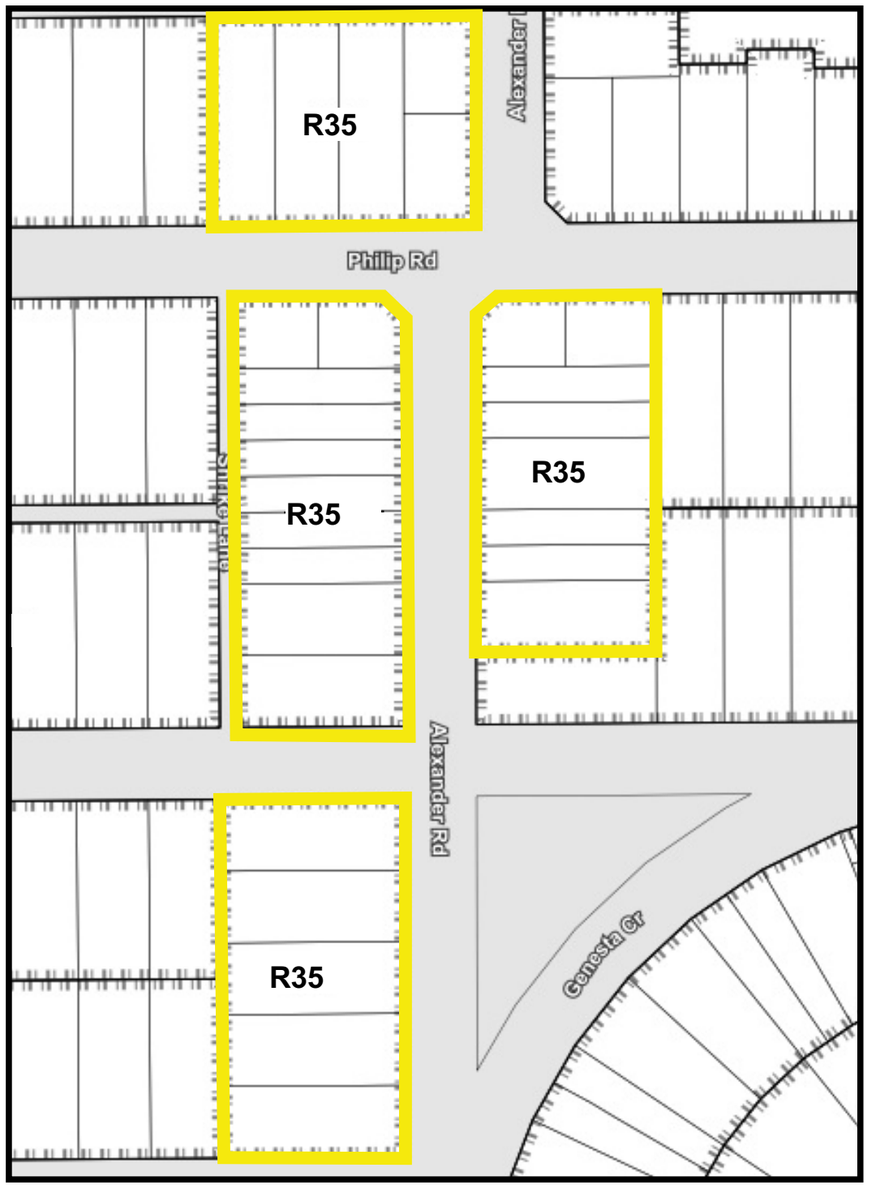
The information and justification provided in this report is submitted to support the change in density codes on several sites, as specified in the report above.

The proposed density code changes are consistent with the City's endorsed Local Planning Strategy. Therefore, the amendment is considered to be a Standard Amendment as defined by r.34 of the Regulations. The proposed R35 density is considered to be consistent with the ability to increase density in close proximity to the Waratah Neighbourhood Activity Centre, whilst maintaining the existing character and amenity of the locality.

City of Nedlands Local Planning Scheme 3
Scheme Amendment No. 8
Philip Road, Alexander Road and Waratah Avenue, Dalkeith



Current Zoning



Proposed Zoning

FORM 6A

COUNCIL ADOPTION

This [Standard] Amendment was adopted by resolution of the Council of the [LOCAL GOVERNMENT] at the [NAME] Meeting of the Council held on the [day] day of [month], 20[year].

.....

MAYOR

.....

CHIEF EXECUTIVE OFFICER

COUNCIL RESOLUTION TO ADVERTISE

by resolution of the Council of the [LOCAL GOVERNMENT] at the [NAME] Meeting of the Council held on the [day] day of [month], 20[year], proceed to advertise this Amendment.

.....

MAYOR

.....

CHIEF EXECUTIVE OFFICER

COUNCIL RECOMMENDATION

This Amendment is recommended [for support/ not to be supported] by resolution of the [LOCAL GOVERNMENT] at the [NAME] Meeting of the Council held on the [number] day of [month], 20[year] and the Common Seal of the [LOCAL GOVERNMENT] was hereunto affixed by the authority of a resolution of the Council in the presence of:

.....

MAYOR

.....

CHIEF EXECUTIVE OFFICER

WAPC ENDORSEMENT (r.63)

.....

DELEGATED UNDER S.16 OF THE P&D ACT 2005

DATE.....

APPROVAL GRANTED

.....

MINISTER FOR PLANNING

DATE.....

City of Nedlands Local Planning Scheme No.3 Amendment No. 8
SCHEDULE OF SUBMISSIONS

No.	Name and Address of Submitter	Within 400m radius of amendment area	Summary of Submission	Response and recommendation
1	Alex and Jennifer Campbell 3A Alexander Road, Dalkeith	Yes	**Support** a) Addresses previous concerns about too radical a change to the amenity and character of our streets. b) We believe that relatively recent rezoning that permitted two dwellings on a 10000m block was the ideal, and that those of us that have made recent investments under the rezoning should have reasonable time to benefit from those investments.	**Noted – no modification required** a) Noted b) No change in the density of development is proposed. Alternatively, a height limit is to be provided that reflects the amenity of the locality.
2	Elizabeth McCall, 24 Leon Road Dalkeith	Yes	**Support** a) The area is residential and not part of the shopping centre. The increase in density does not transition within the neighbourhood, does not add benefits but detracts as it is not supported by traffic management, frequent public transport, and will further significantly reduce the greenery and trees in the suburb with the inevitable extensive underground parking that prevents large trees as there is no room for their root systems. It will overshadow existing housing.	**Noted – no modification required** a) The comment relates to the existing density, not the proposed density, which is a downcoding.
3	Peter Robins, 10 Edward Street, Nedlands 6009	No	**Support** a) Support the LPP and these key factors: i. Respect the community vision for the development of Alexander Road and Phillip Roads ii. Protect and Enhance the local character and Amenity iii. Maintain the streetscape in terms of bulk, scale, height, street alignment and	**Noted – no modification required** a) These objectives reflect the proposed amendment.

City of Nedlands Local Planning Scheme No.3 Amendment No. 8
SCHEDULE OF SUBMISSIONS

No.	Name and Address of Submitter	Within 400m radius of amendment area	Summary of Submission	Response and recommendation
			setbacks of the Street which is mainly new buildings on R20 blocks. iv. 10m height limit on Alexander Road.	
4	Catie Robins, 10 Edward Street, Nedlands 6009	No	a) Support the LPP and these key factors: i. Respect the community vision for the development of Alexander Road and Phillip Roads ii. Protect and Enhance the local character and Amenity iii. Maintain the streetscape in terms of bulk, scale, height, street alignment and setbacks of the Street which is mainly new buildings on R20 blocks. iv. 10m height limit on Alexander Road.	**Noted – no modification required** a) These objectives reflect the proposed amendment.
5	Tom Robins, 10 Edward Street, Nedlands 6009	No	a) Support the LPP and these key factors: i. Respect the community vision for the development of Alexander Road and Phillip Roads ii. Protect and Enhance the local character and Amenity iii. Maintain the streetscape in terms of bulk, scale, height, street alignment and setbacks of the Street which is mainly new buildings on R20 blocks. iv. 10m height limit on Alexander Road.	**Noted – no modification required** a) These objectives reflect the proposed amendment.
6	Joshua Robins, 10 Edward Street,	No	a) Support the LPP and these key factors: i. Respect the community vision for the development of Alexander Road and Phillip Roads	**Noted – no modification required** a) These objectives reflect the proposed amendment.

City of Nedlands Local Planning Scheme No.3 Amendment No. 8
SCHEDULE OF SUBMISSIONS

No.	Name and Address of Submitter	Within 400m radius of amendment area	Summary of Submission	Response and recommendation
	Nedlands 6009		ii. Protect and Enhance the local character and Amenity iii. Maintain the streetscape in terms of bulk, scale, height, street alignment and setbacks of the Street which is mainly new buildings on R20 blocks. iv. 10m height limit on Alexander Road.	
7	Denise Breen, Archdeacon Street Nedlands	No	**Support** a) The proposed lower density is much more appropriate for the area.	**Noted – no modification required** a) Noted
8	Peta Wylie, Unit 4, 4A Watkins Place, Dalkeith	Yes	**Support** a) I think many of the surrounding neighbours of the affected properties will be very pleased that the density codes are going to be reduced to R35.	**Noted – no modification required** a) Noted
9	Jinzhu Xia, 18 Philip Rd, Dalkeith	Yes	**Support** a) No objections	**Noted – no modification required** a) Noted.
10	Godfrey Bowles, 35/87 Waratah Avenue Dalkeith WA	Yes	**Support** a) The character of Dalkeith/Nedlands does not need to be changed to provide greater density of occupation. There is ample scope for this to be achieved via townhouse type developments limited to two storeys.	**Noted – no modification required** a) Noted.

City of Nedlands Local Planning Scheme No.3 Amendment No. 8
SCHEDULE OF SUBMISSIONS

No.	Name and Address of Submitter	Within 400m radius of amendment area	Summary of Submission	Response and recommendation
11	Max Hipkins, 36 Minora Road, Dalkeith	No	**Support** a) I support the amendment to lower the R-Code density to encourage future development to be more in keeping with the context of the local area.	**Noted – no modification required** a) Noted.
12	Sheridan Keenihan, 58 Goldsmith Road Dalkeith	Yes	**Support** a) The proposed amendments are timely and sensible. The revision to the scheme not only constrains residential densities to be in keeping with the existing character of the area, but it is a welcome change which should be extended to other nearby streets. b) The amendment is to be commended as it will reinforce the local character and amenity of this part of Nedlands while still permitting increased living density. c) The resulting dwellings will be compatible with the existing streetscape and result in traffic loads kept to acceptable levels within the existing road system	**Noted – no modification required** a) Extension to surrounding streets is not proposed at this time. However, a whole-of-precinct approach to residential densities based on built-form modelling would provide orderly and proper planning. b) Noted. c) Noted.
13	Geoffrey Cahif, 8b Alexander Road Dalkeith	Yes	**Support** a) Strongly support the recoding to R35 of selected properties on Alexander and Philip Roads, Waratah Av. and Alexander Place. b) The current zoning of R60/R80 in Alexander Road is totally inappropriate for such a short and narrow street with a majority of recently built two storey houses providing a very attractive streetscape. To build high rise apartment	**Noted – no modification required** a) Noted. b) Noted.

City of Nedlands Local Planning Scheme No.3 Amendment No. 8
SCHEDULE OF SUBMISSIONS

No.	Name and Address of Submitter	Within 400m radius of amendment area	Summary of Submission	Response and recommendation
			towers in this street would be absolutely out of place.	
14	Marion Cahif, 8b Alexander Road Dalkeith	Yes	**Support** a) I fully support the recoding of these streets. Alexander Road should not be zoned R60/R80. b) Alexander Road is a short, narrow Road with many recently built two storey homes providing an attractive streetscape. To build high apartment blocks in this street would be completely out of place and inappropriate.	**Noted – no modification required** a) Noted. b) Noted.
15	Zoe Tole, 35 Philip Rd, Dalkeith	Yes	**Support** a) I concur completely with the City of Nedlands proposed Amendment No.8 to Local Planning Scheme No.3 -recoding from R60/R80 to R35 of selected properties on Alexander and Philip Roads, Waratah Avenue and Alexander Place, Dalkeith. b) This Amendment will enable the residential density of the above mentioned areas to be controlled and managed in a manner that accords with the Community's desire to preserve our neighbourhood as a peaceful, low rise, garden suburb with our current amenities in place. c) It encapsulates the vision of future low rise, low density housing such as the very attractive town houses under construction in Princess Rd, and those proposed for the Adelma Rd corner. This type of housing gratifies the requirement for	**Noted – no modification required** a) Noted. b) Noted. c) Noted. d) Noted. e) Noted.

City of Nedlands Local Planning Scheme No.3 Amendment No. 8
SCHEDULE OF SUBMISSIONS

No.	Name and Address of Submitter	Within 400m radius of amendment area	Summary of Submission	Response and recommendation
			higher density without detracting in the least from the rights of existing neighbours. d) This proposed recoding manifests a just and equitable solution to what is a fractured and divisive situation, where existing residents have their properties overshadowed and overwhelmed by structures inappropriately too large for the block size. e) This proposed recoding of the specified affected properties is manifestly the correct ,just and democratic solution to preserve our neighbourhood and peace of mind.	
16	Merran Hipkins Smith, 36 Minora Road Dalkeith	No	**Support** a) I support the proposed reduction in density code for properties in Alexander Road Dalkeith. b) The current zoning is considered far too high for what is a short residential street with mainly 1 or 2 story dwellings. c) The bulk and height of buildings that are allowed under the current LPS3 adversely impacts the amenity of residents in Alexander Road and adjacent streets. d) Alexander Road and adjacent streets (in Dalkeith and between Dalkeith and Stirling Highway) will be unable to handle the traffic associated with the LPS3 density. e) The lower density should assist in retention of deep soil planting in Alexander Road and ensure development is more in keeping with the character of the area.	**Noted – no modification required** a) Noted. b) Noted. c) Noted. d) Noted. e) Noted.

City of Nedlands Local Planning Scheme No.3 Amendment No. 8
SCHEDULE OF SUBMISSIONS

No.	Name and Address of Submitter	Within 400m radius of amendment area	Summary of Submission	Response and recommendation
17	AM & WA Foster, 33 Philip Rd, Dalkeith, 6009	Yes	**Support** a) The need for infill which was the primary driver of LPS3 is acknowledged and supported provided the guidelines for this of maintaining and enhancing area character whilst retaining amenity are followed. The present residential codings in Alexander and Philip Rd that are the subject of this amendment do not allow for this. b) These codings would appear to be made without adequate understanding of the area and of its existing and recently built high quality housing. Changes in these last few years have achieved infill with substantial improvement to character and without impact from massive building form whilst fully maintaining area amenity. c) Changing codings and limiting building heights will allow for this development to continue to the benefit of all residents. d) We all understand the true meaning of character and amenity. Massive block like building of no architectural merit now allowed under current codes among smaller developments is not character and with these development types loss of amenity is substantial. It severely affects privacy, access to sunlight, results in increased noise, substantial traffic increase and massive costly changes to service infrastructure. All of these are very detrimental to keeping the area as a pleasant and attractive area in which to reside.	**Noted – no modification required** a) Noted. b) Noted. c) Noted. d) Noted.

City of Nedlands Local Planning Scheme No.3 Amendment No. 8
SCHEDULE OF SUBMISSIONS

No.	Name and Address of Submitter	Within 400m radius of amendment area	Summary of Submission	Response and recommendation
18	Kimberly Trouchet, No 1, 4A Watkins Place, Dalkeith,	Yes	**Support**	**Noted – no modification required**
19	Carmen Tutor, 8A Alexander Road Dalkeith WA	Yes	**Support** a) I support the reduction in the density code of properties in Alexander Road, Dalkeith vicinity to R35 as this area was up-coded from R10 to R20 to R80. b) It is an error given that most of the blocks are EAST-WEST facing, therefore the Northern buildings with bulk and scale will all overshadow 100% in winter to their Southern Neighbours and significantly impact solar collectors & sunlight. c) Huge 4.5 storey buildings will destroy the Amenity and character of this neat lovely peaceful Street. Massive buildings will be wedged between newly quality built unlikely to be developed for the next 20 years when the LPP can be re-visited. d) Height and bulk restrictions will protect the existing character for some years whilst allowing appropriate development such as townhouses or grouped dwellings.	**Noted – no modification required** a) Noted. b) Noted. c) Noted. d) Noted.
20	David Lord, 21 Alexander Road Dalkeith	Yes	**Support** a) I strongly support Amendment No 8 to Local Planning scheme No. 3. It is of critical importance to respect the community vision for	**Noted – no modification required** a) Noted. b) Noted.

City of Nedlands Local Planning Scheme No.3 Amendment No. 8
SCHEDULE OF SUBMISSIONS

No.	Name and Address of Submitter	Within 400m radius of amendment area	Summary of Submission	Response and recommendation
			the development of the district by protecting and enhancing the local character and amenity. Accordingly, it is vitally important to ensure development maintains compatibility with the desired streetscape in terms of bulk, scale, height, street alignment and setbacks. b) Just over 10 years ago the northern end of Alexander Road was up coded from R10 to R20. A number of properties have been re-developed in accordance with that change. Residential density has increased whilst at the same time complementing local amenity. This change must be supported and down coding to R35 will achieve that outcome.	
21	Jan Lord, 21 Alexander Road Dalkeith	Yes	**Support** a) About 10 years ago the northern end of Alexander Road was up coded from R10 to R20. Since that time a number of properties have been re-developed both increasing the residential density and adding, in a complementary way, to the amenity of the local area. b) There has been no identified problem with loss of privacy or overshadowing. It is important that this trend continues to be supported and down coding to R35 will achieve that outcome. c) The community vision for the development of the area must be protected and supported. This can be achieved by ensuring that developments maintain compatibility with the desired	**Noted – no modification required** a) Noted. b) Noted. c) Noted. d) Noted.

City of Nedlands Local Planning Scheme No.3 Amendment No. 8
SCHEDULE OF SUBMISSIONS

No.	Name and Address of Submitter	Within 400m radius of amendment area	Summary of Submission	Response and recommendation
			streetscape thus enhancing local character and amenity. d) Managing bulk, scale, height, setbacks and streetscape is of critical importance and R35 will support the progressive change achieved to date.	
22	Geoffrey Cahif, 8b Alexander Road Dalkeith 6009	Yes	**Support** a) I support the reduction in the density code of properties in Alexander Road, Dalkeith vicinity to R35. b) Most of the blocks are EAST-WEST facing, therefore the Northern buildings with bulk and scale will overshadow their Southern Neighbours and significantly impact solar collectors & sunlight. c) Huge 4.5 storey buildings will destroy the Amenity and character of this lovely peaceful Street. Massive buildings will be wedged between new quality built homes unlikely to be developed for the next 20 years when the LPP can be re-visited. d) Height and bulk restrictions will protect the existing character of the area whilst allowing appropriate development such as townhouses.	**Noted – no modification required** a) Noted. b) Noted. c) Noted. d) Noted.
23	Dianne Allan, 4b Alexander Road Dalkeith	Yes	**Support** a) I support the change in Density coding for properties in Alexander Road Dalkeith vicinity from R80 to R35. These blocks were formerly coded R20 and over the last 12 years many new homes were built especially in Alexander Road.	**Noted – no modification required** a) Noted. b) Noted. c) Noted.

City of Nedlands Local Planning Scheme No.3 Amendment No. 8
SCHEDULE OF SUBMISSIONS

No.	Name and Address of Submitter	Within 400m radius of amendment area	Summary of Submission	Response and recommendation
			b) These homes will not change over the next 20 to 30 years or more. The blocks are mostly East/West facing so any 4 Storey buildings will overshadow buildings to their South. c) The change of coding to R35 will retain the character of the existing homes, and the amenity of the area and still fulfill density requirements of LPS3.	
24	Jennifer Mathews, 2 Alexander Place Dalkeith	Yes	**Neither support, nor object** a) Property has a current R-Code of R12.5 whereas the neighbouring properties of 4 Alexander Place, 23 and 25 Phillip Road have a density code of R60. This represents a significant difference in density for neighbouring properties. I am concerned that this could allow development on these properties which may not be compatible with the desired streetscape and which may unreasonably impact upon the amenity of our property in the future. b) I note that the amendment proposes to reduce the density of a number of properties in our precinct from R80 or R60 to R35 but that no such reduction is proposed in relation to the properties of 4 Alexander Place, 23 and 25 Phillip Road. This creates an inconsistency and an unintended anomaly in the setting of density in this vicinity. c) If the proposed amendment proceeds, I ask that consideration be given to reducing the density of	**Noted – no modification required** a) Noted. b) The amendment is limited to specific properties based on Alexander Road and Philip Road. c) Extension to surrounding streets is not proposed at this time. However, a whole-of-precinct approach to residential densities based on built-form modelling would provide orderly and proper planning.

City of Nedlands Local Planning Scheme No.3 Amendment No. 8
SCHEDULE OF SUBMISSIONS

No.	Name and Address of Submitter	Within 400m radius of amendment area	Summary of Submission	Response and recommendation
			the above properties (4 Alexander Place, 23 and 25 Phillip Road) from R60 to R35. This will provide greater consistency in the setting of R-codes in our precinct, help to protect our amenity in the future and give the community confidence that the amendment is taking a holistic view of residential density across these properties.	
25	Nic Tole, 35 Philip Road Dalkeith 6009	Yes	**Support** a) Have no objections to and support the City of Nedlands' proposed Amendment No 8 to Local Planning Scheme No 3 - recoding from R60/R80 to R35 of selected properties on Alexander and Philip Roads, Waratah Avenue and Alexander Place, Dalkeith. b) This Amendment will enable the residential density in that area to be controlled and managed in a manner that accords with the affected ratepayers' desires to preserve our neighbourhood as a peaceful, low rise, garden suburb with our current amenities in place. c) It is consistent with the vision of future low rise, low density housing such as the 2 storey town houses that are being built in Princess Road, Adelma Road and Waratah Avenue. This type of housing fulfils the requirement for higher density without detracting significantly from the rights of existing neighbours. d) This proposed recoding manifests a just and equitable solution to a fractious and divisive situation, where existing residents have their	**Noted – no modification required** a) Noted. b) Noted. c) Noted. d) Noted. e) Noted.

City of Nedlands Local Planning Scheme No.3 Amendment No. 8
SCHEDULE OF SUBMISSIONS

No.	Name and Address of Submitter	Within 400m radius of amendment area	Summary of Submission	Response and recommendation
			properties overshadowed and overwhelmed by structures inappropriately too large for the block size. e) This proposed recoding of the specified affected ratepayers is manifestly the correct, just and democratic solution to preserve our neighbourhood and peace of mind.	
26	Sue Hobson, 62 Kingsway Nedlands	No	**Support** a) Support the reduction in density.	**Noted – no modifications required** a) Noted
27	Stephen Keenihan, 58 Goldsmith Road Dalkeith	Yes	**Support** a) The proposed amendments are timely and sensible. b) The amendment is to be commended as it will reinforce the local character and amenity of this part of Nedlands while still permitting increased living density. The resulting dwellings will be compatible with the existing streetscape and result in traffic loads kept to acceptable levels within the existing road system	**Noted – no modifications required** a) Noted. b) Noted.
28	Jane Elizabeth Storey, 104 Thomas Street, Nedlands	No	**Support** a) Support Scheme Amendment No 8 - reduction in the density code of properties in Alexander Rd, Dalkeith, vicinity to R35.	**Noted – no modifications required** a) Noted
29	Peter Coghlan, 37 Bulimba Road,	No	**Support**	**Noted – no modifications required** a) Noted

City of Nedlands Local Planning Scheme No.3 Amendment No. 8
SCHEDULE OF SUBMISSIONS

No.	Name and Address of Submitter	Within 400m radius of amendment area	Summary of Submission	Response and recommendation
	Nedlands 6009		a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	
30	Kath Leys, 37 Philip Road, Dalkeith 6009	Yes	**Support** a) Support Scheme Amendment No.8 for the following reasons: i. Avoids adverse impacts on neighbouring sites due to overshadowing and overlooking (diminished privacy) ii. Allows for responsible development iii. Protects the current and future amenity of neighbouring sites iv. Maintains the character and streetscape of the area v. Protects and enhances local character and amenity vi. Respects the community vision for the development of the district vii. Ensures development maintains compatibility with the desired streetscape in terms of bulk, scale, height, street alignment and setbacks of street viii. Supports increased density in close proximity to the Waratah Precinct, whilst maintaining the existing character and amenity of the locality	**Noted – no modifications required** a) Noted

City of Nedlands Local Planning Scheme No.3 Amendment No. 8
SCHEDULE OF SUBMISSIONS

No.	Name and Address of Submitter	Within 400m radius of amendment area	Summary of Submission	Response and recommendation
31	Chase Christian, 3/4 Mountjoy Rd Nedlands	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted
32	Rod White, 59 Kingsway Nedlands WA 6009	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted
33	Laura Fender, 37 Leon Rd, Dalkeith	Yes	**Support** a) Support reduction in the density.	**Noted – no modifications required** a) Noted
34	Ak Hamid, 37 Leon Rd, Dalkeith	Yes	**Support** a) Support reduction in the density.	**Noted – no modifications required** a) Noted
35	Sue Edwards, Doonan Rd nedlands	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted
36	Travis Hydzik, [redacted]	No	**Object** a) Object to Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity.	**Noted – no modifications required** a) Noted
37	Jodie Monro, 74 Kingsway Nedlands	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted
38	Sarah Flanagan,	No	**Support**	**Noted – no modifications required** a) Noted

City of Nedlands Local Planning Scheme No.3 Amendment No. 8
SCHEDULE OF SUBMISSIONS

No.	Name and Address of Submitter	Within 400m radius of amendment area	Summary of Submission	Response and recommendation
	5 Granby Cres NEDLANDS		a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	
39	Julian Goldsworthy, 8 Archdeacon St Nedlands	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted
40	Graham Cuckow, 39 Portland St Nedlands	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted
41	Kirsten McGuire, 2 Granby Crescent, Nedlands	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted
41	Melissa Narbey, 41 Florence Rd Nedlands WA 6009	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted
42	Carmen Tutor, 8A Alexander road Dalkeith	Yes	**Support** a) I support the downcoding for Alexander Road Dalkeith as per City of Nedlands recommendation and in line with the policy of 10m height cap for the area. This will ensure protecting the existing amenity and character of the area whilst allowing some development.	**Noted – no modifications required** a) Noted

City of Nedlands Local Planning Scheme No.3 Amendment No. 8
SCHEDULE OF SUBMISSIONS

No.	Name and Address of Submitter	Within 400m radius of amendment area	Summary of Submission	Response and recommendation
43	Jonathan and Linley Dodd, 74 Louise Street, Nedlands.	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted
44	Ted Graham, 42 Marita Road Nedlands	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted
45	Kylie Passage, 80 Doonan Rd, Nedlands	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted
46	Jurgen Passage, 80 Doonan Rd, Nedlands	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted
47	Felicity Zimmermann, 37 Portland St Nedlands	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted
48	Christine Cuckow, 39 Portland Street Nedlands	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted

City of Nedlands Local Planning Scheme No.3 Amendment No. 8
SCHEDULE OF SUBMISSIONS

No.	Name and Address of Submitter	Within 400m radius of amendment area	Summary of Submission	Response and recommendation
49	Trina Mahon, 17 Kingsway Nedlands	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted
50	Nicky Giovkos, 52 Louise Street, Nedlands	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted
51	Andrew Edis, 72 Kingsway, Nedlands	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted
52	Jack Edis, 72 Kingsway, Nedlands	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted
53	Stuart Moran, 45 Florence Road Nedlands	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted
54	Helen Forbes, 36 Langham St Nedlands	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted
55	Jen Edis, 72 Kingsway, Nedlands	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted

City of Nedlands Local Planning Scheme No.3 Amendment No. 8
SCHEDULE OF SUBMISSIONS

No.	Name and Address of Submitter	Within 400m radius of amendment area	Summary of Submission	Response and recommendation
56	Robin Chinnery, 24 Philip Rd Dalkeith Alex Ireland, 1 Alexander Rd, Dalkeith Paula Meling, 32 Philip Road, Dalkeith	Yes	**Support** a) 32 Philip Road should be included in those properties specified for this proposed Amendment 8 to LPS 3. b) We support the proposed Amendment 8 to LPS 3 to reduce the density code of properties in the Alexander Rd., Dalkeith, vicinity by re-coding street nos. 1, 3, 3A, 5A, 5B, 7A, 7B, 9, 15, 17, 19 & 21 Alexander Rd.; 107 & 108 Waratah Ave.; 29, 31, 32, 33 & 32 Philip Rd.; & 7 Alexander Pl., Dalkeith, from R60 to R35; & to re-code street nos. 4A, 4B, 6, 8A, 8B & 10 Alexander Rd.; & 26 7 28 Philip Rd., Dalkeith, from R80 to R35. c) These properties (including some re-zoned from R10 to R20 & R25 in the early 2000s) were zoned R10, R20 & R25, prior to the imposition of up-coding to R60 & R80 in 2019. d) Philip Rd & Alexander Rd are leafy well-vegetated suburban streets, with streetscapes characterised by well-maintained single & two storey homes & gardens of high standard, that are much appreciated by Dalkeith residents & the many pedestrians who walk in this area, including those residing elsewhere in Dalkeith, Nedlands & Claremont. e) We consider the current R60 & R80 zonings do not meet the aims of LPS 3, namely to protect & enhance local character and amenity, to respect the community vision for development of the district, & ensure development that maintains	**Noted – modification required.** a) 32 Philip Road is included in the amendment map and is affected by this proposal. However, the address is not listed in the amendment resolution. It is recommended that the address by included to reflect the intent of the Amendment. b) Noted. c) Noted. d) Noted. e) Noted. f) Noted.

City of Nedlands Local Planning Scheme No.3 Amendment No. 8
SCHEDULE OF SUBMISSIONS

No.	Name and Address of Submitter	Within 400m radius of amendment area	Summary of Submission	Response and recommendation
			compatibility with the desired streetscape in terms of bulk, scale, height, street alignment & setbacks. f) We support proposed Amendment No. 8 to LPS 3 to re-code all these aforementioned properties to R35, which we consider will meet these stated aims of LPS 3.	
57	Simon Edis, 72 Kingsway, Nedlands	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted
58	Emma Davies, 25 Kingsway, Nedlands WA 6009	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted
59	Brad Forbes, 36 Langham st Nedlands	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted
60	Nicholas Earner, 25 Kingsway, Nedlands WA 6009	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted.
61	Paula Meling, 32 Philip Rd, Dalkeith	Yes	**Support** a) I support the reduction in the density code of properties in Alexander Road, Dalkeith vicinity to R35.	**Noted – modifications required** a) Noted. b) Noted. c) Noted.

City of Nedlands Local Planning Scheme No.3 Amendment No. 8
SCHEDULE OF SUBMISSIONS

No.	Name and Address of Submitter	Within 400m radius of amendment area	Summary of Submission	Response and recommendation
			b) Reducing the density code of these properties to R35 will ensure the character and amenity of this lovely street is preserved, while still allowing for responsible and appropriate development and infill. c) The zoning of properties in this street was recently upgraded from R10 to R20, and brand new attractive 2 storey homes were built on many of the subdivided lots. Further increasing the zoning from R20 to R60 and R80 in the short space of a few years is a grave mistake, as 4.5 storey buildings would be wedged between new 2 storey homes and some older 1 storey homes and they would look completely out of place, and be eyesores in the street. d) Furthermore, as most blocks are East-West facing the proposed up coding is a poor planning decision, as talk bulky buildings on the north would significantly overshadow their southern neighbours, impacting solar panels and sunlight. e) A reduction in the density code of properties in Alexander Road and the vicinity to R35 will prevent these problems, preserving the character of the area, and ensuring development is well planned and compatible with the existing streetscape. f) Important note - My property at 32 Philip Rd, is part of a Survey Strata Property with 1 Alexander Road, and my street number (32 Philip Road)	d) Noted. e) Noted f) 32 Philip Road is included in the amendment map and is affected by this proposal. However, the address is not listed in the amendment resolution. It is recommended that the address by included to reflect the intent of the Amendment.

City of Nedlands Local Planning Scheme No.3 Amendment No. 8
SCHEDULE OF SUBMISSIONS

No.	Name and Address of Submitter	Within 400m radius of amendment area	Summary of Submission	Response and recommendation
			should have been included in those specified for this proposed Amendment 8 to LPS 3.	
62	Matthew Monkhouse, 26 Marita Rd Nedlands	No	**Support** a) Support reduction of density.	**Noted – no modifications required** a) Noted.
63	Joshua Davies, 25 Kingsway, Nedlands WA 6009	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted.
64	Graeme Hatton, 10 Loftus Street Nedlands	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35. b) R60 is too aggressive for the suburbs of Nedlands & Dalkeith. All areas within the suburbs should be rezoned to R35. c) All current & future planning submissions should be put on hold until a thorough review is done. d) A royal commission is set up to find out exactly what the relationship is between the Planning minister & the developers.	**Noted – no modifications required** a) Noted. b) The application of medium density around areas of high amenity such as activity centres, is a state-wide planning response. c) There is no legal ability to have a moratorium on planning decisions where an application is made in accordance with the Scheme and Regulations. d) This is outside of the scope of this Amendment.
65	Zoe Earner, 25 Kingsway, Nedlands WA 6009	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted.

City of Nedlands Local Planning Scheme No.3 Amendment No. 8
SCHEDULE OF SUBMISSIONS

No.	Name and Address of Submitter	Within 400m radius of amendment area	Summary of Submission	Response and recommendation
66	Jennifer Golding, 33 Circe Circle, Dalkeith	Yes	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted.
67	Philip & Sandra Oates, 28 Philip Road, Dalkeith	Yes	**Support** a) I support the reduction in the density code of properties in Alexander Road, Dalkeith vicinity to R35 as this area was up-coded from R10 to R20 to R80. b) It is an error given that most of the blocks are EAST-WEST facing, therefore the Northern buildings with bulk and scale will all overshadow 100% in winter to their Southern Neighbours and significantly impact solar collectors & sunlight. c) Huge 4.5 storey buildings will destroy the Amenity and character of this neat lovely peaceful Street. Massive buildings will be wedged between newly quality built unlikely to be developed for the next 20 years when the LPP can be re-visited. d) Height and bulk restrictions will protect the existing character for some years whilst allowing appropriate development such as townhouses or grouped dwellings.	**Noted – no modifications required** a) Noted. b) Noted. c) Noted. d) Noted.
68	Isabel Earner, 25 Kingsway, Nedlands WA 6009	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted.

City of Nedlands Local Planning Scheme No.3 Amendment No. 8
SCHEDULE OF SUBMISSIONS

No.	Name and Address of Submitter	Within 400m radius of amendment area	Summary of Submission	Response and recommendation
69	Katie Bourke, 14 Loftus Street Nedlands	No	**Support** a) Scheme amendment #8 has my full support. b) Reduce the R zoning to R35 in the Alexander Road vicinity. c) With respect, the R-codes across Nedlands as a whole MUST be revisited and revised. There has to be not only community input, but a good dose of common sense by taking each and every prospective development site on its merits. Not just a blanketing of up-zoning approach. Retro-fitting older, established suburbs in this manner is, in my opinion, uncivil.	**Noted – no modifications required** a) Noted. b) Noted. c) A review of zones and densities in the City is undertaken during preparation of a local planning strategy. The City last prepared a local planning strategy in 2017, which was endorsed by the WAPC. This strategy included increased densities in key areas. However, the Minister required additional densification when approving Local Planning Scheme No.3.
70	Isaac Davies, 25 Kingsway, Nedlands WA 6009	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted.
71	Joan Robins, 12 Edward Street, Nedlands 6009	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted.
72	Peter Robins, 10 Edward Street, Nedlands 6009	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted.

City of Nedlands Local Planning Scheme No.3 Amendment No. 8
SCHEDULE OF SUBMISSIONS

No.	Name and Address of Submitter	Within 400m radius of amendment area	Summary of Submission	Response and recommendation
73	Elizabeth McCall, 24 Leon Road Dalkeith	Yes	**Support** a) The plan provides for a density appropriate to the road, area & traffic. It supports development in a manner consistent with the community	**Noted – no modifications required** a) Noted.
74	Toby Leys, 37 Philip Rd, Dalkeith, 6009	Yes	**Support** a) Support Scheme Amendment No.8 for the following reasons: i. Avoids adverse impacts on neighbouring sites due to overshadowing and overlooking (diminished privacy) ii. Allows for responsible development iii. Protects the current and future amenity of neighbouring sites iv. Maintains the character and streetscape of the area v. Protects and enhances local character and amenity vi. Respects the community vision for the development of the district vii. Ensures development maintains compatibility with the desired streetscape in terms of bulk, scale, height, street alignment and setbacks of street viii. Supports increased density in close proximity to the Waratah Precinct, whilst maintaining the existing character and amenity of the locality	**Noted – no modifications required** a) Noted.
75	Roge Smith,	No	**Support**	**Noted – no modifications required** a) Noted.

City of Nedlands Local Planning Scheme No.3 Amendment No. 8
SCHEDULE OF SUBMISSIONS

No.	Name and Address of Submitter	Within 400m radius of amendment area	Summary of Submission	Response and recommendation
	29 Webster Street, Nedlands		a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	
76	Bay Yeo, 6 Alexander Road Dalkeith	Yes	**Object** a) The justification provided by Council in its decision of 31 March 2020 indicated that this amendment is a reaction to the 4-storey development application for #6 Alexander Road, arguing that the development and current zoning does not meet the aims of LPS3 b) Category of Amendment – Complex. The amendment is inconsistent with the Local Planning Strategy (Strategy). The rezoning proposed for Alexander Rd, from R80 to R35, is absolutely a significant change to the development potential, suggesting that this is a 'complex' amendment. Therefore, in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations) the Scheme Amendment is 'complex' and is required to be referred to the WAPC, and following any amendment from the WAPC, be advertised for 60 days. It is inappropriate for an amendment of this nature to be considered a 'standard' amendment and advertised for a period of 42 days. c) Consistency with the Local Planning Strategy. It is interpreted that by gazettal of LPS 3 in April 2019 that the applied densities and zones were considered by the Western Australian Planning	**Noted – no modification of amendment required.** a) Noted. b) The City has assessed the amendment as being 'standard'. In the event that the WAPC determines it is 'complex', the amendment will be re-advertised accordingly. c) The City has determined that the proposed density is consistent with the endorsed Local Planning Strategy. d) The issues surrounding transition between the proposed density and surrounding densities is acknowledged. Administration recommends a whole-of-precinct approach to densities in the Waratah Village locality be considered in the light of built form modelling. e) Noted.

City of Nedlands Local Planning Scheme No.3 Amendment No. 8
SCHEDULE OF SUBMISSIONS

No.	Name and Address of Submitter	Within 400m radius of amendment area	Summary of Submission	Response and recommendation
			Commission (WAPC) and Planning Minister to be consistent with the Strategy. A significant reduction now proposed to these densities can therefore only be interpreted as being inconsistent, as the Strategy does not support an amendment to reduce residential densities or land use intensity in the designated areas. d) Adequate transitions The proposed rezoning does not provide an adequate transition in height from adjacent LPS3 rezoned properties: • Several properties along the east side of Alexander Rd are located adjacent to the R-AC3 zoned properties along Waratah avenue. • These properties zoned R-AC3 have permitted heights of 6 storeys. • An example exists at 95 Waratah Ave which has recently received development approval for a 5-storey apartment building less than 40m from some of the proposed affected sites. • Similarly, properties along the south side of Philip Rd to the east of the target properties remain zoned at R80, enabling 4 storey development on the same block of land. The local planning strategy sets out the vision for future development in this location which is supported by the State Planning Framework. An	

City of Nedlands Local Planning Scheme No.3 Amendment No. 8
SCHEDULE OF SUBMISSIONS

No.	Name and Address of Submitter	Within 400m radius of amendment area	Summary of Submission	Response and recommendation
			activity node is identified by the Strategy at the centre of the subject area adjacent to the established Waratah Village Neighbourhood Centre, which generates the most activity within the corridor. Taking this current context into consideration and the objectives of the Strategy, higher density is highly appropriate in this location. e) Reactionary Amendment • It is noted that the City is in the process of preparing/having a consultant prepare context analysis, built form modelling and traffic modelling for the Waratah area. It is understood that this body of work, together with pre-engagement with the local community, is intended to be used to prepare a precinct local planning policy for the Waratah Precinct zone and the adjoining up-coded residential areas. • Specifically in relation to the Local Planning Policy –Alexander and Philip Road Dalkeith Building Height, the City's Administration has previously recommended to Council that it does not adopt the LPP, but instead the aforementioned context analysis and built form modelling is continued, so that a properly informed and fully considered set of built form controls can be put forward. • This same logic should apply to the proposed scheme amendment.	

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SCHEDULE OF SUBMISSIONS

No.	Name and Address of Submitter	Within 400m radius of amendment area	Summary of Submission	Response and recommendation
			• Noting that this body of work is already underway, this is considered to be the orderly and proper planning approach to formulating built form controls, not seeking to rush through a premature scheme amendment that simply applies a blanket down-coding. • Furthermore, progressing this scheme amendment runs the risk of prejudicing this body of work, and making its recommendations redundant. • Logic, and orderly and proper planning would suggest that no scheme amendment should be progressed, until the future draft local planning policy (precinct plan) for Waratah Village precinct has been considered by Council, advertised, and progressed to a decision by Council/WAPC.	
77	Linley Macpherson-Smith, 29 Webster Street, Nedlands	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted.
78	Susan Stevens,	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted.

City of Nedlands Local Planning Scheme No.3 Amendment No. 8
SCHEDULE OF SUBMISSIONS

No.	Name and Address of Submitter	Within 400m radius of amendment area	Summary of Submission	Response and recommendation
	65 Melvista Avenue Nedlands			
79	Roger Smith, 29 Webster St, Nedlands	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted.
80	Daniel Cahill, 65 Melvista Avenue Nedlands	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted.
81	Gwendolyn Jacobs, 4 Kathryn Crescent, Dalkeith	Yes	**Support**	**Noted – no modifications required**
82	D Mather, 35 Florence Rd, Nedlands	No	**Object**	**Noted – no modifications required**
83	M Mather, 35 Florence Rd, Nedlands	No	**Object**	**Noted – no modifications required**
84	Catie Robins, 10 Edward St, Nedlands	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted.

City of Nedlands Local Planning Scheme No.3 Amendment No. 8
SCHEDULE OF SUBMISSIONS

No.	Name and Address of Submitter	Within 400m radius of amendment area	Summary of Submission	Response and recommendation
85	Sam Robins, 10 Edward St, Nedlands	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted.
86	Joshua Robins, 10 Edward St, Nedlands	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted.
87	Tom Robins, 10 Edward St, Nedlands	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted.
88	Fergus Bennett, 133 Broadway, Nedlands	No	**Support** a) This area is already well established with desirable and high quality R20 subdivision development. The LPS3 rezoning would lead to terrible built form outcomes of 5 story towers jammed in between, overshadowing and overlooking 2 storey luxury homes. b) This is a beautiful street, R35 still allows for more intense development but does not ruin the existing R20 development. Importantly, town houses and boutique apartments are what the local market desires, it is cheaper and more viable to build, and will result in a more moderate scale but attractive revitalisation of the	**Noted – no modifications required** a) Noted. b) Noted.

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SCHEDULE OF SUBMISSIONS

No.	Name and Address of Submitter	Within 400m radius of amendment area	Summary of Submission	Response and recommendation
			neighbouring without destroying the very high existing amenity and character.	
89	Janette Offermann, 45 Viewway Nedlands	No	**Support** a) Support Scheme Amendment No. 8 – Reduction in the density code of properties in the Alexander Road, Dalkeith vicinity to R35.	**Noted – no modifications required** a) Noted.
90	Craig Potts, 14/87 Waratah Ave, Dalkeith	Yes	**Support** a) Fully endorse amendment. b) The City might like to extend the R-Code reductions to numerous other properties that were simply given blanket density increases. c) Selected high rise in certain locations is to be encouraged but not blanket increases as introduced with LPS3.	**Noted – no modifications required** a) Noted. b) Noted. c) Noted.
91	Andrew Sawyer, 16 Leon Rd, Dalkeith	Yes	**Support** a) There is a need to have some more density allowed into our area moving forward, however this needs to be done with much more caution than is currently being shown.	**Noted – no modifications required** a) Noted.
92	Bob Jensen, 24 Watkins Rd, Dalkeith	Yes	**Support** a) Why were properties on the north side of Philip Road between Alma Rd and Alexander Place now included in the density reduction? b) Amendment Justification - What is the community vision for development of the district referred to in the refusal of the development application for 6 Alexander Road, Dalkeith.	**Noted – no modifications required** a) Council resolved to reduce the density of the properties within the parameters included in Amendment 8. A whole-of-precinct assessment of future density, informed by built form modelling is recommended by Administration. b) The justification for the Amendment was resolved by Council on 31 March 2020. This resolution included the statement that the development application for 6 Alexander Street did not respect the community vision for

City of Nedlands Local Planning Scheme No.3 Amendment No. 8
SCHEDULE OF SUBMISSIONS

No.	Name and Address of Submitter	Within 400m radius of amendment area	Summary of Submission	Response and recommendation
				development of the district. However, there is no advice on what the community vision is.

7. No. 9 and 11 Doonan Road, Nedlands – 9 x Grouped Dwellings

Special Council Meeting	19 November 2020
Applicant	Element
Landowner	Salander Property Pty Ltd Cuba 79 Pty Ltd
Director	Peter Mickleson – Director Planning & Development
Employee Disclosure under *section 5.70 Local Government Act 1995*	Nil
Report Type Quasi-Judicial	When Council determines an application/matter that directly affects a person's right and interests. The judicial character arises from the obligation to abide by the principles of natural justice. Examples of Quasi-Judicial authority include town planning applications and other decisions that may be appealable to the State Administrative Tribunal.
Reference	DA20-50983
Previous Item	Nil
Delegation	In accordance with the City's Instrument of Delegation, Council is required to determine the application due to the number of dwellings and objections being received
Attachments	1. Applicant's Planning Report 2. Development Plans 3. Perspectives of Proposal 4. Landscape Plans 5. Acoustic Report 6. Traffic Impact Statement 7. Waste Management Plan 8. Summary of Submissions and Response
Confidential Attachments	1. Planning Assessment (CONFIDENTIAL) 2. Submissions (CONFIDENTIAL)

Councillor Mangano – Impartiality Interest

Councillor Mangano disclosed that he previously worked with one of the neighbours of 9-11 Doonan Road, Nedlands and as a consequence, there may be a perception that his impartiality on the matter may be affected. Councillor Mangano declared that he would consider this matter on its merits and vote accordingly.

Regulation 11(da) – Council wanted to highlight the need for the developer to conduct a dilapidation survey for the neighbours' properties.

Moved – Councillor Senathirajah
Seconded – Councillor Coghlan

That the Recommendation to Council be adopted.
(Printed below for ease of reference)

Amendment
Moved - Councillor Smyth
Seconded - Councillor Hodsdon

That an additional condition 18 be added as follows:

18. that a dilapidation survey be undertaken for the abutting properties (side, rear and diagonally touching boundaries).

The AMENDMENT was PUT and was

CARRIED UNANIMOUSLY 9/-

The Substantive Motion was PUT and was

CARRIED 7/2
(Against: Crs. Bennett & Mangano)

Council Resolution

Council approves the development application dated 15 July 2020 and revised plans dated 9 November 2020 for nine (9) Grouped Dwellings at Lots 81 and 80 (No. 9 and 11) Doonan Road, Nedlands, subject to the following conditions and advice notes:

1. This approval is for a 'Residential (Grouped Dwelling)' land use as defined under the City's Local Planning Scheme No.3 and the subject land may not be used for any other use without prior approval of the City of Nedlands.

2. Landscaping shall be installed and maintained in accordance with the Landscape Plans prepared by ALFALFA dated 18 September 2020 and updated as follows:

a. The deep soil areas and proposed 13 medium trees and 13 small trees shown on the Landscape – Deep Soil Areas Plan dated 9 November 2020 is to be reflected and updated in the Landscaping Plans package;
b. A Tree Protection Zone (TPZ) be provided around the three (3) street trees along Doonan Road; and

c. A detailed tree and plants species schedule to ensure appropriate tree species will grow to full maturity and root systems that will not impact upon existing infrastructure.

Shall be implemented and thereafter complied with by the landowner(s) for the life of the development to the satisfaction of the City of Nedlands.

3. The Acoustic Report prepared by EcoAcoustics dated 18 September 2020 forms part of this development approval and shall be complied with at all times to the satisfaction of the City of Nedlands. Recommendations contained within the Acoustic Report to achieve compliance with the *Environmental Protection (Noise) Regulations 1997* are to be carried out and maintained for the lifetime of the development to the satisfaction of the City of Nedlands.

4. Waste management for the development shall comply with the approved Waste Management Plan prepared by Talis dated 18 September 2020 and updated as follows:

a. The bin storage area dimensions and size shown in the development plans package dated 9 November 2020, is to be updated in the Waste Management Plan.

The Waste Management Plan shall be implemented and thereafter complied with by the landowner(s) for the life of the development to the satisfaction of the City of Nedlands.

5. The location of any bin stores shall be behind the street alignment so as not to be visible from the street or public place and constructed in accordance with the City's Health Local Law 1997.

6. Prior to occupation of the development all fencing/visual privacy screens and obscure glass panels to major openings and unenclosed active habitable areas as annotated on the development plans dated 9 November 2020, shall be screened in accordance with the Residential Design Codes by either;

a. fixed obscured or translucent glass to a height of 1.60 metres above finished floor level; or
b. Timber screens, external blinds, window hoods and shutters to a height of 1.6m above finished floor level that are at least 75% obscure; or
c. A minimum sill height of 1.60 metres as determined from the internal floor level; or
d. an alternative method of screening approved by the City of Nedlands.

The required screening shall be thereafter maintained to the satisfaction of the City of Nedlands.

7. Prior to occupation of the development, the finish of the parapet walls is to be finished externally to the same standard as the rest of the development or in:

a. Face brick;
b. Painted render;
c. Painted brickwork; or
d. Other clean material as specified on the approved plans.

And maintained thereafter to the satisfaction of the City of Nedlands.

8. Prior to occupation of the development, the proposed car parking and vehicle access areas shall be sealed, drained, paved and line marked in accordance with the approved plans and are to comply with the requirements of AS2890.1 to the satisfaction of the City of Nedlands.

9. Prior to occupation of any part of the development, the two (2) visitors car parking bays shown on the approved plans shall be surface marked "visitors only" and sign posted accordingly and thereafter maintained by the responsible entity (strata/corporate body) for the life of the development to the satisfaction of the City of Nedlands.

10. Prior to the construction or demolition works, a Construction Management Plan shall be submitted and observed at all times throughout the construction process to the satisfaction of the City of Nedlands.

11. Prior to the occupation of the development, a Lighting Plan is to be submitted and approved by the City and maintained for the duration of the development to the satisfaction of the City of Nedlands.

12. All stormwater generated from the development shall be contained on site.

13. All footings and structures shall be constructed wholly inside the site boundaries of the property's Certificate of Title.

14. Prior to occupation of the development, all external fixtures including, but not limited to TV and radio antennae, satellite dishes, plumbing ventes and pipes, solar panels, air conditioners, hot water systems and utilities shall be integrated into the design of the building and not be visible from the primary street or secondary street to the satisfaction of the City of Nedlands.

15. Prior to occupation of the development, Lot 81, (No. 9) Doonan Road, Nedlands and Lot 80 (No. 11) Doonan Road, Nedlands, are to be legally amalgamated.

16. The development shall at all times comply with the application and the approved plans, subject to any modifications required as a consequence of any condition(s) of this approval.

17. This decision constitutes planning approval only and is valid for a period of four (4) years from the date of approval. If the subject development is not substantially commenced within the four-year period, the approval shall lapse and be of no further effect.

18. That a dilapidation survey be undertaken for the abutting properties (side, rear and diagonally touching boundaries).

Advice Notes specific to this proposal:

1. The applicant is advised that in relation to Condition 2, the Landscaping Plans shall also detail a maintenance plan for all proposed landscaping on site and contingencies for replacement of dead and diseased plants.

2. The applicant is advised that in relation to Condition 12, the Construction Management Plan is to address but is not limited to the following matters:

- **a. Construction operating hours;**
- **b. Contact details of essential site personnel;**
- **c. Noise control and vibration management;**
- **d. Dust, sand and sediment management;**
- **e. Stormwater and sediment control;**
- **f. Traffic and access management;**
- **g. Protection of infrastructure and street trees within the road reserve and adjoining properties;**
- **h. Dilapidation report of adjoining properties;**
- **i. Security fencing around construction sites;**
- **j. Site deliveries;**
- **k. Waste management and materials re-use;**
- **l. Parking arrangements for contractors and subcontractors;**
- **m. Consultation plan with nearby properties; and**
- **n. Complaint procedure.**

3. The responsible entity (strata/corporate body) is responsible for the maintenance of the common property (including roads) within the development.

4. Any development in the nature-strip (verge), including crossovers, will require a Nature Strip Works Application (NSWA) and Vehicle Crossover (VC) Application to be lodged with, and approved by, the City's Technical Services department, prior to commencing construction.

5. Where parts of the existing dwelling/building and structures are to be demolished, a demolition permit is required prior to demolition works occurring. All works are required to comply with relevant statutory provisions.

6. Prior to selecting a location for an air-conditioner, the applicant is advised to consult the online fairair noise calculator at www.fairair.com.au and use this as guide to prevent noise affecting neighbouring properties Prior to installing mechanical equipment, the applicant is advised to consult neighbours, and if necessary, take measures to suppress noise.

7. The landowner is advised that dividing fencing between properties is a civil matter between abutting landowners in accordance with the Dividing Fences Act 1961. It is the responsibility of the landowner to obtain any necessary approvals from adjoining landowners or satisfy any other obligations under the Dividing Fences Act 1961.

Recommendation to Council

Council approves the development application dated 15 July 2020 and revised plans dated 9 November 2020 for nine (9) Grouped Dwellings at Lots 81 and 80 (No. 9 and 11) Doonan Road, Nedlands, subject to the following conditions and advice notes:

1. This approval is for a 'Residential (Grouped Dwelling)' land use as defined under the City's Local Planning Scheme No.3 and the subject land may not be used for any other use without prior approval of the City of Nedlands.

2. Landscaping shall be installed and maintained in accordance with the Landscape Plans prepared by ALFALFA dated 18 September 2020 and updated as follows:

    a. The deep soil areas and proposed 13 medium trees and 13 small trees shown on the Landscape – Deep Soil Areas Plan dated 9 November 2020 is to be reflected and updated in the Landscaping Plans package;
    b. A Tree Protection Zone (TPZ) be provided around the three (3) street trees along Doonan Road; and
    c. A detailed tree and plants species schedule to ensure appropriate tree species will grow to full maturity and root systems that will not impact upon existing infrastructure.

    Shall be implemented and thereafter complied with by the landowner(s) for the life of the development to the satisfaction of the City of Nedlands.

3. The Acoustic Report prepared by EcoAcoustics dated 18 September 2020 forms part of this development approval and shall be complied with at all times to the satisfaction of the City of Nedlands. Recommendations contained within the Acoustic Report to achieve compliance with the *Environmental Protection (Noise) Regulations 1997* are to be carried out and maintained for the lifetime of the development to the satisfaction of the City of Nedlands.

4. Waste management for the development shall comply with the approved Waste Management Plan prepared by Talis dated 18 September 2020 and updated as follows:

    a. The bin storage area dimensions and size shown in the development plans package dated 9 November 2020, is to be updated in the Waste Management Plan.

    The Waste Management Plan shall be implemented and thereafter complied with by the landowner(s) for the life of the development to the satisfaction of the City of Nedlands.

5. The location of any bin stores shall be behind the street alignment so as not to be visible from the street or public place and constructed in accordance with the City's Health Local Law 1997.

6. Prior to occupation of the development all fencing/visual privacy screens and obscure glass panels to major openings and unenclosed active habitable areas as annotated on the development plans dated 9 November 2020, shall be screened in accordance with the Residential Design Codes by either;

    a. fixed obscured or translucent glass to a height of 1.60 metres above finished floor level; or
    b. Timber screens, external blinds, window hoods and shutters to a height of 1.6m above finished floor level that are at least 75% obscure; or
        c. A minimum sill height of 1.60 metres as determined from the internal floor level; or
        d. an alternative method of screening approved by the City of Nedlands.

    The required screening shall be thereafter maintained to the satisfaction of the City of Nedlands.

7. Prior to occupation of the development, the finish of the parapet walls is to be finished externally to the same standard as the rest of the development or in:

    a. Face brick;
    b. Painted render;
    c. Painted brickwork; or

d. Other clean material as specified on the approved plans.

And maintained thereafter to the satisfaction of the City of Nedlands.

8. Prior to occupation of the development, the proposed car parking and vehicle access areas shall be sealed, drained, paved and line marked in accordance with the approved plans and are to comply with the requirements of AS2890.1 to the satisfaction of the City of Nedlands.

9. Prior to occupation of any part of the development, the two (2) visitors car parking bays shown on the approved plans shall be surface marked "visitors only" and sign posted accordingly and thereafter maintained by the responsible entity (strata/corporate body) for the life of the development to the satisfaction of the City of Nedlands.

10. Prior to the construction or demolition works, a Construction Management Plan shall be submitted and observed at all times throughout the construction process to the satisfaction of the City of Nedlands.

11. Prior to the occupation of the development, a Lighting Plan is to be submitted and approved by the City and maintained for the duration of the development to the satisfaction of the City of Nedlands.

12. All stormwater generated from the development shall be contained on site.

13. All footings and structures shall be constructed wholly inside the site boundaries of the property's Certificate of Title.

14. Prior to occupation of the development, all external fixtures including, but not limited to TV and radio antennae, satellite dishes, plumbing ventes and pipes, solar panels, air conditioners, hot water systems and utilities shall be integrated into the design of the building and not be visible from the primary street or secondary street to the satisfaction of the City of Nedlands.

15. Prior to occupation of the development, Lot 81, (No. 9) Doonan Road, Nedlands and Lot 80 (No. 11) Doonan Road, Nedlands, are to be legally amalgamated.

16. The development shall at all times comply with the application and the approved plans, subject to any modifications required as a consequence of any condition(s) of this approval.

17. This decision constitutes planning approval only and is valid for a period of four (4) years from the date of approval. If the subject development is not substantially commenced within the four-year period, the approval shall lapse and be of no further effect.

Advice Notes specific to this proposal:

1. The applicant is advised that in relation to Condition 2, the Landscaping Plans shall also detail a maintenance plan for all proposed landscaping on site and contingencies for replacement of dead and diseased plants.

2. The applicant is advised that in relation to Condition 12, the Construction Management Plan is to address but is not limited to the following matters:

    a. Construction operating hours;
    b. Contact details of essential site personnel;
    c. Noise control and vibration management;
    d. Dust, sand and sediment management;
    e. Stormwater and sediment control;
    f. Traffic and access management;
    g. Protection of infrastructure and street trees within the road reserve and adjoining properties;
    h. Dilapidation report of adjoining properties;
    i. Security fencing around construction sites;
    j. Site deliveries;
    k. Waste management and materials re-use;
    l. Parking arrangements for contractors and subcontractors;
    m. Consultation plan with nearby properties; and
    n. Complaint procedure.

3. The responsible entity (strata/corporate body) is responsible for the maintenance of the common property (including roads) within the development.

4. Any development in the nature-strip (verge), including crossovers, will require a Nature Strip Works Application (NSWA) and Vehicle Crossover (VC) Application to be lodged with, and approved by, the City's Technical Services department, prior to commencing construction.

5. Where parts of the existing dwelling/building and structures are to be demolished, a demolition permit is required prior to demolition works occurring. All works are required to comply with relevant statutory provisions.

6. Prior to selecting a location for an air-conditioner, the applicant is advised to consult the online fairair noise calculator at www.fairair.com.au and use this as guide to prevent noise affecting neighbouring properties Prior to installing mechanical equipment, the applicant is advised to consult neighbours, and if necessary, take measures to suppress noise.

7. The landowner is advised that dividing fencing between properties is a civil matter between abutting landowners in accordance with the Dividing Fences Act 1961. It is the responsibility of the landowner to obtain any necessary approvals from adjoining landowners or satisfy any other obligations under the Dividing Fences Act 1961.

1.0 Executive Summary

The purpose of this report is for Council to determine a Development Application received from the applicant on the 15 July 2020, for proposed nine (9) two-storey grouped dwellings located at Lots 81 and 80 (No. 9 and 11) Doonan Road, Nedlands.

The application was advertised to adjoining neighbours in accordance with the City's Local Planning Policy - Consultation of Planning Proposals. At the close of the advertising period 8 submissions were received; 5 objections, 1 support but raised concerns and 2 neither support nor object but raised concerns.

Amended plans were received on the 9 November 2020, in response to public submissions and comments received from Administration. It is recommended that this application be approved by Council as it is now considered to satisfy the design principles of the Residential Design Codes (R-Codes) and is unlikely to have a significant adverse impact on the local amenity.

2.0 Background

2.1 Land Details

Metropolitan Region Scheme Zone	Urban
Local Planning Scheme Zone	Residential
R-Code	R60
Land area	No. 9 – 920.7m^2 No. 11 - 920.7m^2 Total: 1,841.4m^2
Additional Use	No
Special Use	No
Local Development Plan	No
Structure Plan	No
Land Use	Existing – Residential (Single House) Proposed – Residential (Grouped Dwelling)
Use Class	P – Permitted

2.2 Locality Plan

The proposed development comprises of two allotments Lots 80 and 81 (No. 9 and 11) Doonan Road, Nedlands (the subject site).

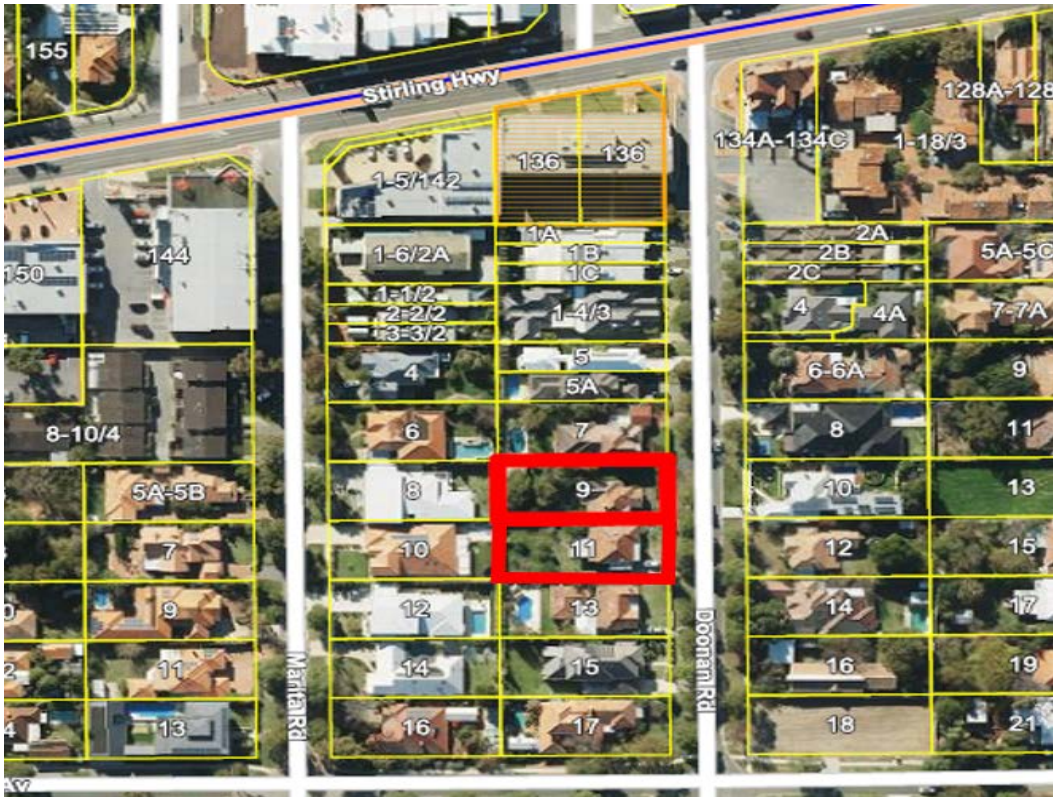


Figure 1 – Aerial Map

The subject site is located on the West side of Doonan Road and is surrounded by predominately single residential houses which have a current density coding of R60 to the northern, western and southern boundaries. The subject site abuts one property with a higher density coding of R160 on the north-western corner (6 Marita Road, Nedlands).

The subject site is located within a block bound by Stirling Highway to the north, Doonan Road to the east, Jenkins Avenue to the south and Marita Road to the west. The densities within the street block transition from R-AC1 along Stirling Highway intended for Mixed Use and Multiple Dwelling developments to R160 for lots located in the middle of the block and then to a density coding of R60. Lots south of Jenkins Avenue have a retained density coding of R12.5.

The topography of the subject site includes a level change of approximately 2.8m and falls from Doonan Road to the rear western lot boundary.

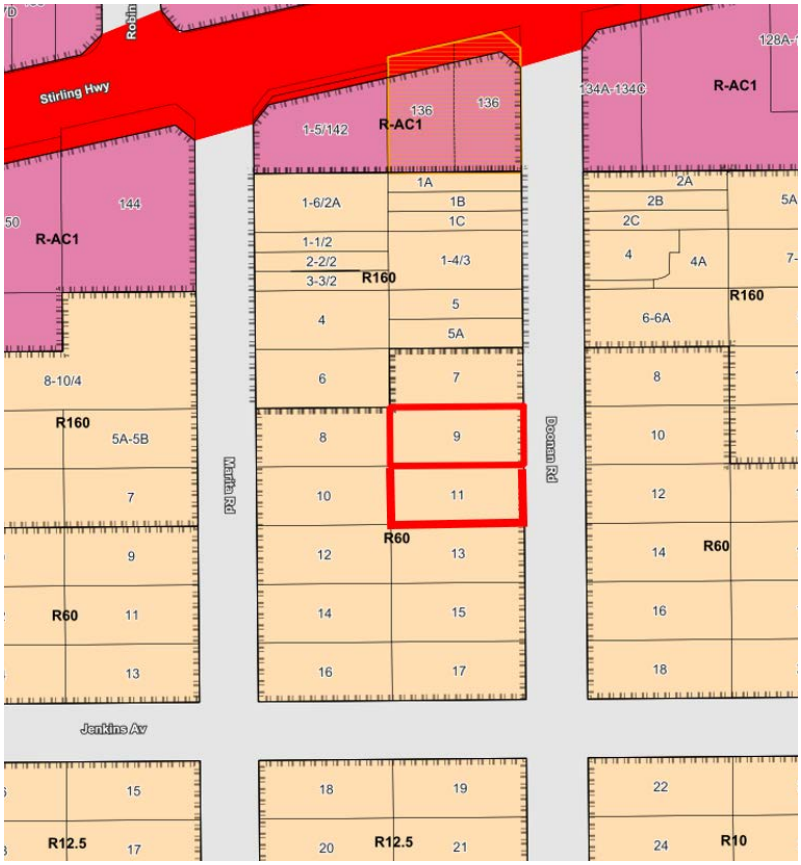


Figure 2 – Zoning Map

3.0 Application Details

The applicant seeks development approval, following the demolition of the existing single dwellings for the construction of 9 two storey grouped dwellings, details of which are as follows:

- Two-storey grouped dwellings each of which comprise three (3) bedrooms, two (2) bathrooms and living areas;
- A centrally located vehicle access driveway will service all nine of the grouped dwellings, reducing the number of crossovers to one on Doonan Road, whilst being able to retain all three (3) existing street trees on the verge;
- Each grouped dwelling will have access to a double garage;
- Two (2) visitor parking bays are located within the front setback area;
- A bulk waste storage area is located to the south of Unit 1;
- A bin storage area will accommodate nine (9) 360L bins and two (2) 240L bin and is located to the north of Unit 5;
- A total of 13 medium trees and 13 small trees are provided in deep soil areas for the proposed development; and
- All proposed deep soil areas are uninhibited by development and will support trees to grow to full maturity.

By way of justification in support of the development application the applicant has provided a design principles assessment which is attached to this report (refer to **Attachment 1**).

4.0 Consultation

The applicant is seeking assessment under the Design Principles of the R-Codes for the following:

- Street setbacks;
- Lot boundary setbacks;
- Street walls and fences;
- Outdoor living areas;
- Site works;
- Retaining walls; and
- Visual privacy.

The development application was advertised in accordance with the City's Local Planning Policy - Consultation of Planning Proposals to 33 occupiers and landowners between 2nd to 15th October 2020, for a period of 14 days. It is noted that at the close of the advertising a total of 8 submissions were received (and 1 late submission); 5 objecting, 1 support but raised concerns and 2 neither support nor object but raised concerns.

Due to the length of submissions, the summary of submissions is presented as a separate attachment to this report. Refer to **Attachment 8** for the submission table which outlines the comments received and Administration's response to each submission, as well as the applicant's response.

All issues raised from the submissions have been considered in this report.

It is noted that the applicant has provided amended plans dated 9 November 2020 in order to respond to community concerns and reduce the extent of the variations sought. The plans have been modified in the following manner:

- Eliminate visual privacy variation identified for Unit 9 upper floor balcony by providing 1.6m high screening;
- Reduce the retaining wall heights along the western lot boundary;
- Additional landscaping details required under Scheme Amendment 9;
- Addition of a gas and electrical services area to the east of Unit 5;
- Address vehicle access requirements to satisfy the City's Technical Services Department requirements; and
- Increase the bin storage area to satisfy the City's Waste Services requirements.

Note: A full copy of all relevant consultation feedback received by the City has been given to the Councillors prior to the Council meeting.

5.0 Assessment of Statutory Provisions

5.1 Planning and Development (Local Planning Schemes) Regulations 2015

Schedule 2, Part 9, clause 67 (Matters to be considered by local government) stipulates those matters that are required to be given due regard to the extent relevant to the application. Where relevant, these matters are discussed in the following sections.

In accordance with provisions (m) and (n) of the Regulations clause 67, due regard is to be given to the likely effect of the proposed development's height, scale, bulk and appearance, and the potential impact it will have on the local amenity.

5.2 Local Planning Scheme No. 3

5.2.1 – Clause 9: Aims of Scheme

Requirement	Proposal	Satisfies
a) Protect and enhance local character and amenity	The surrounding area is characterised by commercial tenancies along Stirling Highway which is within 150m of the subject site. A number of grouped dwelling developments exist adjacent to the commercial tenancies within the R160 density coding. Surrounding the subject site there are still a number of residential single houses characterised by one or two storeys with a mix of original and contemporary dwellings styles. The City acknowledges that the proposed built form, which responds to the Residential R60 code is a departure from the existing built form in that it is proposing grouped dwellings. However, the development is limited to two storeys in height and additional landscaping provided, rendering it relatively consistent and sympathetic with the existing streetscape. This is considered more appropriate than multiple dwellings which could be developed.	Yes

b)	Respect the community vision for the development of the district;	The development is not considered to adversely affect the community vision for the development of the district in that it reflects the endorsed Local Planning Strategy. The Draft Local Planning Policy – Melvista West Transition Zone seeks to establish a localised planning response for the Melvista West Transition Zone. The subject site is located within this precinct. A discussion of the policy is provided later in the report.	Yes
c)	Achieve quality residential built form outcomes for the growing population;	The built form of the development has been assessed and is considered to achieve or can be made to achieve all relevant design principles of the R-Codes Vol. 1 and is consistent with the expectations of the Residential R60 density coding.	Yes
d)	To develop and support a hierarchy of activity centres;	The medium-rise development is consistent with the intent of the R60 density code identified by Local Planning Scheme No. 3.	Yes
e)	To integrate land use and transport systems;	The development is located approximately 150m from Stirling Highway which is serviced by a number of buses including Bus 102, 103, 107 and high frequency Bus 998.	Yes
f)	Facilitate improved multi-modal access into and around the district;	The site is well located to walking networks including a pedestrian footpath which is located directly on the other side of Doonan Road.	Yes
g)	Maintain and enhance the network of open space;	The development does not impact the City's network of open space.	Yes
h)	Facilitate good public health outcomes;	The development is not considered to adversely affect the desired public health outcomes.	Yes
i)	Facilitate a high-quality provision of community services and facilities;	The development is not considered to adversely affect the community services or facilities and will contribute to ensuring their viability.	Yes
j)	Encourage local economic development and employment opportunities;	The development is considered to positively contribute to the support of local businesses, during and post-construction.	Yes

k) To maintain and enhance natural resources;	The development retains three (3) street trees, which is considered a positive outcome for this type of application. In addition, a total of 13 medium trees and 13 small trees are provided in deep soil areas for the proposed development which will assist and reinforce the leafy green character of the locality.	Yes
l) Respond to the physical and climatic conditions;	The development maintains solar access to adjoining properties by having appropriate setbacks. The dwelling design encompasses cross ventilation and adequate ceilings to allow for effective air circulation.	Yes
m) Facilitate efficient supply and use of essential infrastructure;	The development does not negatively impact this objective.	Yes

5.2.2 – Clause 16: Residential Zone Objectives

Requirement	Proposal	Satisfies
To provide for a range of housing and a choice of residential densities to meet the needs of the community;	The proposal is considered to provide a type of housing that will contribute to the City's housing diversity.	Yes
To facilitate and encourage high quality design, built form and streetscapes throughout residential areas;	The development has achieved a quality design, with an appropriate built form and streetscape presentation with a landscaped emphasis to the street and the adjoining sites.	Yes
To provide for a range of non-residential uses, which are compatible with and complementary to residential development;	This objective is not applicable to the subject application.	N/A
To ensure development maintains compatibility with the desired streetscape in terms of bulk, scale, height, street alignment and setbacks;	The development is considered to strike the balance between the existing streetscape character and the future character of this area. Grouped Dwellings in this locality are considered more appropriate than Multiple Dwellings which could be developed on the site.	Yes

5.3 Policy/Local Development Plan Consideration

5.3.1 Design of the Built Environment (State Planning Policy 7.0)

The applicant has prepared a submission in response to State Planning Policy 7.0 (refer to **Attachment 1**). Administration considers that the proposed development adequately responds to the variations proposed and on balance is considered appropriate in its context.

Design Principle	Officer Comment
1. Context and Character	The built form is considered to be sympathetic to its surrounding development and is developing to the higher density coding potential. A combination of materials and existing style is present within the locality which this design draws on. The incorporation of varying material elements and building height of only two storeys, visible from the primary street is considered to soften the built form.
2. Landscape Quality	A revised Landscape Plan and Development Plans have been provided which includes the retention of three (3) existing street trees and a total of 13 medium trees and 13 small trees provided in deep soil areas for the proposed development. This landscape design and tree provision is considered to enhance and maintain the established streetscape which recognises the landscaping significance within Nedlands.
3. Built Form and Scale	The two storey grouped dwellings are considered sympathetic and characteristic of the existing and emerging dwellings within the locality and is not considered to negatively impact the surrounding properties by way of building height, setbacks or overshadowing.
4. Functionality and Build Quality	A mix of materials and design provide a well detailed build. The proposal includes sizable bedrooms and open plan living areas making the dwellings functional and accessible dwelling for all demographics.
5. Sustainability	Predominately north facing outdoor living areas are provided for the proposed dwellings where possible and design is supported as it maximises the northern aspect of the site.

	The proposed number of trees and vegetation proposed in the outdoor living areas will create a cooler summertime environment for residents.
6. Amenity	Based on the design elements, the built form, scale and revised landscaping provision of more trees, provide an improved built form to that of the existing dwellings on site.
7. Legibility	The design provides for a clear and definable pedestrian and vehicle entrances which provides for a clear delineation of spaces from the public and private realm.
8. Safety	Major openings and balconies are provided to the public realm and designed to offer for passive surveillance of the street and common property driveway.
9. Community	The development provides for medium density dwelling diversity improving the range of housing available in the area and accommodating for a wider range of demographics.
10. Aesthetics	Contrasting renders and materials, multiple openings facing the street add visual interest to the design which is considered complementary to the streetscape.

5.3.2 Residential Design Codes – Volume 1 (State Planning Policy 7.3)

The applicant is seeking assessment under the Design Principles of the R-Codes for Street Setbacks, Lot Boundary Setbacks, Open Space, Outdoor Living Areas and Setback of Garages and Carport as addressed in the below tables:

Clause 5.1.2 – Street setbacks

Design Principles
P2.1 Buildings set back from street boundaries an appropriate distance to ensure they: • *contribute to, and are consistent with, an established streetscape;* • *provide adequate privacy and open space for dwellings;* • *accommodate site planning requirements such as parking, landscape and utilities; and* • *allow safety clearances for easements for essential service corridors.*
Deemed-to-Comply Requirement
The deemed to comply requirements for grouped dwellings, where a dwelling has its main frontage to a communal street. The setback may be reduced to 2.5m or 1.5m to a porch, veranda, balcony or the equivalent.
Proposed

1. Units 4 and 9 ground floor stores are setback 1.0m in lieu of 2.5m from the common property driveway.
2. Units 2, 3 and 4 upper floors bathrooms are setback 1.0m in lieu of 2.5m from the common property driveway.
3. Units 2, 3, 4, 6, 7, 8 and 9 upper floors balconies are setback 1.0m in lieu of 1.5m from the common property driveway.

Administration Assessment

Administration consider that the development meets the Design Principles as follows:

- The setback variations face the internal common property driveway and does not directly face the primary street. The reduced setbacks to an internal common property driveway is therefore not considered to impact adjoining neighbours. The majority of the façade is otherwise activated and orientated towards the primary street.

- The two storey bulk is predominately fixated towards the common property driveway as a means to increase setbacks to adjoining landowners located to the northern and southern lot boundaries.

- The proposal still provides compliant open space requirements (meets 40% minimum) and does not result in direct overlooking to adjoining neighbouring properties. Furthermore, there is no direct overlooking across each dwelling and therefore it to allows for sufficient internal privacy.

- Provision has been made for windows to face the common property driveway which is considered to make a positive contribution to the streetscape in terms of public surveillance and activity.

- The development utilises a range of materials and architectural treatments thereby minimising any perceived bulk as viewed from the street. The height of the development is consistent with the surrounding area and is below the permitted 10m height limit.

- Each site can accommodate parking, landscaping and utilities and there are no easements or essential service corridors to apply. Additional landscaping and deep soil areas by way of planning a number of medium and small trees for the development which further soften the built form and contribute and maintain the leafy green character of the locality.

Accordingly, the street setbacks are not considered incongruous within its setting that would prejudice the objectives of the zone and as such, considered to meet the Design Principles

Clause 5.1.3 – Lot boundary setbacks

Design Principles

P3.1 Buildings set back from lot boundaries or adjacent buildings on the same lot so as to:

- *reduce impacts of building bulk on adjoining properties;*
- *provide adequate direct sun and ventilation to the building and open spaces on the site and adjoining properties; and*
- *minimise the extent of overlooking and resultant loss of privacy on adjoining properties.*

P3.2 Buildings built up to boundaries (other than the street boundary) where this:

- *makes more effective use of space for enhanced privacy for the occupant/s or outdoor living areas;*
- *does not compromise the design principle contained in clause 5.1.3 P3.1;*
- *does not have any adverse impact on the amenity of the adjoining property;*
- *ensures direct sun to major openings to habitable rooms and outdoor living areas for adjoining properties is not restricted; and*
- *positively contributes to the prevailing or future development context and streetscape as outlined in the local planning framework.*

Deemed-to-Comply Requirement

The deemed to comply lot boundary setbacks are set out in accordance with Table 2a.

The deemed to comply requirements allow for boundary walls to be located on one side boundary only in areas coded R30 and higher.

Proposed

1. Unit 4 upper floor is setback 1.5m in lieu of 1.9m from the western lot boundary.
2. Unit 9 upper floor is setback 1.5m in lieu of 1.7m from the western lot boundary.
3. Boundary walls proposed on the northern, western and southern lot boundaries in lieu of one side only.

Administration Assessment

Administration consider that the development meets the Design Principles as follows:

The upper floor setback from the western lot boundary represents a setback variation of 0.4m from Unit 4 and 0.2m from Unit 9 based on the length and height of the wall. If the applicant were to articulate the western wall of Unit 4 and 9, it may result in the wall being setback closer to the northern and southern lot boundaries.

The location of the upper western wall of Unit 4 and 9 does not contribute to any overlooking or overshadowing impacts, or loss of ventilation on the subject site or the adjacent lot.

Regarding the boundary wall proposed on the northern, western, and southern lot boundaries in lieu of one side only. The boundary walls allow for

an efficient use of space, especially with respect to the outdoor living area. The proposed boundary walls do not contain any major openings on the walls and as such, will result in no overlooking and resultant loss of privacy to the adjacent lots.

The proposed boundary walls are all between 2.9m – 3.1m high from Natural Ground Level and will not impact overshadowing to the adjacent southern lot as it is compliant under Clause 5.4.2. As such, the boundary walls does not unduly compromise the direct sun and ventilation to the building and open spaces of the adjacent lots.

Clause 5.2.4 – Street walls and fences

Design Principles
P4 Front fences are low or restricted in height to permit surveillance (as per Clause 5.2.3) and enhance streetscape (as per clause 5.1.2), with appropriate consideration to the need: • *for attenuation of traffic impacts where the street is designated as a primary or district distributor or integrator arterial; and* • *for necessary privacy or noise screening for outdoor living areas where the street is designated as a primary or district distributor or integrator arterial.* •
Deemed-to-Comply Requirement
The deemed to comply fencing within front setback areas is permitted to be a maximum of 1.2m solid and visually permeable infill above. The deemed to comply requirements for the purposes of housing a utility/meter box, solid fencing within the primary street setback area is permitted where it is: • A maximum 1.0m in width; and • A maximum 1.8m in height.
Proposed
1. A portion of solid primary street fencing in front of Unit 1 is to be 1.4m high in lieu of 1.2m maximum. 2. The utility meter box/services fencing enclosure located within the front setback area is: • 3.0m wide in lieu of 1.0m maximum width; and • 2.06m high in lieu of 1.8m maximum height.
Administration Assessment

Administration consider that the development meets the Design Principles as follows:

The proposed portion of solid primary street fencing in front of Unit 1 is 1.4m high in lieu of 1.2m and represents a minor variation of 0.2m additional solid fencing. Consideration should be given that the front fencing is necessary to screen the outdoor living area of Unit 1 and the majority of fencing in front of Unit 5 is compliant.

The utility meter box/services fencing enclosure located within the front setback area is 3.0m wide and 2.06m high is necessary to be able to accommodate 9 electrical and 9 gas metre boxes for the development. The brick screen will match the rest of the development and as such is considered appropriate not to detract from the character of the streetscape.

Clause 5.3.1 – Outdoor living areas

Design Principles
P1.1 Outdoor living areas which provide spaces: • *capable of use in conjunction with a habitable room of the dwelling;* • *open to winter sun and ventilation; and* • *optimise use of the northern aspect of the site.* *P1.2 Balconies or equivalent outdoor living areas capable of use in conjunction with a habitable room of each dwelling, and if possible, open to winter sun.*
Deemed-to-Comply Requirement
The deemed to comply requirement for outdoor living areas is to have a minimum length and width dimensions of 4.0m.
Proposed
1. Unit 5 outdoor living areas only has a minimum width dimension of 2.98m in lieu of 4.0m. 2. Units 6, 7, and 8 outdoor living areas only have a minimum width dimension of 2.67m in lieu of 4.0m.
Administration Assessment
Administration consider that the development meets the Design Principles as follows: As the outdoor living area connects to the kitchen/dining and main living area (habitable rooms), it is considered capable of use in conjunction with these rooms. Whilst Unit 5, 6, 7 and 8 outdoor living areas are located towards the southern lot boundary, the sizable length of these outdoor areas exceed 4.0m and are usable are open to winter sun and assist in good ventilation. All outdoor living areas in the development meet the minimum 16m^2 requirement and it is considered large enough to be functional and usable whilst also maintaining privacy between each dwelling and the adjoining

southern lot. All outdoor living areas are considered to be highly accessible and provide adequate shade during the summer period.

Clause 5.3.7 – Site works

Design Principles
P7.1 Development that considers and responds to the natural features of the site and requires minimal excavation/fill. *P7.2 Where excavation/fill is necessary, all finished levels respecting the natural ground level at the lot boundary of the site and as viewed from the street.*
Deemed-to-Comply Requirement
The deemed to comply requirements allow excavation or filling between the street and building, or within 3.0m of the street alignment, whichever is the lesser, to not exceed 0.5m. The deemed to comply requirements allow filling behind a street setback line and within 1.0m of a lot boundary, not more than 0.5m above the natural ground level at the lot boundary.
Proposed
1. Proposed excavation within the front setback of 0.80m in lieu of 0.5m. 2. Units 5, 6, 7, 8, 9 proposed filling between 0.57m – 0.7m high in lieu of 0.5m on the southern lot boundary from the Natural Ground Level. 3. Unit 9 proposed filling 0.55m high in lieu of 0.5m on the western lot boundary from the Natural Ground Level.
Administration Assessment
Administration consider that the development meets the Design Principles as follows: The proposed excavation within the front setback area of 0.8m in lieu of 0.5m, is considered to be a minor variation of 0.3m and is considered necessary to respond to the natural ground levels (NGL) of the subject site. The site slopes by approximately 1.0m from along Doonan Road from the north to the south. The excavation will not impact upon the NGLs at the primary street lot boundary nor will impact the streetscape as viewed from the street. In regards to the proposed fill between 0.57m to 0.7m along the southern lot boundary and 0.55m along the western lot boundary, it is due to the topography of the subject site which includes a level change of approximately 2.8m and falls from Doonan Road to the rear western lot boundary. The proposed fill is stepped down from Doonan Road to respond to the NGL for each unit and will not impact the streetscape along Doonan Road.

Clause 5.3.8 – Retaining walls

Design Principles
P8 Retaining walls that result in land which can be effectively used for the benefit of residents and do not detrimentally affect adjoining properties and are designed, engineered and landscaped having due regard to clauses 5.3.7 and 5.4.1.
Deemed-to-Comply Requirement
The deemed to comply requirements allow retaining walls set back from lot boundaries in accordance with the setback provisions of Table 1. The deemed to comply requirements allow a retaining wall less than 0.5m high is required on a lot boundary, it may be located up to the lot boundary or within 1.0m of the lot boundary to allow for an area assigned to landscaping. In this case all proposed retaining walls exceed 0.5m on the northern, southern, and western lot boundaries.
Proposed
1. Units 1, 2, 3 and 4 proposed height of retaining walls varies between 0.74m – 0.89m high in lieu of 0.5m high on the northern lot boundary. 2. Units 5, 6, 7, 8 and 9 proposed height of retaining walls varies between 0.57m – 0.70m high in lieu of 0.5m high on the southern lot boundary. 3. Unit 9 proposed height of retaining wall is 0.55m high in lieu of 0.5m high on the western lot boundary. 4. All retaining walls greater than 0.5m high are located on the lot boundaries in lieu of being setback 1.0m.
Administration Assessment
Administration consider that the development meets the Design Principles as follows: Due to the sloping nature of the site which changes significantly from the east (high) to the west (low) by 2.8m, the proposed varying retaining wall heights between 0.55m to 0.89m is necessary to respond to the natural topography of the site, particularly along the northern and southern boundaries of the subject site where the development is excavating below the Natural Ground Level (NGL) and retaining is required. The proposed retaining walls is necessary to response to the topography of the site and will not detrimentally affect the adjacent neighbour on the northern, southern, and western lot boundaries. The retaining walls is used effectively by creating more space in the outdoor living area for each unit.

Clause 5.4.5 – Utilities and facilities

Design Principles
P4.2 External location of storeroom, rubbish collection/bin areas, and clothes drying areas where these are: • *convenient for residents;* • *rubbish collection areas which can be accessed by service vehicles;* • *screened from view; and*

• *able to be secured and managed.*
Deemed-to-Comply Requirement
The deemed to comply requirements for storerooms is to be a minimum dimension of 1.5m when provided external to a garage and 1.0m when provided within a garage and an internal area of at least 4m2, for each grouped dwelling
Proposed
1. Unit 5, 6, 7 and 8 store widths are proposed to be less than 1.5m. 2. Unit 5, 6, 7 and 8 store area are proposed to be less than 4.0m^2.
Administration Assessment
Administration consider that the development meets the Design Principles as follows: Whilst Units 5, 6, 7 and 8 stores are less than 4.0m^2 and proposed width to be less than 1.5m, it is considered the storerooms are still usable and convenient for residents. The additional store located in the outdoor living areas on the southern lot boundary will provide additional storage space for residents. All stores are screened from the primary street, secure and individually managed by each resident.

5.3.3 Draft Local Planning Policy – Melvista West Transition Zone

The Draft Local Planning Policy – Melvista West Transition Zone (Draft Melvista West Policy) seeks to establish a localised planning response for the Melvista West Transition Zone (area shown below in Figure 3). The subject site is within this precinct.

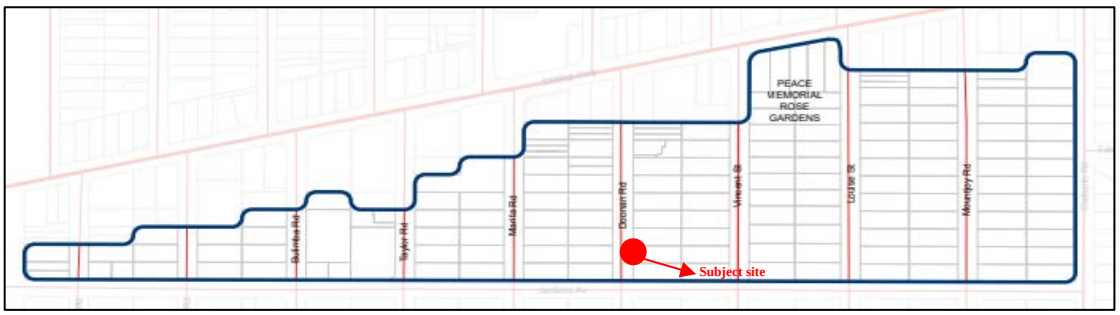


Figure 3 – Draft Melvista West Policy area boundary

As illustrated above, the draft Melvista West Policy precinct boundary excludes the areas of Mixed Use R-AC1 zoned-properties adjacent Stirling Highway.

The draft Melvista West Policy was adopted for advertising by Council at its 3rd September 2020 Special Council Meeting. Advertising of this policy has now closed. In its report for this item, Administration noted that the draft policy will form a "starting point" for development guidance in the precinct, and will be subject to further revisions through built form modelling, legal and architectural review, external referrals, horticultural and heritage advice, as well as community engagement.

The Melvista West Policy seeks to augment provisions to the deemed to comly provisions of R-Codes Vol. 1 as outlined below:

- Street setback;
- Lot boundary setback;
- Building height;
- Setback of garages and carports;
- Landscaping;
- Design of car parking spaces; and
- Vehicle access.

Pursuant to clause 67(b) of the deemed provisions, in considering an application for development approval, due regard is to be given by the decision-maker to the requirements of any planning instrument that the local government is seriously considering adopting or approving.

'Due regard' requires the decision maker to give proper, genuine and realistic consideration to the draft policy, however, the weight which is given to that consideration is a matter for the decision-maker.

The legal principles that are applied when assessing the weight afforded to a draft instrument, such as a local planning policy, are explained in the SAT's decision in ***Nicholls and Western Australian Planning Commission [2005] WASAT 40***. Those principles require four factors to be given consideration to, which are:

i. *the degree to which the draft assesses the specific application;*
ii. *the degree to which the draft is based on sound town planning principles;*
iii. *the degree to which the ultimate approval of the draft could be regarded as 'certain'; and*
iv. *the degree to which the ultimate approval of the draft could be regarded as 'imminent'.*

With respect to the above factors, the City will only comment on the third and fourth matters. As noted above, the provisions of the draft Melvista West Policy are still subject to change as a result of rigorous testing, peer review and community engagement. Given that this policy is a "starting point" for development guidance in the precinct the degree of certainty and imminence of the policy is questionable. Therefore, the City's position is that the weight given to the draft Melvista West Policy should not prevail over the weight afforded to the relevant design principles provisions in the R-Codes Vol. 1 in determining whether or not the application has met the deemed to comply as the draft policy is neither certain in its final form nor is it imminent in terms of adoption. For this reason, the proposal has not been assessed against the draft Melvista West Policy.

5.3.4 Local Planning Policy – Waste Management Plan

A Waste Management Plan (WMP) has been prepared by Talis dated 18 September 2020 which proposes a communal bin storage area and bulk waste storage area to be located on the subject site, in line with the City's Local Planning Policy – Waste Management Plan (WMP Policy). The proposed waste bins comprise of the following:

- Three (3) 360L refuse bins, collected once each week;
- Six (6) 360L recycling bins, collected fortnightly;
- Two (2) 240L FOGO bins, collected once each week;
- A total of nine (9) 360L bins and two (2) 240L bins is proposed in the bin storage area; and
- A $10m^3$ bulk waste skip bin will be provided in the bulk waste storage area for the temporary storage of bulk waste. Bulk waste removal will be monitored by the strata/corporate body as required.

Clause 3.1.5 of the Waste Management Guidelines recommends a maximum of 4 x 240L waste bins and 4 x 240L recycling bins to be placed on the verge for kerbside collection, in which more than 8 bins would require internal service arrangements. The intent of this provision is to preserve the amenity of the streetscape and avoid a proliferation of bins on collection day.

Although the proposal includes 3 waste and 6 recycling bins at 360L and 2 FOGO bins, on aggregate and with two lots being amalgamated, on some weeks the number of bins collected from the verge will be a minimum of 5 bins (3 x 360L and 2 x 240L) and every other week a maximum of 11 bins (9 x 360L and 2 x 240L). Consideration should be given that there is sufficient capacity on the verge to accommodate the maximum number of bins and on alternative weeks.

The City's Waste Services Unit have reviewed the WMP and development plans and are satisfied with the location of bin and bulk storage areas and collection on Doonan Road.

A condition to ensure waste management for the development shall comply with the Waste Management Plan prepared by Talis dated 18 September 2020 and updated to reflect the bin storage area dimensions and size shown in the development plans package dated 9 November 2020, is recommend to ensure waste will be managed appropriately within the proposed development.

5.3.5 Scheme Amendment 9 – Deep Soil Plantings Requirements for Single and Grouped Dwellings

At the Council Meeting held on the 27 October 2020, Council adopted Scheme Amendment 9 (SA9) to add deep soil provisions for Single and Grouped Dwellings in areas coded R40, R60, R80 and R160.

An assessment against the requirements of SA9 Requirements is provided in the table below:

SA9 Requirements	Proposed	Satisfied
Unit 1 –		
SA9 requires a minimum 10% deep soil (SA9 remains silent on whether this requirement relates to each individual lot or the parent lot) and,	Lot area – 188m^2 or 18.8m^2 DSA required. Proposed: 32m^2 or 17% DSA	Yes
1 medium tree or small trees to suit the area and,	2 small trees and 1 medium tree proposed within the site.	Yes
A minimum of 2 small trees or 1 medium tree within the front setback area (SA9 remains silent on whether this requirement relates to each individual lot or the parent lot)	1 small and 1 medium trees proposed within the FSA	Yes
Unit 2 –		
SA9 requires a minimum 10% deep soil (SA9 remains silent on whether this requirement relates to each individual lot or the parent lot) and,	Lot area – 169m^2 or 16.9m^2 DSA required. Proposed: 19m^2 or 11% DSA	Yes
1 medium tree or small trees to suit the area and,	2 medium trees proposed within the site.	Yes
A minimum of 2 small trees or 1 medium tree within the front setback area (SA9 remains silent on whether this requirement relates to each individual lot or the parent lot)	1 medium tree proposed within FSA – (2.5m to CP access leg)	Yes
Unit 3 –		
SA9 requires a minimum 10% deep soil (SA9 remains silent on whether this requirement relates to each individual lot or the parent lot) and,	Lot area – 169m^2 or 16.9m^2 DSA required. Proposed: 19m^2 or 11% DSA	Yes
1 medium tree or small trees to suit the area and,	2 medium trees proposed within the site.	Yes
A minimum of 2 small trees or 1 medium tree within the front setback area (SA9 remains silent on whether this requirement relates to each individual lot or the parent lot)	1 medium tree proposed within FSA – (2.5m to CP access leg)	Yes
Unit 4 –		
SA9 requires a minimum 10% deep soil (SA9 remains silent on whether this requirement	Lot area – 196m^2 or 19.6m^2 DSA required.	Yes

relates to each individual lot or the parent lot) and,	Proposed: 30m^2 or 15.3% DSA	
1 medium tree or small trees to suit the area and,	1 small trees and 2 medium trees proposed within the site.	Yes
A minimum of 2 small trees or 1 medium tree within the front setback area (SA9 remains silent on whether this requirement relates to each individual lot or the parent lot)	1 medium tree proposed within FSA – (2.5m to CP access leg)	Yes
Unit 5 –		
SA9 requires a minimum 10% deep soil (SA9 remains silent on whether this requirement relates to each individual lot or the parent lot) and,	Lot area – 189m^2 or 18.9m^2 DSA required. Proposed: 33m^2 or 17.4% DSA	Yes
1 medium tree or small trees to suit the area and,	2 small trees and 2 medium trees proposed within the site.	Yes
A minimum of 2 small trees or 1 medium tree within the front setback area (SA9 remains silent on whether this requirement relates to each individual lot or the parent lot)	1 small tree and 1 medium tree proposed within FSA	Yes
Unit 6 –		
SA9 requires a minimum 10% deep soil (SA9 remains silent on whether this requirement relates to each individual lot or the parent lot) and,	Lot area – 157m^2 or 15.7m^2 DSA required. Proposed: 13m^2 or 8% DSA	No
1 medium tree or small trees to suit the area and,	2 small trees and 1 medium tree proposed within the site.	Yes
A minimum of 2 small trees or 1 medium tree within the front setback area (SA9 remains silent on whether this requirement relates to each individual lot or the parent lot)	1 medium tree proposed within FSA – (2.5m to CP access leg)	Yes
Unit 7 –		
SA9 requires a minimum 10% deep soil (SA9 remains silent on whether this requirement relates to each individual lot or the parent lot) and,	Lot area – 157m^2 or 15.7m^2 DSA required. Proposed: 13m^2 or 8% DSA	No
1 medium tree or small trees to suit the area and,	2 small trees and 1 medium tree proposed within the site.	Yes
A minimum of 2 small trees or 1 medium tree within the front setback area (SA9 remains silent on whether this	1 medium tree proposed within FSA – (2.5m to CP access leg)	Yes

requirement relates to each individual lot or the parent lot)		
Unit 8 –		
SA9 requires a minimum 10% deep soil (SA9 remains silent on whether this requirement relates to each individual lot or the parent lot) and,	Lot area – 157m^2 or 15.7m^2 DSA required. Proposed: 13m^2 or 8% DSA	No
1 medium tree or small trees to suit the area and,	2 small trees and 1 medium tree proposed within the site.	Yes
A minimum of 2 small trees or 1 medium tree within the front setback area (SA9 remains silent on whether this requirement relates to each individual lot or the parent lot)	1 medium tree proposed within FSA – (2.5m to CP access leg)	Yes
Unit 9 –		
SA9 requires a minimum 10% deep soil (SA9 remains silent on whether this requirement relates to each individual lot or the parent lot) and,	Lot area – 190m^2 or 19m^2 DSA required. Proposed: 21m^2 or 11% DSA	Yes
1 medium tree or small trees to suit the area and,	2 small trees and 1 medium tree proposed within the site.	Yes
A minimum of 2 small trees or 1 medium tree within the front setback area (SA9 remains silent on whether this requirement relates to each individual lot or the parent lot)	1 medium tree proposed within FSA – (2.5m to CP access leg)	Yes

Based on the assessment against SA9, it has been identified that Lots 6, 7 and 8 are proposing only 8% or 13m^2 deep soil areas (DSA) in lieu of 10% or 15.7m^2.

It is noted that SA9 provides no additional guidance in relation to the design principles should an application vary from the deemed to comply requirement. As such, the R-Codes Clause 5.3 ‘Site planning and design’ objectives for landscaping are required to be considered when assessing variations, as follows:

a) Landscape design should optimise function, useability, privacy and social opportunity, equitable access, respect neighbours’ amenity and provide for practical establishment and maintenance.
b) To ensure access to housing provides for security, safety, amenity and legibility to on-site car parking areas and footpaths for residents and visitors.
c) To ensure each development makes a contribution to a streetscape by respecting the natural topography for each site, adjoining properties and the amenity of the locality.

d) To reduce the economic, environmental and social impacts associated with site works to facilitate housing development (e.g. via soil disturbance, groundwater impact and water use for dust suppression).

It is considered that whilst Lots 6, 7 and 8 are proposing only 8% DSA in lieu of 10%, the proposal is considered to meet the objectives of Clause 5.3 as follows:

- The proposed DSA represents a 2% or 2.7m^2 DSA variation for Lots 6, 7 and 8 which is still designed to be functional for residents and usable to plant two (2) small trees in the DSA;
- The proposed DSA will not impact upon the dwelling security, safety, amenity and legibility to on-site car parking areas and footpaths for residents and visitors;
- The proposal has been designed to reflect the natural topography of the site; and
- The proposal is not considered to impact the economic, environmental, and social impacts associated with site works to facilitate the development.

Administration consider that the development meets the objectives of Clause 5.3 ‘Site planning and design’ of the R-Codes.

A condition to ensure the proposed deep soil areas and proposed 13 medium trees and 13 small trees shown on the Landscape – Deep Soil Areas Plan dated 9 November 2020 is to be reflected and updated in the Landscaping Plans package, is recommend to ensure all DSA and trees will be planted and managed appropriately within the proposed development.

6.0 Conclusion

This application proposes nine (9) two storey grouped dwellings located at No. 9 and 11 Doonan Road, Nedlands which is coded R60.

The application has been referred to Council for a decision by virtue of the number of grouped dwellings proposed (being greater than five) and 5 objections being received. The development originally presented a number of variations at the time of advertising, particularly with respect to lot boundary setbacks, lot boundary setbacks, street walls and fences, outdoor living areas, site works, retaining walls and visual privacy.

As a result of the advertising and Administration concerns, the applicant made modifications to their plans to either remove (visual privacy variation) or reduce the extent of variations proposed. Administration now considers that the development satisfies the design principles of the Residential Design Codes and does not prejudice the intent of the zone or objectives of the Scheme. Approval with conditions is recommended.

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9 and 11 Doonan Road, Nedlands

Townhouse Development Application

September 2020 | 20-114



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the art and science of place

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18 September 2020

We acknowledge the custodians of this land, the Whadjuk Noongar and their Elders past, present and emerging. We wish to acknowledge and respect their continuing culture and the contribution they make to the life of this city and this region.

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2	06.07.2020	Final	Lewis Shugar	Murray Casselton
3	17.09.2020	Amended Final	Lewis Shugar	Murray Casselton

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Introduction

This report has been prepared by **element** in association with MDC Architects and Salander Property Group (SPG), in support of a nine (9) grouped dwelling development application at Lots 80 and 81 (Nos. 9 and 11) Doonan Road, Nedlands (the subject site). This application proposes to deliver a townhouse style development comprising nine architecturally designed grouped dwellings. The townhouses will be complemented by a high quality architecturally designed landscape response within the subject site itself and also within the adjacent Doonan Road verge.

During the design phase, MDC Architects, SPG and **element** have worked closely with the City of Nedlands (the City) and the immediately surrounding neighbours and local community to prepare a design that is responsible, appropriate and compatible with the established residential character of the area.

Despite the significant increase in development potential that exists at the subject site as a result of the City's Local Planning Scheme No. 3 (LPS3) being gazetted in 2019, a conscious effort has been made by the project team to deliver a two storey townhouse development that is appropriate to its setting as opposed to a development that seeks to maximise the development potential of the land based on the full allowance under the current planning framework. As a result, a contemporary yet polite two storey development with generous setbacks and deep soil planting areas is proposed as part of this application. This is considered preferable to a three storey apartment development with limited setbacks and minimal opportunity for deep soil plantings to soften the built form and transition to neighbouring properties.

The proposed development is consistent with the applicable planning framework and it is anticipated that the development will provide a high quality development outcome for future residents. The style of housing proposed is intended to cater for existing Nedlands residents, young and small families and those looking to age in place. Residents will have the ability to take advantage of nearby existing services and amenities and in the case of existing residents will be able to retain established ties to the local community.

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Site Details

Site Location and Property Description

The subject site is described as Lots 80 and 81 (No's. 9 and 11) Doonan Road, Nedlands. The subject site has a total land area of 1,842m^2 and is bound by Doonan Road to the east and existing residential development to the immediate north, south and west. Certificate of title details are set out in Table 1.

The topography of the subject site includes a level change in the order of approximately 2.8 metres, with the highest portion located at the north eastern edge of the site (along Doonan Road) and the lowest portion located at the south western corner of the site.

Existing development on the subject site currently comprises of two existing single storey houses and outbuildings in relatively poor condition. On-site landscaping including trees does not include any notable specimens or species of significance.

Table 1 - Certificate of Title Details

Lot	Deposited Plan	Volume	Folio	Street Address	Land Area	Registered proprietor
81	1590	1344	360	9 Doonan Road, Nedlands	921m^2	Salander Property Pty Ltd
80	1590	1037	793	11 Doonan Road, Nedlands	921m^2	Cuba79 Pty Ltd

Refer to Appendix A – Certificate of Titles

Site Context

The subject site is situated amongst an established residential neighbourhood that comprises an eclectic mixture of low density residential housing of varied age, architectural character and quality. The subject site is located within 130 metres of Stirling Highway to the north, where high frequency public transport options are available along with a number of commercial offerings including the Taylor Road IGA. The Peace Memorial Rose Gardens are located approximately 140 metres east of the subject site. The subject site is generally located within close proximity to a number of other parks and areas of natural amenity that will benefit future residents.

Site Considerations

Heritage

A desktop search of the Department of Planning Lands and Heritage's (DPLH) Aboriginal Heritage Inquiry System indicates that there are no places with Aboriginal cultural heritage significance on the subject site. Further searches of the Heritage Council's State Heritage Register and the City's records indicate that this development will not impact any sites with European cultural heritage value.

Contamination

A desktop search of the Department of Water and Environmental Regulation's Contaminated Sites Database indicates that the subject site is not identified as being contaminated.

Bushfire

A desktop search of the Department of Fire and Emergency Services' Map of Bushfire Prone Areas indicates the subject site is not within a bushfire prone area.

Acid Sulphate Soils

A desktop search of Landgate's mapping system, Landgate Locate, indicates that the subject site has no known risk of acid sulphate soils.

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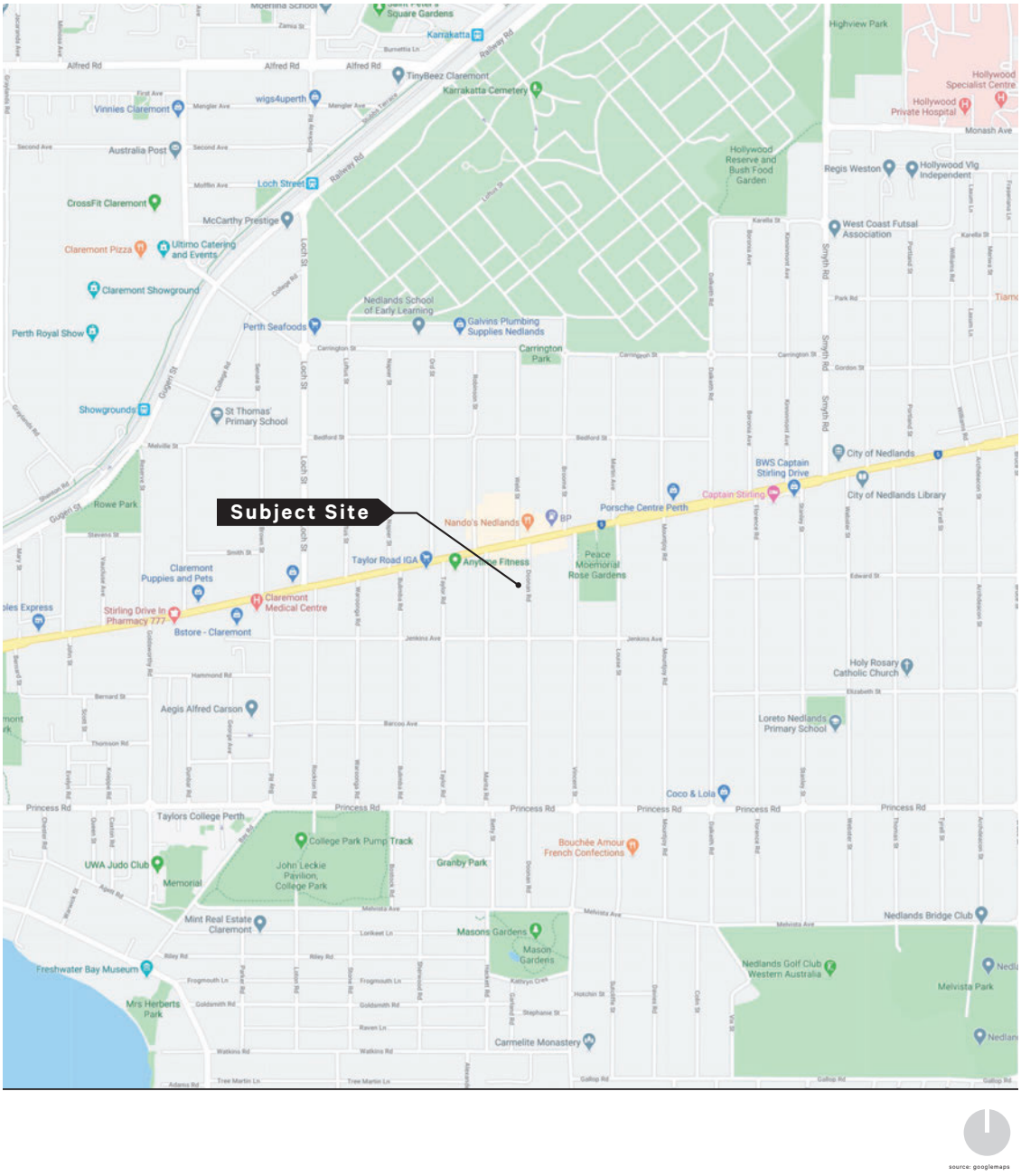


Figure 1. Location Plan

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Figure 2. Aerial Photograph

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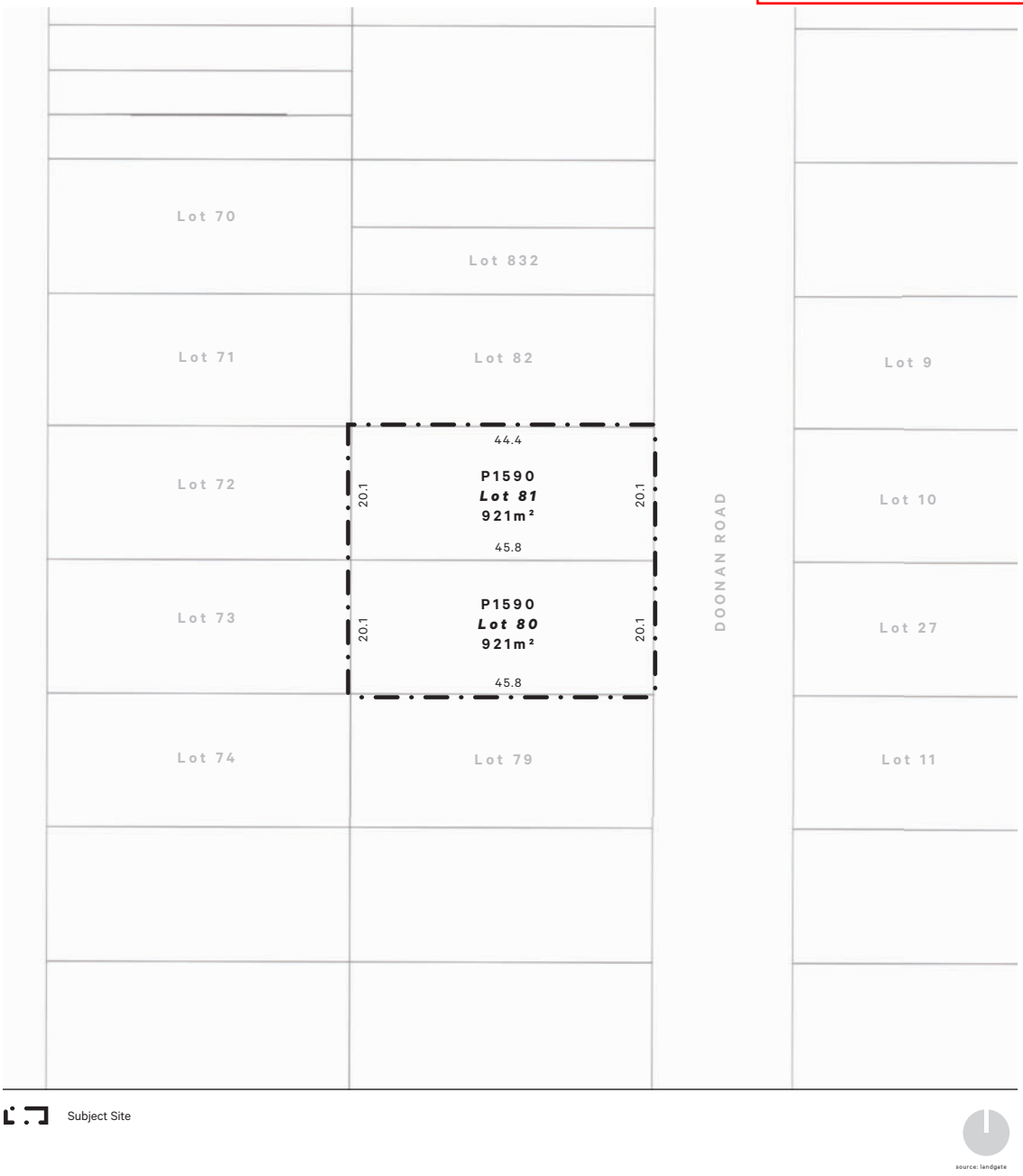


Figure 3. Site Plan

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Proposed Development

Development Summary

This application seeks approval for an architecturally designed grouped dwelling development comprising a total of nine two storey quality townhouses complemented by a substantial amount of deep soil landscaped spaces to maintain and enhance the landscaped character and tree canopy that is much valued by the City . The proposal is considered to be an innovative and appropriate development solution to infill housing in an established residential area. A conscious effort has been made by the project team to ensure the development is appropriate to the area and is not representative of overdevelopment, and instead reflects a polite yet contemporary built form resembling the existing scale of buildings in the locality whilst still delivering the desired residential infill outcome.

The built form of the proposed development appropriately addresses Doonan Road, providing a number of openings to improve passive surveillance opportunities and to promote a sense of community, whilst allowing morning sun into the new houses. Resident car parking is screened from the street and accessed via a centrally located shared driveway, reducing the number of crossovers to Doonan Road and importantly retaining all three existing verge street trees. Separate pedestrian access is provided alongside the vehicle access point to ensure vehicle and pedestrian movements are separated for improved safety. Additionally, direct pedestrian access is provided to Doonan Road from the two street front houses. It is anticipated that the City will construct footpaths along this section of Doonan Road in the future to accommodate and support improved accessibility for residents.

The proposed development provides substantial areas of high quality landscaped space. A key design initiative has been to deliver true deep soil areas that will provide uninhibited growth potential for all plantings. Each house is provided with one large mature tree and the driveway space will also include trees that will assist to soften the built form, improving the overall amenity for residents and the local microclimate through maximising tree canopy cover. A mixture of both evergreen tree species and deciduous species will be utilised to provide a level of year round greenery whilst also allowing for winter sun to penetrate into and maximise solar access during winter months.

The project team have made a concerted effort to discuss the proposed development with adjoining landowners. All neighbour comments received have been considered and where possible, changes have been made to the proposed development to respond to specific concerns raised by each of the landowners who provided comment. This is discussed in further detail below.

Refer to Appendix B – Development Plans

The particulars of the proposed development are summarised in the following Table 2.

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Table 2: Development Summary

Development Component	Provided
Residential Dwellings	Nine (9) two storey grouped dwellings are proposed in a townhouse format. Each townhouse comprises of a flexible three bedroom / two bathroom configuration. Five (5) of the townhouses are designed to accommodate lifts if required in order to meet the requirements of ageing in place or disabled residents.
Residential Storage	Each townhouse is provided with a dedicated storage area of an appropriate size and is accessible from outside the house. Three (3) of the nine townhouses are provided with additional storage space within the garage to ensure all houses are provided with an appropriate amount of space to store general items. In addition to dedicated storage areas, townhouse sizes are spacious and will allow households to store items without the need to solely rely on dedicated storage spaces.
Vehicle Access	A centrally located vehicle access point will service the proposed townhouses, limiting crossovers to Doonan Road, retaining all three existing street trees and maximising the opportunity for the installation by the City of street based infrastructure including footpaths.
Residential Car-Parking	Each townhouse is provided two secure undercover parking bays to meet projected demand and minimise the need for the use of on street parking by residents. Two visitor parking bays are provided to support the development and are located at the front of the property.
Open Space	A total of 803m^2 of open space is provided, equating to 43.5% of the site area. Open spaces are provided within all setback areas to assist in softening the overall appearance of the built form and to maintain a green buffer and screen adjacent to the dividing fence with neighbours, mimicking a typical planting characteristic in the area. The driveway space will feature significant landscaping. Townhouse entries will comprise entry gardens with brick paved terraces and low lying ground covers and ornamental grasses. Large trees will be provided along the internal driveway space, creating an avenue of plantings that assist to soften the built form and shade houses in the heat of summer and to enhance local tree canopy. The Doonan Road verge is also proposed to be landscaped with a variety of low height plantings. This will assist to soften the built form further and provide a beautified transition from the street to the development. Low height plantings will ensure vehicle and pedestrian sightlines are maintained for appropriate safety levels within the street.
Deep Soil Areas	As the proposed development proposes no basement or underground structure, all areas of open space are true deep soil areas. This will allow plantings to be uninhibited and ultimately support the ongoing health of vegetation into the future for the benefit of residents, neighbours and the Doonan Road streetscape.
Balconies	Each townhouse is provided with a generous area of open space at the ground level along with balconies at upper levels. Each townhouse comprises a balcony on the northern side to capture and take advantage of desirable solar access. The northern row of townhouses are also provided with balconies to the south, assisting to improve the level of amenity, passive surveillance and occasional neighbour interaction along the landscaped driveway space.
Waste	A waste store will house and screen all bins from the street. A separate bulky goods waste store area will allow for larger waste items to be appropriately stored and hidden from view until such time that it is able to be removed from the site. Both waste stores are integrated within the overall design of the townhouses and will be hidden from the street. On structure plantings above the structures will further assist to soften the built form along the Doonan Road frontage of the site. The overall volume of waste and bin quantities required to be collected by the City will be substantially reduced through using an on-site manually operated waste compactor. Such compactors feature quiet operation and will reduce the number of bins that are presented to the street consistent with the City's relevant policy requirements. This will also limit collection time duration and noise impacts to the wider area.

Refer to Appendix B – Development Plans, Appendix C – Landscape Package & Appendix D – Waste Management Plan

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Design Statements

Architectural Design (MDC Architects)

The following discussion responds to the 10 principles of good design as set out under the Western Australian Planning Commission's (WAPC's) State Planning Policy 7.0 – Design of the Built Environment (SPP7).

Design Intent

The proposed development at the subject site can be characterised as a mews typology with two rows of housing either side of a communal laneway space. This design approach has been driven by the intent to offer high quality medium density housing within an existing suburban context, maximising open space and tree canopy coverage to respond sympathetically to the existing neighbouring houses.

The mews typology was adopted to facilitate a few key design criteria; orient houses to respond to solar gain and cross ventilation, consolidated vehicle entry point, sleeve cars from view via built form, and reduce ground works to provide for ample deep soil planting areas and landscaped spaces.

Context and Character

Doonan Road and the immediate neighbourhood can be characterised as a mix of low rise, single houses on large lots. Whilst the typical character houses of the area are diminishing, they are predominated mainly by pre-war and post-war brick and rendered cottages with expressive gable end porticos. These types of houses create a legible street character as they don't typically over occupy the land parcel, allowing for extensive mature vegetation. Typically, the newer houses occupy a much greater site area and don't accommodate the type and scale of vegetation of character homes.

In contrast to a typical infill style development, the proposed development seeks to take ques from the character homes of the 1940's both in materiality and in the adoption of extensive planting areas. The design aims to respond to the typically low and linear street appearance of the area with buildings that are somewhat screened by existing mature street trees and deep verges. By presenting to the street with deep reveals and 'porticos', the built form adopts a language that makes reference to the architecture of character houses found within the area.

Landscape Quality

Landscape has been integrated with the design as a key component of the development. Early in the design process, key principles were adopted to guide the proposed development outcome and this ensured that each house was provided with a generous garden with true deep soil planting areas. Each house is also provided with a substantial primary outdoor living area that faces north to take advantage of Perth's fantastic climate year round. The internal driveway space has been carefully designed to integrate with the overall landscape design and quality to ensure that it does not simply act as a service space, but also provides a level of amenity and allows for neighbour interaction. The result will see the driveway become a piece of amenity that benefits the entire development; this has been conceived as a 'green' space that is primarily for pedestrians and vegetation whilst ensuring all vehicle movements have been considered.

The landscape design package clearly highlights the intent for vegetation to play a key role in the development. Native and waterwise plantings are considered throughout whilst variation in planting species has been introduced where there is reduced access to year-round sunlight. The landscape engages with the built form through either tree canopy or via vertical climbing plants, helping to soften the appearance of the architecture and provide another material element.

Refer to Appendix C – Landscape Package

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Built Form and Scale

The built form is sympathetic to the surrounding neighbourhood and streetscape along Doonan Road. The scale and proportions of each house type have been carefully considered so that, whilst presenting as a wholly new and contemporary piece of architecture, they complement and pay respect to the eclectic mixture of architectural typologies within the area.

The mass and height of the proposed buildings sit comfortably within the allowable building envelope that is applicable under the planning framework. The overall design has been carefully considered and articulated so as to not present as a sheer façade to neighbouring houses. Where large surfaces are present, vertical climbing plants will be used to soften and add colour and shadow to the surface for visual interest. The gable roof form has been adopted to lower the overall height of the houses and appropriately address the neighbours toward the northern and southern boundaries.

The brick base of the street facing houses assists in creating the appearance of a lower and more linear built form that is broken up through the use of deep courtyards and entry porticos.

The elevations within the laneway 'mews' are designed around their orientation; the southern row of houses open up large, deep balconies whilst the northern houses push in and out to create additional deep planting zones at their entries. The mews will then become more of an accessible and visible piece of amenity for the site occupants.

Functionality and Build Quality

The house layouts are efficient, limiting wasted floor area and giving it over to garden where possible. Every house has a primary living area facing north; allowing for maximum winter solar gain whilst providing shading for summer and shoulder season sun angles. Liveability is the primary driver for each of the houses, the key design criteria being; generous yet functional spaces, optimising passive environmental principles and engaging as much as possible with green space.

Materials used within the development are hard-working and durable. There will be little requirement for on-going maintenance and as a result the building will age and patina in parallel with the gardens, a common theme of the early 1940's housing.

Sustainability

Houses have been designed around passive sustainability principles; building siting and orientation, shading for seasonal sun angles and provision for natural cross-ventilation. The masonry party walls and concrete slabs will improve thermal mass and are exposed to the winter sun whilst protected from summer sun. Substantial vegetation is proposed to be incorporated into the overall design to create differing microclimates within a variety of outdoor spaces. The intent is that each house will exceed the minimum NatHERS rating as required under the BCA to reduce the reliance upon artificial heating and cooling mechanisms.

Each of the houses will also be fitted with a minimum 2kW Photovoltaic (PV) system to help offset energy draw.

Sustainability has also been conceived from the point of view of building life-cycle; durable and hard-working materials have been used and expressed where possible to limit the requirement for maintenance heavy 'finishes' to be applied externally.

Amenity

Amenity has been addressed in several ways; beautiful and functional private gardens, landscaped common areas, houses designed to accommodate for aging-in-place principles and a clear and legible landscaping strategy to enhance the deep verge space.

A minimum of four (approx. 40%) townhouses will adopt a Silver Level design in accordance with the Liveable Housing Design Guidelines.

Legibility

Legibility of the development is a result of a clear and simple design strategy. The central mews provides a consolidated entry and exit point for the development and the required communal bin stores have been located so that they are legible and easily accessible to residents but are also fully integrated into the building so as not to detract from the Doonan Road streetscape.

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Safety

Whilst there is little requirement for safety within the development due to the nature and scale of the proposal, the design provides for a clear and secure entry point to the development for both vehicles and pedestrians.

The houses have been designed to provide good passive surveillance opportunities to Doonan Road as well as over the common driveway 'mews' area.

Lighting will be well-considered within the design to ensure occupants have a level of comfort and security within the site without having light spill affect the houses or surrounding neighbours.

Community

The development proposes to deliver medium density infill and a transition in scale from the existing character to future character without maximising the plot ratio and overall development bulk that would be permissible on the subject site. This allows for some key communal values to be retained in the design; prioritise tree canopies, high quality primary outdoor areas, retain generous amount of open space and provide a variety of housing types that address different demographics.

The central 'mews' is open and inviting and is designed to encourage interaction between neighbours whilst ensuring that privacy can be maintained where required.

Aesthetics

The houses have been designed to provide beautiful, liveable spaces that engage with gardens and tree canopies. Materials have been carefully selected to express scale, texture and form to enhance the user experience.

The overall palette of materials has been selected due to their durability and natural tendency to age well. Masonry, timber and galvanized steel are common amongst both pre-war and post-war housing in Nedlands and the wider area of Perth.

Whilst ensuring consistency in design principles and materiality, the southern and northern houses are distinctly different in their planning and elevation composition.

The development will create a positive contribution to the existing streetscape, the forms and materials complementing the existing character of the area. Whilst contemporary in nature, the buildings have been designed as a response to key architectural elements exhibited throughout the locality.

This development responds to the need for a 'transition' scale of density between Stirling Highway and more traditional single houses without compromising the overall precinct character.

Refer to Appendix B – Development Plans

Landscape Design (ALFALFA. Landscape Architecture and Design)

The following discussion talks to the various landscaped elements that are incorporated within the proposed development.

Landscape Treatments

The landscape design integrates the development with the existing Nedlands context, ecology, enhances natural systems and contributes to tree canopy and biodiversity in the locality. It will improve the street presence of the development and the amenity of building occupants through the creation of an attractive street interface, private gardens, connection to nature, opportunities for food production, provision of shade and micro-climate benefits.

Deep Soil Areas

The setback areas inform the location of the deep planting zones to the north, south and east of the subject site.

The front setback along Doonan Road will comprise dense vegetation and native trees, contributing to an open spacious character, assisting to reduce the perceived bulk and massing of the proposed development and integrating the site to its suburban gardenesque context.

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The northern setback will comprise dense soft foliage planting surrounding the ground floor courtyards with deciduous shade trees to reduce the amount of direct sunshine on the glazing to each townhouse, but otherwise allowing the sun to penetrate beyond the glazing line within winter months to improve the thermal performance of the building.

The southern setback will comprise dense vegetation suitable for seasonally shaded conditions. Tall narrow canopy trees such as Hymenosporum flavum (Native Frangipani) and Grevillea robusta (Silky oak) will provide joined canopies for summer shade and to help soften the facade and mass.

The deep soil area is approximately 11% of the total site area. In addition to this, vertical trellis gardens, roof top planting and integrated raised planters to alfresco areas and balconies provide further landscape areas.

This proposed design will incorporate vegetated storm-water management. The use of permeable paving materials, garden beds, tree pits and green walls are all design solutions which help manage on-site water retention.

Planting on Structure

Above slab planters have been proposed to the eastern elevation above the bin store and storeroom. The provided depth of 300mm is suitable for groundcovers and ornamental grasses, where drought and wind tolerant species will be utilised.

Planters – Ground and Balcony

To ensure all private outdoor spaces embrace and offer a landscape connection, integrated and reticulated planters are located on balconies and ground floor decks for soft foliage planting and productive (herb) gardens. The addition of built-in planters will also assist to provide a level of visual screening.

Vertical Trellis

Vertical trellis systems on the west facing facade and along balcony slabs (above garages and north facing courtyards) will soften the visual mass and provide a green outlook for the neighbouring residents. Additionally, the green facades will reduce the overall buildings heating and cooling requirements by reducing heat gain in summer by directly shading the building surface and reducing the urban heat island effect.

Reticulation

All garden beds, trees, roof top planters, and vertical plantings will be reticulated via the two existing on-site bores. All raised planters and pots on balconies and patios will be reticulated with mains water supply.

All reticulation will utilise subsurface drip irrigation designed and installed by a qualified licensed irrigation specialist to mitigate bore staining, suit the landscape layout and nominated plant species in the design.

Irrigation will be installed and operated in accordance with the latest water restrictions, regulations and watering times. The system will include a backflow prevention valve and moisture sensors to ensure safe resident water supply and limit the overall use of water.

Retention of Trees

Three mature trees are located on the Doonan Road street verge. The design has carefully considered the location of the proposed vehicle access to ensure all three trees will be retained and the canopies to these trees will not be compromised.

The subject site does not contain any significant trees of good health or ecological value. The existing mature trees located within the subject site are all Schinus terebinthifolius (Brazillian Pepper Tree), which are an identified weed of national significance and are of a high priority for removal.

To offset their removal, a significant number of native, endemic and deciduous trees will be planted as part of the development to improve biodiversity and amenity and to assist the thermal performance of the buildings. Across the site, a balance of evergreen and deciduous trees will be used to provide shading in summer and sunlight access in winter. Additionally, the trees will provide visual privacy and create a more visually appealing site for residents and neighbours.

Refer to Appendix C – Landscape Package

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One of several mature Schinus terebinthifolius (Brazillian Pepper Tree)
Priority for removal: High
Major threat to the conservation values of Banksia woodlands



Schinus terebinthifolius (Brazillian Pepper Tree)



Shrubs shrouded by abnoxious declared weed, Morning glory vine
Priority for removal: High
Causes acute disruption of ecological processes, dominates and/or significantly alters vegetation structure, composition and function of ecosystems.

Figure 4. Existing Site Trees

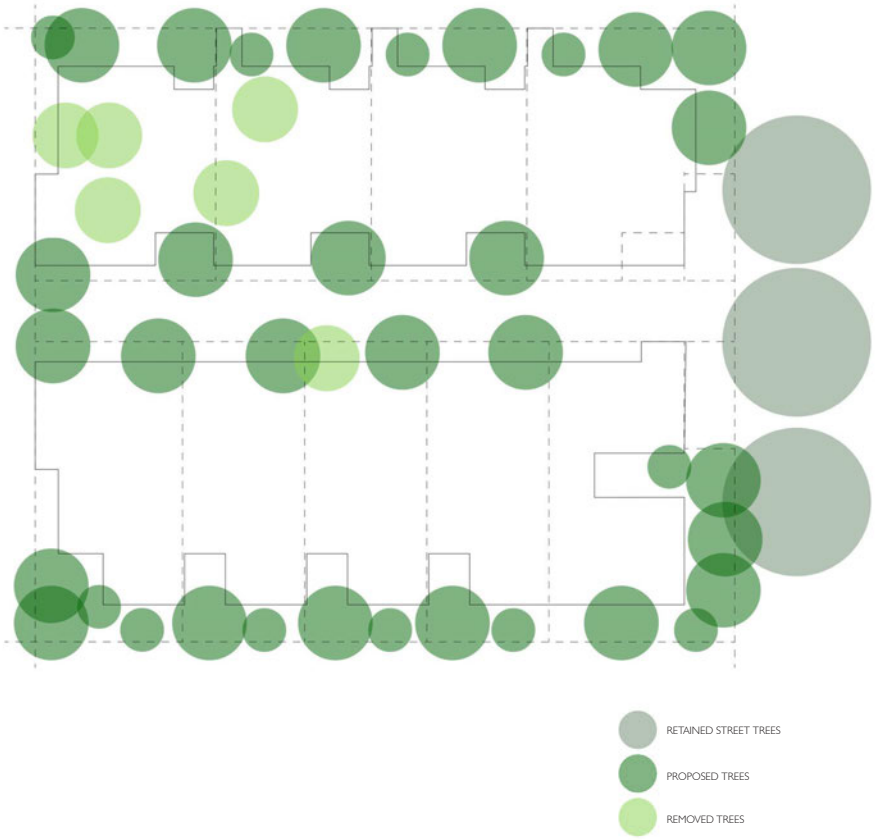


Figure 5. Existing and Proposed Trees

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Community Consultation

Prior to lodging a development application for the proposed development with the City, the project team made a concerted effort to meet with and discuss the proposal with all immediately adjoining/surrounding landowners. A written invitation to discuss the proposal in person or via other means was sent to 10 surrounding landowners, some of which accepted the offer and provided feedback, whereas others did not.

Refer to Appendix E – Landowner Consultation Invite

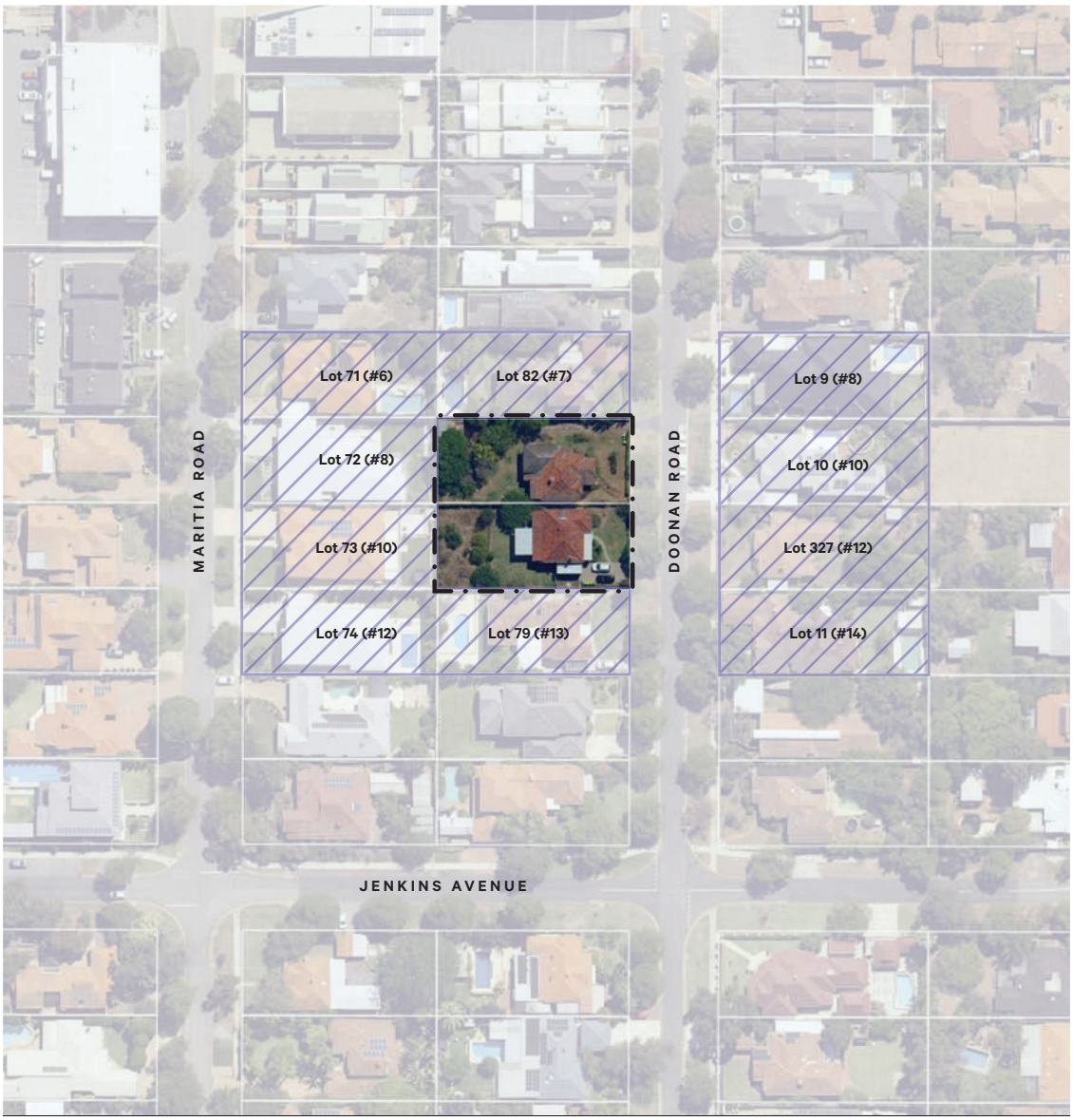


Figure 6. Neighbours Consulted

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Table 3 below identifies the landowners the project team invited to engage in a discussion and also sets out an overview of the comments received from those that were engaged with.

Table 3: Community Engagement Outcomes

Property Invited	Responded	Comments Received
7 Doonan Road, Nedlands	No response or comments received.	
8 Doonan Road, Nedlands	No response or comments received.	
10 Doonan Road, Nedlands	Yes	Concerned with a separate previously approved apartment development adjoining landowner's eastern boundary. Pleased to see a more appropriate built form and scale being delivered in the area as opposed to a maximisation of development potential.
12 Doonan Road, Nedlands	No response or comments received. At the point of lodgement of the application we are still trying to coordinate correspondence from the owners representative living in Cairns.	
13 Doonan Road, Nedlands	Yes	Largely supportive of infill development. Appreciated the opportunity to meet and provide insight. Queried south eastern fencing material detail, height and visual permeability. Expressed concern about overlooking however seemed satisfied that these issues had been adequately addressed in the design.
14 Doonan Road, Nedlands	Yes	Appreciated the opportunity to meet and provide comment. Had concerns of what the proposed development may seek to deliver noting recent applications along Vincent Street. Pleased to see a more appropriate built form and scale being delivered in the area as opposed to a maximisation of development potential. Queried capacity of the existing servicing infrastructure. Queried proposed level of retaining/fill along with the anticipated construction time. Satisfied with the incremental retaining proposed as the site falls away from Doonan Road.
6 Marita Road, Nedlands	No response or comments received.	
8 Marita Road, Nedlands	Yes	Appreciated the opportunity to meet and provide insight. Concerned with outlook from kitchen living space facing east (towards rear of proposed development). Discussed existing garage wall structure on rear property boundary and expressed desire to retain existing wall in this location. Expressed concerns relating to overlooking into outdoor living space and hence the desire to retain existing boundary wall to ensure no overlooking can take place.
10 Marita Road, Nedlands	No response or comments received.	
12 Marita Road, Nedlands	No response or comments received.	

The project team considered all comments received from adjoining neighbours and have reviewed the proposed development in detail to determine where a response to the comments made can be incorporated into the design to address concerns and suggestions. As a result, this application incorporates and seeks approval for the following design changes that reflect the comments received:

1. Existing boundary wall between Nos. 8 Marita Road and 9 Doonan Road to be retained. The garage structure itself will be demolished and the remaining boundary wall will be reviewed for structural integrity. Additional structural support will be implemented where required and if not able to be retained, a new structure will be constructed to replace like for like.
2. Fencing detail will continue to be resolved with each adjoining landowner to come to an agreement on the type of material to be used, colour and size.

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Design Comments

The following section of this report provides discussion and justification for the small number of design aspects of the proposed development that seek to vary the deemed-to-comply requirements of the Western Australian Planning Commission's State Planning Policy 7.3 – Residential Design Codes Volume 1 (the R-Codes) and the City's Residential Development policy. All of these aspects of the proposed development are able to be justified on a performance basis against the applicable design principles as set out in the R-Codes.

An overview of the planning framework and assessment of the proposed development against the applicable requirements can be referred to in further detail at Appendix F.

Refer to Appendix F – Planning Framework and Assessment

Street Setback

Seven townhouses will have their primary street frontage facing the communal driveway and shared pedestrian space. A conscious effort has been made by the project team for this area to be an interesting and inviting landscaped passive space where it is primarily focused around high levels of accessibility transitioning to the abutting townhouses. The overall width of the communal driveway and distance between the northern and southern townhouses will be in excess of 6.3m. Each townhouse is provided with an area of landscaped space within its setback to the communal driveway that will support a mixture of evergreen and deciduous tree species along its entire length. In addition to the articulated built form and high quality materials to be used in the construction, the substantial areas of landscape and tree canopy will assist to soften the overall built form and provide an inviting space for residents to transition through when accessing their houses.

Based on the above, the architectural design and landscape design is considered to provide a high quality outcome. It is acknowledged that a minor variation is sought to the minimum setback required from the townhouses to the communal driveway space, however, this is considered to be appropriate based on the site responsive and sophisticated design outcome proposed. An alternative deemed-to-comply setback arrangement would not provide an improved interface to the communal driveway space than what is currently proposed but would inevitably necessitate other undesirable site planning issues. Each townhouse is afforded generous internal living spaces, outdoor areas, balconies and generous landscaped areas throughout.

Lot Boundary Setbacks

The proposed development largely complies with the relevant deemed-to-comply requirements of the R-Codes as set out in Appendix F. Notwithstanding this, the development incorporates storerooms for each townhouse that abut the side and rear lot boundaries, albeit for only a small portion of the overall lot boundary length. In this instance, the stores for each townhouse have been situated against the boundary to maximise the function and overall amount of useable space for each house. Their location will not impact on the ability for sunlight to access areas of open space and given their overall width and height in comparison to a boundary fence that will run the length of the property boundary in any case, there will be no detrimental impact on the adjoining neighbours.

As part of the consultation undertaken with neighbours, no objections were raised on storeroom locations or the overall lot boundary setbacks proposed. In this respect it should also be noted that the proposed development does not seek to maximise the development potential that is applicable at the subject site, seeking to deliver a context sensitive townhouse development as opposed to a medium scale potentially more intrusive apartment building. Neighbours have not raised any significant concern with the proposed lot boundary setbacks and were largely concerned with reducing the ability for future residents to directly overlook their own backyards. In this respect, the proposed development provides a number of high level windows and screening to major openings to ensure resident amenity and privacy is maintained.

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In addition to the minor variation sought for storeroom walls being built on more than one boundary, the rear of the development is setback from the lot boundary by 1.5 metres. Based on the length and height of the wall (no major openings), the proposal seeks a minor variation to the 1.7 metre deemed-to-comply setback. This is a minor variation only and is not considered to have any detrimental impact on neighbours. Landscaping at the western boundary has been designed to creep up the wall and assist through providing greenery to this elevation, softening the perceived scale of the development from adjoining properties.

Outdoor Living Areas

Each townhouse is provided with an outdoor living area that largely meets the deemed-to-comply requirements. The overall area of the outdoor living space provided for each townhouse will exceed the minimum requirements, however, four of the nine townhouses will have an outdoor living area that does not meet the minimum width and length requirements of 4m by 4m. The outdoor living areas provided for units 5,6,7 and 8 are rectangular in shape with a courtyard that is accessible from a habitable room that adjoins a large area of landscaped space behind. The length of the courtyard and landscaped space exceed the minimum length requirement of 4m but seek a minor variation to the 4m width requirement.

The dimensions of the outdoor living areas proposed are considered appropriate and the minor variation sought will have no impact on the useability of the space for future residents. The overall design and landscaping proposed will ensure that the space is inviting and well used by residents throughout the year, where the space is ventilated and receives morning and afternoon sun. In addition to the ground floor outdoor living areas, each townhouse is also provided with a generous balcony area. This allows residents to take advantage of either space depending on the weather and season at a particular time of the year.

Visitor Parking

The proposed development will provide two visitor car parking bays at the front of the property. Based on the development comprising 9 townhouses, there is a requirement to provide visitor bays at a rate of one bay for every four dwellings, or part thereof. This technically requires a total of three visitor bays whereas two bays are provided.

This minor variation sought is considered to be appropriate for the following reasons:

- The townhouses are located within close proximity to high frequency public transport along Stirling Highway, which reduces the reliance on visitors using a private motor vehicle to access the site and meet up with residents.
- Doonan Road currently supports unrestricted on street parking, that may be utilised where demand requires.
- In the event that a visitor does not use public transport and there are no on street parking options available, a visitor can arrange to utilise one of the resident parking bays where required. Each of the townhouses are provided two on site dedicated car parking bays, being in excess of the one bay per townhouse requirement. This arrangement can occur as residents, especially those downsizing and young families are not necessarily going to require the use of their own two dedicated car parking bays where they are a single car family.

Site Works

As a result of the substantial fall across the subject site, the proposed development will both retain and excavate the existing ground level to accommodate the proposed design. The amount of fill and excavation required has been minimised as far as practically possible through stepping down each townhouse in order to respond to the existing slope of the land and thus reducing significant fill and retaining that would have otherwise been required at the rear of the property to the west.

To accommodate the centrally located driveway and ensure the finished levels allow for pedestrians and vehicles to manoeuvre within the site safely, the northernmost townhouse along Doonan Road sits into the slope of the land. It requires excavation of approximately 600mm, being an imperceptible 100mm more than the deemed-to-comply allowance of 500mm of fill and excavation works that can be undertaken as of right.

Where excavation and fill are required to be undertaken across the site, the overall design and landscaping will ensure that these areas tie back into the natural ground levels at the lot boundaries so as to not have any impact on neighbouring properties buildings, structures and gardens. The overall amount of excavation has been limited as far as possible to achieve a consistent built form outcome along Doonan Road and limiting the amount of fill required to the southern portion of the subject site, which would have resulted in an overall building height that may have had bulk and overshadowing impacts to neighbouring properties.

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Doonan Road Fence

The proposed development will include a fence along the Doonan Road frontage. The fence is proposed to comprise of a mixture of solid and permeable materials to provide the Doonan Road facing townhouses with a degree of privacy along with opportunities for passive surveillance to Doonan Road. The fence will have a maximum height of 2 metres above natural ground level and visually permeable elements above 1.2 metres are incorporated.

It is acknowledged that the proposed fence does not strictly adhere to the City's Residential Development policy requirements as it proposes 1.8 metre high elements that are of a solid construction. However, there are a number of permeable elements and solid portions are only provided where necessary to achieve a level of privacy for residents.

High quality materials will be used to integrate with the overall built form of the townhouses and on the basis that visually permeable elements are maximised where possible, the design is considered to meet the intent of the City's policy by enabling passive surveillance opportunities to occur.

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Planning Merit

The principles of orderly and proper planning require that new development represents a logical and efficient extension of existing development in the locality, and that it is consistent with the planning vision for the area. The key points regarding the proposal are as follows:

- The application proposes a high quality, architecturally designed built form that will respond to the existing surrounds, landform and nearby developments and make a positive contribution to the streetscape and the amenity of the locality;
- The proposed development is considered to be largely consistent with the City's planning framework through:
    - seeking minor variations to deemed-to-comply requirements as set out above all of which are appropriately justified against applicable design principles;
    - assisting to achieve density targets and support high frequency public transport options nearby;
    - promoting increased housing density in a form that is compatible with the more traditional low density garden suburb character of Nedlands to improve land efficiency, housing variety and affordability; and
    - promoting high quality, innovative and contextually appropriate architectural design within an area undergoing transition.

On the basis of the above, the proposed development represents an appropriate and desirable development at the subject site, and therefore has significant planning merit.

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Conclusion

This report has been prepared by **element** on behalf of SPG in support of an application for a nine (9) grouped dwelling development located at Lots 80 and 81 (Nos. 9 and 11) Doonan Road, Nedlands.

The proposed development is largely consistent with the applicable planning framework and has carefully considered and appropriately responded to existing surrounding residential development. The proposal is considered to be highly sympathetic to its immediate context and location within the Nedlands South 'Transition Zone' as identified under the City's Local Planning Strategy, addressing the applicable planning framework and site characteristics to provide a high quality townhouse development.

The overall design proposed will provide an appropriate number of houses of varying sizes that will positively contribute to diversity of housing options within this area of Nedlands. The style of housing proposed is intended to cater for existing Nedlands residents, young and small families and those looking to age in place. Residents will have the ability to take advantage of nearby existing services and amenities and in the case of existing residents will be able to retain established ties to the local community.

The project team provided surrounding landowners with the opportunity to meet and discuss the proposed development prior to this application being lodged with the City formally for determination. Changes have been made to the design where possible to reflect feedback received, though ultimately, these changes have been minor and inconsequential to the originally proposed design intent. This generally positive feedback is an unequivocal endorsement of the site responsive design process undertaken to inform the layout and form of the proposed development.

The proposed development will sit comfortably in the neighbourhood and make a positive contribution to existing streetscape character. It will increase tree canopy cover across the subject site and landscape more generally, reduce the number of vehicle crossovers, provide extensive verge landscaping, deliver high-quality built form and diversity in housing product and create a high level of interaction with the public domain.

Accordingly, it is respectfully requested that the City of Nedlands support the proposed development subject to appropriate conditions.

Appendix A – Certificate of Titles

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WESTERN AUSTRALIA

REGISTER NUMBER	
80/P1590	
DUPLICATE EDITION	DATE DUPLICATE ISSUED
N/A	N/A

VOLUME 1037 FOLIO 793

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 80 ON PLAN 1590

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

CUBA79 PTY LTD OF PO BOX 439 MELVILLE WA 6956

(T O338038) REGISTERED 4/2/2020

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
Lot as described in the land description may be a lot or location.

----------END OF CERTIFICATE OF TITLE----------

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND:	1037-793 (80/P1590)
PREVIOUS TITLE:	946-88
PROPERTY STREET ADDRESS:	11 DOONAN RD, NEDLANDS.
LOCAL GOVERNMENT AUTHORITY:	CITY OF NEDLANDS

NOTE 1: DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING M536503

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Sw 6/34

TRANSFER 2303 VOL. 946 , FOL. 88
1934.
37921/59 5877/39 9441/39
6865/45
1609/48 14264/47

INDEXED.

REGISTER BOOK.
Vol. 1037 Fol. 793.

WESTERN AUSTRALIA.

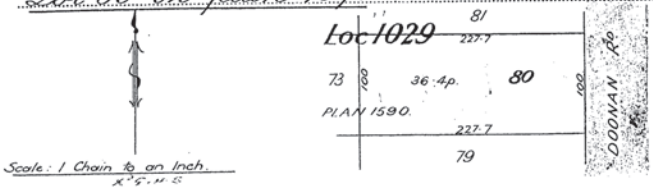
Certificate of Title

under "The Transfer of Land Act, 1893" (Sch. 5, 56 Vic., 14).

CT 1037 0793 F

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Cecil Alexander Black care of Electrolux Limited, 415 Bourke Street, Melbourne in the State of Victoria Managing Director is now the sole proprietor of an estate in fee simple in possession subject to the easements and encumbrances notified hereunder in ALL that piece of land delineated and coloured green on the map hereon, containing thirty six and four tenths perches or thereabouts, being portion of Swan Location 1029 and being Lot 80 on plan 1590.



Dated the sixteenth day of April One thousand nine hundred and thirty four

Assistant Registrar of Titles.

Transfer 2692/1939. Transferred to Thomas Persse Taggart of care of The Bank of New South Wales, 144 William Street, Perth, Bank Official. Registered 29th March 1939 at 11.45 o'c.

ASSISTANT REGISTRAR OF TITLES.

Application 1690/1947. On the 11th February 1947 Thomas Persse Taggart died and on the 18th March 1947 probate of his will was granted to Marjorie Ellen Taggart of 11 Doonan Road Claremont Widow the executrix therein named.

28th May 1947. ASSISTANT REGISTRAR OF TITLES

Transfer 7303/1947 Transferred to Marjorie Ellen Taggart of 11 Doonan Road, Claremont, Widow. Registered 28th May 1947 at 12.30 o'c.

ASSISTANT REGISTRAR OF TITLES.

Application 2156/1948. On the 23rd March 1948 Marjorie Ellen Taggart was married to Bramley Miller and her name and description now are Marjorie Ellen Miller, Married Woman.

5th July 1948 ASSISTANT REGISTRAR OF TITLES.

Transfer 16480/1959 to Charles Stephen Holmes, Engineer, and Vivienne Gertrude Geraedine Holmes, his wife, both of 11 Doonan Road, Claremont, as joint tenants. Registered 28th October 1959 at 9.31 o'c.

ASSISTANT REGISTRAR OF TITLES

Application B505754. On 1-1-1978 Charles Stephen Holmes died and thereupon Vivienne Gertrude Geraldine Holmes of 11 Doonan Road Nedlands Widow became the sole proprietor.

12th April 1978.

OFFICE OF TITLES

A 6302/83* **For encumbrances and other matters affecting the land see back.**

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Item 7 - Attachment 1

EASEMENTS AND ENCUMBRANCES REFERRED TO.

Instrument stamped £1-2-6.
Mortgage 3017/1939. Thomas Reuse Taggart to Bank of New South Wales. Registered 22nd May 1939
A.C. Clifton
ASSISTANT REGISTRAR OF TITLES

Discharge 3013/1945 of Mortgage 3014/1939. Registered 11th May 1945 at 11 o'c. Arthur Calder Wood
ASSISTANT REGISTRAR OF TITLES

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18 September 2020

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CT 1037 0793 B

CERTIFICATE OF TITLE.

Registered Vol.....Fol.....

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City of Nedlands
Received
18 September 2020

WESTERN AUSTRALIA

REGISTER NUMBER	
81/P1590	
DUPLICATE EDITION	DATE DUPLICATE ISSUED
2	13/9/2019

VOLUME 1344 FOLIO 360

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 81 ON PLAN 1590

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

SALANDER PROPERTY PTY LTD OF PO BOX 439 MELVILLE WA 6956

(T O337836) REGISTERED 4/2/2020

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
Lot as described in the land description may be a lot or location.

----------END OF CERTIFICATE OF TITLE----------

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND:	1344-360 (81/P1590)
PREVIOUS TITLE:	1024-771
PROPERTY STREET ADDRESS:	9 DOONAN RD, NEDLANDS.
LOCAL GOVERNMENT AUTHORITY:	CITY OF NEDLANDS

NOTE 1: DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING O337836

Item 7 - Attachment 1

ORIGINAL – NOT TO BE REMOVED FROM OFFICE OF T

CT 1344 0360 F

Transfer A631204

Volume 1024 Folio 771

WESTERN AUSTRALIA

1344 360

CERTIFICATE OF TITLE

UNDER THE "TRANSFER OF LAND ACT, 1893" AS AMENDED

VOL. 1344 FOL. 360

Page 1 (of 2 pages)

I certify that the person described in the First Schedule hereto is the registered proprietor of the undermentioned estate in the undermentioned land subject to the easements and encumbrances shown in the Second Schedule hereto.

DATED 22nd February, 1973

REGISTRAR OF TITLES

OFFICE OF TITLES WESTERN AUSTRALIA

ESTATE AND LAND REFERRED TO

Estate in fee simple in portion of Swan Location 1029 and being Lot 81 on Plan 1590, delineated and coloured green on the map in the Third Schedule hereto.

FIRST SCHEDULE (continued overleaf)

David William Kater Collins, Medical Physicist and Doreen Collins, Married Woman, both of 90 Bruce Street, Nedlands, as joint tenants.

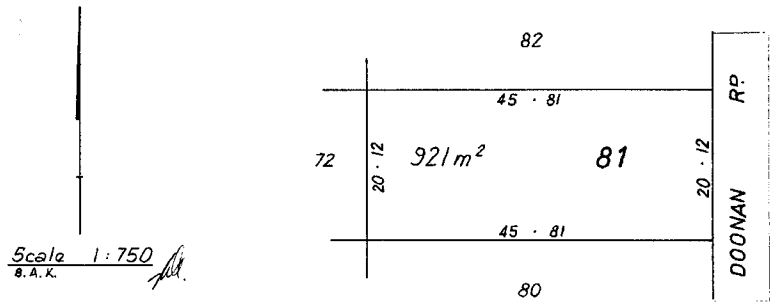
SECOND SCHEDULE (continued overleaf)

1. ~~MORTGAGE A631205 to Perth Building Society. Registered 22.2.73 at 2.40 o'clock~~ Discharged D788575 21.6.88

REGISTRAR OF TITLES

THIRD SCHEDULE

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18 September 2020



PERSONS ARE CAUTIONED AGAINST ALTERING OR ADDING TO THIS CERTIFICATE OR ANY NOTIFICATION HEREON

NOTE: RULING THROUGH AND SEALING WITH THE OFFICE SEAL INDICATES THAT AN ENTRY NO LONGER HAS EFFECT. ENTRIES NOT RULED THROUGH MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

9097 1/8/71-30M-O/SOL

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LT. 37

FIRST SCHEDULE (continued)

NOTE: RULING THROUGH AND SEALING WITH THE OFFICE SEAL INDICATES THAT AN ENTRY NO LONGER HAS EFFECT. ENTRIES NOT RULED THROUGH MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

REGISTERED PROPRIETOR	INSTRUMENT NATURE	INSTRUMENT NUMBER	REGISTERED	TIME	SEAL	INITIALS

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SECOND SCHEDULE (continued)

NOTE: RULING THROUGH AND SEALING WITH THE OFFICE SEAL INDICATES THAT AN ENTRY NO LONGER HAS EFFECT. ENTRIES NOT RULED THROUGH MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

INSTRUMENT NATURE	INSTRUMENT NUMBER	PARTICULARS	REGISTERED	TIME	SEAL	INITIALS	CANCELLATION	NUMBER	REGISTERED OR LODGED	SEAL	INITIALS

CERTIFICATE OF TITLE VOL. 1344 360

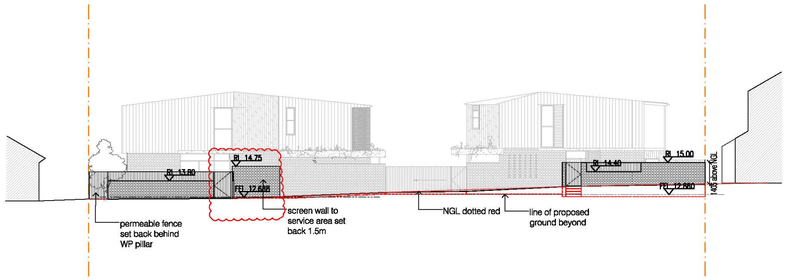
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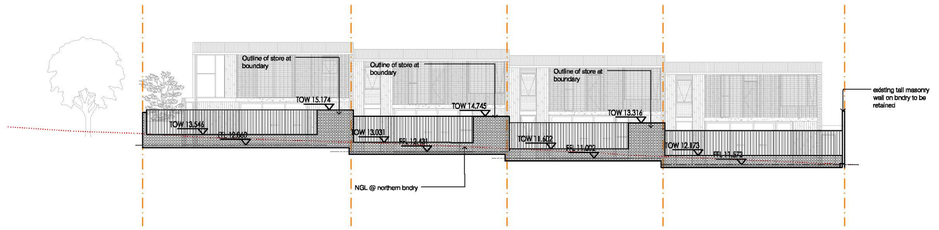
Item 7 - Attachment 1

9&11 Doonan Rd - Proposed 9x Townhouses

Drawing Register

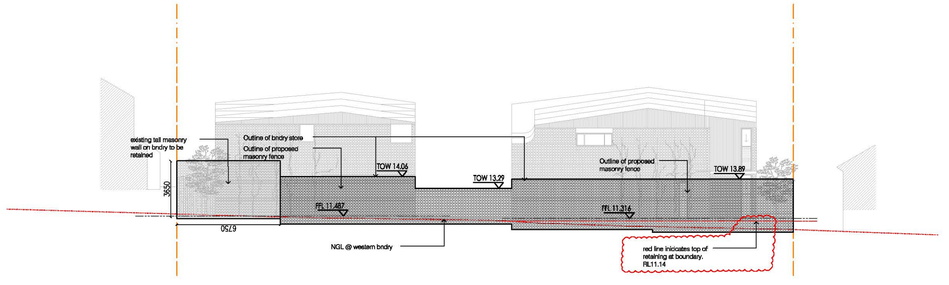
A001	Site Plan & Fencing Elevations
A002	Site Diagrams
A003	Landscape - Deep Soil Areas
A010	Floor Plans - Ground
A011	Floor Plans - First Floor
A012	Floor Plans - Roof
A030	Elevations
A031	Elevations











Revision	Issued	Date
G	Issue for Information	09.11.2020
F	Issue for Information	22.10.2020
E	Issue for Information	12.10.2020
D	Issue for Approval – Planner	09.09.2020
C	Issue for Information	28.08.2020
B	Issue for Approval – Planner	26.06.2020
A	Issue for Planning Review	22.05.2020
SK	Sketch Design	22.04.2020

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ACN: 624 192 605

PROJECT: 9+11 DOONAN RD, NEDLANDS

DRAWING: SITE

CLIENT: SALANDER PROPERTY GROUP

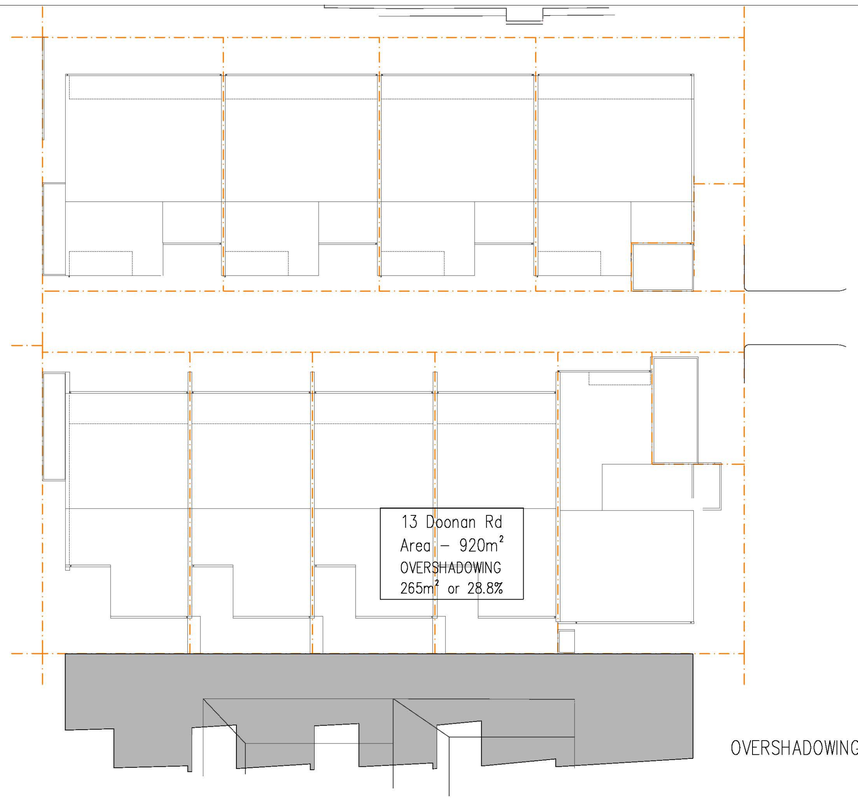
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DATE: 09.11.2020

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DRAWING NUMBER: A_001

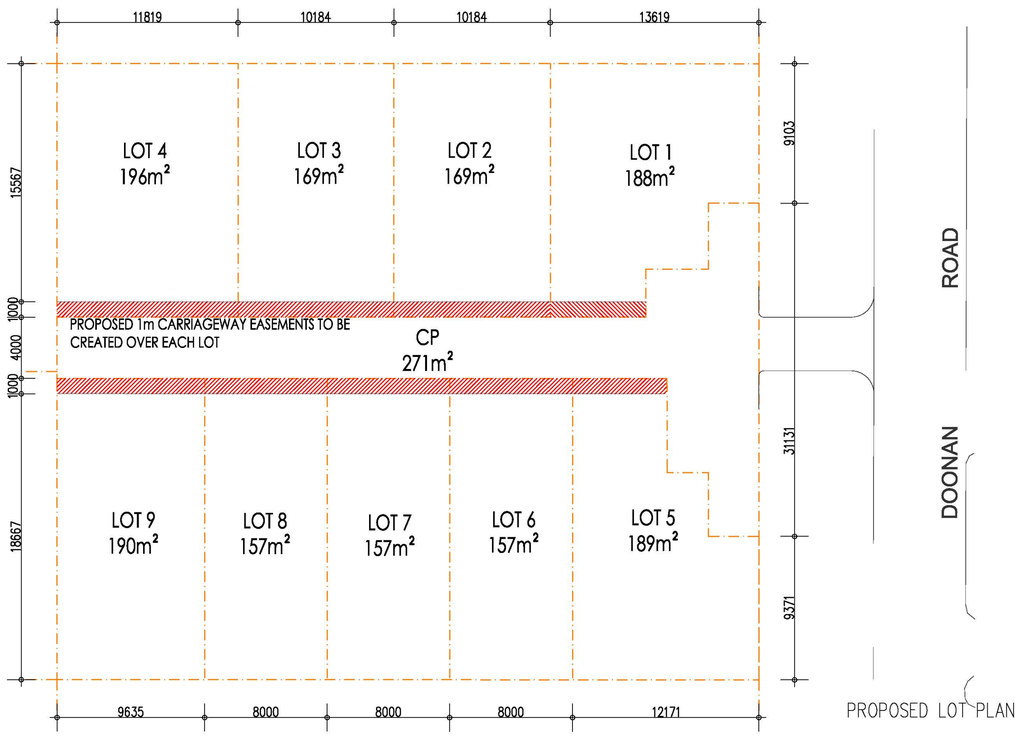
REVISION: G



OVERSHADOWING DIAGRAM



OPEN SPACE DIAGRAM



PROPOSED LOT PLAN

Revision	Issued	Date
C	Issue for Approval – Planner	09.11.2020
d	Issue for Approval – Planner	09.09.2020
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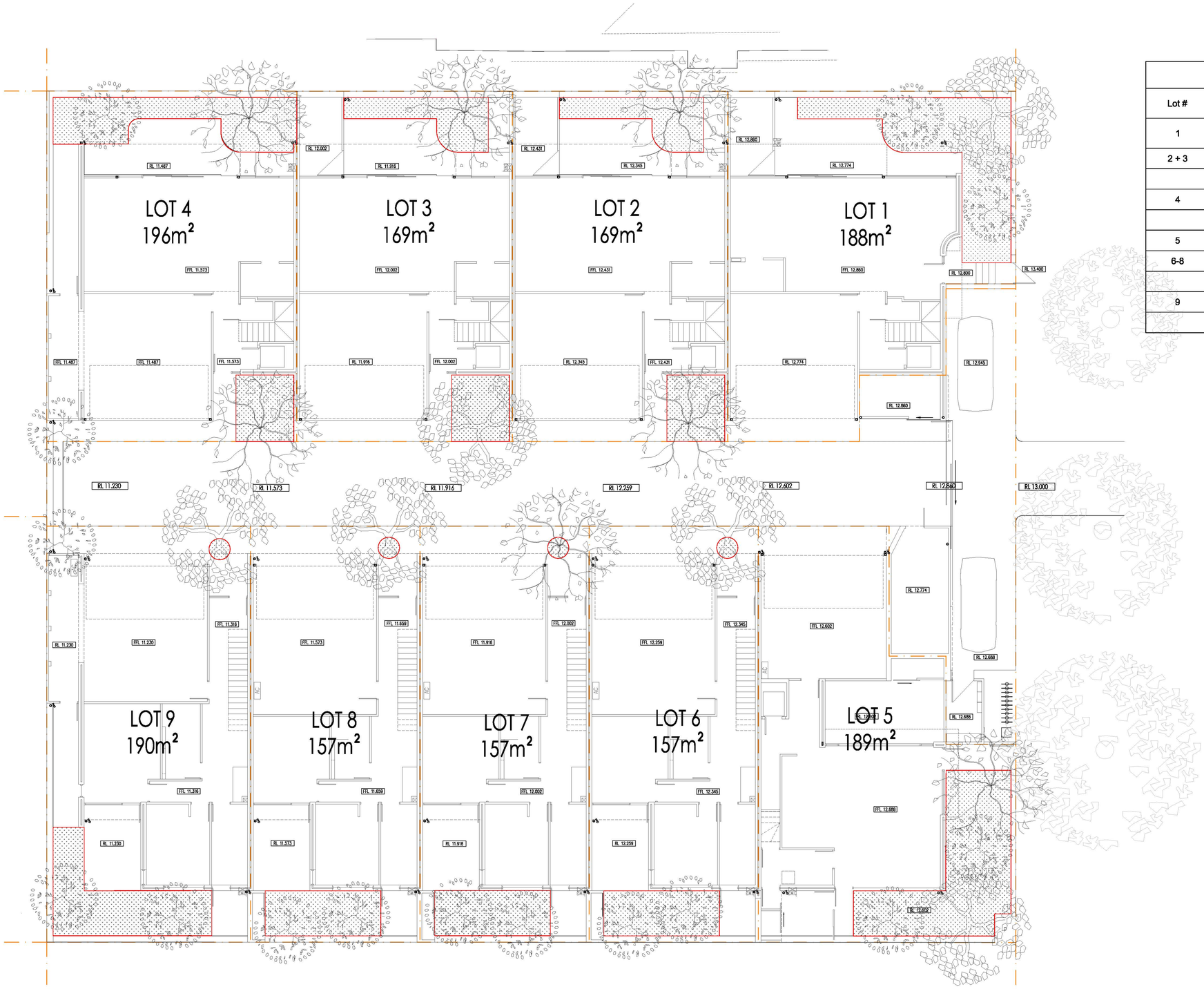
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PROJECT: 9+11 DOONAN RD, NEDLANDS
DRAWING: SITE - DIAGRAMS
CLIENT: SALANDER PROPERTY GROUP
SCALE: 1:200 AT A1
DATE: 09.11.2020
DRAWING STATUS: ISSUE FOR APPROVAL
DRAWING NUMBER: A_002
REVISION: G



Deep Soil Areas

Lot #	location	DSA	Min DSA width (assumed additional RSZ provided)	# trees/size
1	northern garden + street setback	32m²	2.3m-2.6m	1 med + 2 sm
2 + 3	northern garden	10m²	1m-2.6m	1 med
	southern garden	9m²	3m	1 med
4	northern garden	21m²	1m-2.6m	1 med + 1 sm
	southern garden	9m²	3m	1 med
5	southern garden + street setback	33m²	2m-3m	2 med + 2 sm
6-8	southern garden	12m²	2m	2 sm
	northern tree well	1m dia	1m	1 med
9	southern garden	20m²	2m	1med + 1sm
	northern tree well	1m dia	1m	1 med

Legend

- Deep Soil Area (excluding RSZ)
- Small Tree
- Medium Tree
- Existing Verge Tree

LANDSCAPE – DEEP SOIL AREAS

Revision	Issued	Date
C	Issue for Approval – Planner	09.11.2020
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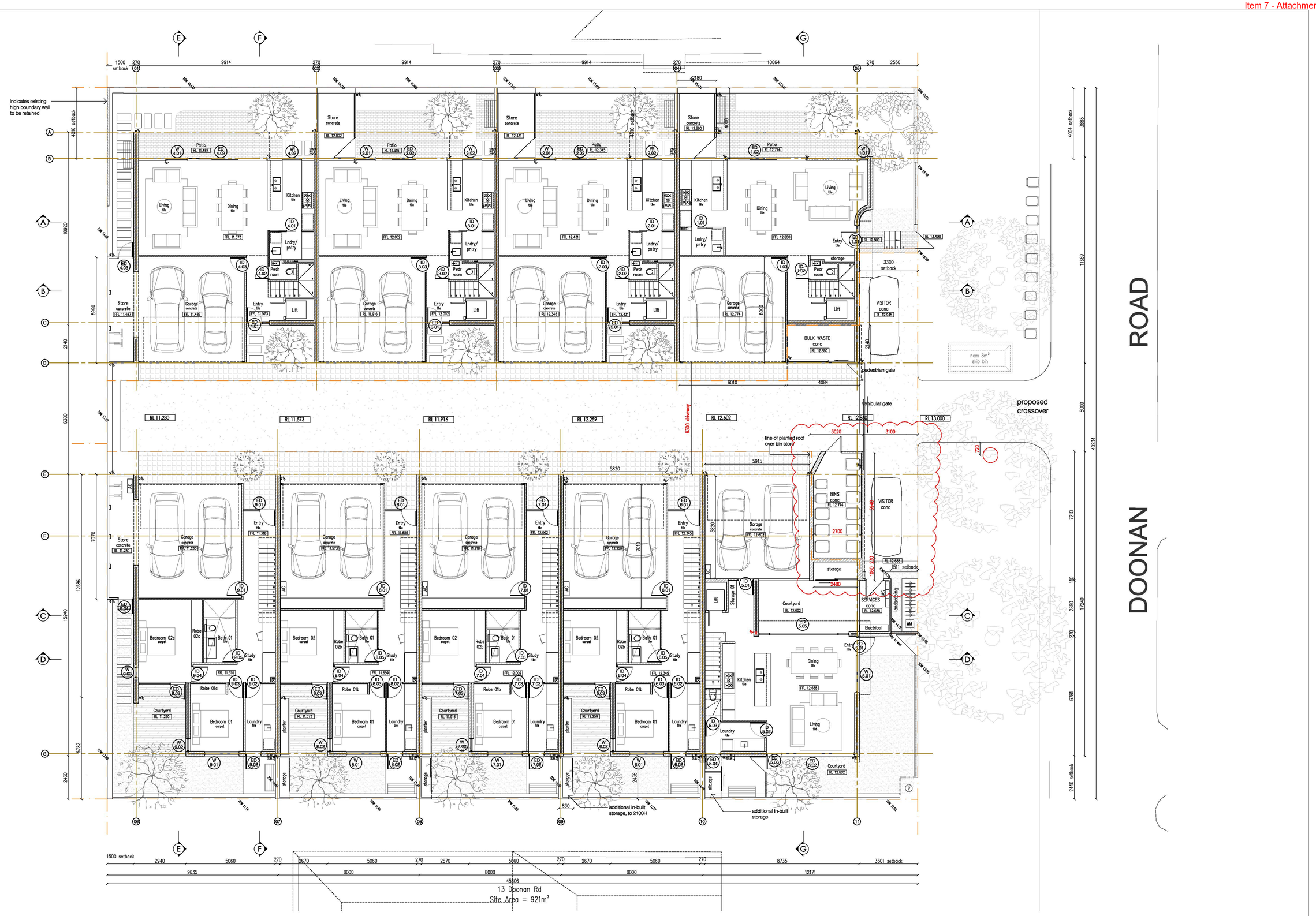
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PROJECT: 9+11 DOONAN RD, NEDLANDS
DRAWING: SITE - Deep Soil Areas
CLIENT: SALANDER PROPERTY GROUP
SCALE: 1:200 AT A1
DATE: 09.11.2020
DRAWING STATUS: ISSUE FOR APPROVAL
DRAWING NUMBER: A_002
REVISION: G



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PROJECT: 9+11 DOONAN RD, NEDLANDS

DRAWING: PLANS - GROUND FLOOR

CLIENT: SALANDER PROPERTY GROUP

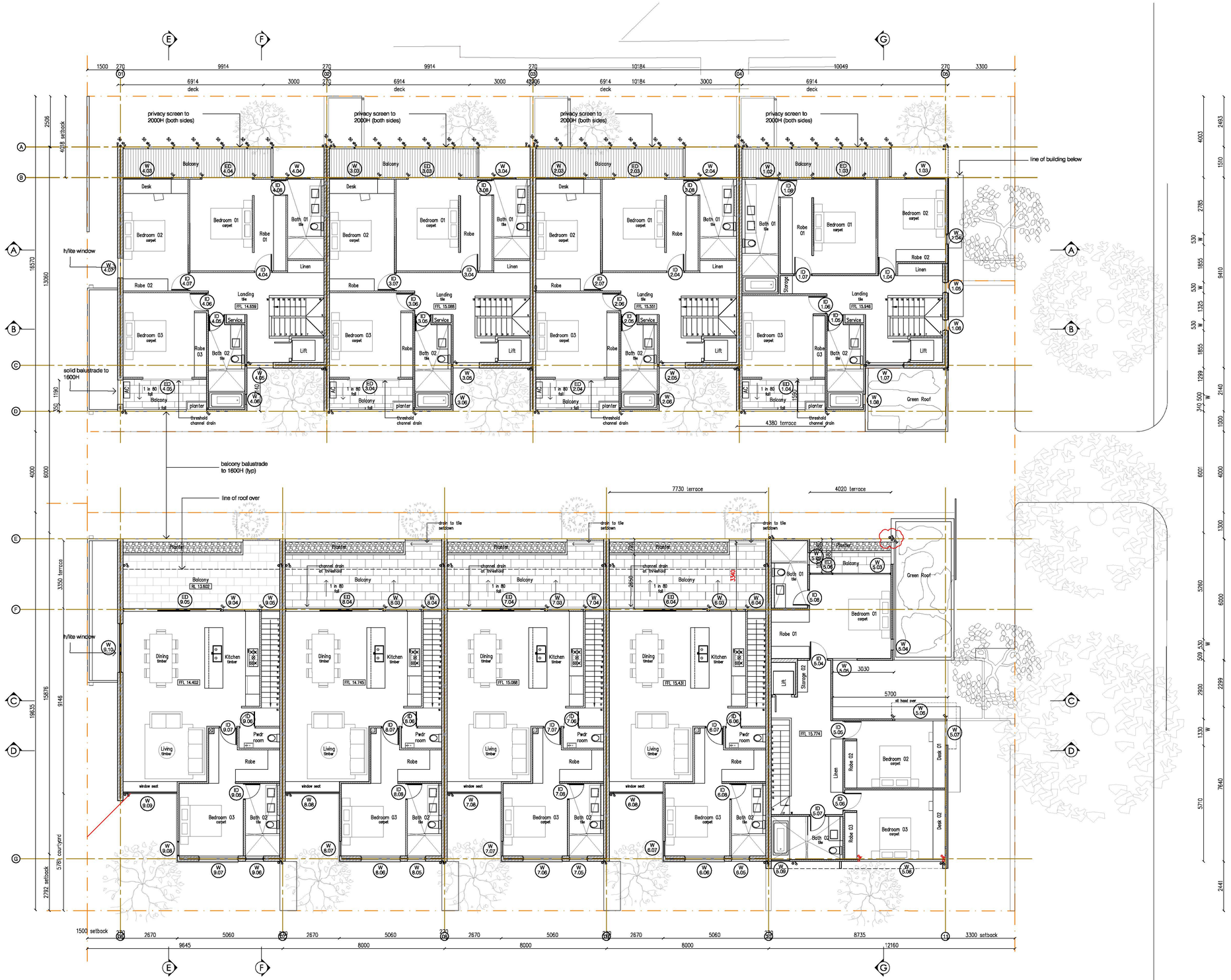
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DRAWING NUMBER: A_010

REVISION: G



Revision	Issued	Date
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PROJECT: 9+11 DOONAN RD, NEDLANDS

DRAWING: PLANS - FIRST FLOOR

CLIENT: SALANDER PROPERTY GROUP

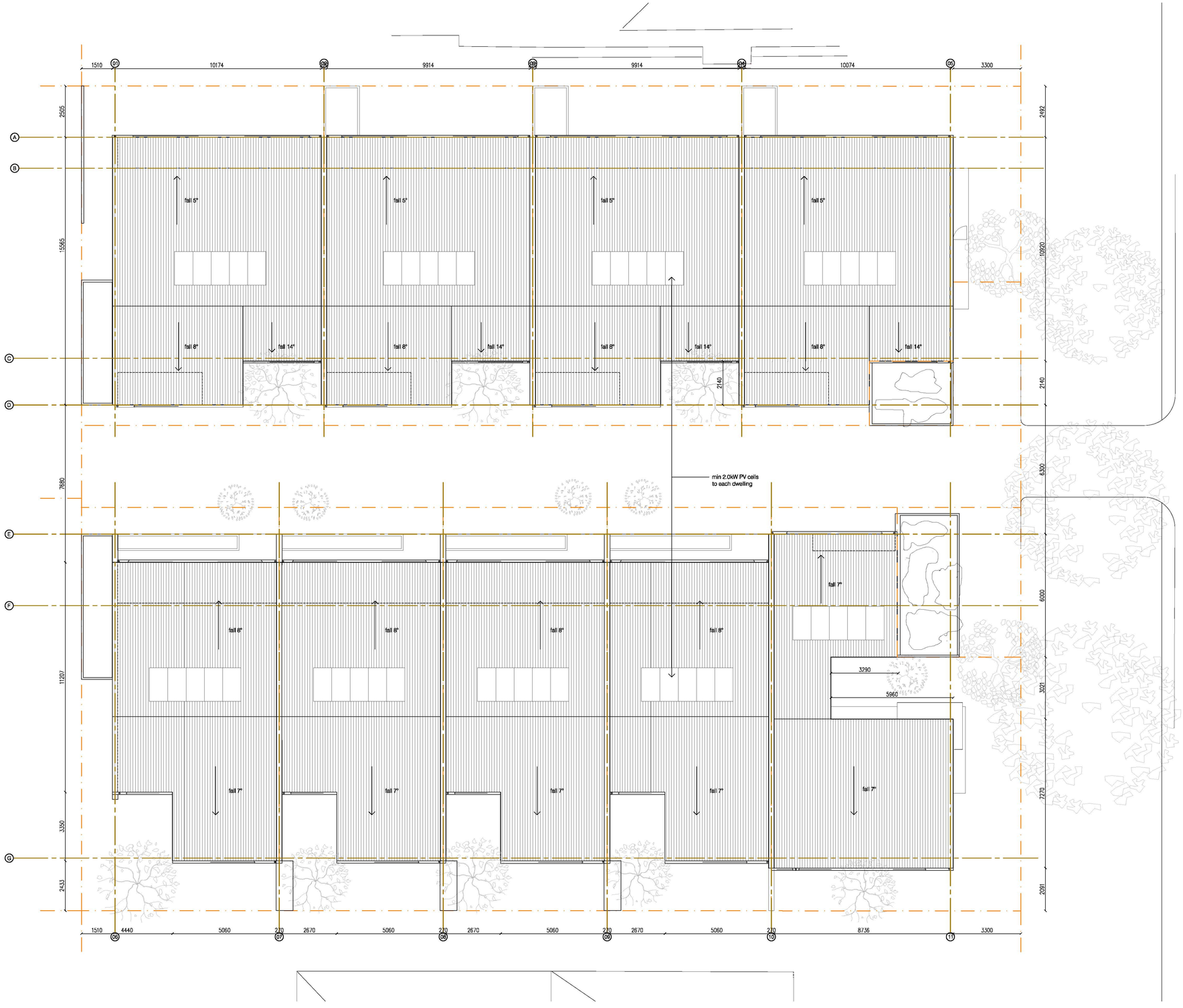
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DATE: 09.11.2020

DRAWING STATUS: ISSUE FOR INFORMATION

DRAWING NUMBER: A_011

REVISION: G



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PROJECT: 9+11 DOONAN RD, NEDLANDS

DRAWING: PLANS - ROOF

CLIENT: SALANDER PROPERTY GROUP

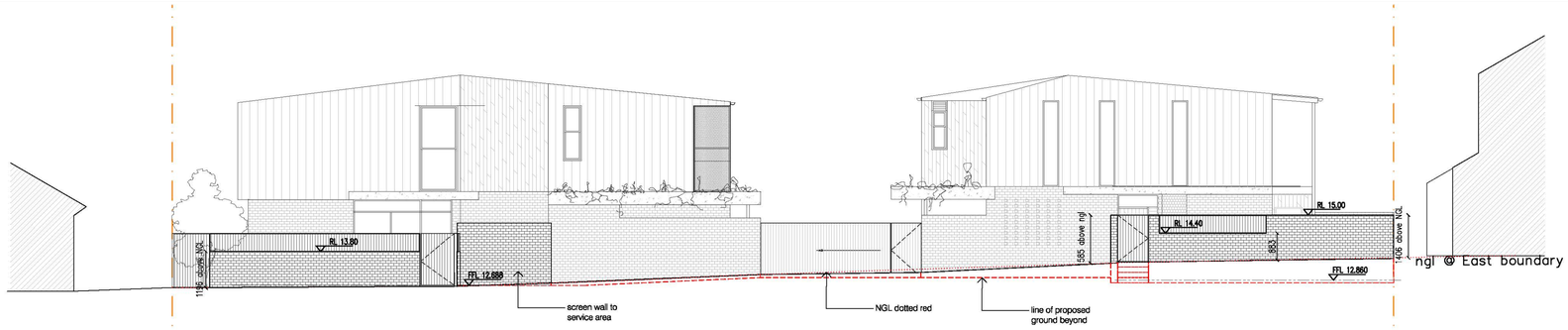
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DATE: 09.11.2020

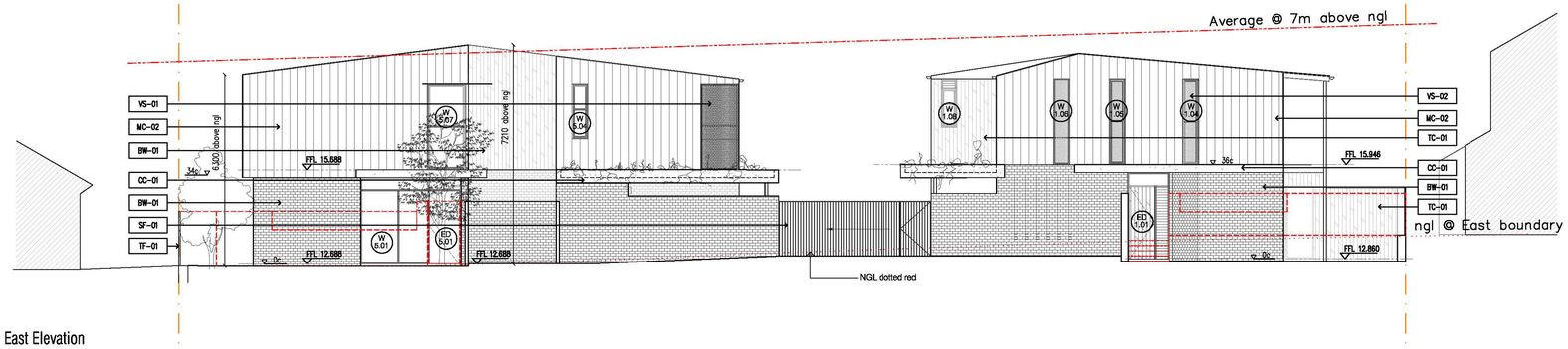
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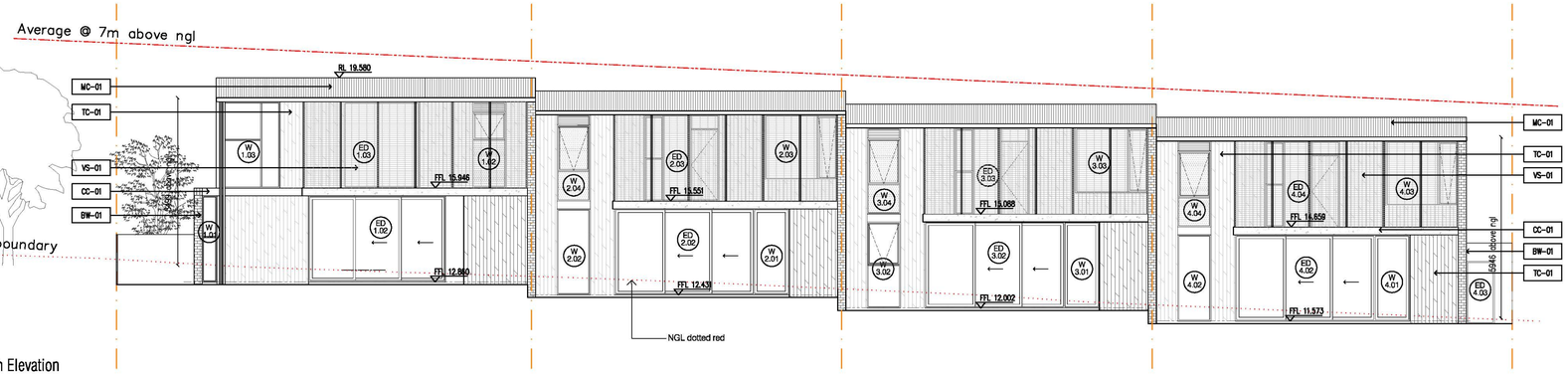
REVISION: G



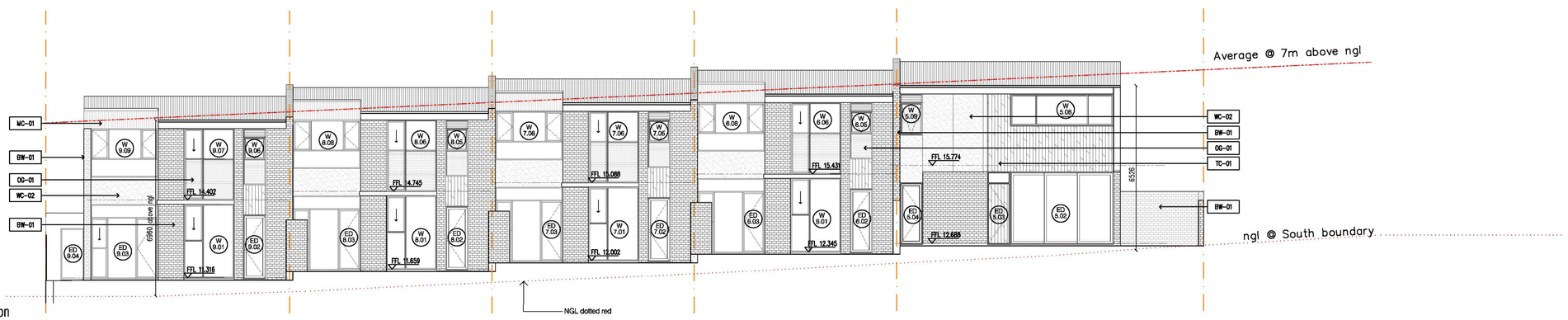
East Fence Elevation



01 East Elevation



02 North Elevation



03 South Elevation

MATERIAL LEGEND

BW – 01	Face brickwork – as selected
BW – 02	Face brickwork – painted white
CC – 01	Exposed concrete
MC – 01	Metal cladding, deep 21 profile
MC – 02	Metal cladding, standing seam – colour tbc
GD – 01	Selected garage door, finish: white
WC – 01	FC wall cladding, Finish: white
WC – 02	Wall cladding, cemintel barestone
TC – 01	Timber cladding as selected
OG – 01	Obscure glass, satin lite
VS – 01	Privacy screening (to comply with R-Codes 5.4.1 c1.2)
VS – 02	Perforated shade screen
TF – 01	Timber fencing
SF – 01	Steel fencing

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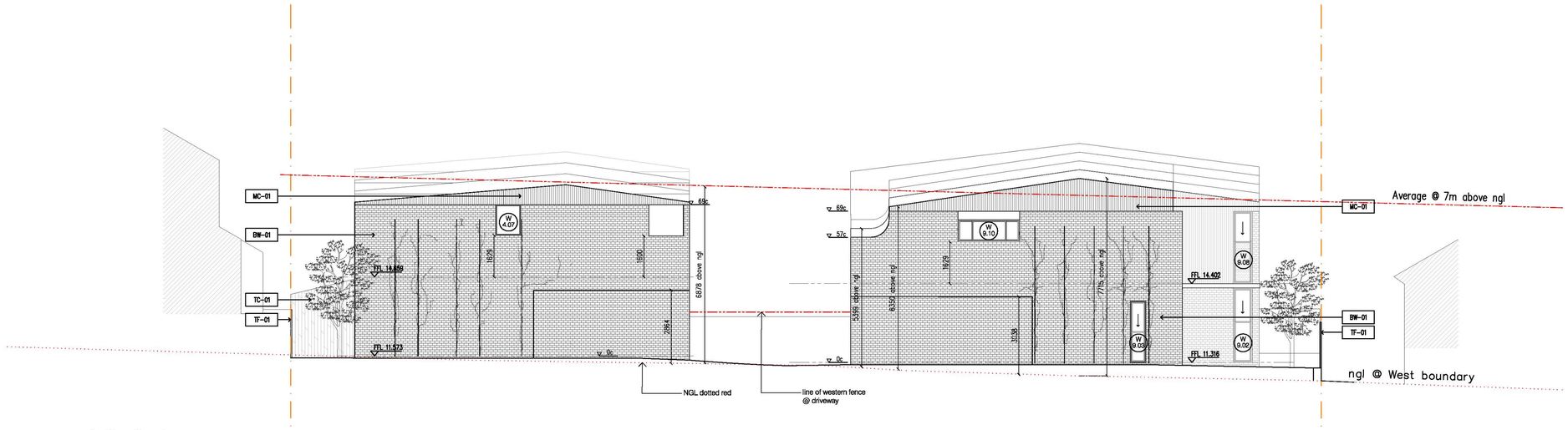
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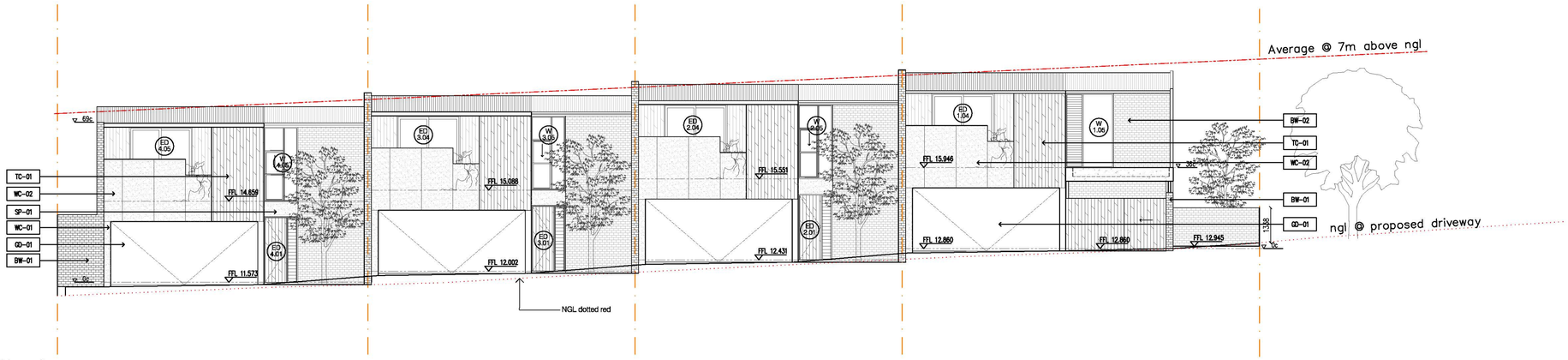
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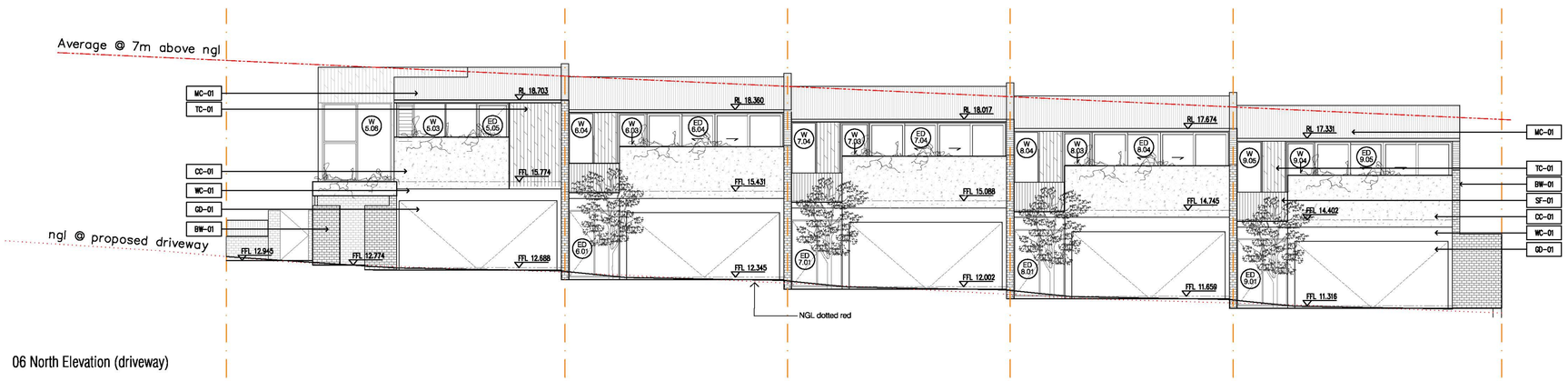
PROJECT: 9+11 DOONAN RD, NEDLANDS
DRAWING: SITE ELEVATIONS
CLIENT: SALANDER PROPERTY GROUP
SCALE: 1:100 AT A1
DATE: 09.11.2020
DRAWING STATUS: ISSUE FOR INFORMATION
DRAWING NUMBER: A_030
REVISION: G



04 West Elevation



05 South Elevation (driveway)



06 North Elevation (driveway)

MATERIAL LEGEND

BW – 01	Face brickwork – as selected
BW – 02	Face brickwork – painted white
CC – 01	Exposed concrete
MC – 01	Metal cladding, deep 21 profile
MC – 02	Metal cladding, standing seam – colour tbc
GD – 01	Selected garage door, finish: white
WC – 01	FC wall cladding, Finish: white
WC – 02	Wall cladding, cemintel barestone
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DRAWING: SITE ELEVATIONS
CLIENT: SALANDER PROPERTY GROUP
SCALE: 1:100 AT A1
DATE: 09.11.2020
DRAWING STATUS: ISSUE FOR INFORMATION
DRAWING NUMBER: A_031
REVISION: G

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18 September 2020



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18 September 2020



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FIRST FLOOR NORTH FACING BALCONY

BALCONIES SIT WITHIN THE COURTYARD TREE CANOPY.
DECIDUOUS CANOPY PROVIDES VISUAL SCREENING AND SUMMER SHADE/WINTER LIGHT PENETRATION. ALL BALCONIES HAVE INTEGRATED POTS AND PLANTERS.

EXISTING STREET TREES - TO BE RETAINED

SHALLOW ROOF GARDEN FOR CASCADING GROUNDCOVERS, LOW SHRUBS AND ORNAMENTAL GRASSES

FIRST FLOOR SOUTH FACING BALCONY WITH INTEGRATED RAISED PLANTER
ENTRY TREE CANOPY PROVIDES PROTECTION FROM THE AFTERNOON SUMMER SUN

SHALLOW ROOF GARDEN FOR CASCADING GROUNDCOVERS, LOW SHRUBS AND ORNAMENTAL GRASSES

FIRST FLOOR NORTH FACING BALCONY WITH INTEGRATED RAISED PLANTER. BALCONY SITS WITHIN THE TREE CANOPY
ENTRY TREE CANOPY PROVIDES PROTECTION FROM THE MIDDAY SUMMER SUN

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9+11 DOONAN RD, NEDLANDS
LANDSCAPE DA- MASTERPLAN

ALFALFA.
LANDSCAPE ARCHITECTURE + DESIGN

date	scale	client	project name	drawing
June 2020	1:150 @ A2	Salander Property Group	9+11 Doonan Rd	DA-01



NORTH FACING COURTYARDS
BRICK PAVING WITH CUTOUT TREE WELL FOR SMALL ORNAMENTAL TREE

DENSE SOFT FOLIAGE NATIVE PLANTING AND BOUNDARY HEDGE
LARGE DECIDUOUS SHADE TREE

LAWN AS INTERFACE WITH SURROUNDING CONTEXT AND NEDLANDS VERNACULAR. LOW NATIVE PLANTING TO WRAP LAWN AND FLANK FRONT BOUNDARY FENCE

LARGE NATIVE TREE TO PROVIDE CANOPY OVER ENTRY AND TO BALCONY ABOVE

TREE WELL FOR LARGE DECIDUOUS TREE OVER ENTRY
INTERNAL STREET TREES TO CREATE AND AVENUE SOFTENING THE BUILDING MASS AND PROVIDING VISUAL SCREENING

ORNAMENTAL DECIDUOUS TREE

GROUNDFLOOR PRIVATE DECK WITH INTEGRATED AND RETICULATED PLANTER

GREEN FACADE
VERTICAL SS CABLE TRELLIS WITH NATIVE CREEPERS

TALL NARROW GROWING TREES FOR DRY SHADE CONDITION

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LANDSCAPE DA- GROUND PLANE

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date	scale	client	project name	drawing
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WALL MOUNTED CLOTHESLINE

NORTH FACING COURTYARDS
BRICK PAVING WITH CUTOUT TREE WELL FOR SMALL ORNAMENTAL TREE

DENSE SOFT FOLIAGE NATIVE PLANTING AND BOUNDARY HEDGE
LARGE DECIDUOUS SHADE TREE

LAWN AS INTERFACE WITH SURROUNDING CONTEXT AND NEDLANDS VERNACULAR.

1.5M BUFFER TO ALLOW FOR UNOBSTRUCTED PEDESTRIAN ACCESS ADJACENT TO THE KERB LINE

ENTRY GARDEN WITH BRICK PAVED TERRACE AND SOFT GROUNDCOVER AND ORNAMENTAL GRASSES. SPACE FOR MOVEABLE FURNITURE

TREE WELL AND CUTOUTS FOR SOFT LOW ENTRY PLANTING AND VERTICAL TRELLIS OVER GARAGE

VERGE LAWN FRAMED BY DENSE LOCAL NATIVE PLANTING AT max. 600mmH ,ENSURING SIGHTLINES ARE MAINTAINED AND COMPLY WITH CITY OF NEDLANDS VERGE IMPROVEMENT GUIDELINES

PRIVATE EAST FACING COURTYARD. SOFT ORNAMENTAL GRASSES AND TEXTURAL PLANTING

PLANTER WITH LUSH SHADE PLANTS

STEPPERS THROUGH PLANTING WITH GROUNDCOVER BETWEEN

LAUNDRY TERRACE WITH WALL MOUNTED CLOTHESLINE

BBQ NOOK

CREEPERS TO GROW UP WESTERN BOUNDARY WALL

MIXED PLANTING AND BOUNDARY HEDGE

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LANDSCAPE DA- GROUND PLANE (no tree canopy)

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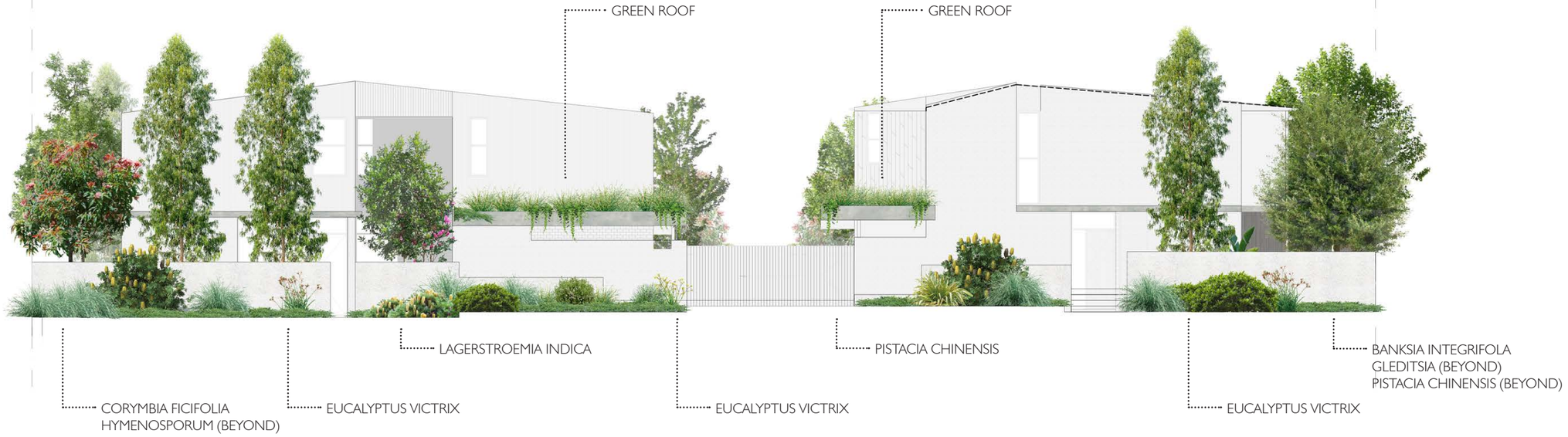
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LANDSCAPE DA- TREE PLAN

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LANDSCAPE ARCHITECTURE + DESIGN

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EAST ELEVATION - DOONAN ROAD



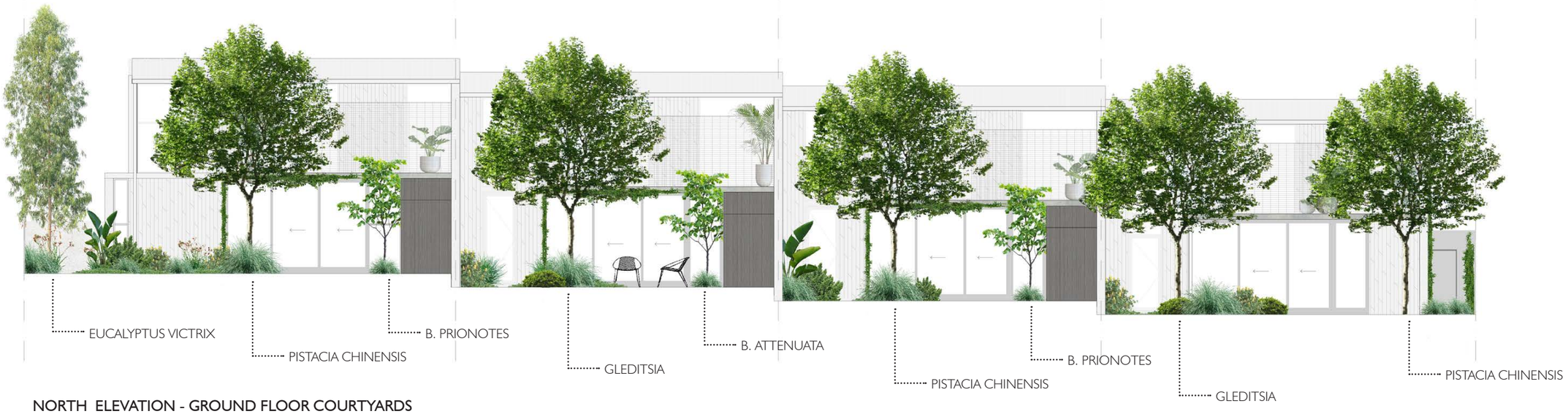
WEST ELEVATION - REAR

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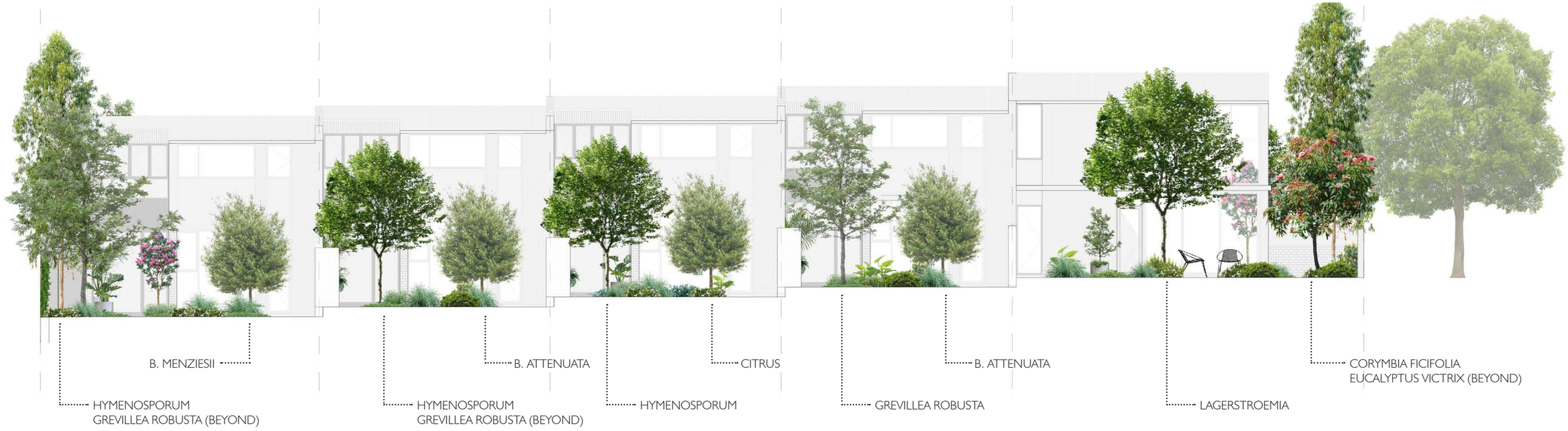
9+11 DOONAN RD, NEDLANDS
LANDSCAPE DA- ELEVATIONS

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LANDSCAPE ARCHITECTURE + DESIGN

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scale 1:150 @ A2
client Salander Property Group
project name 9+11 Doonan Rd
drawing DA-05



NORTH ELEVATION - GROUND FLOOR COURTYARDS



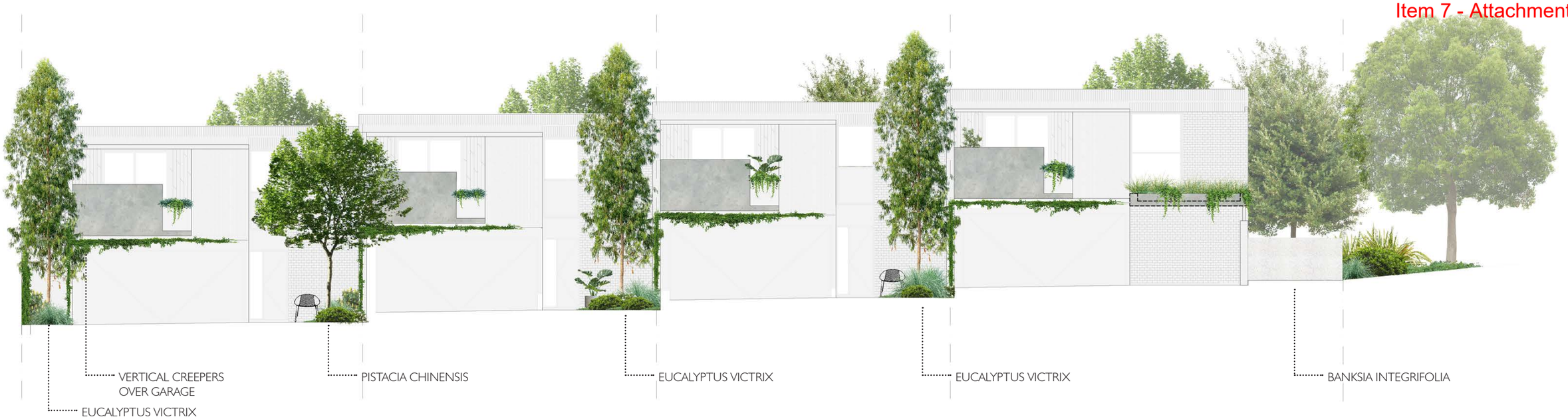
SOUTH ELEVATION - GROUND FLOOR COURTYARDS

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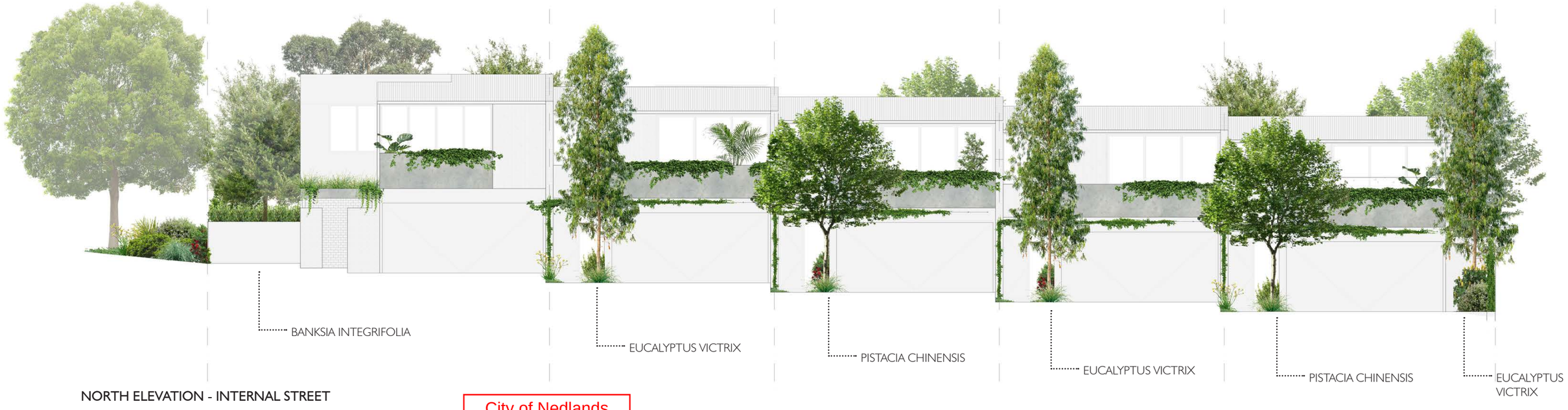
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LANDSCAPE DA- ELEVATIONS

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LANDSCAPE ARCHITECTURE + DESIGN

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client Salander Property Group
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drawing DA-06



SOUTH ELEVATION - INTERNAL STREET



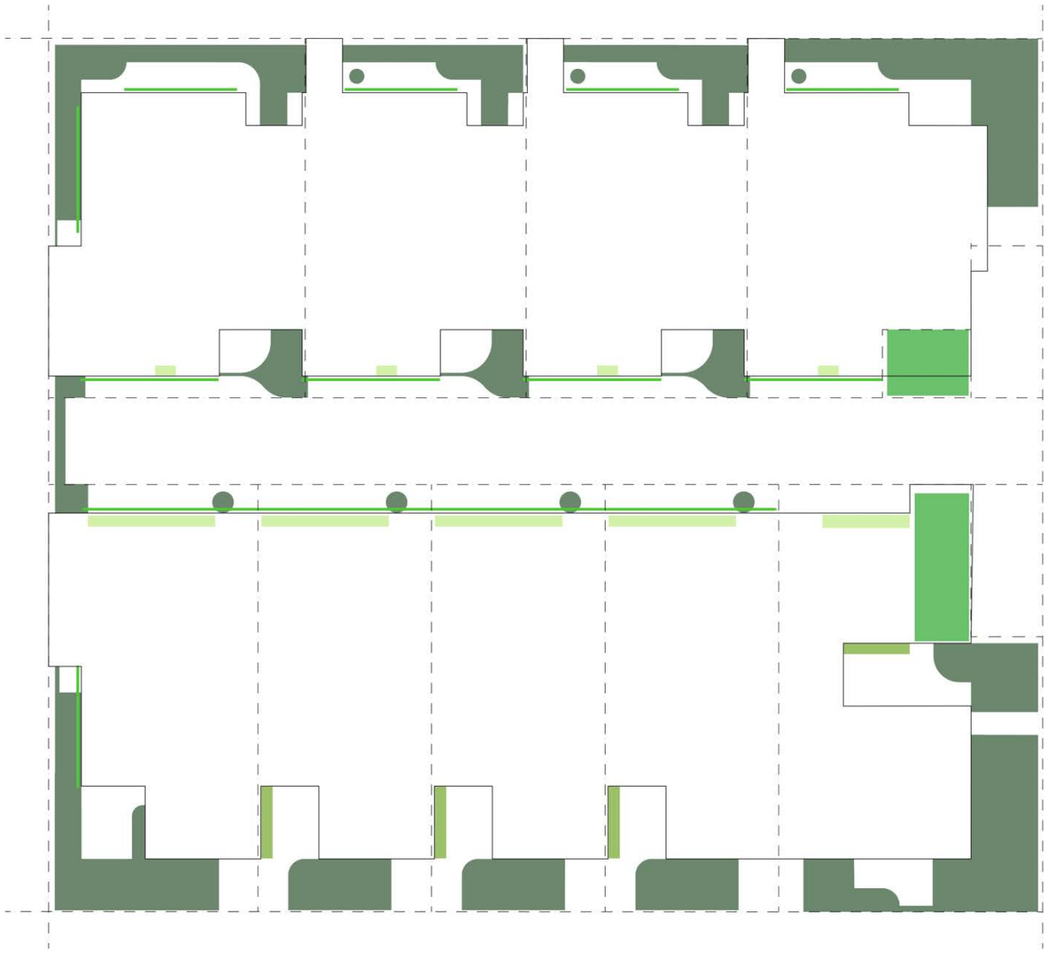
NORTH ELEVATION - INTERNAL STREET

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LANDSCAPE DA- ELEVATIONS

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DEEP SOIL ZONE 11%
ON SLAB PLANTER
RAISED PLANTER
BALCONY PLANTER
VERTICAL TRELLIS

LANDSCAPE TREATMENTS
The landscape design integrates the development with the existing Nedlands context, ecology, enhances natural systems and contributes to tree canopy and biodiversity in the locality. It will improve the street presence of the development and the amenity of building occupants through the creation of an attractive street interface, private gardens, connection to nature, opportunities for food production, provision of shade and micro-climate benefits.

DEEP SOIL AREAS
The setback areas inform the location of the deep planting zones to the north, south and east of the site as indicated within the adjacent diagram.

The East (street frontage) setback of 3.3m (varies) will comprise of dense vegetation and native trees and contributes to an open spacious character, reducing the bulk and massing of the proposed development and integrating the site to it's suburban gardenesque context.

The North setback of 4m will comprise of dense soft foliage planting surrounding the ground floor courtyards with deciduous shade trees to reduce the amount of direct sunshine on the glazing to each residential unit, but otherwise allowing the sun to penetrate beyond the glazing line within the winter months improving the thermal performance of the building.

The South setback of 2.4m (varies) will comprise of dense vegetation suitable for seasonally shaded conditions. Tall narrow canopy trees such as Hymenosporum flavum (Native Frangipani) and Grevillea robusta (Silky oak) will provide joined canopies for summer shade and help soften the facade and mass.

The deep soil area is approx. 11% of the total site area and complies with the minimum deep soil area of 10% as per the residential design guidelines. In addition to this, vertical trellis gardens, roof top planting and integrated raised planters to alfresco areas and balconies provide further landscape areas.

This design will incorporate vegetated storm-water management. The use of permeable paving materials, garden beds, tree pits and green walls are all design solutions which help manage on-site water retention.

PLANTING ON STRUCTURES
Above slab planters have been proposed to the eastern elevation above the bin store and store room. The provided depth of 300mm meets the minimum recommended depth of 300-450mm for groundcovers and ornamental grasses as per the residential design guidelines. Suitable drought and wind tolerant species will be utilised.

PLANTERS - GROUND AND BALCONY
To ensure all private outdoor spaces embrace and offer a landscape connection, integrated and reticulated planters are located on balconies and groundfloor decks for soft foliage planting and productive (herb) gardens. The addition of built-in planters can assist with increased visual screening.

VERTICAL TRELLIS
Vertical trellis systems on the west facing facade and along balcony slabs (above garages and north facing courtyards) will soften the visual mass and provide a green outlook for the neighbouring residents. Additionally the green facades can reduce building heating and cooling requirements by reducing heat gain in summer by directly shading the building surface and reducing the urban heat island effect.

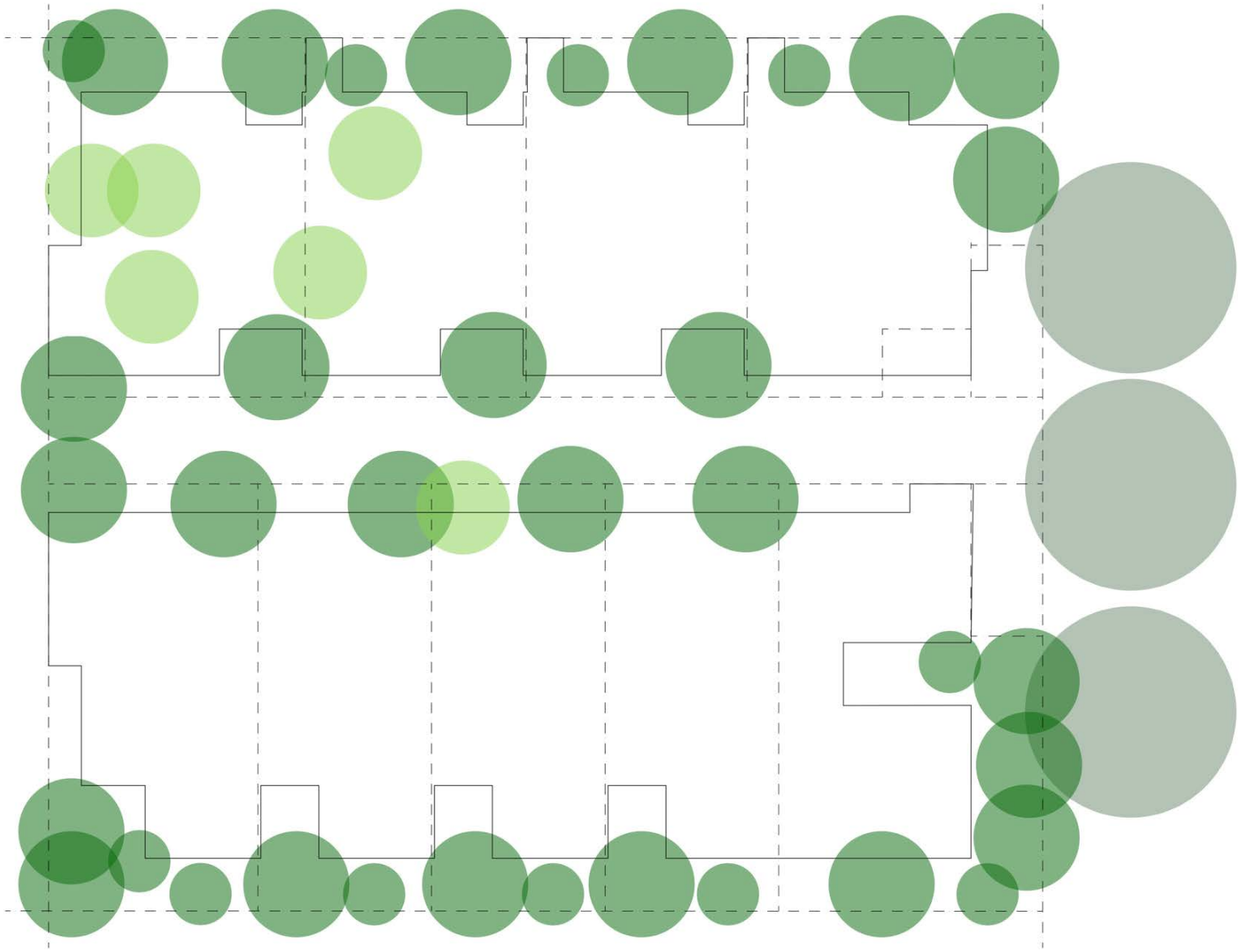
RETICULATION
All garden beds, trees, roof top planters, and vertical plantings to be reticulated via the two existing on-site bores.
All raised planters and pots on balconies and patios to be reticulated with mains water.
All reticulation to be subsurface drip irrigation designed and installed by a qualified licensed irrigation specialist to mitigate bore staining, suit the landscape layout, and nominated plant species in the design.
Irrigation will be installed and operated in accordance to the latest water restrictions, regulations and watering times. The system shall include a backflow prevention valve and moisture sensors.

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LANDSCAPE DA - LANDSCAPE TREATMENTS

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project name 9+11 Doonan Rd
drawing DA-08



RETENTION OF TREES
Three mature trees are located on the Doonan Street verge and will be retained. The canopies to these trees will not be compromised by the proposed development.

The subject site comprises zero significant trees of good health or ecological value. The existing mature trees located within the site, Schinus terebinthifolius (Brazillian Pepper Tree) are an identified weed of national significance and are of high priority for removal.

To offset their removal a vast number of native, endemic and deciduous trees will be planted adding biodiversity, amenity and assisting the thermal performance of the buildings. Across the site a balance of evergreen and deciduous trees to provide shading in summer and sunlight access in winter. Additionally, the trees will provide visual privacy and create a more visually appealing site.



One of several mature
Schinus terebinthifolius
(Brazillian Pepper Tree)
Priority for removal: High
Major threat to the conservation values of Banksia woodlands



Schinus terebinthifolius
(Brazillian Pepper Tree)



Shrubs shrouded by abnoxious declared weed, Morning glory vine
Priority for removal: High
Causes acute disruption of ecological processes, dominates and/or significantly alters vegetation structure, composition and function of ecosystems.

RETAINED STREET TREES

PROPOSED TREES

REMOVED TREES

SPECIES	COMMON NAME	HEIGHT (m) *Based on maturity at 20+ years in natural ground	SPREAD (m)	STOCK SIZE	QTY
BANKSIA ATTENUATA	CANDLE BANKSIA	3-6	3-5	100Ltr	2
BANKSIA INTEGRIFOLIA	COASTAL BANKSIA	15	6	500Ltr	2
BANKSIA MENZIESII	FIREWOOD BANKSIA	7	3	100Ltr	2
BANKSIA PRIONOTES	ACORN BANKSIA	6-10	4	100Ltr	3
BETULA NIGRA	TROPICAL BIRCH	10	6	200Ltr	4
CORYMBIA FICIFOLIA	SUMMER RED	6	3	300Ltr	1
EUCALYTPUS ALBIDA	WHITE LEAFED MALLEE	3	2	75Ltr	1
EUCALYTPUS VICTRIX	COOLIBAH	8	4	150Ltr	8
GLEDITSIA TRIACANTHOS	SHADEMASTER	12	7	200Ltr	2
GREVILLEA ROBUSTA	SILKY OAK	8	5	100Ltr	2
HYMENOSPORUM FLAVUM	NATIVE FRANGIPANI	7	4	150Ltr	3
LAGERSTROEMIA INDICA	CREPE MYRTLE 'NATCHEZ'	7	5	200Ltr	2
PISTACIA CHINENSIS	CHINESE PISTACHIO	8	6	200Ltr	6
				TOTAL	**38**

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LANDSCAPE DA - TREES

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project name 9+11 Doonan Rd
drawing DA-09

INDICATIVE PLANTS

TREES *deciduous **native ***endemic


Banksia integrifolia
'Coastal Banksia' **


Grevillea robusta
'Silky Oak' **


Banksia attenuata
'Candle Banksia' ***


Banksia menziesii
'Firewood Banksia' ***

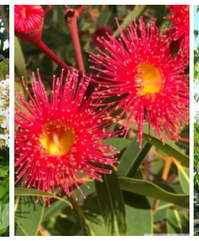

Banksia prionotes
'Acorn Banksia' **


Eucalyptus victrix
'Coolibah'' ***


Eucalyptus albida
'White leaved mallee' **


Gleditsia triacanthos
'Shademaster'*


Lagerstroemia indica
'Natchez'*


Corymbia ficifolia
'Summer red' ***


Betula nigra
'Tropical birch' *


Pistacia chinensis
'Chinese pistachio' *


Hymenosporum
'Native frangipani' **


Citrus

SHRUBS **native


Westringia
'Grey box' **


Correa alba
'white correa' **

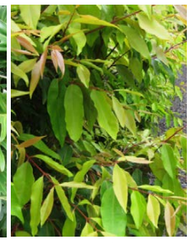

Metrosideros
'Spring fire'


Grevillea
'Robyn Gordon' **

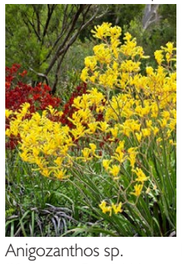

Syzigium
'Winterlights'


Pittosporum
'Miss muffet'


Philodendron
'Xanadu'


Waterhousea floribunda
(hedge)
'Weeping lily pilly' **

GRASSES **native Pplanting on slab


Anigozanthos sp.
'Kangaroo Paw' ***


Lomandra
'Nyalla' ** P


Beschorneria yuccoides
'Mexican lily'


Liriope
'Emerald cascade'


Anthropodium
'NZ Rock Lily'

GROUNDCOVERS **native


Casuarina glauca
'Cousin It' ** P


Dichondra repens
'Silver falls'


Santolina
'Cotton lavender' P


Cerastium
'Snow in summer'


Juniperus conferta
'Shore juniper'


Myoporum
'Creeping boobialla' ** P

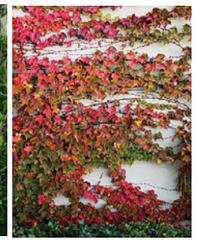

Viola hederacea
'Native violet' **


Dichondra repens'
Kidney weed'


Scaevola
'Fan flower' ***

CLIMBERS *deciduous **native

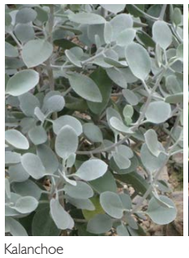

Hibbertia scandens
'Snake vine' **

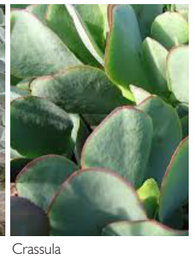

Parthenocissus
tricuspidata
'boston ivy'
(deciduous) *


Stephanotis floribunda
'Madagasgar jasmine'


Pandorea pandorara
'Wonga wonga vine' **

SUCCULENTS


Kalanchoe
'Silver spoons'

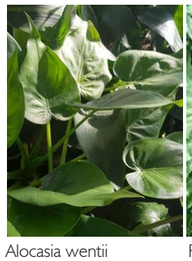

Crassula
'Blue bird'


Senecio talinoides
'Icicles' P


Aloe P


Sanseveira

SHADE


Alocasia wentii
'Upright Elephant ears'


Philodendron selloum
'Lacy philodendron'

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LANDSCAPE DA - PLANT PALETTE

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LANDSCAPE ARCHITECTURE + DESIGN

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Residential Development

9-11 Doonan Road, Nedlands

Acoustic Report

17 September 2020

Report Number: 20070869-01b

www.ecoacoustics.com.au

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Telephone: **(08) 9367 1555**

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Report: 20070869-01b

EcoAcoustics Pty Ltd

ATF Ireland Family Trust ABN: 26 450 946 619

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Executive Summary

EcoAcoustics Pty Ltd was commissioned to conduct a noise impact assessment of a proposed nine-unit development located at 9-11 Doonan Road, Nedlands. This noise impact assessment has been completed to support the proposal, as part of the development application, in accordance with the request from the City of Nedlands. In addressing this requirement, the report assesses future road traffic noise levels in accordance with *State Planning Policy SPP 5.4 Road & Rail Transport Noise & Freight Considerations in Land Use Planning*. The report also assesses noise emissions from the development in accordance with the *Environmental Protection (Noise) Regulations 1997*.

The analysis has shown that the site can comply with the *Environmental Protection (Noise) Regulations 1997,* and with *State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning*.

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1 Introduction

EcoAcoustics Pty Ltd was commissioned to conduct a noise impact assessment of a proposed nine-unit development located at 9-11 Doonan Road, Nedlands. This noise impact assessment has been completed to support the proposal, as part of the development application, in accordance with the request from the City of Nedlands. In addressing this requirement, the report assesses future road traffic noise levels in accordance with *State Planning Policy SPP 5.4 Road & Rail Transport Noise & Freight Considerations in Land Use Planning*. The report also assesses noise emissions from the development in accordance with the *Environmental Protection (Noise) Regulations 1997*.

Appendix A contains a description of some of the terminology used throughout this report.

1.1 Site Locality

The site is located at 9-11 Doonan Road, Nedlands, within the City of Nedlands. The proposed development is located in a predominantly residential and commercial area. Stirling Highway is located approximately 140 metres to the north of the site. The site locality is shown on *Figure 1.1*, while *Figure 1.2* presents an aerial photo of the site and its surroundings. The commercial premises located on Stirling Highway are a mix of retail, offices and the like.



Figure 1.1: Site Locality (Source: Intramaps)



Figure 1.2: Aerial Photo (Source: Intramaps)

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1.2 Proposed Development

It is proposed to construct a two-storey, nine-unit development on the site. Car parking will be provided on the ground floor, with double garages included within the building footprint. It is understood that the locations for air conditioning plant have not yet been finalised however, from plans it can be seen that the likely locations are:

- Northern lots, on the balcony; and
- Southern lots, inside the garages.

The northern units will comprise living areas on the ground floor with three bedrooms located on the upper floor. The southern lots will generally comprise bedrooms on the ground floor with living areas on the upper floor.

Bin storage areas are located within a walled area toward the Doonan frontage of both buildings. All bins will be located within a waste storage area, completely screened from internal premises and neighbouring residences. This will be sufficient to control the noise from the bin storage area. It is important to note that waste collection will be completed by an external contractor usually controlled by the local Council, in a residential capacity. Any contractors collecting waste from the site are required to comply with the Noise Regulations as per the standard residential requirements for all properties. The locations of the bin storage areas are sufficiently screened and sited away from nearby residential premises, thus maximising the separation distance and attenuation from the building structure. No further assessment has been completed for the waste collection.

Figures 1.3 and *1.4* present the plans for the site, whilst *Figures 1.5* and *1.6* show the elevations for the site.



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Figure 1.3: Ground Floor Plan (Source: MDC Architects)

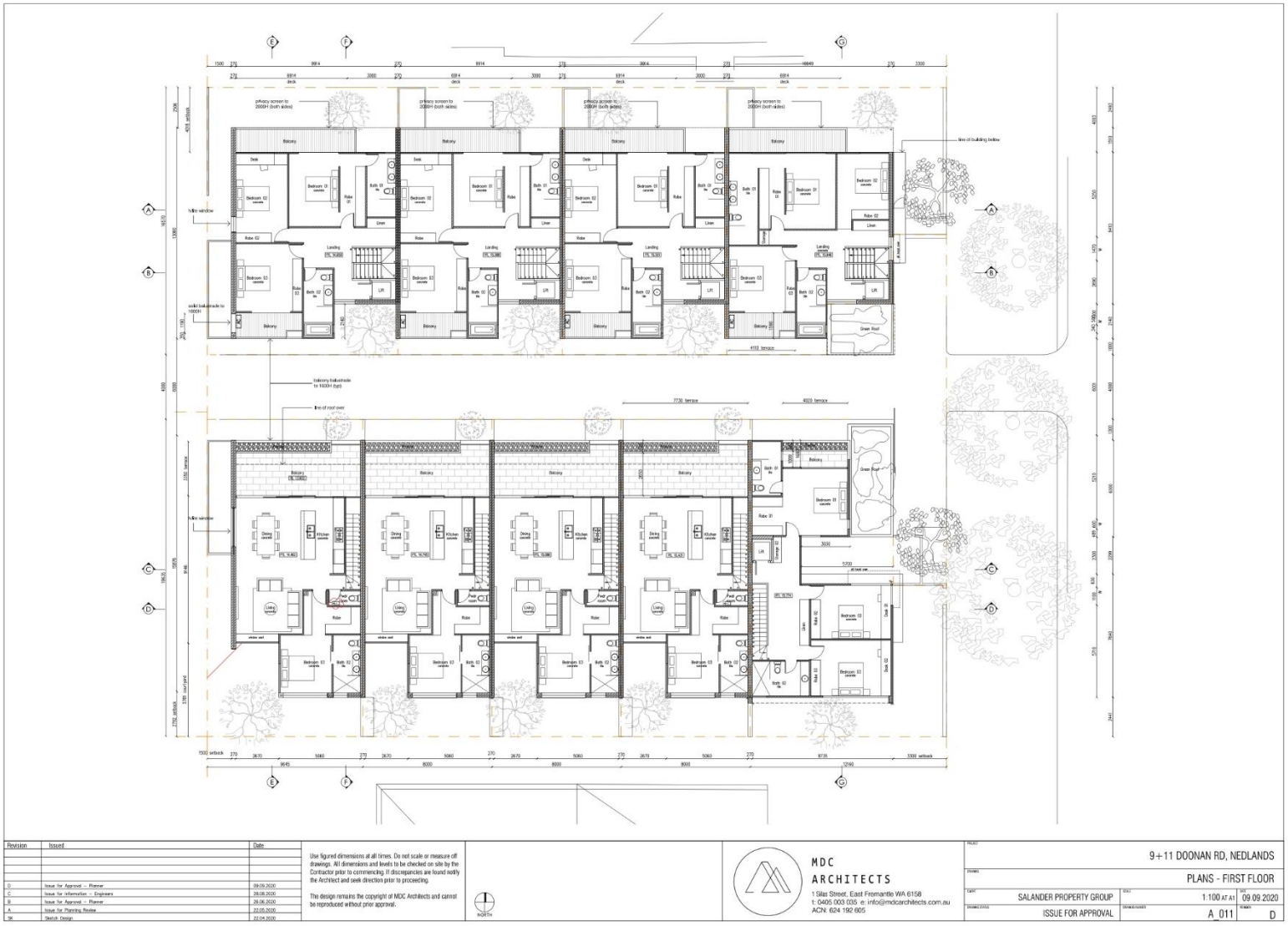


Figure 1.4: Level 1 Plan (Source: MDC Architects)

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Figure 1.5: Elevations (Source: MDC Architects)

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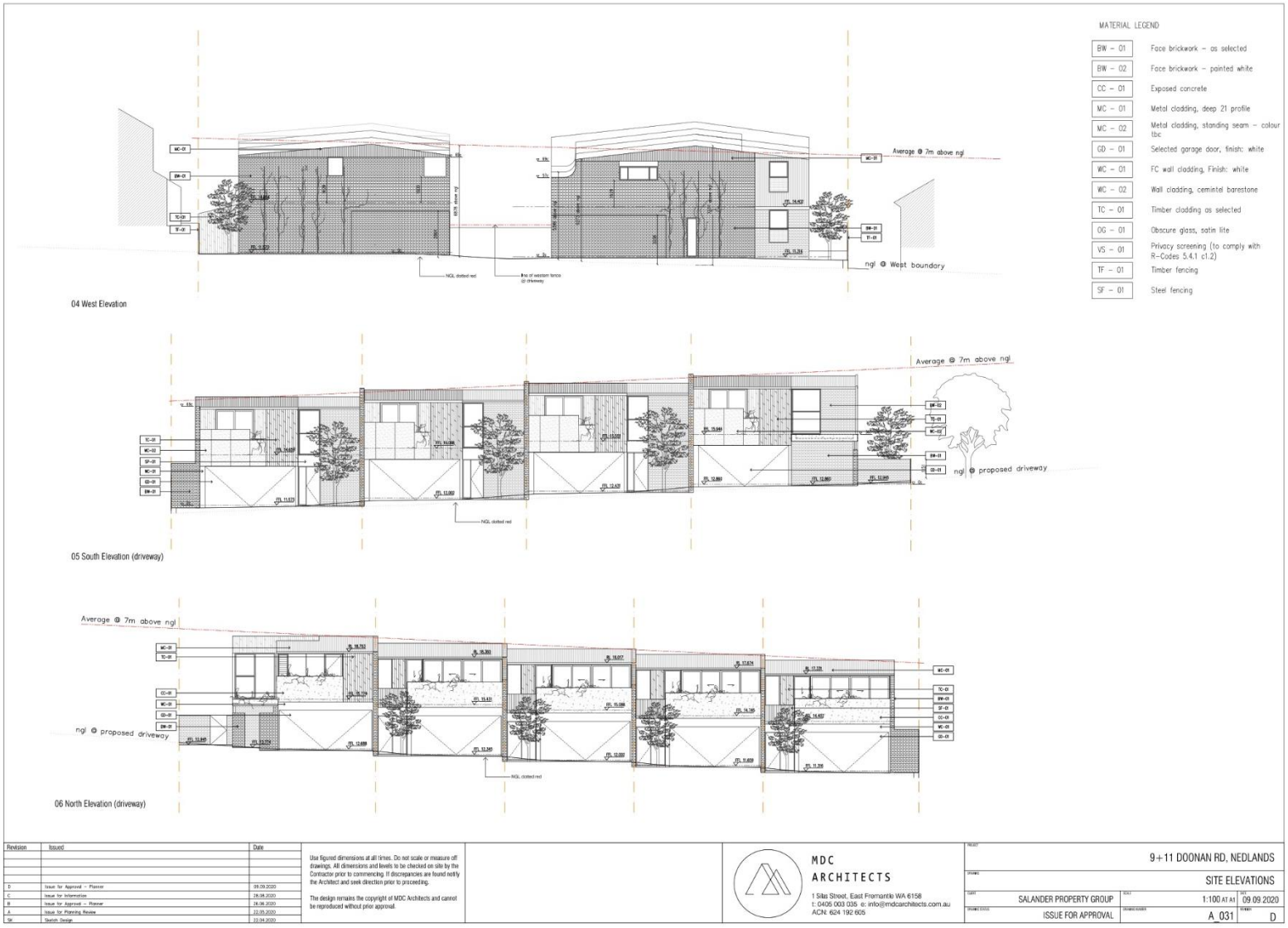


Figure 1.6: Elevations (Source: MDC Architects)

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2 Noise Criteria

2.1 Road Traffic Noise Criteria

In Western Australia *State Planning Policy 5.4: Road and Rail Transport Noise and Freight Considerations in Land Use Planning* (the Policy), produced by the Western Australian Planning Commission, provides the relevant assessment criteria for transportation noise.

The Policy objectives are to:

- *Protect people from unreasonable levels of transport noise by establishing a standardised set of criteria to be used in the assessment of proposals;*
- *Protect major transport corridors and freight operations from incompatible urban encroachment;*
- *Encourage best practice design and construction standards for new development proposals and new or redevelopment transport infrastructure proposals;*
- *Facilitate the development and operation of an efficient freight network; and*
- *Facilitate the strategic co-location of freight handling facilities.*

The Policy sets out trigger distances and transport corridor classifications in Section 4.1.2. this site is located within 300 metres of a major traffic route, being Stirling Highway, therefore requires a road traffic noise assessment.

Section 6.2 of the Policy outlines the noise level criteria applied at 1 metre from the façade of habitable noise sensitive premises, and in one outdoor living area associated with the dwelling. These criteria are shown in *Table 2.1*.

Table 2.1: Road Traffic Noise Criteria

Time of Day	Noise Target	Indoor Noise Target
Day (6am to 10pm)	$L_{Aeq\ (Day)}$ = 55 dB(A)	$L_{Aeq\ (day)}$ = 45 dB(A) living & work areas
Night (10pm to 6am)	$L_{Aeq\ (Night)}$ = 50 dB(A)	$L_{Aeq\ (Night)}$ = 35 dB(A) bedrooms

2.2 Environmental Protection (Noise) Regulations

In Western Australia all Environmental noise is regulated by the *Environmental Protection Act 1986* and the *Environmental Protection (Noise) Regulations 1997*. Noise emissions from the site are required to satisfy the assigned noise levels specified in Regulations 7, 8 and 9.

The standard stipulated in Regulation 7 of the states:

7. (1) Noise emitted from any premises or public place when received at other premises –

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a) *Must not cause or significantly contribute to, a level of noise which exceeds the assigned level in respect of noise received at premises of that kind; and*

b) *Must be free of –*

- *Tonality;*
- *Impulsiveness; and*
- *Modulation.*

A…noise emission is taken to significantly contribute *to a level of noise if the noise emission exceeds a value which is 5dB below the assigned level…*

Regulation 9 defines tonality, impulsiveness and modulation. It is regarded that noise is free of these characteristics if:

a) Tonality, impulsiveness and modulation cannot be equitably removed by means other than decreasing the overall level of noise emission; and

b) Subsequent to any adjustments as displayed in *Table 2.1* noise emissions remain compliant with the required standards when measured at the point of reception.

Table 2.1 Adjustments for Intrusive Characteristics

Adjustment Where Noise Emission is not Music (cumulative to maximum of 15 dB)			Adjustment Where Noise Emission is Music	
Tonality	**Modulation**	**Impulsiveness**	**Where impulsiveness is not present**	**Where impulsiveness is present**
+ 5dB	+ 5dB	+ 10dB	+10dB	+15dB

The baseline assigned levels (prescribed standards) are specified in Regulation 8 and are shown below in *Table 2.2*.

Table 2.2 Baseline Assigned Noise Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise Sensitive	0700 to 1900 hours Monday to Saturday **(Day)**	45 + influencing factor	55 + influencing factor	65 + influencing factor
	0900 to 1900 hours Sunday and public holidays **(Sunday)**	40 + influencing factor	50 + influencing factor	65 + influencing factor
	1900 to 2200 hours all days **(Evening)**	40 + influencing factor	50 + influencing factor	55 + influencing factor
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays **(Night)**	35 + influencing factor	45 + influencing factor	55 + influencing factor

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The influencing factor has been calculated to be 3 owing to proximity to Stirling Highway and the commercial precinct within the 100 and 450-metre radii. The adjusted noise levels are provided in *Table 2.4*.

Table 2.4 Baseline Assigned Noise Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise Sensitive	0700 to 1900 hours Monday to Saturday **(Day)**	48	58	68
	0900 to 1900 hours Sunday and public holidays **(Sunday)**	53	53	68
	1900 to 2200 hours all days **(Evening)**	43	53	58
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays **(Night)**	38	48	58

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3 Noise Modelling Methodology

Soundplan 8.2 has been used to complete noise modelling for the site, both road traffic noise modelling and noise emissions from the site onto nearby residential receivers. This program utilises specific algorithms for the assessment of vehicle noise and for industrial/commercial noise.

For both assessments, the following information has been utilised:

- Existing and proposed ground heights, including site and surroundings were determined based on information provided by the client.
- The noise model included the surrounding buildings adjacent to the site, as the buildings can provide barrier attenuation when located between a source and receiver, in much the same way as a hill or wall provides noise shielding.

3.1 Road Traffic Noise Methodology

Road traffic noise monitoring was attempted within the vicinity of the site, however owing to significant distance from the site to Stirling Highway, noise logging was unable to be completed. Instead, hand held measurements were taken within close proximity to Stirling Highway to allow for the calibration of the noise modelling.

Noise modelling was completed using based on the *Calculation of Road Traffic Noise* (CoRTN) algorithms. The CoRTN algorithms used to predict road traffic noise levels were developed to calculate the $L_{A10\ (18\ hour)}$ noise level. The Policy requires that predictions are based on the $L_{Aeq\ (Day)}$ and $L_{Aeq\ (Night)}$ parameters. The relationship between these parameters has been determined by noise monitoring within the Perth Metropolitan region, and it is assumed that the same diurnal relationship exists for the future traffic volumes. Based on the file data, the following relationship exists:

$L_{Aeq\ day} = L_{A10\ 18\ hour} - 2$ dB

$L_{Aeq\ night} = L_{A10\ 18\ hour} - 7$ dB

Various input data are included in the modelling such as ground topography, road design, traffic volumes and are discussed in the following Sections.

In accordance with *An Evaluation of the UK DoE Traffic Noise Prediction; Australian Road Research Board, Report 122 ARRB-NAASRA* Planning Group 1982, it was recommended to allow an adjustment to the predicted road traffic noise levels of -1.7dB to allow for Australian conditions.

3.1.1 Road Traffic Data

The noise relationship between different road surface types is shown in *Table 3.1*.

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Table 3.1: Noise Relationship Between Different Road Surfaces

Road Surfaces						
Chip Seal			Asphalt			
14mm	10mm	5mm	Dense Graded (DGA)	Novachip	Stone Mastic	Open Graded (OGA)
+3.5 dB	+2.5 dB	+1.5 dB	0.0 dB	-0.2 dB	-1.0 dB	-2.5 dB

Traffic data used in the modelling is shown below in *Table 3.2*. The existing traffic volumes were obtained from MRWA.

Table 3.2: Traffic Data Used in the Modelling

Parameter	Existing (2018 data from MRWA Traffic Map Data)
Speed	60 km/hr
24 Hour Volume	34,013 vpd
Heavy Vehicle Component	6
Road Surface	Dense Graded Asphalt

3.2 Methodology for Noise Modelling of Onsite Sources

Computer modelling software has been used to calculate the noise levels at nearby residences. Noise modelling is used as it is not affected by background noise sources and can provide the noise level for various weather conditions.

The software incorporates the CONCAWE algorithms enabling the modelling to include the influence of wind and atmospheric stability. Input data required in the model are:

- Meteorological Information;
- Topographical data;
- Ground Absorption; and
- Source sound power levels.

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3.2.1 Meteorological Information

Meteorological information utilised is based on that specified in the now repealed EPA *Guidance for the Assessment of Environmental Factors No.8 Environmental Noise draft* and are shown below in *Table 3.3*.

Table 3.3: Modelling Meteorological Conditions

Parameter	Night (1900-0700)	Day (0700-1900)
Temperature (°C)	15	20
Humidity (%)	50	50
Wind Speed (m/s)	3	4
Wind Direction*	All & Prevailing	All & Prevailing
Pasquil Stability Factor	F	E

Note that the modelling package used allows for all wind directions to be modelled simultaneously.

The above conditions approximate the typical worst-case for enhancement of sound propagation. The EPA policy is that compliance with the assigned noise levels needs to be demonstrated for 98% of the time, during the day and night periods, for the month of the year in which the worst-case weather conditions prevail. In most cases, the above conditions occur for more than 2% of the time and therefore must be satisfied.

At wind speeds greater than those shown above, sound propagation may be further enhanced, however background noise from the wind itself and from local vegetation is likely to be elevated and dominate the ambient noise levels.

3.2.2 Ground Absorption

Ground absorption varies from a value of 0 to 1, with 0 being for an acoustically reflective ground (e.g. water or bitumen) and 1 for acoustically absorbent ground (e.g. grass). In this instance value of 0.6 has been used.

3.2.3 Source Sound Levels

Table 3.4 shows the sound power levels used in the modelling. The sound power levels have been determined based on EcoAcoustics file data.

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Table 3.4: Overall Source Sound Power Levels

Description	Overall
Cars driving on the site	84 dB(A)
Air-Conditioning Condenser Units	80 dB(A)

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4 Road Traffic Noise Modelling Results

Road traffic noise modelling has been conducted across the site. The worst case predicted noise levels based on a doubling of future traffic movements are presented in *Table 4.1*. In accordance with standard procedures, modelling includes buildings located adjacent to the site.

Table 4.1: Predicted Road Traffic Noise Levels at Façade of Building

Façade Location	Floor Level	$L_{Aeq\ Day}$, dB(A)	$L_{Aeq\ Night}$, dB(A)
Northern	Ground Floor	15	10
	Level 1	17	12
Southern	Ground Floor	14	9
	Level 1	17	12

The results shaded in grey in *Table 4.3* comply with the noise level target at the worst-case building façade, therefore it follows that compliance will also be achieved at all building façades. Based on these noise level predictions, no further noise amelioration is required.

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5 Assessment of Noise Emissions from Site

It is understood that the mechanical plant associated with the site is unknown at this stage, however it is likely that split system air conditioning units will be provided for the proposed units. Condenser units will be located as shown in Figures 1.3 to 1.6, with condensers located inside the garages for the Southern Lot and on the balcony of the Northern Lot. Calculations have been made based on these locations and the results are presented in *Table 5.1*.

Also presented is the predicted noise levels associated with vehicles on the site. Noise predictions shown represent the worst affected façade of the neighbouring dwelling (this may represent the first floor of the dwelling where applicable). Note that vehicles have been assessed as an L_{A1}, therefore no penalty adjustment is applicable, the majority of car doors closing (which results in a penalty adjustment for impulsivity) will be inside the garages.

It is important to note that all boundary walls as shown on the plans have been included in the assessment.

Table 5.1: Predicted Air Conditioning and Vehicle Noise Levels

Location (Ref Figure 1.1)	Noise from Vehicles L_{A1}, dB(A) (Assigned Night Level L_{A1} 48dB(A))	Noise from Mechanical Plant[1] L_{A10}, dB(A) (Assigned Night Level L_{A10} 38 dB(A))
R1 – 7 Doonan Road	30	33 (36)
R2 – 13 Doonan Road	28	29 (34)
R3 – 10 Doonan Road	38	29 (34)
R4 – 12 Doonan Road	36	31 (36)
R5 – 10 Marita Road	39	34 (37)
R6 – 8 Marita Road	46	35 (38)
R7 – 12 Marita Road	24	27 (32)
R8 – 14 Doonan Road	23	28 (33)
R9 – 6 Marita Road	31	29 (34)

1. Noise level shown in brackets represents the level adjusted for tonality

The results in *Table 5.1* show that both vehicles travelling on the site and air conditioning plant will comply with the assigned levels during the worst-case night-time period. It follows that compliance will be achieved for all time periods.

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As the actual mechanical plant specifications and locations are unknown at this stage, it is recommended that care be taken as to the siting of these external units. As shown on the plans, locating them within the garage or central driveway space will ensure that they will comply with the Noise Regulations.

If this is not possible due to restrictions on space and air flow the units will be required to be screened from the neighbouring residences and between internal residences. A further acoustical assessment will be required to ensure compliance with the Regulations once specifications and siting details are known. It is recommended that this be completed in the Building Approval stage of the development. With careful consideration, the noise associated with mechanical plant can comply with the Regulations, however this assessment needs to be detailed once final specifications are known.

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6 Conclusion

The analysis has shown that the site can comply with the City of Nedlands *Policy No 7.5.21, Sound Attenuation,* the *Environmental Protection (Noise) Regulations 1997,* and with *State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning*.

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Appendix A

Terminology

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Terminology

Ambient Noise

Ambient noise refers to the level of noise from all sources, including background noise as well as the source of interest.

A-Weighting

An A-weighted noise level is a noise level that has been filtered as to represent the way in which the human ear distinguishes sound. This weighting indicates the human ear is more sensitive to higher frequencies than lower frequencies. The A-weighted sound level is described as L_A dB.

Background Noise

Background noise is the noise level from sources other than the source of interest. Background may originate from such things as traffic noise, wind induced noise, industrial noise etc.

Decibel (dB)

The decibel is the unit that characterises the sound power levels and sound pressure of a noise source. It is a logarithmic scale with regard to the threshold of hearing.

Impulsive Noise

An impulsive noise source is a short-term impact noise which may originate from such things as banging, clunking or explosive sound.

Influencing factor

$=1/10\ (\%\ \text{Type}\ A_{100} + \%\ \text{Type}\ A_{450}) + 1/20(\%\ \text{Type}\ B_{100} + \%\ \text{Type}\ B_{450})$

Where:

$\%\ \text{Type}\ A_{100}$ = The percentage of industrial land within a 100m radius of the premises receiving noise

$\%\ \text{Type}\ A_{450}$ = The percentage of industrial land within a 450m radius of the premises receiving noise

$\%\ \text{Type}\ B_{100}$ = The percentage of commercial land within a 100m radius of the premises receiving noise

$\%\ \text{Type}\ B_{450}$ = The percentage of commercial land within a 450m radius of the premises receiving noise

+ Traffic factor (maximum 6 dB)

= 2 for each secondary road within 100m

= 2 for each major road within 450m

= 6 for each major road within 450m

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L_{A1}

An L_{A1} level is the A-weighted noise level which is overreached for one percent of a measurement period. It represents the average of the maximum noise levels measured.

L_{A1} assigned level

An assigned L_{A1} level which is not to be exceeded for more than 1% of a delegated assessment period.

L_{A10} assigned level

An assigned L_{A10} level which is not to be exceeded for more than 10% of a delegated assessment period.

L_{A10}

An L_{A10} level is the A-weighted noise level which is exceeded for 10 percent of the measurement period and is considered to represent the "*intrusive*" noise level.

L_{A90}

An L_{A90} level is the A-weighted noise level which is overreached for 90 percent of the measurement period. It is represents the "*background*" noise level.

L_{Aeq}

L_{Aeq} refers to the comparable steady state of an A-weighted sound which, over a specified time period, contains the same acoustic energy as the time-varying level during the specified time period. It represents the "*average*" noise level.

L_{AFast}

The noise level in decibels, obtained using the A frequency weighting and the F time weighting as specified in AS1259.1-1990. L_{AFast} is used when examining the presence of modulation.

L_{Amax}

The L_{AMax} level is the maximum A-weighted noise level throughout a specified measurement.

L_{Amax} assigned level

The L_{Amax} assigned level describes a level which is not to be exceeded at any time.

LAPeak

The L_{APeak} level is the maximum reading (measured in decibels) during a measurement period, using the A frequency weighting and P time weighting AS1259.1-1990.

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L_{ASlow}

A L_{ASlow} level is the noise level (measured in decibels) obtained using the A frequency weighting and S time weighting as specified in AS1259.1-1990

Major Road

A Major road has an estimated average daily traffic count of more than 15,000 vehicles.

Maximum Design Sound Level

Maximum Design Sound Level is the level of noise beyond hearing range of most people occupying the space start, become dissatisfied with the level of noise.

Modulating Noise

A modulating source is an audible, cyclic and regular source. It is present for at least 10% of a measurement period. The quantitative definition of tonality is:

a fluctuation in the discharge of noise which;

a) is more than 3 dB $L_{A\ Fast}$ or is more than 3 dB $L_{A\ Fast}$ in any one-third octave band;

b) is present for at least 10% of the representative

One-Third-Octave Band

One-Third-Octave-Band are frequencies that span one-third of an octave which have a centre frequency between 25 Hz and 20 000 Hz inclusive.

Representative Assessment Period

Representative Assessment Period describes a period of time not less than 15 minutes, and not surpassing four hours. It is determined by an inspector or authorised person to be suitable for the assessment of noise emissions.

Reverberation Time

Reverberation time refers to an enclosure for a sound of a specified frequency or frequency band as well as the time that would be necessary for the reverberantly decaying sound pressure level in the enclosure to decrease by 60 decibels.

RMS

The root mean square level is used to represent the average level of a wave form such as vibration.

R_w

R_w is the weighted sound reduction index. It is a single number rating characterising the sound insulation of a material or building element over a range of frequencies. The higher the R_w rating, the better the acoustic performance of the material or building element.

Satisfactory Design Sound Level

Satisfactory Design Sound Level refers to the level of noise that has been found to be acceptable for the environment in question, which is also to be non-intrusive.

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Secondary / Minor Road

A Secondary / Minor road has an estimated average daily traffic count of between 6,000 and 15,000 vehicles.

Sound Pressure Level (L_p)

Sound Pressure Level refers to a noise source which is dependent upon surroundings, and is influenced by meteorological conditions, topography, ground absorption; distance etc. Sound Pressure Level is what the human ear actually hears. Noise modelling predicts the sound pressure level from the sound power levels whilst taking into account the effect of relevant factors (meteorological conditions, topography, ground absorption; distance etc).

Sound Power Level (L_w)

A sound power level of a noise source cannot be directly measured using a sound level meter. It is calculated based on measured sound pressure levels at recognised distances. Noise modelling includes source sound power levels as part of the input data.

Specific Noise

Specific Noise relates to the component of the ambient noise of interest. It can be specified as the noise of interest or the noise of concern.

Tonal Noise

A tonal noise source can be designated as a source that has a specific noise emission over one or several frequencies, such as droning. The quantitative definition of tonality is:

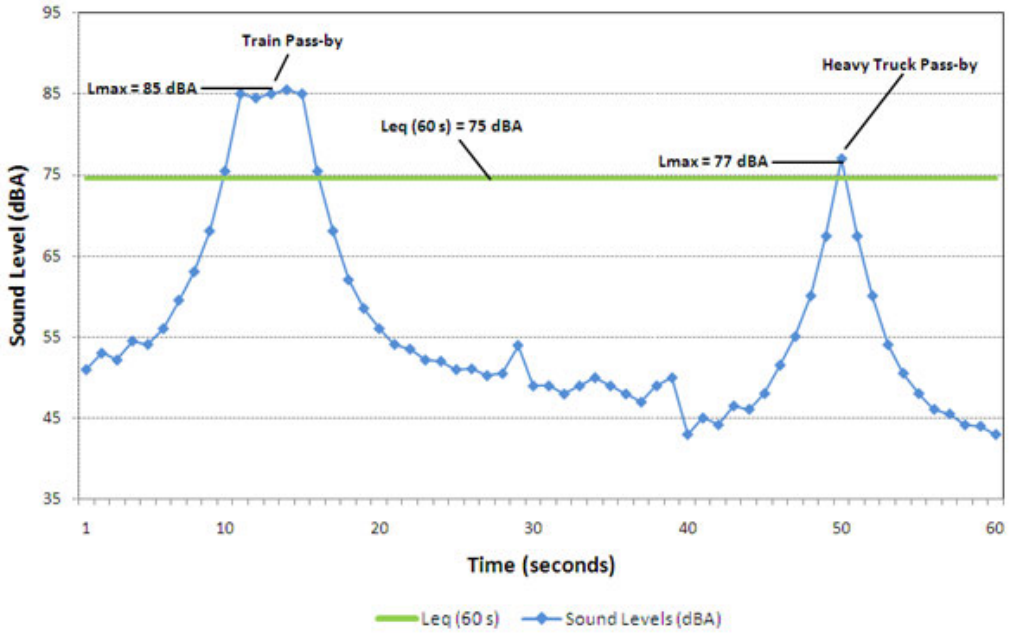
the presence in the noise emission of tonal characteristics where the difference between —

a) the A-weighted sound pressure level in any one-third octave band; and

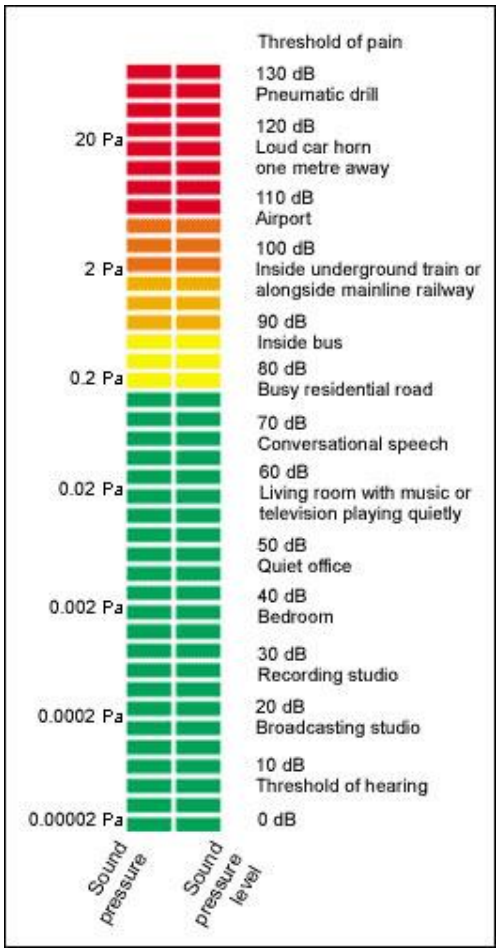
b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands, is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{A\ Slow}$ levels.

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Chart of Noise Level Descriptors



Typical Noise Levels



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Transport Impact Statement

No. 9 and 11 Doonan Road, Nedlands

CW1135100



Prepared for

Salander Property Group

22 July 2020

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1 Introduction

Cardno was commissioned by Salander Property Group ("the Client") to prepare a Transport Impact Statement (TIS) for (9) grouped dwellings in the form of townhouses located at No. 9 and 11 Doonan Road, within the City of Nedlands (Subject Sites).

This TIS has been prepared in accordance with the *Western Australian Planning Commission (WAPC) Transport Impact Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016)* and the checklist is included at **Appendix A**.

2 Existing Situation

2.1 Existing Site Location

The Subject Sites are located at No. 9 and 11 Doonan Road, City of Nedlands. **Figure 2-1** shows an aerial image of the Subject Sites.

Figure 2-1 Aerial Image



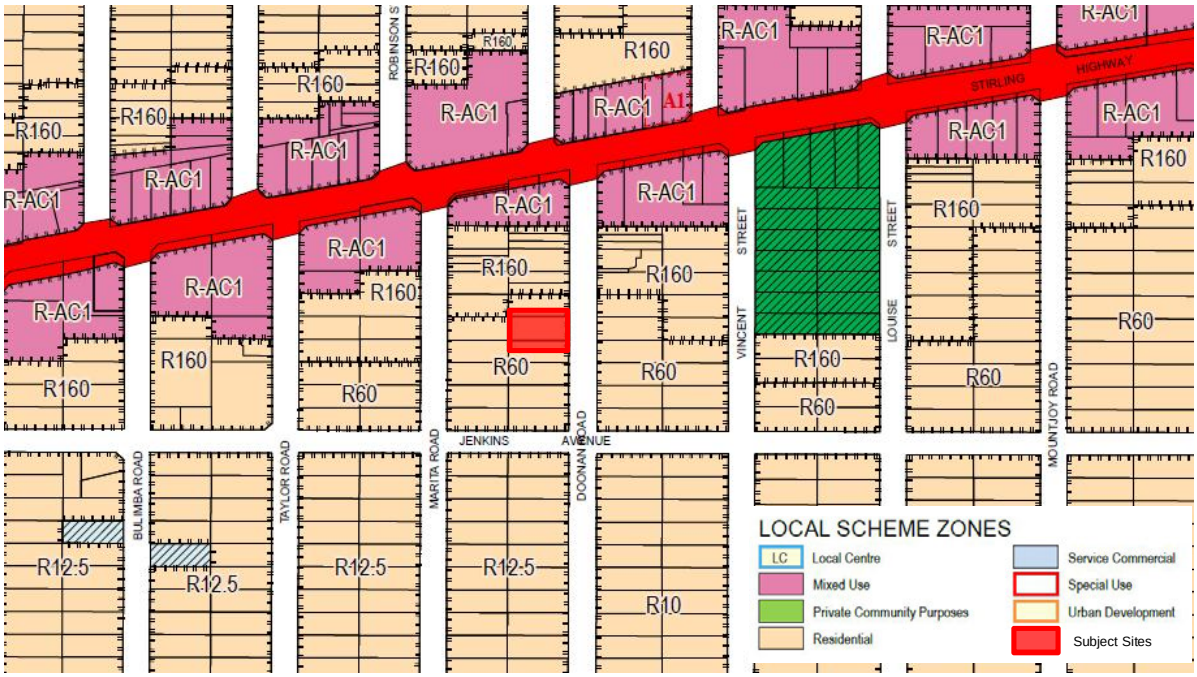
Base Map Source: Nearmap (2020)

Each of the Subject Sites consist of single storey residential dwellings, primarily surrounded by other single residential dwellings and mixed-use developments to the north of the sites.

The Subject Sites are both zoned as *'Residential R-60'* under the *City of Nedlands Local Planning Scheme No. 3* as shown in **Figure 2-2**.

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Figure 2-2 Zoning



Source: City of Nedlands Local Planning Scheme No. 3

2.2 Existing Road Network

Road classifications are defined in the Main Roads Functional Hierarchy as follows:

- Primary Distributors (light blue): Form the regional and inter-regional grid of MRWA traffic routes and carry large volumes of fast-moving traffic. Some are strategic freight routes, and all are National or State Roads WA.
- Regional Distributors (red): Roads that are not Primary Distributors, but which link significant destinations and are designed for efficient movement of people and goods within and beyond regional areas. They are managed by Local Government.
- District Distributor A (green): These carry traffic between industrial, commercial and residential areas and connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining properties. They are managed by Local Government.
- District Distributor B (dark blue): preform a similar function to District Distributor A but with reduced capacity due to flow restrictions from access to and roadside parking alongside adjoining property. These are often older roads with traffic demand in excess of that originally intended. District Distributor A and B roads run between land-use cells and not through them, forming a grid that would ideally be around 1.5 kilometres apart. They are managed by Local Government.
- Local Distributors (orange): Carry traffic within a cell and link District Distributors at the boundary to access roads. The route of the Local Distributor discourages through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks. They are managed by Local Government.
- Access Roads (grey): Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by Local Government.

The Subject Sites are bounded by Stirling Highway to the North, Jenkins Avenue to the south and Marita Road to the west.

The surrounding road network is further described in **Table 2-1** and **Figure 2-3** shows the road hierarchy as per the *Main Roads WA Road Information Mapping System.*

Table 2-1 Road Network Classification

Street Names	Road Hierarchy		Road Network			
	Road Hierarchy	Jurisdiction	No. of Lanes	No. of Footpaths	Width (m)	Posted Speed (km/h)
Doonan Road	Access Road	Local Government	2	2	6.0	50
Jenkins Avenue	Access Road	Local Government	2	2	6.0	50
Stirling Highway	Primary Distributor	Main Roads	4	2	6.7 each direction	60

Figure 2-3 Road Hierarchy



Source: Main Roads: Road Information Mapping System

2.3 Traffic Volumes

Daily traffic volumes were obtained from *Main Roads Traffic Map* and are summarised in **Table 2-2** below.

Table 2-2 Traffic Volumes

Road Name	Year	Average Weekday Daily Traffic Volume
Stirling Highway (East of Vincent St)	2018/19	34,013
Stirling Highway (East of Loch St)	2018/19	34,657

Source: Main Roads Traffic Map

2.4 Crash Assessment

A crash assessment for the surrounding road network of the Subject Sites has been completed using the *Main Roads WA Reporting Centre*. The assessment covers all the recorded accidents for the 5-year period between 1 January 2015 to 31 December 2019 for the following locations:

- Doonan Road SLK 0.70 to 0.96 (Jenkins Avenue to Stirling Highway) Midblock;
- Intersection of Doonan Road and Stirling Highway; and
- Intersection of Doonan Road and Jenkins Avenue.

Figure 2-4 Doonan Road SLK 0.70 to 0.96

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Unspecified	-	-	-	-	2	2
Total	-	-	-	-	2	2

Figure 2-5 Intersection of Doonan Road and Stirling Highway

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Right Angle	-	-	-	-	1	1
Sideswipe Same Direction	-	-	-	1	-	1
Total	-	-	-	1	1	2

Figure 2-6 Intersection of Doonan Road and Jenkins Avenue

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Right Angle	-	-	-	1	1	2
Total	-	-	-	1	1	2

- There were no fatal accidents or accidents that required hospital and medical attention reported along the stretch of Doonan Road or at the intersection of Doonan Road / Stirling Highway and Doonan Road / Jenkins Avenue
- There were 2 crashes reported at the intersection of Doonan Road / Jenkins Avenue
- A total of 2 crashes reported at the intersection of Doonan Road / Stirling Highway, with a right-angle type of crash resulting to a minor property damage and a sideswipe same direction type of crash, resulting into a major property damage.
- A total of 2 vehicular crashes were also recorded along the stretch of Doonan Road from Stirling Highway to Jenkins Avenue which resulted to a minor property damage.

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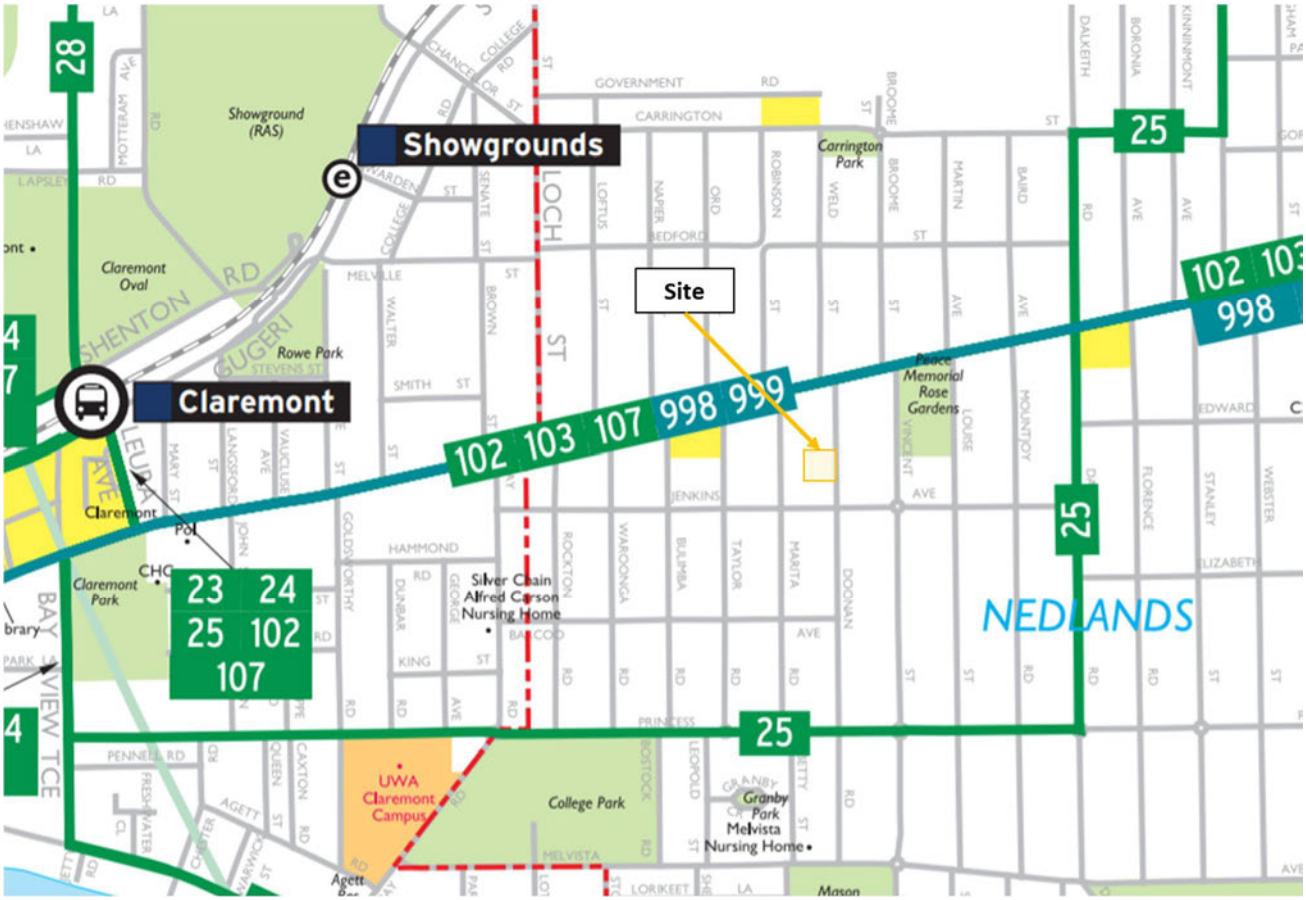
The number of crashes near the Subject Sites is not considered to be excessive and its most likely that construction of the proposed development would not result in any material change to road safety in the area.

3 Public Transport Facilities

3.1 Existing Public Transport Facilities

The nearest bus stops to the Subject Sites are located approximately 250m away and are shown in **Figure 3-1**. Bus routes 102, 103, 107, 998 and 999 operate from these stops along Stirling Highway. Routes 102 and 107 operate from Elizabeth Quay Bus Station, Cottesloe Station and Fremantle Station. **Table 3-1** summarizes the bus and train routes and frequency.

Figure 3-1 Existing bus routes



Source: Transperth

Table 3-1 Public Transport Route and Frequency

Bus Routes	Route Description	Frequencies		
		Weekdays	Saturdays	Sundays and Public Holidays
102	Elizabeth Quay Bus Station to Cottesloe Station	30 minutes	45 minutes	30 minutes
103	Fremantle Station to Hale St After Hay St (East Perth)	30 minutes	60 minutes	60 minutes
107	Fremantle Station to Elizabeth Quay Bus Station	45 minutes	60 minutes	No service
998	Circle Route – Clockwise (Fremantle Station – Stirling Station)	15 minutes	30 minutes	30 minutes
999	Circle Route – Anti-Clockwise (Stirling Station – Fremantle Station)	15 minutes	30 minutes	30 minutes

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3.2 Future Public Transport Facilities

Cardno contacted the relevant authorities and understand there are no proposed changes to the network in this area.

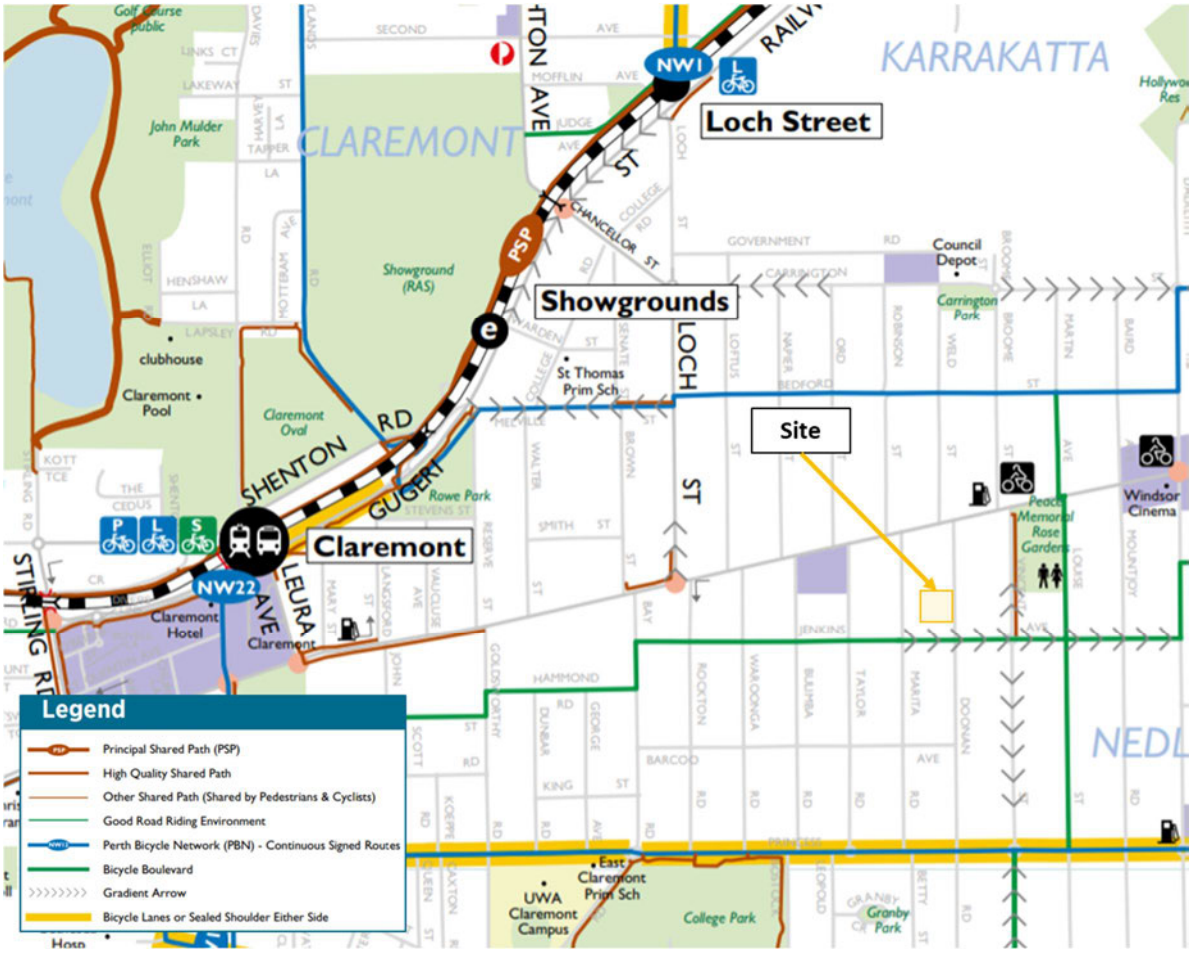
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4 Pedestrian/Cycle Networks and Facilities

4.1 Existing Pedestrian/Cycle Network Facilities

The Subject Sites are connected to a wide network of bicycle and pedestrian facilities through the bicycle boulevard along Jenkins Avenue and Louise Street and the bicycle network along Bedford Street. Overall, access to the Subject Sites is facilitated by good pedestrian/cycling networks. The Local network of bicycle and pedestrian facilities within the vicinity of the Subject Sites is shown in **Figure 4-1**.

Figure 4-1 Pedestrian and cycling network



Source: Department of Transportation Cycling Maps

4.2 Future Pedestrian/Cycle Network Facilities

Cardno contacted the relevant authorities and understand there are no proposed changes to the network in this area.

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5 Proposed Development

5.1 Proposed Development

The proposal consists of residential grouped dwellings, comprising of the following site-specific components:

- Nine (9) three-bedroom town houses;
- Each with 2 car parking bays; and
- 2 visitor bays.

Figure 5-1 shows the ground floor plan for the proposed development.

Figure 5-1 Ground Floor Plan



Source: Salander Property Group

5.2 Access Arrangement

Vehicle access is proposed from the Doonan Road crossover. Additionally, the development provides a secured gate at the entrance of the Subject Sites for both vehicular and pedestrian access. Visitor bays are located at the front of the Subject Sites, and easily accessible at the front of the Subject Sites.

5.3 Provision for Service Vehicle

It is understood that bin collection will take place along Doonan Road as usual. Residents will be responsible for moving bins to and from the verges.

5.4 Traffic Generation

Trip generation rates from the *Institute of Transportation Engineers (ITE) "Trip Generation" 10th* as detailed in **Table 5-1** were used to calculate the estimated trip generation for the Subject Sites. **Table 5-2** shows the directional distribution and **Table 5-3** shows the total expected trips to be generated by the proposed development.

Table 5-1 Trip Generation Rate – Peak Hour

Land Use	ITE Code/Source	AM Peak	PM Peak
Residential Townhouse	ITE 210	0.74	0.99

Table 5-2 Directional Distribution

Land Use	AM Peak		PM Peak	
	In	Out	In	Out
Residential Townhouse	25%	75%	63%	37%

Table 5-3 Total Trip Generation

Land Use	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Residential Townhouse	2	5	6	3
Total	**2**	**5**	**6**	**3**

The Subject Sites will have a trip generation of approximately 7 trips during the AM peak hour period and approximately 9 trips in the PM peak hour period. These volumes are very low and will not have any impact on the local road network.

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6 Parking Supply

6.1 Parking Requirements

The Statutory requirements, in accordance with *State Planning Policy 7.3; Residential Design Codes Volume 1* (R-Codes) have been considered in the context of the proposed development and are summarised below in **Table 6-1** or further information regarding car parking, please refer to the Development Application.

Table 6-1 Car Parking Provision and Requirements

Development Classification	Proposed Land Use	Requirements	Yield	Provision
Permanent Residential	Grouped Dwellings (Townhouses)	1 bay per 2+ bedroom dwellings	9	20
Residential Visitor		1 bay per every 4 dwellings		
Total				**20 bays**

Two parking spaces are provided per grouped dwelling at the Subject Sites. In addition, 2 visitor bays have been provided.

Given the above, it is considered that the proposed development meets the on-site car parking requirements in accordance with the R-Codes.

6.2 Bicycle Parking Requirements

According to the Residential Design Codes (R-Codes), bicycle parking provisions are not required for grouped dwellings. Residents can park their personal bicycles within their properties if required.

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7 Summary

This Transport Impact Statement outlines the transport aspects of the proposed development focusing on traffic operations, access and provision of car parking. Included are discussions regarding pedestrian, cycle, and public transport considerations.

This statement has been prepared in accordance with the *WAPC Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016).*

The following are conclusions about the proposed development:

- The proposal is for nine (9) three-bedroom grouped dwellings in the form of townhouses, located at No. 9 and 11 Doonan Road, Nedlands;
- Access to the Subject Sites by cycle is good with facilities under the Perth Bicycle Network and other bicycle routes within the surrounding locality;
- Public transportation is also good and is facilitated by bus stops for services 102, 103, 107, 998 and 999 located along Stirling Highway;
- The volume of trips generated by the Subject Sites is minimal and will not have a noticeable impact on the surrounding road network; and
- Overall, it is considered unlikely that the development will cause any material impact to the surrounding road network.

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No. 9 and 11 Doonan Road, Nedlands

APPENDIX A

WAPC CHECKLIST

Cardno

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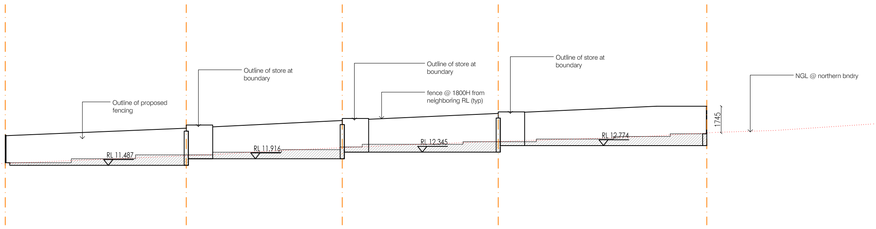
Item	Status	Comments/Proposals
Proposed development		
proposed land use	Section 4	
existing land uses	Section 1	
context with surrounds	Section 1	
Vehicular access and parking		
access arrangements	Section 4	
public, private, disabled parking set down / pick up	N/A	
Service vehicles (non-residential)		
access arrangements	N/A	
on/off-site loading facilities	N/A	
Service vehicles (residential)		
Rubbish collection and emergency vehicle access	Section 4	
Hours of operation (non-residential only)	N/A	
Traffic volumes		
daily or peak traffic volumes	Section 4	
type of vehicles (e.g. cars, trucks)	N/A	
Traffic management on frontage streets	N/A	
Public transport access		
nearest bus/train routes	Section 2	
nearest bus stops/train stations	Section 2	
pedestrian/cycle links to bus stops/train station	Section 3 and 2	
Pedestrian access/facilities		
existing pedestrian facilities within the development (if any)	Section 3	
proposed pedestrian facilities within development	Section 3	
existing pedestrian facilities on surrounding roads	Section 3	
proposals to improve pedestrian access	Section 3	
Cycle access/facilities		
existing cycle facilities within the development (if any)	Section 3	
proposed cycle facilities within the development	Section 3	
existing cycle facilities on surrounding roads	Section 3	
proposals to improve cycle access	N/A	
Site specific issues	N/A	
Safety issues		
identify issues	n/a	
remedial measures	N/A	

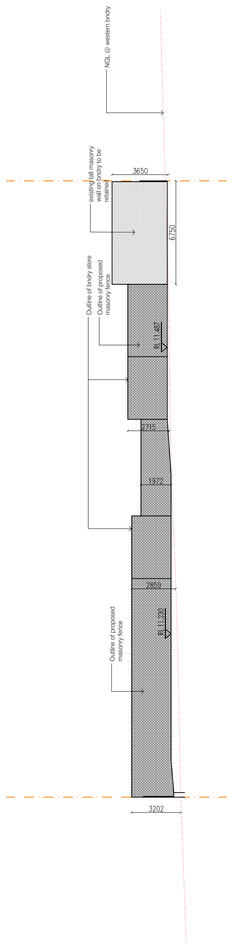
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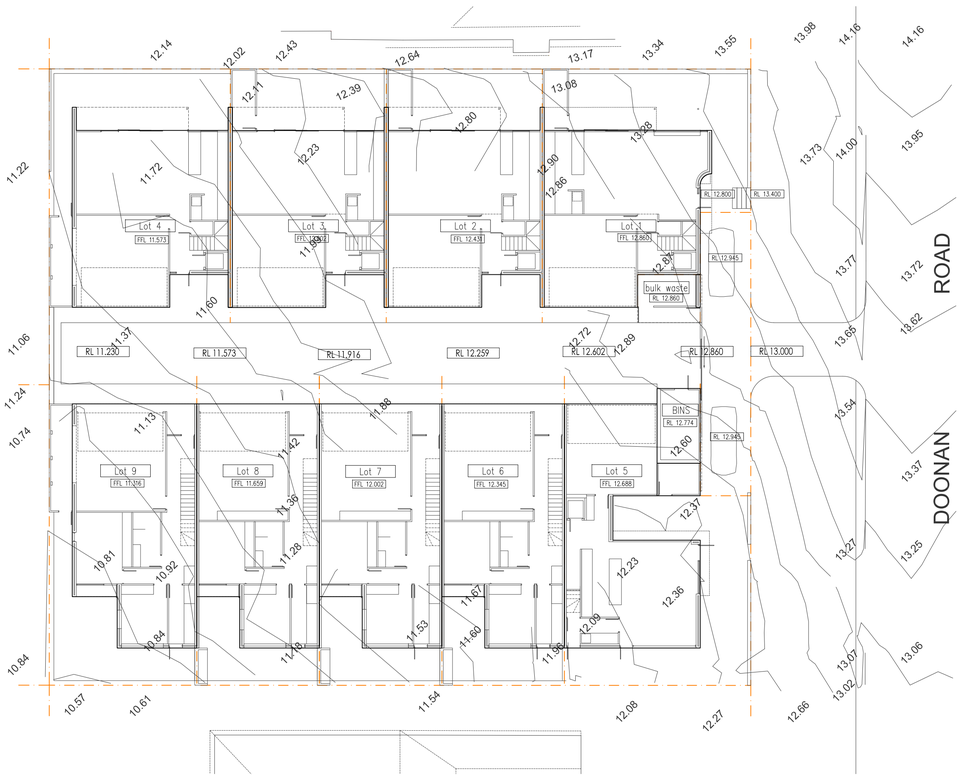
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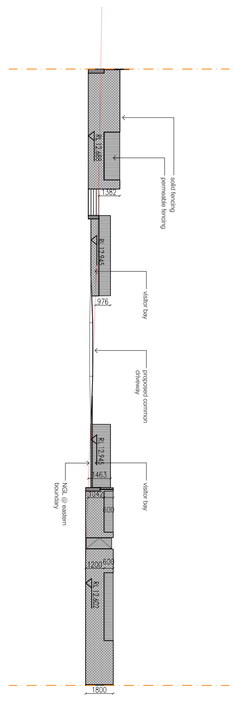
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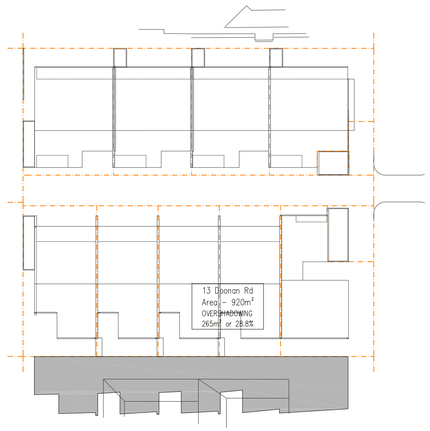
ARCHITECTURAL PLAN



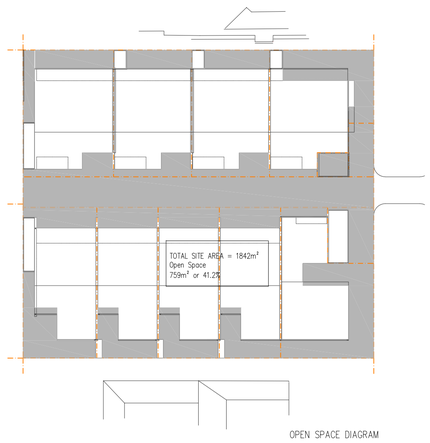




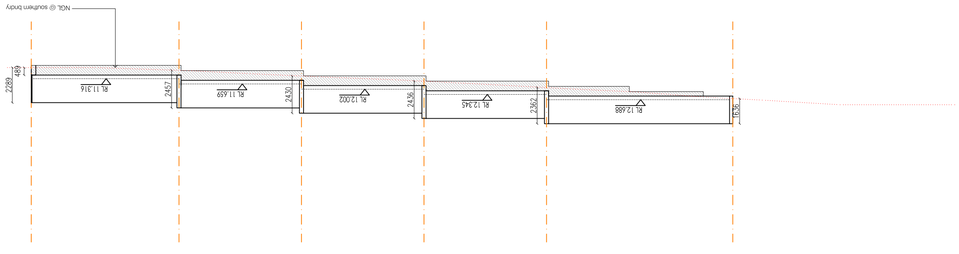


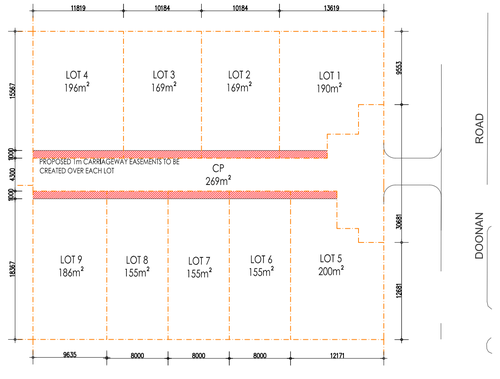


OVERSHADOWING DIAGRAM



OPEN SPACE DIAGRAM





PROPOSED LOT PLAN

City of Nedlands
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B	Issue for Planning Application	MDC	26.06.2020
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260620	mdc	1:200@A1	mdc

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Doon	multi	A001	B



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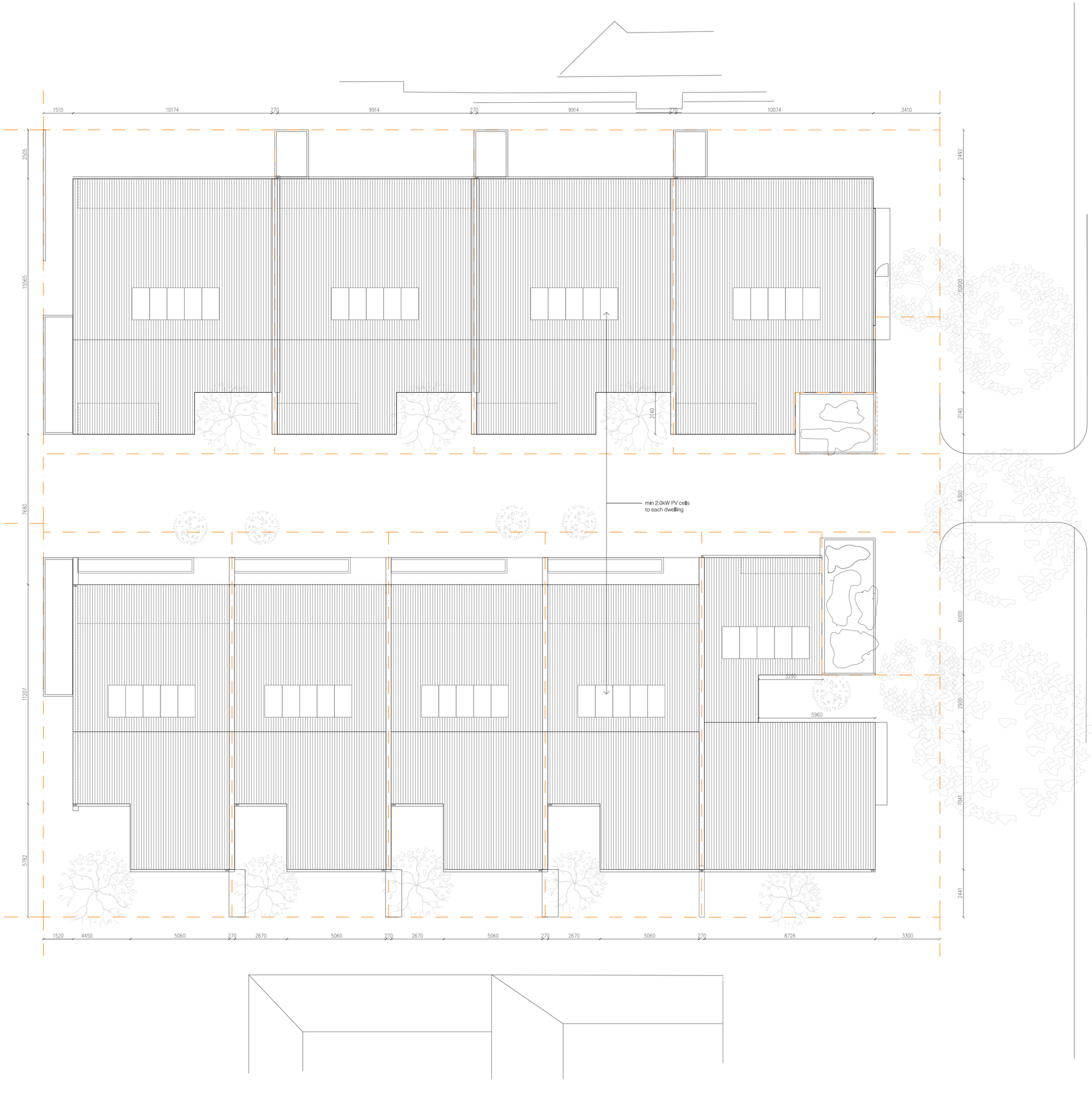
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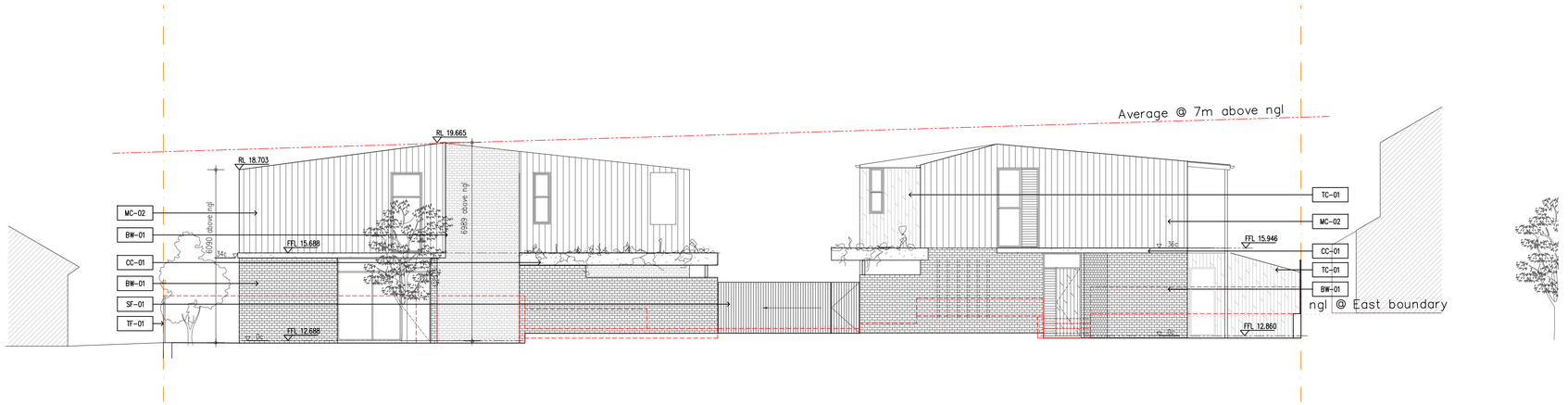
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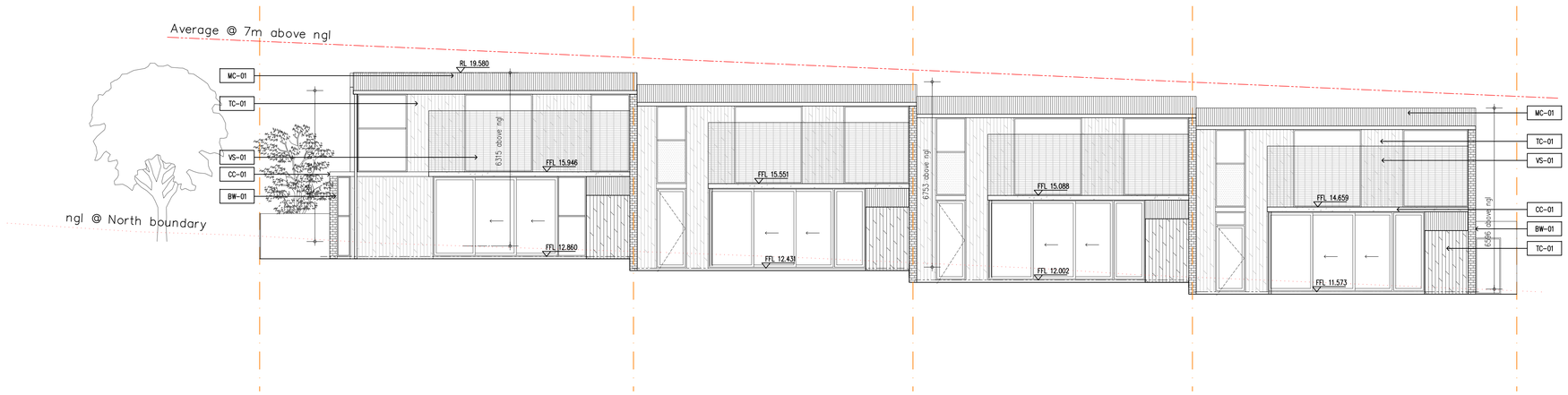
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1 A020 EAST ELEVATION 1:100



2 A020 NORTH ELEVATION 1:100



3 A020 SOUTH ELEVATION 1:100

MATERIAL LEGEND

BW – 01	Face brickwork – red
BW – 02	Face brickwork – painted white
CC – 01	Exposed concrete
MC – 01	Metal cladding, deep 21 profile
MC – 02	Metal cladding, standing seam – off white
GD – 01	Selected garage door, finish: white
WC – 01	FC wall cladding, Finish: white
WC – 02	Wall cladding, cemintel barestone
TC – 01	Timber cladding
OG – 01	Obscure glass, satin lite
TR – 01	Trellis, wire mesh
VS – 01	Visual screening
TF – 01	Timber fencing
SF – 01	Steel fencing

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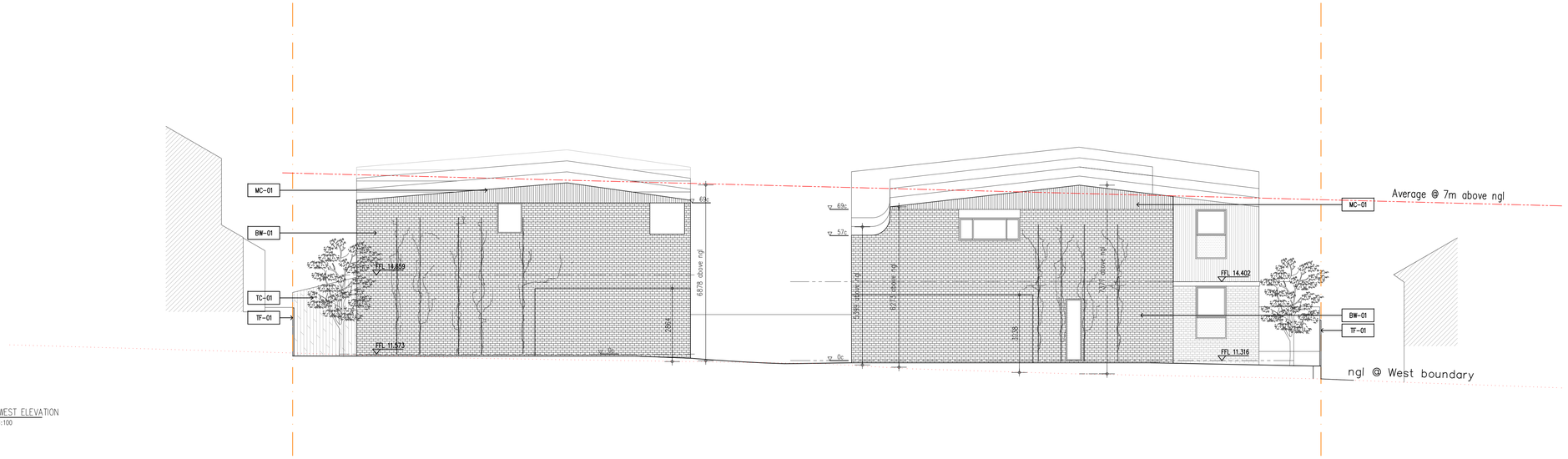
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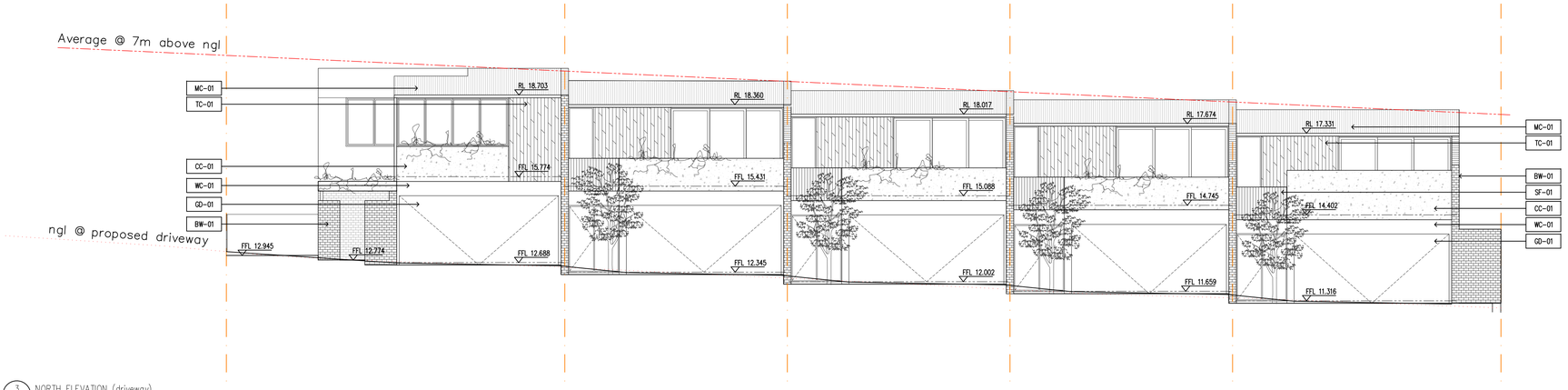
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Ned	Multi	A020	B



1 A021 WEST ELEVATION
1:100



2 A021 SOUTH ELEVATION (driveway)
1:100



3 A021 NORTH ELEVATION (driveway)
1:100

MATERIAL LEGEND

BW – 01	Face brickwork – red
BW – 02	Face brickwork – painted white
CC – 01	Exposed concrete
MC – 01	Metal cladding, deep 21 profile
MC – 02	Metal cladding, standing seam – off white
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SF – 01	Steel fencing

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260620	mdc	1:100@A1	mdc

PROJECT	CATEGORY	DRAWING No.	REVISION
Ned	Multi	A021	B

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Assets | Engineering | Environment | Noise | Spatial | Waste

Waste Management Plan

9 + 11 Doonan Road, Nedlands

Prepared for Salander Property Group

September 2020

Project Number: TW20028

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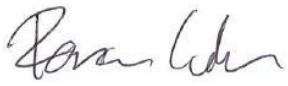
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DOCUMENT CONTROL

Version	Description	Date	Author	Reviewer
0a	Internal Review	28/05/20	RH	DP
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Approval for Release

Name	Position	File Reference
Ronan Cullen	Director and Waste Management Section Leader	TW20028 - Waste Management Plan.2a - Final

Signature


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Executive Summary

Salander Property Group is seeking development approval for the proposed residential development located at 9 + 11 Doonan Road, Nedlands (the Proposal).

To satisfy the conditions of the development application the City of Nedlands (the City) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the City's requirements.

A summary of the bin size, numbers, collection frequency and collection method is provided in the below table.

Proposed Waste Collection Summary

Waste Type	Generation (L/week)	Bin Size (L)	Number of Bins	Collection Frequency	Collection
Bin Storage Area					
Refuse	1,080	360	3	Once each week	City of Nedlands
Recycling	1,080	360	6	Fortnightly	City of Nedlands
FOGO (Future Waste Service)	360	240	2	Once each week (Anticipated)	City of Nedlands

The City will collect waste from the Proposal utilising its kerbside collection service. The City's side arm waste collection vehicle will service the bins from the Bin Presentation Area on Doonan Road.

A strata manager/caretaker representative will oversee the relevant aspects of waste management at the Proposal.

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1 Introduction

Salander Property Group is seeking development approval for the proposed residential development located at 9 + 11 Doonan Road, Nedlands (the Proposal).

To satisfy the conditions of the development application the City of Nedlands (the City) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the City's requirements.

The Proposal is bordered by residential developments to the north, south and west and Doonan Road to the east, as shown in Figure 1.

1.1 Objectives and Scope

The objective of this WMP is to outline the equipment and procedures that will be adopted to manage waste (refuse, recyclables and Food Organics Garden Organics (FOGO)) at the Proposal. Specifically, the WMP demonstrates that the Proposal is designed to:

- Adequately cater for the anticipated quantities of waste to be generated;
- Provide adequately sized Bin Storage Area, including appropriate bins; and
- Allow for efficient collection of bins by appropriate waste collection vehicles.

To achieve the objective, the scope of the WMP comprises:

- Section 2: Waste Generation;
- Section 3: Waste Storage;
- Section 4: Waste Collection;
- Section 5: Waste Management; and
- Section 6: Conclusion.

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2 Waste Generation

The following section shows the waste generation rates used and the estimated waste volumes to be generated at the Proposal.

2.1 Proposed Tenancies

The anticipated volume of refuse, recyclables and FOGO is based on the nine (9) three bedroom residential units at the Proposal.

2.2 Waste Generation Rates

The estimated amount of refuse and recyclables to be generated by the Proposal is based on the City's *Draft Local Planning Policy and Guidelines* (28 July 2020).

2.3 Waste Generation Volumes

Waste generation is estimated by volume in litres (L) as this is generally the influencing factor when considering bin size, numbers and storage space required.

2.3.1 Waste Generation

Waste generation volumes in litres per week (L/week) adopted for this waste assessment are shown in Table 2-1. It is estimated that the residential units at the Proposal will generate 1,080L of refuse, 1,080L of recyclables and 360L of FOGO each week.

Table 2-1: Estimated Waste Generation

Residential Units	Number of Units	Waste Generation Rate (L/week)	Waste Generation (L/Week)
Refuse			
Three bedroom units	9	120	1,080
		Total	**1,080**
Recyclables			
Three bedroom units	9	120	1,080
		Total	**1,080**
FOGO			
Three bedroom units	9	40	360
		Total	**360**

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3 Waste Storage

To ensure that waste is managed appropriately at the Proposal, it is important to allow for sufficient space to accommodate the required quantity of bins within the Bin Storage Area. The quantity, size and design of the Bin Storage Area is described in the following sections.

3.1 Internal Bins

To promote positive recycling behaviour and maximise diversion from landfill, the Proposal will have a minimum of two kitchen type bins within each residential unit to facilitate the separation of refuse and recyclables. Purchase and maintenance of the residential unit internal bins will be the responsibility of the resident.

Waste from these internal bins will be transferred by the residents, or their authorised representative, to the Bin Storage Area and be deposited into the appropriate communal refuse and recycling bins.

Residents will be encouraged to utilise separate kitchen caddies with compostable liners to collect FOGO wastes for disposal when FOGO is introduced in the future. Residents will transfer the contents of their caddies to the appropriately signed communal FOGO bins the Bin Storage Area.

The communal bins in the Bin Storage Area will be appropriately signed to assist residents in selecting the correct bin.

3.2 Bin Storage Area

Location and size of the Bin Storage Area is shown in Figure 2.

3.2.1 Bin Sizes

Table 3-1 gives the typical dimensions of standard bins sizes utilised by the City. It should be noted that these bin dimensions are approximate and can vary slightly between suppliers.

Table 3-1: Typical Bin Dimensions

Dimensions	Bin Size	
	240L	360L
Depth (m)	0.8	0.9
Width (m)	0.6	0.7
Height (m)	1.1	1.1

Reference: City of Nedlands (the City) Draft Local Planning Policy and Guidelines – 4.0 Bin Size and Colour – Table 3.

3.2.2 Bin Storage Area Size

To ensure sufficient area is available for storage of the bins, the amount of bins required for the Bin Storage Area was modelled utilising the estimated waste generation in Table 2-1, bin sizes in Table 3-1, the City's standard waste collection service and allowance for the City's future FOGO service. Based on the results shown in Table 3-2, the Bin Storage Area has been sized to accommodate:

- Three 360L refuse bins;
- Six 360L recycling bins; and
- Two 240L FOGO bins.

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Table 3-2: Bin Requirements for Bin Storage Area

Waste Stream	Waste Generation (L/week)	Number of Bins Required	
		240L	360L
Refuse	1,080	5	3
Recycling	1,080	9	6
FOGO	360	2	-

3.2.3 Bin Storage Area Design

The design of the Bin Storage Area will take into consideration:

- Easy accessibility to allow for the removal of all bins;
- Smooth impervious floor sloped to a drain connected to the sewer system;
- A permanent water supply and drainage facility for washing of bins and the Bin Storage Area;
- Provision for collection that limits pedestrian and vehicle disruption;
- Adequate aisle width and circulation space for easy manoeuvring of bins;
- No double stacking of bins;
- Doors to the Bin Storage Area that are self-closing and vermin proof;
- Doors to the Bin Storage Area that are wide enough to fit bins through;
- Ventilated to a suitable standard;
- Appropriate signage to assist residents;
- Bins not visible from the property boundary or areas trafficable by the public; and
- Bins reasonably secured from theft and vandalism.

Bin numbers and storage space within the Bin Storage Area will be monitored by the strata manager/caretaker representative to ensure that the number of bins and collection frequency is sufficient.

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4 Waste Collection

The City will service the Proposal and provide the residential apartments with three 360L bins for refuse, six 360L bins for recyclables and in the future two 240L FOGO bins.

Based on the City's current services the City' will collect refuse once a week and recycling fortnightly, which will result in a maximum of 9 bins on the verge each fortnight.

When the FOGO service is introduced in the future the City's collection service is expected to change to FOGO bins being collected each week and refuse and recyclables collected on alternate fortnights. This change in servicing frequency will result in a reduced maximum of 8 bins on the verge each fortnight.

The City's side arm waste collection vehicle will service the bins from the Bin Presentation Area on the Doonan Road verge at the front of the Proposal, as shown in Figure 3. Note, Figure 3 shows the maximum amount of bins that would be presented to the verge on collection day under the existing service.

Bins will be presented within 1m of the kerb for collection with the wheels and handles facing away from the street where they do not obstruct pedestrians, street furniture or bike lanes. Bins will be lined up neatly and in a single row along the verge, with 500mm spacing between each bin to facilitate collection by the City's side arm waste collection vehicle

The strata manager/caretaker representative will ferry the bins to and from the Bin Presentation Area and the Bin Storage Area on collection days. The travel path between the Bin Storage Area and the Bin Presentation Area will be level, of smooth surface and kept free of obstacles. The strata manager/caretaker representative will return the bins to the Bin Storage Area as soon as possible on the same day following collection.

Note, the City has previously advised that residents are entitled to apply to the City for a free second recycling bin. However, due to the limited services that can be provided by the City, the Proposal may be limited in the amount of bins that can be accommodated in the Bin Storage Area, and therefore residents may be unable to keep any additional bins within the Bin Storage Area, or present any additional bins to the verge for collection.

4.1 Bulk Waste and Greenwaste Collection

The City provides two verge bulk rubbish collections each financial year. This collection enables hard waste, greenwaste, mattresses, metal and e-waste on the verge for collection. Details of collection services provided by the City can be found on the City's website.

Space has been allocated on the verge for the placement of a $10m^3$ skip bin for the disposal of bulky wastes, refer Figure 4. These can include any internal and external household items such as sofas and mattresses as advised by the City's Waste Minimisation Coordinator. There is adequate clearance for vehicular access and operation to deliver and remove the skip bin.

Each residential unit has their own allocated storage room at the Proposal. In addition, a communal storage area has been provided on the ground floor, opposite the Bin Storage Area, for the temporary storage of bulk waste. This will assist with the reduction of illegal dumping of bulky wastes at the Proposal.

Removal of bulk waste will be monitored by the strata manager/caretaker representative, who will liaise with residents and the City to assist with the removal of bulk waste, as required.

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5 Waste Management

A strata manager/caretaker representative will be engaged to complete the following tasks and to regularly engage with residents on waste minimisation, as shown below, which will assist to mitigate bins becoming overfull and overflowing bins being presented to the verge:

- Monitoring and maintenance of bins, waste equipment and the Bin Storage Area;
- Monitoring of residents use of the Bin Storage Area;
- Cleaning of bins and Bin Storage Area, as required;
- Ferrying of bins to and from the Bin Presentation Area from the Bin Storage Area on collection days;
- Ensure all residents at the Proposal are made aware of this WMP and their responsibilities thereunder;
- Monitor resident behaviour and identify requirements for further education/signage;
- Monitor bulk waste accumulation and assist residents with its removal, as required;
- Regularly engage with residents to develop opportunities to reduce waste volumes and increase resource recovery; and
- Regularly engage with the City to ensure efficient and effective waste service is maintained.

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6 Conclusion

As demonstrated within this WMP, the Proposal provides a sufficiently sized Bin Storage Area for storage of refuse, recyclables and FOGO based on the estimated waste generation and suitable configuration of bins. This indicates that an adequately designed Bin Storage Area has been provided, and collection of refuse, recyclables and FOGO can be completed from the Proposal.

The above is achieved using:

- Three 360L refuse bins, collected once each week;
- Six 360L recycling bins, collected fortnightly; and
- Two 240L FOGO bins, collected once each week (in the future when the 3 bin system is implemented)..

The City will collect waste from the Proposal utilising its kerbside collection service. The City's side arm waste collection vehicle will service the bins from the Bin Presentation Area on Doonan Road.

A strata manager/caretaker representative will oversee the relevant aspects of waste management at the Proposal.

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Figures

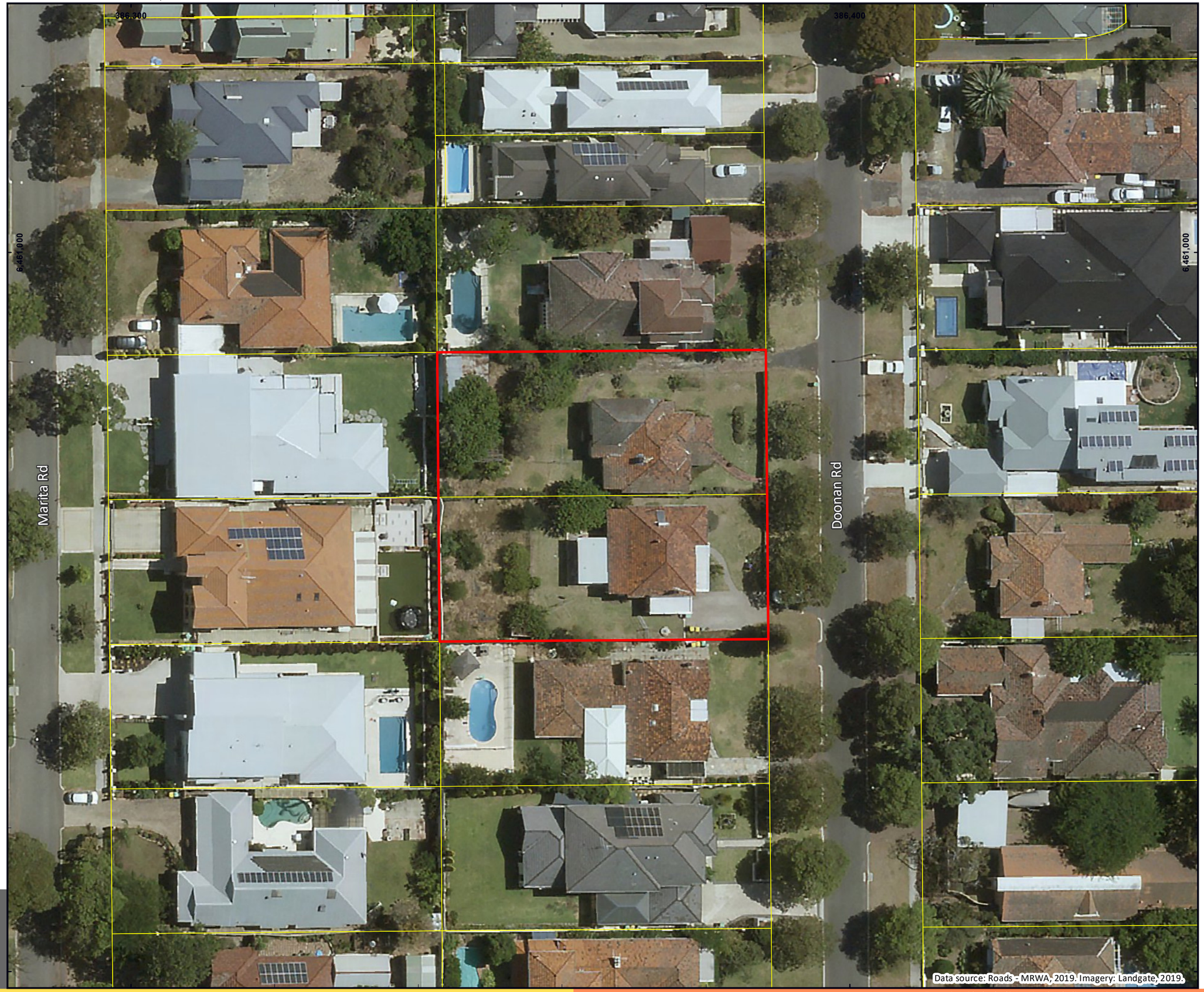
Figure 1: Locality Plan

Figure 2: Bin Storage Area

Figure 3: Bin Presentation Area

Figure 4: Bulk Waste Collection Area

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Data source: Roads - MRWA, 2019. Imagery: Landgate, 2019.

LEGEND

Site Boundary

Cadastre

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LOCALITY

9 - 11 Doonan Road
Nedlands, WA, 6009

Salander Property Group

N
0 5 10 15 20 metres
Coordinate System: GDA 1994 MGA Zone 50
Projection: Transverse Mercator, Datum: GDA 1994
Scale @ A3: 1:500

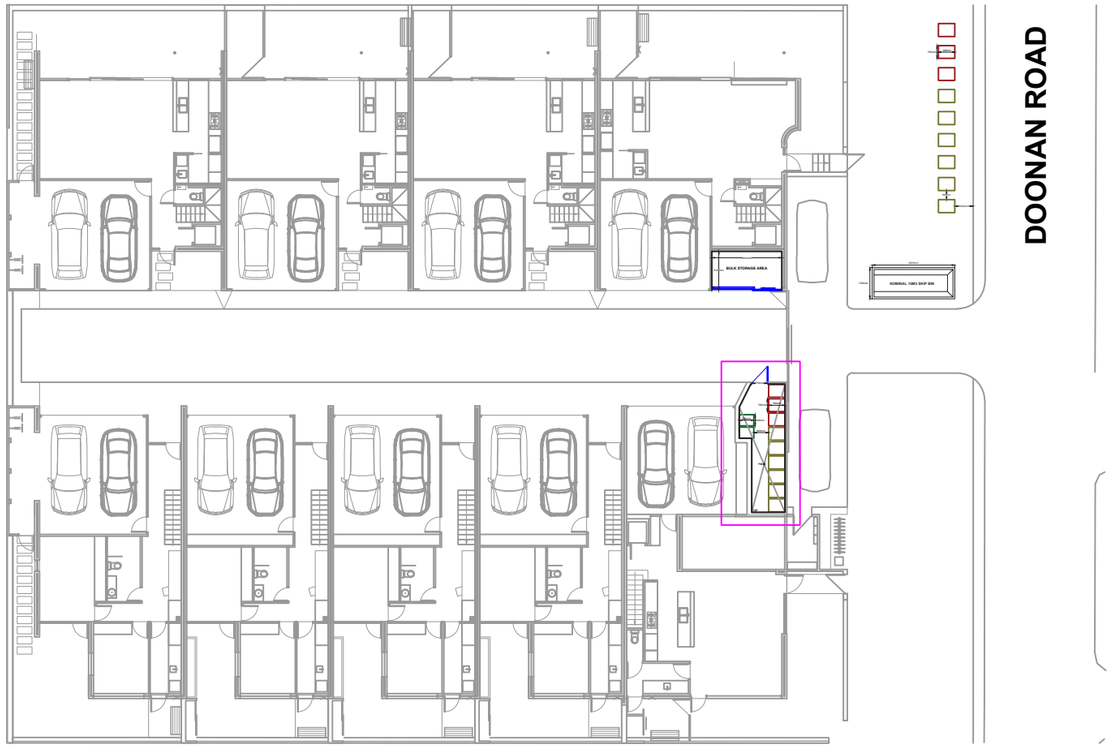
Prepared:	F Walker	Date:	19/03/2020
Reviewed:	R Hayton	Revision:	A
Project:	TW20028		

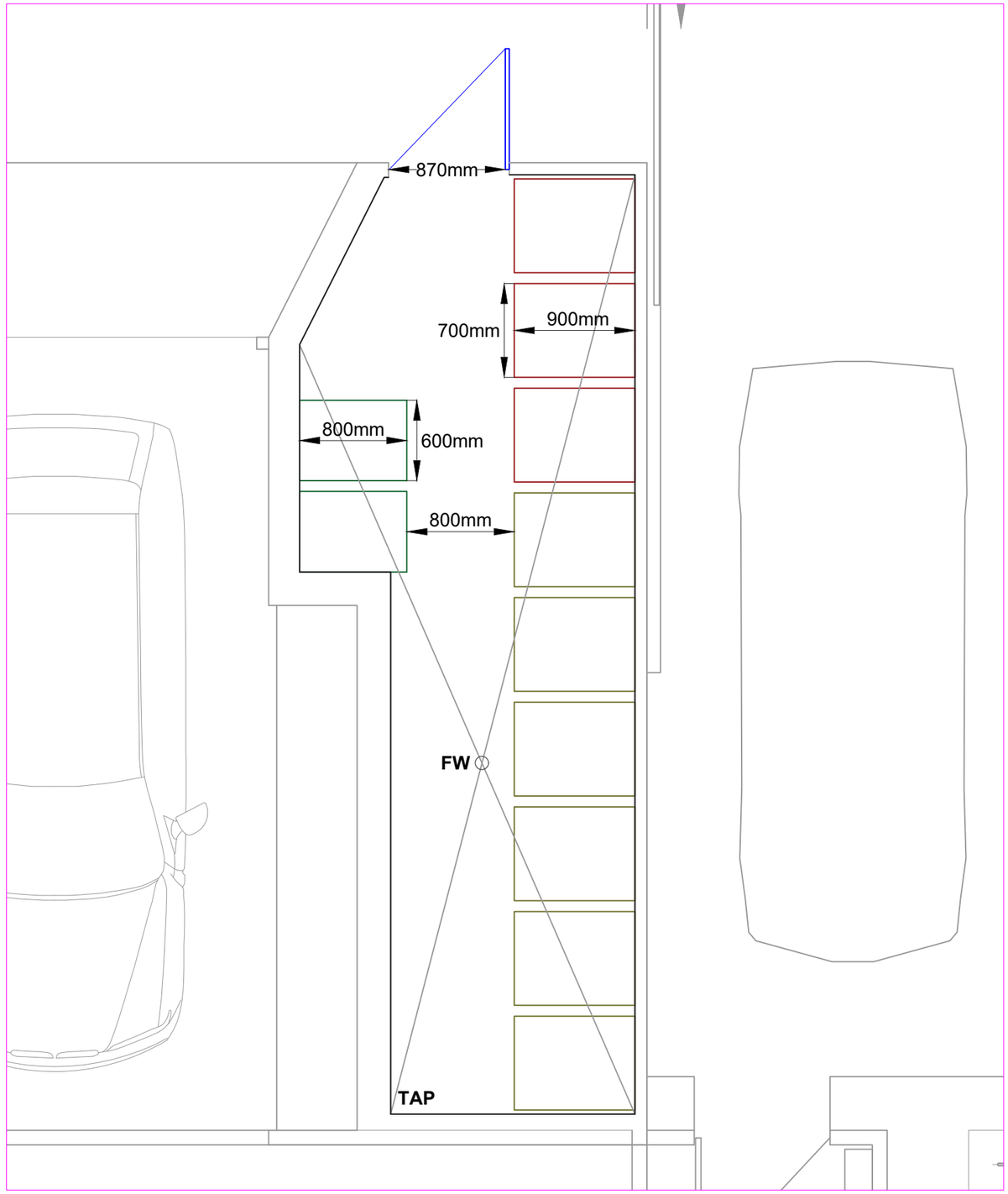
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Figure 01

Document Path: \\server\Talis\SECTIONS\Waste\PROJECTS\TW2020\TW20028 - 9+11 Doonan Road, Nedlands WMP\5 GIS\Maps\TW20028_01_Locality_RevA.mxd

Bin Storage Area





N

Legend:

Bin Storage Area

- 3 x 360L refuse (700mm x 900mm)
- 6 x 360L recycling (700mm x 900mm)
- 2 x 240L FOGO (600mm x 800mm)

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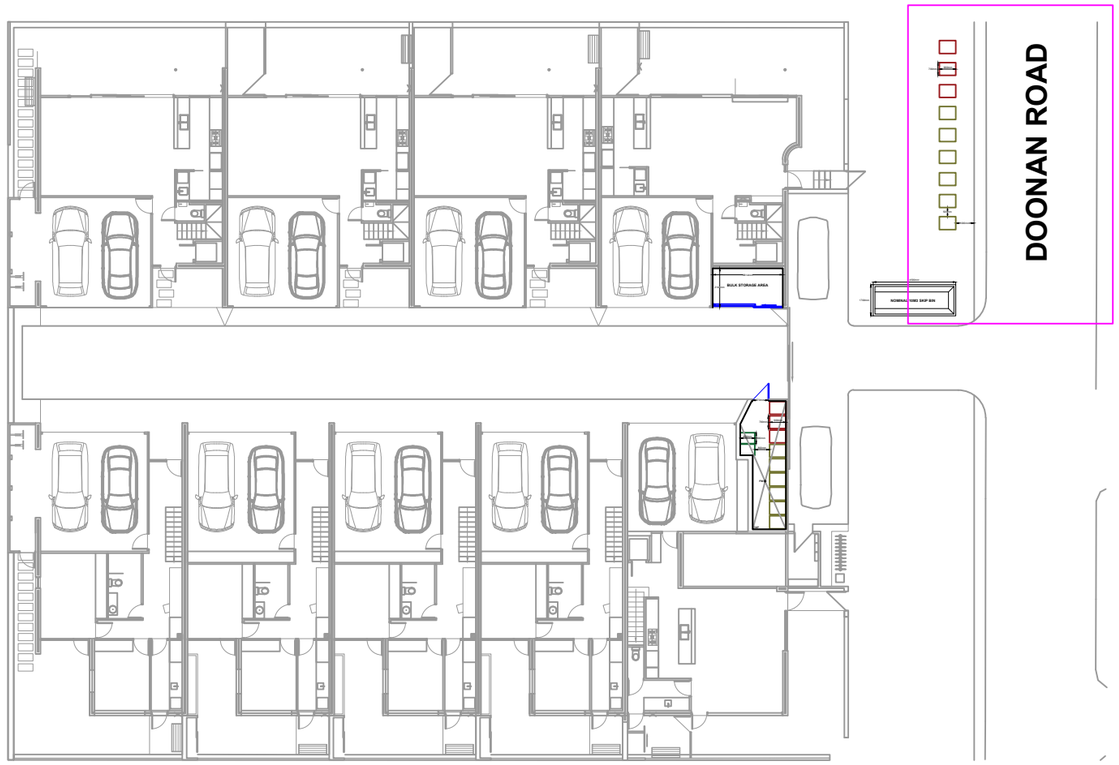
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A	28/05/20	FH / JW	FIRST ISSUE	JW

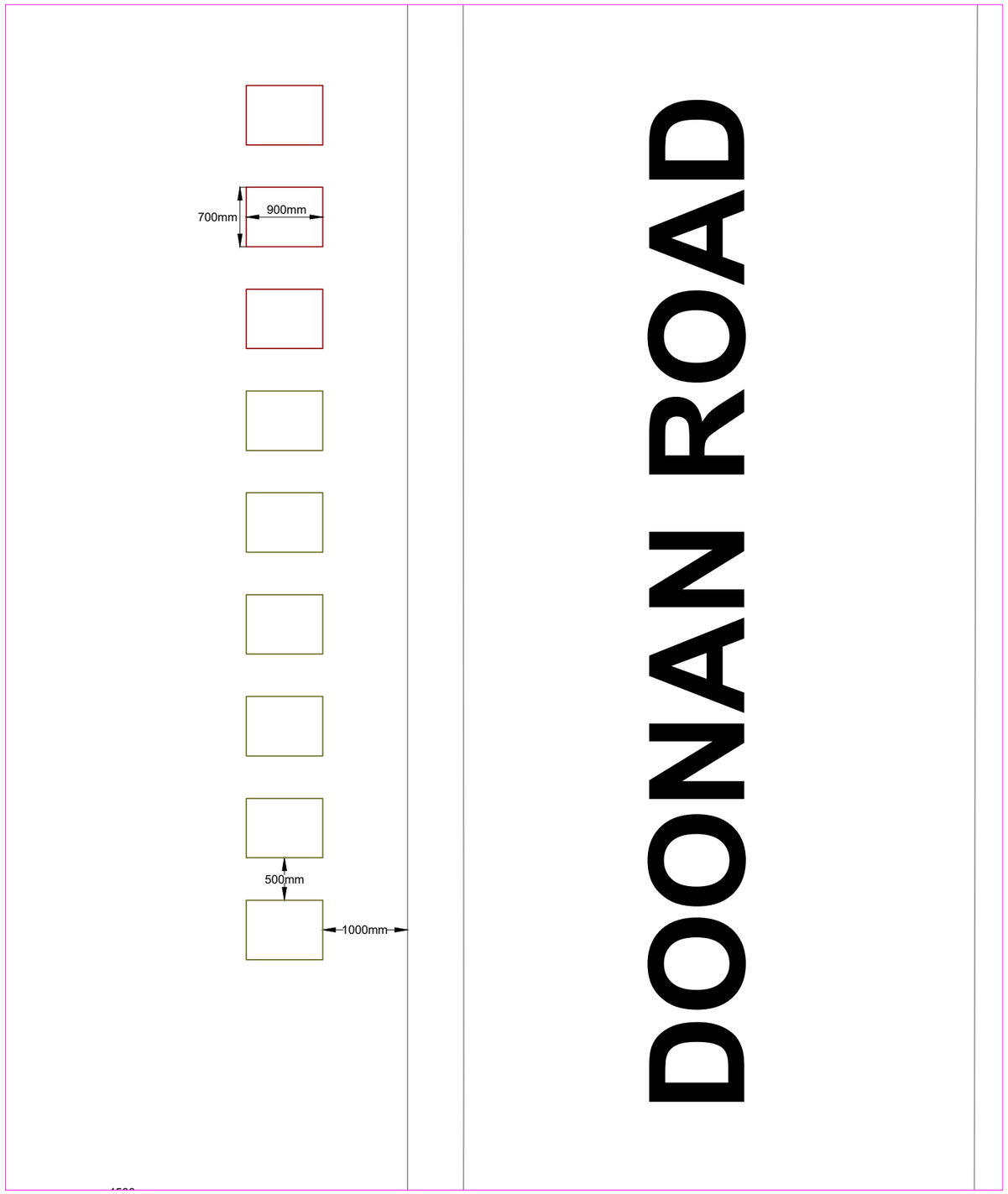
Project: 9 + 11 Doonan Road, Nedlands

Title: Bin Storage Area

Drawn by:	DP	Job No:	TW20028
Checked by:	MM	File No:	TW20028DWG001
Approved by:	JW	Fig. No:	002
Scale:	NTS	Rev:	B
Date:	14/09/20		

Bin Presentation Area





Legend:

Bin Presentation Area

- 3 x 360L refuse (700mm x 900mm)
- 6 x 360L recycling (700mm x 900mm)

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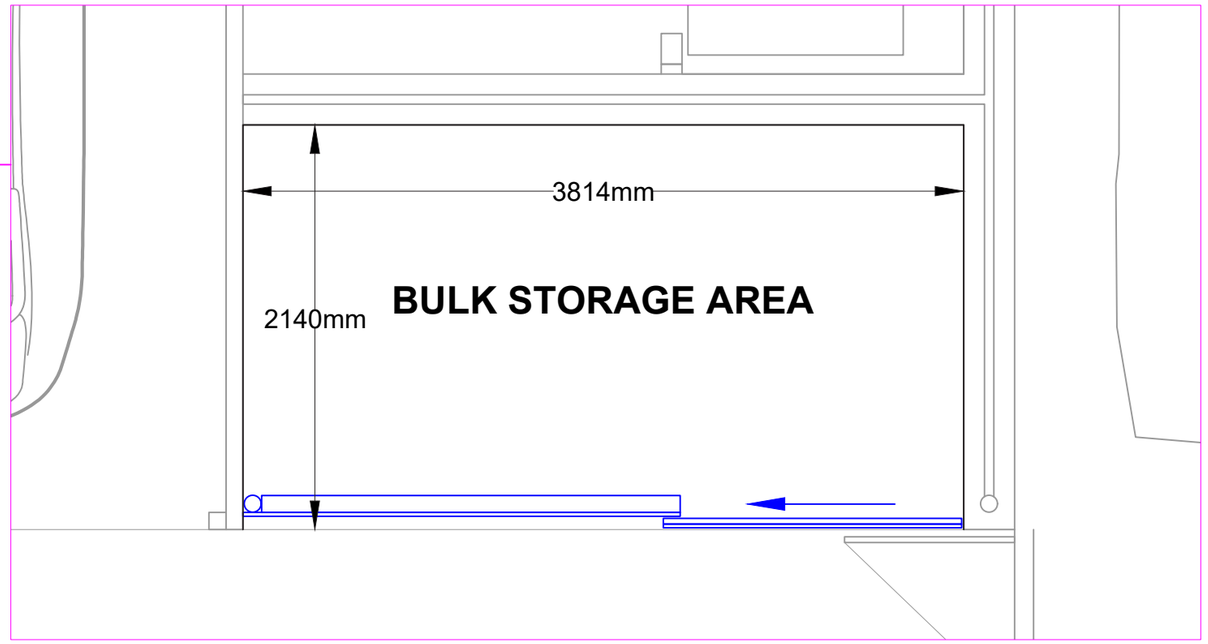
Project: 9 + 11 Doonan Road, Nedlands

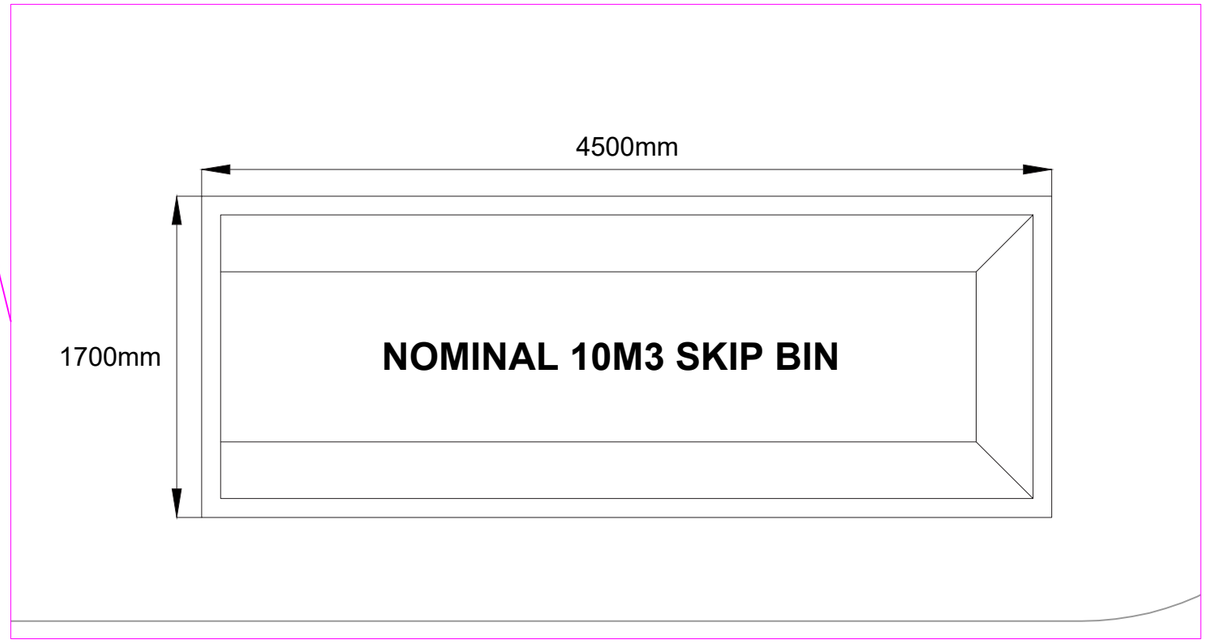
Title: Bin Presntation Area

Drawn by:	DP	Job No:	TW20028
Checked by:	MM	File No:	TW20028DWG001
Approved by:	JW	Fig. No: 003	Rev: B
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Bulk Collection Area





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B	14/09/20	DP / MM	SECOND ISSUE	JW
A	28/05/20	RH / JW	FIRST ISSUE	JW

Project: 9 + 11 Doonan Road, Nedlands

Title: Bulk Collection Area

Drawn by:	DP	Job No:	TW20028
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Approved by:	JW	Fig. No: 004	Rev: B
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Summary of Consultation Comments – 9 and 11 Doonan Road, Nedlands

1	Amenity and Built Form Comments	Respondents who raised issue	Planning Response	Applicant Response
1.1	Building setbacks from lot boundaries are non-compliant, in particular: • Insufficient from the southern lot boundary. • The 1.5m setback from the rear western boundary is insufficient. • Results in significant overshadowing impacts.	3, 5, 6, 7	The proposal's overshadowing is assessed is to be 28.8% in lieu of 50% and meets the deemed to comply under the R-Codes Clause 5.4.2 'Solar access for adjoining sites'. Building setbacks are further discussed in the Council Report.	The proposed development seeks minor variations only to the deemed-to-comply requirements of the R-Codes relating to setbacks. As set out in the supporting Development Application (DA) report, the development incorporates storerooms for each townhouse that abut the side and rear lot boundaries for a small portion of the overall lot boundary length. The stores for each townhouse have been situated against the boundary to maximise the function and overall amount of useable space for each house. Their location will not impact on the ability for sunlight to access areas of open space and given their overall width and height in comparison to a boundary fence that will run the length of the property boundary in any case, there will be no detrimental impact on the adjoining neighbours. As part of the preliminary consultation undertaken with neighbours by the developer, no objections were raised on storeroom locations or the overall lot boundary setbacks proposed. In this respect it should be noted that the proposed development does not seek to maximise the development potential that is applicable at the subject site. Instead, the proposed development seeks to deliver a

				context sensitive townhouse development as opposed to a medium scale potentially more intrusive apartment building. During the preliminary consultation undertaken, neighbours did not raise any significant concern with the proposed lot boundary setbacks and were largely concerned with reducing the ability for future residents to directly overlook their own backyards. In this respect, the proposed development provides a number of high level windows and screening to major openings to ensure resident amenity and privacy is maintained. The rear of the development is setback from the lot boundary by 1.5 metres. Based on the length and height of the wall (no major openings), the proposal seeks a minor variation to the 1.7 metre deemed-to-comply setback. This is a minor variation only and is not considered to have any detrimental impact on neighbours. Landscaping at the western boundary has been designed to creep up the wall and assist through providing greenery to this elevation, softening the perceived scale of the development from adjoining properties. The deemed-to-comply provisions of the R-Codes requires that a development shall be so designed that its shadow cast at midday, 21 June onto any other adjoining

				property does not exceed 50%. The proposed development at only two storeys in height will cast a shadow onto the adjoining neighbouring property to the immediate south by only 28.8% and as such, complies.
1.2	Visual privacy and overlooking impacts into our outdoor living areas is an issue.	3, 4, 5, 7, 8	Revised Plans dated 9 November 2020 have been submitted and re-assessed. All major openings and balconies is assessed to meet the deemed to comply under the R-Codes Clause 5.4.1 'Visual Privacy'.	Without knowing the exact location of the outdoor living areas being raised in the submission, it is difficult to provide a specific response. Notwithstanding this, the proposed development has been designed to limit any potential visual privacy impacts, with major openings being appropriately setback from lot boundaries or permanent screening devices proposed as shown on the development plans to restrict overlooking of adjoining properties outdoor living areas.
1.3	The proposal represents reasonable development in the allowed development and offers the type of accommodation to meet the needs of the market.	2, 3, 4	Noted.	Noted.
1.4	2.0m high solid fencing facing Doonan Road is a poor streetscape outcome and makes the development appear like a gated community development.	2, 3	Front fencing is further discussed in the Council Report.	Fencing along Doonan Road is proposed to comprise a mixture of solid and permeable materials to provide a degree of privacy to the outdoor living areas of Unit 1 and Unit 5 along with opportunities for passive surveillance to Doonan Road. The fence will have a height of approximately 1.8 metres above natural ground level, although portions will be approximately 2m due to the natural ground level. Visually permeable elements above 1.2 metres are incorporated along the Doonan Road frontage.

				A 2m high solid fence is not proposed for the entire length of Doonan Road. Solid portions will be balanced with visually permeable elements to ensure a level of privacy is maintained for future residents whilst also allowing passive surveillance opportunities along Doonan Road.
1.5	The height of diving fences proposed is non-compliant.	3, 5, 8	All dividing fencing between properties is a civil matter between abutting landowners in accordance with the Dividing Fences Act 1961. It is the responsibility of the landowner to obtain any necessary approvals from adjoining landowners or satisfy any other obligations under the Dividing Fences Act 1961.	The subject site slopes away from the high point along Doonan Road to the rear of the property at its lowest point. The proposed development has been designed to step down with the natural topography of the site so that the extent of fill, retaining and overall height of dividing fences is minimised. Ongoing consultation with neighbouring properties will continue as required to determine the material, colour and size of dividing fences as required.
1.6	The development is not in keeping with the existing built form and context of the streetscape, in particular: • Excessive bulk and scale. • Overdevelopment of site. • 9 grouped dwellings are not appropriate for the site.	1	The surrounding area is characterised by commercial tenancies along Stirling Highway which is within 150m of the subject site. A number of grouped dwelling developments exist adjacent to the commercial tenancies within the R160 density coding. Surrounding the subject site there are still a number of residential single houses characterised by one or two storeys with a mix of original and contemporary dwellings styles. The City acknowledges that the proposed built form, which responds to the Residential R60 code is a departure from the existing built form in	The proposed development has been designed to respond to the existing character in the immediate area, through delivering a context sensitive townhouse development as opposed to a medium scale potentially more intrusive apartment building of potentially three storeys in height with boundary walls to neighbouring properties. Prior to lodging the development application with the City, the project team made a concerted effort to meet with and discuss the proposal with all immediately adjoining/surrounding landowners. The developer and project team have responded to the

			that it is proposing grouped dwellings. However, the development is limited to two storeys in height and additional landscaping provided, rendering it relatively consistent and sympathetic with the existing streetscape. This is considered more appropriate than multiple dwellings which could be developed.	comments received during the preliminary engagement and consider the proposed development to be generally in keeping with the surrounding area while delivering an appropriately scaled infill development project.
2	**Landscaping Comments**	**Respondents who raised issue**	**Planning Response**	**Applicant Response**
2.1	Concerns regarding the tree species proposed, not appropriate for the site as follows: • The proposed Gleditsia tree species is not appropriate for the site as these trees have a tendency to lift brick paving and pathways, long root systems that tend to sucker long distances from the prime source and damage adjoining properties. • The proposed Grevillea Robusta tree species, which can grow to a significantly greater spread than the 5m noted in the table is inappropriate for their intended spots and location due to the limited available space for growth. • Th proposed two Eucalyptus Victrix trees planted at the end of the common property driveway will result in sewerage main damage as a result of the root system. Can the trees in question be removed and landscape plan updated. • Landscape Plan by Alfalfa has not considered the suitability of some trees for their proposed locations.	4, 6, 7	Noted. A landscape plan has been submitted with the application. This focuses on ensuring landscaping is integrated into the design of the proposal. The applicant has advised that the Grevillea robusta will be removed from the plant schedule and substituted with Eucalyptus ceasia 'Silver princess'. A condition to ensure a detailed tree and plants species schedule to ensure appropriate tree species will grow to full maturity and root systems that will not impact upon existing infrastructure is recommend, if Council supports the proposal.	All tree species have been carefully selected for their use, growth habit and location. To reduce the risk of root damage to pavements, good planting practices will be followed. This will include soil structure and preparation to avoid compaction and allow water and air to penetrate the soil, suitable reticulation, correct mulching practices, adequate root zone and the selection of proven cultivars for urban and suburban use. The two proposed Gleditsia tricanthos var inermis 'Shademaster' are located in garden beds with a minimum area of 5.5m^2 of unobstructed open planting area with additional lateral space allowed also. They are located a minimum of 1200mm from paving and walls, which is appropriate. The proposed Grevillea robusta will be removed from the plant schedule and substituted with Eucalyptus

				ceasia 'Silver princess'. In addition, the two proposed Eucalytpus victrix at the end of the driveway on the western boundary will be replaced with Banksia menziesii. It is anticipated that a condition of planning approval will require an updated landscape to be prepared and submitted to the satisfaction of the City.
2.2	The proposal retains existing street trees and proposes a reasonable amount of landscaping onsite	2	Noted.	Noted.
3	**Traffic Comments**	**Respondents who raised issue**	**Planning Response**	**Applicant Response**
3.1	Increased traffic as a result of the development	1, 2	The proponent submitted a Traffic Impact Statement (TIS) as per the WAPC Guidelines which was reviewed by the City's Technical Services Unit and advises the additional trips generated by the proposed development can be accommodated by Doonan Road. Furthermore, the City is aware of the issues of parking and traffic that will be resulted from the construction stage. A standard condition for a Construction Management Plan will be submitted and approved by the City.	The proposed development seeks to deliver nine townhouses only. A Traffic Impact Statement (TIS) has been prepared by Cardno in accordance with the *Western Australian Planning Commission's Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016).* The TIS considered the additional trips generated by the proposed development and determined that approximately 7 trips will occur during the AM peak hour period and approximately 9 trips in the PM peak hour period only. These volumes are very low and will not have any impact on the local road network.
3.2	Impacts upon street parking and pedestrian safety	1	Noted.	The proposed development provides an appropriate number of car parking bays to support future residents and any visitors to the site. Dedicated visitor bays are provided as part of the

				development, reducing the reliance on on-street car parking. Doonan Road has on existing footpath located on the eastern verge. The proposed development obtains access through the western verge, where there is currently no footpath or pedestrians frequenting this area. Notwithstanding this, vehicle and pedestrian sightlines have been considered in the overall design to ensure safety of pedestrians.
3.3	Central driveway reduces the number of crossovers along Doonan Road.	2	Noted.	Correct. The proposed development will remove the two existing crossovers and replace these with one centrally located crossover. This will reduce the overall impact the crossover has on the streetscape while appropriately servicing the proposed development. The proposed crossover location will ensure that all existing street trees are retained.
3.4	The development does not provide adequate visitor car parking	2	The provision of two (2) visitor car parking bays is assessed to meet the deemed to comply under the R-Codes Clause 5.3.3 'Parking'.	The proposed development will provide two visitor car parking bays at the front of the property. Based on the development comprising 9 townhouses, there is a requirement to provide visitor bays at a rate of one bay for every four dwellings, or part thereof. This technically requires a total of three visitor bays whereas two bays are provided. This minor variation sought is considered to be appropriate for the following reasons: • The townhouses are located within close proximity to high frequency public transport along Stirling Highway, which reduces the reliance

				on visitors using a private motor vehicle to access the site and meet up with residents. • Doonan Road currently supports unrestricted on street parking, that may be utilised where demand requires. • In the event that a visitor does not use public transport and there are no on street parking options available, a visitor can arrange to utilise one of the resident parking bays where required. Each of the townhouses are provided two on site dedicated car parking bays, which is in excess of the one bay per townhouse requirement. This arrangement can occur as residents, especially those downsizing and young families are not necessarily going to require the use of their own two dedicated car parking bays where they are a single car family.
4	**Waste Comments**	**Respondents who raised issue**	**Planning Response**	**Applicant Response**
4.1	Waste management plan proposes the use of 360L bins for general refuse. Is this compliant?	4	A total of nine (9) 360L bins and two (2) 240L bins is proposed in the bin storage area and is compliant in accordance with the City's Local Planning Policy – Waste Management Guidelines.	The use of 360L bins is consistent with the City's Local Planning Policy – Waste Management Guidelines.
4.2	The proposed verge collection is contrary to the City's Waste Management LPP requirements. It would be preferable in pursuing on-site collection via the construction of a basement car park.	4	The City's Waste Services Unit have reviewed the Waste Management Plan (WMP) and development plans and are satisfied with the location of bin and bulk storage areas and collection on Doonan Road.	The City's Local Planning Policy – Waste Management Guidelines allow for a maximum number of bins to be collected from the verge. On-site collection would require either the construction of a basement or large area of hardstand to allow

				vehicle movements within the site to occur. This would detrimentally impact the subject site and neighbouring properties in terms of noise and lack of deep soil area for landscape plantings. The proposed development appropriately allows for collection to occur from the verge, which has allowed a substantial amount of deep soil landscaping to be delivered as part of the project.
5	**Other Comments**	**Respondents who raised issue**	**Planning Response**	**Applicant Response**
5.1	The proposal will decrease property values	1	Noted. This is not a planning consideration.	The potential impact on property prices is not a valid planning consideration.
5.2	Issues with the City's Voice website to view plans.	2	Noted. The City is currently reviewing processes relating to the Voice website and issues relating to plans being viewed.	N/A
5.3	Damage to adjoining neighbors properties by the development should be covered by the developer.	8	Noted. This is not a planning consideration.	
5.4	Parking on the verge should not be allowed.	8	The applicant will need to apply for a Verge Permit if any works will be undertaken in the Verge area.	

Summary

- 5 x objections received.
- 1 x support with concerns
- 2 x neither support nor object with concerns

Total submissions received: 8 (including one late submission)

8. Responsible Authority Report – For Amendment of Approval for 15 Multiple Dwellings at No. 13 (Lot 71) Vincent Street, Nedlands

Council	19 November 2020
Applicant	Urbanista Town Planning
Landowner	Eric Yii – Jye Jiun Enterprises
Director	Peter Mickleson – Director Planning & Development
Employee Disclosure under *section 5.70 Local Government Act 1995*	Nil
Report Type Information Purposes	Item provided to Council for information purposes.
Reference	DA 20-53070 (DAP/20/01744)
Previous Item	5 May 2020 Special Council Meeting (Item 4.2) 22 September 2020 Ordinary Council Meeting
Delegation	Not applicable – Joint Development Assessment Panel application.
Attachments	Responsible Authority Report and Attachments – available at: https://www.dplh.wa.gov.au/about/development-assessment-panels/daps-agendas-and-minutes

Councillor Smyth – Impartiality Interest

Councillor Smyth disclosed that she is a Ministerial appointee and paid member of the MINJDAP that will be considering this item at a meeting scheduled for 26 November 2020. As a consequence, there may be a perception that her impartiality on the matter may be affected. In accordance with recent legal advice from McLeods released to the local government sector in relation to a recent Supreme Court ruling, I will not stay in the room and debate the item or vote on the matter. Please Note that although not participating in the debate I intend to listen to Public Questions and Addresses as I believe this is a neutral position and does not predispose a bias for the JDAP.

Councillor Smyth retired from the meeting at 7.56 pm.

Regulation 11(da) – Council wished to enhance privacy for neighbours by the use of obscure or translucent material.

Moved – Councillor Coghlan
Seconded – Councillor Senathirajah

Council Resolution

That Council:

1. **notes the Responsible Authority Report for the proposed amendment to the existing approval for 15 Multiple Dwellings at Lot 71 (No.13) Vincent Street, Nedlands;**

2. **agrees to appoint Councillor Coghlan and Councillor Senthirajah to co-ordinate the Council's submission and presentation to the Metro Inner-North JDAP; and**

3. **supports approval of the amendment subject to the following condition being added:**

    a. **All glass balustrades facing the adjoining R160 & R60 residential properties will be constructed of obscure or translucent material.**

CARRIED 7/1
(Against: Cr. Mangano)

Recommendation to Council

That Council:

1. notes the Responsible Authority Report for the proposed amendment to the existing approval for 15 Multiple Dwellings at Lot 71 (No.13) Vincent Street, Nedlands;

2. agrees to appoint Councillor (insert name) and Councillor (insert name) to co-ordinate the Council's submission and presentation to the Metro Inner-North JDAP;

3. does/does not (remove one) support approval of the amendment; and

4. provides the following reasons for the Council's position on the application

    a. ...
    b.

1.0 Executive Summary

An application has been received to amend the approval for 15 Multiple Dwellings at No.13 Vincent Street, Nedlands which the Metro Inner-North Joint Development Assessment Panel (JDAP) approved on 11 May 2020. The proposed modifications which are subject to this amendment primarily include an increase to a portion of the roof height, changes to landscape design, window treatments and changes to respond to development conditions and the Building Code of Australia requirements. There are no changes to the key characteristics of the development in terms of plot ratio, number of dwellings, wall lengths, setbacks or car parking. The purpose of this report is to inform Council of Administration's recommendation to the Panel.

2.0 Background

An application for 15 Multiple Dwellings was previously considered at the Development Assessment Panel meeting held on 11 May 2020. The Administration's recommendation was to refuse the application due to several concerns namely with respect to height, setbacks, orientation, visual privacy, solar and daylight access, natural ventilation, and façade design. Similarly, Council considered the item on 5 May 2020 Special Council Meeting and did not support the development. At the meeting, the JDAP resolved to approve the application on 11 May 2020, subject to conditions.

3.0 Proposal

The proposed modifications subject to this amendment are summarised to below:

- An increase in roof height between 100mm - 200mm.
- Extension of breeze block wall to wrap around the lower ground car park at the north-west and south-west elevation.
- Increase width to the basement corridor from 1.2m to 1.5m to address Condition 25.
- Re-location of the visitor car parking bays from bays 9-12 to 16-19. The number of visitor car parking bays remains unchanged.
- Modifications to the landscaping design and species selection within the front setback area, communal open space and area abutting the driveway. Additional planting on structure primarily to the west and north-west.
- An increase in the finished floor level by 100mm and a 200mm overall increase to the wall height of Unit 1 (Ground Floor). In addition, the removal of the bedroom window facing east due to the re-location of the fire booster cabinet.

- An increase of 300mm in height to the southern courtyard fence to Unit 2 (Ground Floor) and replacement of fencing material from colour bond to brick.
- Modification to the size and location of openings to windows. This mainly includes additional windows to bathrooms.
- Internal modifications to units, however, the number of units and allocated bedrooms, bathrooms and overall plot ratio remains unchanged.
- Modifications to the dimensions of the storerooms at Lower Ground Level.
- Changes to the design of the building to address the Building Codes of Australia requirements.

Consultation

The application was advertised for a period of 21 days from 29 September 2020 until 21 October 2020. Due to the nature of the amendments, the following forms of notification were included:

- A total of 334 letters sent to all City of Nedlands landowners and occupiers within a 200m radius of the site informing of the application and inviting comment;
- Notification to all previous submitters on the original application;
- An advertisement was published on the City's website with all documents relevant to the application made available for viewing during the advertising period

At the close of advertising a total of 11 submissions were received comprising of 7 objections and 4 with partial support except for visual privacy concerns.

4.0 Recommendation to JDAP

An application under Regulation 17 of the *Development Assessment Panel Regulations 2011* is not an application for a review or reconsideration of the original decision. The assessment is based on the extent of the amendments sought. Although the City had previously recommended refusal on the original application for x 15 Multiple Dwellings, it is the City's view that the proposed modifications sought are deemed as minor in nature. It is considered to appropriately address the Element Objectives of the R-Codes, objectives of the 'Residential' zone and matters to be considered under clause 67 of the *Planning and Development (Local Planning Schemes) Regulations 2015*. Approval is therefore recommended to JDAP. All other conditions and requirements detailed on the previous approval dated 11 May 2020 are also recommended to remain.

5.0 Conclusion

Administration have prepared a Responsible Authority Report to the JDAP recommending approval for the amendment of 15 multiple dwellings at No.13 Vincent Street, Nedlands. Council may wish to make a submission on the application to the JDAP. This submission will be presented to the JDAP for consideration at its meeting.

9. Responsible Authority Report – For Amendment of Approval for 10 Multiple Dwellings at 5 Hillway, Nedlands

Council	19 November 2020
Applicant	Element Advisory Pty Ltd
Landowner	Hillway 20 Pty Ltd, Hillway 80 Pty Ltd
Director	Peter Mickleson – Director Planning & Development
Employee Disclosure under *section 5.70 Local Government Act 1995*	Nil
Report Type Information Purposes	Item provided to Council for information purposes.
Reference	DA 20-55430 (DAP/20/01741)
Previous Item	19 May 2020 Special Council Meeting (Item 6) 22 September 2020 Ordinary Council Meeting (Item 13.14)
Delegation	Not applicable – Joint Development Assessment Panel application.
Attachments	Responsible Authority Report and Attachments – available at: https://www.dplh.wa.gov.au/about/development-assessment-panels/daps-agendas-and-minutes

Councillor Smyth – Impartiality Interest

Councillor Smyth disclosed that she is a Ministerial appointee and paid member of the MINJDAP that will be considering this item at a meeting scheduled for 3 December 2020. As a consequence, there may be a perception that her impartiality on the matter may be affected. In accordance with recent legal advice from McLeods released to the local government sector in relation to a recent Supreme Court ruling, I will not stay in the room and debate the item or vote on the matter. Please Note that although not participating in the debate I intend to listen to Public Questions and Addresses as I believe this is a neutral position and does not predispose a bias for the JDAP.

Regulation 11(da) – Council did not wish to support the amendment for the same reasons as previously determined, and had concerns about notification of neighbours and that all glass balustrades facing the adjoining R60 residential properties to the south and west will be constructed of obscure or translucent material.

Moved – Councillor Mangano
Seconded – Councillor Coghlan

Council Resolution

That Council:

1. notes the Responsible Authority Report for the proposed amendment to the existing approval for 10 Multiple Dwellings at Lot 689 (No.5) Hillway, Nedlands;

2. agrees to appoint Councillor Mangano to co-ordinate the Council's submission and presentation to the Metro Inner-North JDAP;

3. does not support approval of the amendment and requests modifications to the conditions of approval as follows:

a new condition no. 9(b) be added to read as follows:

9(b) The neighbouring properties listed in condition no. 10 will be notified in writing 14 days prior to the commencement of demolition works.; and

a new condition no. 23(e) be added to read as follows:

23(e) All glass balustrades facing the adjoining R60 residential properties to the south and west will be constructed of obscure or translucent material.

4. provides the following reasons for the Council's position on the application:

The original reasons for deferral still have not been adequately addressed including excessive overshadowing of R60 zoned property to the south, significant visual privacy impacts for all surrounding neighbours, lack of building separation at Level 6 requiring articulated setbacks, poor public domain interface, lack of comprehensive context analysis, insufficient and inappropriately dimensioned deep soil areas, inappropriate bulk and scale, impact on street scape and amenity of the surrounding neighbours and does not meet the objectives of the mixed use zone.

CARRIED UNANIMOUSLY 8/-

Recommendation to Council

That Council:

1. notes the Responsible Authority Report for the proposed amendment to the existing approval for 10 Multiple Dwellings at Lot 689 (No.5) Hillway, Nedlands;

2. agrees to appoint Councillor (insert name) and Councillor (insert name) to co-ordinate the Council's submission and presentation to the Metro Inner-North JDAP;

3. does/does not (remove one) support approval of the amendment; and

4. provides the following reasons for the Council's position on the application:

   a. ...
   b.

1.0 Executive Summary

An application has been received to amend the approval for 10 multiple dwelling at 5 Hillway, Nedlands granted by the Metro Inner-North JDAP (the Panel) on 29 September 2020. The requested amendments relate to reducing the number of dwellings from 10 to 9 by deletion of Apartment 303 from Level 4. This rear-facing apartment will be replaced by extension of the two front-facing apartments to create additional triple-aspect dwellings on this level. There is no change to plot ratio. External changes to the building are limited to deletion of the Level 4 rear outdoor living area / balcony and rearrangement of windows to reflect the revised floor plan.

Administration have prepared a Responsible Authority Report (RAR) in relation to the revised plans received on 28 October 2020.

The purpose of this report is to inform Council of Administration's recommendation to the Panel.

2.0 Background

The Metro Inner-North JDAP granted conditional approval to the development of 10 multiple dwellings at the subject site on 29 September 2020. Approval is now being sought to amend the development.

Council considered the development previously on 19 May 2020 and 22 September 2020. The resolution of the latest consideration is below:

"That Council:

1. notes the Responsible Authority Report for the proposed 10 Multiple Dwellings development at Lot 689 (No.5) Hillway, Nedlands;

2. agrees to appoint Councillor Bennett and Councillor Mangano to co-ordinate the Council's submission and presentation to the Metro Inner-North JDAP;

3. does not support approval of the development;

4. provides the following reasons for the Council's position on the application:

   The original reasons for deferral still have not been adequately addressed including excessive overshadowing of R60 zoned property to the south, significant visual privacy impacts for all surrounding neighbours, lack of building separation at Level 6 requiring articulated setbacks, poor public domain interface, lack of comprehensive context analysis, insufficient and inappropriately dimensioned deep soil areas, inappropriate bulk and scale, impact on street scape and amenity of the surrounding neighbours and does not meet the objectives of the mixed use zone;

5. requests additional conditions in the case of approval to;

   a. improve visual privacy impacts on R60 residential zoned neighbours with the following conditions of increasing the level 6 setback, remove all balconies on north west (rear) side (facing Kingsway), use of privacy screening, use of frosted/opaque windows, high level windows, or planter boxes to obscure direct passive surveillance.

   b. improve landscaping and deep soil areas by increasing the northwest (rear) deep soil area width to be increased from 1.5m to 5.0m to accommodate large screening trees, with screening trees that are to be mature trees having minimum dimensions of 15m tall when planted to provide immediate screening from planting.

   c. relocate and screen mechanical devices or other noise generating plant/machinery on the roof to an enclosed basement location to mitigate nuisance sound and visual pollution.

   d. relocate car park exhaust vent away from neighbours boundaries and provide air quality filtering.

   e. provide financial compensation to neighbours requiring improvements to their property to maintain existing amenities such as visual privacy and right to quiet enjoyment. Improvements may

include privacy screening, double glazed windows and doors with one-way tinting and other methods of obscuring passive visual privacy."

3.0 Proposal

It is proposed to reduce the number of dwellings in the multiple dwelling complex from 10 as approved to 9. This will be achieved by deletion of Apartment 303 on Level 4. The floor area previously occupied by this dwelling will be taken up by expanding Apartments 301 and 302. The new layout of Apartments 301 and 302 will be similar to that on approved Apartments 401 and 402 located on Level 5.

All setbacks, wall lengths, building height, car parking and landscaping remain unaltered from the form approved. External changes are limited to Level 4 only. These changes are:

- Rear (northwest) elevation – Balcony removed, living/dining windows replaced by windows to Master Bedroom and ensuite and planter boxes and screening provided.
- Side (northeast and southwest) elevations – window changes to suit revised internal layout.

The deletion of Apartment 303 has required a change to the nominated Silver Level accessible dwellings. The approved plan indicated Apartments 101 and 303 would be constructed to Silver Level as defined by the Liveable Housing Design Guidelines. The provision of two dwellings (20% of total) met Acceptable Outcome A4.9.1(a) of the Residential Design Codes Volume 2. The revised plans now indicate that Apartments 101 and 501 will be constructed to Silver Level requirements.

The revised plans include the provision of a visitor car parking space in the ground floor car parking area. This addresses Condition 13 of the approval.

The amendment is considered to be minor in nature as it is reducing the number of dwellings without material change to the proposed building. There are no changes to the key characteristics of the development in terms of setbacks, height, bulk or landscaping.

4.0 Consultation

The proposed amendment to approved plans has not been subject to public consultation. The amendment is minor in nature and does not materially affect the characteristics of the development as previously advertised. The amendment seeks to reduce the number of dwellings and to remove a rear-facing balcony and replace with planted screening and narrow access way. This is considered to reduce the impact of the development on neighbouring properties when compared to the proposal as approved.

5.0 Recommendation to JDAP

The proposed amendments appropriately address the element objectives of the Residential Design Codes Volume 2. Reduction in the number of dwellings will result in a reduced development intensity. The removal of the rear balcony from Level 4 reduces the impact of the development on neighbouring properties as all elevated outdoor living areas are now located on the street frontage.

Given the minor nature of the proposal, Administration is recommending the application to amend the existing approval be approved by the Panel, subject to conditions.

6.0 Conclusion

Administration have prepared a Responsible Authority Report to the Metro Inner-North Joint Development Assessment Panel recommending conditional approval for the amendment of the existing approval for 10 multiple dwellings at 5 Hillway, Nedlands. Council may wish to make a submission on the application to the Panel. This submission will be presented to the Panel for consideration at its meeting.

10. Responsible Authority Report – Lot 142 and 141 (21-23) Louise Street, Nedlands – Seven Grouped Dwellings and Six Multiple Dwellings

Council	19 November 2020 SCM
Applicant	Mr Mark Young, Hillam Architects
Landowner	Maison Holdings No 3 Pty Ltd
Director	Peter Mickleson, Director Planning and Development
Employee Disclosure under *section 5.70 Local Government Act 1995*	Nil
Report Type Information Purposes	Item provided to Council for information purposes.
Reference	DAP/20/01782
Previous Item	Nil
Delegation	Not applicable – Joint Development Assessment Panel application.
Attachments	Responsible Authority Report and Attachments – available at: https://www.dplh.wa.gov.au/about/development-assessment-panels/daps-agendas-and-minutes

Councillor Smyth – Impartiality Interest

Councillor Smyth disclosed that she is a Ministerial appointee and paid member of the MINJDAP that will be considering this item at a meeting scheduled for 26 November 2020. As a consequence, there may be a perception that her impartiality on the matter may be affected. In accordance with recent legal advice from McLeods released to the local government sector in relation to a recent Supreme Court ruling, I will not stay in the room and debate the item or vote on the matter. Please Note that although not participating in the debate I intend to listen to Public Questions and Addresses as I believe this is a neutral position and does not predispose a bias for the JDAP.

Regulation 11(da) – Council had concerns about the total number of dwellings and their impacts, ensuring parking was contained on site and waste control in the basement, a desire for increased setbacks, and permeable fencing.

Moved – Councillor Coghlan
Seconded – Councillor Senathirajah

Council Resolution

That Council:

1. **notes the Responsible Authority Report on the revised application for Lots142 and 141 (Nos 21-23) Louise Street, Nedlands, for the development of seven grouped dwellings (two storeys in height) and six apartments (three storeys in height).**

2. **agrees to appoint Councillor Coghlan and Councillor Senathirajah to coordinate Council's submission and presentation to the Metro Inner-North JDAP.**

3. **does not support approval of the application unless it is further revised to satisfy the following key aspects:**

    a. **Reduction in the number of grouped dwellings from 7 to 5, to ensure the improved provision of building separation/setbacks, visual privacy, floorspace, open space/outdoor living areas, landscaping, solar access, amenity and streetscape appeal, as well as reduced traffic, parking and waste management impacts;**

    b. **Redesign of the basement internally to ensure full on-site provision of all visitor parking bays and all domestic (non-bulk) waste collection in the basement;**

    c. **No proposed decreases in the primary street and western lot boundary setbacks for the multiple dwellings, and ideally proposed increases in these setbacks; and**

    d. **All boundary fencing to both Louise Street and Jenkins Avenue being low and/or visually permeable, to ensure streetscape appeal, passive surveillance and interactive frontages in accordance with the R-Codes and Council's LPP requirements, as well as to provide more perimeter landscaping presenting to the streets.**

CARRIED 7/1
(Against: Cr. McManus)

Recommendation to Council

That Council:

1. notes the Responsible Authority Report for the proposed seven grouped dwellings and six multiple dwellings at Lot 142 and 141 (21 – 23) Louise Street, Nedlands;

2. agrees to appoint Councillor (insert name) and Councillor (insert name) to coordinate the Council's submission and presentation to the Metro Inner-North JDAP; and

3. provides the following reasons for the Council's position on the application:

    a. ...
    b. ...

Executive Summary

In accordance with the *Planning and Development (Development Assessment Panels) Regulations 2011*, Administration have prepared a Responsible Authority Report (RAR) in relation to the amended plans received on 23 October 2020 for the Metro-Inner North Joint Development Assessment Panel (JDAP) Form 1 Application at Lot 142 and 141 (21 – 23) Louise Street, Nedlands. The application proposes the development of seven grouped dwellings (two storeys in height) and six multiple dwellings (three storeys in height).

The purpose of this report is to inform Council of Administration's recommendation to the JDAP.

Background

Application History

The following outlines a brief history of the application:

- The JDAP application for seven grouped dwellings and six multiple dwellings was lodged on 4 May 2020.

- Following public consultation, the applicant revised the plans. The City lodged the RAR with JDAP on 28 August 2020, with a recommendation to defer the application to address the following:

    a) Modifications to the plans to achieve the following objectives of the following Residential Design Codes Volume 2 elements:
    i. 2.4 – Side and rear setbacks
    ii. 2.5 – Plot ratio

iii. 2.7 – Building separation
iv. 3.2 – Orientation
v. 3.7 – Pedestrian access and entries
vi. 4.1 – Solar and daylight access
vii. 4.5 – Circulation and common spaces
viii. 4.10 – Façade design

b) Modifications to the plans to achieve the deemed-to-comply and/or design principles of the Residential Design Codes Volume 1 elements:
i. 5.1.3 – Lot boundary setbacks
ii. 5.1.4 – Open space
iii. 5.3.1 – Outdoor living areas
iv. 5.4.1 – Visual privacy

- At its meeting on 23 September 2020, JDAP resolved to defer the application for a period of 60 days to address the issues Administration identified in its recommendation.

- The City met with the applicant, and the peer design reviewer, on 5 October 2020, to discuss the possible amendments to the proposal to address the reasons for deferral.

- Amended plans for seven grouped dwellings and six multiple dwellings were submitted to the City on 23 October 2020 (**Attachment 1**). Revised technical reports were also provided. The amended plans were subject to internal referral, design and landscape design peer review, and assessment by the City. An overview of the amended plans against the JDAP's reasons for deferral is provided below.

JDAP Reason for Deferral	**Modifications Made**	**Officer Comments**
Apartments		
Side and rear setbacks	• Increased northern lot boundary setback from 2.3m-3m to 2.2m-4m. • Increased southern lot boundary setback from 2.5m-4.3m to 3.5m-5.3m. • The multiple dwelling floor plans have also been reconfigured so that the ground floor terraces, and upper floor balconies are now north-facing. The main internal living areas have also been relocated to the northern side of the apartment building. • The main pedestrian entry to the building has been relocated centrally,	O2.4.1 **Achieved** by amended plans

	between the apartment building and grouped dwellings.	
Plot ratio	• Overall plot ratio area of the multiple dwellings has increased by 14m^2 (1.4% increase). • However, the plot ratio of the apartments has decreased from 1.08 to 1.06, because reconfiguration of the site has resulted in a larger site area for the apartments. • Increased separation between the multiple dwelling building and the grouped dwellings has reduced the impact of building bulk on internal amenity.	O2.5.1 **Achieved** by amended plans
Building separation	• Increased separation between grouped dwellings and multiple dwelling building from 2.5m-4.3m to 3.5m-5.3m. • Grouped dwellings have been reconfigured to relocate upper floor bedroom windows, so that there is now no overlooking issues to the north. • Reconfiguration of the internal voids for the grouped dwellings, allowing for increased solar access within the units.	O2.7.2 and O2.7.3 **Achieved** by amended plans
Orientation	• Reconfiguration to optimise solar access.	O3.2.1 **Achieved** by amended plans
Pedestrian access and entries	• Primary pedestrian entry to multiple dwellings relocated centrally, between the multiple and the grouped dwellings. • Width of primary pathway to multiple dwelling entrance increased from 1.3m to 1.8m. • Opportunity for passive visual surveillance from upper floor bedroom windows of grouped dwellings and apartments over pathway.	O3.7.1 and O3.7.2 **Achieved** by amended plans
Solar and daylight access	• Increased northern lot boundary setback from 2.3m-3m to 2.2m-4m. • The multiple dwelling floor plans have also been reconfigured so that the ground floor terraces, and upper floor balconies are now north-facing. The main internal living areas have also	O4.1.1 and O4.1.2 **Achieved** by amended plans

	been relocated to the northern side of the multiple dwelling building. • Additional 'light-scoops' have been added to the northern façade to increase natural light to living areas.	
Circulation and common spaces	• Primary pedestrian entry to the apartments has been increased from 1.3m to 1.8m	O4.5.1 and O4.5.2 **Achieved** by amended plans
Façade design	• Increased fenestration and articulation to the northern façade.	O4.10.1 **Achieved** by amended plans
Grouped dwellings		
Lot boundary setbacks	• Increased separation between the grouped dwellings and apartment building from 2.5m-4.3m to 3.5m-5.3m. • Reconfiguration of the internal voids for the grouped dwellings, allowing for increased solar access within the units.	Design Principle for 5.1.3 Lot boundary setbacks **achieved** by amended plans
Open space	• Open space has not been substantially increased for each unit. • Notwithstanding, improvements have been made to the outdoor living areas so that sufficient solar access is available for these spaces, as well as ground floor and upper floor internal living areas. • Increased separation between apartment building and grouped dwellings, reducing the impact of building bulk from between the two.	Design Principle for 5.1.4 Open space **achieved** by amended plans
Outdoor living areas	• Increased the overall size of the outdoor living area/s for three units. • Increased the uncovered portion of outdoor living areas for six units. • Relocated the upper floor overhang from the northern side to the southern side for two units.	Design Principle for 5.3.1 Outdoor living areas **achieved** by amended plans
Visual privacy	• Relocated bedroom windows so that there is now no overlooking from these major openings over the private open spaces of the ground floor multiple dwellings.	Design Principle for 5.4.1 Visual privacy **achieved** by amended plans

In addition to the above, the following modifications in the amended plans are noted:

- Reduction in western lot boundary setback of multiple dwellings from 5.7m–6.5m to 4.6m-5.8m (amended setback exceeds Acceptable Outcome and achieves Element Objective);
- Reduction in primary street setback of multiple dwellings from 3.3m-5m to 3m-4.6m (amended setback exceeds Acceptable Outcome and achieves Element Objective);
- Increase in the extent of deep soil area from 7.8% of the multiple dwelling site area to 17% of the multiple dwelling site area; and
- Increase in overall number of new trees to multiple dwelling site, including the addition of a new large tree between the multiple dwelling building and the western lot boundary; and
- Reconfiguration of basement level, including increase in visitor car parking from two bays to three bays.

A full assessment of the amended plans is included as **Attachment 1**.

Application Details

Multiple Dwellings

- Located to the north of the site, with frontage to Louise Street;
- Three storeys in height;
- 6 three-bedroom dwellings;
- 14 resident car parking bays at basement level;
- 3 visitor car parking bays within the basement (shared with grouped dwellings);
- Bin store located at ground level, with bin collection from Louise Street; and
- Deep soil planting at ground level and on-structure planting for upper levels.

Grouped Dwellings

- Located to the south of the site, with frontage to Jenkins Avenue;
- Two storeys in height;
- 7 three-bedroom dwellings;
- 14 resident car parking bays at basement level;
- 3 visitor car parking bays within the basement (shared with apartments);
- Individual bin stores provided for each unit at ground level, with bin collection from Louise Street; and
- Landscaping provided at ground and upper levels.

Vehicle access to the subject site is proposed to be via Jenkins Avenue to a basement parking level, which is shared between the apartments and grouped dwellings.

Consultation

The City's Local Planning Policy – Consultation of Planning Proposals (Consultation LPP) states that the development proposal for multiple dwellings is classified as a Complex Application.

In accordance with the Consultation LPP, the application was advertised for a period of 21 days, commencing on 13 June 2020 and concluding 4 July 2020 and included the following forms of notification:

- 124 letters were sent to City of Nedlands landowners and occupiers within a 200m radius of the site;
- A sign on site was installed on the frontage of the site;
- An advertisement was uploaded to the City's website with all documents relevant to the application made available for viewing during the advertising period;
- An advertisement was placed in the Post newspaper;
- Social media post on the City's Social Media platforms;
- A notice was affixed to the City's Noticeboard at the City's Administration Offices; and
- An in-person community information session was held at Council Chambers on 22 June 2020.

At the conclusion of advertising, the City received 80 submissions on the proposal, 73 submissions objecting to the proposal and 7 in support. Due to the number of concerns raised during public consultation, a separate summary of the submissions is contained in **Attachment 1**.

Advertising of the amended plans was not considered necessary, given that no significant modifications (i.e. building height, plot ratio, number of dwellings) were made. Notwithstanding, the amended plans were made available for public inspection on the City's Your Voice website.

Recommendation to JDAP

The issues that were raised previously as reasons for deferral have now been sufficiently addressed by the amended plans. On this basis, the RAR recommends that the application is approved, subject to conditions.

Conclusion

The subject site forms an important role in transitioning the built form down from the anticipated mixed-use high-density development along Stirling Highway. The proposal successfully mitigates potential conflicts in land use and built form within this transition area and is considered to contribute positively to the public realm.

There were several outstanding issues with the internal amenity of the development when this application was first considered by the JDAP, namely relating to solar access, visual privacy, outlook and pedestrian access. These issues have now been suitably addressed by the amended plans, and the application is now considered capable of approval.

Declaration of Closure

There being no further business, the Presiding Member declared the meeting closed at 8.37 pm.