City of Nedlands

AGENDA

Special Council Meeting

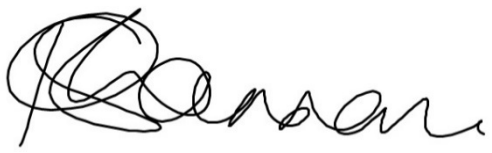
Wednesday 29 January 2025

Notice of Meeting

Mayor & Councillors

A Special Council Meeting Agenda Forum of the City of Nedlands is to be held on Wednesday, 29 January 2025 in the Council chambers at 71 Stirling Highway Nedlands commencing at 6pm.

This meeting will be livestreamed Livestreaming Council & Committee Meetings » City of Nedlands



Keri Shannon | Chief Executive Officer
17 January 2025

Information

Special Council Meetings are run in accordance with the City of Nedlands Standing Orders Local Law. If you have any questions in relation to items on the agenda, procedural matters, public question time, addressing Council or attending meetings please contact the Executive Officer on 9273 3500 or council@nedlands.wa.gov.au

Public Question Time

Public question time at a Special Council Meeting is available for members of the public to ask a question about items on the agenda. Questions asked by members of the public are not to be accompanied by any statement reflecting adversely upon any Council Member or Employee.

Questions should be submitted as early as possible via the online form available on the City's website: Public question time | City of Nedlands

Questions may be taken on notice to allow adequate time to prepare a response and all answers will be published in the minutes of the meeting.

Addresses by Members of the Public

Members of the public wishing to address Council in relation to an item on the agenda must complete the online registration form available on the City's website: Public Address Registration Form | City of Nedlands

The Presiding Member will determine the order of speakers to address the Council and the number of speakers is to be limited to 2 in support and 2 against any particular item on a Special Council Meeting Agenda. The Public address session will be restricted to 15 minutes unless the Council, by resolution decides otherwise.

Disclaimer

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

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

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1. Declaration of Opening

The Presiding Member will declare the meeting open at 6.00pm and will draw attention to the disclaimer on page 2 and will advise that the meeting is being livestreamed and recorded.

2. Present and Apologies and Leave of Absence (Previously Approved)

Leave of Absence

(Previously Approved)

Apologies

3. Public Question Time

Public questions submitted to be read at this point.

4. Address by Members of the Public

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

5. Disclosures of Financial Interest

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

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

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

6. Disclosures of Interest Affecting Impartiality

The Presiding Member to remind Council Members and Staff of the requirements of Council's Code of Conduct in accordance with Section 5.103 of the Local Government Act.

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

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

"With regard to the matter in item x ….. I disclose that I have an association with the applicant (or person seeking a decision). This association is ….. (nature of the interest).

As a consequence, there may be a perception that my impartiality on the matter may be affected. I declare that I will consider this matter on its merits and vote accordingly."

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

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

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

8. Reports

8.1 PD01.01.25 20C Vincent Street

PD01.01.25	**Consideration of Development Application – Residential - Grouped Dwelling at 20C (Strata Lot 1) Vincent Street, Nedlands**

Meeting & Date	Council Meeting – 29 January 2025
Applicant	A Iriks
Employee Disclosure under section 5.70 Local Government Act 1995	The author, reviewers and authoriser of this report declare they have no financial or impartiality interest with this matter. There is no financial or personal relationship between City staff involved in the preparation of this report and the proponents or their consultants.
Report Author	Chantel Weerasekera – A/Coordinator Planning Approvals
Director	Bruce Thompson – Director Planning and Development
Attachments	1. Zoning Map 2. Development Plans dated 18 November 2024 3. CONFIDENTIAL ATTACHMENT – Submissions

Purpose

The purpose of this report is for Council to consider a development application for a grouped dwelling at 20C Vincent Street, Nedlands. The proposal is being presented to Council for consideration due to the proposal receiving objections within the consultation period. Council is specifically required to exercise its judgement in considering the merits of the application against the design principles for:

- Private open space
- Lot boundary setbacks (east and west).
- Boundary walls (east, west and south).

It is recommended that Council adopt the Officer Recommendation for approval.

Recommendation

That Council in accordance with Clause 68(2)(b) of the Deemed Provisions of the Planning and Development (Local Planning Schemes) Regulations 2015, APPROVES the development application in accordance with the amended plans stamped 18 November 2024 for Residential – Grouped Dwelling at 20C Vincent Street, Nedlands (DA24- 96618) subject to the following conditions:

1. This approval relates only to the development as indicated on the approved plans dated 18 November 2024. It does not relate to any other development on this lot and must substantially commence within 2 years from the date of the decision letter.

2. All works indicated on the approved plans shall be wholly located within the lot boundaries of the subject site.

3. Prior to occupation, walls on or adjacent to lot boundaries are to be finished externally to the same standard as the rest of the development in:

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

   And are to be thereafter maintained to the satisfaction of the City of Nedlands

4. Prior to the issue of a building permit, a Construction Management Plan (as appropriate) shall be submitted and approved to the satisfaction of the City. The approved Construction Management Plan shall be observed at all times throughout the construction and demolition processes to the satisfaction of the City.

5. Prior to occupation, new or modified vehicle crossovers shall be constructed to the City's specification and thereafter maintained to the satisfaction of the City of Nedlands.

6. Prior to issue of a building permit, specifications shall be provided demonstrating that the roof colour and material has a maximum solar absorptance rating of 0.4 for metal flat roofs not visible from the street or adjacent properties, 0.5 for all other metal roofs, and 0.58 for roof tiles. The specified roof colour is to be installed to the satisfaction of the City.

7. Prior to occupation, a minimum 3kw (per dwelling) photovoltaic solar panel system is to be installed to the satisfaction of the City.

8. Prior to the issue of a building permit, specifications to be provided demonstrating all water fittings such as taps, toilets and showers (excluding kitchen sinks and laundries) are within 1 star of the maximum Water Efficiency Labelling Standard (WELS) to the satisfaction of the City. The approved fittings are to be installed prior to occupation.

9. Prior to the issue of a building permit, the landscaping plan is to demonstrate water efficient design by a suitably accredited professional. The landscaping

plan is to be installed prior to occupation and maintained for the life of the development.

10. **All stormwater discharge from the development shall be contained and disposed of on-site unless otherwise approved by the City of Nedlands.**

Voting Requirement

Simple Majority.

This report is of a quasi judicial nature as it is a matter that directly affects a person's rights 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.

The decision must be made in a manner that is impartial, free from bias, and in accordance with the principles of natural justice. The decision must be made in having regard to the facts of the matter under consideration, and in accordance with the relevant laws and policies as they apply to that matter.

Discretionary considerations and judgments in the decision must be confined to those permitted to be considered under the laws and polices applicable to the matter and given such weight in making the decision as the relevant laws and polices permit them to be given.

Background

Land Details

Metropolitan Region Scheme Zone	Urban
Local Planning Scheme Zone	Residential
R-Code	R60
Land area	152m²
Land Use	Residential (Grouped Dwelling)
Use Class	'P' – Permitted Use

The subject site is located at 20C Vincent Street, Nedlands, approximately 50m south of the Memorial Rose Garden (**Figure 1**). The site is one of three survey-strata lots and has a frontage to the sites communal street. The site has a north to south orientation and is currently vacant. The site is regular in shape, with a 10m frontage and an exclusive use area of 152m².

Figure 1: Aerial image of 20C Vincent Street, Nedlands

History

On the 8 March 2022, the City granted approval for three, two-storey grouped dwellings at 20 Vincent Street, Nedlands. This approval is valid for four years from the approval date, being 8 March 2026, in accordance with Clause 78H of the Deemed Provisions. This application was assessed and approved under the Residential Design Codes Volume 1 2021.

Nicheliving was appointed as the builder for the three grouped dwellings. The recent financial issues surrounding Nicheliving has resulted in the building contract between Nicheliving and the landowner of 20C Vincent Street to fall through. Due to licensing issues, the landowner has been required to seek separate development approval for a different design. The new design was lodged on the 30 July 2024 via the subject development application.

The design proposed via the subject application is similar to the existing approval in terms of site coverage and overall bulk. However, it is noted that the planning framework has substantially changed since the original approval, noticeably with the introduction of Part C of the Residential Design Codes Volume 1 2024.

Application Details

The application seeks development approval for a two-storey grouped dwelling at 20C Vincent Street, Nedlands. The site is a part of a three-lot survey strata subdivision and is zoned ‘Residential’ R60.

Following the initial assessment and consultation period, the applicant provided amended plans dated 27 September 2024. These plans were presented to the Council Meeting

Agenda Forum on 5 December 2024. The Officer report to the Council Meeting Agenda Forum noted outstanding concerns pertaining to:

- Size primary garden area; and
- Inadequate deep soil area for the provision of a small tree.

Following the Council Meeting Agenda Forum, the applicant submitted amended plans dated received 18 November 2024 (**Attachment 2**) addressing the concerns raised from City Officers. The following changes were made:

- Increased the primary garden area from 16m2 to 25m2.
- A small tree within the primary garden area with a deep soil area of 9m2.
- Increased the sites open space from 39.6% to 40.3%.

It was intended that the 18 November 2024 plans were to be considered at the Ordinary Council Meeting on the 10 December 2024. There appeared to inconsistencies in the Council agendas circulated which resulted in the item being deferred. This report is based on the plans dated 18 November 2024.

Discussion

Assessment of Statutory Provisions

If a proposal does not satisfy the deemed to-comply provisions of the State Planning Policy 7.3: Residential Design Codes (R-Codes), Council is required to exercise a judgement of merit to determine the proposal against the design principles of the R-Codes. The R-Codes require the assessment to consider the relevant design principle only and to not apply the corresponding deemed-to-comply provisions.

Local Planning Scheme No. 3

Schedule 2, Clause 67(2) (Consideration of application by Local Government) – identifies 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.

State Planning Policy 7.3 - Residential Design Codes – Volume 1

The R-Codes apply to all single and grouped dwelling developments. An approval under the R-Codes can be obtained in one of two ways. This is by either meeting the deemed-to-comply provisions or via a design principle assessment pathway.

The proposed development is seeking a design principle assessment pathway for parts of this proposal relating to primary garden area, lot boundary setbacks and boundary walls. As required by the R-Codes, Council, in assessing the proposal against the design principles, should not apply the corresponding deemed-to-comply provisions. The development is considered to satisfy the design principles as discussed below.

Clause 1.1 Private Open Space

The amended plans dated 18 November 2024 have increased the overall size of the primary garden area to 25m2 meeting the deemed-to-comply provisions. The proposed primary garden area still requires a design principle assessment as 43% of the area will be permanently roofed. The primary garden area now achieves the design principles as:

- The proposed size of the primary garden area is of sufficient size and is adequate for the size of the lot.
- The primary garden area proposes 57% of the area as unroofed providing an appropriate balance between access to sun and adequate shade to this area. This would now create a more functional space for a 3+ bedroom dwelling.
- This area includes grassed lawn, deep soil area and paving promoting a diversity in surfaces further promoting a variety of uses within this space. The primary garden area also includes a 9m2 deep soil area for the provision of a new small tree. This space will contribute positively to the internal and external amenity of the site and adjoining neighbours.
- The proposed larger size of primary garden area allows for adequate northern winter sun and ventilation into the outdoor space and dwelling. Due to the larger size, the smaller portion that will be roofed as well as adjacent internal primary living spaces will have adequate northern light access and ventilation. Furthermore, majority of soft landscaping will be open to the sky allowing for adequate tree growth and increase in occupant amenity.

Clause 3.4 Lot Boundary Setbacks

The design principles for lot boundary setbacks considers the impact on the desired local built form and character, provides a transition between sites with different land uses and intensity of development, provides adequate solar access and ventilation and minimising overlooking.

Western elevation:

The upper floor western wall to Bedroom 2 proposes a minimum 1m setback. The upper floor western setback achieves the design principles as:

- The subject wall to Bedroom 2 is 3.6m in length, thereby mitigating the impact of building bulk to adjoining properties.
- The entire western wall is well articulated, including a 3m-by-3m separation which is consistent with the desired built form character. All upper floor windows along the western wall are obscured to a height of 1.6m, effectively making these highlight windows addressing all potential overlooking on adjoining properties.
- The setback does not result in any overlooking or undue overshadowing of adjoining properties. The 1m setback maintains adequate distance to allow for natural ventilation.

Eastern elevation:

The eastern elevation proposes a two-storey boundary wall with a cumulative maximum of more than two-thirds the length of the lot boundary. Portions of the upper floor eastern

elevation to the Master Suite and Hallway propose a 1.1m setback. The upper floor eastern setback and two-storey boundary wall achieve the design principles as:

- Two-storey boundary walls to an internal boundary is consistent with typical grouped dwelling development within a R60 density coded area. The intention of the two-storey boundary wall is so that future development to the eastern abutting site can build directly abutting the boundary wall. This outcome maximises useable space on site, whilst ensuring minimal building bulk to adjoining properties. Two-storey boundary to boundary development reinforces the existing and desired built form within the surrounding area. This built form outcome is consistent with the existing approval DA21-70865, and existing grouped dwelling developments along Jenkins Road
- The eastern boundary wall is not proposed for the entire length of the boundary, rather breaking it up by setting back portions of the wall 1.1m to reduce bulk and to provide some access to natural light, and landscaping and deep soil areas along the eastern boundary.
- Furthermore, the eastern adjoining landowner was consulted and did not make a submission on the proposal.

Local Planning Policy 5.14: Precincts (NSHAC Residential Precinct)

Local Planning Policy 5.14 (LPP 5.14) modifies the R-Codes boundary wall deemed-to-comply provisions to a maximum of two, one-storey boundary walls, where a minimum 20% of deep soil area is provided. The development proposes three boundary walls to the east, west and south. The development proposes 15% deep soil area.

LPP 5.14 sets out the desired future character of the NSHAC Residential precinct, which is to ensure new development fits comfortably within the existing leafy streetscapes and to minimise the impact of boundary walls on the street. The two-storey boundary wall to the east is discussed in Clause 3.2 above. The western and southern boundary walls are considered to satisfy the character statement and design principles for the following reasons:

- As the subject site is located behind 20A and 20B Vincent Street, all boundary walls will not be visible from the street, maintaining the character of the existing streetscape.
- The ground floor boundary walls are consistent with a typical R60 built form and will not impact on the existing leafy character of the NSHAC precinct.
- No boundary walls are proposed for the entire length of the lot boundary, rather providing breaks within the built form to mitigate the impact of bulk onto adjoining neighbours and provide opportunity for natural light to enter the building.
- To the south, the proposed boundary wall is 2.2m in height and 2.0m in length. The small scale of the wall alleviates the impact on neighbours.
- The proposed boundary walls do not impact overlooking, and the proposal meets all deemed to comply provisions of 3.10 – Visual Privacy
- The proposed boundary walls maintain adequate solar access and natural ventilation to the subject site and adjoining properties. The proposal meets the deemed to comply provision for Clause 3.9 Solar Access, resulting in 33% overshadowing of 17 Jenkins Avenue. It is acknowledged that the outdoor living area to 17 Jenkins Avenue will be impacted by overshadowing to an extent. However, this not a result of the boundary walls proposed, but is a result of the nature of the lot sizes and their orientation. Were all boundary walls to be removed from the southern boundary, the outdoor living area should still be overshadowed by a deemed-to-comply two-storey development. As

demonstrated in **Figure 2** below, overshadowing of the outdoor living area to 17 Jenkins Avenue results from the second storey of the proposal, which has a deemed to comply height and setback. Acknowledging that the R60 code permits for three storey development, overshadowing of 17 Jenkins Avenue is simply a consequence of the lot density and orientation, and not the boundary walls.

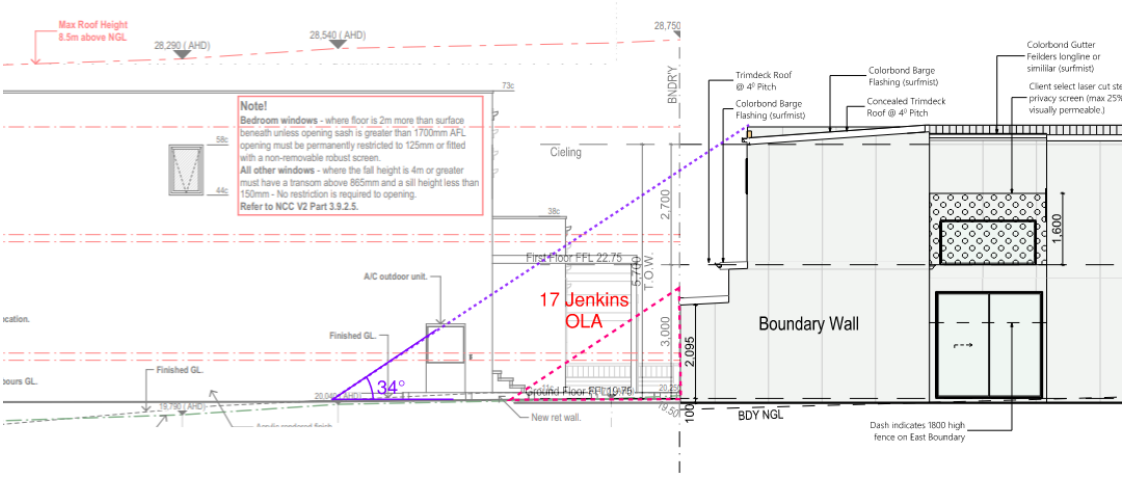


Figure 2: Overshadowing Diagram. Pink dashed line shows hypothetical overshadowing from boundary wall. Purple dash line shows actual overshadowing from second storey to the outdoor living area (OLA) of 17 Jenkins Avenue.

Local Planning Policy 1.3: Sustainable Design

Local Planning Policy 1.3: Sustainable Design applies additional sustainability requirements for new grouped dwellings. Should the development be approved, four conditions may be recommended for the development, to comply with certain sustainability requirements prior to occupation. These include:

- Light coloured roofs with a maximum solar absorption rating of 0.58 or less.
- Minimum 3kw photovoltaic solar panel system.
- All water fittings such as taps, toilets and showers (excluding kitchen sinks and laundries) are to be within 1 star of the maximum Water Efficiency Labelling Standard rating for the appropriate fitting.
- Landscaping plan to demonstrate water efficient design by a suitably accredited professional.

Consultation

The application is seeking assessment under the design principles of the R-Codes for primary garden area, lot boundary setbacks and boundary walls.

The development application was advertised in accordance with the City's Local Planning Policy 7.3: Consultation of Planning Proposals to twelve adjoining properties, for a period of 14 days from 29 August 2024 to 12 September 2024. At the close of the advertising period three objections were received.

The comments or concerns raised during the submission period and the response to each concern are summarised in **Table 1** below:

Table 1: Public Consultation	
Issue Raised	**Officer Comment**
The garage boundary wall will significantly overshadow our property.	When assessing the garage boundary wall independently, it satisfies the deemed-to-comply provisions of the R-Codes Vol.1. A boundary wall for the purpose of a garage is consistent with the current and future built form within this area. The garage boundary wall is located on the western side of the development, minimal overshadowing will occur.
The limited open space and setback of buildings does not maintain a balance between built structures and open areas	The amended plans dated 18 November 2024 have increased the amount of overall open space and primary garden area to meet the deemed-to-comply. The variation to the amount of roof cover of the primary garden area is considered to meet the design principles. Refer to Private Open Space discussion in this report.
Concerns with overshadowing and bulk from the rear boundary wall. The applicant should submit an overshadow and daylight assessment.	The overall overshadowing meets the deemed-to-comply provisions. Overshadowing is a result of the two-storey element and not the boundary walls. Refer to Boundary Wall discussion in this report.
The A/C unit will create undue noise and vibration.	The A/C unit is positioned on the ground floor and is setback 0.7m to the rear lot boundary. Should the application be approved, a standard advice note would be included advising all noise levels to comply with the Environmental Protection (Noise) Regulations 1997 at all times.
The upper floor southern setback should be 1.5m for compliance.	The amended plans dated 18 November 2024 have increased the upper floor rear setback to 1.5m to meet the deemed-to-comply.

Strategic Implications

This item is strategically aligned to the City of Nedlands Council Plan 2023-33 vision and desired outcomes as follows:

Vision	**Sustainable and responsible for a bright future**
Pillar	**Place**
Outcome	6. Sustainable population growth with responsible urban planning.

Budget/Financial Implications

Nil.

Legislative and Policy Implications

Council is requested to make a decision in accordance with clause 68(2) of the Deemed Provisions. Council may determine to approve the development without conditions (cl.68(2)(a)), approve with development with conditions (cl.68(2)(b)), or refuse the development (cl.68(2)(c)).

Decision Implications

If Council resolves to approve the proposal, development can proceed after receiving a Building Permit and necessary clearances.

In the event of a refusal, the applicant will have a right of review to the State Administrative Tribunal. The Tribunal will have regard to the R-Codes as a State Planning Policy. Similarly, should an applicant be aggrieved by one or more conditions of approval, this can be reviewed by the Tribunal.

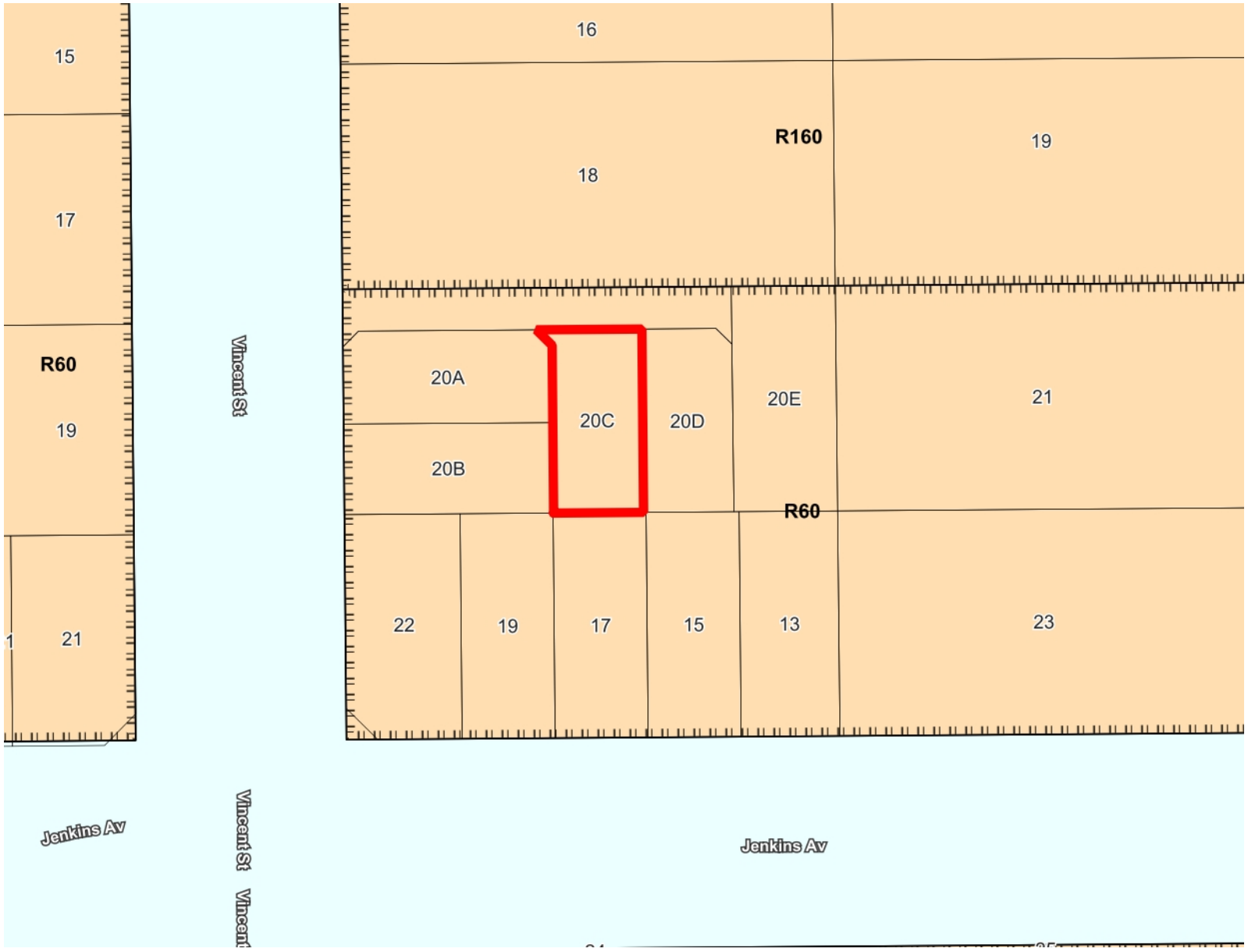
Conclusion

The application for a grouped dwelling at 20C Vincent Street has been presented for Council consideration due to objections being received. The proposal meets the design principles of the R-Codes relating to the primary garden area, lot boundary setback and boundary walls and is not considered to have an adverse impact on adjoining properties or the local amenity of the area.

Accordingly, it is recommended that the application be approved.

Further Information

Nil.



Labels
House Numbers
Road Names
Local Roads
LPS3 RCodes
Property Boundaries
LPS3 Zones
Residential

City of Nedlands

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5/11/2024

1:564

MFD designs for the future

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CLIENT|PROJECT:
Proposed Residential Dwelling for Edmond and Rachael Chan at 20c Vincent St Nedlands

DRAWING TITLE

PROJECT STATUS:
Development Application

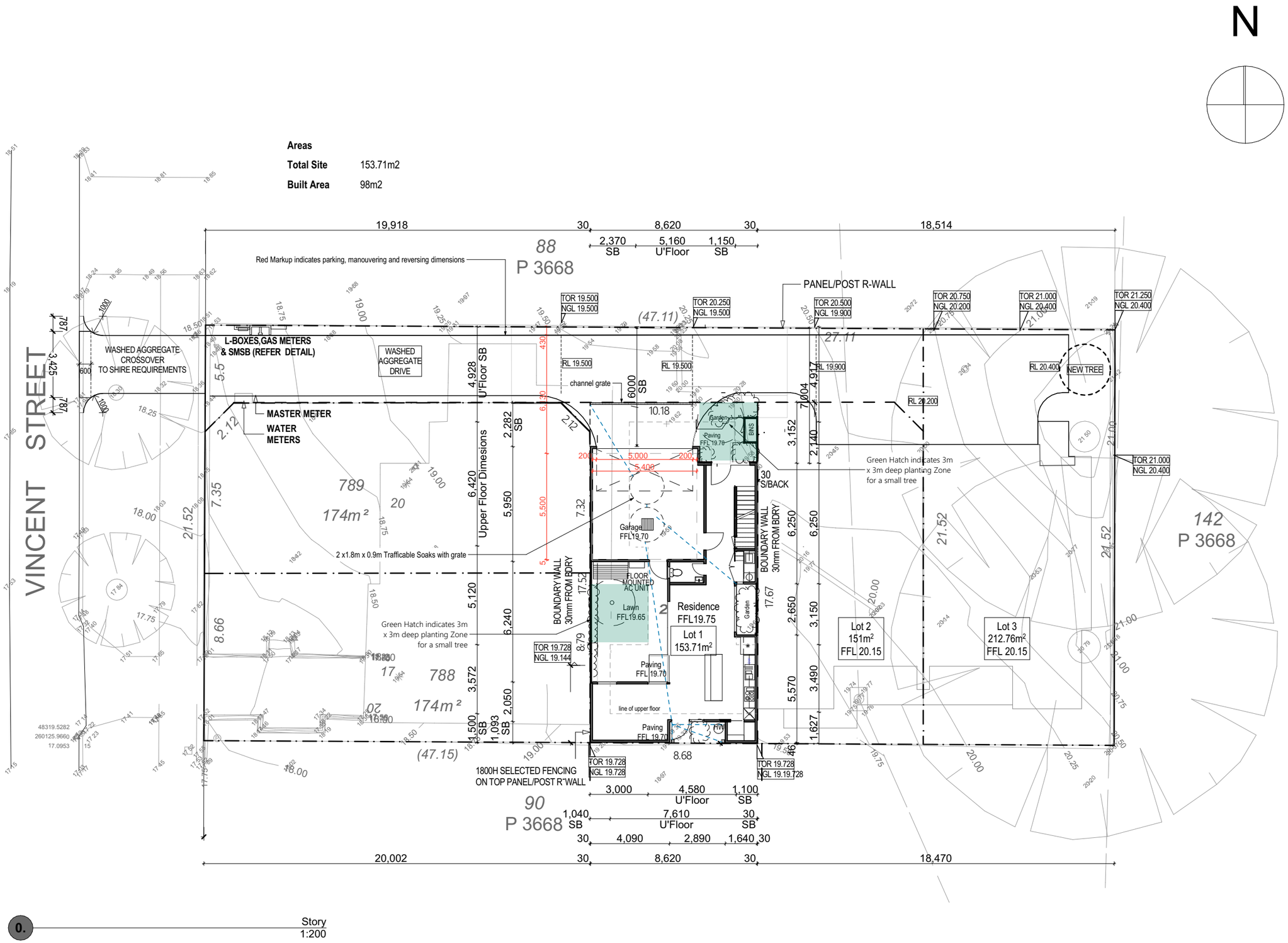
DESIGNER: A.I.
DRAWN: A.I.

SCALE: As shown @ A3
Published Date: 18/11/2024

PROJECT NO: 00203
REVISION 0005

REVISION NOTES:
1. Garden areas modified to increase to 25m2
2. Storage area moved to upper floor
3. Extra 9m2 deep planting zone included for second small tree.

Sheet No: 00
of: 2



0. Shadow Diagram 1:500

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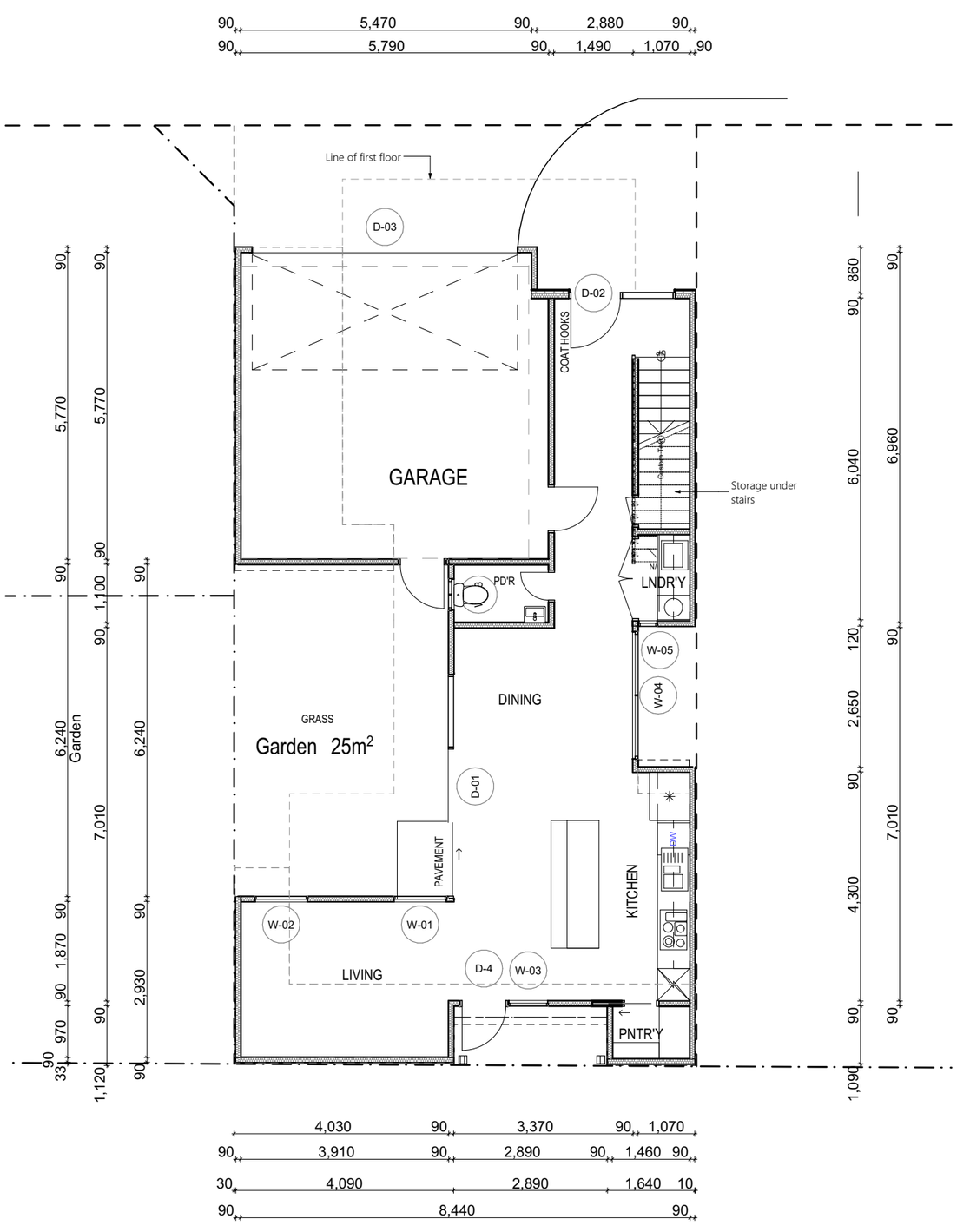

0. Ground Floor Plan
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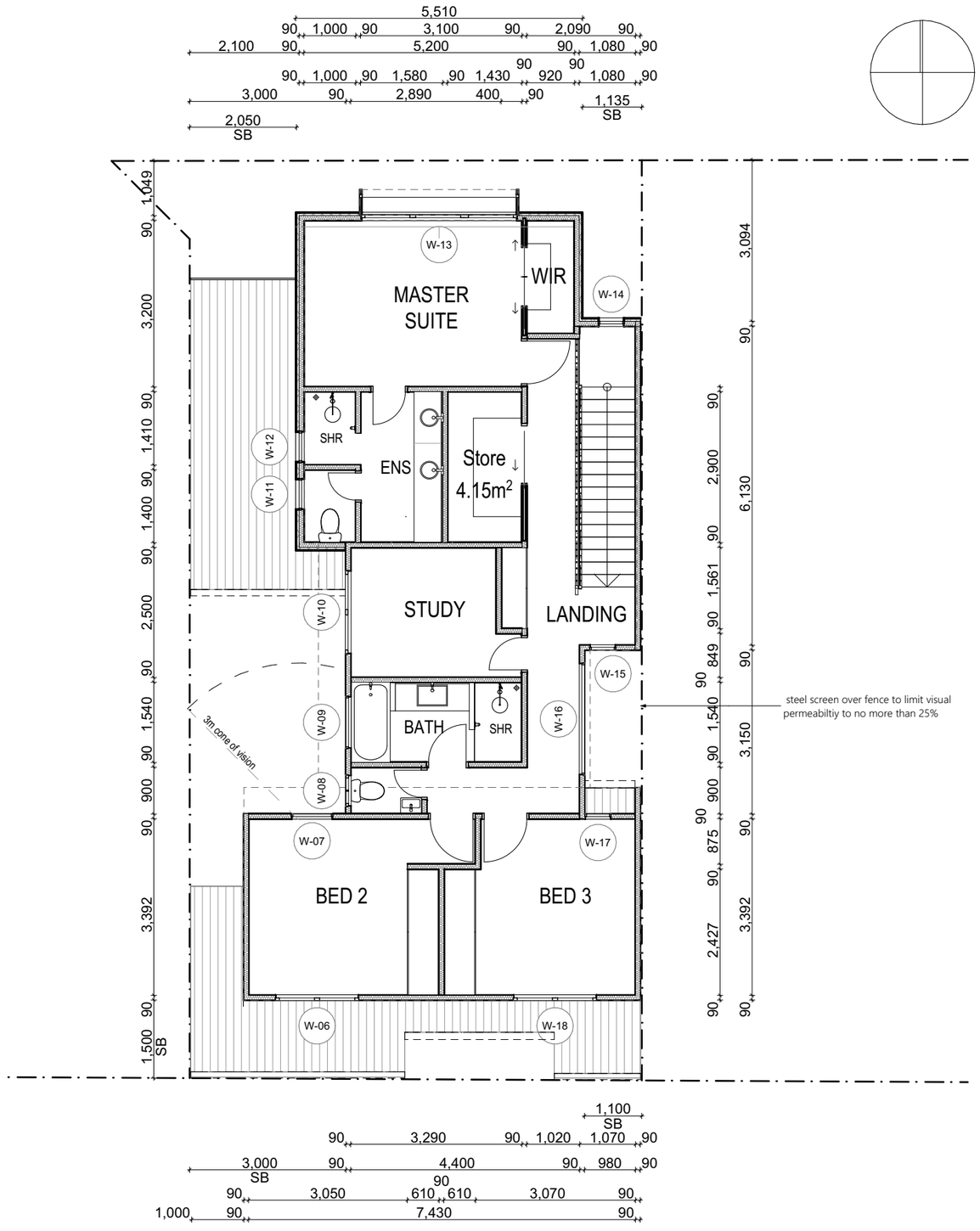

1. First Floor
1:100

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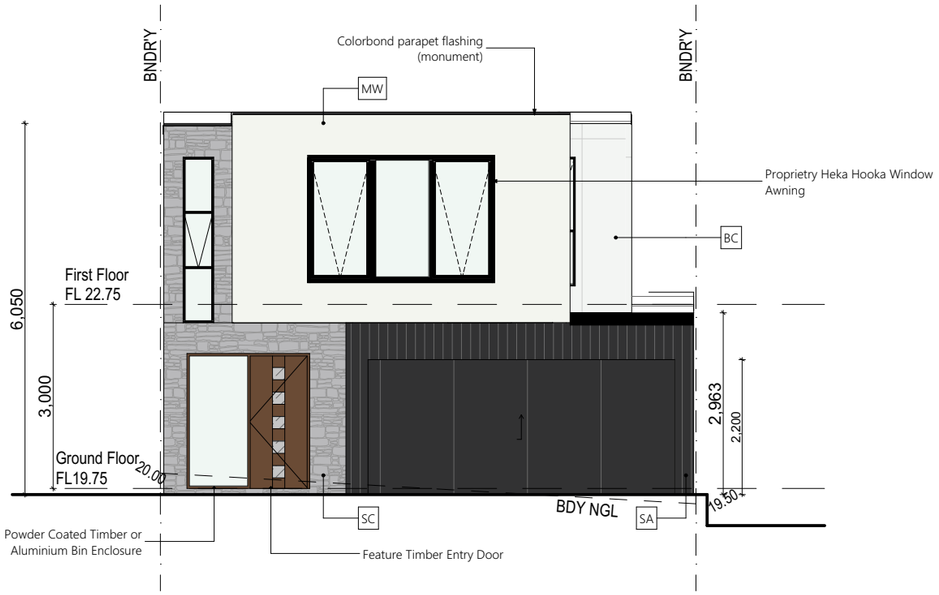
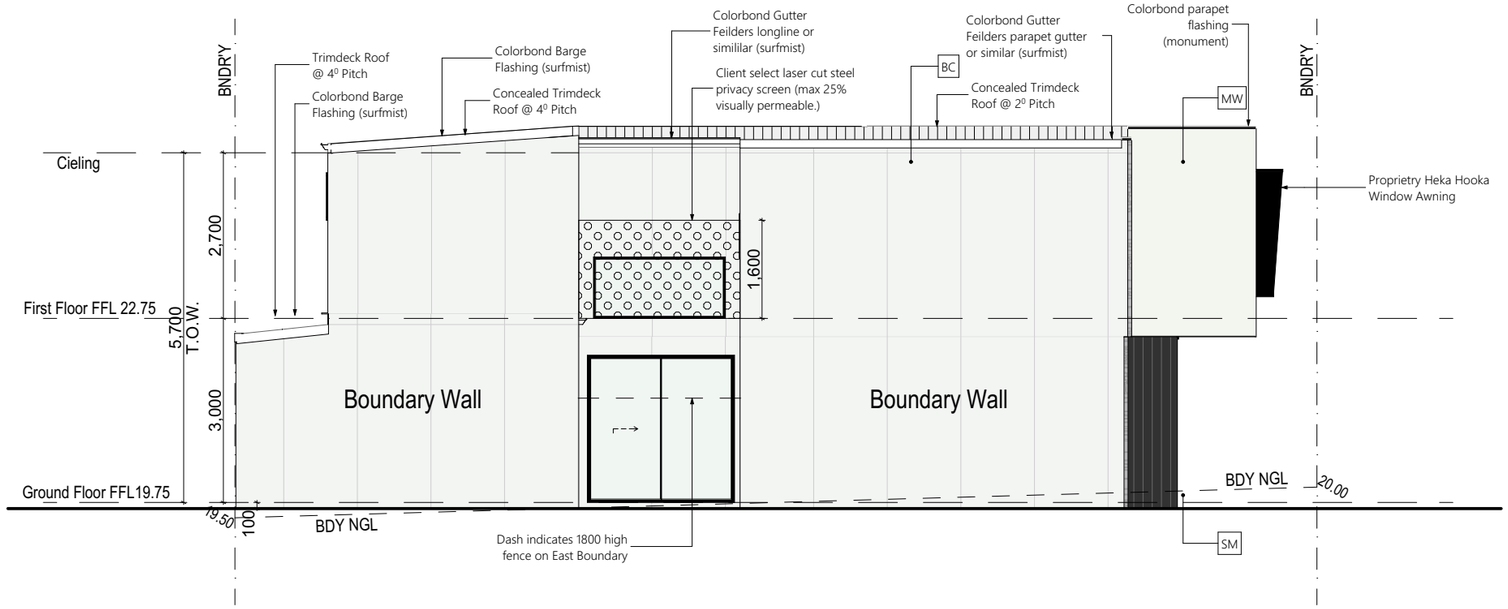
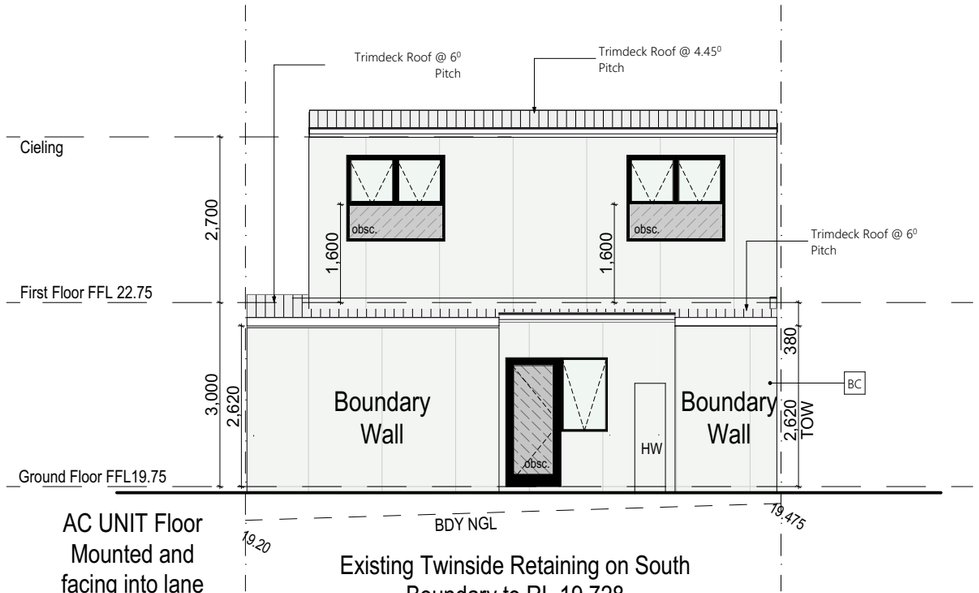
Sheet No: 02
of: 2



E-1 North Elevation 1:100



E-2 East Elevation 1:100



E-3 South Elevation 1:100

E-4 West Elevation 1:100

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REVISION 0005

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1. Garden areas modified to increase to 25m2
2. Storage area moved to upper floor
3. Extra 9m2 deep planting zone included for second small tree.

Sheet No: 03 of: 2

City of Nedlands

Soakwell Design Capacity Calculator

Property Details

Address			
Size of Lot	153.7	m²	*Input - lot size*
Roof area (to be connected to soak well)	117	m²	*Input -roof area*
Impervious Paved Area	24.2	m²	*Input - other impervious area*
Impervious area (see note)	141.2	m²	

Note: Inflow volume is based on impervious area. The Applicant is required to calculate total impervious area as an input.

Runoff coefficient	0.9		

Soil Property

Soil type	Sand		*Select soil type*
Saturated Hydraulic Conductivity	8	m/day	0.000092592592 m/sec

The maximum value for Saturated Hydraulic Conductivity is 8 m/day.

Soil Moderation Factor (U)	0.5		

Soakwell Detail

Select the diameter, depth and the number of soakwell in the table below:

Diameter (mm)	Depth (mm)	Number of Soakwell	Total Storage (cu.m)	Total Soakage area (sq. m)	Emptying time(hour)
1800	900	1	2.290	2.545	2.96
1800	900	1	2.290	2.545	2.96
0	0	0	0.000	0.000	0.00
0	0		0.000	0.000	0.00
0	0		0.000	0.000	0.00
		TOTAL	**4.580**	**5.089**	2.96

Design Storm			
Design AEP*	1%		*Annual Exceedance Probabilit
Equivalent diameter of Soakwell:	2.55	m	

Soakwell Analysis

Rainfall Duration	Rainfall (mm/hr)	Rainfall volume (m^3)	Total infiltration (m^3)	Maximum storage required (m^3)	Storage Provided (m^3)	**Equivalent height to Maximum storage required (m)**	Emptying time (hour)
1	267	0.57	0.03	0.537	4.580	0.11	0.59
2	226	0.96	0.06	0.901	4.580	0.18	0.94
3	204	1.30	0.08	1.211	4.580	0.24	1.21
4	187	1.58	0.11	1.471	4.580	0.29	1.43
5	173	1.83	0.14	1.691	4.580	0.33	1.60
10	127	2.69	0.28	2.407	4.580	0.47	2.12
15	102	3.24	0.42	2.816	4.580	0.55	2.39
20	86.3	3.66	0.57	3.090	4.580	0.61	2.56
25	75.4	3.99	0.71	3.286	4.580	0.65	2.67
30	67.4	4.28	0.85	3.434	4.580	0.67	2.76
45	52.4	4.99	1.27	3.722	4.580	0.73	2.92
60	43.8	5.57	1.70	3.870	4.580	0.76	3.00
90	34.2	6.52	2.54	3.975	4.580	0.78	3.05
120	28.8	7.32	3.39	3.927	4.580	0.77	3.03
180	22.7	8.65	5.09	3.565	4.580	0.70	2.83
270	17.8	10.18	7.63	2.545	4.580	0.50	2.21
360	15	11.44	10.18	1.258	4.580	0.25	1.25
540	11.6	13.27	15.27	-2.001	4.580	0.00	0.00
720	9.58	14.61	20.36	-5.748	4.580	0.00	0.00
1080	7.16	16.38	30.54	-14.158	4.580	0.00	0.00
1440	5.73	17.48	40.72	-23.239	4.580	0.00	0.00
1800	4.78	18.22	50.89	-32.671	4.580	0.00	0.00
2160	4.1	18.76	61.07	-42.316	4.580	0.00	0.00
2880	3.2	19.52	81.43	-61.911	4.580	0.00	0.00
4320	2.26	20.68	122.15	-101.467	4.580	0.00	0.00
5760	1.79	21.84	162.86	-141.023	4.580	0.00	0.00
7200	1.52	23.18	203.58	-180.396	4.580	0.00	0.00
8640	1.36	24.89	244.29	-219.403	4.580	0.00	0.00
10080	1.26	26.90	285.01	-258.105	4.580	0.00	0.00

The default rainfall data in the table above is at the suburb of Nedlands at (Latitude, Logitude)= (-31.977, 115.796).

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mob. 0423455527
a.iriks@mfdesign.au
mfdesign.au

CLIENT|PROJECT:
Proposed Residential Dwelling for Edmond and Rachael Chan at 20c Vincent St Nedlands

DRAWING TITLE

PROJECT STATUS:
Development Application

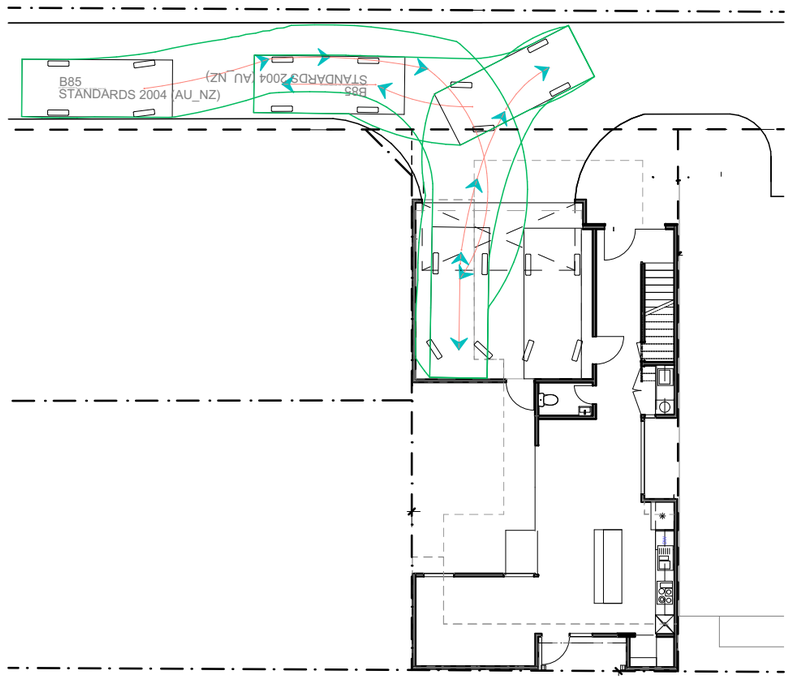
DESIGNER: A.I.
DRAWN: A.I.

SCALE: As shown @ A3
Published Date: 18/11/2024

PROJECT NO: 00203
REVISION 0005

REVISION NOTES:
1. Garden areas modified to increase to 25m2
2. Storage area moved to upper floor
3. Extra 9m2 deep planting zone included for second small tree.

Sheet No: 04
of: 2



0. Auto Turn Swept Path Car 1
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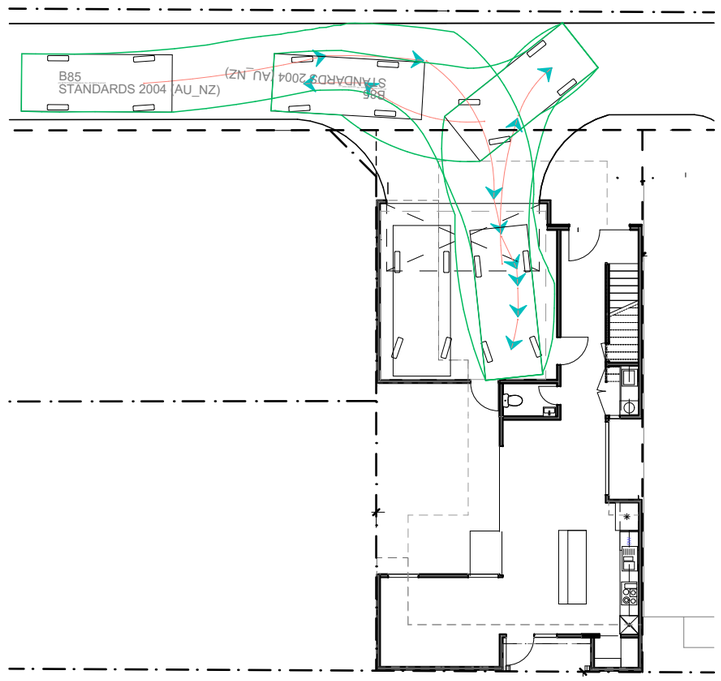

0. Auto Turn Swept Path Car 2
1:200

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Sheet No: 05
of: 2

8.2 PD02.01.25 17-19 Louise Street

PD02.01.25	**Consideration of Responsible Authority Report for an Amendment to a Residential Development at 19 (Lots 143 and 144) Louise Street, Nedlands**

Meeting & Date	Council Meeting – 29 January 2025
Applicant	Hillam Architects
Employee Disclosure under section 5.70 Local Government Act 1995	The author, reviewers and authoriser of this report declare they have no financial or impartiality interest with this matter. There is no financial or personal relationship between City staff involved in the preparation of this report and the proponents or their consultants.
Report Author	Chantel Weerasekera – A/ Coordinator Planning Approvals
Director	Bruce Thompson – Director Planning and Development
Attachments	1. Responsible Authority Report and Attachments

Purpose

The purpose of this report is for Council to consider the Development Assessment Panel (DAP) application for an amendment to a previous development approval of a six-storey residential building comprising 37 multiple dwellings at 19 Louise Street, Nedlands.

Council is requested to make its recommendation to the Metro Inner Development Assessment Panel as the Responsible Authority. Council's recommendation will be incorporated into the Responsible Authority Report and lodged with the DAP Secretariat by 30 January 2025.

It is recommended that Council adopt the Officer Recommendation to approve the application as the modifications to the design are minor and acceptable as they achieve the objectives of the R-Codes Volume 2.

Recommendation

ADOPTS as the Responsible Authority the Officer Recommendation contained in the Responsible Authority Report for the amendment to the approved development at 19 (Lots 143 and 144) Louise Street, Nedlands as follows:

It is recommended that the Metro Inner Development Assessment Panel resolves to:

1. **Accept that the DAP Application reference DAP/19/01699 as detailed on the DAP Form 2 dated 25 October 2024 is appropriate for consideration in accordance with regulation 17 of the Planning and Development (Development Assessment Panels) Regulations 2011;**

2. Approve DAP Application reference DAP/19/01699 and accompanying plans dated 25 October 2024 in accordance with Clause 17(4)(a) of Division 2 of the Planning and Development (Development Assessment Panels) Regulations 2011 and Clause 68 of Schedule 2 (Deemed Provisions) of the Planning and Development (Local Planning Schemes) Regulations 2015 for the minor amendments to the approved development at No. 19 (Lots 143 and 144) Louise Street, Nedlands, subject to following conditions:

Conditions

1. Amend Condition 2 as follows:

"The development shall at all times comply with the application and the approved plans (date stamped 25 October 2024), subject to any modifications required as a consequence of any condition(s) of this approval."

2. All other conditions remain as detailed on the development approval dated 9 July 2020.

Voting Requirement

Simple Majority.

Background

Land Details

Metropolitan Region Scheme Zone	Urban
Local Planning Scheme Zone	Residential
R-Code	R160
Land area	Lot 143: 1014m^2 Lot 144: 1014m^2 Total: 2028m^2
Land Use	Residential
Use Class	'P' – Permitted Use

The application is seeking an amendment to an approved development for a six-storey building comprising 37 dwellings. The application proposes to reduce the total number of dwellings from 37 to 36 through the amalgamation of two apartments on the fifth storey. Further minor modifications are proposed to the size of the landscaping planters and balcony on the western façade.

A Form 2 application under regulation 17 is not an application for a review or reconsideration of the original decision.

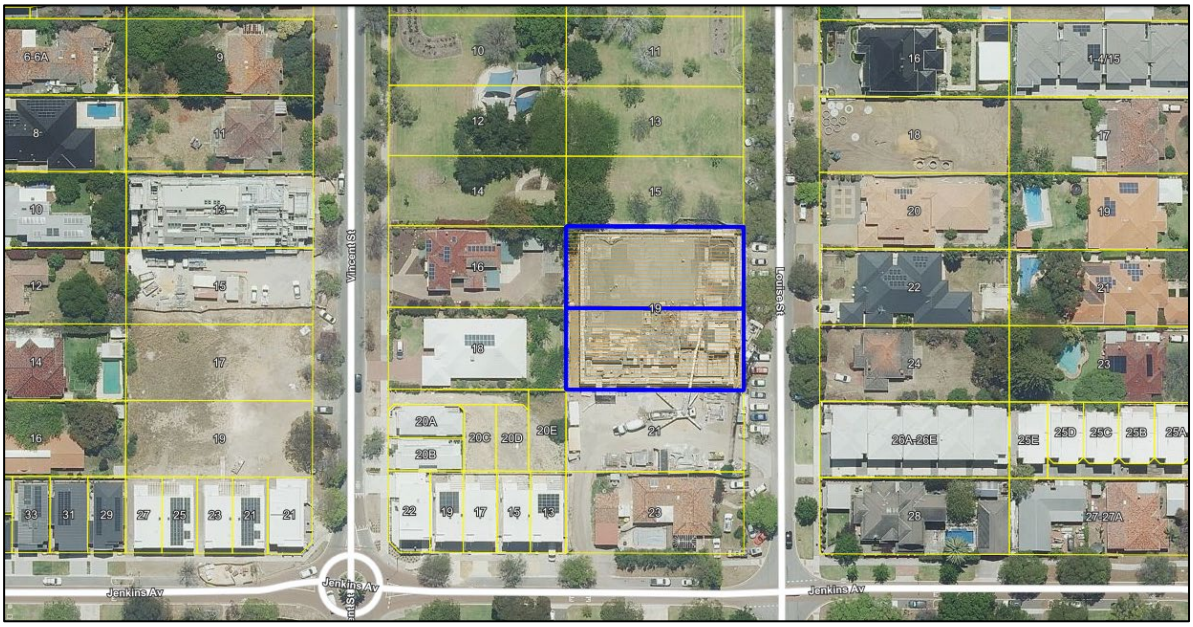

Figure 1: Aerial image

Discussion

Assessment of Statutory Provisions

The application seeks to amend the approved development in the following ways:

- Amalgamate apartments 402 and 403 on the fifth storey.
- Alteration to the balcony size on the northern façade.
- 1m reduction in the width of the western planter box on the fifth storey.
- As a result of the planter box reduction, increase in the western balcony size on the fifth storey.

The above listed minor amendments have been assessed against all relevant legislative requirements of LPS 3, and State and Local Planning Policies and are deemed to satisfy the provisions of the local planning framework and are supportable.

Refer to the Responsible Authority Report (RAR) in **Attachment 1** for a full discussion.

Consultation

The development application was advertised to the public for comment for a period of 14 days, from 1 November 2024 to 15 November 2024 in the following manner:

- Letters sent to all City of Nedlands landowners and occupiers within a 100m radius of the site;
- 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 the advertising period no submissions were received.

The proposal was not advertised as a complex development application in accordance with Policy Objective 3.3 of the City's Consultation of Planning Proposals LPP. The objective states:

To recognise that discretion should be applied on a case-by-case basis given the varying degree of significance, scale and nature of planning proposals in the undertaking of public consultation with the community.

The proposal relates solely to the amalgamation of two apartments on the fifth storey and minor changes to the landscaping planters and balcony size. The alteration of the floorplan will not have an impact on the amenity of the surrounding lots, will not affect the height, bulk or nature of the development and will result in negligible changes to the external façade. As such, the amendment is considered to be minor in significance and nature to the extent that public consultation for only 14 days was necessary.

Strategic Implications

This item is strategically aligned to the City of Nedlands Council Plan 2023-33 vision and desired outcomes as follows:

Vision	**Sustainable and responsible for a bright future**
Pillar	**Place**
Outcome	6. Sustainable population growth with responsible urban planning.

Budget/Financial Implications

Nil.

Legislative and Policy Implications

Council is requested to make a recommendation to the DAP in accordance with Regulation 17 of the Planning and Development (Development Assessment Panels) Regulations 2011. Council may recommend to approve, refuse or defer the application.

Decision Implications

Council's recommendation will be incorporated into the Responsible Authority Report (RAR) and lodged with the DAP Secretariat on or before 30 January 2025. The recommendation noted above is the officer recommendation that is also included in the RAR.

In the event that Council does not adopt the officer recommendation, Council's recommendation will be located at the front of the RAR as the Responsible Authority Recommendation and the officer recommendation will be contained in the rear of the report.

In the event that Council does not make a recommendation, the RAR will be forwarded to DAP on 30 January 2025 with the Officer Recommendation only.

Conclusion

Council is requested to consider the application for amendments to an approved multiple dwelling development as the Responsible Authority. It is requested that Council makes a recommendation to the DAP to either approve, refuse or defer the application.

The amendments to the development are minor and supportable and, overall, the amended proposal is consistent with the development provisions of the R-Codes and the local planning framework. For these reasons it is recommended Council adopt the Officer Recommendation contained in the RAR to approve the amended application.

Further Information

Nil.

Lots 143 AND 144 (No. 19) LOUISE STREET, NEDLANDS – AMENDMENT TO DAP/19/01699

Form 2 – Responsible Authority Report
(Regulation 17)

DAP Name:	Metro Inner Development Assessment Panel
Local Government Area:	City of Nedlands
Proposed Amendments:	Amendments and alterations (amalgamation of two dwellings on the fourth floor)
Applicant:	Hillam Architects
Owner:	Maison Holdings 2 Pty Ltd
Value of Amendment:	Not stated
Responsible Authority:	City of Nedlands
Authorising Officer:	Tony Free – Director Planning & Development
LG Reference:	DA24-99154
DAP File No:	DAP/19/01699
Date of Original DAP decision:	9 July 2020 (Form 1)
Application Received Date:	25 October 2024
Application Statutory Process Timeframe:	90 days
Attachment(s):	1. Location Plan 2. Amended Development Plans dated 25 October 2024 3. Applicant's Cover Letter 4. Previous Determination Notice dated 9 July 2020

Responsible Authority Recommendation

To be decided at the January Special Council Meeting

Reasons for Responsible Authority Recommendation

N/A

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme Zone/Reserve	Urban
Local Planning Scheme	City of Nedlands Local Planning Scheme No.3
Local Planning Scheme Zone/Reserve	Residential R160
Structure Plan/Precinct Plan	N/A
Use Class (proposed) and permissibility:	Residential ('P')
Lot Size:	Lot 143: 1014m^2 Lot 144: 1014m^2

	Total: 2028m^2
Net Lettable Area (NLA):	N/A
Number of Dwellings:	37
Existing Land Use:	Vacant (under construction)
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☒ N/A ☐ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The application is seeking an amendment to an approved development for a six-storey building comprising 37 dwellings. The application has been made in accordance with r.17(1) of the *Planning and Development (Development Assessment Panels) Regulations 2011* as it amends an aspect of the development which does not substantially change the original development that has been approved.

The application proposes to reduce the total number of dwellings from 37 to 36 through the amalgamation of two apartments on the fifth storey. Further minor modifications are proposed to the size of the landscaping planters and balcony on the western façade.

Background:

Site Description

The site is located within the street block bound by Stirling Highway to the north, Louise Street to the east, Jenkins Avenue to the south and Vincent Street to the west. The site is comprised of two amalgated lots with a total area of 2028.4m^2. The lot is oriented east-west and has its sole street frontage to Louise Street. The site experiences a fall in natural ground level of approximately 3.7m from the north-east street corner to the rear south-west corner. The site abuts the State Heritage Listed place known as the Peace Memorial Rose Garden.

The two single houses on each of the parent lots were demolished in October 2023. A building permit for the development was granted in December 2023 and construction commenced in January 2024.

Existing Approval

An application for a six-storey residential development of 37 multiple dwellings on this site was originally considered by the Metro Inner North Joint Development Assessment Panel. The MINJDAP resolved to approve the application, subject to conditions, on 9 July 2020. A copy of the determination and approved plans is included as Attachment 4. The development is substantially commenced.

Legislation and Policy:

Legislation

- Planning and Development Act 2005
- Planning and Development (Local Planning Schemes) Regulations 2015
- Planning and Development (Development Assessment Panels) Regulations 2011
- Metropolitan Region Scheme (MRS)
- City of Nedlands Local Planning Scheme No.3 (LPS 3)

State Government Policies

- State Planning Policy 7.0 – Design of the Built Environment (SPP7.0)

Planning Codes

- Residential Design Codes - Volume 2

Local Policies

- Local Planning Policy 7.3 – Consultation of Planning Proposals (LPP 7.3)

Consultation:

Public Consultation

The development application was advertised to the public for comment for a period of 14 days, from 1 November 2024 to 15 November 2024 in the following manner:

- Letters sent to all City of Nedlands landowners and occupiers within a 100m radius of the site;
- 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 the advertising period no submissions were received.

The proposal was not advertised as a complex development application in accordance with Policy Objective 3.3 of the City's Consultation of Planning Proposals LPP. The objective states:

> *To recognise that discretion should be applied on a case-by-case basis given the varying degree of significance, scale and nature of planning proposals in the undertaking of public consultation with the community.*

The proposal relates solely to the amalgamation of two apartments on the fifth storey and minor changes to the landscaping planters and balcony size. The alteration of the floorplan will not have an impact on the amenity of the surrounding lots, will not affect the height, bulk or nature of the development and will result in negligible changes to the external façade. As such, the amendment is considered to be minor in significance and nature to the extent that public consultation for only 14 days was necessary.

Design Review Panel Advice

The minor nature of the amendments did not trigger the need for the proposal to be assessed by the City's Design Review Panel.

Heritage Council of Western Australia

The original development application was referred to the Heritage Council for review in December 2019 due to its proximity to the Peace Memorial Rose Garden. The advice received from the Heritage Council on 23 December 2019 was as follows:

> *The proposed development does not significantly impact on the identified cultural significance of Peace Memorial Rose Garden*.

Considering the above advice, the amended proposal was not referred to the Heritage Council for comment as the siting, scale, architectural style and form, materials and external finishes of the development are virtually unchanged.

Planning Assessment:

The application relates primarily to the reduction of one dwelling in the development, reducing the total number of dwellings in the building from 37 to 36. The alteration is achieved through the amalgamation of apartments 402 and 403 on the fifth storey. Minor alterations to the fifth storey landscaping planters on the western elevation have also been proposed. The modified proposal has been assessed against the R-Codes Vol. 2.

An application under Regulation 17 is not an application for review or reconsideration of the original decision. The assessment is based on the extent of the amendment sought only for the amalgamation of the two apartments. The key considerations of the R-Codes Vol. 2 are discussed below:

Design Element	Development Response
3.3 Tree Canopy and deep soil areas	The landscaping planter running along the western elevation of the fifth storey has decreased in width from 2m to 1m. The Acceptable Outcome for landscaping requires 10% of the site be provided as deep soil. The development exceeds this figure as it provides 18% of the site as deep soil area. The landscaping planters provided on structure are a minimum 1m in width which is sufficient to support the growth of meaningful ornamental vegetation to soften the appearance of the building. The reduction in the landscaping planter width does not affect the general appearance or intent of the landscaping that was previously approved.
3.5 Visual privacy	The previous approval proposed that the fifth storey balcony on the western façade was setback from the lot boundary by a distance of 8.3m. The reduction in the width of the planter effectively increases the balcony width by 1m, resulting in a setback of 7.3m from the boundary. It is important to note that the

	setbacks are changing due to the alteration in planter width. The substantive side setbacks of the solid wall of the apartment and the edge of the building are consistent at 9m and 6m respectively. Condition 25 of the development approval requires that all balconies on the fifth storey must maintain a setback of 9m from the external boundaries or be screened in accordance with the R-Codes. This condition requiring screening will continue to apply, ensuring visual privacy for the adjoining owners to the west and resulting in no change to the protection of visual privacy for the adjoining lots in the context of the previous approval.
4.3 Size and layout of dwellings	The reconfiguration of the floorplan on level four results in alterations to the floor area of apartment 401 and the newly created apartment 402. Both apartments maintain three bedrooms and three bathrooms. The Acceptable Outcome requires dwellings with three bedrooms and three bathrooms be a minimum of 100m^2 in size. Both dwellings exceed the Acceptable Outcome as apartment 401 has a floor area of 221m^2 and apartment 402 has a floor area of 202m^2. The floor area of apartment 403 remains unchanged. The size of the apartments proposed achieves the element objectives as they are large enough to be functional in the manner expected for a three-bedroom dwelling and provide generous internal space to accommodate furniture and personal goods.
4.8 Dwelling mix	The amalgamation of the two dwellings results in the reduction of one less two-bedroom apartment in the building. The development still provides seven two-bedroom apartments and six one-bedroom apartments with the remaining 23 apartments containing three bedrooms each. The development achieves the element objectives as the range of dwelling sizes provided suits a variety of household types appropriate for the locality.
4.10 Façade design	The amalgamation of the apartments results in a minor change to the northern façade of the building. The alteration shifts two of the bedrooms together towards the centre of the building, deleting one balcony and assigning some of the balcony space to the remaining two balconies facing north. The amendment is minor and does not substantially change the proportionality, scale or permeability of the building as viewed from the north. The effect of the change can be observed below in the comparison render Figure 1.

Figure 1 - Approved Facade and Proposed Facade

Several other key design elements have not been discussed above as the alterations to the building do not warrant a detailed reassessment. These design elements are briefly summarised below:

- Building height remains unchanged
- Street setback remains unchanged
- Side and rear setbacks remain unchanged.
- Due to the negligible increase in floor area (additional 16.2m^2) the plot ratio of the development remains consistent with the approved ratio of 2.15.
- The provision of parking remains unchanged and is consistent with approval condition 12 requiring the provision of 74 car bays.

The proposal remains unchanged in all other aspects and all other Element Objectives are satisfied.

Conclusion:

The modification to the apartments on the fifth storey is minor in nature. The amendment does not have an adverse impact on the adjoining lots or the locality and does not substantially alter the nature of the development. The proposal satisfies the Element Objectives of the R-Codes Vol. 2 and matters to be considered under clause 67 of the Planning and Development (Local Planning Schemes) Regulations 2015. Approval of the amendment is recommended. An amended condition (condition 2) is recommended to require adherence to the updated new development plans.

Officer Recommendation

It is recommended that the Metro Inner Development Assessment Panel resolves to:

1. Accept that the DAP Application reference DAP/19/01699 as detailed on the DAP Form 2 dated 25 October 2024 is appropriate for consideration in accordance with regulation 17 of the Planning and Development (Development Assessment Panels) Regulations 2011;

2. Approve DAP Application reference DAP/19/01699 and accompanying plans dated 25 October 2024 in accordance with Clause 17(4)(a) of Division 2 of the Planning and Development (Development Assessment Panels) Regulations 2011 and Clause 68 of Schedule 2 (Deemed Provisions) of the Planning and Development (Local Planning Schemes) Regulations 2015 for the minor amendments to the approved development at No. 19 (Lots 143 and 144) Louise Street, Nedlands, subject to following conditions:

Conditions

1. Amend Condition 2 as follows:

   “The development shall at all times comply with the application and the approved plans (date stamped 25 October 2024), subject to any modifications required as a consequence of any condition(s) of this approval.”

2. All other conditions remain as detailed on the development approval dated 9 July 2020.

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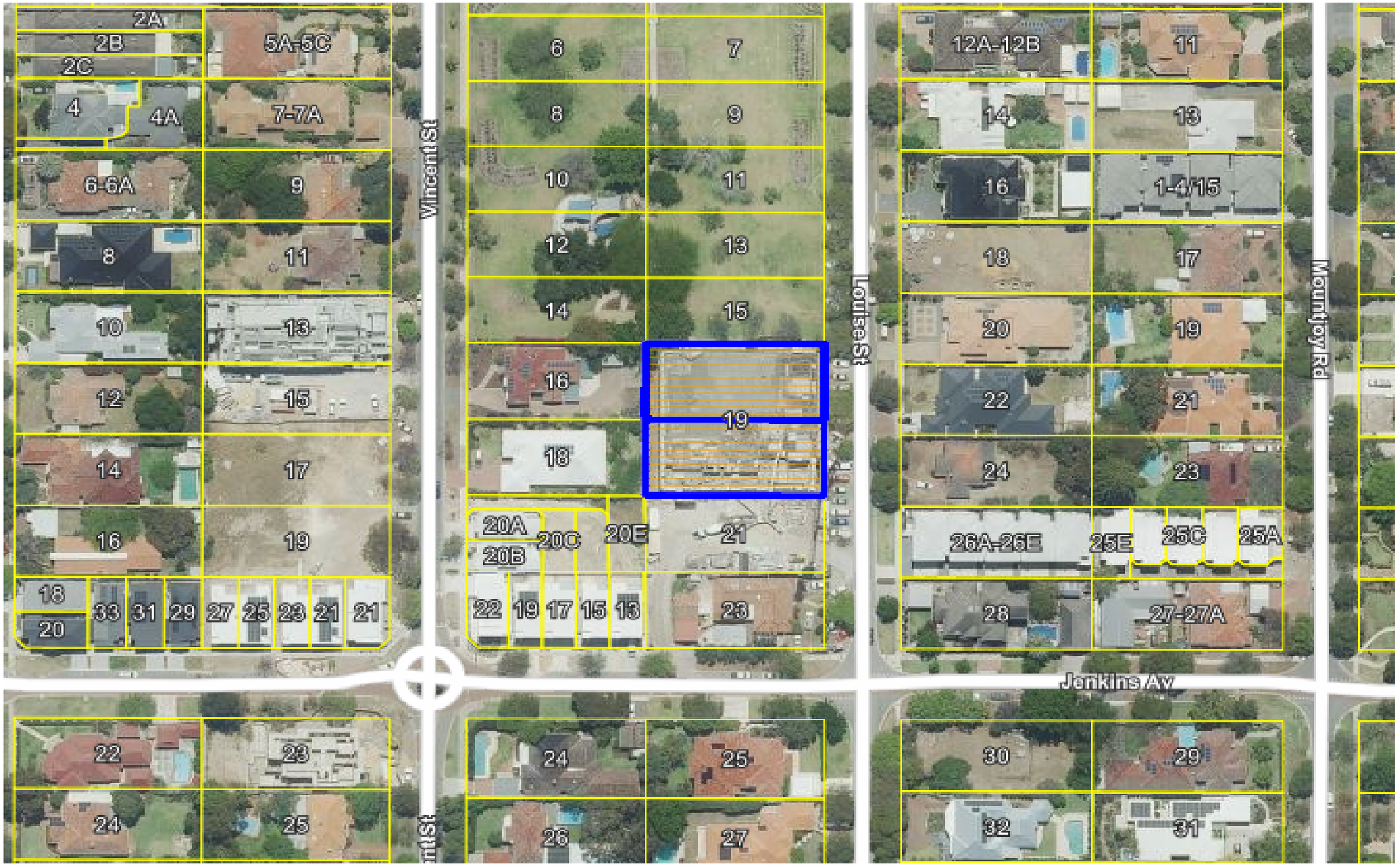

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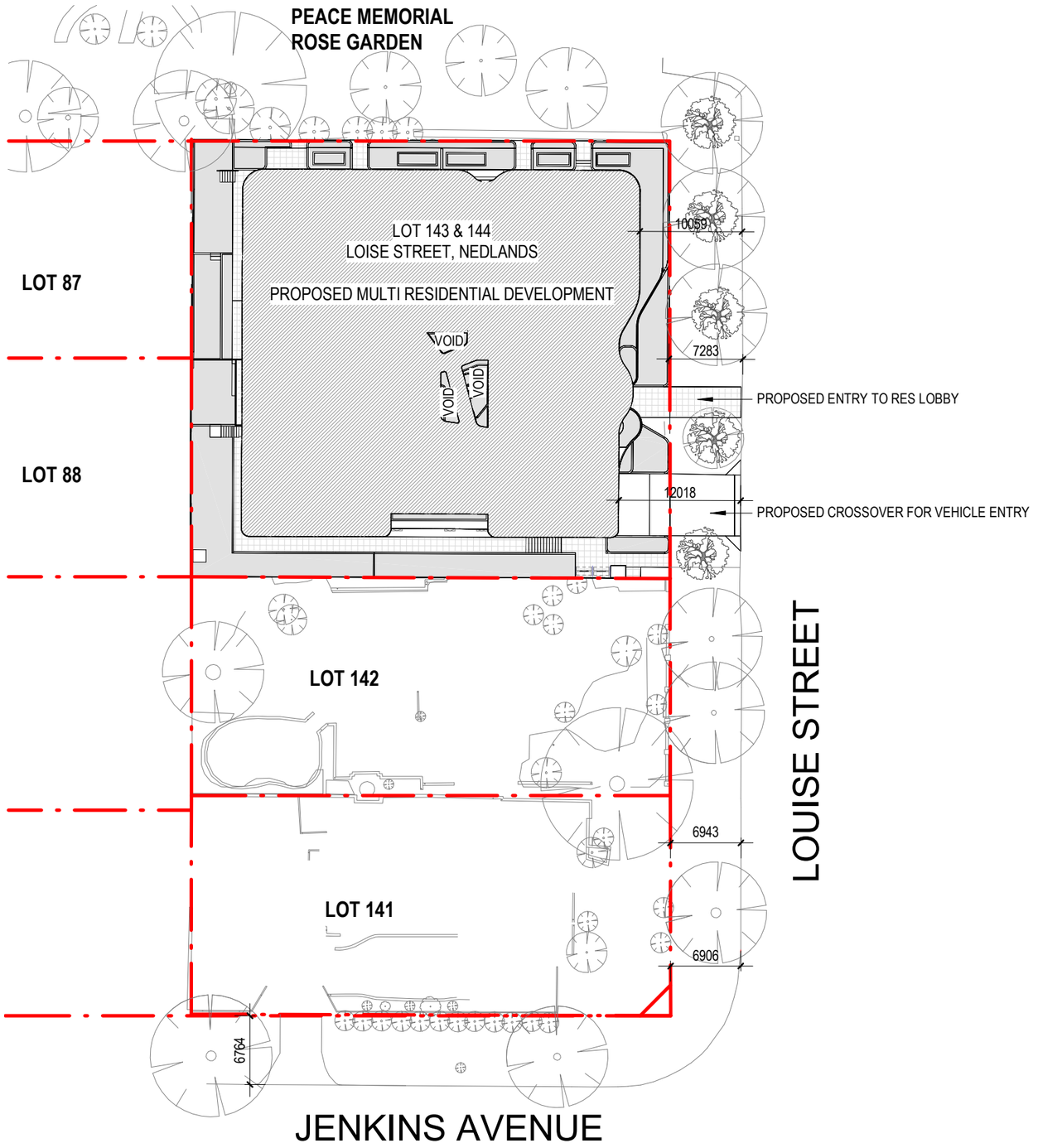

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SCALE

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City of Nedlands
Received
25 October 2024

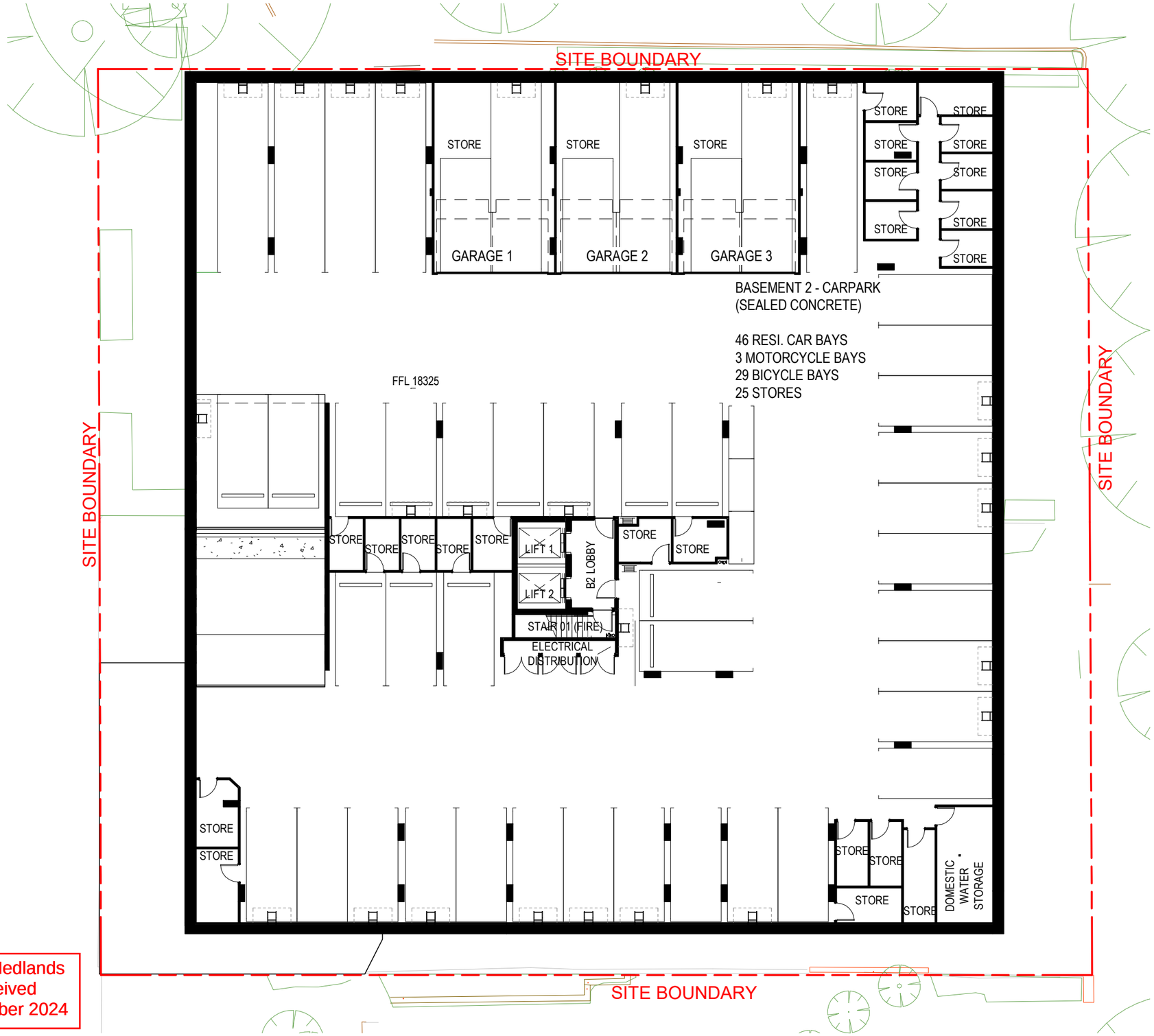
THE GARDENS

17 - 19 LOUISE STREET NEDLANDS WA

A02-750 OVERALL SITE PLAN

HILLAM ARCHITECTS

DATE ISSUED	REV
07.10.2024	0



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SCALE

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1 : 200 @ A3

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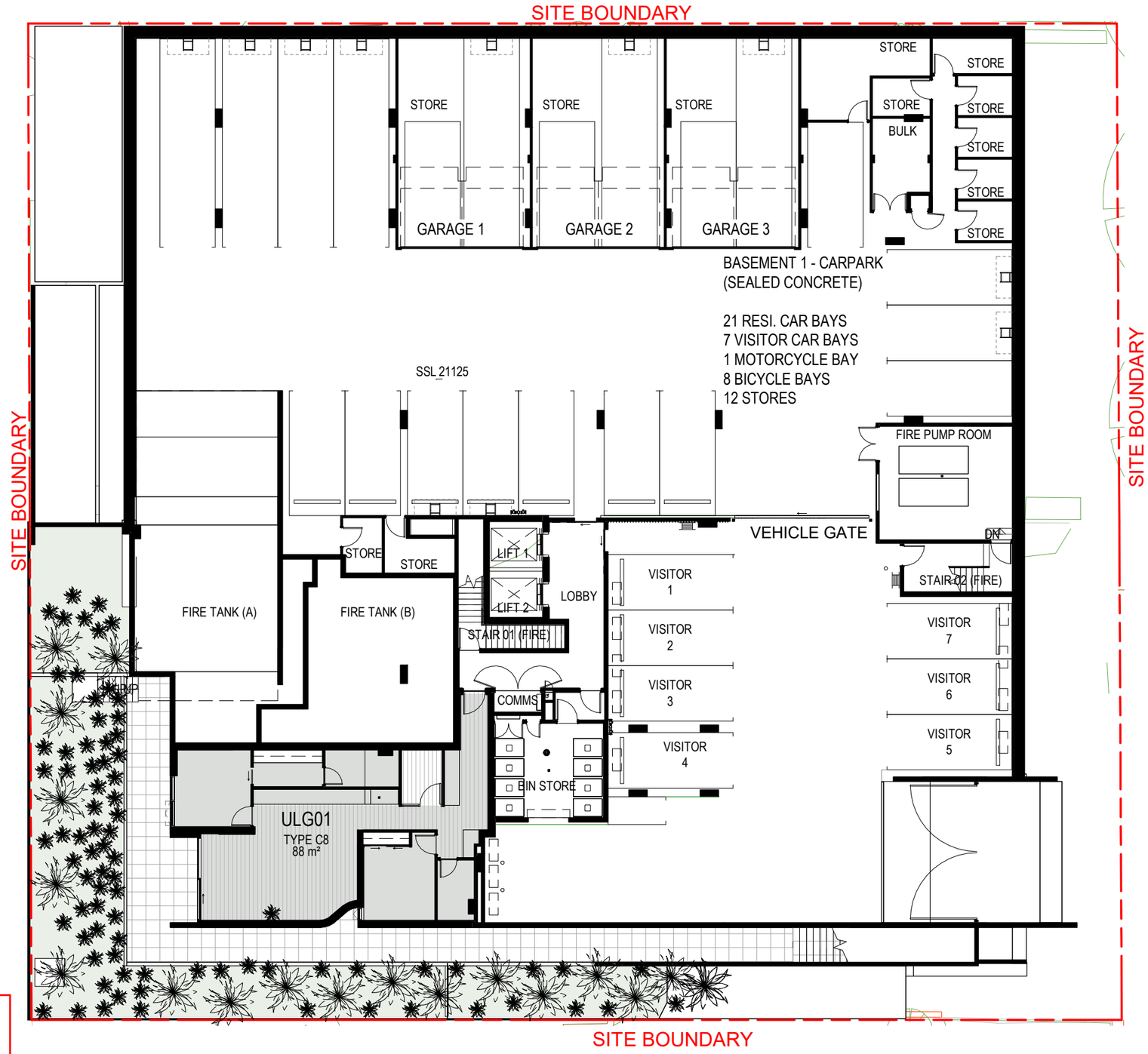
THE GARDENS

17 - 19 LOUISE STREET NEDLANDS WA

A02-700 FLOOR PLAN BASEMENT 2

HILLAM ARCHITECTS

DATE ISSUED	REV
07.10.2024	0



LOWER GROUND AREAS

LG01		106 m²
TOTAL: 1		106 m²

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SCALE

0 1 2 3

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25 October 2024

THE GARDENS

17 - 19 LOUISE STREET NEDLANDS WA

A02-701 FLOOR PLAN BASEMENT 1

HILLAM ARCHITECTS

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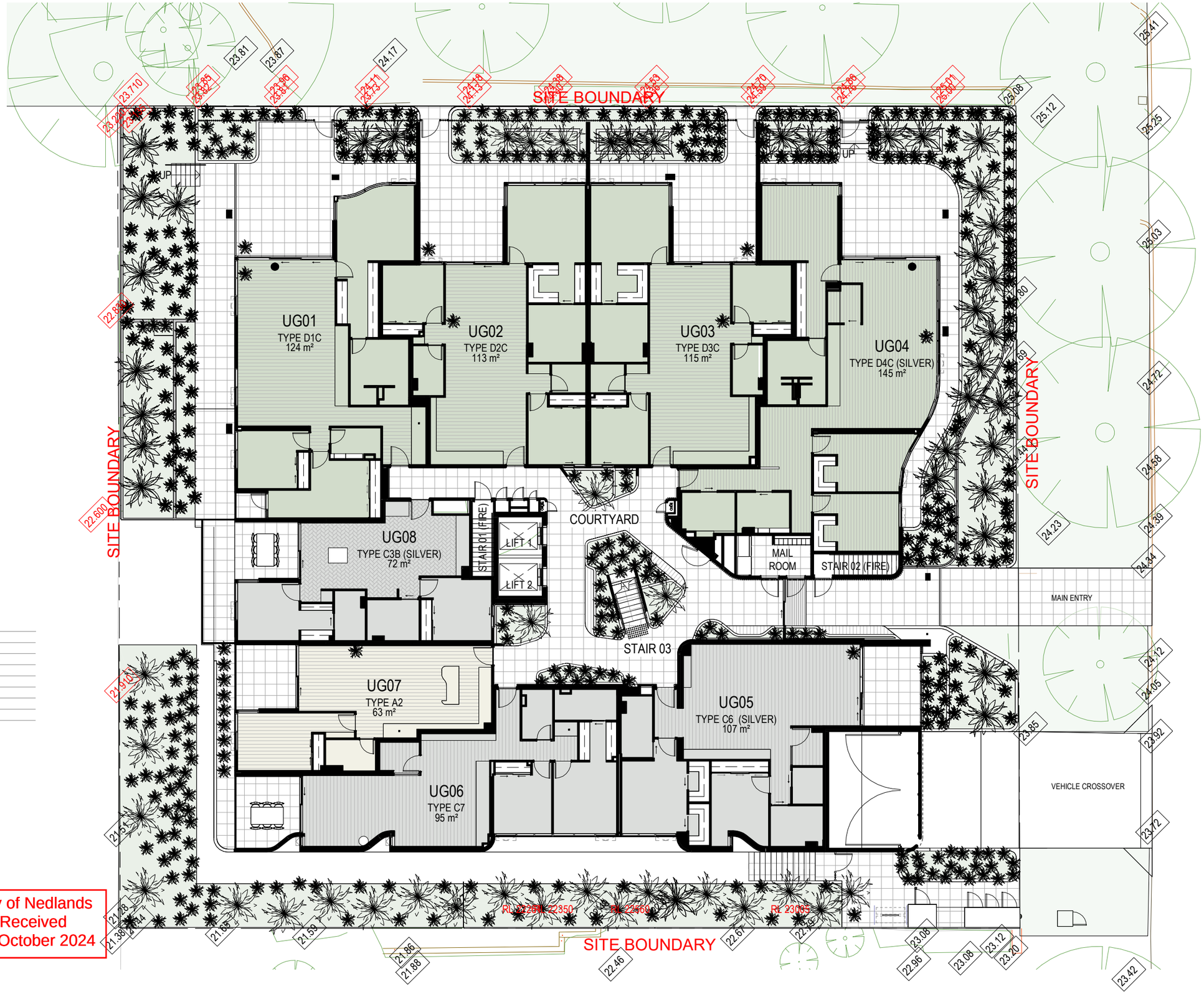
07.10.2024	0



GROUND AREAS

APT		105 m²
APT		116 m²
APT		69 m²
APT		76 m²
APT		121 m²
APT		122 m²
APT		155 m²
APT		133 m²
TOTAL		897 m²

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THE GARDENS

17 - 19 LOUISE STREET NEDLANDS WA

A02-702 FLOOR PLAN GROUND FLOOR

HILLAM ARCHITECTS

DATE ISSUED	REV
07.10.2024	0

LEVEL 1 AREAS

	104 m²
	87 m²
	69 m²
	80 m²
	133 m²
	120 m²
	122 m²
	144 m²
	106 m²
TOTAL	966 m²

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THE GARDENS

17 - 19 LOUISE STREET NEDLANDS WA

A02-703 FLOOR PLAN FIRST FLOOR

HILLAM ARCHITECTS

DATE ISSUED	REV
07.10.2024	0

LEVEL 2 AREAS

APT		134 m²
APT		119 m²
APT		121 m²
APT		144 m²
APT		106 m²
APT		99 m²
APT		141 m²
APT		82 m²
TOTAL		948 m²

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THE GARDENS

17 - 19 LOUISE STREET NEDLANDS WA

A02-704 FLOOR PLAN SECOND FLOOR

HILLAM ARCHITECTS

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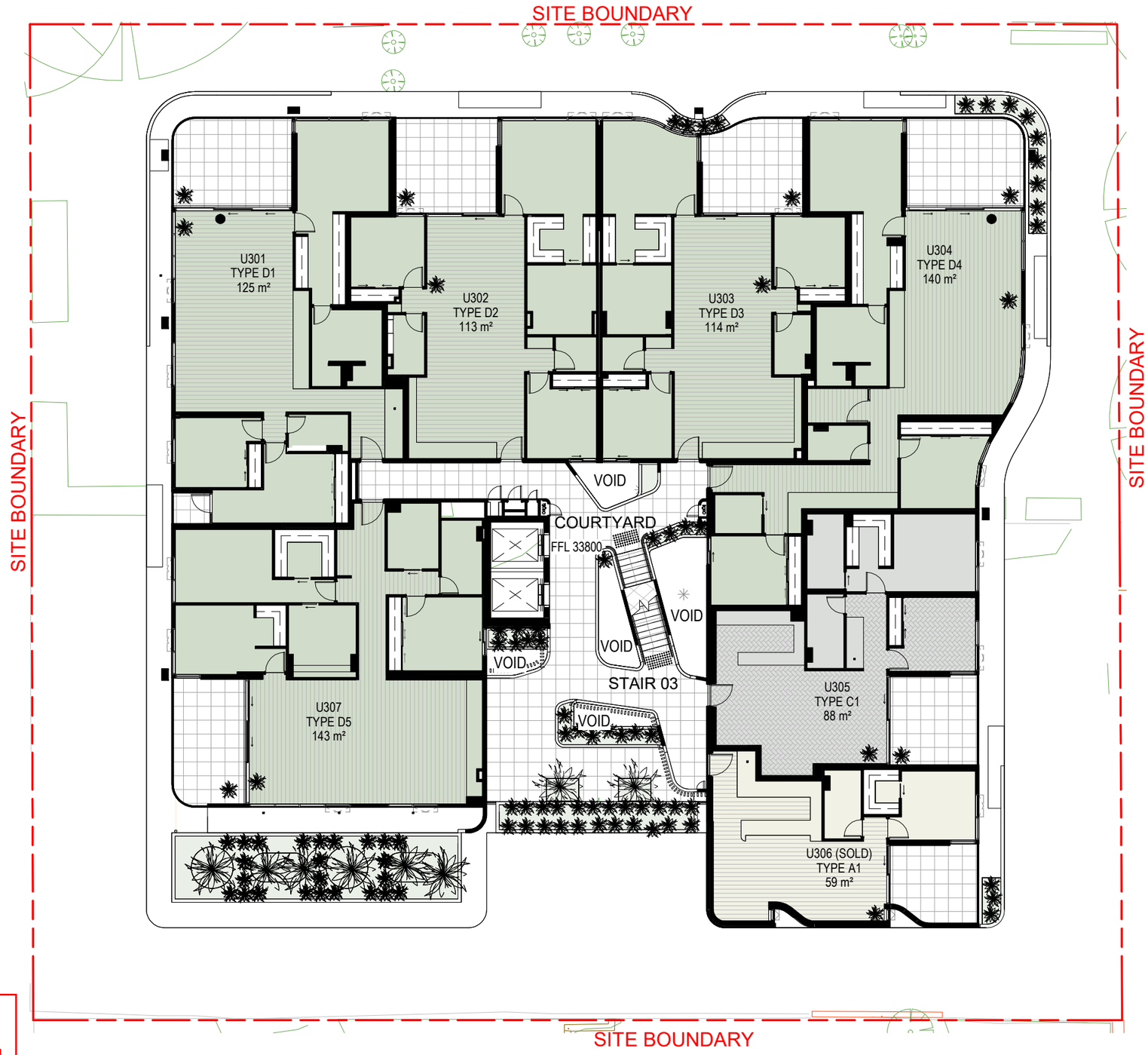
07.10.2024	0



LEVEL 3 AREAS

APT	134 m²
APT	121 m²
APT	121 m²
APT	152 m²
APT	96 m²
APT	67 m²
APT	151 m²
TOTAL	843 m²

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THE GARDENS

17 - 19 LOUISE STREET NEDLANDS WA

A02-705 FLOOR PLAN THIRD FLOOR

HILLAM ARCHITECTS

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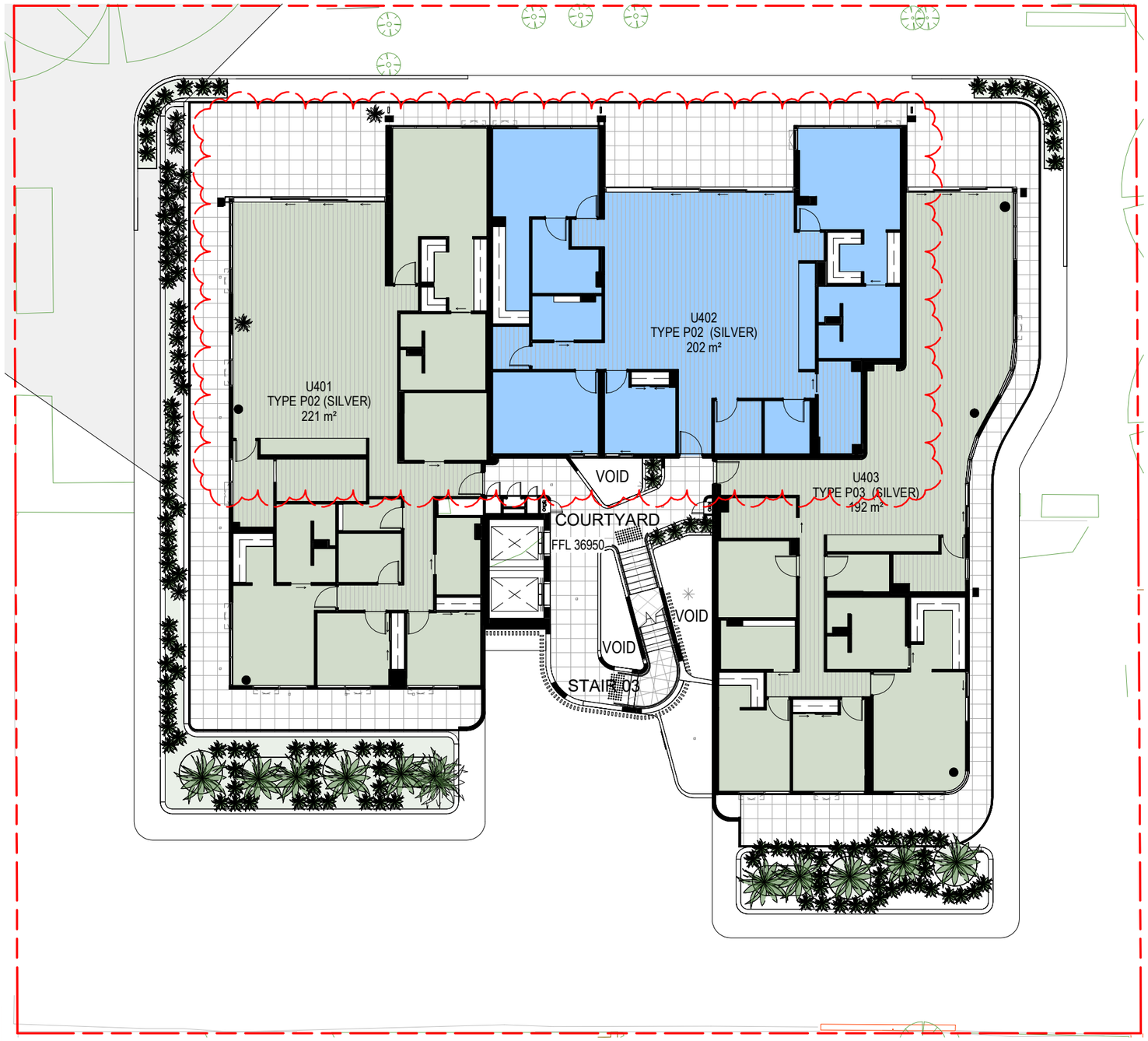

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THE GARDENS

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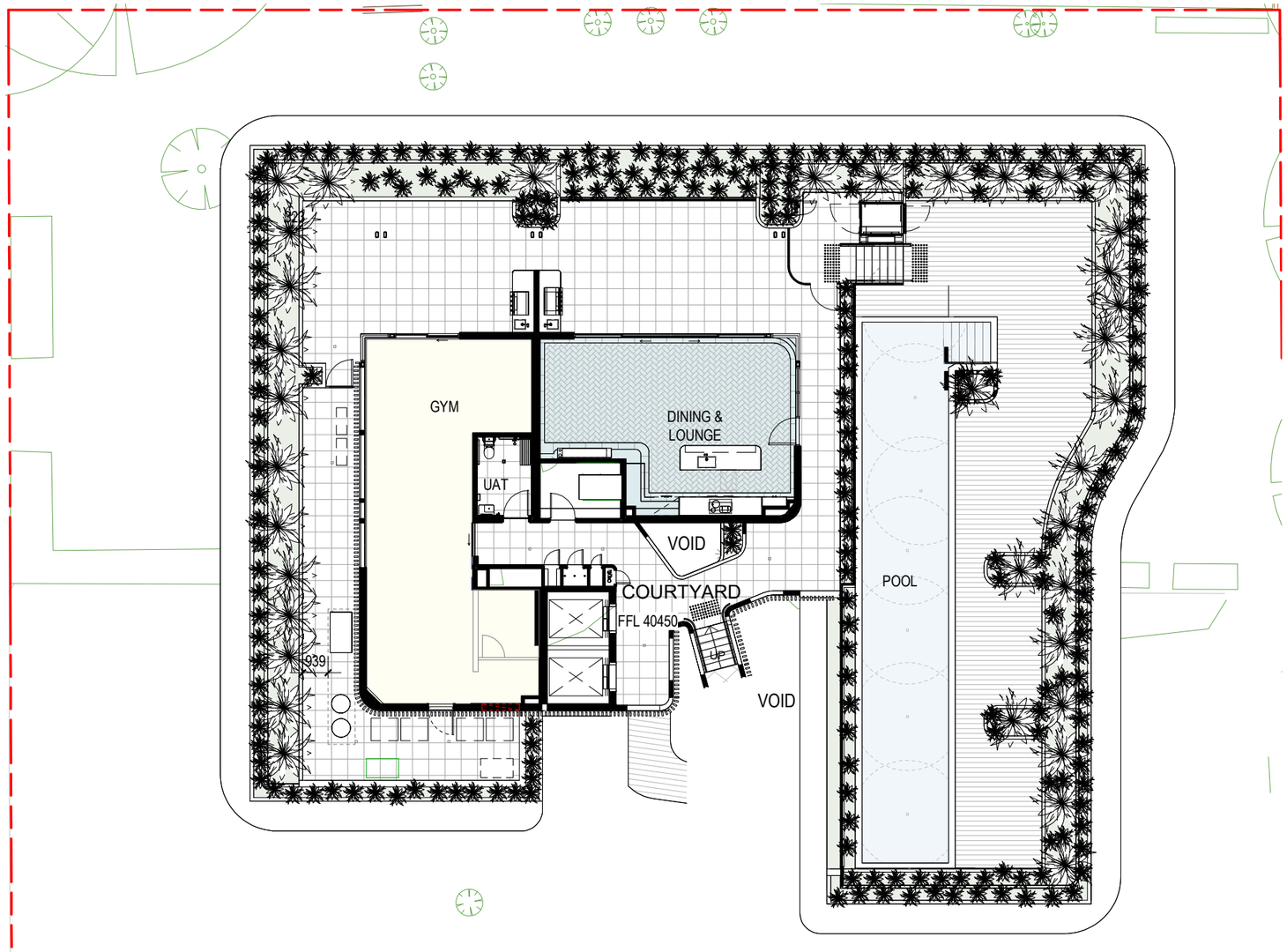
A02-706 FLOOR PLAN FOURTH FLOOR

HILLAM ARCHITECTS

DATE ISSUED	REV
07.10.2024	0



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THE GARDENS

17 - 19 LOUISE STREET NEDLANDS WA

A02-707 FLOOR PLAN ROOFTOP AMENITY

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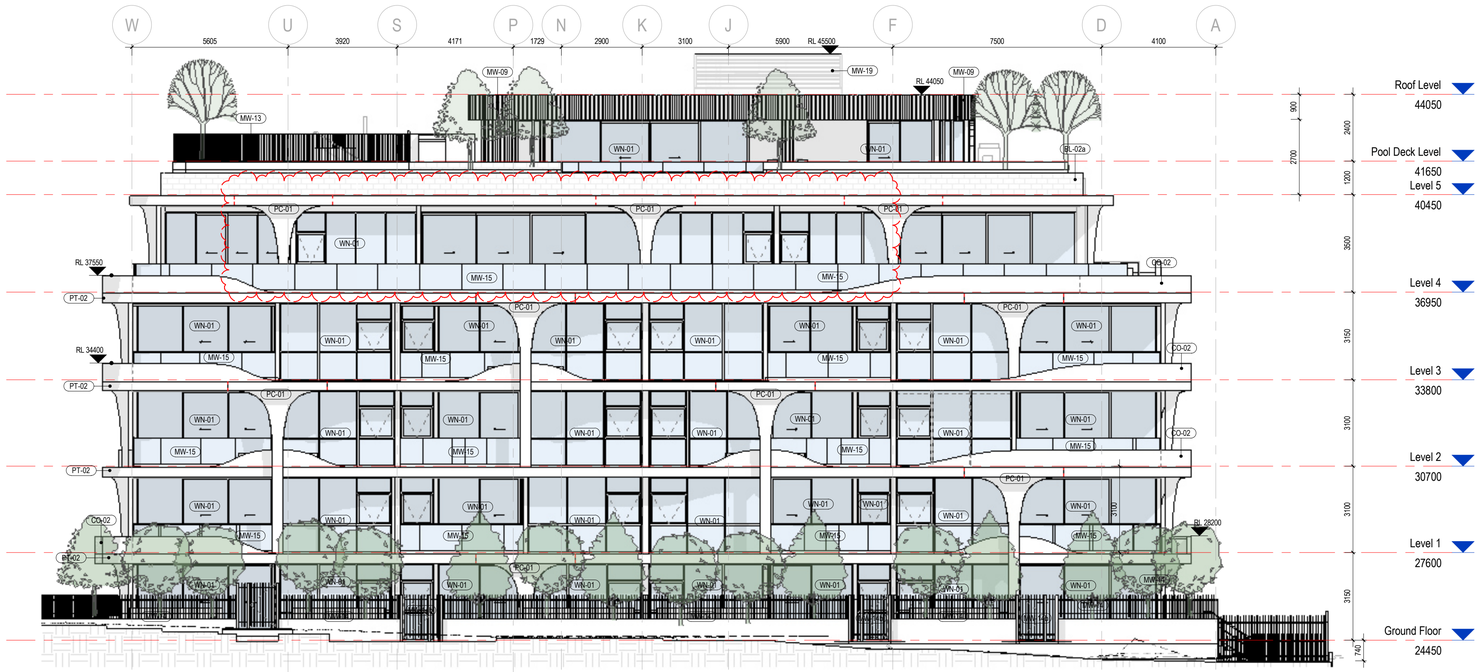
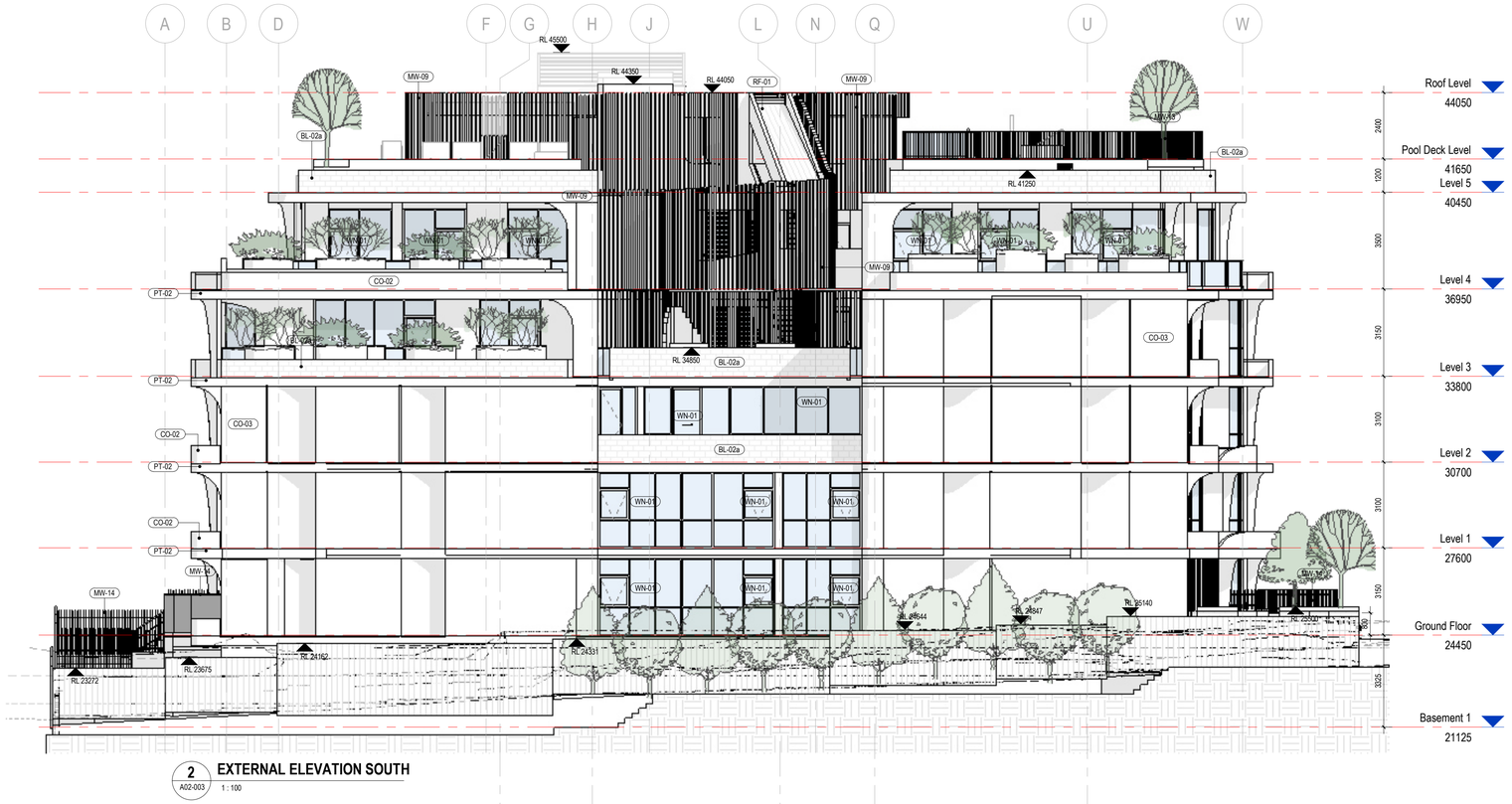


1 A02-003 **EXTERNAL ELEVATION NORTH**
1 : 100



2 A02-003 **EXTERNAL ELEVATION SOUTH**
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6. THE CONTRACTOR SHALL MARK "SUPERSEDED" ON ALL DRAWINGS FOR WHICH A REVISION HAS BEEN ISSUED

SPECIFICATION CODES

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- SPECIFICATION MASTER SCHEDULE
- INTERIOR FINISHES SCHEDULE
- INTERIOR APPLIANCES SCHEDULE
- INTERIOR PLUMBING SCHEDULE

SPECIFICATION SECTION — SPECIFICATION SUB-SECTION OR INDIVIDUAL SELECTION
XX-00y
XX-00y — SELECTION VARIATION

SPECIFICATION SCHEDULE

CODE	DESCRIPTION
BL-02a	140 CONCRETE BLOCK WALL CORE FILLED
CO-02	150mm IN-SITU REINFORCED CONCRETE WALL
CO-03	200mm IN-SITU REINFORCED CONCRETE WALL
MW-09	POWDERCOATED ALUMINIUM CLICK ON BATTEN SYSTEM, 150x50MM BATTENS. DULUX DURATEC POWDERCOAT. COLOUR AS PER SPECIFICATION SCHEDULE
MW-13	ALUMINIUM BLADE FENCING, POWDERCOAT FINISH, TO SATISFY AS 1170*
MW-14	ALUMINIUM PALLUSADE FENCING, POWDERCOAT FINISH, COLOUR AS PER SPECIFICATION SCHEDULE*
MW-14b	ALUMINIUM PALLUSADE FENCING GATE WITH SIDE PANEL, POWDERCOAT FINISH COLOUR AS PER SPECIFICATION SCHEDULE*
MW-15	KOHL ANDAMAN FRAMELESS ALUMINIUM BALUSTRADE TO SATISFY AS1170 & AS1288*
MW-19	PROPRIETARY MONKEY TOE POWDERCOATED ALUMINIUM LOUVRES COLOUR AS PER SPECIFICATION SCHEDULE
PC-01	PRECAST FEATURE CONCRETE COLUMNS TYPE 1
PT-02	EXTERIOR ELASTOMERIC COATING TO IN SITU CONCRETE
RF-01	COLORBOND PROFILED METAL ROOF SHEET WITH 60mm THICK BRADFORD ANTICON INSULATION (R1.3) COLOUR AS PER SPECIFICATION SCHEDULE
WN-01	POWDERCOATED ALUMINIUM FRAME WINDOWS AND GLAZED DOORS GENERALLY

DD.MM.YY	REV	DESCRIPTION	CHECKED
07.10.2024	6	FORM 2 LVL 4	TLM
18.09.2024	5	GLAZING & MINOR UPDATES	AP
29.08.2024	4	IFC AMENDMENTS	AP
19.04.2024	3	RFIs AND GENERAL UPDATES	AP
12.12.2023	2	ISSUED FOR CONSTRUCTION	AP
25.10.2023	1	ISSUE TO CONSULTANTS	AP
01.05.2023	0	ISSUED FOR TENDER	LW

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CLIENT
MAISON HOLDINGS NO 2 PTY LTD

PROJECT NAME
THE GARDENS
17 - 19 LOUISE STREET NEDLANDS WA

DRAWING NAME
EXTERNAL ELEVATIONS SHEET 1

CONSTRUCTION DOCUMENTATION

SCALE 1 : 100 (A1)
0 1 2 3 4 5 6 M

PROJECT No.	DRAWING No.	REV
1908	A03-001	6
	DRAWN BY	AA

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1 EXTERNAL ELEVATION EAST
A02-003 1 : 100

2 EXTERNAL ELEVATION WEST
A02-003 1 : 100

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- INTERIOR APPLIANCES SCHEDULE
- INTERIOR PLUMBING SCHEDULE

SPECIFICATION SECTION — XX-00y — SPECIFICATION SUB-SECTION OR INDIVIDUAL SELECTION
XX-00y — SELECTION VARIATION

SPECIFICATION SCHEDULE

CODE	DESCRIPTION
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BL-02a	140 CONCRETE BLOCK WALL CORE FILLED
CO-02	150mm IN-SITU REINFORCED CONCRETE WALL
CO-03	200mm IN-SITU REINFORCED CONCRETE WALL
MW-09	POWDERCOATED ALUMINIUM CLICK ON BATTEN SYSTEM, 150x50MM BATTENS. DULUX DURATEC POWDERCOAT. COLOUR AS PER SPECIFICATION SCHEDULE
MW-09a	TIMBER FINISH ALUMINIUM CLICK ON BATTEN SYSTEM, 50x50MM BATTENS. COLOUR AS PER SPECIFICATION SCHEDULE
MW-13	ALUMINIUM BLADE FENCING, POWDERCOAT FINISH, TO SATISFY AS 1170*
MW-14	ALUMINIUM PALLUSADE FENCING, POWDERCOAT FINISH, COLOUR AS PER SPECIFICATION SCHEDULE*
MW-14b	ALUMINIUM PALLUSADE FENCING GATE WITH SIDE PANEL, POWDERCOAT FINISH COLOUR AS PER SPECIFICATION SCHEDULE*
MW-15	KOHL ANDAMAN FRAMELESS ALUMINIUM BALUSTRADE TO SATISFY AS1170 & AS1288*
MW-16	STEEL CAR PARK GATE WITH ALUMINIUM 50x50mm BATTENS, 50mm SPACING FIXED TO FRAME POWDERCOAT FINISH*
PC-01	PRECAST FEATURE CONCRETE COLUMNS TYPE 1
PC-02	PRECAST FEATURE CONCRETE COLUMNS TYPE 2
PC-03	PRECAST FEATURE CONCRETE COLUMNS TYPE 3
PT-02	EXTERIOR ELASTOMERIC COATING TO IN SITU CONCRETE
WN-01	POWDERCOATED ALUMINIUM FRAME WINDOWS AND GLAZED DOORS GENERALLY

DD.MM.YY	REV	DESCRIPTION	CHECKED
07.10.2024	6	FORM 2 LVL 4	TLM
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MAISON HOLDINGS NO 2 PTY LTD

PROJECT NAME
THE GARDENS
17 - 19 LOUISE STREET NEDLANDS WA

DRAWING NAME
EXTERNAL ELEVATIONS SHEET 2

CONSTRUCTION DOCUMENTATION

SCALE 1 : 100 (A1)
M

PROJECT No.	DRAWING No.	REV
1908	A03-002	6
	DRAWN BY	AA

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17 & 19 Louise St, Nedlands
The Gardens | Form 2 | Design Statement

We are pleased to submit this Form 2 Development Application on behalf of Maison 2 Pty Ltd for amendments to the approved plans for 'The Gardens' which is a five-storey Apartment (Multiple Dwelling) Development at Lot 143 & 144 (No. 17 & 19) Louise St, Nedlands (the subject site). This letter sets out the amendments to assist the City of Nedlands in their assessment of the application.

This application includes the following:

- This cover letter / design statement
- Completed Development Application Forms (Form 2- Appendix A)
- Certificate of Title for the subject site (Appendix B)
- Development Plans (Appendix C)

We are writing to propose a design adjustment for our current project, involving the conversion of four apartments into three. This modification primarily affects Level 4 on the northern elevation, with only minor adjustments to the building's overall envelope.

Importantly, this change will not impact the approved Over-Shadowing, and the Over-Looking diagram is part of our submission. The approved design aesthetic will also remain intact, ensuring that the appeal of the street elevation is preserved. Additionally, there will be no alterations to the colour scheme of the façade. Refer **Figure 1** for adjusted visualisations.

The only significant change involves a slight reshaping of the glazing to Northern and planter beds to West to enhance the functionality of the main and secondary bedrooms, improving livability without compromising design integrity.

We note that whilst there are several changes to the design of the development, we believe that the design in terms of scale, appearance and intent is relatively the same with the amendments best characterised as design refinements from response to construction and market conditions. The proposed amendments are therefore relatively minor nature and do not substantially change the approved development.

Figure 1 – Proposed Amendments – External Visualisations

We trust that this application has the necessary information to complete your assessment, and that the assessment determines the amendments acceptable and therefore respectfully request that this matter be referred for approval in a timely manner.

Please do not hesitate to contact me on the details undersigned should you have any further questions or concerns.

Yours sincerely,

Tiffany Molloy
Senior Architect
08 6146 0300
Tiffany@Hillam.com.au

City of Nedlands

ABN 92 614 728 214

Enquiries: J Scrutton on 9273 3500
Our Reference: DA19-41990 DAP/19/01699
Meeting No. MINJDAP/17 9 July 2020

20 July 2020

Dear Sir / Madam,

Property Address: 17-19 Louise Street, NEDLANDS, Lots 143 & 144
Proposal: 37 x Multiple Dwellings

Thank you for your submission in regard to the above. In response, I advise that the matter was determined by the Metro Inner-North Joint Development Assessment Panel (DAP) at its meeting on 9 July 2020, where it resolved as follows:

1. **Approve** DAP Application reference DAP/19/01699 and accompanying plans (Attachment 1 – Development Plans Dated 25 June 2020) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Nedlands Local Planning Scheme No.3, and pursuant to clause 24(1) and 26 of the Metropolitan Region Scheme subject to the following conditions:

Conditions

General

1. 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 (4) year period, the approval shall lapse and be of no further effect.

2. 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.

3. This approval is for Residential (multiple dwellings). Development shall be in accordance with the Residential (multiple dwellings) land use as defined within Local Planning Scheme No. 3, the approved plan(s), any other supporting information and conditions of approval.

4. All stormwater generated on-site is to be retained on-site. A storage/infiltration system is to be provided within the site for a 1 in 100-year storm event. No stormwater will be permitted to enter the City of Nedlands' stormwater drainage system unless otherwise approved.

5. All landscaping areas shown on the hereby approved plans shall remain in common property for the lifetime of the development. The ongoing maintenance of the landscaping areas is to be the responsibility of the strata company including any exclusive use areas for the lifetime of the development to the satisfaction of the City of Nedlands.

External Fixtures and Finishes

6. Prior to occupation of the development, all external fixtures including, but not limited to TV and radio antennae, satellite dishes, plumbing vents 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 and secondary street to the satisfaction of the City of Nedlands.

7. Prior to occupation of the development, each dwelling unit shall be provided with mechanical clothes driers or alternatively shall have an adequate area provided for drying clothes. Any drying area shall be screened from view from any adjacent public place, to the satisfaction of the City of Nedlands.

8. Prior to the issue of a Building Permit, a detailed schedule of external finishes (including materials, colour schemes and details) shall be submitted to and approved by the City. The development shall be finished in accordance with the approved schedule prior to the use or occupation of the development.

Demolition and Construction

9. A Demolition and Construction Management Plan is to be provided to the City which addresses the control of: vibration, dust, noise, waste, sand, sediment, temporary fencing, hoardings, gantries, site access / egress, site deliveries, heavy construction machinery and traffic control shall be provided to the City of Nedlands with or before the demolition permit and building permit approval applications are submitted and shall be implemented to the satisfaction of the City of Nedlands.

Noise

10. Noise emissions from the development are to comply with the Environmental Protection (Noise) Regulations 1997. The Acoustic report prepared by Stantec dated 15 June 2020 forms part of this approval. All recommendations contained within the acoustic report shall be implemented and adhered to for the lifetime of the development to the satisfaction of the City of Nedlands. Any changes to the assumptions, recommendations, or acoustic solutions require assessment by an acoustic consultant to confirm compliance with Environmental Protection (Noise) Regulations 1997.

11. Prior to the lodgement of a Building Permit, a Noise Management Plan is to be submitted detailing measures that will be undertaken to ensure noise levels form the development are compliant with the assigned levels prescribed in the Environmental Protection (Noise) Regulations 1997. The plan is to be prepared by a suitably qualified consultant and is to include:
    - how the development will manage users of the rooftop amenities area, particularly with respect to its maximum capacity.
    - sound proofing measures used in the design and construction of the development;

- predictions of likely noise levels;
- control measures to be undertaken (including monitoring procedures), and identified noise sensitive receivers; and
- a complaint response procedure.

All noise attenuation measures, identified by the plan, or as additionally required by the City, are to be implemented prior to occupancy of the development or as otherwise required by the City and the requirements of the plan are to be observed at all times.

Vehicle Access and Parking

12. The hereby approved plans' 74 car parking bays, 4 motor cycle bays, circulatory, ramp and access areas shall be provided and constructed in accordance with the approved plans and are to comply with the requirements of AS/NZS 2890.1:2004 prior to the occupation or use of the development.

13. Where parking and access areas are accessed by waste management vehicles these shall be provided and constructed in accordance with the approved plans.

14. Prior to the occupation of the development, visitor car parking bays shall be clearly marked, or signage provided to the satisfaction of the City of Nedlands.

15. The bicycle facilities shown on the hereby approved plans, shall be designed and installed on-site in accordance with AS2890.3.

16. Prior to occupation of the development, any new or modified crossover associated with the hereby approved development must receive separate approval from the City of Nedlands.

17. Prior to the lodgement of a Building Permit, an application for a Nature Strip Improvement Permit shall be lodged with and approved by the City of Nedlands.

Waste Management

18. The waste management plan prepared by Bowman and Associates Pty Ltd dated received 25 June 2020 forms part of this development approval and shall be complied with at all times to the satisfaction of the City of Nedlands.

Landscaping

19. Prior to the lodgement of a Building Permit, a detailed landscaping plan prepared by a suitably qualified landscape designer shall be submitted to and approved by the City of Nedlands. Landscaping shall be installed and maintained in accordance with that plan, or any modifications approved thereto, for the lifetime of the development thereafter, to the satisfaction of the City of Nedlands. Any modifications to the plan are subject to approval by the City of Nedlands.

20. Prior to occupation, the development's communal and private open space areas shall include a water tap for the purpose of irrigation.

21. The recommendations contained within the Arborist Report prepared by Arborsafe dated 8 May 2020 form part of this approval. Trees identified within the arborist report and labelled '2', '3', '4', '5', '6', '7', '8', '14', '15' and '16' are to have the following Tree Protection measures carried out during until the Occupancy Permit is issued by the City:

    a) A tree protection zone, 4m in diameter (or otherwise approved by the City of Nedlands), is to be established and maintained around each tree for the duration of the development to the satisfaction of the City of Nedlands. The following restrictions and conditions apply to the tree protection zone:

        i. Install protective fencing to prevent any damage to the trees in general accordance with Section 4.3 of AS4970-2009;
        ii. Provide signage identifying the 'Tree Protection Zone' on exclusion fencing;
        iii. No materials are to be stored within the TPZ;
        iv. No vehicles or machines are to be driven or parking within the TPZ;
        v. Ensure trees are protected from harm during works on site; and
        vi. No tree roots within the TPZ are to be cut or damaged.

22. If works are required within any designated tree protection zone, a tree protection plan shall be prepared by the applicant's arborist to the City's specifications and approved by the City of Nedlands prior to works commencing. A tree protection plan shall also be prepared if tree roots outside of the TPZ are proposed to be cut.

23. The removal of 5 trees and replace at 2:1 ratio, with 10 trees on the boundary of the Peace Memorial Rose Garden (PMRG) and 17 Louise Street, with the location and species to be determined by the City of Nedlands.

Lighting

24. Prior to occupation, the applicant shall arrange a suitably qualified consultant to prepare a Lighting Plan which demonstrates that the proposed development will not cause adverse amenity impacts on the surrounding locality and comply with the relevant Australian Standard and is to include:

    a) A full site plan indicating the proposed siting of lighting columns including details of their proposed height;
    b) Times of operation;
    c) A Management Plan to detail the methods that will be employed to mitigate the impacts of light penetration and glare to the occupiers of adjacent property, including the use of an automatic timing device;
    d) Details of orientation and hooding and/or other measures to minimise their impact in the interests of pedestrian and/or vehicular safety and amenity; and
    e) Details where the proposed floodlighting is sited in close proximity to residential property, the spread of lighting from the lighting installation must be restricted in accordance with the relevant Australian Standard.

    To the satisfaction of the City of Nedlands.

Design

25. All major openings to habitable rooms, balconies, and private open space that have a finished floor level exceeding 0.5m above the natural ground level are to comply with the visual privacy setbacks to adjoining residential properties in accordance with Table 3.5 of *State Planning Policy Residential Design Codes Volume 2 - Apartments* or shall be screened by either:

    a) fixed obscured or translucent glass to a height of 1.60 metres above finished floor level;
    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;
    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.

26. At building permit stage, 20% of the dwellings on the hereby approved development plans shall demonstrate features that meet the 'Silver Level' requirements as defined in the Liveable Housing Design Guidelines.

27. At building permit stage, all circulation and common spaces of the hereby approved development shall be 1.5m wide or greater and universally accessible, per the requirements of the *Liveable Housing Design Guidelines*.

28. At building permit stage, the development shall demonstrate the required features to satisfy Acceptable Outcome A4.15.1 of the Residential Design Codes Volume 2 – Apartments.

Legal

29. The responsible entity shall enter into a Deed of Indemnity with the City, prior to occupation of the development, which indemnifies both the City and its waste collection contractors from claims relating to damage caused through the collection process. All reasonable costs associated with the preparation of the Deed of Indemnity shall be met by the applicant.

30. Prior to occupation of the development, Lot 143, (No. 19) Louise Street, Nedlands and Lot 144 (No. 17) Louise Street, Nedlands, are to be legally amalgamated.

Advice notes:

a) In relation to condition 8, the schedule shall be consistent with the materials noted on the hereby approved plans.

b) In relation to conditions 10 and 11, the City wishes to draw the applicant's attention to Table 12 (page 12) that requires lower Sound Power Level Rooftop Air Conditioner Condenser Units (limited to SPLs of 65-67 dB(A)) to ensure Night-time compliance with the *Environmental Protection (Noise) Regulations 1997(EPNR).* It is also recommended that these units be run on night setting, with compressors run on lower duty setting. In relation to the gym, music must be kept below a sound power level of 80 dB (A).

c) In relation to Condition 12, the City advises the applicant that the tandem bays shown on the hereby approved plans shall be provided and constructed at a minimum length of 10.4m. The stated length is based on a AS/NZS 2890.1:2014 5.4m long parking bay and a 5.0m long small car bay parked end to end.

d) In relation to condition 19, the applicant is advised that the updated landscaping plan shall detail:
- appropriate species suited to the shaded southern side setback area;
- appropriate pot size and depths, in accordance with Table 4.12 of the Residential Design Codes Volume 2 – Apartments;
- maintenance schedule for the 'green wall' and planting on structure; and
- water-efficient irrigation system.

e) In relation to condition 22, the applicant is advised that the lighting plan should include the following:
- A full site plan indicating the proposed siting of lighting columns including details of their proposed height;
- Times of operation;
- A Management Plan to detail the methods that will be employed to mitigate the impacts of light penetration and glare to the occupiers of adjacent property, including the use of an automatic timing device;
- Details of orientation and hooding and/or other measures to minimise their impact in the interests of pedestrian and/or vehicular safety and amenity; and
- Details where the proposed floodlighting is sited in close proximity to residential property, the spread of lighting from the lighting installation must be restricted in accordance with the relevant Australian Standard.

f) In relation to condition 27, the development shall demonstrate one significant energy efficiency initiative within the development that exceeds the minimum practice outlined in DG4.15.1 of the Residential Design Codes Volume 2 – Apartments or alternatively all dwellings are to exceed the minimum NATHERS requirements by 0.5 stars.

g) 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.

h) Where building works are proposed to the building/tenancy a building permit shall be applied for prior to works commencing. Where required an Occupancy Permit shall be obtained prior to occupying the premises.

i) The swimming pool is deemed to be an aquatic facility, and is to comply with the requirements of the Health (Aquatic Facility) Regulations 2007 and Code of Practice for the design, operation, management and maintenance of aquatic facilities at all times;

j) The applicant is to apply to the Department of Health for approval to construct an aquatic facility, as required by Section 7 of the Health (Aquatic Facility) Regulations 2007 prior to the issuing of a building permit;

k) The applicant is required to apply to the Department of Health for a certificate of compliance in order to operate an aquatic facility as required by the Health (Aquatic Facility) Regulations 2007;

l) The applicant is to apply to the Department of Health for approval to construct an aquatic facility, as required by Section 7 of the Health (Aquatic Facility) Regulations 2007 prior to the issuing of a building permit. This will include providing details of how backwashing will be undertaken, and disposal of this wastewater will be lawfully achieved;

m) The applicant is required to apply to the Department of Health for a certificate of compliance in order to operate an aquatic facility as required by the Health (Aquatic Facility) Regulations 2007;

n) The proposed sauna and steam room will need to be assessed against and comply fully with the Health (Aquatic Facility) Regulations 2007.

o) Professional assessment of adequacy of ventilation of underground carpark will need to be undertaken (prior to construction) by an industry professional, to determine minimum air change and flow requirements in accordance with relevant design and Australian Standards to prevent excessive carbon monoxide levels.

p) The proposal requires compliance with the City's Health Local Laws 2017, which require an enclosure for the storage and cleaning of waste receptacles to be provided on the premises, per the following requirements:
- Sufficient in size to accommodate all receptacles used on the premises;
- Constructed of brick, concrete, corrugated compressed fibre cement sheet or other material of suitable thickness approved by the City;
- Walls not less than 1.8m in height and access of not less than 1.0 metre in width fitted with a self-closing gate;
- Smooth and impervious floor not less than 75mm thick and evenly graded to an approved liquid refuse disposal system;
- Easily accessible to allow for the removal of the receptacles;
- Provided with a ramp into the enclosure having a gradient of no steeper than 1:8 unless otherwise approved by the City;
- Provided with a tap connected to an adequate supply of water; and
- Adequately ventilated, such that they do not create a nuisance to residences.

A copy of the meeting's minutes is available on the Department of Planning, Lands and Heritages' website: (https://www.dplh.wa.gov.au/about/development-assessment-panels/daps-agendas-and-minutes).

Yours faithfully

Joshua Scrutton
A/Manager Urban Planning

8.3 PD03.01.25 90 Stirling Highway

PD03.01.25	**Consideration of Responsible Authority Report for a Commercial Development at 90 (Lots 3, 4 and 5) Stirling Highway, Nedlands**

Meeting & Date	Council Meeting – 29 January 2025
Applicant	Urbis
Employee Disclosure under section 5.70 Local Government Act 1995	The author, reviewers and authoriser of this report declare they have no financial or impartiality interest with this matter. There is no financial or personal relationship between City staff involved in the preparation of this report and the proponents or their consultants.
Report Author	Chantel Weerasekera – A/ Coordinator Planning Approvals
Director	Bruce Thompson – Director Planning and Development
Attachments	1. Responsible Authority Report and Attachments

Purpose

The purpose of this report is for Council to consider the Development Assessment Panel (DAP) application for a single storey commercial building comprising seven tenancies with an undercroft carpark at 90 Stirling Highway, Nedlands. The application was deferred at the DAP meeting on 19 December 2024 to allow time for the City to consider further comments from Main Road Western Australia.

Council is requested to make its recommendation to the Metro Inner Development Assessment Panel as the Responsible Authority. Council's recommendation will be incorporated into the Responsible Authority Report and lodged with the DAP Secretariat by 30 January 2025.

It is recommended that Council adopt the Officer Recommendation to approve the application.

Recommendation

ADOPTS as the Responsible Authority the Officer Recommendation contained in the Responsible Authority Report for the development of a commercial building at 90 (Lots 3, 4 and 5) Stirling Highway, Nedlands as follows:

It is recommended that the Metro Inner DAP resolves to:

Approve DAP Application reference DAP/24/02769 and accompanying plans dated 18 November 2024 in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the Planning and Development (Local Planning Schemes) Regulations 2015 and the

provisions of the City of Nedlands Local Planning Scheme No. 3 subject to the following conditions:

1. **Pursuant to clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.**

2. **This decision constitutes planning approval only and is valid for a period of 4 years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.**

3. **The development shall always comply with the application and the approved plans, subject to any modifications required as a consequence of any condition(s) of this approval.**

4. **Prior to occupation, No. 90 (Lots 3, 4 and 5) Stirling Highway are to be legally amalgamated.**

Building and Engineering

5. **Prior to occupation of the development, the applicant is to enter into a Deed of Agreement with the City of Nedlands to ensure that, should access be made available to Dalkeith Road in the future, the proposed development is able to facilitate public through access by way of easement or other means from Dalkeith Road to Florence Road. The Deed of Agreement is to be prepared at the applicant's cost. The easement and accessway shall be a minimum width of 10m.**

6. **Prior to the issue of a demolition permit and a building permit, a Construction Management Plan shall be submitted and approved to the satisfaction of the City. The approved Construction Management Plan shall be observed at all times throughout the construction process to the satisfaction of the City.**

7. **Prior to the commencement of works, a Dilapidation Report shall be submitted to the City of Nedlands and the owners of the adjoining properties listed below detailing the current condition and status of all buildings (both internal and external together with surrounding paved areas and rights of ways), including ancillary structures located upon these properties:**

   Lots 2 (No. 92) Stirling Highway, Nedlands
   Lot 88 (No. 1) Florence Road, Nedlands
   Lot 89 (No. 1A) Florence Road, Nedlands
   Lot 1 (No. 80) Stirling Highway, Nedlands

   In the event that access for undertaking the dilapidation survey is denied by an adjoining owner, the applicant must demonstrate in writing to the satisfaction of

the City of Nedlands that all reasonable steps have been taken to obtain access and advise the affected property owner of the reason for the survey and that these steps have failed.

8. All stormwater generated on site is to be retained on site. An onsite storage/infiltration system is to be provided within the site for a 1% AEP. No stormwater will be permitted to enter the City of Nedlands' stormwater drainage system unless otherwise approved.

9. The applicant shall enter into a Deed of Indemnity with the City in relation to the works (awnings) to be undertaken in accordance with the approval within the land managed/owned by the City. The Deed of Indemnity shall be prepared/or vetted by the City's solicitors and shall be executed by both parties prior to any construction within the road reserve. All reasonable costs associated with the preparation of the Deed of Indemnity shall be borne by the landowner.

Design

10. Prior to the issue of a building permit, the proponents shall submit a final schedule of materials, colours, finishes and textures for the development. Any departures from the approved plans are to be to the satisfaction of the City of Nedlands.

11. Prior to occupation, all air-conditioning plant, satellite dishes, antennae and any other plant and equipment to the roof of the building shall be located or screened to the satisfaction of the City of Nedlands.

12. All signage is to be installed and maintained for the life of the development in accordance with the development plans dated received 18 November 2024, including any modifications agreed to in writing by the City, to the satisfaction of the City of Nedlands.

13. Prior to occupation, utilities to be integrated into the building and landscape design so they are not visually obtrusive from the street or civic spaces in the development, to the satisfaction of the City of Nedlands.

14. All storage and waste collection areas shall be screened from public viewing (including neighbouring properties) by the landowner to the satisfaction of the City of Nedlands.

15. Prior to the issue of a building permit, the development plans shall be amended to depict an easement 10m in width to facilitate future connection to Dalkeith Road along the southernmost lot boundary.

Traffic and Parking

16. Prior to occupation, a Loading, Servicing and Delivery Management Plan shall be provided to and approved by the City. The Plan will include details on:

    a) how the servicing of the proposed development will occur including service, delivery and rubbish collection vehicle routes;
    b) times of deliveries and numbers of daily deliveries;
    c) agreement that delivery vehicles will turn off engines, freezer and fridge compressor units of trucks while unloading.

    The approved plan (and any amendments approved by the City in writing) is required to be adhered to for the life of the development to the satisfaction of the City of Nedlands.

17. Prior to occupation, the 8 public bicycle racks as shown on the plans dated 18 November 2024 shall be provided in accordance with Australian Standard for AS 2890.3 to the satisfaction of the City of Nedlands. The bicycle racks shall remain in place for the duration of the development.

18. Prior to occupation, all car parking bays are to be clearly line marked, drained and with visitor/staff parking clearly marked or signage provided, and maintained thereafter by the landowner to the satisfaction of the City of Nedlands.

19. All car parking dimensions (including associated wheel stops and headroom clearance), manoeuvring areas, ramps, crossovers and driveways shall comply with Australian Standard 2890.1-2004 - Off-street car parking and Australian Standard 2890.6:2009 - Off-street parking for people with disabilities (where applicable) to the satisfaction of the City of Nedlands.

20. Prior to the issue of a building permit, an amended Waste Management Plan is to be submitted that updates the figures to match the approved plans to the satisfaction of the City of Nedlands. The amended Waste Management Plan is to be adhered to for the life of the development to the satisfaction of the City.

Environmental Health

21. Prior to occupation, an external lighting plan must be submitted and approved by the City of Nedlands. The lighting is to be designed and located to prevent any increase in light spill onto the adjoining properties and shall comply with the requirements of Australian Standard 4282 – Control of Obtrusive Effects of Outdoor Lighting and is to be adhered to for the life of the development to the satisfaction of the City of Nedlands.

22. All actions and recommendations contained within the Acoustic Assessment dated 18 November 2024, prepared by Herring Storer Acoustic shall be implemented and adhered to for the life of the development, to the satisfaction of the City of Nedlands.

23. Prior to occupation, a Noise Management Plan is to be submitted and approved by the City of Nedlands detailing measures that will be undertaken to ensure noise levels during operation of the development are kept within levels prescribed in the Environmental Protection (Noise) Regulations 1997 to the specifications and satisfaction of the City of Nedlands. The Noise Management Plan shall be adhered to at all times for the life of the development.

Landscaping

24. Prior to occupation, an amended landscaping shall be submitted which depicts at least 50% of the tree species being endemic species. All landscaped areas are to be maintained on an ongoing basis for the life of the development on the site to the satisfaction of the City of Nedlands.

25. The street tree(s) within the verge are to be protected and maintained through the duration of the demolition and construction processes to the satisfaction of the City of Nedlands. Should the tree(s) die or be damaged, they are to be replaced with a specified species at the proponents and to the satisfaction of the City of Nedlands.

Sustainability

26. All actions and recommendations contained within the Sustainable Management Plan dated 18 November 2024, prepared by Edison Consults Pty Ltd, or any approved modifications, shall be implemented and adhered to for the life of the development to the satisfaction of the City of Nedlands.

Main Roads WA

27. Prior to occupation of the development, the land required for the widening of Stirling Highway, as shown on the plan 1.7138-1 (see attached), must be ceded free of cost to the State of Western Australia without any payment of compensation.

28. Prior to occupation of the development, the applicant must undertake works to Main Roads requirements to restrict Florence Road access to left in left out traffic movements only and ensure vehicles can turn lane correct to and from Stirling Highway. All works shall be at the applicant's cost.

29. Prior to applying for a Building Permit, the applicant must submit engineering drawings demonstrating that a 15.6m vehicle can access the site and turn lane correct to and from Stirling Highway. The plans shall be to Main Roads requirements. The applicant is responsible for all costs associated with any land acquisition, design, drainage, and construction of the road upgrade works. This includes signage, road markings, relocation of services, street lighting, design checks and inspections.

30. Prior to occupation of the development, the redundant vehicle crossover is to be removed and kerbing, verge, and footpath (where relevant) reinstated with landscaping to the satisfaction of the City of Nedlands.

31. Prior to occupation of the development, all lots shall be amalgamated, and a new Certificate of Title obtained for the amalgamated lot.

32. The maximum length of heavy vehicles accessing the site shall not exceed 15.6m.

33. All waste collection is to be onsite.

34. Prior to the submission of a building permit, a Traffic Management Plan (for construction) must be submitted and approved by Main Roads. The Traffic Management Plan must detail how traffic shall be managed at all times and must be implemented and maintained throughout the construction of this development.

35. No part of the development, other than approved landscaping is to be located within the land within the Primary Regional Road Reservation (PRRR).

36. Prior to the issue of the Building Permit, the applicant must submit a revised Landscape to the satisfaction of the City of Nedlands and on advice from Main Roads for temporary landscaping located within the widened road reservation/land requirement as detailed in the attached Land Protection Plan 1. 7138/1. Sight lines must be maintained at all times to ensure driver safety.

37. Any existing redundant infrastructure within the PRRR is to be removed and the verge made good at the applicant's expense.

38. No works are permitted within the Stirling Highway Road Reservation unless Main Roads has issued a Working on Roads permit.

39. All signs must be placed on private property and must not overhang or encroach the Primary Regional Road Reservation.

40. The maximum luminance level of the signs shall be in accordance with the requirements below at all times:

    a. During daytime, the maximum luminance levels shall be 500 cd/m2.
    b. During the night, the maximum luminance levels shall be 350 cd/m2.

41. The signs must not flash, pulsate or chase.

42. The devices must not contain fluorescent, reflective, or retro-reflective colours or materials

Voting Requirement

Simple Majority.

Background

Land Details

Metropolitan Region Scheme Zone	Urban
Local Planning Scheme Zone	Mixed Use
R-Code	R-AC1
Land area	Lot 3: 1,264.6m2 Lot 4: 1,656.7m2 Lot 5: 1,737.6m2 Total: 4,658.9m2
Land Use	Shop, Liquor Store – Small, Consulting Rooms, Office, Restaurant/Café, Convenience Store, Medical Centre
Use Class	Shop – P Liquor Store – Small – P Consulting Rooms – P Office – P Restaurant/Café – P Convenience Store – P Medical Centre - D

The application proposes the development of a single storey commercial building with an undercroft carpark. The building features a two storey 'tower' adjacent to Stirling Highway that hosts the lift shafts and provides opportunities for signage. The development site is comprised of three lots with a total frontage of 60m to Stirling Highway. The eastern most lot (Lot 5) is located on the corner of Florence Road and Stirling Highway, providing the development site with an 86m frontage to Florence Road.

Figure 1: Aerial image

Discussion

Previous DAP Consideration

This application was first considered by the Development Assessment Panel on 19 December 2024, during which it was resolved to defer the application for up to 60 days to "enable the City of Nedlands/responsible authority to consider and provide comments on the Main Roads response dated 18 December 2024."

At the time of preparing the initial Responsible Authority Report Main Roads WA (MRWA) had not yet provided a formal referral response to the City. As a result, the City recommended deferral to allow for the provision of further information related to traffic generation, on-site parking bay provision and to allow time for the receipt of a formal response from MRWA.

MRWA provided a formal response on 18 December 2024. Further discussion of the MRWA response is below. It is worth noting that the development itself remains unchanged from the proposal considered by the DAP on 19 December 2024.

Assessment of Statutory Provisions

The proposal has been assessed against all relevant legislative requirements including Local Planning Scheme No.3 (LPS3), Residential Design Codes Volume 2 (R-Codes Volume 2) and Local Planning Strategies and Policies. The matters below have been identified as key considerations for the determination of this application.

- Achieving the objectives of the City's Local Planning Strategy
- Achieving the objectives of the City's Nedlands Stirling Highway Activity Corridor (NSHAC) Strategy

- Satisfaction of the statutory provisions of the City's Local Planning Scheme No. 3 (LPS 3)
- Traffic generated by the development
- Parking provided by the development

Plans were received on 25 September 2024 and assessed against the planning framework. Following assessment advice from the City and the City's DRP, amended plans were provided on 18 November 2024 which included the following changes:

- Alteration to the lift tower and troller bay location
- Reconfiguration of the pocket park with additional bench seating
- Relocation of the tenancy 7 entrance
- Additional windows added to the back of house office

The amended plans satisfy the objectives of the City's Local Planning Strategies and LPS 3. Though the development does not provide a residential component and is not a minimum of the four storeys in height (as preferred by the NSHAC Strategy), a commercial offering that includes a major supermarket and a variety of other retail and commercial opportunities is complementary to, and will ultimately help facilitate the development of, additional dwellings near the site. Further, the height of the development is not imposing on the streetscape or adjoining dwellings and is below the 'default' heights within the Residential Design Codes.

MRWA provided a statement of support subject to 16 recommended conditions. The conditions relate primarily to the functionality of Stirling Highway, vehicle access and egress to the site, general traffic management and the nature of any signage. The City's officers are largely supportive of all MRWA conditions with several minor modifications that ensure signage and landscaping can remain in the road reserve until is necessary to remove these fixtures for future road widening and works.

The City's Technical Services has conducted a further review of the proposal with some supplementary information provided by the applicant. As a result, on balance, it has been determined that both the provision of car parking bays and the generation of traffic is appropriate subject to several minor modifications.

The City's Local Planning Policy 4.2 Dalkeith to Stanley Street Laneway (LPP 4.2) establishes the requirement for a laneway through the lots between Stanley Street, Florence Road and Dalkeith Road. LPP 4.2 specifies that the laneway shall be created upon the subdivision or significant development of the lots and the laneway shall have a total width of 10m. It is recommended that any approval include conditions requiring that an area of 10m be created and/or set aside for the future laneway and that this accessway area be made publicly accessible in perpetuity through provision of an easement or other appropriate arrangement with the City.
Refer to the Responsible Authority Report (RAR) in **Attachment 1** for a full discussion.

Design Review Panel

The development was reviewed by the City's Design Review Panel (DRP) on two occasions. A summary of the Panel's evaluation of the proposal at each stage of the review process is provided below.

Table 2: DRP Design Quality Evaluation			
	Supported		
	Further Information Required		
	Not supported		
SPP 7.0 Principles	1 July 2024	21 October 2024	Chair Review 22 November 2024
1. Context and Character			
2. Landscape Quality			
3. Built Form and Scale			
4. Functionality and Built Quality			
5. Sustainability			
6. Amenity			
7. Legibility			
8. Safety			
9. Community			
10. Aesthetics			

The DRP Chair provided the following comment on conclusion of the final review:

"Overall, the applicant has responded very constructively and positively to the DRP advice. I **support** the current proposal but with the qualification that the proposal seems to be low rise supermarket shopping with small scale commercial tenancies. From a DRP perspective the proposal is supportable for this reason, yet the pre-eminence of the applicable planning scheme may outweigh this support."

On balance, the proposal responds appropriately to the desired land use and built form character envisioned for the locality.

Consultation

Public Consultation

In accordance with the City's Local Planning Policy 7.3 Consultation of Planning Proposals (LPP 7.3), the plans received 25 September 2024 were advertised for a period of 28 days, from 27 September 2024 to 25 October 2024, in the following manner:

- Letters sent to all City of Nedlands and City of Perth landowners and occupiers within a 200m radius of the site;
- A sign on site was installed at the site's street frontage for the duration of the advertising period;
- An advertisement was published on 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 published on 4 October 2024; and
- A community information session was held by City Officers on 9 October 2024, no community members attended this session.

At the close of the advertising period, the City received 19 submissions, 13 in support, three objecting and three making general comment. A full schedule of submissions and applicant responses are provided in Attachment 1. A summary of the objections is provided below.

Public Consultation Summary	
Matter Raised	**Officer Comment**
The proposal does not satisfy the objectives of the Mixed Use zone or NSHAC Strategy as it does not provide a residential component.	The absence of dwellings included in the proposal is supported as the retail and commercial opportunities provided are complementary to and will ultimately help facilitate the development of additional dwellings in close proximity to the site.
The height of the building is insufficient in response to the desired medium and high rise character of the locality.	Regarding the low-rise height of the development is, on balance, an appropriate response to the existing and emerging character of the area.
Parking is insufficient.	It is unclear if the parking bays provided are adequate for the commercial development proposed. Further information regarding parking bay provision is requested.
The two-storey tower element is excessive in height.	The RAC-1 density coding and NSHAC Strategy contemplate a preferred height of at least four storeys for the site. The two-storey tower element of the development is consistent with the existing built form in the area.
The signage location proposed is too prominent and does not respect the mixed use nature of the street.	The scale and nature of the proposed signage is consistent with commercial tenancies and supermarket developments.
The parking lot should be serviced by a travelator in addition to lifts.	The development remains accessible through the provision of two lifts from the undercroft car park to the upper forecourt and shop tenancy. A travelator is not a required feature of the development.
The development should include further planting and/or space for the community.	The site is proposed to be 9.6% deep soil area, virtually consistent with the expected landscaping provision for developments in the R-AC1 density code. The pocket park in the north-east corner of the site has been reconfigured to be more open and provide bench seating to encourage use.
The traffic issues related to entry and exit from Stirling Highway, Florence Road and Dalkeith Road will create congestion and reduce safety.	The TIA provided with the development application may be missing fundamental information to accurately assess the provision of car parking bays and traffic generation from the development. Further information has been requested.
6.1m is too narrow for the future laneway between Florence and Dalkeith Road.	While 6.1m is not consistent with the 10m envisioned by LPP 4.2 Dalkeith to Stanley Street Laneway, 6.1m is sufficient width to provide a single carriageway with two lanes.

The development is supported.	Noted.

These matters have been addressed within the RAR. All submissions on this proposal have been given due regard in this assessment in accordance with Clause 67(y) of the *Planning and Development (Local Planning Schemes Regulations) 2015.*

Strategic Implications

This item is strategically aligned to the City of Nedlands Council Plan 2023-33 vision and desired outcomes as follows:

Vision **Sustainable and responsible for a bright future**

Pillar **Place**
Outcome 6. Sustainable population growth with responsible urban planning.

Budget/Financial Implications

Nil.

Legislative and Policy Implications

Council is requested to make a recommendation to the DAP in accordance with Regulation 12 of the Planning and Development (Development Assessment Panels) Regulations 2011. Council may recommend to approve, refuse or defer the application.

Decision Implications

Council's recommendation will be incorporated into the Responsible Authority Report (RAR) and lodged with the DAP Secretariat on or before 30 January 2025. The recommendation noted above is the officer recommendation that is also included in the RAR.

In the event that Council does not adopt the officer recommendation, Council's recommendation will be located at the front of the RAR as the Responsible Authority Recommendation and the officer recommendation will be contained in the rear of the report.

In the event that Council does not make a recommendation, the RAR will be forwarded to DAP on 30 January 2025 with the Officer Recommendation only.

Conclusion

Council is requested to consider the proposed development as the Responsible Authority. It is requested that Council makes a recommendation to the DAP to either approve, refuse or defer the application.

The application for a single storey supermarket development with additional commercial tenancies is of a scale and use consistent with the expected pattern of urban growth in the locality. Issues related to the provision of car bays and traffic generation have been reviewed further and it is determined that the car bays provided and the impact on the road network is acceptable subject to conditions requiring minor modification of the development.

For the above reasons, it is recommended Council adopt the Officer Recommendation contained in the RAR to approve the application.

Further Information

Nil.

ITEM XX – LOT NO. 535 AND 536 (87 AND 89) BROADWAY, NEDLANDS – MIXED USE DEVELOPMENT (45 MULTIPLE DWELLINGS)

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Inner Development Assessment Panel
Local Government Area:	City of Nedlands
Applicant:	Element Advisory
Owner:	87 BP Pty Ltd
Value of Development:	$31.5 million
Responsible Authority:	City of Nedlands
Authorising Officer:	Tony Free, Director Planning & Development
LG Reference:	DA23-87781
DAP File No:	DAP/23/02530
Application Received Date:	13 July 2023
Report Due Date:	5 February 2025
Application Statutory Process Timeframe:	90 Days with an additional 231 days agreed and 60 days deferral
Attachment(s):	1. Location Plan 2. Development Plans 3. Schedule of Submissions 4. Referral Response (Main Roads WA) dated 18 December 2024 5. DRP Minutes 6. Applicant Planning Report 7. Waste Management Plan (18 November 2024) 8. Acoustic Report (18 November 2024) 9. Sustainable Design Management Plans (18 November 2024) 10. Landscaping Plan (18 November 2024) 11. Traffic Impact Assessment & Sightline Assessment (28 October 2024) 12. Previous Responsible Authority Report considered by DAP 19 December 2024

Responsible Authority Recommendation

To be determined at 29 January Special Council Meeting

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban (zone) Primary Regional Road (reserve)
Local Planning Scheme	City of Nedlands, Local Planning Scheme 3

Local Planning Scheme - Zone/Reserve	Mixed Use (R-AC1)
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	N/A
Use Class and permissibility:	Shop – P Liquor Store – Small – P Consulting Rooms – P Office – P Restaurant/Café – P Convenience Store – P Medical Centre - D
Lot Size:	Lot 3: 1,264.6m^2 Lot 4: 1,656.7m^2 Lot 5: 1,737.6m^2 Total: 4,658.9m^2
Existing Land Use:	Vacant
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☐ N/A ☒ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The application proposes the development of a single storey commercial building with an undercroft carpark. The development site is comprised of three lots with a total frontage of 60m to Stirling Highway. The eastern most lot (Lot 5) is located on the corner of Florence Road and Stirling Highway, providing the development site with an 86m frontage to Florence Road. The proposal includes the following:

- A shop tenancy (ALDI – supermarket) with a retail floor space of 1,100m^2.
- A 415m^2 'back of house' area for the shop tenancy.
- Six separate commercial tenancies with a gross floor area of 783m^2, these tenancies will operate separate from the shop (supermarket) use.
- An undercroft vehicle parking area providing 94 car parking bays and eight bicycle parking spaces.
- A 'pocket park' in the north-east corner intended for public use.
- Vehicle access is proposed from Florence Road, with no access available from Stirling Highway.
- A 6.1m wide strip of land along the southern boundary that is proposed as a vehicle access area and future easement area for a laneway connecting Florence and Dalkeith Roads.

The application has been assessed using the development plans submitted 18 November 2024 (Attachment 2).

Proposed Land Use	Shop – P Liquor Store – Small – P Consulting Rooms – P Office – P Restaurant/Café – P Convenience Store – P Medical Centre - D
Proposed Net Lettable Area	Shop - 1,461.3m^2 Commercial tenancies – 783m^2 Total: 2,244m^2
Proposed No. Storeys	One storey (with an undercroft)
Proposed No. Dwellings	Nil

Background:

Previous DAP Consideration

This application was first considered by the Development Assessment Panel on 19 December 2024, during which it was resolved to defer the application for up to 60 days to "enable the City of Nedlands/responsible authority to consider and provide comments on the Main Roads response dated 18 December 2024."

At the time of preparing the initial Responsible Authority Report (**Attachment 12**), Main Roads WA (MRWA) had not yet provided a formal referral response to the City. As a result, the City recommended deferral to allow for the provision of further information related to traffic generation, on-site parking bay provision and to allow time for the receipt of a formal response from MRWA.

MRWA provided a formal response on 11 December 2024 which was superseded by a more comprehensive response on 18 December 2024 (**Attachment 4**). Further discussion of the MRWA response is below. It is worth noting that the development itself remains unchanged from the proposal considered by the DAP on 19 December 2024.

Site Context

The development site comprises three lots within the street block bound by Dalkeith Road and Florence Road. The site accommodated the Captain Stirling Shopping Centre, which was demolished in June 2023. The demolition of the site resulted in the removal of a mature Moreton Bay fig tree. The site is currently vacant and no other notable trees or vegetation are present on site. The proposal involves the removal and replacement of four street trees on Stirling Highway that were planted in early 2019.

The subject site has two road frontages. It has a 60m primary frontage to Stirling Highway to the north, and a secondary 86m frontage to Florence Road to the east. Stirling Highway has strategic significance as a recognised 'urban corridor' by the Perth and Peel @3.5 million planning framework and is a high frequency transport route. There are five bus stops on Stirling Highway within 170m of the site.

The property has a notable slope across the site, falling 2m from the northeast to the southwest. A 3m wide strip of land within the lots across the entire Striling Highway frontage is reserved for 'Primary Regional Road' purposes under the MRS. The southwest portion of the site is bound by a drainage sump and the southwest is bound by lots with a Residential R160 zoning. The lot to the southwest accommodates a single storey dwelling.

The immediate locality along Stirling Highway is characterised primarily by commercial buildings up to three storeys in height. The buildings have a range of architectural styles and usually feature prominent commercial signage.

80 Stirling Highway (Woolworths)

An application for a commercial development at 80 Stirling Highway, Nedlands was submitted in August 2019. The application proposes a large, two storey shop use (Woolworths supermarket) and several, separate commercial tenancies. After multiple iterations of the development plans, the Metro Inner North Joint Development Assessment Panel approved the development in February 2023. The development proposes to retain the State Heritage listed Captain Stirling Hotel and create a town centre precinct on the site.

Traffic and access was a fundamental consideration for the development. Significant negotiation was undertaken to create a southern laneway on the 80 Stirling Highway site to be used as a public vehicle accessway. The laneway would facilitate movement of traffic and provide a dedicated entry and exit point for delivery vehicles and waste management. It would also address overall concerns related to traffic safety and existing congestion issues along Stirling Highway and address Main Roads' original concerns that direct access from individual lots to the Highway should be removed.

Due to overall traffic generation and an increase in right turns into Stanley Street from Stirling Highway, a key condition of the 80 Stirling Highway development approval involved the ceding of land from the 80 Stirling Highway site to facilitate the widening of Stirling Highway.

Legislation and Policy:

Legislation

- Planning and Development Act 2005
- Planning and Development (Local Planning Schemes) Regulations 2015
- Planning and Development (Development Assessment Panels) Regulations 2011
- Metropolitan Region Scheme
- City of Nedlands Local Planning Scheme No.3

State Government Policies

- State Planning Policy 4.2 – Activity Centres
- State Planning Policy 7.0 – Design of the Built Environment (SPP7.0)

Planning Codes

- Residential Design Codes Volume 2 – Apartments (R-Codes)

Local Policies

- Local Planning Policy 3.2 – Waste Management
- Local Planning Policy 4.1 – Parking
- Local Planning Policy 4.2– Dalkeith Road to Stanley Street Laneway
- Local Planning Policy 7.3 – Consultation of Planning Proposals

Strategies

- City of Nedlands Local Planning Strategy
- Nedlands Stirling Highway Activity Corridor Strategy

Consultation:

Public Consultation

In accordance with the City's Local Planning Policy 7.3 Consultation of Planning Proposals (LPP 7.3), the plans received 25 September 2024 were advertised for a period of 28 days, from 27 September 2024 to 25 October 2024.

At the close of the advertising period, the City received 19 submissions, 13 in support, three objecting and three making general comment. A full schedule of submissions and applicant responses are provided at **Attachment 3**.

No further community consultation was undertaken as no changes to the development were made after the DAP meeting of 19 December 2024.

All submissions on this proposal have been given due regard in this assessment in accordance with Clause 67(y) of the *Planning and Development (Local Planning Schemes Regulations) 2015.*

Referrals/consultation with Government/Service Agencies

Main Roads WA

As the lots are affected by a Primary Regional Road (PRR) reservation, the application was referred to MRWA for comment in accordance with Instrument of Delegation DEL 2022/03. MRWA provided comment on 9 October 2024 requesting additional information related to an updated Traffic Impact Assessment (TIA) and the provision of SIDRA Intersection data. A response to this additional information request was provided by the applicant on 28 October 2024 with the provision of an updated TIA (**Attachment 11**).

MRWA provided a referral response on December 11, 2024, stating support for the proposal subject to 12 recommended conditions of approval. On 18 December 2024, MRWA provided and updated referral response which superseded the previous response. The updated response (**Attachment 4)** maintained support for the proposal subject to 16 recommended conditions of approval. Discussion of these conditions can be found below.

Design Review Panel Advice

The development was reviewed by the City's Design Review Panel on two occasions with a final review conducted by the Chair of the DRP. Full DRP Minutes are provided

at **Attachment 5**. A summary of the Panel's evaluation of the proposal at each stage of the review process is provided in **Table 2** below.

Table 2: DRP Design Quality Evaluation			
	Supported		
	Further Information Required		
	Not supported		
SPP 7.0 Principles	1 July 2024	21 October 2024	Chair Review 22 November 2024
1. Context and Character			
2. Landscape Quality			
3. Built Form and Scale			
4. Functionality and Built Quality			
5. Sustainability			
6. Amenity			
7. Legibility			
8. Safety			
9. Community			
10. Aesthetics			

The DRP Chair provided the following comment on conclusion of the final review:

*Overall, the applicant has responded very constructively and positively to the DRP advice. I **support** the current proposal but with the qualification that the proposal seems to be low rise supermarket shopping with small scale commercial tenancies. From a DRP perspective the proposal is supportable for this reason, yet the pre-eminence of the applicable planning scheme may outweigh this support.*

On balance, the proposal responds appropriately to the desired land use and built form character envisioned for the locality. The development's response to the requirements of the City's planning scheme and strategic planning framework are discussed in the original RAR (**Attachment 12**).

Planning Assessment:

The proposal has been assessed against all relevant legislative requirements of LPS 3, and State and Local Planning Policies, as outlined in the original RAR presented to DAP on the 19 December 2024 **(Attachment 12).** This RAR is to be read in conjunction with the 19 December 2024 RAR, with additional discussion provided below in the context of the reason the application was deferred by the DAP.

Main Roads WA Response

MRWA provided a final referral response to the development application on 18 December 2024. The response stated that MRWA supports the proposal and recommended that if the development were granted approval, it be subject to 16 conditions related primarily to the functionality of Stirling Highway, vehicle access and egress to the site, general traffic management and the nature of any signage.

The suitability of the recommended MRWA conditions is discussed below in Table 3.

Table 3: MRWA Recommended Conditions	
Condition	**City of Nedlands Comment**
1. Prior to occupation of the development, the land required for the widening of Stirling Highway, as shown on the plan 1.7138-1 (see attached), must be ceded free of cost to the State of Western Australia without any payment of compensation.	Supported. The land is required for the orderly and proper planning of the future road network and should be ceded to the State upon the intensification of the site.
2. Prior to occupation of the development, the applicant must undertake works to Main Roads requirements to restrict Florence Road access to left in left out traffic movements only and ensure vehicles can turn lane correct to and from Stirling Highway. All works shall be at the applicant's cost.	Supported. The traffic generated by new development in the area will necessitate the restriction of right turns from Florence Road to ensure vehicle safety. The City may support elaboration through an advice note or amended condition that the works shall be completed by the proponent of either 80 Stirling Highway, 90 Stirling Highway – whichever is occupied first.
3. Prior to applying for a Building Permit, the applicant must submit engineering drawings demonstrating that a 15.6m vehicle can access the site and turn lane correct to and from Stirling Highway. The plans shall be to Main Roads requirements. The applicant is responsible for all costs associated with any land acquisition, design, drainage, and construction of the road upgrade works. This includes signage, road markings, relocation of services, street lighting, design checks and inspections.	Supported. Material that demonstrates the manoeuvrability of the 15.6m delivery trucks to and from the site with any reasonable road modifications identified is necessary to ensure the development can operate in a functional and safe manner.
4. Prior to occupation of the development, the redundant vehicle crossover is to be removed and kerbing, verge, and footpath (where relevant) reinstated with landscaping to the satisfaction of the City of Nedlands	Supported. Removal of redundant crossovers and reinstatement of kerbing and footpaths is necessary for vehicle access consolidation and public amenity.
5. Prior to occupation of the development, all lots shall be amalgamated, and a new Certificate of Title obtained for the amalgamated lot.	Supported. The amalgamation of the lots is required to ensure that the middle lot does not retain vehicle access rights to Stirling Highway.

6. The maximum length of heavy vehicles accessing the site shall not exceed 15.6m.	Supported. This is the maximum length of vehicle that is described in the Traffic Impact Statement.
7. All waste collection is to be onsite.	Supported. Waste collection should occur onsite for vehicle and contractor safety.
8. Prior to the submission of a building permit, a Traffic Management Plan (for construction) must be submitted and approved by Main Roads. The Traffic Management Plan must detail how traffic shall be managed at all times and must be implemented and maintained throughout the construction of this development.	Supported. A Traffic Management Plan is integral for the operation of the development related to service vehicles and the management of the parking area.
9. No part of the development, other than approved landscaping is to be located within the land within the Primary Regional Road Reservation (PRRR).	Supported with modification. The development includes landscaping, signage and an awning within the road reservation. These fixtures should be able to remain in the reserve until substantive roadworks are imminent. The condition's wording should be altered to allow for these aspects of the development to remain until their removal is necessary.
10. Prior to the issue of the Building Permit, the applicant must submit a revised Landscape to the satisfaction of the City of Nedlands and on advice from Main Roads for temporary landscaping located within the widened road reservation/land requirement as detailed in the attached Land Protection Plan 1. 7138/1. Sight lines must be maintained at all times to ensure driver safety.	Supported. The landscaping plan should also be updated to reflect or confirm the inclusion of 50% endemic tree and plant species.
11. Any existing redundant infrastructure within the PRRR is to be removed and the verge made good at the applicant's expense.	Supported. Any unused infrastructure should be removed.
12. No works are permitted within the Stirling Highway Road Reservation unless Main Roads has issued a Working on Roads permit.	Supported. MRWA is the State Road authority that shall approve any pertinent works in the road reservation.
13. All signs must be placed on private property and must not overhang or encroach the Primary Regional Road Reservation.	Not supported. Signs within the road reservation should be allowed and be subject to the modified condition 9 above.
14. The maximum luminance level of the signs shall be in accordance with the requirements below at all times:	No comment.

a. During daytime, the maximum luminance levels shall be 500 cd/m2. b. During the night, the maximum luminance levels shall be 350 cd/m2.	
15. The signs must not flash, pulsate or chase.	No comment.
16. The devices must not contain fluorescent, reflective, or retro-reflective colours or materials.	No comment.

Traffic and Parking

The City has conducted a further review of the proposal with some supplementary information provided by the applicant. As a result, on balance, it has been determined that both the provision of car parking bays and the generation of traffic is appropriate subject to several minor modifications.

Using the WA Planning Manual: Non-Residential Car Parking Rates in Perth and Peel (November 2024) as a further guide for car parking, it has been determined that the size and mix of land uses will generate the need for approximately 92 car bays, as per the calculation in Table 4 below. Note that the maximum car parking requirements outlined in the Planning Manual have been applied.

Table 4 – Parking Provision

Land Use	**LPP Requirement**	**Provided**	**Difference**
Shop and Liquor Store	5 bays per 100m^2 NLA 1330m^2 = 67 bays	94 bays	2 bay surplus
Medical Centre	12 bays		
Office	1 bays per 50m^2 NLA 145m^2 = 3 bays		
Restaurant/Café	1 bay per 3 patrons (30-person capacity) = 10 bays		
TOTAL	92 bays	94 bays	2 bay surplus

The above car parking rates suggest that the provision of bays will be appropriate for the land uses proposed. While the parking rates as calculated through the City's LPP 4.1 suggest there is a shortfall of parking, the rate derived from the WA Planning Manual and the likelihood of combined trips to multiple tenancies suggest that, overall, the provision of car parking bays is adequate.

Further swept paths provided for the delivery vehicle indicate that the turning circles on entry and exit to Florence Road are acceptable provided there are minor modifications made to the road design. As a result, conditions 2 and 3 as recommended by Main Roads WA in attachment 4 are supported.

Southern Laneway

The development includes a 6.1m strip of land along the southern boundary of the site that has been set aside to facilitate a future laneway connecting Florence Road and Dalkeith Road. The proposed laneway involves the use of the lots at 56 Dalkeith Road, Nedlands. These lots are owned by the City of Nedlands and are currently being used as a drainage sump. The creation of this laneway will facilitate the movement of traffic, provide an entry and exit for vehicles from Dalkeith Road and shift some of the vehicle movements from Florence Road and Edward Street.

The City's Local Planning Policy 4.2 Dalkeith to Stanley Street Laneway (LPP 4.2) establishes the requirement for a laneway through the lots between Stanley Street, Florence Road and Dalkeith Road. LPP 4.2 specifies that the laneway shall be created upon the subdivision or significant development of the lots and the laneway shall have a total width of 10m. The laneway shall run across the lots identified in figure 1 below.

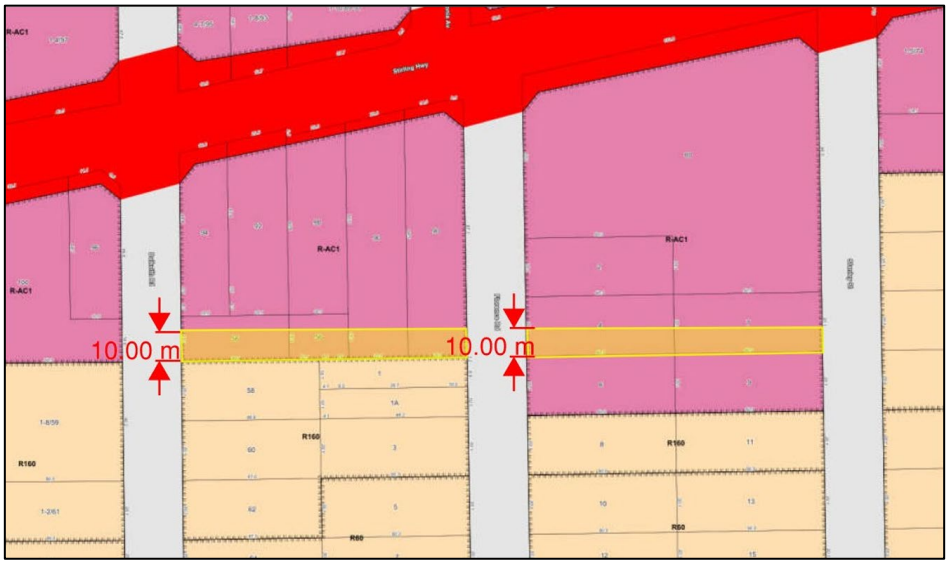


Figure 1: Location of future laneway

The 10m width of the laneway is required to ensure sufficient space for two lanes of traffic as well as a 3m infrastructure and landscaping strip along the southern portion of the laneway. The laneway will assist in relieving traffic congestion and pressure on Stirling Highway and Edward Street and allow vehicles existing the development sites to make a signalised right turn onto Stirling Highway.

It is recommended that any approval include conditions requiring that an area of 10m be created and/or set aside for the future laneway and that this accessway area be made publicly accessible in perpetuity through provision of an easement or other appropriate arrangement with the City.

Conclusion:

The proposed development is of a scale and use consistent with the expected pattern of urban growth in the locality. The proposal responds appropriately to the significance of the Town Centre site in which it is located, as identified within the Local Planning Strategy and NSHAC Strategy. The development provides local convenience retail that caters for the existing population and will service future residential growth in proximity to the development site. On balance, the provision of a significant local convenience retail offering outweighs the immediate lack of residential units within the site. Issues

related to the provision of car bays and traffic generation have been reviewed further and it is determined that the car bays provided and the impact on the road network is acceptable. The application warrants approval subject to recommended conditions.

Officer Recommendation

It is recommended that the Metro Inner DAP resolves to:

Approve DAP Application reference DAP/24/02769 and accompanying plans dated 18 November 2024 in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the Planning and Development (Local Planning Schemes) Regulations 2015 and the provisions of the City of Nedlands Local Planning Scheme No. 3 subject to the following conditions:

1. Pursuant to clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.

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

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

4. Prior to occupation, No. 90 (Lots 3, 4 and 5) Stirling Highway are to be legally amalgamated.

<u>Building and Engineering</u>

5. Prior to occupation of the development, the applicant is to enter into a Deed of Agreement with the City of Nedlands to ensure that, should access be made available to Dalkeith Road in the future, the proposed development is able to facilitate public through access by way of easement or other means from Dalkeith Road to Florence Road. The Deed of Agreement is to be prepared at the applicant's cost. The easement and accessway shall be a minimum width of 10m.

6. Prior to the issue of a demolition permit and a building permit, a Construction Management Plan shall be submitted and approved to the satisfaction of the City. The approved Construction Management Plan shall be observed at all times throughout the construction process to the satisfaction of the City.

7. Prior to the commencement of works, a Dilapidation Report shall be submitted to the City of Nedlands and the owners of the adjoining properties listed below detailing the current condition and status of all buildings (both internal and external together with surrounding paved areas and rights of ways), including ancillary structures located upon these properties:

   Lots 2 (No. 92) Stirling Highway, Nedlands
   Lot 88 (No. 1) Florence Road, Nedlands
   Lot 89 (No. 1A) Florence Road, Nedlands

Lot 1 (No. 80) Stirling Highway, Nedlands

In the event that access for undertaking the dilapidation survey is denied by an adjoining owner, the applicant must demonstrate in writing to the satisfaction of the City of Nedlands that all reasonable steps have been taken to obtain access and advise the affected property owner of the reason for the survey and that these steps have failed.

8. All stormwater generated on site is to be retained on site. An onsite storage/infiltration system is to be provided within the site for a 1% AEP. No stormwater will be permitted to enter the City of Nedlands' stormwater drainage system unless otherwise approved.

9. The applicant shall enter into a Deed of Indemnity with the City in relation to the works (awnings) to be undertaken in accordance with the approval within the land managed/owned by the City. The Deed of Indemnity shall be prepared/or vetted by the City's solicitors and shall be executed by both parties prior to any construction within the road reserve. All reasonable costs associated with the preparation of the Deed of Indemnity shall be borne by the landowner.

Design

10. Prior to the issue of a building permit, the proponents shall submit a final schedule of materials, colours, finishes and textures for the development. Any departures from the approved plans are to be to the satisfaction of the City of Nedlands.

11. Prior to occupation, all air-conditioning plant, satellite dishes, antennae and any other plant and equipment to the roof of the building shall be located or screened to the satisfaction of the City of Nedlands.

12. All signage is to be installed and maintained for the life of the development in accordance with the development plans dated received 18 November 2024, including any modifications agreed to in writing by the City, to the satisfaction of the City of Nedlands.

13. Prior to occupation, utilities to be integrated into the building and landscape design so they are not visually obtrusive from the street or civic spaces in the development, to the satisfaction of the City of Nedlands.

14. All storage and waste collection areas shall be screened from public viewing (including neighbouring properties) by the landowner to the satisfaction of the City of Nedlands.

15. Prior to the issue of a building permit, the development plans shall be amended to depict an easement 10m in width to facilitate future connection to Dalkeith Road along the southernmost lot boundary.

Traffic and Parking

16. Prior to occupation, a Loading, Servicing and Delivery Management Plan shall be provided to and approved by the City. The Plan will include details on:

a) how the servicing of the proposed development will occur including service, delivery and rubbish collection vehicle routes;
b) times of deliveries and numbers of daily deliveries;
c) agreement that delivery vehicles will turn off engines, freezer and fridge compressor units of trucks while unloading.

The approved plan (and any amendments approved by the City in writing) is required to be adhered to for the life of the development to the satisfaction of the City of Nedlands.

17. Prior to occupation, the 8 public bicycle racks as shown on the plans dated 18 November 2024 shall be provided in accordance with Australian Standard for AS 2890.3 to the satisfaction of the City of Nedlands. The bicycle racks shall remain in place for the duration of the development.

18. Prior to occupation, all car parking bays are to be clearly line marked, drained and with visitor/staff parking clearly marked or signage provided, and maintained thereafter by the landowner to the satisfaction of the City of Nedlands.

19. All car parking dimensions (including associated wheel stops and headroom clearance), manoeuvring areas, ramps, crossovers and driveways shall comply with Australian Standard 2890.1-2004 - Off-street car parking and Australian Standard 2890.6:2009 - Off-street parking for people with disabilities (where applicable) to the satisfaction of the City of Nedlands.

20. Prior to the issue of a building permit, an amended Waste Management Plan is to be submitted that updates the figures to match the approved plans to the satisfaction of the City of Nedlands. The amended Waste Management Plan is to be adhered to for the life of the development to the satisfaction of the City.

Environmental Health

21. Prior to occupation, an external lighting plan must be submitted and approved by the City of Nedlands. The lighting is to be designed and located to prevent any increase in light spill onto the adjoining properties and shall comply with the requirements of Australian Standard 4282 – Control of Obtrusive Effects of Outdoor Lighting and is to be adhered to for the life of the development to the satisfaction of the City of Nedlands.

22. All actions and recommendations contained within the Acoustic Assessment dated 18 November 2024, prepared by Herring Storer Acoustic shall be implemented and adhered to for the life of the development, to the satisfaction of the City of Nedlands.

23. Prior to occupation, a Noise Management Plan is to be submitted and approved by the City of Nedlands detailing measures that will be undertaken to ensure noise levels during operation of the development are kept within levels prescribed in the Environmental Protection (Noise) Regulations 1997 to the specifications and satisfaction of the City of Nedlands. The Noise Management Plan shall be adhered to at all times for the life of the development.

Landscaping

24. Prior to occupation, an amended landscaping shall be submitted which depicts at least 50% of the tree species being endemic species. All landscaped areas are to be maintained on an ongoing basis for the life of the development on the site to the satisfaction of the City of Nedlands.

25. The street tree(s) within the verge are to be protected and maintained through the duration of the demolition and construction processes to the satisfaction of the City of Nedlands. Should the tree(s) die or be damaged, they are to be replaced with a specified species at the proponents and to the satisfaction of the City of Nedlands.

Sustainability

26. All actions and recommendations contained within the Sustainable Management Plan dated 18 November 2024, prepared by Edison Consults Pty Ltd, or any approved modifications, shall be implemented and adhered to for the life of the development to the satisfaction of the City of Nedlands.

Main Roads WA

27. Prior to occupation of the development, the land required for the widening of Stirling Highway, as shown on the plan 1.7138-1 (see attached), must be ceded free of cost to the State of Western Australia without any payment of compensation.

28. Prior to occupation of the development, the applicant must undertake works to Main Roads requirements to restrict Florence Road access to left in left out traffic movements only and ensure vehicles can turn lane correct to and from Stirling Highway. All works shall be at the applicant's cost.

29. Prior to applying for a Building Permit, the applicant must submit engineering drawings demonstrating that a 15.6m vehicle can access the site and turn lane correct to and from Stirling Highway. The plans shall be to Main Roads requirements. The applicant is responsible for all costs associated with any land acquisition, design, drainage, and construction of the road upgrade works. This includes signage, road markings, relocation of services, street lighting, design checks and inspections.

30. Prior to occupation of the development, the redundant vehicle crossover is to be removed and kerbing, verge, and footpath (where relevant) reinstated with landscaping to the satisfaction of the City of Nedlands.

31. Prior to occupation of the development, all lots shall be amalgamated, and a new Certificate of Title obtained for the amalgamated lot.

32. The maximum length of heavy vehicles accessing the site shall not exceed 15.6m.

33. All waste collection is to be onsite.

34. Prior to the submission of a building permit, a Traffic Management Plan (for construction) must be submitted and approved by Main Roads. The Traffic Management Plan must detail how traffic shall be managed at all times and

must be implemented and maintained throughout the construction of this development.

35. No part of the development, other than approved landscaping is to be located within the land within the Primary Regional Road Reservation (PRRR).

36. Prior to the issue of the Building Permit, the applicant must submit a revised Landscape to the satisfaction of the City of Nedlands and on advice from Main Roads for temporary landscaping located within the widened road reservation/land requirement as detailed in the attached Land Protection Plan 1. 7138/1. Sight lines must be maintained at all times to ensure driver safety.

37. Any existing redundant infrastructure within the PRRR is to be removed and the verge made good at the applicant's expense.

38. No works are permitted within the Stirling Highway Road Reservation unless Main Roads has issued a Working on Roads permit.

39. All signs must be placed on private property and must not overhang or encroach the Primary Regional Road Reservation.

40. The maximum luminance level of the signs shall be in accordance with the requirements below at all times:
    a. During daytime, the maximum luminance levels shall be 500 cd/m2.
    b. During the night, the maximum luminance levels shall be 350 cd/m2.

41. The signs must not flash, pulsate or chase.

42. The devices must not contain fluorescent, reflective, or retro-reflective colours or materials

Advice Notes

a) This is a Planning Approval only and does not remove the responsibility of the applicant/owner to comply with all relevant building, health and engineering requirements of the City, any obligations under the Strata Titles Act, or the requirements of any other external agency.

b) A building permit is required for the works.

c) Application forms and supporting information about the procedure to operate a proposed sign visible to Stirling Highway refer to Main Roads' Policy and Assessment Guidelines for Static Advertising Signs which can be found on the Main Roads website.

d) The Construction Management Plan and Demolition Management Plans are to be prepared in the manner and form provided by the City of Nedlands

e) The applicant and landowner are advised that the approved uses (Office, Shop, Private – recreation, Medical centre, Liquor store – small and Restaurant/café) are defined in accordance with LPS3.

f) Prior to commencing a Food Business, a proprietor shall lodge with the City a Food Business Registration / Notification Form. A food business is any

business or activity that involves the sale of food or the handling of any type of food for sale in Australia.

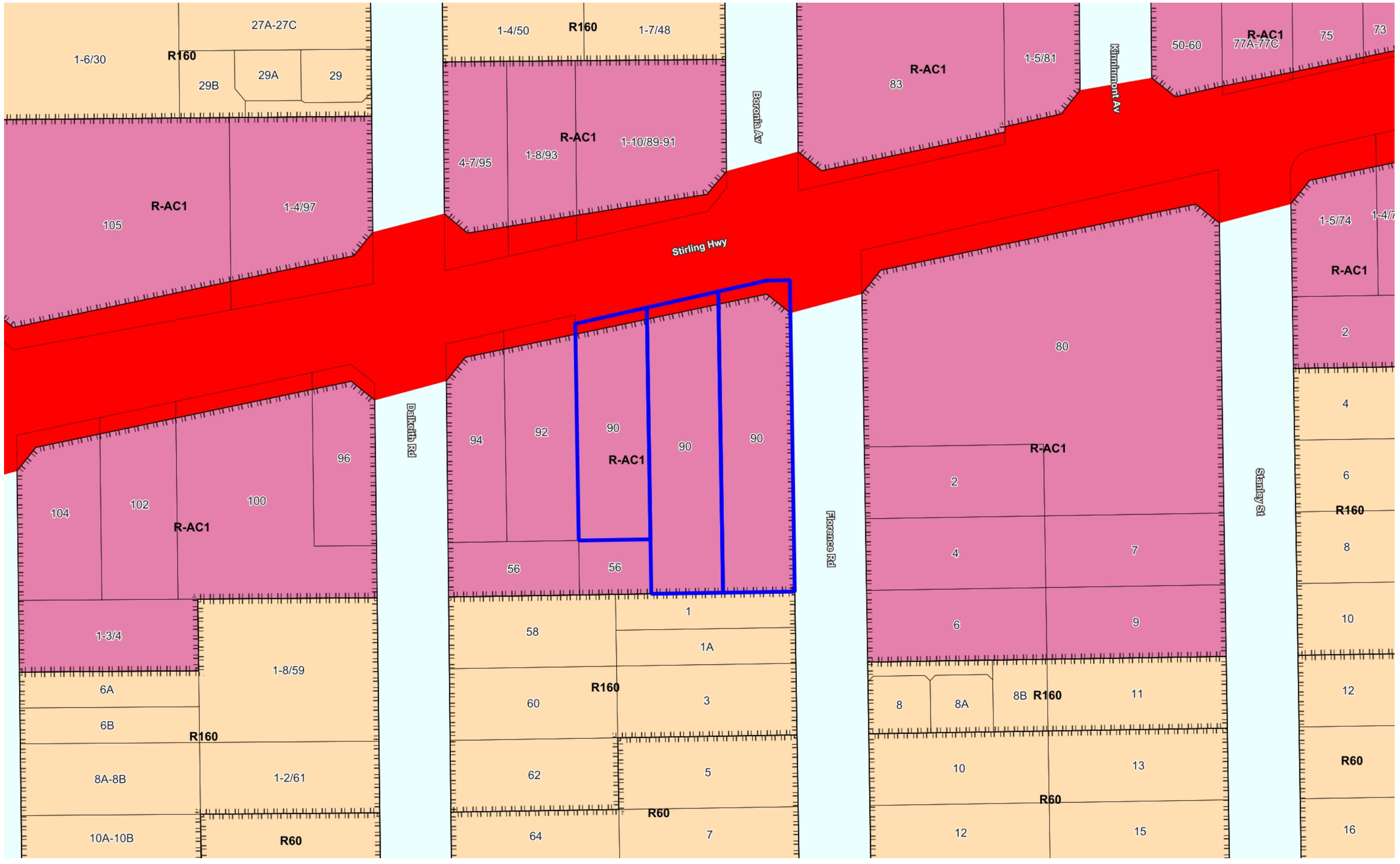
g) The landowner is advised that all mechanical equipment (e.g. air-conditioner) is required to comply with the Environmental Protection (Noise) Regulations 1997, in relation to noise.

h) Service and/or delivery vehicles are not to service the premises before 7.00 am or after 7.00 pm Monday to Saturday, and/or before 9.00 am or after 7.00 pm on Sundays and Public Holidays unless otherwise approved by the City.

i) Application forms and supporting information about the procedure to operate a proposed sign visible to Stirling Highway refer to Main Roads' Policy and Assessment Guidelines for Static Advertising Signs which can be found on the Main Roads website.

j) This property is affected by land reserved in the Metropolitan Region Scheme as shown on the enclosed extract of Main Roads Land Protection Plan 1.7138-1 and will be required for road purposes at some time in the future.

k) The applicant is required to submit an Application form to undertake works within the road reserve prior to undertaking any works within the road reserve. Application forms and supporting information about the procedure can be found on the Main Roads website > Technical & Commercial > Working on Roads.



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3/12/2024

1:1000

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PROPOSED ALDI NEDLANDS

LOTS 3, 4 & 5 CORNER OF STIRLING HIGHWAY AND FLORENCE ROAD

NEDLANDS, WESTERN AUSTRALIA

City of Nedlands
Amended Plans
Received
18 November 2024

NIELSEN ARCHITECTS
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admin@nielsenarchitects.com.au
www.nielsenarchitects.com.au

PROPOSED ALDI
NEDLANDS

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DALKEITH ROAD
RESIDENTIAL PROPERTIES
BORONIA AVENUE
RESIDENTIAL PROPERTIES
RESIDENTIAL PROPERTIES
KINNINMONT AVENUE
RESIDENTIAL PROPERTIES
COMMERCIAL PROPERTIES
SMYTH ROAD
COMMERCIAL
COMMERCIAL
RESIDENTIAL PROPERTIES
COMMERCIAL
STIRLING HIGHWAY
CAPTAIN STIRLING HOTEL
PROPOSED FUTURE COMMERCIAL BUILDING
COMMERCIAL
PROPOSED ELEVATED ALDI STORE
PROPOSED TENANCIES
FLORENCE ROAD
NEDLANDS SQUARE
RESIDENTIAL PROPERTIES
CARPARK (TOTAL 94 SPACES)
COMMERCIAL
STANLEY STREET
RESIDENTIAL
RESIDENTIAL
PROPERTIES

City of Nedlands
Amended Plans
Received
18 November 2024

1 LOCALITY PLAN
1:1000

NOTES

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REV	DATE	DESCRIPTION	DRN	CHKD
A	18.11.24	REVISED PLANNING	LT	TB

PROPERTY DESCRIPTION	
TOTAL ALDI DEVELOPMENT AREA	4438m²
ALDI SITE BOUNDARY	
NEDLANDS SQUARE SITE BOUNDARY	
PROPOSED ALDI STORE	
PROPOSED TENANCIES	
PROPOSED SHARED ZONE	

N

CLIENT
ALDI STORES

PROJECT
ALDI NEDLANDS
CORNER OF STIRLING HWY & FLORENCE ROAD
NEDLANDS W.A.

DRAWING
LOCALITY PLAN

NIELSEN ARCHITECTS
108 Mt Barker Road Stirling
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PROJECT No	DRAWING No	STATUS	REV
2912	DA00.01	DA	A

DALKEITH ROAD
RESIDENTIAL PROPERTIES
BORONIA AVENUE
RESIDENTIAL PROPERTIES
RESIDENTIAL PROPERTIES
KINNINMONT AVENUE
RESIDENTIAL PROPERTIES
COMMERCIAL PROPERTIES
SMYTH ROAD
COMMERCIAL
STIRLING HIGHWAY
COMMERCIAL
COMMERCIAL
COMMERCIAL
COMMERCIAL BUILDING
COMMERCIAL
COMMERCIAL
RESIDENTIAL PROPERTIES
6.47m
BOUNDARY 55.117m
BOUNDARY 87.344m
FLORENCE ROAD
BOUNDARY 60.809m
20.140m
15.286m
BOUNDARY 40.277m
VACANT SITE
STANLEY STREET
COMMERCIAL
RESIDENTIAL
RESIDENTIAL PROPERTIES
RESIDENTIAL

City of Nedlands
Amended Plans
Received
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1 TITLE PLAN
- 1:1000

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REV	DATE	DESCRIPTION	DRN	CHKD
-	-	-	-	-

PROPERTY DESCRIPTION	
TOTAL ALDI DEVELOPMENT AREA	4438m²
ALDI SITE BOUNDARY	
NEDLANDS SQUARE SITE BOUNDARY	
PROPOSED ALDI STORE	
PROPOSED TENANCIES	
PROPOSED SHARED ZONE	

N

CLIENT
ALDI STORES

PROJECT
ALDI NEDLANDS
CORNER OF STIRLING HWY & FLORENCE ROAD
NEDLANDS W.A.

DRAWING
TITLE PLAN

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PROJECT No	DRAWING No	STATUS	REV
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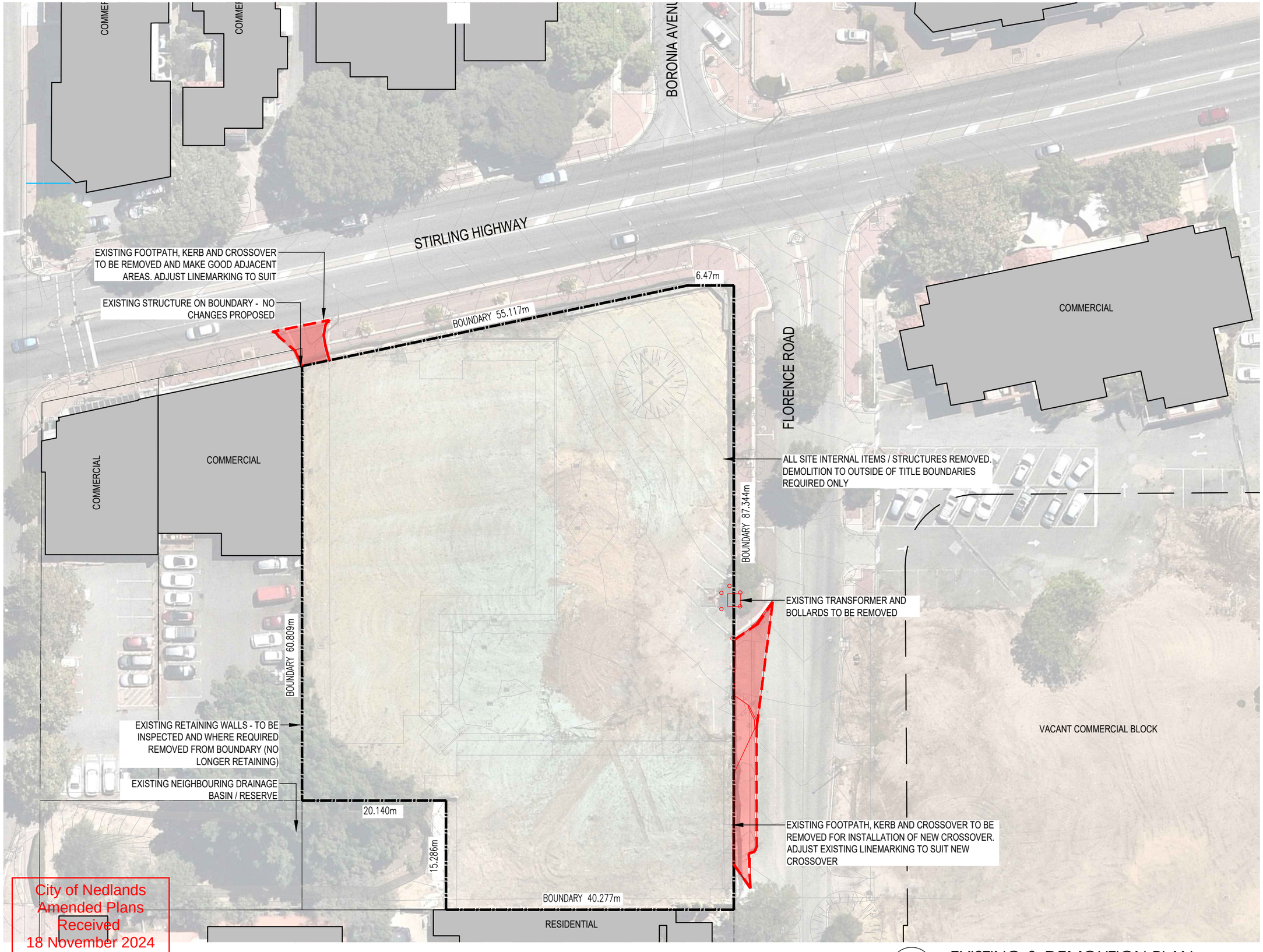

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1 / - EXISTING & DEMOLITION PLAN
1:500

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REV	DATE	DESCRIPTION	DRN	CHKD
-	-	-	-	-

DEMOLITION LEGEND	
ITEMS TO BE DEMOLISHED	
EXISTING NEIGHBOURING STRUCTURES	
FUTURE NEIGHBORING DEVELOPMENT	
DEVELOPMENT BOUNDARIES	

N

CLIENT
ALDI STORES

PROJECT
ALDI NEDLANDS
CORNER OF STIRLING HWY & FLORENCE ROAD
NEDLANDS W.A.

DRAWING
EXISTING & DEMOLITION SITE PLAN

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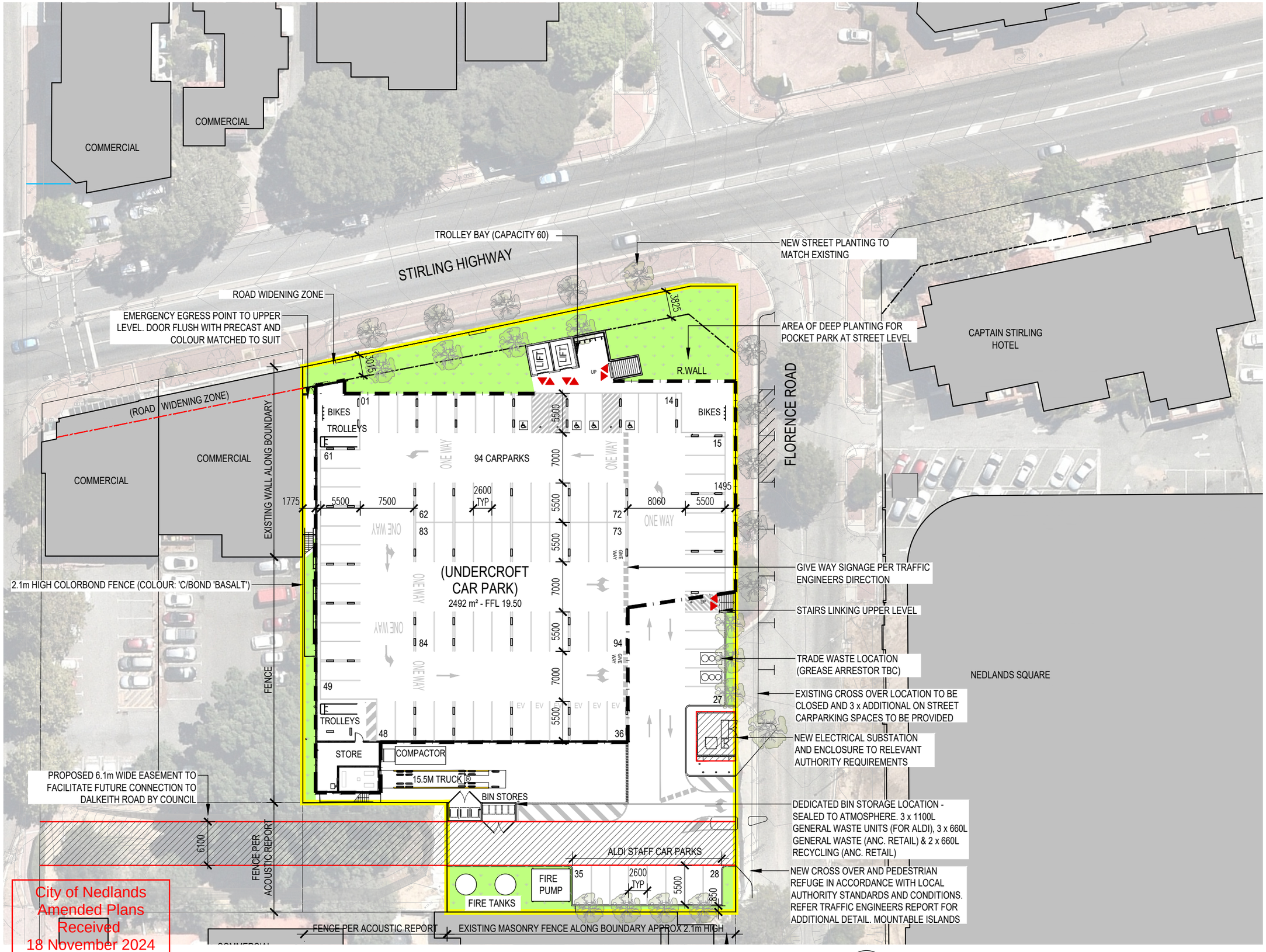

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1 - PROPOSED SITE & GROUND FLOOR PLAN
1:500

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REV	DATE	DESCRIPTION	DRN	CHKD
A	18.11.24	REVISED PLANNING	LT	TB

PROPERTY DESCRIPTION	AREA m^2
TOTAL SITE AREA	4438m^2
BUILDING GROSS FLOOR AREA	2739m^2
BUILDING NETT FLOOR AREA	2665m^2
ALDI RETAIL NETT AREA	1099m^2
ALDI BOH NETT AREA	360m^2
ALDI AMENITIES NETT AREA	60m^2
TOTAL ALDI NETT AREA	1519m^2
TRUCK LENGTH	15.50m
CHILLER LENGTH	40m
FORECOURT/BALCONY AREA	363m^2
TENANCY 02	124m^2
TENANCY 03	124m^2
TENANCY 04	74m^2
TENANCY 05	74m^2
TENANCY 06	71m^2
TENANCY 07	316m^2
TOTAL ANCILLARY TENANCIES	783m^2
NUMBER OF CAR SPACES	94

PROPOSED ALDI BOUNDARY	
EXISTING STRUCTURES	
DEVELOPMENT BOUNDARIES	

N

CLIENT
ALDI STORES

PROJECT
ALDI NEDLANDS
CORNER OF STIRLING HWY & FLORENCE ROAD
NEDLANDS W.A.

DRAWING
PROPOSED SITE & GROUND FLOOR PLAN

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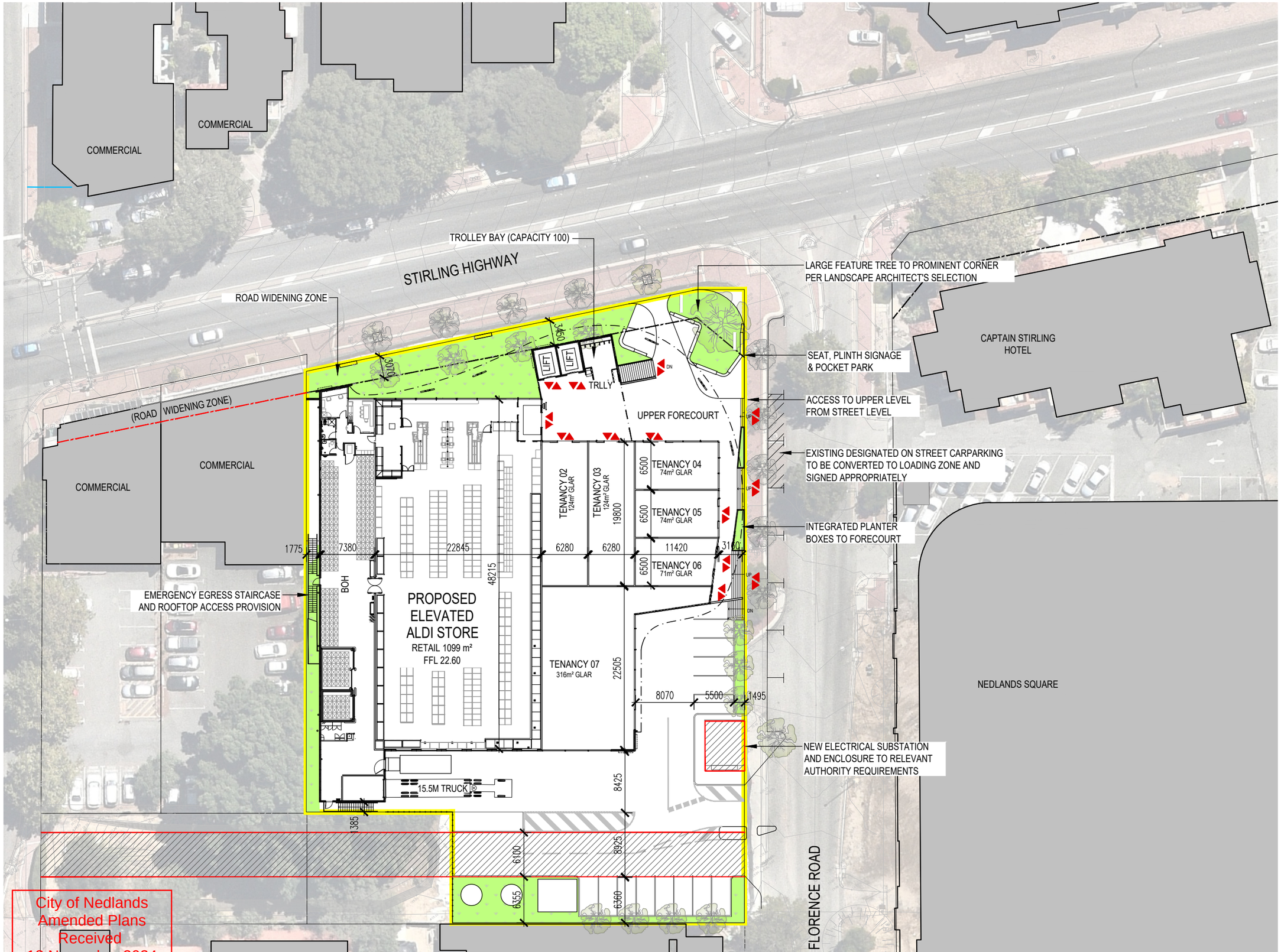

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1 - PROPOSED SITE & FIRST FLOOR PLAN
1:500

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PROPERTY DESCRIPTION	AREA m²
TOTAL SITE AREA	4438m²
BUILDING GROSS FLOOR AREA	2739m²
BUILDING NETT FLOOR AREA	2665m²
ALDI RETAIL NETT AREA	1099m²
ALDI BOH NETT AREA	360m²
ALDI AMENITIES NETT AREA	60m²
TOTAL ALDI NETT AREA	1519m²
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CHILLER LENGTH	40m
FORECOURT/BALCONY AREA	363m²
TENANCY 02	124m²
TENANCY 03	124m²
TENANCY 04	74m²
TENANCY 05	74m²
TENANCY 06	71m²
TENANCY 07	316m²
TOTAL ANCILLARY TENANCIES	783m²
NUMBER OF CAR SPACES	94

PROPOSED ALDI BOUNDARY	
EXISTING STRUCTURES	
DEVELOPMENT BOUNDARIES	

N

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ALDI STORES

PROJECT
ALDI NEDLANDS
CORNER OF STIRLING HWY & FLORENCE ROAD
NEDLANDS W.A.

DRAWING
PROPOSED SITE & FIRST FLOOR PLAN

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A	18.11.24	REVISED PLANNING	LT	TB

COMMERCIAL

COMMERCIAL

STIRLING HIGHWAY

ROAD WIDENING ZONE

BOUNDARY 55.117m

6.47m

1510

2053

3010

FALL 1°

PLANT

FALL 1°

ROOF ACCESS POINT

CAPTAIN STIRLING HOTEL

(ROAD WIDENING ZONE)

COMMERCIAL

COMMERCIAL

TENANCY WALLS BELOW SHOWN DASHED

FALL 2°

FALL 2°

EMERGENCY EGRESS STAIRCASE AND ROOFTOP ACCESS PROVISION

BOUNDARY 60.809m

DESIGNATED PERSONNEL WALKWAY SET ATOP ROOF SHEET

FALL 2°

15060

BOUNDARY 87.344m

NEDLANDS SQUARE

SUGGESTED EXTENT OF SOLAR ARRAY MOUNTED TO ROOF

ALDI PLANT

20.140m

15.286m

BOUNDARY 40.277m

LORENCE ROAD

City of Nedlands
Amended Plans
Received
18 November 2024

1 / - ROOF PLAN

1:500

N

CLIENT
ALDI STORES

PROJECT
ALDI NEDLANDS
CORNER OF STIRLING HWY & FLORENCE ROAD
NEDLANDS W.A.

DRAWING
PROPOSED ROOF PLAN

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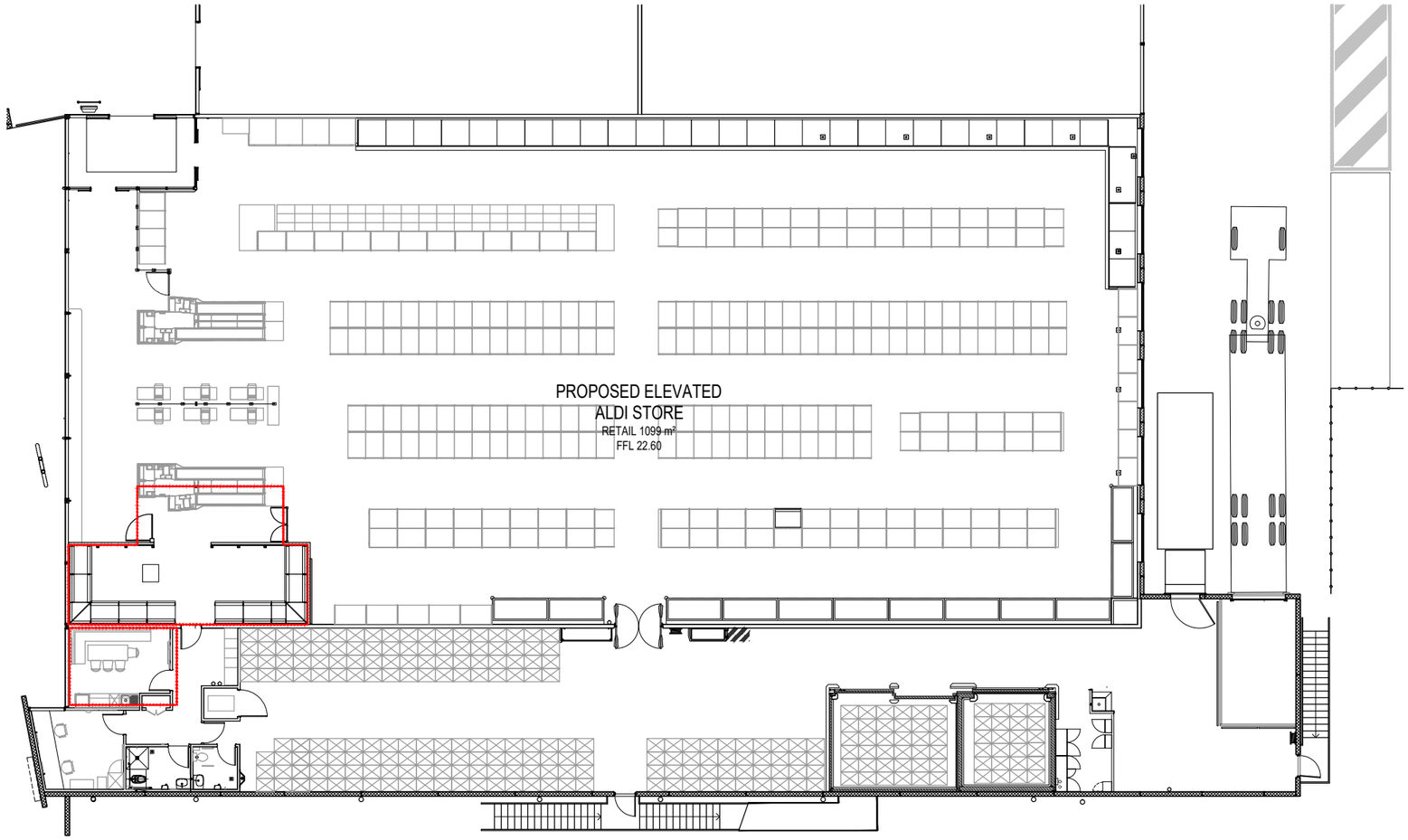

1 / - FURNITURE PLAN WITH LIQUOR

1:250

City of Nedlands
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Received
18 November 2024

N

CLIENT
ALDI STORES

PROJECT
ALDI NEDLANDS
CORNER OF STIRLING HWY & FLORENCE ROAD
NEDLANDS W.A.

DRAWING
FURNITURE PLAN WITH LIQUOR

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PD03.01.25 - Attachment 1

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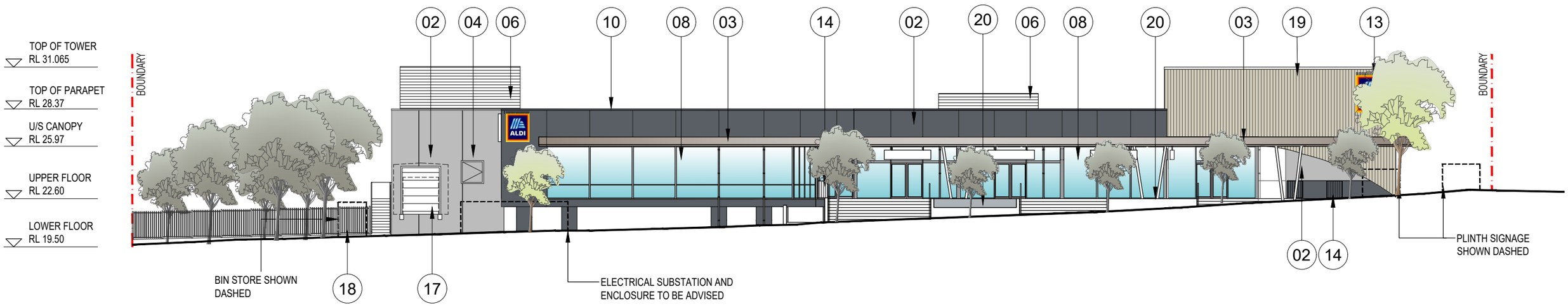
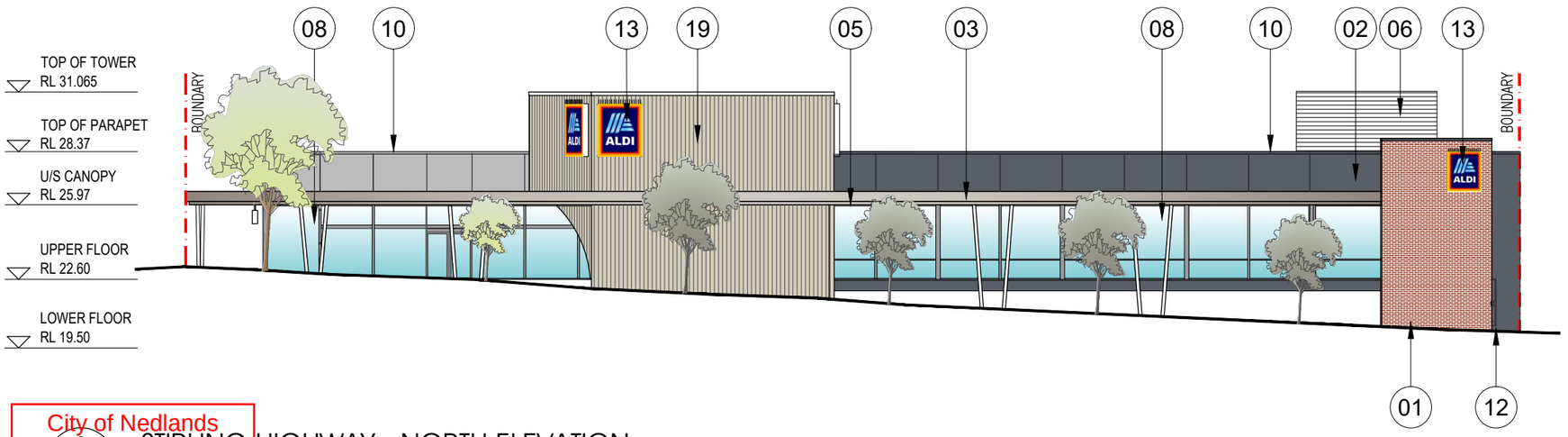


1 / - FLORENCE ROAD - EAST ELEVATION

1:250



2 / - STIRLING HIGHWAY - NORTH ELEVATION

1:250

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Received
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COLOURS AND MATERIALS SCHEDULE

01 - SELECTED FACE BRICKWORK AUSTRAL 'CHAPEL RED'

02 - PRECAST RC PANEL, PAINT FINISH DULUX 'DRIVETIME'

03 - FIBRE CEMENT CLADDING, FLUSHED COLORBOND 'DOVER WHITE'

04 - COMPACTOR DOOR & FRAME DULUX 'BASALT'

05 - EXPOSED METALWORK TO CANOPY COLORBOND 'DOVER WHITE

06 - POWDERCOATED PLANT LOUVERS & FRAME DULUX 'BASALT'

07 - ANODISED ALUMINIUM WINDOW FRAMES NATURAL FINISH

08 - SHOPFRONT, ANODISED ALUMINIUM FRAMES NATURAL FINISH

09 - COLORBOND PROFILED ROOF SHEETING COLORBOND 'SURFMIST'

10 - COLORBOND CAPPING COLOUR PER ADJACENT PRECAST PANEL

11 - COLORBOND RAIN HEAD AND DOWNPIPES COLORBOND 'BASALT'

12 - DOOR & FRAME COLORBOND 'BASALT'

13 - ALDI ILLUMINATED SIGNS

14 - POWDERCOATED STEEL BALUSTRADING DULUX 'DESIGNER WHITE'

15 - SOLAR PANELS MOUNTED ON ROOF FORM

16 - GALVANISED STEEL HANDRAIL AND BALUSTRADE

17 - PANEL LIFT DOOR COLORBOND 'BASALT'

18 - PRECAST PANELS TO BIN STORE, PAINTED DULUX 'DRIVETIME'

19 - ARCHITECTURAL WALL CLADDING STRATCO 'NINELINE PLEAT CLADDING' OR SIMILAIR

20 - INTEGRATED OFF FORM CONCRETE PLANTERS 1100mm AFL. PAINTED WHITE

21 - PRECAST RC PANEL, PAINT FINISH DULUX 'FLUORESCENT FIRE'

CLIENT
ALDI STORES

PROJECT
ALDI NEDLANDS
CORNER OF STIRLING HWY & FLORENCE ROAD
NEDLANDS W.A.

DRAWING
PROPOSED ELEVATIONS

NIELSEN ARCHITECTS
108 Mt Barker Road Stirling
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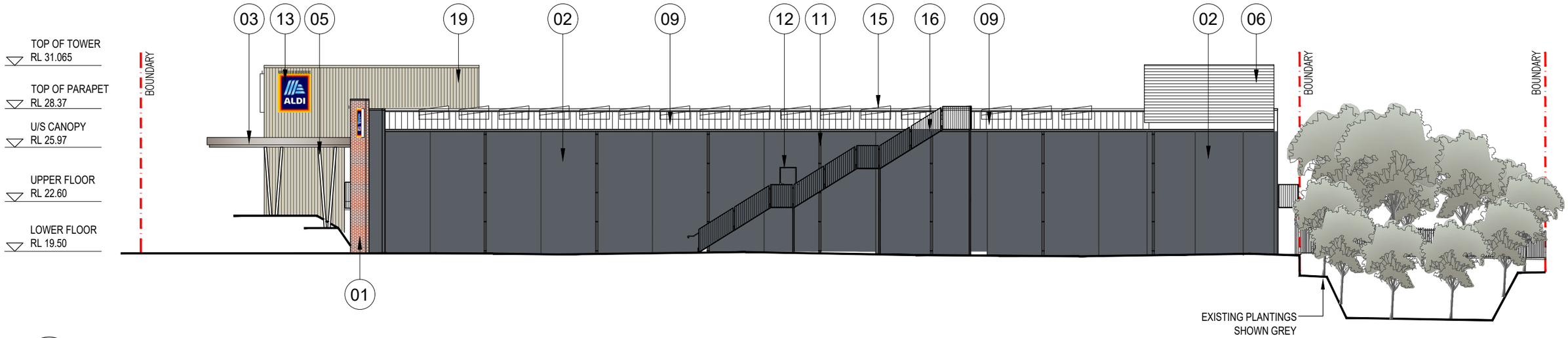
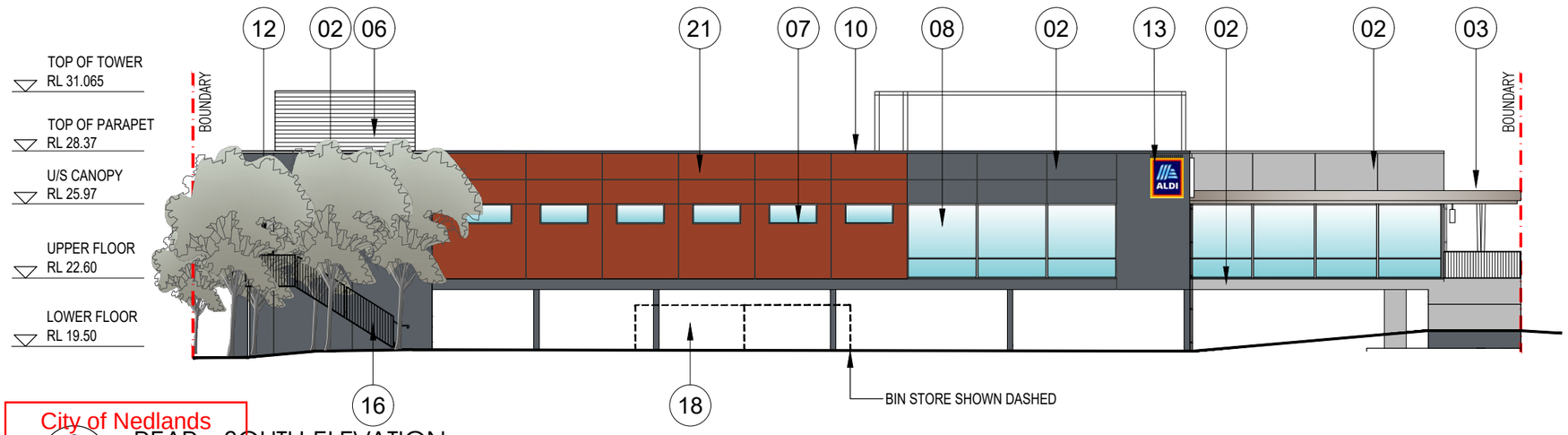
PROJECT No	DRAWING No	STATUS	REV
2912	DA03.01	DA	A



1 / - SIDE - WEST ELEVATION
1:250



2 / - REAR - SOUTH ELEVATION
1:250

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Received
18 November 2024

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REV	DATE	DESCRIPTION	DRN	CHKD
A	18.11.24	REVISED PLANNING	LT	TB

COLOURS AND MATERIALS SCHEDULE

01 - SELECTED FACE BRICKWORK AUSTRAL 'CHAPEL RED'

02 - PRECAST RC PANEL, PAINT FINISH DULUX 'DRIVETIME'

03 - FIBRE CEMENT CLADDING, FLUSHED COLORBOND 'DOVER WHITE'

04 - COMPACTOR DOOR & FRAME DULUX 'BASALT'

05 - EXPOSED METALWORK TO CANOPY COLORBOND 'DOVER WHITE

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21 - PRECAST RC PANEL, PAINT FINISH DULUX 'FLUORESCENT FIRE'

CLIENT
ALDI STORES

PROJECT
ALDI NEDLANDS
CORNER OF STIRLING HWY & FLORENCE ROAD
NEDLANDS W.A.

DRAWING
PROPOSED ELEVATIONS

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SCALE	DATE	DRAWN	CHECKED
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A	18.11.24	REVISED PLANNING	LT	TB

1 - PROPOSED SIGNAGE PLAN
1:500

CLIENT
ALDI STORES

PROJECT
ALDI NEDLANDS
CORNER OF STIRLING HWY & FLORENCE ROAD
NEDLANDS W.A.

DRAWING
PROPOSED SIGNAGE PLAN

NIELSEN ARCHITECTS
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PROJECT No	DRAWING No	STATUS	REV
2912	DA06.01	DA	A

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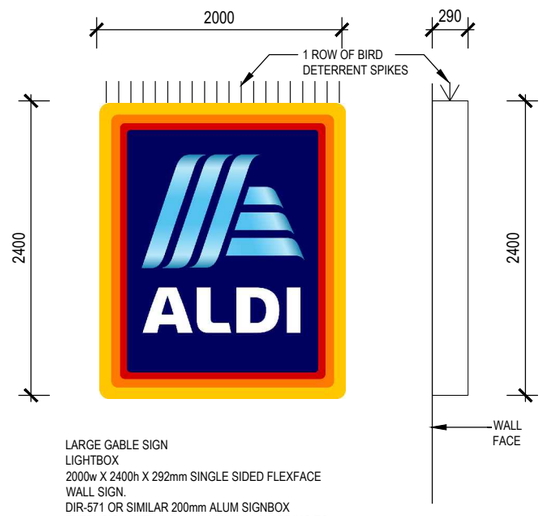
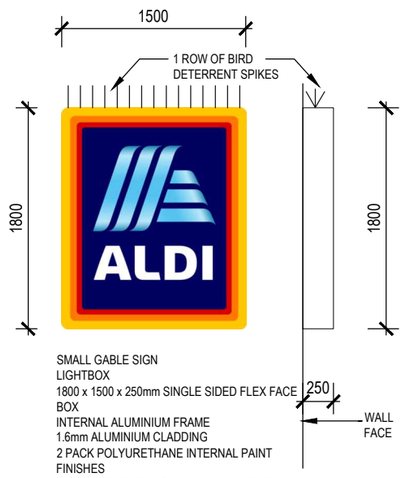


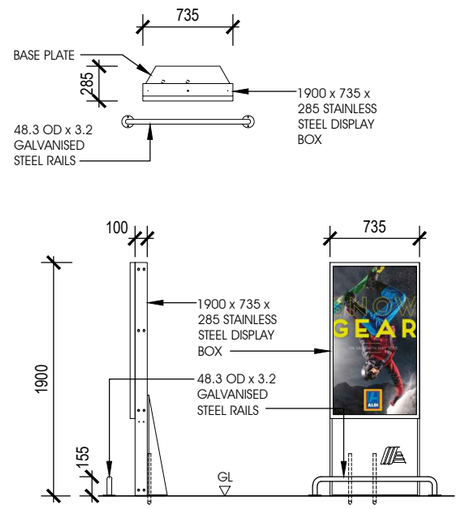
LARGE GABLE SIGN
LIGHTBOX
2000w X 2400h X 292mm SINGLE SIDED FLEXFACE WALL SIGN.
DIR-571 OR SIMILAR 200mm ALUM SIGNBOX
EXTRUSION WITH 1.6mm ALUMINIUM CLADDING TO BACK
PAINT FINISH EXTERNAL: DULUX OLD PEWTER 50243 70% GLOSS IN 2 PACK POLYURETHANE OR POWDERCOAT FP964
PAINT FINISH INTERNAL: FLAT WHITE
INTERNAL ILLUMINATION: 'DAYLIGHT' FLUORESCENT TUBES SPACED EVENLY
LIGHT OUTPUT: CALVIN - 40,000 LUMENS 16,500

1 LARGE GABLE SIGN (01)
1:50

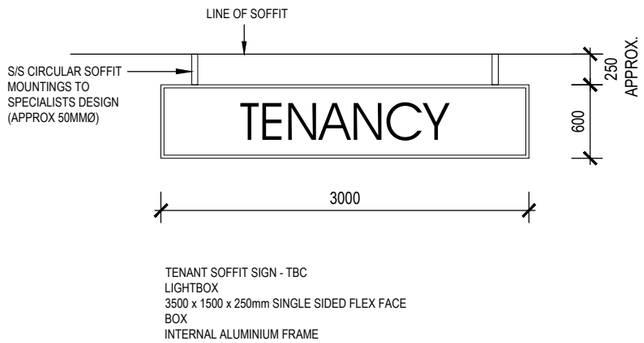


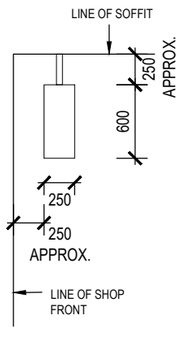
SMALL GABLE SIGN
LIGHTBOX
1800 x 1500 x 250mm SINGLE SIDED FLEX FACE BOX
INTERNAL ALUMINIUM FRAME
1.6mm ALUMINIUM CLADDING
2 PACK POLYURETHANE INTERNAL PAINT FINISHES
MULFORDS SX GRADE FLEX FACE (NO JOINS)
TECHNOGRAPH SX 3m SELF-ADHESIVE VINYL
INTERNAL 'DAYLIGHT' FLUORESCENT LIGHTING
LIGHT OUTPUT; CALVIN - 40,000 LUMENS 16,500

2 SMALL GABLE SIGN (02)
1:50



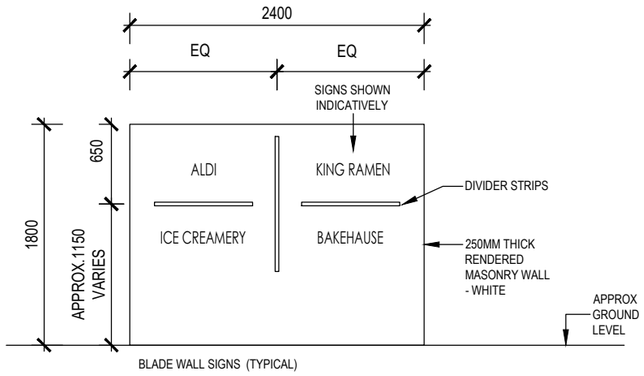
3 DIGITAL POSTER BOX (03)
1:50





TENANT SOFFIT SIGN - TBC
LIGHTBOX
3500 x 1500 x 250mm SINGLE SIDED FLEX FACE BOX
INTERNAL ALUMINIUM FRAME
1.6mm ALUMINIUM CLADDING
2 PACK POLYURETHANE INTERNAL PAINT FINISHES
MULFORDS SX GRADE FLEX FACE (NO JOINS)
TECHNOGRAPH SX 3m SELF-ADHESIVE VINYL
INTERNAL 'DAYLIGHT' FLUORESCENT LIGHTING
LIGHT OUTPUT; CALVIN - 40,000 LUMENS 16,500

4 TENANT SOFFIT SIGN (04)
1:50



BLADE WALL SIGNS (TYPICAL)

BLADE WALL:
1500 x 2400 x 250mm WHITE RENDERED MASONRY w/- 4No. SIGNS ON FRONT AND BACK AND DIVIDER STRIPS AS ABOVE

SIGNS & DIVIDER STRIPS:
LETTER APPROX. 100MM HIGH
LETTERS AND DIVIDERS STRIPS TO BE RAISED W/- POLISHED CHROME TYPE FINISH
TO SPECIALISTS DETAILS

5 BLADE WALL SIGNS-TYPICAL (05)
1:50

City of Nedlands
Amended Plans
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CLIENT
ALDI STORES

PROJECT
ALDI NEDLANDS
CORNER OF STIRLING HWY & FLORENCE ROAD
NEDLANDS W.A.

DRAWING
SIGNAGE DETAILS

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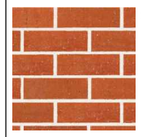
1 / - PROPOSED 3D VISUAL RENDER
NTS

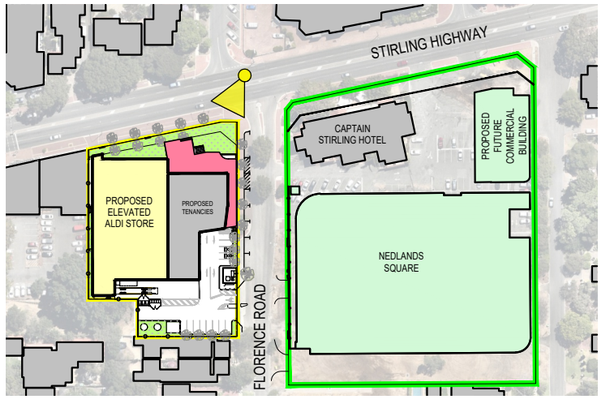
MATERIAL SCHEDULE

01 ARCHITECTURAL WALL CLADDING STRATCO 'NINELINE PLEAT CLADDING' OR SIMILAIR'



02 FEATURE BRICKWORK, FACE FINISH. AUSTRAL 'CHAPEL RED'

03 PRECAST RC PANEL, PAINT FINISH DULUX 'DRIVETIME'



2 / - KEY PLAN
NTS

City of Nedlands
Amended Plans
Received
18 November 2024

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1 - PROPOSED 3D VISUAL RENDER

NTS

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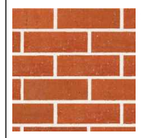

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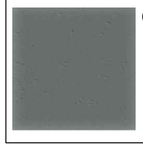
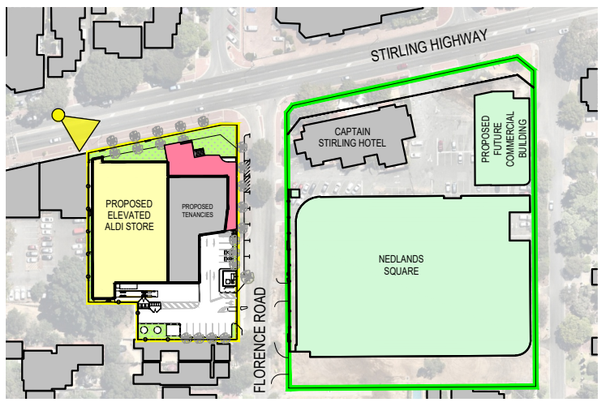


03 PRECAST RC PANEL, PAINT FINISH DULUX 'DRIVETIME'



2 - KEY PLAN

NTS

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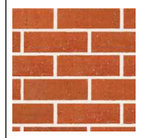

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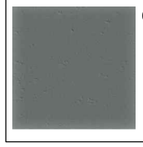
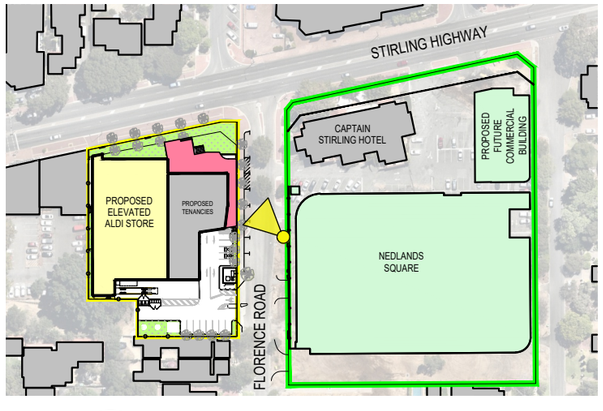


03 PRECAST RC PANEL, PAINT FINISH DULUX 'DRIVETIME'



2 / - KEY PLAN
NTS

City of Nedlands
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Schedule of Submissions

90 Stirling Highway, Nedlands

City of Nedlands

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No.	Submission	Applicant Response
1	The proposal is not supported in its current form nor scale due to the reasons outlined below: 1. Planning Scheme Objectives- a. The proposal does not satisfy the provide a significant residential component which is a key objective of the current zoning being mixed use, as the proposal does not provide or allow for any residential dwellings in its current form. b. the proposal will not satisfy the objectives of the 'neighbourhood centre' zoning, if approved by the minister, as it does not provide a range of 'medium- to high-density' residential dwellings. c. This proposal falls short of the objectives outlined in the scheme and the planning strategy, and therefore does not merit support. It reinforces a suburban typology that hinders urban infill and fails to establish a vibrant town centre. By relying on car-dependent activity generated solely by those traveling to the shops, it further restricts activity along Stirling Highway. This limitation prevents the proposal from realizing its full potential as a bustling hub for residents and visitors. 2. Strategic alignment	1. Planning Scheme Objectives a. It is noted that the proposal is seeking a variation on the objective of the current 'Mixed 'Use' zone. The proposal for the shopping centre, anchored by ALDI, will service the local community through the access of fresh food and other supermarket items. Whilst not providing residential uses, the proposal is a Mixed-Use development that contributes to the diversification of the NSHAC and widens the availability of services to the community for their day-to-day needs. It will increase the amenity of the precinct, providing greater access to services for residents and improving the liveability and diversity of the locality. It is the proponents view that the ALDI store will, in partnership with the neighbouring Nedlands Square development, will act as a catalyst for the local area. This catalytic provision of amenity will improve the viability of residential development by increasing residential access to goods and services – and ultimately result in a holistic mixed use precinct. It cannot be expected in good planning principle that every development in the mixed-use zone must include residential uses.

	a. The proposal does not align with the strategic direction as outlined within Perth and Peel @ 3.5 million, the City of Nedlands Local Planning Strategy, and the Nedlands Stirling Highway Activity Centre (NSHAC) Strategy. i. Stirling Highway is identified as an urban corridor which "provide locations for increased (densities) and diversified places for people to live and work.." This implies a need for higher-density residential development with a mix of compatible commercial and community uses to create a vibrant and active urban environment. The Aldi development is therefore undermining the strategic role of the Stirling highway activity corridor, and its potential to aid in creating a vibrant 'town centre' whilst also aiding urban consolidation. ii. The common theme across each strategy is the requirement for further housing in activity centres and urban corridors, the proposal does not acknowledge its role in providing housing, which is becoming increasingly important. The CoN Local Planning Strategy and NSHAC Strategy outline that the 'town centre' is to have the highest housing density along Striling Highway, and thus a lack of housing provided by the development. Therefore, the development is not in keeping	It is this perspective that the adjacent Nedlands Square development (Woolworths) was approved in the Mixed-Use zone, without a residential component. There has also been a substantial shift in the planning by the City with a request to the Minster for Planning to rezone most of the sites along Stirling Highway from 'mixed use' to 'residential' with a clear objective to limit the spread of non-residential uses, and reinforce the neighbourhood centre as the focus and consolidation of activity. b. The proposal is in direct alignment with the 'Neighbourhood Centre' zone under the proposed Nedlands Stirling Highway Activity Centre (NSHAC) scheme amendment. Documented in detail in **Table 4** of the lodged planning report, the proposal meets all relevant elements of the zone's objectives. It is important to note that the draft scheme amendment, at current, does not stipulate a mandatory residential component. Whilst an objective is for the provision of 'medium and high-density residential development', it does not preclude development that does not contain residential development. As discussed above in response a), the proposal provides critical amenity to in a walkable catchment for future residential uses, when they become viable.

	with the future character of the area which is strongly identified across both state and local guiding documents. iii. As outlined by *Aldi Foods Pty Ltd and Shire of Serpentine-Jarrahdale [2024] WASAT 27* the local planning strategy must be considered in accordance with item (m) of s67 of the *Planning and Development (Local Planning Schemes) Regulations 2015.* The development is inconsistent with the planning framework as it does not satisfy the objectives of clause 5.9.10 within the Local Planning Strategy. Just as the shutters in *WASAT 27* were inconsistent with Serpentine-Jarrahdale local planning scheme, the building height and lack of residential dwellings is inconsistent with the City of Nedlands local planning scheme, and thus the planning framework and desired future character. In order for the proposal to be supported it must increase its height to a minimum of 4 stories in accordance with the NSHAC strategy and the intent of the Local Planning Strategy and provide residential dwellings. This is necessary in order for the town centre to achieve its potential, whilst also developing the Stirling highway activity corridor in accordance with Perth and Peel @ 3.5 million. Therefore, I urge the City to defer or refuse application based on its non-	c. As identified in the above responses a) and b), a successful mixed use precinct involves a mix of uses across the identified centre. Forcing the incorporation of residential development when it is unviable or impractical prevents the development of catalytic uses such as this proposal. When developed in conjunction with the adjacent Nedlands Square, a definitive town centre will be established assisting in the future development of medium to higher density residential. Public space is proposed in both developments to encourage pedestrian activation. 2. Strategic Alignment i. Refer above responses in 1(a), 1(b), and 1(c) addressing how the proposal will attract greater mix of densities. ii. The proposal aligns with the NSHAC Strategy's vision of transforming the site into a 'Town Centre' and a focal point for shopping, entertainment, and dining. The proposed ALDI store will contribute significantly to the retail and socialisation uses within the area, enhancing the vibrancy and attractiveness of the locality. The strategy's objective of providing a mix of complementary uses is also met by the ALDI proposal. The store will offer a variety of products and services

	compliance with the planning framework and the future character of the area.	that are compatible with nearby residential uses, thereby contributing to the diversity of the wider Neighbourhood Centre. The land use proposed by ALDI aligns with the strategy's focus on concentrating retail, dining, entertainment, and other socialisation uses on the lots south of the Highway. The ALDI store will contribute to the creation of a distinctive active edge along the southern side of the Stirling Highway, enhancing the streetscape and the overall appeal of the area. The proposal has been conceived in concert with the Landscape Architect to holistically consider character and provide canopy cover, street edge buffers, and a useable pocket park. iii. The proposal aligns with the relevant components of the Local Planning Strategy, specifically under section 5.9.10 where the reference to a 'focus (on) compatible development around identified residential and non-residential pockets'. This proposal is both compatible with its adjacent residential designations, as well as provide supportive amenity for higher density residential. Notwithstanding, the Local Planning Strategy makes reference to the 'upkeep and growth of the Captain Stirling Neighbourhood Centre (also known as

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		Nedlands Town Centre) as the primary town centre in the area.' This proposal aligns with this strategy provision. The Strategy has further pinpointed the subject site as part of the Captain Stirling Neighbourhood Centre. The City's vision for the site includes retail development, with an objective to increase activity centres by 37% or 5,500m2. The Captain Stirling Centre, strategically located, holds the most significant potential for expansion. Whilst this submission is noted, it is clear through the above that the development proposal aligns with the intent of the wider precinct and plays a **strategic role** in the activation of the precinct itself. The amenity it will bring will, in partnership with Nedlands square, will generate a Town Centre that will provide services and amenity to support the desired residential density across the wider locality.
2	Insufficient parking allocation, non-compliant with relevant design codes and planning policies.	Parking has been provided at a rate that has been proven to meet the requirements of an ALDI store. There are currently 598 ALDI store in operation and the specific operational requirements are well known.
3	1. I think the proposal would be okay if it was just a single storey height, without the clad part above it (which displays the Aldi sign). They are already elevating the site and this second storey would	1. This comment is noted, however, the design response have been balanced with the feedback that has been provided via the Design Review Panel process.

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	presumably be office space, which they could put on the ground level or move into one of their own tenancies. 2. I don't think they should be allowed to display their Aldi sign. People will come to know where the shop is and anyone looking for an Aldi on Stirling Highway will easily find it, I do not think they should be allowed signage like this, it is so 'in your face'. It is part of the whole Supermarket controlling things which is a sore point at the moment with the way they have been behaving with reducing package sizes and charging more. In my humble opinion these big retailers need to have the reins tightened. If you are in an industrial area or inside a shopping mall, signage isn't an issue, but on the street, it is just continuous advertising that we can't escape and there is no practical need for it.	2. The signage as been developed through the guidance of the City's planning framework. The signage is restrained and reflects the signage strategy that is applied to ALDI and other supermarkets. It is important that the signage is well positioned to assist drivers making decisions to turn or changes lane so that the movements are considered well in advance of approaching the site.
4	I am in support of the Aldi development on 90 Stirling Highway, Nedlands.	**Noted.**
5	I have read relevant documents relating to the above Development Application. I strongly support this, inter alia, for the following reasons: 1. ALDI is a popular and reliable retail outlet. Residents should be afforded the opportunity of shopping at an ALDI store in the vicinity of Nedlands and not be required to travel unreasonable distances to do so; 2. Currently Nedlands residents leave the Nedlands area to shop at ALDI stores in either Dog Swamp or Palmyra. This deprives Nedlands of a commercial opportunity and associated employment.	**Noted.**

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	It also contributes to increased traffic (with resultant congestion, pollution etc) for no benefit; 3. A core retail business like ALDI (especially when located close to a Woolworths competitor) will attract customers to Nedlands, to the benefit of surrounding small businesses, thereby increasing employment opportunities and making Nedlands a more vibrant area in which to live and work; 4. Competition between Australia's large entrenched supermarket businesses (such as Woolworths, Coles and IGA) is to be encouraged and will benefit Nedlands residents, thereby making it a more attractive place to live and work; 5. Increased residential density requires more retail outlets to serve more residents; 6. Parking, access, traffic noise etc appear to have been properly considered and dealt with.	
6	We support the Aldi development proposed for Nedlands wholeheartedly. We have been waiting a long time for Aldi to arrive in Nedlands and hope that the development can be completed without further delay.	**Noted**

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7	We're supportive of the proposed development, and satisfied that its impact on noise, traffic flow and the aesthetic of the area has been sufficiently considered and accounted for. The City of Nedlands guidelines and regulations on these kinds of developments ensures that these things are well thought through and the requirements to ensure additional trees are planted and that the space is attractive and accessible are appreciated by us as residents. Ideally, even more consideration would be given to the way the development fits in to a longer term vision of an aesthetically pleasing centre for Nedlands, which depends on a strong feeling of community. This feeling comes from vibrant spaces that people want to linger in - rather than just passing through as a functional necessity. It doesn't appear that the development would strongly enhance this sense of community or the aesthetic of the Stirling Highway - and we'd support any improvements on this front. However, we are also satisfied that it doesn't strongly detract from the atmosphere or aesthetic of the area, which is currently somewhat fragmented anyway. Overall we're keen to see the development progress, noting that we would likely support any improvements that emphasise the sense of community in the space, or contribute to the formation of a distinctive 'Nedlands' design aesthetic - adding character and 'local' appeal.	**Noted**

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8	I welcome the extensive landscaping (13% of site) that has been proposed across the site, including establishing a pocket park centred around a large feature tree and the additional planting that has been provided along the site's boundaries.	**Noted**
9	It has been too long that the City of Nedlands has had minimal facilities for residents with large blocks of land in what should be the heart of Nedlands left vacant. I support the proposal which appears to have considered the close by residents by directing traffic onto Dalkeith Road.	**Noted**
10	We'd be delighted with the Aldi store going ahead, especially if the urban amenity is thoughtful, green and the impact on local traffic well managed. The store would add a great alternative to Coles/Woolworths/Jacks and IGA in the local area, and it brings an Aldi to the area whereas existing opportunities to shop at Aldi are currently ~25min drive away north or south.	**Noted**
11	This undeveloped area has been both a nidus for crime and an eyesore for far too long. This plan for the Aldi and Woolworths looks reasonable and will provide excellent amenity in an area unserviced by supermarkets and retail and will bring vitality and residents back to the area from the Claremont and Subiaco areas. Please expedite this process-we are sick of delays and poor fiscal policy from City of Nedlands.	**Noted**
12	Nedlands does not have any major supermarkets especially in around the Melvista ward. This will bring in convenience and options for the residents of nedlands. Very relevant when there are so many high rises and influx of people moving in to them. This will also bring in job opportunities in the area for students	**Noted**

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13	Fully supportive - this is missing in the area and will create lots of value for the residents - with the growth in the population driven by new zoning which has been a great idea, this facility is absolutely required for the suburb. so fully supportive of it.	**Noted**
14	I would love aldi near me	**Noted**
15	The area of Nedlands and surrounds needs an Aldi to add competition to the duopoly of Coles and Woolworths. I am a big fan of Aldi, lived in Sydney for 30 years and had several ALDIs near me. They are genuinely cheaper every day. At present I have to travel to Innaloo or South Fremantle to shop at Aldi which is a fair way.	**Noted**
16	As someone in close proximity to the proposed development, I would like to see the development at 90 Stirling Hwy go ahead as currently planned. Having shops and other facilities within a short walk will not only be convenient for those in our complex but will also be important as further medium-density housing is built along the Stirling Hwy corridor.	**Noted**
17	**General:** I think the development design is good and it will be good to have trading retail back on the unused site. The design however in my opinion is flawed in that the majority of the car parking is basement only and is serviced by 2 lifts; in my opinion they shops should be primarily accessed via a travelator as it is much more efficient and will suit the vast majority of shoppers using the centre. I would have also thought it would attract more shoppers and also be a benefit to Aldi's trade. Lifts (especially with trolleys of food) are very inefficient and as we saw during COVID even more inefficient when numbers are capped on occupancy. There appears to be sufficient room for a	**Noted.**

	travelator and I would encourage council (even if it meant reducing car bay numbers and conceding on that in terms of the planning scheme) to encourage this outcome for the demographic of the area and performance of the centre. **Traffic & Loading:** Dalkeith Road is a busy road which cars speed down; Both this development and the Woolworths development will cause a large spike in the traffic on Dalkeith Road with people looking to exit via traffic lights for safety and as such I would encourage the council to push for a developer contribution to a new roundabout on the corner of Dalkeith Road and Edward Street, as exiting these future retail sites will become a nightmare to exit and get back onto Dalkeith Road (let alone a nightmare for the residents and potential increased danger for drivers and pedestrians). This initiative should slow traffic coming from the south along Dalkeith Road and a safer exit from Edward Street than the current T junction. I was pleased to see that Aldi's loading / truck delivery plan was for the trucks to enter in Florance Road, and exit Florance Road (see below 5.3 from the traffic report). I think this is an excellent outcome which should be formally imposed as a DA condition on both the Aldi site and Woolworths development, as keeping trucks off Dalkeith Road and limiting that the passenger vehicles will make a big impact for residents.	

	I am keen to see this as a formal DA condition and embedded for the future as under 5.2 of the same report (below), they suggest that when the future laneway is completed, they will then use that for service, delivery and waste access. That is a concern, as demonstrated below the traffic regularly backs up to the day care centre, and it is proposed to have a laneway with another cross over onto Dalkeith Road carrying traffic, service vehicles, delivery & waste for both the Aldi and Woolworths developments. This outcome and strategy is fanciful, it'll simply become chaotic and dangerous – you don't need modelling to tell you that. The final and major traffic issue will come when those wanting to access Aldi and Woolworths from drivers approaching from the west down Stirling Highway. As they outline in 3.1 Main Roads has plans to limit right hand turns into certain roads in the future including Florence Road. Thus any shopper coming from the west will need to turn right at Dalkeith Road (or earlier). As it currently stands there is no right arrow are Dalkeith Road so you are typically sitting waiting for a car to drive into you from behind, and at peak periods you cannot turn right as that is prohibited, so it is likely drivers will start to turn earlier than the lights at Mountjoy or Louise Streets, down Jenkins (a safe, active street by name – but in reality one of the most dangerous creations ever invested for both drivers and cyclists), then down Dalkeith Road. I've made submissions on density, Aldi and the Woolworths developments in the past, and without a traffic study and strategy that is broader than a single site analysis it is all a waste of time. Traffic is	

	cumulative, council should do the work, work with main roads and work out both the impact and a solution for the retail sites, as well as the forecast growth in residential traffic given the zoning changes / developments and plan and develop the network for the next 20 years, not a piecemeal approach that appears the be the current thinking. No one seems to account for the fact that every R60 block can easily develop and go from typically 2 cars to 8 to 10 vehicles. Extrapolate that out across the rezoned land and see what happens to the model – ouch. **Extracts:** 5.3 Provision for Service Vehicles The loading area for the ALDI supermarket is located to the rear of the subject site. Trucks will enter from Stirling Highway onto Florence Road and accessible from the rear laneway. Trucks will then exit onto Florence Road back onto Stirling Highway. This route minimises the impact of service vehicles on residential amenity to the south. It is understood that the largest service vehicle expected is a 15.0m semi-trailer (18 pallet Aldi truck). Swept path diagrams for this service vehicle accessing and egressing from the loading dock are provided in Appendix B. As shown in this swept path analysis, the proposed service/loading facility is adequate to accommodate turning movements, with all reversing manoeuvres contained on-site. Further to the swept path analysis, the client advised that physical truck manoeuvring tests were performed for access in and out of Florence Road from Stirling Highway and observed that no changes will be required for any existing infrastructure and is considered satisfactory. Loading for the office and retail tenancies will be provided via two on-street spaces proposed to be converted to 'Loading Zone' along the site's frontage to Florence Road. This arrangement is consistent with the previously approved ALDI proposal and is considered satisfactory.	

Schedule of Submissions

90 Stirling Highway, Nedlands

City of Nedlands

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5.2 Access Arrangements

Vehicle access is proposed to be via the proposed crossover on Florence Road, with provision for future connection to Dalkeith Road via a rear laneway. This access point will accommodate all vehicular movements, including general customer/employees, service, delivery and waste collection vehicles.

Redundant crossovers across Stirling Highway and Florence Road will be consolidated and reinstated. Accordingly, an additional three on-street car spaces will be provided as part of the streetscape amendments.

Pedestrian access will be via the existing footpaths along Stirling Highway and Florence Road to the forecourt area fronting Florence Road.

Schedule of Submissions

90 Stirling Highway, Nedlands

City of Nedlands

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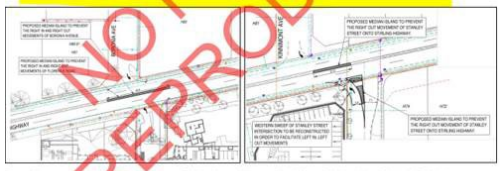
	3.1 Road Network It is understood that the following changes are proposed to the road network in the vicinity of the site: – Boronia Avenue restricted to left-in and left-out – Florence Road restricted to left-in and left-out – Stanley Street restricted to left-in, left-out, and right-in These changes are reflected in Figure 3.1 below – The potential for a rear laneway on the southern boundary of the subject site - connecting Florence Road and Dalkeith Road as per Local Planning Policy 4.2: Dalkeith Road to Stanley Street Laneway Main Roads WA has a long-term plan to upgrade Stirling Highway (Stirling Highway Access Corridor Study – SHACS), including installing signals at Stirling Highway and Smyth Road intersection. – As part of these future upgrades, Main Roads WA have plans for rationalisation of the Stirling Highway road reserve. The proposed turning restrictions Florence Road and Stanley Street are consistent with this plan.  Figure 3.1 Proposed modifications to Stirling Hwy / Florence St (left) and Stirling Hwy / Stanley St (right) *Source: Nedlands Square TIA (Cardno now Stantec, 2022)* NOT TO BE REPRODUCED	
18	6.1m is too narrow for the laneway link through to Dalkeith Road. This should be at least 7.0m wide, preferably wider, to allow for the eventual closure of Florence Road access to Stirling Highway, when the laneway would become the main entry and exit to the property. Pity about the decrease in planting and open space.	Noted. The rear carriageway as been provided in accordance with the as advertised NSHAC Scheme Amendment. This amendment will require the provision of 6m wide carriageway at the rear of the property. The proposal provides an appropriate amount of open space and planting for a shopping centre development of this scale. The Pocket Park has been designed to provide a place for visitors to the subject site and the adjoining commercial land to utilise. This park has been expanded in response to Design Review 2, and as such includes greater places for rest and use on the site.
19	Thank you for the opportunity to comment on this proposal, which we are very pleased to see. We support this proposal for a satisfactorily-	Additional planting and bicycle parkign has been included in the proposal since the advertised plans. The public meeting

	scaled amenity that is much needed to replace the old Captain Stirling Shopping Centre. We would like to express our thanks to the Aldi development team for preparation of a clear and honest proposal. Some aspects of the proposal that we feel might be improved if feasible: bicycle parking (no. and location), some additional public meeting space to the south or under cover, deep planting on Stirling Hwy that is outside the Stirling Hwy expansion zone.	space has also been significantly enhanced by the spatial re-planning of the pocket park. This area has been designed to be safe and welcoming, and will encourage causal and planned interactions of the community.

Enquiries: Michelle Doherty on (08) 9323 6390
Our Ref: 14/8766 (D24#1484885)
Your Ref: DA24-98329

18 December 2024

Chief Executive Officer
City of Nedlands
PO Box 9
NEDLANDS WA 6909

Email: council@nedlands.wa.gov.au (via email)

Dear Sir/Madam,

PROPOSED COMMERCIAL DEVELOPMENT – LOTS 3, 4 & 5 (90) STIRLING HIGHWAY NEDLANDS – REF. DA24-98329

This correspondence supersedes the letter previously issued on 11 December, please refer to this letter for a clearer explanation of the condition requirements. Main Roads supports the proposal and recommends that if development approval is granted, the following conditions are imposed:

Conditions:

1. Prior to occupation of the development, the land required for the widening of Stirling Highway, as shown on the plan 1.7138-1 (see attached), must be ceded free of cost to the State of Western Australia without any payment of compensation.

   Justification for Condition

   This significant development is the nexus for this land to be provided. This land is required to enable orderly and proper planning of Stirling Highway to occur.

2. Prior to occupation of the development, the applicant must undertake works to Main Roads requirements to restrict Florence Road access to left in left out traffic movements only and ensure vehicles can turn lane correct to and from Stirling Highway. All works shall be at the applicant's cost.

   Justification for Condition

   Works are required to ensure the intersection is safe and can accommodated all vehicle movements.

3. Prior to applying for a Building Permit, the applicant must submit engineering drawings demonstrating that a 15.6m vehicle can access the site and turn lane correct to and from Stirling Highway. The plans shall be to Main Roads requirements. The applicant is responsible for all costs associated with any land acquisition, design, drainage, and construction of the road upgrade works. This includes signage, road markings, re-location of services, street lighting, design checks and inspections.

   Justification for Condition

   Engineering drawings required to demonstrate and ensure the Florence Road/Stirling Highway intersection can safely accommodate the developments vehicle movements. The intersection may require modification. A review of the submitted swept path has revealed non-compliance with the requirements for adequate manoeuvring to and from the site via Florence Road.

4. Prior to occupation of the development, the redundant vehicle crossover is to be removed and kerbing, verge, and footpath (where relevant) reinstated with landscaping to the satisfaction of the City of Nedlands

   Justification for Condition

   Public safety, protection of the Primary Regional Road Reservation (PRRR), improve wayfinding for the visually impaired and improved visual amenity.

5. Prior to occupation of the development, all lots shall be amalgamated, and a new Certificate of Title obtained for the amalgamated lot.

   Justification for Condition

   To rationalise vehicular access arrangements.

6. The maximum length of heavy vehicles accessing the site shall not exceed 15.6m.

   Justification for Condition

   Main Roads does not support the heavy vehicle length exceeding 15.6m due to inadequate manoeuvring area to and from the site to achieve compliant swept paths. This condition has been applied to ensure that heavy vehicles can access the site as required and will be further assessed upon submission of engineering drawings.

7. All waste collection is to be onsite.

   Justification for Condition

   Public safety. This condition confirms Main Roads requirements.

8. Prior to the submission of a building permit, a Traffic Management Plan (for construction) must be submitted and approved by Main Roads. The Traffic Management Plan must detail how traffic shall be managed at all times and must be implemented and maintained throughout the construction of this development.

   Justification for Condition

   Public safety: this condition confirms Main Roads requirements.

9. No part of the development, other than approved landscaping is to be located within the land within the Primary Regional Road Reservation (PRRR).

   Justification for Condition

   No form of the development should encroach upon the identified land requirement for Stirling Highway within the PRRR. This includes but is not limited to awnings, retaining walls, significant structures and any associated development infrastructure services.

10. Prior to the issue of the Building Permit, the applicant must submit a revised Landscape to the satisfaction of the City of Nedlands and on advice from Main Roads for temporary landscaping located within the widened road reservation/land requirement as detailed in the attached Land Protection Plan 1. 7138/1. Sight lines must be maintained at all times to ensure driver safety.

    Justification for Condition

    It is advised that removable potted vegetation over 1 metre in height is generally acceptable.

11. Any existing redundant infrastructure within the PRRR is to be removed and the verge made good at the applicant's expense.

    Justification for Condition

    Protection of the PRRR and improved visual amenity.

12. No works are permitted within the Stirling Highway Road Reservation unless Main Roads has issued a Working on Roads permit.

    Justification for Condition

    Public safety and is a standard requirement for works on road.

Regarding the signage component of the application, Main Roads recommends the following conditions be imposed:

13. All signs must be placed on private property and must not overhang or encroach the Primary Regional Road Reservation.

14. The maximum luminance level of the signs shall be in accordance with the requirements below at all times:
    a. During daytime, the maximum luminance levels shall be 500 cd/m2.
    b. During the night, the maximum luminance levels shall be 350 cd/m2.
15. The signs must not flash, pulsate or chase.
16. The devices must not contain fluorescent, reflective, or retro-reflective colours or materials.

Advice:

A) Application forms and supporting information about the procedure to operate a proposed sign visible to Stirling Highway refer to Main Roads' Policy and Assessment Guidelines for Static Advertising Signs which can be found on the Main Roads website.

B) This property is affected by land reserved in the Metropolitan Region Scheme as shown on the enclosed extract of Main Roads Land Protection Plan 1.7138-1 and will be required for road purposes at some time in the future.

C) The applicant is required to submit an Application form to undertake works within the road reserve prior to undertaking any works within the road reserve. Application forms and supporting information about the procedure can be found on the Main Roads website > Technical & Commercial > Working on Roads.

Please provide the above information at your earliest convenience, noting that Main Roads will require 30 days to review this information once received.

Main Roads encourages local government in liaising with applicants to promote and capitalise on our pre-lodgement consultation service, prior to lodgement of planning proposals, especially where development plans involve land adjacent to or have the potential to impact on the State road network.

Further information on the pre-lodgement consultation process can be found on Main Roads website at mainroads.wa.gov.au > Technical & Commercial > Planning & Development

Should the City disagree with the above conditions or require further information please do not hesitate to contact Michelle Doherty on (08) 9323 6390.

Please ensure a copy of the City's final determination is sent to planninginfo@mainroads.wa.gov.au.

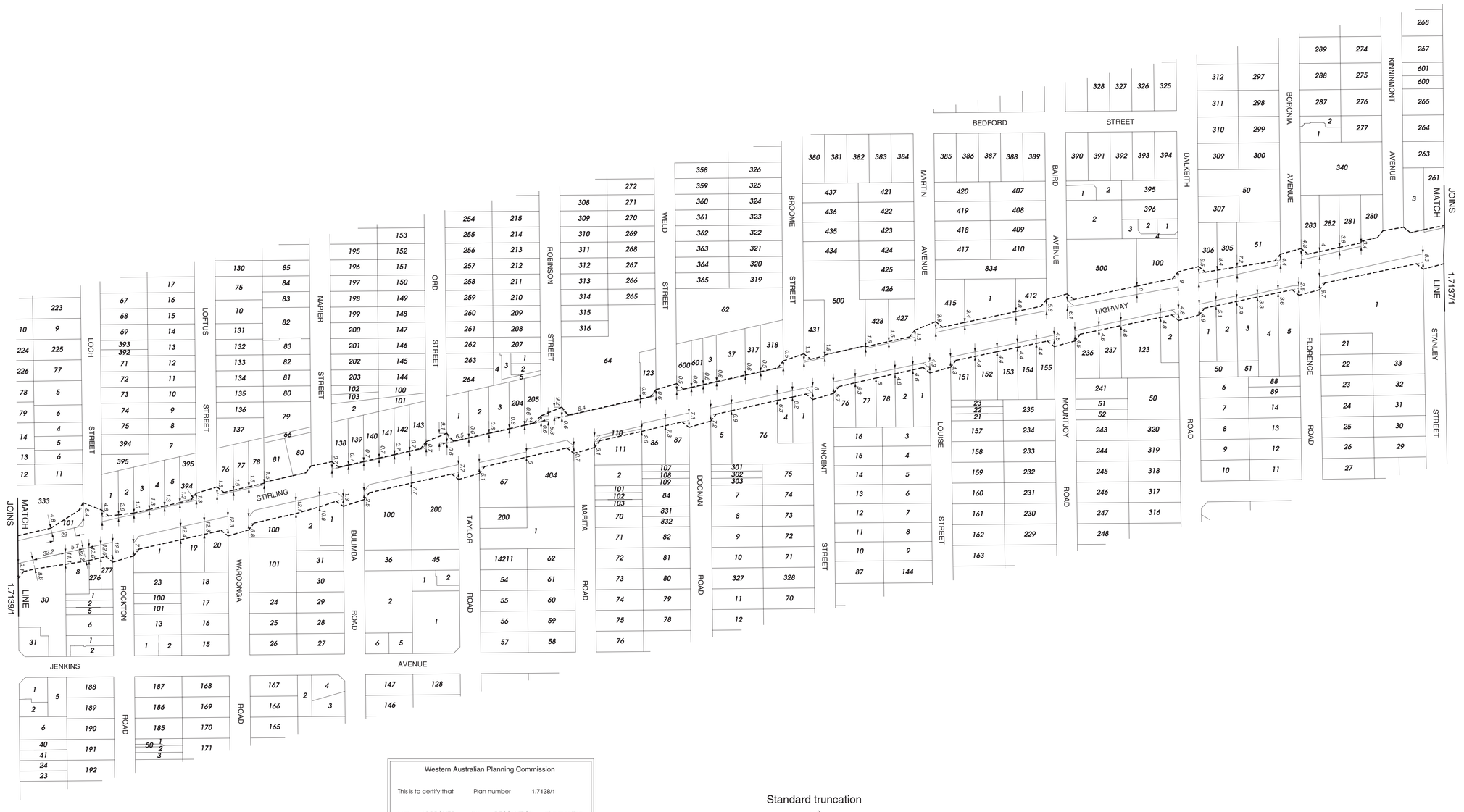
Yours sincerely

mthornely.

Maryanne Thornely
Road Access and Planning Manager

Encl. Land Protection Plan 1.7138-1 Stirling Highway – Stanley Street to Bay Road

1.7138/1



Legend

proposed reservation boundary

Western Australian Planning Commission

This is to certify that Plan number 1.7138/1

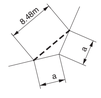
was APPROVED by RESOLUTION at a meeting

held on 25 / 08 / 2015 Minute No. WAPC 235.10.2

Signed .....
Authorised Officer

Effective: 30/01/2017

Standard truncation



Note: all truncations are standard unless otherwise shown

GOVERNMENT OF WESTERN AUSTRALIA

Western Australian Planning Commission

1_7138_1.lan
23 Sep 2015
Produced by Mapping & GeoSpatial Data Branch, Department of Planning, Perth WA
On behalf of the Western Australian Planning Commission.
Base information supplied by Western Australian Land Information Authority LI 430-2009-6

GDA

Stirling Highway - Stanley Street to Bay Road
Primary Regional Roads - proposed land requirement

Project manager: J. O'Hurley
Draftsperson: T. Lynch
Examined:
Revised:
Date:

N
Scale 1:2000

Plan number
1.7138/1
2623

File number: 809/2/1/91
Perth 1:2000 sheets 09.21, 09.22, 10.21 & 10.22
Metropolitan Region Scheme 1:25000 sheet 15
amending plan: 2.0801/2
changes plan: 1.7145/1

Supersedes plan 1.7138

Architectural Design Review Assessment *City of Nedlands Design Review Panel*	
Design quality evaluation	**Date: 21 October 2024**
Application: 90 Stirling Highway, Nedlands	
Review No.: 2	**Time:** 2pm – 3pm
Panel: • **Simon Anderson – Chair** • Simon Venturi – Deputy Chair • Dominic Snellgrove • Walter Van Der Loo **City of Nedlands Representatives:** • Chantel Weerasekera – A/Coordinator Planning Approvals • Dillon Reid – Senior Urban Planner	

Apply the applicable rating to each Design Principle		*Supported*
		Further information required
		Not supported
		Yet to be addressed

Summary	Site Context The site comprises 3 lots with a total area of 4,675m2. The site is zoned Mixed Use with a density coding of R-AC1. The site is impacted by an MRS Primary Regional Road reservation to its northern boundary which occupies approximately 230m2 of land area. On 14 November 2018 the JDAP approved the demolition of the existing shopping center complex and the construction of a new ALDI supermarket and restaurant tenancies. This approval will lapse on 11 November 2024. This proposal is being considered as a new application. Application History The application proposes a commercial development comprising shop and office tenancies. The application is being assessed by the City. This is the second time this proposal has been presented to the DRP.
Strengths of the proposal	• Comprehensive presentation to the panel. • The proposed land uses, including smaller commercial tenancies are beneficial for the locality and are supported. • The lowered ground and basement levels have improved streetscape interactivity on Florence Road. • The floor plan re-arrangement has resulted in some improved functionality and supermarket windows facing Stirling Highway. • Glazing generally presents to the street on Florence Road. • The pocket park has the potential to contribute to a sense of place. • Removal of the ramp structure is positive and increases streetscape connectivity. • Nil setback to the western boundary allows for a continuous streetscape with future development on the adjoining lot. • Landscaping selection is generally positive with good native species inclusion. • The addition of new street trees is positive.

		• ESD initiatives such as solar panels, electric vehicle charging and an all-electric development (no gas) add value • Inclusion of a signage strategy is helpful for this typology. • HVAC plant is located on the roof and screened.
Principle 1 - **Context and character**		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
		1a. Comments • While improvements have been made, the design may still be too 'generic'. • Streetscape interactivity to Stirling Highway and on the corner can be improved. • The proposal may not satisfy the local planning framework vision for the area as a high-rise, mixed use centre. 1b. Suggested amendments/improvements • Further inclusion of design elements that reflect the local Nedlands context and unique sense of 'place' should be considered. • Prepare further detailed plans, including sections that provide more information about the development spatially. • Further streetscape interactivity and community benefits / amenity are needed to justify the development's role as a key feature of the future Neighbourhood Centre.
Principle 2 - **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
		2a. Comments • Some deep soil areas may not have sufficient dimensions to properly accommodate larger tree sizes. • The pocket park design should be improved beyond just landscaping and alfresco seating to encourage public use. 2b. Suggested amendments/improvements • Deep soil zone provision is adequate but DSZ areas should be increased in width to accommodate larger trees. • The pocket park can be increased in size by occupying more space back towards the lift walls and the inclusion of public space infrastructure such as bench seating is encouraged.
Principle 3 - **Built form and scale**		*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*
		3a. Comments • Trolley and lift core have increased in size which encloses the entrance forecourt concealing the main entrance and further obscures northern light. • The building footprint does not address Stirling Highway effectively. • A relocation of the trolley collection bay, stairwell and lift core away from Stirling Highway should be considered. 3b. Suggested amendments/improvements

		• Consider 'slanting' the building footprint adjacent to Stirling Highway so it is parallel to the lot boundary and addresses the streetscape. This could improve streetscape interactivity. This is an important aspect in providing exemplary outcomes for all design principles which should also include increasing the amount of deep soil area and internal resident amenity. • Consider relocating the trolley store, lift and stair well to improve the quality of the main entrance forecourt.
Principle 4 - **Functionality and build quality**		*Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life cycle.*
		4a. Comments • Nil. Supported. 4b. Suggested amendments/improvements • Nil
Principle 5 - **Sustainability**		*Good design optimises the sustainability of the built environment, delivering positive environmental, social, and economic outcomes.*
		5a. Comments • The applicant has built an ESD narrative for the project but is encouraged to engage an ESD professional on the project to ensure a comprehensive and co-ordinated approach / outcome is achieved. 5b. Suggested amendments/improvements • An ESD consultant should be engaged and an ESD report prepared.
Principle 6 - **Amenity**		*Good design optimises internal and external amenity for occupants, visitors, and neighbours, providing environments that are comfortable, productive and healthy.*
		6a. Comments • Nil. Supported. 6b. Suggested amendments/improvements • Nil
Principle 7 - **Legibility**		*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*
		7a. Comments • The entrance to tenancy 7 is recessed and not particularly legible. • The legibility of the main entrance to the supermarket is concealed by the trolley store, lift and stair core. 7b. Suggested amendments/improvements • Materiality of the basement car park could be improved to delineate between pedestrian and vehicle spaces and movement. • Consider the addition of a strip window to the office/administration spaces near the western boundary facing Stirling Highway. • Consider bringing forward the entry to tenancy 7 further toward Florence Road to increase tenancy size and reduce the long 'dead' space pathway to the entrance. • Relocate and re-organise the trolley store, lift and stair core to improve the legibility of the main entrance to the supermarket.

Principle 8 - **Safety**		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
		8a. Comments • The location and solid building elements of the trolley store, stairwell and lift core currently create opportunities for concealment. 8b. Suggested amendments/improvements • Further glazing or relocation of the trolley store, stairwell and lift core should be considered.
Principle 9 - **Community**		*Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*
		9a. Comments • The design of the pocket park renders it quite singular in function. The alfresco seating in the pocket park may contribute to a 'commercialisation' of the space. • Engagement with Stirling Highway is not sufficient. • The blank trolley store, lift and stairwell walls adjacent to Stirling Highway does not provide adequate outlook and interactivity to the main entrance to the development on the streetscape. 9b. Suggested amendments/improvements • Consider more dynamic and varied amenity features for the pocket park such as integrated seating walls or bench seats. • Relocate and re-organise the trolley store, lift and stair core to improve the legibility of the main entrance to the supermarket. • Convert the stairwell wall from solid building material to glazing to provide an outlook and visual connectivity with Stirling Highway.
Principle 10 **Aesthetics**		*Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*
		10a. Comments • The troller store, lift and stairwell wall adjacent to Stirling Highway is solid and does not provide adequate articulation or visual interest when viewed from the public realm. • Too much of the building addressing Stirling Highway is a blank painted concrete façade such as the southern end of this façade. Consider introducing textual and contextual materiality derived from the local context on this façade. 10b. Suggested amendments/improvements • Consider a 'hit and miss' face brick wall design for parts of the building façade addressing Stirling Highway.
SUMMARY		Streetscape interaction with Florence Road is sufficient, however, the Stirling Highway frontage interactivity could be improved. The inclusion of the pocket park and general site landscaping is positive, but the design could be improved to increase the significance and contribution of these elements to the locality. Given that the scale and land use of the development may not accord with the local planning vision, further redesign which increases streetscape engagement and community benefit is required, for example by increasing deep soil zones to allow large trees to

	be incorporated.
OVERALL RECOMMENDATION	Not yet supported. Requires Further Attention.

Design Review progress			
	Supported		
	Further information required		
	Not yet supported		
	Yet to be addressed		
	DR1 – 1 July 2024	*DR2 – 21 October 2024*	*DR3*
Principle 1 - **Context and character**			
Principle 2 - **Landscape quality**			
Principle 3 - **Built form and scale**			
Principle 4 - **Functionality and build quality**			
Principle 5 - **Sustainability**			
Principle 6 - **Amenity**			
Principle 7 - **Legibility**			
Principle 8 - **Safety**			
Principle 9 - **Community**			
Principle 10 - **Aesthetics**			

From: Simon Anderson
To: Dillon Reid
Subject: Re: 90 Stirling Highway, Nedlands - DRP Chair Review
Date: Friday, 22 November 2024 12:48:30 PM
Attachments: image001.png
image002.png
image003.png
image004.png

Dillon

Thank you for the opportunity to keep helping with this project.

I have now had a chance to study the amended plans and supporting documents and the response to the comments of the last DRP review.

Our last Review identified a number of relatively minor yet significant issues that we recommended needed attention. In no particular order I would offer these comments on the amended submission.

- The addition of red brick to the material palette without compromising the important Aldi brand image helps better situate the project within its local context.
- The reorganisation and reorientation of the lift/stair/trolley bay zone improves the relationship of the project to the Stirling Highway street frontage.
- The enlarged and consolidated deep soil zone in the pocket park on the corner will allow for a more significant tree to flourish. Bench seating will greatly extend the hours of use for the park for the community.
- Maintaining the deep soil zone to Stirling Highway will allow for medium scale planting that will help the project respond and add to Nedlands landscape character.
- The ESD report and its initiatives are a welcome addition to the proposal.
- The relationship of the proposal to the planning scheme remains curious to me. However the emerging character of the precinct containing the proposal seems to be low rise supermarket shopping with small scale commercial tenancies fronting landscaped and shaded terraces all served by concealed parking. In this sense the proposal strengthens the precinct by providing retail variety and choice within the City of Nedlands. From a DRP perspective the proposal is supportable for this reason, yet the preeminence of the applicable planning scheme may outweigh this support at other points in the decision-making process.

Overall the applicant has responded very constructively and positively to the DRP advice. When asked to undertake a Chair review of amended plans I have always closed my comments with a statement of support or otherwise for the proposal in its current form. In this case and for the reasons outlined above, I **support** the current proposal but with the qualification outlined in the previous paragraph. Following is the updated DRP Design Quality Evaluation.

Simon

Emeritus Professor Simon Anderson LFRAIA
Senior Honorary Research Fellow
M433 School of Design
The University of Western Australia
35 Stirling Hwy, Crawley, Western Australia 6009
Mobile 0405 381 408

Hello Simon,

Revised plans and supporting documentation for the above application for a commercial development, dated 18 November 2024, have been submitted to the City for consideration.

This application has previously been to the Design Review Panel twice on 1 July 2024 and 21 October 2024 **(see attached DRP Minutes).** The changes include:

- Reconfiguration of the lift ‘tower’ to address the street at an angle.
- Increased size of tenancy 07
- Reconfiguration of the pocket park.

- Bench seating provided to the pocket park.
- Increase in size of the Deep Soil Zone.
- ESD report prepared (attached).
- Brickwork now included in the façade.

DRP Design Quality Evaluation			
	Supported		
	Further Information Required		
	Not supported		
SPP 7.0 Principles	1 July 2024	21 October 2024	**Revision 3 (pending Chair Review)**
1. Context and Character			
2. Landscape Quality			
3. Built Form and Scale			
4. Functionality and Built Quality			
5. Sustainability			
6. Amenity			
7. Legibility			
8. Safety			
9. Community			
10. Aesthetics			

From a City staff assessment perspective, the proposal is somewhat supportable. No section drawings have been provided and it is unclear if the pocket reconfiguration is a significant improvement from the last design. No tables and chairs are shown on the plans within the forecourt area but they are shown on the renders.

The applicants have also provided a DRP response document (attached).

If you can please review the amended plans and supporting documents and provide a response ideally on or before **Friday 22 November 2024.**

Thank you,
Dillon Reid
Senior Urban Planner

City of Nedlands

Administration Centre
71 Stirling Highway WA 6009
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ALDI NEDLANDS DEVELOPMENT APPLICATION REPORT

Lots 3, 4 & 5 (No.90) Stirling Highway, Nedlands

Prepared for
ALDI FOODS PTY LTD
20 September 2024

URBIS

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Acknowledgement of Country

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We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years.

We pay our respects to First Nations Elders, past and present.

The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

Title: Sacred River Dreaming
Artist Hayley Pigram
Darug Nation
Sydney, NSW

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INTRODUCTION

This report has been prepared by Urbis, in collaboration with Nielsen Architects and a project design team of specialist technical consultants, in support of a mixed-use development application over Lots 3, 4, and 5 (No. 90) Stirling Highway, Nedlands (**subject site**).

The subject site was acquired by ALDI in August 2015 as part of its strategic expansion into Western Australia, driven by desire to assist to provide increased customer choice and enhance the quality and reduce the cost of daily and weekly shopping grocery experience.

ALDI, a global leader in the retail sector, is renowned for its efficient operations and commitment to providing high-quality products at affordable prices. The proposed development in Nedlands will not only house an ALDI supermarket but also include a variety of other supporting tenancies that will contribute to the growth of the Florence Road precinct. This diverse mix of uses will further strengthen ALDI's presence in Western Australia and continue its tradition of serving local communities.

The proposed development features a prominent commercial building fronting Stirling Highway and Florence Road complemented by landscaped areas and onsite semi-basement car parking. The spatial resolution of the site and architectural design of the building and landscaping is thoughtful and considered, utilising materials that reflect the broader context of the subject site's location in Nedlands. Sustainability considerations have been integrated into the design of the proposal, ensuring it is built to last, and serves its purpose in delivering essential services to community members. This new mixed-use development will not only provide a convenient shopping destination for residents but also offer a range of essential services, contributing to the vibrancy and economic vitality of the Nedlands area.

1.1. THE ALDI CONCEPT

ALDI, a 'hard discount' supermarket with over 12,000 stores worldwide, entered the Australian market in 2001 and opened the first Western Australian stores in 2016. It offers a limited range of mostly private label products at the lowest possible price, investing extensively in product development to ensure quality and adaptability to consumer tastes. ALDI provides staple groceries and weekly special buys for general merchandise, contributing to reducing the cost of living for households. The company's presence in Australia has grown in response to global economic conditions affecting household spending. ALDI uses a 'set floor plan' model for its stores, creating efficiencies that offer consumers an alternative shopping experience.

1.2. PREVIOUS APPROVALS

ALDI has previously attained planning approval for a retail development over the subject site in 2018. The proposed development included an ALDI store, six specialty stores, and associated car parking, access, and landscaping. The specialty stores were intended to be a mix of shops and restaurants, subject to finding the appropriate tenants.

The development was designed to be consistent with the State and local planning framework, provide a clear focal point within the Nedlands area, and expand the amenities offered to local residents. The built form was planned to have a strong address to both Stirling Highway and Florence Road, with stores and alfresco areas addressing the street to provide a high level of activity.

The then Metro West JDAP granted approval for this development under the City of Nedlands Local Planning Scheme No. 2. However, due to external market pressures the proposal was unable to be constructed. ALDI have revisited the site under the current planning and development context and are seeking to deliver a development that integrates with the renewed precinct strategy and recent approvals in the nearby locality.

1.3. NEDLANDS SQUARE DEVELOPMENT CONTEXT

The subject site is adjacent to the site of the Nedlands Square Retail Redevelopment by Woolworths. This project was approved in February 2023 after many years of uncertainty and will provide a key retail and commercial outlets, including Woolworths as an anchor tenant. The ALDI development will be complimentary to the retail offerings at the Nedlands Square development, allowing the precinct to operate and cohesive centre.

2. SITE CONTEXT

2.1. LOCATION AND CONTEXT

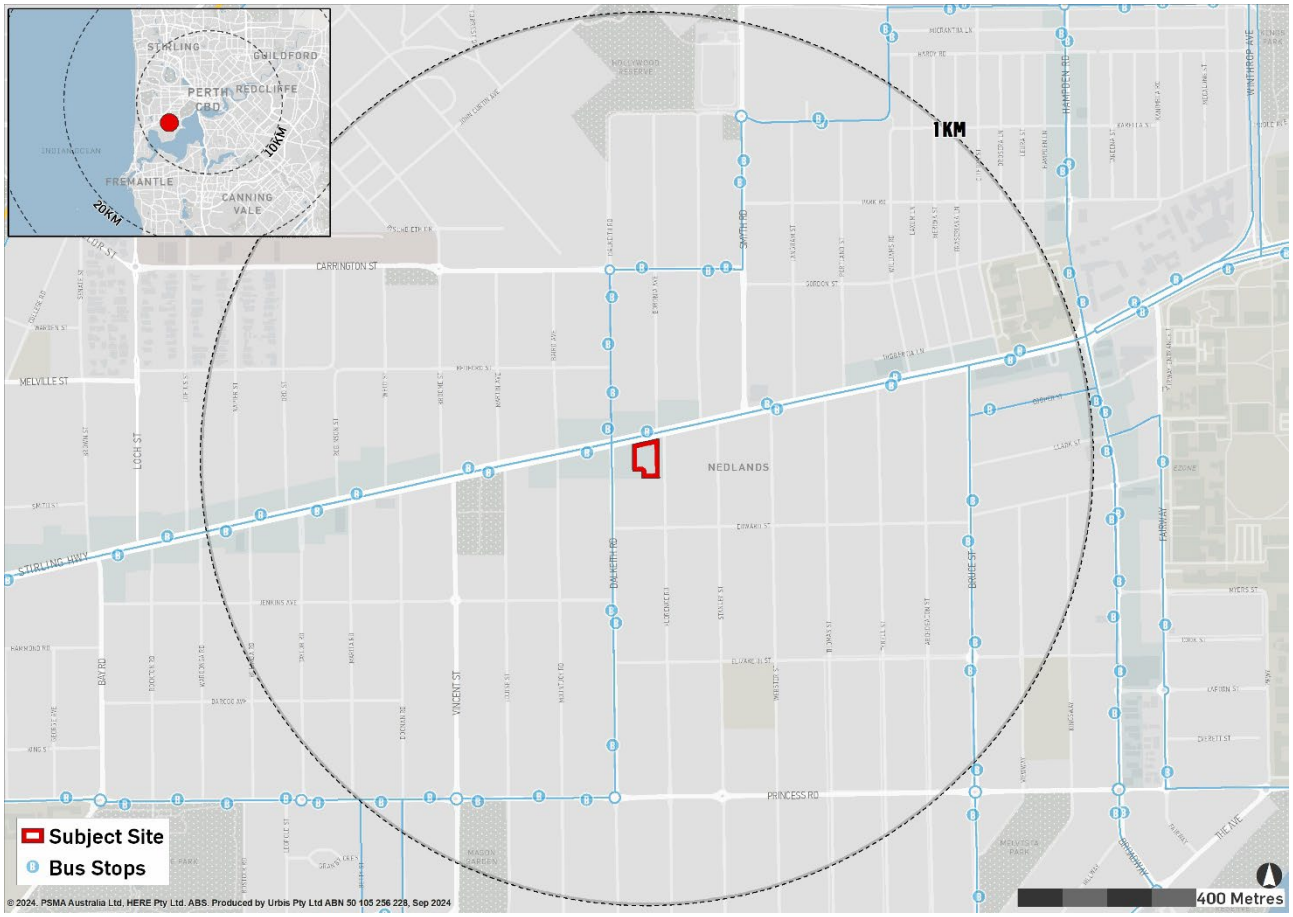
The subject site is located one the corner of Stirling Highway and Florence Road in the City of Nedlands local government area. The site is approximately 5km west of the CBD and approximately 1km west of the University of Western Australian (UWA). The site has a high level of pedestrian connectivity to Stirling Highway and surrounding streets, and further had vehicle connectivity to Stirling Highway and to the south via Florence Road. The immediate locality is characterised by commercial, office and entertainment development along Stirling Highway, with residential development transitioning away from the Stirling Highway corridor. Adjoining the site to the west is an existing post office and veterinary clinic.

The site is currently vacant, having previously been occupied by the Captain Stirling Shopping Centre, containing various retail speciality stores and tenancies.

Vehicular access into the site is currently provided via existing crossovers from Florence Road and Stirling Highway. A portion of the site is subject to a Primary Regional Road Reserve for future acquisition to accommodate the widening of Stirling Highway in line with the boundaries. The proposed development remains clear of the portions of Lots 3, 4 and 5 subject to the future resumption. To the east of the site is the State and local heritage listed Captain Stirling Hotel and the site of the holistic Nedlands Square development.

Refer to **Figure 1** below for a locational context map.

Figure 1 - Locational Context



2.2. LOT PARTICULARS

The following table and below **Figure 2** outlines the lot details comprising the subject site.

Table 1 - Lot Particulars

Lot	Plan	Vol/Folio	Proprietor	Area	Street Address
3	1747	1287/76	ALDI FOODS PTY LTD	1,265	90 Stirling Highway Nedlands
4	1747	1287/76		1,657	
5	1747	1287/76		1,738	

Figure 2 - Cadastral Plan

2.3. EXISTING ACCESS ARRANGEMENTS

The subject site has a street frontage to Stirling Highway to the north and Florence Road to the east. Stirling Highway is a Primary Regional Road ('Red Road'), and the reservations extends into the subject site along Stirling Highway, with the incursion ranging from 2.9 metres to 3.6 metres. There is an existing vehicular access directly onto Stirling Highway which is used to service a number of the commercial tenancies. Primary vehicular access into the customer car park is currently from Florence Road as depicted in **Figure 3**. An on-street loading bay is currently provided within Florence Road which can also be seen in **Figure 3**.

Florence Road intersects Stirling Highway with a left in-left out intersection. A painted median divides Stirling Highway preventing right turn movements into Florence Road Further detail around traffic and access is provided within **Report Section 6.1** and the Traffic Impact Assessment (**Appendix D**).

Figure 3 - Site Aerial

The site benefits from high-frequency bus services with Stirling Highway which connect to the Perth CBD,UWA, QEII Medical Centre, Fremantle and Claremont Activity Centre. Routes 105, 995 and 999 service areas north of the site including the Shenton Park train station, Innaloo Shopping Centre and Stirling train station. The above Locational Context Plan in **Figure 1** demonstrates this bus services.

Currently, safe pedestrian crossing opportunities across Stirling Highway are limited in the area to the signalised intersection at Dalkeith Road, 130m west of the site.

3. PROPOSAL

The proposed development includes an ALDI store, six specialty stores (separate tenancies to the ALDI store), and associated semi-basement car parking, access, and landscaping. The specialty stores are intended to be a mix of shops and restaurants/cafes. The proposed ALDI store is designed to provide a greater level of convenience and choice for the local community and create local employment opportunities.

The proposed works are summarised in **Table 2** below and detailed on the proposed development plans and concepts in **Appendix B**.

3.1. OVERVIEW OF THE PROPOSED DEVELOPMENT

The following table outlines the proposals main components.

Table 2 - Proposal Overview

Component	Description	Area/Size
Anchor Tenant (ALDI)		
Supermarket	ALDI store	1,512sq.m (incl. BOH)
Rear Laneway	Area for future easement to facilitate laneway between Florence Road and Dalkeith Road.	6.1m rear access
Landscaping	Extensive landscaping (13% of site) has been proposed across the site. The landscaping has been concentrated to the north of the site, establishing a pocket park centred around a large feature tree. Additional planting has been provided along the site's boundaries, establishing street buffers and contributing to urban greening.	Approximately 629 sq.m
Car/Bicycle Parking		

Component	Description	Area/Size
Semi-basement car parking	93 car parking bays	2,402sq.m
Associated Tenancies		
Speciality	For various tenancies	752 sq.m

4. PLANNING ASSESSMENT

4.1. STATE PLANNING FRAMEWORK

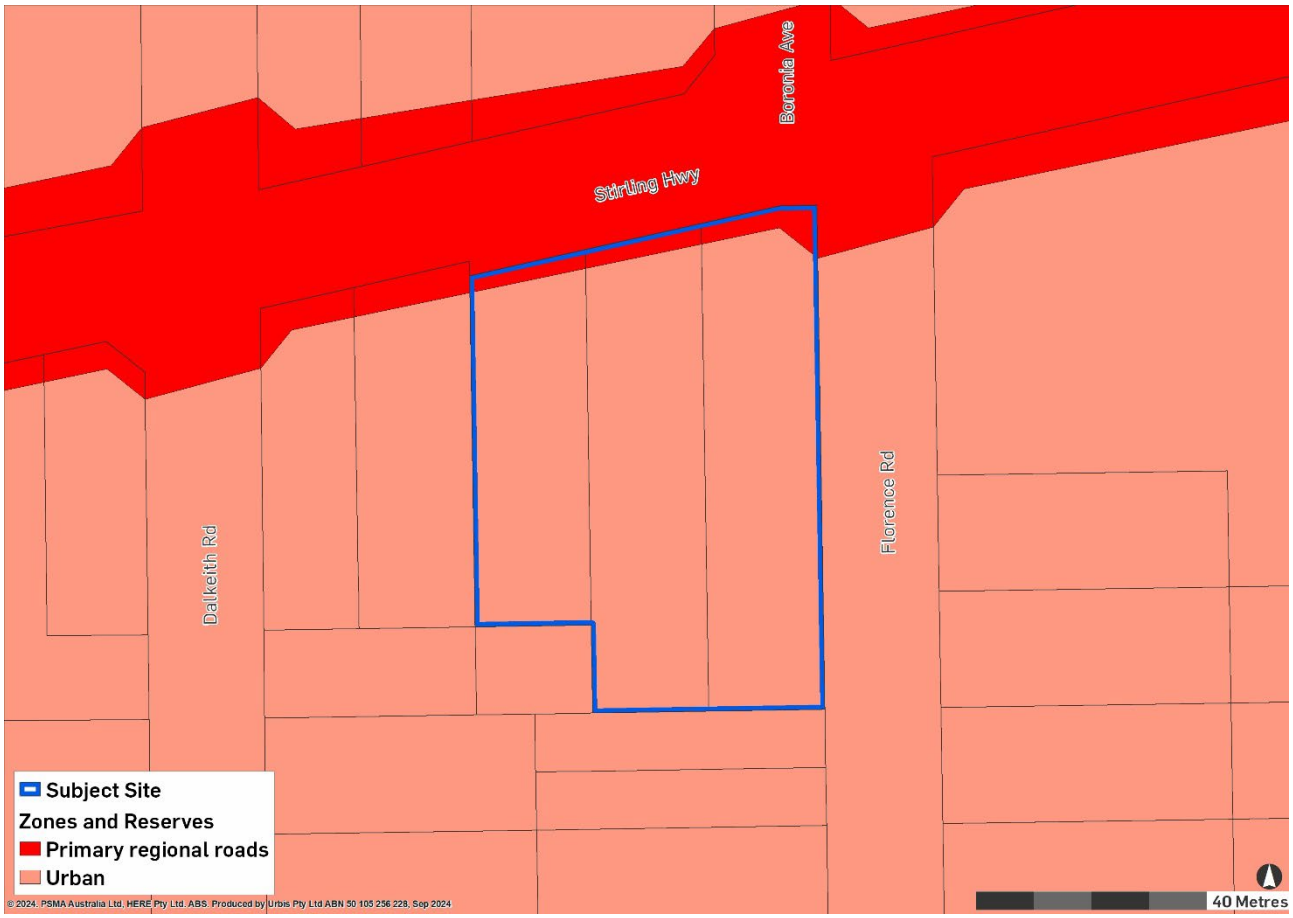
4.1.1. Metropolitan Region Scheme

Under the Metropolitan Region Scheme, the subject land is predominately located within the 'Urban' zone – allowing for a range of activities including residential, commercial, recreational and light industry. A small portion of the Stirling Highway frontage is included within the 'Primary Regional Road' reserve.

The proposed ALDI store is consistent with the intent and contemplated land uses of the 'Urban' zone under the MRS. No structures are proposed within the Primary Regional Road reserve, through considerations to the future road widening of Stirling Highway have been made in the proposed design. In particular, a row of trees have been proposed along the Stirling Highway frontage to replace those within the road reservation if/when they are removed to make way for widening – thereby allowing for the coherent transition of the locality over time.

Refer below to **Figure 4** for map of the subject site in the MRS area.

Figure 4 - MRS Map



4.1.2. Perth and Peel @ 3.5 Million – Central Sub-Regional Framework

The subject site is located between designated specialised and secondary activity centres Claremont and the UWA QE II precinct. As such, the proposed development is in an advantageous location and will provide an essential service which aligns with the State Government's goals along the Stirling highway urban corridor, specifically for locations with multiple interfaces with a main corridor.

4.1.3. State Planning Policies

Table 3 - State Planning Policy Assessment

State Planning Policy	Assessment
State Planning Policy No. 5.4 – Road and Rail Noise This policy aims to protect the community from unreasonable levels of transport noise and to ensure that transport corridors can exist in urban areas.	Whilst the subject site is within trigger distance of Stirling Highway, the policy does not apply to this development as the proposed land use is not considered a noise sensitive land use under SPP 5.4.
State Planning Policy 7.0 – Design of the Built Environment This policy elevates the importance of design quality across the whole built environment. This State Planning Policy includes 10 principles for good design and establishes the framework for integrating design review as a part of the evaluation process.	Please see section 5.0 below for assessment against the 10 principles of good design.

4.2. LOCAL PLANNING FRAMEWORK

4.2.1. Local Planning Strategy

The site has been identified as an Urban Growth Area in the Strategy, which is deemed a prime infill area in the vicinity. This area is primarily intended for the development of commercial spaces, and mixed-use buildings.

Moreover, the proposed plan aims to support the upkeep and growth of the Captain Stirling Neighbourhood Centre (also known as Nedlands Town Centre) as the primary town centre in the area. This centre is expected to evolve into an extensive and intricate mixed-use activity hub. The redevelopment of properties within Urban Growth Areas is strongly encouraged, with a focus on incorporating residential, retail, office, and other commercial land uses. Developments along Stirling Highway should be diverse, high-intensity, and predominantly medium-rise.

The City is expected to play an active role in promoting and facilitating enhancements to existing activity centres through initiatives aimed at improving the public domain of the existing neighbourhood and local centres. The City of Nedlands Local Planning Strategy has also pinpointed the subject site as part of the Captain Stirling Neighbourhood Centre. The City's vision for the site includes retail development, with an objective to increase activity centres by 37% or 5,500m2. The Captain Stirling Centre, strategically located, holds the most significant potential for expansion.

The proposed project will contribute and be a valuable addition to the retail floorspace composition within the locality.

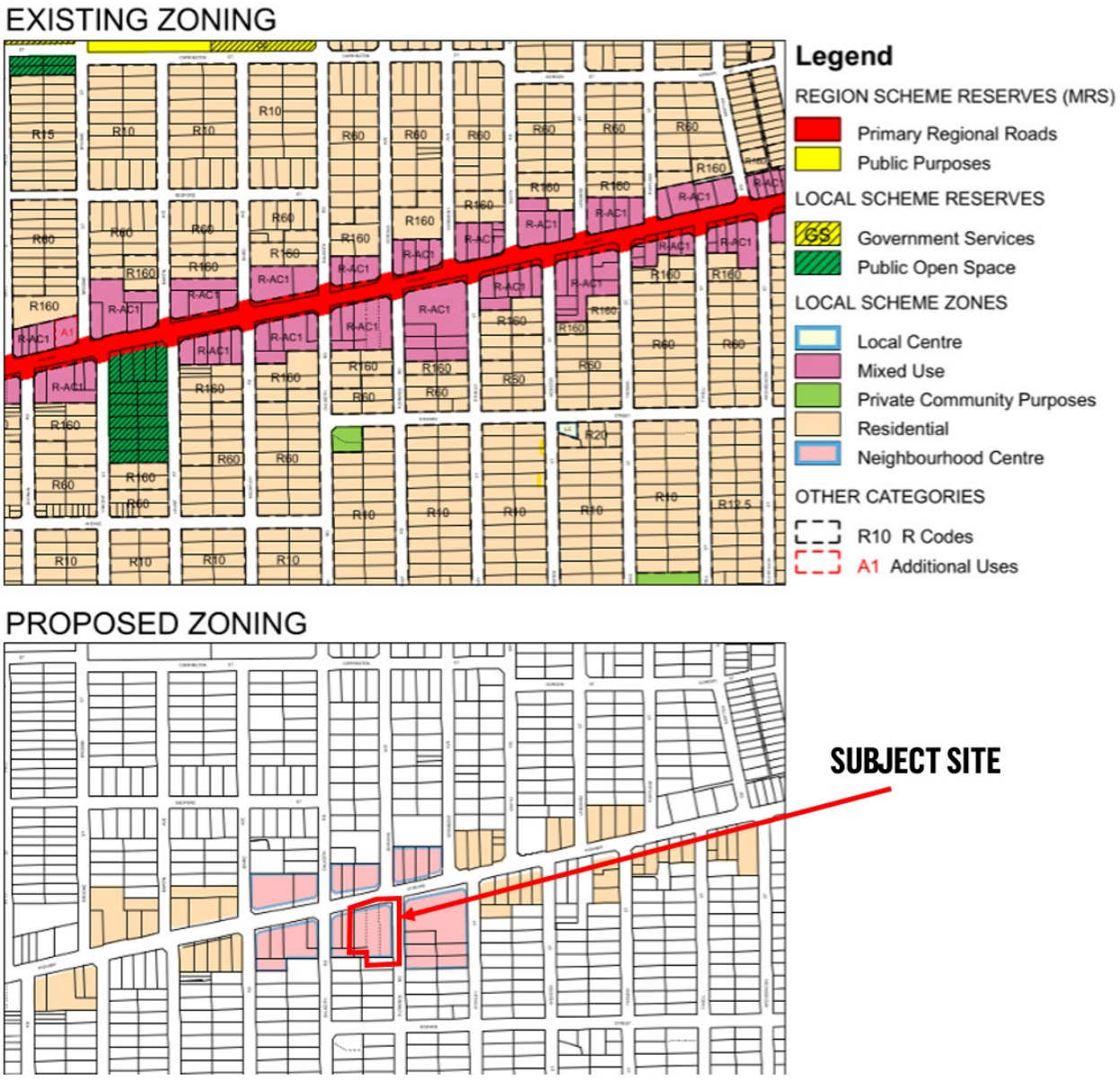
4.2.2. Draft Nedlands Stirling Highway (NSHAC) Strategy and Scheme Amendment No. 13

The City of Nedlands is currently progressing multiple planning framework changes pertaining to the Nedlands Stirling Highway Activity Corridor (**NSHAC**), of which the subject site is located. Specifically, the City is progressing a NSHAC Strategy and a subsequent Scheme Amendment No. 13.

4.2.2.1. Scheme Amendment No. 13

Scheme Amendment No. 13 (**the Amendment**) will remove the blanket R-AC1 Mixed Use zoning along the corridor and replace it with a consolidated Neighbourhood Centre zoning and surrounding Residential zoning. The subject site is located within the future 'Neighbourhood Centre' zone. This is shown in the below **Figure 5**. Further, the Amendment is to introduce a new table, Table 6, into Clause 32 Scheme which provides new provisions for land having frontage to Stirling Highway.

Figure 5 - Scheme Amendment No. 13 Map



The proposal has been designed to align with the Amendment as publicly available, with the below Table demonstrating its conformity.

Table 4 - Amendment 13 Assessment

Relevant Council Resolved Clause	**Relevant Council Resolved Provision**	**Proposal Alignment**
Clause 16, Table 2 – Zone Objectives; 'Neighbourhood Centre' Zone	▪ To provide a community focal point for people, services, employment and leisure that are highly accessible and do not adversely impact on adjoining residential areas. ▪ To provide for daily and weekly household shopping needs, community facilities and a small range of other convenience services. ▪ To encourage diversity of land uses within the Centre to provide a broad range of employment opportunities. ▪ To facilitate a mix of commercial and residential development, which provides for activity and accessibility at the street level and supports the provision of public transport and pedestrian links. ▪ To provide for a range of quality medium and high-density residential development, to meet the diverse needs of the community. ▪ To ensure non-residential uses are located at street level and are compatible with adjoining residential uses.	▪ The ALDI store and associated tenancies will service the local community through the access of fresh food and other supermarket items. The proposal is within the central precinct of the NSHAC, and compliments the approved Captain Stirling development. ▪ ALDI and its associated tenancies will provide daily and weekly household shopping needs, and subject to leasing and tenant interest can accommodate convenience services and community services such as consulting rooms and other allied health. ▪ The proposal is a Mixed-Use development that contributes to the diversification of the NSHAC and widens the availability of services to the community for their day-to-day needs. ▪ The proposal provides for services that will greatly increase the amenity of the precinct, providing greater access to services for residents and improving the liveability and diversity of the NSHAC. ▪ This proposal is to provide complimentary uses to current a future residential development of NSHAC. By increasing the service offering of the precinct, higher density residential uses increase in appeal due to the increase in amenity and relevant destinations.
Clause 32, Table 6, Item 32.7	All new development shall provide 1 medium, or 1 large tree as defined by the R-Codes located adjacent to and outside of the Stirling Highway road reservation per 12 metres of Stirling Highway street frontage, measured at the future street boundary post-road widening.	1 Large Tree has been proposed along the Stirling Highway Frontage. 5 medium trees planted along this same frontage to replace those that will be removed through any eventual Stirling Highway Road Widening.

Relevant Council Resolved Clause	Relevant Council Resolved Provision	Proposal Alignment
Clause 32, Table 6, Item 32.8	Development shall not have vehicle access to Stirling Highway where the lot has legal access to a public street or right-of-way other than Stirling Highway.	No proposed access directly to Stirling Highway, and the existing crossover is proposed to be removed.
Clause 32.9,	Carriageway network: 1. All development and subdivision is to allow a boundary setback sufficient to facilitate a minimum 6m wide carriageway in the location shown in Schedule 4. 2. All development and subdivision is to take vehicle access from the carriageway shown in Schedule 4 where it connects, either directly or via another carriageway, to a public street other than Stirling Highway. 3. Where the carriageway for the street block shown in Schedule 4 does not yet connect to a public street other than Stirling Highway, the development is to be designed to be modified in the future to take vehicle access from a rear carriageway once it connects to a public street other than Stirling Highway. 4. The local government shall not approve development or support subdivision that: 4.1. prevents any new or existing lot within the same street block from obtaining access from a public street or carriageway other than Stirling Highway; or 4.2. prevents any new or existing lot within the same street block from obtaining access to the carriageways shown in Schedule 4; or 4.3. creates a new lot with sole vehicle access to Stirling Highway. 5. All development must account for any ground level differences in order to facilitate a carriageway across a street block 6. The total 6m width may include portions of any existing public carriageway. 7. Prior to issue of a building permit or subdivision clearance, suitable arrangements are to be made with the local government ensuring the 6m wide carriageway described in the above subclauses is burdened with public access rights in perpetuity.	1. Complies 2. Complies 3. Complies. Proposal has been designed to utilise the rear carriageway in future with no direct street access. 4. N/A 5. Complies 6. Noted. 7. Noted.

4.2.2.2. Nedlands' Stirling Highway Activity Corridor Strategy

Prepared by the City of Nedlands, the NSHAC Strategy is intended to be used as a guide to the desired future scale and character of the area, and act as a blueprint for changes to the existing legislative framework.

The Strategy establishes five (5) sub-areas for the NSHAC precinct, these being the Neighbourhood Centre Zone; Western Mixed-Use Zone; Eastern Mixed-Use Zone; Stirling Highway Residential Zones; and Medium Density Residential Zones. The subject site is situated within the 'Neighbourhood Centre Zone'.

Neighbourhood Centre Zone has the following objectives under the Strategy:

1. *Create attractive, active and accessible spaces that reflect the strategic importance of the Neighbourhood Centre and have an emphasis on ground floor retail, commercial and entertainment land uses.*
2. *Promote high quality and environmentally sensitive design that respects and reflects the character of nearby traditional historical and landmark buildings while also being compatible with nearby residential neighbourhoods.*
3. *Provide for a mix of complementary uses including retail, commercial, entertainment, recreation, socialisation, leisure and dining that are designed to be compatible with nearby residential uses.*
4. *Support diverse and well-designed high density development compatible with its setting to turn the Neighbourhood Centre into a key lifestyle hub.*
5. *Maintain large mature trees while enhancing the overall tree canopy and vegetation cover to preserve the leafy feel of the area.*

The ALDI proposal aligns well with the NSHAC Strategy's vision of transforming the site into a 'Town Centre' and a focal point for shopping, entertainment, and dining. The proposed ALDI store will contribute significantly to the retail and socialisation uses within the area, enhancing the vibrancy and attractiveness of the locality.

The strategy's objective of providing a mix of complementary uses is also met by the ALDI proposal. The store will offer a variety of products and services that are compatible with nearby residential uses, thereby contributing to the diversity of the wider Neighbourhood Centre.

The land use proposed by ALDI aligns with the strategy's focus on concentrating retail, dining, entertainment, and other socialisation uses on the lots south of the Highway. The ALDI store will contribute to the creation of a distinctive active edge along the southern blocks, enhancing the streetscape and the overall appeal of the area. The proposal has undergone detailed landscaping to provide canopy cover, street edge buffers, and a useable pocket park.

The proposal itself seeks to provide amenity and services to the precinct through its uses and high design standards. As a result, this development will be catalytic in nature by providing trunk amenity to support and encourage the medium to high density residential in the immediate locality and surround desired by the City's strategy.

4.2.3. Local Planning Scheme

4.2.3.1. Zoning and Permissibility

Under the City of Nedlands Local Planning Scheme No.3 (**LPS3**), the subject site is zoned 'Mixed Use'. The Mixed Use zone has the following objectives under the scheme:

- *To provide for a significant residential component as part of any new development.*
- *To facilitate well designed development of an appropriate scale which is sympathetic to the desired character of the area.*
- *To provide for a variety of active uses on street level which are compatible with residential and other non-active uses on upper levels.*
- *To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres and eating establishments which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents*

The proposed ALDI development aligns with the objectives of the Mixed Use zone in the Captain Stirling neighbourhood precinct of Nedlands. It is designed as a convenience development intended to serve the current and future local community, acknowledging its inner urban location and its role to a high level of visitor and passing trade along Stirling Highway.

The variety of uses proposed, including a supermarket, a small liquor store (located within the ALDI store and managed by ALDI), consulting rooms, convenience store, a medical centre, office spaces, and a restaurant/café, align with the commercial nature and function of Stirling Highway and the Nedlands Town Centre. These uses are compatible and complementary to the surrounding residential area, particularly to the south of the site.

The development features active uses at all street frontages, with a particular emphasis on the Florence Road interface, given the location of the adjacent Nedlands Square development. The design is also sensitive to the Stirling Highway frontage, considering its predominant traffic function.

The proposed scale of the development reflects the site's location within the town centre and its position abutting a major regional road. The design ensures a softened interface with adjacent residents to the south, allowing for incremental integration.

Refer to **Figure 6** for a map of the subject site in the Local scheme area.

Figure 6 - LPS Map

Under the land use definitions of LPS3, the proposed uses within the site is best described as ‘Consulting Rooms’, ‘Convenience Store’, ‘Liquor Store – Small’, ‘Medical Centre’, ‘Office’, ‘Restaurant/Café’ and ‘Shop’.

The definitions of each use and how they relate to the subject site are outlined in the table overleaf.

Table 5 – Land Use Permissibility

Land Use	Definition	Permissibility
ALDI		
Shop	Means premises other than a bulky goods showroom, a liquor store large or a liquor store - small used to sell goods by retail, to hire goods, or to provide services of a personal nature, including hairdressing or beauty therapy services.	Permitted 'P' Use
Liquor Store – Small	Means premises the subject of a liquor store licence granted under the Liquor Control Act 1988 with a net lettable area of not more than 300m^2.	Permitted 'P' Use *(A Liquor License is already approved on site)*
Associated Tenancies (Ancillary Uses)		
Consulting Rooms	Means premises used by no more than 2 health practitioners at the same time for the investigation or treatment of human injuries or ailments and for general outpatient care	Permitted 'P' Use
Convenience Store	Means premises - ▪ Used for the retail sale of convenience goods commonly sold in supermarkets, delicatessens or newsagents; and ▪ Operated during hours which include, but may extend beyond, normal trading hours; and ▪ The floor area of which does not exceed 300m2 net lettable area.	Permitted 'P' Use
Medical Centre	Means premises other than a hospital used by 3 or more health practitioners at the same time for the investigation or treatment of human injuries or ailments and for general outpatient care.	Discretionary 'D' use meaning that the use is not permitted unless the local government has exercised its discretion by granting development approval
Office	Means premises used for administration, clerical, technical, professional or similar business activities	Permitted 'P' Use
Café/Restaurant	Means premises primarily used for the preparation, sale and serving of food and drinks for consumption on the premises by customers for whom seating is provided, including premises that are licenced under the Liquor Control Act 1988.	Permitted 'P' Use

The table above lists the permissibility within the Mixed Use (R-AC1) zone of the land uses proposed, demonstrating the proposals compliance in accordance with Table 3 of LPS 3.

4.2.3.2. Additional Development Requirements

The following provisions from Clause 32 of LPS3 further relate to the site:

Table 6 - Clause 32 of LPS Requirements

Provision	Assessment
Residential uses are not permitted on the ground floor facing a primary and secondary street.	No residential uses are proposed on the ground floor.
Buildings are to have active frontages to the primary and secondary street	The building has been carefully designed to ensure that the frontages to both Stirling Highway and Florence Road are activated through the use of glazing, landscaping, materials and the inclusion of architectural details which are complementary to the surrounding locality. Entrances to the development are also proposed on both frontages, facilitating activity and pedestrian interest on both Stirling Highway and Florence Road.
Minimum tenancy depth facing a street is 10m	A minimum depth of 10m is achieved for all tenancies that are street facing, including those fronting Florence Road.

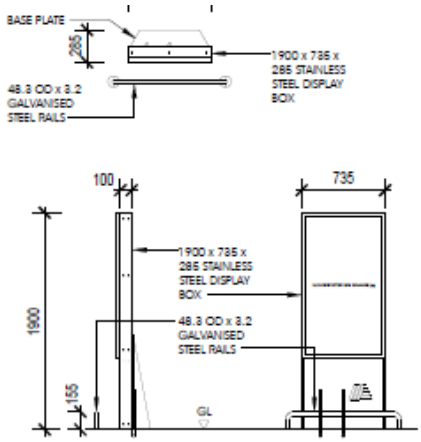
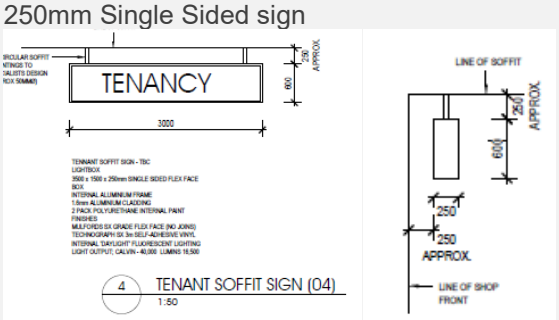
4.2.4. Local Planning Policies

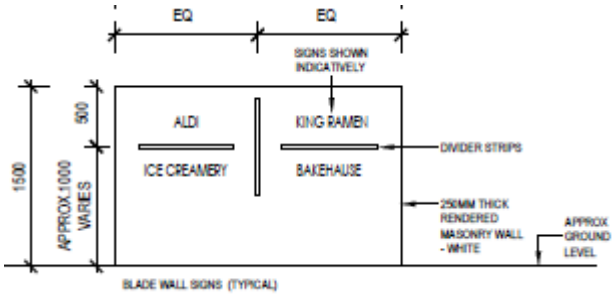
The following section provides an assessment against the City's local planning polices applicable to the subject site and the proposed development.

4.2.4.1. LPP 2.1 - Signage and Advertisements

LPP 2.1 establishes the requirements and provides guidance for different types of advertising applications and seeks to ensure advertisements don't adversely impact on the amenity of surrounding areas and to ensure the safety of vehicles, pedestrians and cyclists. An assessment of the proposed signage against the policy provisions are outlined in Table 7.

Table 7 - LPP 2.1 Assessment

Signage Typology	Assessment	Complies
• 4 x Large Gable Sign Lightbox – ○ 2000w X 2400h X 292mm Single Sided Wall Sign • 2 x Small Gable Sign Lightbox ○ 1800 X 1500 X 250mm Single Sided Wall Sign 	The proposed wall signs are located wholly within the property boundaries; and do not project more than 300mm from the wall. The wall signs pertain only to the proposed ALDI shop and occupy do not extend above or below the wall on which it is placed. The proposed signage is consistent with ALDI national signage as depicted in the signage site plan enclosed within the Development Plans (**Appendix B**). These signs are designed to be integrated into the theme of the overall built form.	✓
Digital Sign Box 	The proposed single digital sign is wholly located within the building envelope and does not impose any undue risk to passing traffic or pedestrian. The sign features an illuminated display and is not visible from the street.	✓
Han Illuminated Tenant Soffit Sign 3500 X 1500 X 250mm Single Sided sign 	The proposed illuminated projecting tenant sign is located wholly within the property boundaries, with one sign per tenancy being located on the tenancy entrance wall. The signs will be internally illuminated during the operating hours of the use to which each tenancy relates	✓

Signage Typology	Assessment	Complies
Blade Wall Sign 	The proposed wall signs are located wholly within the property boundaries at the corner of Stirling Highway and Florence Road The wall signs pertain only to the proposed ALDI shop and ancillary uses/tenants and do not extend above or below the wall on which it is placed.	✓

4.2.4.2. LPP 3.1 - Landscaping Plans

The Landscaping Plans LPP encourages provision and subsequent maintenance of landscaping within non-residential development. It will provide guidance on Council's expectations, encourage creative landscaping options and plant types and encourage the retention of trees and vegetation of environmental culturally significant landscape design. **Table 8** establishes how the proposed development responds to the purpose of a landscape plan and further responds to the requirements outlined for non-residential development.

Table 8 - LPP 3.1 Assessment

Requirement	Assessment	Complies
The portion of the lot between the street boundary and the setback line, and the portion of the lot between any adjoining residential lot and the setback line from the rear lot boundary shall be designed and developed as landscaping or natural planting. The City may approve the paving or drainage of the area in order to provide vehicular access.	The proposal incorporates detailed landscaping that has been design by landscape architecture firm *Plan E*. The landscaping is located along each of the street frontages belonging to the site, with significant attention provided to the Stirling Highway and Florence Road corner where a 'pocket park' has been provided. The site currently has no existing vegetation, with the proposal incorporating 14 new trees of medium and large sizes.	✓
At least 50% of street setback areas are using soft landscaping treatments.	Complies. Over 50% of the street frontages are landscaped.	✓
1 shade tree for every 4 continuous open car parking bays.	Seven (7) Trees are proposed to shade the 13 open car parking bays, exceeding this provision.	✓
Where car parking is not proposed in street setback areas, at least 1 tree for every 10m lot frontage is to be provided.	Six (6) trees are proposed along to 55m long Stirling Highway Frontage where no car parking is proposed.	✓

Requirement	Assessment	Complies
Plants to not obstruct driver and/or pedestrian sightlines, and avoidance of landscaping which fully obstruct streetscape surveillance.	Plants to not obstruct driver and/or pedestrian sightlines, with landscaping avoiding the obstruction of streetscape surveillance.	✓
Retention of mature trees where practicable. Where the removal of significant trees is not practicable, equivalent trees to be planted elsewhere on the site	There are currently no trees located on site. The proposal seeks the planting of 14 new trees on site, as well as the retention of 10 existing street trees.	✓
Not provide concealment or entrapment areas	The building has been carefully designed to remove opportunities for concealment, entrapment or anti-social behaviour.	✓
Variety of landscaping to create interesting built environments.	Landscaping includes a variety of species and spaces. Spaces are either dedicated to canopy coverage, streetscape buffers or an open space for customers to rest and utilise.	✓

4.2.4.3. LPP 4.1 - Parking

Table 9 - LPP 4.1 Assessment

Parking Requirement / Land Use	Provided	Complies
Consulting Rooms/Medical Centre: *12 or 1 per every 4 beds (whichever is greater).*	93 bays for both	As part of the historically approved application (DAP/18/01444) and stamped plans undertaken for the subject site, a total of 90 car parking spaces were proposed to be provided including 2 DDA bays for a total floor area of approximately 2,184m². This results in a car parking provision rate of 4.12 spaces per 100m². A total of 93 car spaces are proposed to be provided within an at-grade carpark for the current proposal, inclusive of 4 ACROD bays for approximately 2,264m² of retail/commercial floor area. This is equivalent to a car parking provision rate of 4.15 spaces per 100m². Accordingly, the proposed development is generally consistent with the historically approved car parking provision rate and is considered satisfactory.
Convenience Store/Shop/ Liquor Store – small: *8.3 per 100m2 of net lettable area. 1 space in every 5 to be set aside for employees*		
Restaurant/Café:1 *1 per 2.6m2 of restaurant seating area or 1 per 2 persons (whichever is greater).*		
Office:		

Parking Requirement / Land Use	Provided	Complies
4.75 per 100m2 of net lettable area. 2 spaces in every 3 to be set aside for employees		

5. DESIGN RESPONSE

5.1. DESIGN REVIEW

The proposal underwent a review via the City's DRP, in which panel members provided feedback through grading the application against the 10 principles of good design from SPP 7.0. The proposal will undergo a second DRP review following the lodgement of this application.

A full assessment on the 10 Principles of Good Design is provided in the below section.

5.2. SPP 7.0 ASSESSMENT

5.2.1. Context and Character

Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.

The subject site's location in Nedlands forms part of an area that has heritage character that contributes to the areas identity. This character is a reflection of the area's rich history, cultural significance, and architectural diversity.The area is home to several heritage-listed sites, including the Captain Stirling Hotel, a local landmark that has served the community for decades.

The architectural character features contemporary styles which complement the style of buildings in the area – some of which date back to the early 20th century - showcasing period architecture with features such as high ceilings, wide verandas, and intricate detailing. These buildings stand alongside more modern structures, creating a unique blend of old and new that adds to the area's charm.

The streetscape is characterised by street trees and well-maintained gardens, contributing to the precinct's leafy, suburban feel. The area also boasts a high level of pedestrian connectivity, with well-established paths and close proximity to key amenities and public transport.

The proposed development in this precinct is designed to respect and enhance this heritage character. The design is minimalistic in its materiality and aesthetic, ensuring it integrates cohesively into the existing streetscape.

5.2.2. Landscape Design

Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context

The development has undergone a rigorous landscaping process in which canopy cover and public accessibility principles have been on focus.

Fourteen (14) new trees are to be planted on site, establishing green buffers with the surrounding highly trafficked road network. These trees will increase the canopy cover for the precinct and will provide shade over the publicly accessible areas, particular the link to Nedlands square.

In response to the Design Review Process, a 'pocket park' centred around a new large tree has been proposed at the prominent street corner of Stirling Highway and Florence Road. This will establish a communal place for the wider community to stop, sit and rest whilst moving between the precinct, whilst also reaffirming a soft edge to the harsh road environment.

5.2.3. Built Form and Scale

Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.

The development features a building that aligns with the predominantly low-rise architectural context of the precinct. This scale ensures that the new development integrates into the existing streetscape, allowing for the developed of taller buildings in the surrounding area.

The built form of the development is minimalistic in its design and materiality, reflecting a thoughtful balance between modern functionality and aesthetic compatibility with the surrounding architectural styles. The design incorporates clean lines and simple forms, using materials that echo those found in the precinct, ensuring the development complements rather than competes with the existing built environment.

Furthermore, the development's built form has been designed to enhance the pedestrian experience, with well-defined entrances, clear signage, and a layout that encourages easy navigation. The inclusion of

landscaped areas and undercroft car parking further contributes to the functionality and aesthetic appeal of the development.

Overall, the proposed ALDI development's built form and scale demonstrate a deep respect for the Captain Stirling neighbourhood precinct's unique heritage character, ensuring the new development not only serves the community's needs but also contributes to preserving and celebrating the area's distinct identity.

5.2.4. Functionality and Design Quality

Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life cycle.

The functionality and design quality of the proposed ALDI development in the Captain Stirling neighbourhood precinct of Nedlands have been meticulously planned to ensure the development serves the community effectively while enhancing the area's aesthetic appeal.

The functionality of the development is evident in its diverse mix of uses, including an ALDI supermarket, a small liquor store, consulting rooms, a convenience store, a medical centre, office spaces, and a restaurant/café. This mix of uses not only caters to the daily needs of the local community but also contributes to the area's economic vitality.

The development also features well-defined entrances, clear signage, and a layout that encourages easy navigation, enhancing the overall user experience. The inclusion of landscaped areas and under croft car parking adds to the development's aesthetic appeal while also improving its functionality.

The proposed ALDI anchored development provides a functionality and design quality demonstrate a commitment to serving the community effectively and enhancing the Captain Stirling neighbourhood precinct's unique heritage character.

5.2.5. Sustainability

Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.

The proposed ALDI development in the Captain Stirling neighbourhood precinct of Nedlands is designed with a strong emphasis on sustainability, reflecting ALDI's global commitment to environmental responsibility.

The design incorporates several innovative features aimed at reducing energy consumption and promoting renewable energy. A key feature is the transcritical CO2 refrigeration system, a natural refrigerant with zero ozone depletion potential that is expected to save over 15% in energy compared to traditional systems. Additionally, all vertical refrigeration chillers will be fitted with doors to trap cold air more effectively, improving energy efficiency and reducing refrigeration energy usage by approximately 30%.

The development also includes a 250 kW PV solar system installed over the entire roof area. This system is designed to generate renewable energy, offsetting approximately 25% of the site's daily electricity usage and significantly reducing the store's carbon footprint.

In addition to energy efficiency, the design also focuses on promoting sustainable transport options. The inclusion of EV charging infrastructure in the car park encourages the use of electric vehicles, further contributing to the reduction of greenhouse gas emissions.

The store's waste management strategy is another key aspect of its sustainable design. The implementation of waste separation measures within the store will ensure the diversion of waste from landfill, promoting recycling and reducing environmental impact.

Overall, the sustainable design of the proposed development not only aligns with ALDI's global sustainability commitments but also contributes to the broader sustainability goals of the Nedlands community and the Captain Stirling neighbourhood precinct.

5.2.6. Amenity

Good design optimises internal and external amenity for occupants, visitors, and neighbours, providing environments that are comfortable, productive and healthy.

The development will provide a range of essential services, including a supermarket, a small liquor store, consulting rooms, a convenience store, a medical centre, office spaces, and a restaurant/café. These diverse offerings will cater to the daily needs of the local community, enhancing convenience and contributing to the area's economic vitality.

The design of the development also prioritises the creation of a pleasant and welcoming environment. The single-storey building, with its clean lines and simple forms, will add to the aesthetic appeal of the streetscape. The inclusion of landscaped areas that allows for meeting and quiet contemplation will further enhance the visual appeal of the development, creating a green and inviting space for the community.

5.2.7. Legibility

Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.

The proposed ALDI development in the Captain Stirling neighbourhood precinct of Nedlands is designed with a strong emphasis on legibility, ensuring that the site is easily navigable and accessible for all users. The development's location on the prominent Stirling Highway enhances its visibility and ease of access. The well-defined entrances and clear signage further contribute to the site's legibility, guiding visitors effortlessly through the site.

The configuration of the development is intuitive and user-friendly, with the ALDI supermarket, small liquor store, consulting rooms, convenience store, medical centre, office spaces, and restaurant/café all easily identifiable and accessible. The undercroft car parking is conveniently located and clearly signposted, further enhancing the site's legibility.

The inclusion of landscaped areas not only enhances the site's aesthetic appeal but also contributes to its legibility, providing clear visual cues and creating a pleasant and welcoming environment. Overall, the legibility of the proposed ALDI development ensures a seamless and enjoyable experience for all users, contributing to the site's functionality and enhancing its contribution to the Captain Stirling neighbourhood precinct.

5.2.8. Safety

Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.

The proposal optimises safety through the implementation of Crime Prevention Through Environmental Design (**CPTED**) principles, particularly in relation to site access (vehicle and user). The building is designed in a manner that minimises the potential for harm to come to users, through ensuring and training rooms are appropriately sized to accommodate the number of user and to ensure that access/user interface is clearly defined throughout the site.

5.2.9. Community

Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.

The proposed ALDI development in Nedlands is a prime example of how good design can respond to local community needs and the wider social context. The diverse mix of uses, including a supermarket, liquor store, consulting rooms, convenience store, medical centre, office spaces, and a restaurant/café, will not only cater to the needs of the local community but also contribute to the vibrancy and economic vitality of the Nedlands area. The thoughtful and considered design of the building, landscaping, and car parking, utilising materials that reflect the broader context of the subject site's location in Nedlands, is commendable. The integration of sustainability into the design of the proposal ensures that it is built to last and serves its purpose in delivering essential services to community members.

5.2.10. Aesthetics

Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.

The proposal is complemented by landscaped areas and onsite under croft car parking which has been designed utilising materials that reflect the broader context of the subject site's location in Nedlands. This thoughtful design not only enhances the aesthetic appeal of the development but also contributes to its functionality and usability.

The integration of sustainability into the design of the proposal further enhances its aesthetic appeal. The development is designed to be energy-efficient and environmentally friendly, aligning with the community's values and contributing to the overall attractiveness of the area.

The diverse mix of uses within the development, including a supermarket, liquor store, consulting rooms, convenience store, medical centre, office spaces, and a restaurant/café, also contributes to its aesthetic appeal. These varied uses create a vibrant and dynamic environment that is visually appealing and engaging for visitors.

6. TECHNICAL CONSIDERATIONS

6.1. TRAFFIC AND PARKING

A Transport Impact Assessment (**TIA**) has been prepared by WSP and is located in **Appendix D** and is summarised below.

Vehicle access is proposed to be via the proposed crossover on Florence Road, with provision for future connection to Dalkeith Road via a rear laneway. This access point will accommodate all vehicular movements, including general customer/employees, service, delivery and waste collection vehicles. Pedestrian access will be via the existing footpaths along Stirling Highway and Florence Road to the forecourt area fronting Florence Road

Redundant crossovers across Stirling Highway and Florence Road will be consolidated and reinstated. Accordingly, an additional three on-street car spaces will be provided as part of the streetscape amendments.

Loading of the site will be from the rear of the subject site, with trucks entering from Stirling Highway onto Florence Road and accessible from the rear laneway. Trucks will then exit onto Florence Road and back onto Stirling Highway, reducing any impact on residential amenity to the south.

Car parking, as discussed in above section **4.2.4.3**, has been modelled on previous and existing ALDI developments and the parking required to support their operation. 93 bays are proposed, following a rate of 4.15 bays per 100sq.m. A total of 8 bicycle parking spaces are provided on-site in the form of horizontal rails within the basement carpark. This is determined to be suitable for both employees and customer use.

From a traffic generation and overall network impact point of view, the adjacent and approved Nedland's square development considered the subject site's traffic impacts as part of its analysis. This determined that that the intersections along Stirling Highway will perform at satisfactory levels post-development once modifications are made. As a result, the proposed development would have no significant impact on the operation of the nearby road network and intersections. It is therefore considered to be acceptable from a transport perspective.

6.2. WASTE MANAGEMENT

A Waste Management Plan (**WMP**) has been prepared and is located in **Appendix E** and summarised below.

Waste on site is split into ALDI waste and Retail/Commercial Tenancy waste.

ALDI Waste

- To ensure the diversion of waste from landfill, separation of waste will occur at the store level and be undertaken by the ALDI store staff, all of whom are trained to do so.
- The main waste management facilities are located externally to the store in a dedicated and contained facility in the loading dock area. Provisions are made to facilitate general garbage disposal together with recyclable materials and cardboard resources, increasing efficiency.
- General waste bin will be emptied by a front lift vehicle, which will park in the loading dock area to load.
- The collection frequency will be subject to the volume of waste generated and collection times will typically be between 7:00am and 8:00pm Monday to Friday. Should a weekend collection be required, it is most likely that these services will be between 9:00am to 8:00pm.
- ALDI proudly donates food that can no longer be sold (due to use by dates etc) to a variety of charities, including Foodbank, Oz Harvest and Second Bite. These companies collect the fresh food daily from the ALDI Store loading dock during trading hours and provide the food to charities supporting disadvantaged people living in at-risk communities.

Retail/Commercial Tenancy Waste

- It is estimated that the retail/commercial tenancies at the proposal will generate less than 5000L of refuse and less than 5000L of recyclables each week.
- The Proposal will have a minimum of two bins to facilitate the separate disposal of refuse and recycling within each retail/commercial tenancy. The bins will then be transferred by the tenant, staff or cleaners to the Bin Storage Area and be deposited into the appropriate bin as required.
- The Bin Storage Area has been sized to accommodate the following capacity:
  - 6 x 360L refuse bins; and
  - 6 x 360L recycling bins.
- A private contractor will service the site and supply the retail/commercial tenancies. They will collect refuse and recyclables three times each week utilising a rear loader waste collection vehicle directly from the Bin Storage Area.

6.3. LANDSCAPING

A detailed landscaping strategy has been developed by PlanE, of which has been appended to this document through **Appendix C**. The strategy is summarised below.

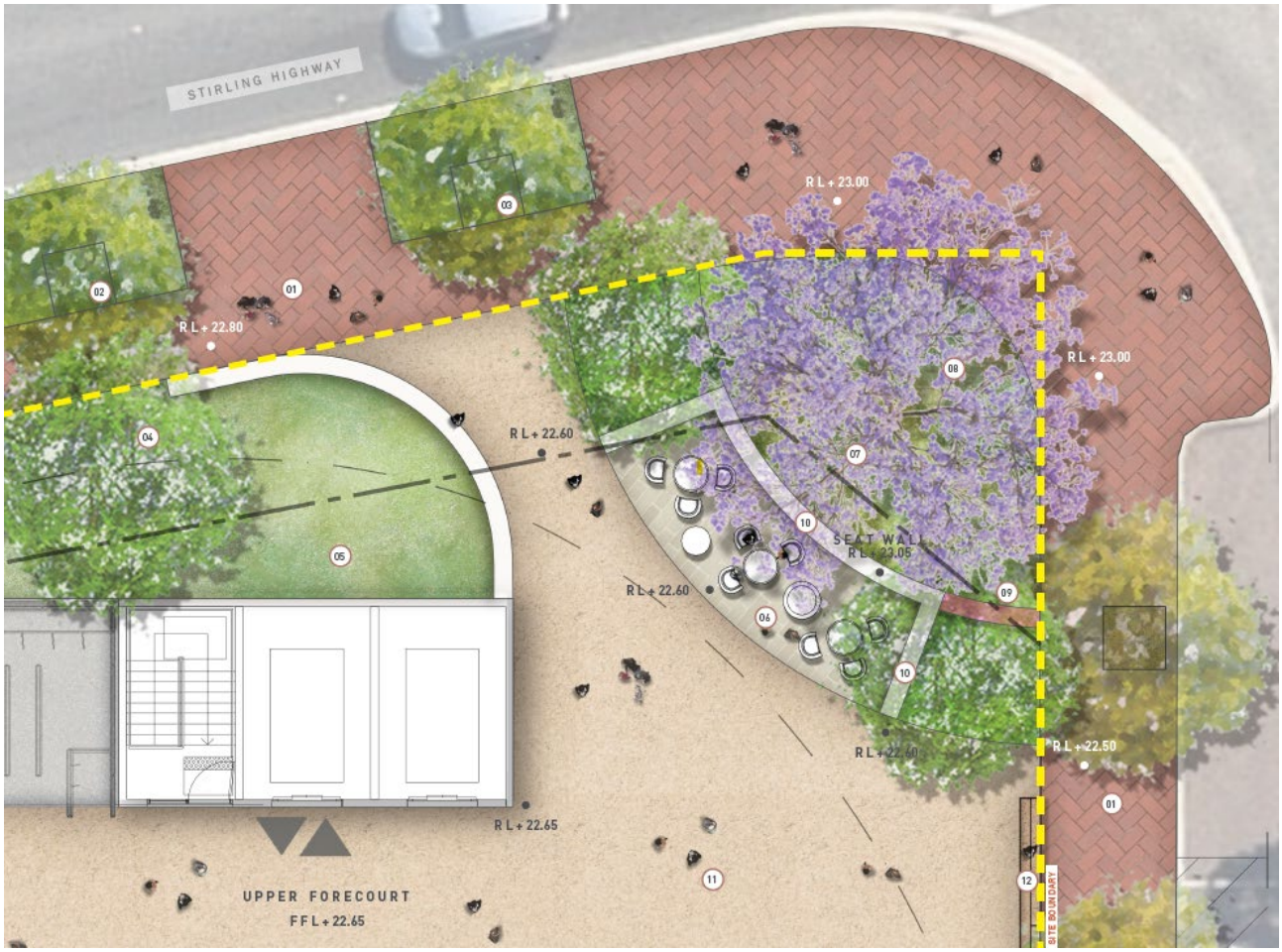
The Landscape Strategy has been informed by the prevailing planning framework, the Design Review process, and the surrounding context. Firstly, the landscaping plan has had a key directive to soften the edges of the proposal and assist in the mitigation of the highly trafficked Stirling Highway corridor environment. This has been successfully managed through the doubling of street trees along the Stirling highway frontage, increasing canopy coverage and the overall impact of the green buffer.

This has been carried through to the Florence Road frontage on a reduced scale, seeking to create a green buffer whilst also opening up the frontage to cross visitation across the Nedlands Square precinct.

These landscape frontages however join together at the Florence Road and Stirling highway corner, a prominent corner within the precinct. It is here where the establishment of a pocket park, or community parklet, has been proposed. This parklet reestablishes the corners as both a key wayfinding point for the precinct, whilst also encouraging use and activation of the site for customers of the wider precinct. Areas to rest and site have been catered for, whilst all being centred around a large feature tree to provide shade and a sense of enclosure.

Permanent irrigation to all garden beds and tree planting has been catered for, with native tree selection/low water use requirements being selected in its design. A full plant schedule is located within the appended Strategy.

Figure 7 - Community Parklet



6.4. ACOUSTICS

An Acoustic Report has been prepared by Herring Storer Acoustics and is available through **Appendix F**. this report is summarised below.

The objective of the acoustic report was to assess noise emissions from delivery vehicles and mechanical services at the noise sensitive premises surrounding the proposed site for compliance with the requirements of the Environmental Protection (Noise) Regulations 1997.

Following the calculations undertaken by Herring Storer, noise emissions from truck movements, being present for less than 10% of the time, would not be considered tonal and do not exceed the maximum decibel (dB) allowance as prescribed under the aforementioned regulations.

In a similar vein, the assessable noise level for mechanical plant does not exceed the assigned noise level for all times of day as per the regulations.

As such, the proposal will have no undue acoustic impact on the surrounding amenity.

6.5. SUSTAINABILITY AND SERVICING

All ALDI products and goods provided by independent suppliers are delivered from the central ALDI distribution centre. At the distribution centre, all products are packaged into pallets and loaded onto logistics vehicles (owned and operated by ALDI) for delivery to the ALDI stores. No suppliers are permitted to deliver directly to the store. This significantly reduces the number of service vehicles accessing the site and ensures complete control over the timing of deliveries.

One delivery would typically be made to the ALDI store each day. The development provides an adequate servicing area for the store to accommodate the manoeuvring of trucks and the loading and unloading of goods without impacting on adjoining land uses. All vehicle movements can be undertaken in a safe manner utilising a truck turn table, ensuring trucks can easily drive straight onto the turn pad and be manoeuvred

safely into the unloading/loading position and finally into a forward gear to exit the site. Delivery vehicles will enter via the one crossover from Florence Road, turning left towards Stirling Highway. No direct access is proposed off Stirling Highway.

6.6. SUSTAINABILITY

ALDI operate their store through a variety of sustainability measures. These are summarised in the below table.

Table 10 - Sustainability Targets

Measure	Performance
Retail Development Density	
Business Model: Embodied Impacts	As a 'Hard Discount' store, ALDI's retail model is for compact store buildings with sales densities ($/sq.m) notably higher than that of their Australian competitors. Sustainability benefits of hard discount supermarkets stores vs others include: ▪ Compact stores have less embodied energy in construction. ▪ Compact stores utilise smaller sites reducing ecological impacts and increasing potential for urban infill. ▪ Compact stores use less heating, cooling, lighting, refrigeration for a given sales turnover. ▪ ALDI business model requires lower staff densities than conventional supermarkets meaning less ongoing operational ecological impacts of staff-related transport, and resource consumption (housing, food flights etc.).
Water	
Water Efficiency	The following water efficient fittings and appliance will be specified: ▪ WELS 4-star toilets and urinals ▪ WELS 5-star kitchen taps ▪ WELS 5-star basin taps ▪ WELS 5-star dishwashers
Water Efficient Landscaping	Where appropriate, water sensitive landscape design will be incorporated into the development by specifying a combination of drought tolerant and/or indigenous plant species that are best suited to local climate, and do not require watering after an initial plant establishment period.
Heat-rejection	Water-based heat-rejection plant is not incorporated within this development.
Energy	
Renewable Energy System	A solar photovoltaic system will be installed to offset greenhouse emission and will provide a total peak generation capacity of 250 kW.

Measure	Performance
Gas Free Development	The project will not have gas services connected, supporting the transition to renewables.
Thermal Performance Energy	Roof and floor insulation specification will be a10% improvement in Section J 109 requirements. Walls and window performance will meet NCC 2019 J1.5 façade requirements.
Heating and Cooling	Space heating and cooling for the ALDI store will be provided by reverse cycle variable refrigerant flow heat pumps from the manufactures high-CoP range. Retail and back of house spaces will operate as independent heating/cooling zones.
Domestic Hot Water	Domestic hot water will be generated by point-of-use electric hot water systems to avoid standing heat losses and be within one star of the best available at time of tender.
Lighting	Energy efficient lighting systems will be installed throughout the development including: ▪ LED internal external lighting. ▪ An energy efficient car park lighting system comprising LED lamps. Lighting will be designed to meet the lighting power density requirement in TablJ6.2a of the NCC 2019 Vol 1.
Energy Efficient Fridges	All supermarket retail display cabinets will incorporate automatically activated night blinds to minimise energy consumption associated with product refrigeration out of operating hours combined with an alarm which signals remotely when night blinds were not used.
Energy Efficient Freezers	All supermarket retail freezers will have glazed covers, LED lighting will have an energy efficiency index better than the high efficicnecy performance stands (HEPS) for Retail Display Cabinets in Australian & New Zealand.
Stormwater	
Stormwater Quality	The ALDI site will be incorporated into a development wide stormwater management strategy, approved by council.
Construction Stormwater Pollution Reduction Plan	A construction phase stormwater pollution reduction plan will be prepared and implemented during construction to ensure that litter, sediments and other pollution are prevented from entering the stormwater system.
Transport	
Bicycle Facilities	A total of 8 bicycle parking spaces are provided on-site in the form of horizontal rails within the basement carpark. This is considered to be suitable for both employees and customer use.

Measure	Performance
Electric Vehicle Charging	Electrical infrastructure to ensure car parking areas are 'electric vehicle ready' including EV charging infrastructure.
Waste	
Operational Waste Management	The site will operate will three bins for soft plastics, general waste, and food waste.
Construction Waste Minimisation	A target recycling rate of 80% of construction and demolition waste has been adopted for the construction phase of the development to minimise the volume of waste to landfill. This will be achieved by the development of a comprehensive waste minimisation strategy including: • Separation of all commercially viable recyclable waste streams; • Training in waste minimisation for all site staff and contractors to form part of site induction training. • Record keeping of landfill waste and cyclable stream volumes to track performance against the 80& recyclable target. • Quarterly reporting of volumes and percentages for each waste stream. A dedicated recycling contractor will be engaged to facilitate separation of commercially viable recyclable waste streams in accordance with the target adopted.
Urban Ecology	
Planting	Additional landscaped verges will incorporate drought-tolerant species planting.
Roofing	To reduce the Urban Heat Island impact, light coloured roofing will be installed, as per the classification in NCC 2019, with a maximum Solar Absorptance of 0.40.

7. CONCLUSION

The proposed development seeks approval to establish a 'Shop' for the purpose of an ALDI store and six (6) specialty tenancies stores ('Shop', Liquor Store -Small' and ancillary uses) in the Nedlands Neighbourhood Centre. The development is consistent with the existing planning framework that applies to the subject site. A comprehensive analysis of the site and relevant planning documents has revealed that the proposal satisfies the requirements of local and state planning documents.

This proposal complies with the planning framework set out by the City of Nedlands and State Government and it is therefore respectfully requested that the application be approved subject to relevant and reasonable conditions

DISCLAIMER

This report is dated 20 September 2024 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd **(Urbis)** opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of ALDI Foods Pty Ltd **(Instructing Party)** for the purpose of Development Application **(Purpose)** and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

DRP Principle & Given Colour	DRP #2 Suggested Improvement	Response
Context and Character	Further inclusion of design elements that reflect the local Nedlands context and unique sense of 'place' should be considered.	A finer grain has been applied to the architecture of proposal since DRP 2. This is evident through the revised materiality of the 'Tower' element, and the introduction of Nedlands-style brickwork on the Stirling Highway Frontage. These changes have been made following further studies of the Nedlands' area, specifically the brickwork from surrounding residential development, and the detail design elements of the tower from Art Deco heritage along Stirling Highway. The proposal has a more refined context and character following this review.
	Prepare further detailed plans, including sections that provide more information about the development spatially.	Noted. This has been prepared in the revised set.
	Further streetscape interactivity and community benefits / amenity are needed to justify the development's role as a key feature of the future Neighbourhood Centre.	As referenced below in 'Landscape Quality', the community pocket park has been expanded to provide greater benefit to visitors and those passersby. Additional seating areas have been provided along with more landscaping, promoting activity and a place to stay. Further, this has significant wayfinding benefits for the neighbourhood centre, with its visibility and use providing a definitive 'centre point' for the growing town centre,
Landscape Quality	Deep soil zone provision is adequate but DSZ areas should be increased in width to accommodate larger trees.	DSZ has been expanded within the pocket park area.
	The pocket park can be increased in size by occupying more space back towards the lift walls and the inclusion of public space infrastructure such as bench seating is encouraged.	The pocket park has been expanded to occupy a larger area on the site, and now offers greater variety of use by passing through visitors. Bench seating has been provided, and now

DRP Principle & Given Colour	DRP #2 Suggested Improvement	Response
		is more directly linked the to Centre's forecourt.
Built Form and Scale	Consider 'slanting' the building footprint adjacent to Stirling Highway so it is parallel to the lot boundary and addresses the streetscape. This could improve streetscape interactivity. This is an important aspect in providing exemplary outcomes for all design principles which should also include increasing the amount of deep soil area and internal resident amenity.	Building elements have now been 'slanted' to align parallel with the lot boundary fronting Stirling Highway. Specifically, these are the lift tower/forecourt entrance and the architectural element infront of the ALDI amenities room. This provides articulation to the primary street frontage, breaking up the built form and introducing a greater mix of materiality.
	Consider relocating the trolley store, lift and stair well to improve the quality of the main entrance forecourt.	Lifts, stairwell and trolley store have been shifted to open the library forecourt and create a larger 'plaza'/public realm. The stairs have been relocated outside of the 'tower' to encourage greater interaction between customers arriving from the car park and the pocket park.
Functionality and Build Quality	Nil.	N/A
Sustainability	An ESD consultant should be engaged and an ESD report prepared.	An ESD report has been prepared and is located in **Appendix E**.
Amenity	Nil	N/A
Legibility	Materiality of the basement car park could be improved to delineate between pedestrian and vehicle spaces and movement.	Noted. Appropriate line marking has been proposed to delineate between movement areas.
	Consider the addition of a strip window to the office/administration spaces near the western boundary facing Stirling Highway.	3 new windows have been provided within the articulation of the building in this section (articulation discussed above). This is specifically in the shopfront and the amenities room. This provides a connection to the landscaped frontage and Stirling highway heading east.

DRP Principle & Given Colour	DRP #2 Suggested Improvement	Response
	Consider bringing forward the entry to tenancy 7 further toward Florence Road to increase tenancy size and reduce the long 'dead' space pathway to the entrance.	The entry to tenancy 7 has been brought forward to the Florence Road street front.
	Relocate and re-organise the trolley store, lift and stair core to improve the legibility of the main entrance to the supermarket.	This has been completed as articulated in above responses.
Safety	Further glazing or relocation of the trolley store, stairwell and lift core should be considered.	This has been completed as articulated in above responses. The revised tower has been opened and the stairs are no longer located within it.
Community	Consider more dynamic and varied amenity features for the pocket park such as integrated seating walls or bench seats.	Seating walls now line the pocket park, with various forms of other seating proposed. The pocket park has also been designed to occupy the entire corner of the site. This results in it now being a place to walk through, rather than past.
	Relocate and re-organise the trolley store, lift and stair core to improve the legibility of the main entrance to the supermarket.	Lifts, stairwell and trolley store have been shifted to open up the library forecourt and create a larger 'plaza'/public realm. This has been articulated in more detail in above responses.
	Convert the stairwell wall from solid building material to glazing to provide an outlook and visual connectivity with Stirling Highway.	The stairwell has been removed from the 'tower'. However, the tower has been redesigned to provide a more refined architectural element. The stairwell is now viewed as open and delivers visitors directly into the activity of the forecourt, allowing for immediate interaction and connection with the activity provided by the park and forecourt itself.
Aesthetics	Consider a 'hit and miss' face brick wall design for parts of the building façade addressing Stirling Highway.	Brick work materiality has now been added to the primary frontage along Stirling Highway. This specifically has been added to the articulated wall infront of the amenities room.

Waste Management Plan

Lots 3, 4 & 5 Corner Stirling Highway and Florence Road, Nedlands

Prepared for ALDI Stores

18 November 2024

Project Number: WMP24129

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Name	**Position**	**File Reference**
Dilan Patel	Project Manager – Senior Waste Strategy Consultant	WMP24129_Waste Management Plan_1.0
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Executive Summary

ALDI Stores is seeking development approval for the proposed commercial development located at Lots 3, 4 & 5 Corner of Stirling Highway and Florence Road, Nedlands (the Proposal).

This Waste Management Plan (WMP) has been prepared for the City of Nedlands (the City) to identify how waste is to be stored and collected as part of the day-to-day operations of 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
Refuse	4,994	660	Three	Three times each week	Private Contractor
Recycling	3,454	660	Two	Three times each week	Private Contractor

A private contractor will service the Proposal onsite, directly from the Bin Storage Area. The private contractor's waste collection vehicle will enter and exit the Proposal in forward gear via Florence Road.

A building manager will oversee the relevant aspects of waste management at the Proposal.

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1 Introduction

ALDI Stores is seeking development approval for the proposed commercial development located at Lots 3, 4 & 5 Corner of Stirling Highway and Florence Road, Nedlands (the Proposal).

This Waste Management Plan (WMP) has been prepared for the City of Nedlands (the City) to identify how waste is to be stored and collected as part of the day-to-day operations of the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the City's requirements

The Proposal is bordered by Stirling Highway to the north, Florence Road to the east, residential properties to the south and commercial properties to the west, 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 and recyclables) at the Proposal. Specifically, the WMP demonstrates that the Proposal is designed to:

- Adequately cater for the anticipated volume of waste to be generated;
- Provide an 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.

It should be noted that this WMP does not include the ALDI. Please refer to Appendix A for the ALDI Nedlands Waste Management Plan.

2.1 Proposed Tenancies

The anticipated volume of refuse and recyclables is based on the floor area (m^2) of the commercial tenancies at the Proposal. The Proposal consists of the following:

- Tenancy 1: Office/Medical/Consulting – 285m^2;
- Tenancy 2: Office/Medical/Consulting – 124m^2;
- Tenancy 3: Office/Medical/Consulting – 124m^2;
- Tenancy 4: Café – 74m^2;
- Tenancy 5: Café – 74m^2; and
- Tenancy 6: Café – 72m^2.

2.2 Waste Generation Rates

In order to achieve an accurate projection of waste volumes for the Proposal, consideration was given to the City of Melbourne's *Guidelines for Waste Management Plans* (2021).

It should also be noted that a conservative approach has been taken with regards to waste generation across the Proposal by overestimating the potential waste volumes for the commercial tenancies. This WMP has also been drafted for the worst case scenario based on the owners proposed list of uses for each tenancy. Seven days of operation has been assumed for all commercial tenancies. This is considered to be an over estimation as it is not uncommon for food and beverage tenancies to close operations post weekend trading therefore resulting in an over estimation of waste volumes generated.

Table 2-1 shows the waste generation rates which have been applied to the Proposal.

Table 2-1: Waste Generation Rates

Tenancy Use Type	City of Melbourne's Guideline Reference	Refuse Generation Rate	Recycling Generation Rate
Tenancy 1: Office/Medical/Consulting	Office	10L/100m^2/day	10L/100m^2/day
Tenancy 2: Office/Medical/Consulting	Office	10L/100m^2/day	10L/100m^2/day
Tenancy 3: Office/Medical/Consulting	Office	10L/100m^2/day	10L/100m^2/day
Tenancy 4: Café	Café	300L/100m^2/day	200L/100m^2/day
Tenancy 5: Café	Café	300L/100m^2/day	200L/100m^2/day
Tenancy 6: Café	Café	300L/100m^2/day	200L/100m^2/day

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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.

Waste generation volumes in litres per week (L/week) adopted for this waste assessment is shown Table 2-2. It is estimated that the commercial tenancies at the Proposal will generate 4,994L of refuse and 3,454L of recyclables each week.

Table 2-2: Estimated Waste Generation

Tenancy Use Type	Area (m^2)	Waste Generation Rate (L/week)	Waste Generation (L/week)
Refuse			
Tenancy 1: Office/Medical/Consulting	285	10L/100m^2/day	200
Tenancy 2: Office/Medical/Consulting	124	10L/100m^2/day	87
Tenancy 3: Office/Medical/Consulting	124	10L/100m^2/day	87
Tenancy 4: Café	74	300L/100m^2/day	1,554
Tenancy 5: Café	74	300L/100m^2/day	1,554
Tenancy 6: Café	72	300L/100m^2/day	1,512
		Total	**4,994**
Recyclables			
Tenancy 1: Office/Medical/Consulting	285	10L/100m^2/day	200
Tenancy 2: Office/Medical/Consulting	124	10L/100m^2/day	87
Tenancy 3: Office/Medical/Consulting	124	10L/100m^2/day	87
Tenancy 4: Café	74	200L/100m^2/day	1,036
Tenancy 5: Café	74	200L/100m^2/day	1,036
Tenancy 6: Café	72	200L/100m^2/day	1,008
		Total	**3,454**

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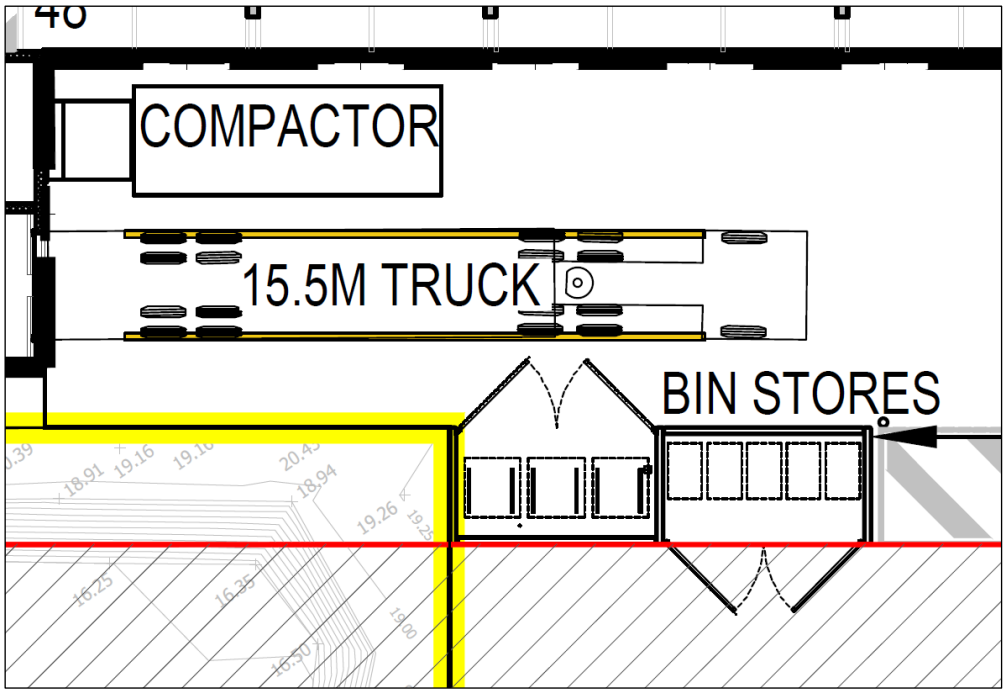
3 Waste Storage

Waste materials generated within the Proposal will be collected in the bins located in the Bin Storage Area, as shown in Diagram 1, and discussed in the following sub-sections.

Diagram 1: Bin Storage Area



3.1 Internal Transfer of Waste

To promote positive recycling behaviour and maximise diversion from landfill, internal bins will be available throughout the Proposal for the source separation of refuse and recycling.

These internal bins will be collected by the staff/cleaners at least once each day and transferred to the Bin Storage Area for consolidation into the appropriate bins.

All bins will be colour coded and labelled in accordance with Australian Standards (AS 4123.7) to assist visitors, staff and cleaners to dispose of their separate waste materials in the correct bins.

3.2 Bin Sizes

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

Table 3-1: Typical Bin Dimensions

Dimensions (m)	Bin Sizes		
	240L	660L	1,100L
Depth	0.8	0.8	1.4
Width	0.6	1.3	1.3
Height	1.1	1.2	1.5

Reference: City of Nedlands LPS3 – 4.0 Bin Size and Colour – Table 3.

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3.3 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 2-2 bin sizes in Table 3-1 and based on collection of refuse and recyclables three times each week.

Based on the results shown in Table 3-2 the Bin Storage Area has been sized to accommodate:

- Three 660L refuse bins; and
- Two 660L recycling bins.

Table 3-2: Bin Requirements for Bin Storage Area

Waste Stream	Waste Generation (L/week)	Number of Bins Required		
		240L	660L	1,100L
Refuse	4,994	7	3	2
Recycling	3,454	5	2	2

The configuration of these bins within the Bin Storage Area is shown in Diagram 1. It is worth noting that the number of bins and corresponding placement of bins shown in Diagram 1 represents the maximum requirements assuming three collections each week of refuse and recyclables.

3.4 Bin Storage Area Design

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

- Smooth impervious floor sloped to a drain connected to the sewer system;
- Taps for washing of bins and Bin Storage Area;
- Adequate aisle width for easy manoeuvring of bins;
- Doors to the Bin Storage Area self-closing and vermin proof;
- Doors to the Bin Storage Area wide enough to fit bins through;
- Ventilated to a suitable standard;
- Appropriate signage;
- Undercover where possible and be designed to not permit stormwater to enter the drain;
- Located behind the building setback line;
- Bins not to be visible from the property boundary or areas trafficable by the public; and
- Bins are reasonably secured from theft and vandalism.

Bin numbers and storage space within the Bin Storage Area will be monitored by the building manager during the operation of the Proposal to ensure that the number of bins and collection frequency is sufficient.

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4 Waste Collection

A private waste collection contractor will service the Proposal and provide three 660L bins for refuse and two 660L bins for recyclables.

The private contractor will collect refuse and recyclables three times each week utilising a rear loader waste collection vehicle.

The private contractor's rear loader waste collection vehicle will service the bins onsite, directly from the Bin Storage Area. The private contractors rear loader waste collection vehicle will travel with left hand lane traffic flow on Florence Road and turn into the Proposal in forward gear, and pull up directly opposite the Bin Storage Area for servicing.

It is proposed that servicing will be conducted outside of normal operating hours to allow the waste collection vehicle to utilise the empty carpark for manoeuvring and mitigate impacts on local traffic movements during peak traffic hours.

Private contractor's staff will ferry bins to and from the rear loader waste collection vehicle and the Bin Storage Area during servicing. The private contractor will be provided with key/PIN code access to the Bin Storage Area and security access gates to facilitate servicing, if required.

Once servicing is complete the private contractor's rear loader waste collection vehicle will exit in a forward motion, turning onto Florence Road moving with traffic flow.

The above servicing method will preserve the amenity of the area by removing the requirement for bins to be presented to the street on collection days. In addition, servicing of bins onsite will reduce the noise generated in the area during collection. Noise from waste vehicles must comply with the Environmental Protection (Noise) Regulations and such vehicles should not service the site before 7.00am or after 7.00pm Monday to Saturday, or before 9.00am or after 7.00pm on Sundays and Public Holidays.

4.1 Bulk and Speciality Waste

Bulk/specialty waste materials will be removed from the Proposal as they are generated. These may include items such as:

- Refurbishment wastes from fit outs;
- Batteries and E-wastes;
- White goods/appliances;
- Used cooking oil;
- Cleaning chemicals; and
- Commercial light globes.

Bulk/specialty waste collection will be monitored by the building manager who will organise their transport to the appropriate waste facility, as required.

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5 Waste Management

A building manager will be engaged to complete the following tasks:

- Monitoring and maintenance of bins and the Bin Storage Areas;
- Cleaning of bins and Bin Storage Areas, when required;
- Rotation of empty and full bins in the Bin Storage Area to ensure staff/cleaners will always have access to forward facing bins for easy disposal of waste;
- Ensure all staff/cleaners at the Proposal are made aware of this WMP and their responsibilities thereunder;
- Monitor staff/cleaners behaviour and identify requirements for further education and/or signage;
- Monitor bulk and speciality waste accumulation and assist with its removal, as required;
- Regularly engage with staff/cleaners to develop opportunities to reduce waste volumes and increase resource recovery; and
- Regularly engage with the private contractors 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 and recyclables, based on the estimated waste generation volumes and suitable configuration of bins. This indicates that an adequately designed Bin Storage Area has been provided, and collection of refuse and recyclables can be completed from the Proposal.

The above is achieved using:

- Three 660L refuse bins, collected three times each week; and
- Two 660L recycling bins, collected three times each week.

A private contractor will service the Proposal onsite, directly from the Bin Storage Area. The private contractor's waste collection vehicle will enter and exit the Proposal in forward gear via Florence Road.

A building manager will oversee the relevant aspects of waste management at the Proposal.

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Appendix

Appendix A: ALDI Nedlands Waste Management Plan

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WASTE MANAGEMENT PLAN

NEDLANDS

AUGUST 2024

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ALDI STORES

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ABOUT ALDI

With a network of more than 9000 stores, ALDI is a leader in the international grocery industry, serving Europe, USA and Australia.
While ALDI has been operating internationally for over 50 years, the first Australian store opened its door in January 2001 and Australia now has over 500 Stores operating in the country.

The majority of products sold by ALDI Stores includes exclusive brands owned by ALDI. There are three main product ranges including;

1. Core Range — The main grocery lines include food, beverages, personal care and cleaning products. These products are generally sourced centrally for all stores across Australia.
2. Fresh Produce - products such as bread, milk, fruit and vegetables are mostly sourced locally in each region.
3. Special Buys - products that appear for only one or two weeks each year linked to a season or a theme. This range predominantly includes non-food general merchandise as well as seasonally relevant specialty foods.

ALDI has a constant focus on working as efficiently as possible, reducing their overheads and passing on savings to customers. ALDI also supports Australian growers and producers and works closely to nurture these relationships.

ALDI WASTE MANAGEMENT PLAN

INTRODUCTION

ALDI's Philosophy is that all people, wherever they live should have the opportunity to buy fantastic everyday groceries of the highest quality at the lowest possible price.

This is partly achieved through the distribution and presentation of the products in store. ALDI's products are delivered to the store on reusable plastic pallets, bottle trays, produce baskets, milk dollies and bread trays and are generally presented within the store on these pallets, trays, boxes etc. ALDI has a stated commitment to environmental sustainability and therefore waste management reduction.

ALDI is proud to be a signatory to the 'Australian Packaging Covenant' and is committed to reducing its environmental impacts.

WASTE GENERATED

The model of presenting products on pallets, trays etc minimizes the need for packaging and significantly reduces the amount of waste generated on site. Given that there is no on-site preparation of food, waste is also reduced.
There are three types of waste generated within an ALDI Store and they are removed from site as follows:

1. General — Waste disposed of in the general/waste bin is limited to waste generated by staff on their lunch breaks (food packaging) and office-based waste. These products are placed in a 1.5m3 bin and are collected every 5-7 days by ALDI's nominated garbage contractor. The collection will be managed at ALDI's request at specified times. The bins are fully contained and equipped with a hinged lid and contained in the Bin Enclosure in the loading dock. Each bin is located within a secure enclosure as per the attached photo below.

2. Cardboard and Paper — This store has a 40 cubic metre cardboard compactor provided as standard. The transportable compactor is connected to the back of house (BOH) area store via a chute, allowing for easy access to manage cardboard and paper waste as it is produced in the store. Typically, the compactor bin is collected from the store every 2 or 3 weeks with the waste sent for recycling.

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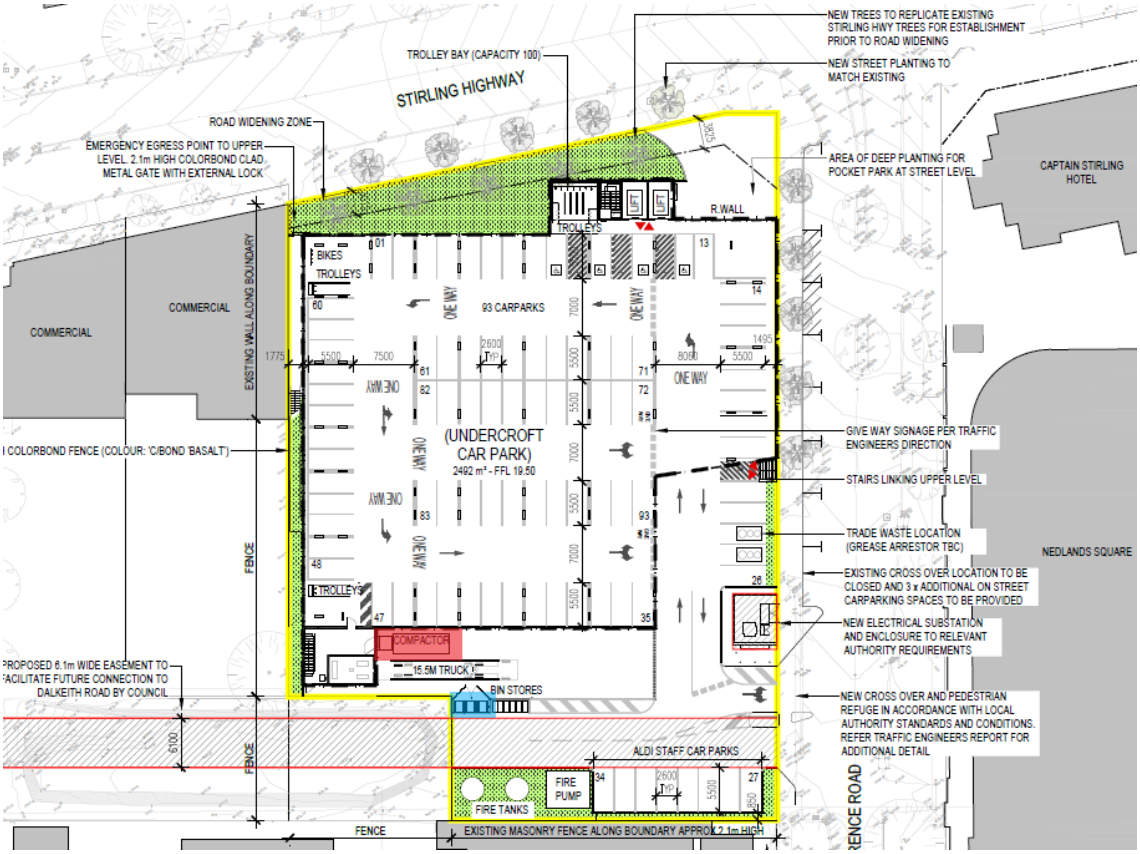
3. Empty pallets, bottle trays, milk dollies, produce baskets and some plastic (pallet wrapping etc) once used are collected from the store by the ALDI delivery truck (following a delivery) and returned to the ALDI distribution centre for reuse/ recycling. The used bread trays are collected by the bread truck and returned to their warehouse for reuse.

ALDI uses a new generation reusable plastic crate that allows for fresh produce to be delivered directly to the shop floors. This crate allows for products to be packed directly on farm/ factory before being delivered to the distribution centre and then on to the stores. This reduces the amount of repacking and speeds up the process. The crate has a reduced fold down height by 25mm allowing for 29% more crates to fit into truck than previous generation crates have allowed resulting in fewer truck movements.

VOLUMES OF WASTE GENERATED

To ensure the diversion of waste from landfill, separation of waste will occur at the store and be undertaken by the ALDI Store staff, all of whom are trained to do so. Empirical evidence from a typical ALDI Store suggests that approximately 5.0m3 of general waste and 3 to 4 tonnes of cardboard packaging are created each week. General waste is collected by a nominated ALDI contractor, who must adhere to the WA State Government legislation relating to being a transporter of waste.



LOCATION OF WASTE MANAGEMENT FACILITIES AND EQUIPMENT

As shown on the above plan, the main waste management facilities are located externally to the store in the loading dock area

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In order to facilitate an effective waste management service, provision must be made to address general garbage disposal together with recyclable materials and cardboard resources. As a result, each store will have one (1) x 1.5m3 bin for general waste and (1) x 40 cubic metre cardboard compactor for recyclable paper and cardboard. The bin enclosure is a dedicated bin enclosure (photo 1 shows a typical design).

Photo 1 – Typical ALDI bin enclosure.

Photo 2 – Typical cardboard compactor provision.

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CLEARANCE FREQUENCIES & TIMES

It is estimated that the ALDI store will produce 5.0m^3 of general and 3-4 tonnes of cardboard waste per week. Typically, a compactor will be collected every 2 to 3 weeks and general waste bins will be emptied every 5-7 days.

General waste bin will be emptied by a front lift vehicle, which will park in the loading dock area to load. The bin will be rolled from the bin enclosure and moved in front of the loading dock door in order to facilitate the clearances. The collection frequency will be subject to the volume of waste generated and collection times will typically be between 7:00am and 8:00pm Monday to Friday. Should a weekend collection be required it is most likely that these services will be between 9:00am to 8:00pm.

ENVIRONMENTAL CONSIDERATIONS

The general waste bin for an ALDI store is located in the bin enclosure, which is roofed. The ground slab is graded with falls to a drain. A tap is provided within the enclosure to assist with cleaning. Bins are stored with the lids closed, coupled with the frequency of collections and natural air dispersion factors, fugitive odour emissions are not considered to be an issue for the immediate environment at this development. However, noting the above ALDI does engage an external contractor to clean and sanitise the bins on a regular basis.

Noise emissions from both the ALDI delivery trucks and garbage collection trucks will comply with Environmental Protection Authority requirements.

FOOD DONATIONS

ALDI proudly donates food that can no longer be sold (due to use by dates etc) to a variety of charities, including Foodbank, OzHarvest and Second Bite. These companies collect the fresh food daily from the ALDI Store loading dock during trading hours and provide the food to charities supporting disadvantaged people living in at-risk communities.

ALDI ENVIRONMENTAL ENDORSEMENTS & IMPLEMENTATIONS

Since ALDI Stores commenced operations in Australia in 2001, the company has introduced a range of initiatives that have allowed the environmental impacts of its packaging to be minimised.

- In June 2010, ALDI became the first company to join Planet Ark's Carbon reduction Label (CRL) Program in Australia. The CRL informs customers of the total carbon footprint of a product, from raw material and manufacturing right through to disposal or recycling of the packaging. The label assists people to understand how they can reduce their own carbon footprint.

- ALDI, with support of Planet Ark, became the first supermarket in Australia to offer a free recycling service for household batteries in every store and combat the amount of battery waste ending up in landfill. The program allows ALDI customers to simply drop used household batteries, including AA, AAA, C, D and 9V into recycling bins located in their local store.

- ALDI is a participant in the Standardized Packaging Recyclability Labelling Reference Group (SPRLRG) governed by the Australian Food and Grocery Council (AFGC). The purpose of the SPRLRG is to reach agreement on a standardized packaging recyclability logo and label system to be used on Australian packaging.

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- We have announced the national phase out of our reusable 15c plastic bag and the introduction of a paper bag alternative, which is now available in all stores. The paper bags are Forest Stewardship Council (FSC) certified and 100 per cent recyclable. ALDI is saying goodbye to single-use and problematic plastics. We have removed tableware such as plastic bowls, plates, cutlery, and cups from our shelves. By no longer selling plastic tableware, we have been able to save 322 tonnes of plastic from landfill each year. In place of plastic products, we have introduced a new range of plates and bowls that are made entirely of sugar cane, as well as cutlery made from birchwood.

- ALDI has also prioritised the reduction or replacement of difficult to recycle black plastic packaging. Status at the end of 2022: we have removed 55.3% of black plastic packaging across our range. ALDI has also removed all microbeads from our entire beauty product range.

- ALDI has never provided free-of-charge plastic carrier bags. Our reusable plastic bag, The Le Bag Recycle, is 80% recycled plastic, 60% of which is pallet wrap from ALDI warehouses. By not providing single-use carrier bags, we have saved an estimated 9.4 billion plastic bags from entering the market.

- Our everyday range of standard batteries are now packaged in paper instead of plastic. That is approximately seventeen tonnes of plastic waste avoided each year.

- Our flow-wrap mince packaging trial has produced a 70% reduction in plastic packaging for ALDI Jindurra Station mince. This packaging was a Finalist for the 2023 Design Innovation of the Year Award by the Australian Institute of Packaging.

- In December 2021, we became the first Australian supermarket to begin replacing plastic straws on drink cartons, with paper versions. ALDI is currently in the process of rolling out juice boxes that have a paper straw, resulting in the removal of more than 40 million plastic straws a year. The roll-out to all products is due to be complete by mid-2022.

- Our cotton buds have also switched from a plastic to a paper stem. By making the change from plastic to paper, we are avoiding 357 million plastic stems from ending up in landfill each year.

- Following collaboration with our suppliers, all Styrofoam noodle cup packaging will be phased out by late-2023, with production of new paper-based cups already underway.

- ALDI's master artwork information guidelines continue to promote responsible disposal of packaging including the Tidyman logo/ Mobius loop on all products.

- ALDI has eliminated the use of Styrofoam boxes and packaging throughout its entire range. ALDI has also partnered with an asset recovery agent to re-use or recycle all damaged specials that would have otherwise gone to landfill. A recent six-month trial diverted 150 tonnes of waste from landfill.

- 100% of ALDI's toilet tissue, paper towels, facial tissues and paper napkins come from responsibly managed sources.

- ALDI continues to not offer free plastic bags to its shoppers. ALDI encourages its customers to bring their own shopping bags, or alternatively, they can purchase a reusable bag from the store. ALDI's heavy-duty plastic bags are made from 85% recycled materials.

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Figures

Figure 1: Locality Plan

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Data source: Roads, Cadastre - Landgate, 2024; Imagery: Nearmap, 2024.

LEGEND

- Site Boundary

Cadastre

- Freehold
- Road
- Strata Plan or Lot
- Easement

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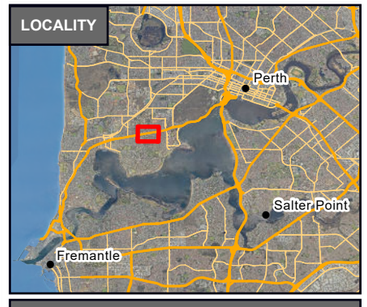

LOCALITY

90 Stirling Highway
Nedlands WA 6009

ALDI Stores

N
0
10
20
30
m

Coordinate System: GDA2020 MGA Zone 50
Scale @ A3: 1:700

Prepared:	B Roelofse	Date:	15/11/2024
Reviewed:	A Brouwer	Revision:	A
Project:	WMP24129		

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Figure 01

Assets | Engineering | Environment | Noise | Spatial | Waste

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HERRING STORER ACOUSTICS

ALDI STORES

ALDI STORE
NEDLANDS

ENVIRONMENTAL ACOUSTIC ASSESSMENT
DEVELOPMENT APPROVAL SUBMISSION REPORT

NOVEMBER 2024

OUR REFERENCE: 33352-5-24324

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DOCUMENT CONTROL PAGE

ENVIRONMENTAL ACOUSTIC ASSESSMENT

ALDI STORE – NEDLANDS

Job No: 24324

Document Reference: 33352-5-24324

FOR

ALDI STORES

DOCUMENT INFORMATION			
Author:	George Watts	**Checked By:**	Tim Reynolds
Date of Issue :	12 September 2024		

REVISION HISTORY

Revision	Description	Date	Author	Checked
1	Revision following feedback from ALDI	19/9/2024	GW	
2	Revision incorporating City of Nedlands feedback	6/11/2024	GW	
3	Further revision incorporating ALDI feedback	15/11/2024	GW	PLD
4	Revised DA Drawing	18/11/2024	GW	

DOCUMENT DISTRIBUTION

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B	NOISE CONTOUR PLOTS
C	TRUCK REFRIGERATION UNIT DATA

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1. INTRODUCTION

Herring Storer Acoustics were commissioned by ALDI Stores to undertake an acoustic assessment of noise emissions associated with the proposed Aldi Store to be located in Nedlands, on the corner of Stirling Highway and Florence Road.

The objective of this study was to assess noise emissions from delivery vehicles and mechanical services at the noise sensitive premises surrounding the proposed site for compliance with the requirements of the *Environmental Protection (Noise) Regulations 1997*.

The assessment was undertaken to inform the design development team of the store and address a likely development approval condition.

The site plan is attached in Appendix A.

2. SUMMARY

Noise emissions associated with the proposed Aldi store have been determined to comply with the *Environmental Protection (Noise) Regulations 1997*.

3. CRITERIA

3.1 ENVIRONMENTAL PROTECTION (NOISE) REGULATIONS 1997

The *Environmental Protection (Noise) Regulations 1997* stipulate the allowable noise levels at any noise sensitive premises from other premises. The allowable noise level is determined by the calculation of an influencing factor, which is added to the baseline criteria set out in Table 1 of the Regulations. The baseline assigned noise levels are listed in Table 3.1.

TABLE 3.1 – ASSIGNED NOISE LEVELS

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		$L_{A\ 10}$	$L_{A\ 1}$	$L_{A\ max}$
Noise sensitive premises within 15 metres of a dwelling (Highly Sensitive Areas)	0700 - 1900 hours Monday to Saturday	45 + IF	55 + IF	65 + IF
	0900 - 1900 hours Sunday and Public Holidays	40 + IF	50 + IF	65 + IF
	1900 - 2200 hours all days	40 + IF	50 + IF	55 + IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	35 + IF	45 + IF	55 + IF

Note: The L_{A10} noise level is the noise that is exceeded for 10% of the time.
The L_{A1} noise level is the noise that is exceeded for 1% of the time.
The L_{Amax} noise level is the maximum noise level recorded.

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It is a requirement that noise from the site be free of annoying characteristics (tonality, modulation and impulsiveness) at other premises, defined below as per Regulation 9.

"impulsiveness" means a variation in the emission of a noise where the difference between L_{Apeak} and $L_{Amax\ Slow}$ is more than 15dB when determined for a single representative event;

"modulation" means a variation in the emission of noise that –

(a) is more than 3dB $L_{A\ Fast}$ or is more than 3dB $L_{A\ Fast}$ in any one-third octave band;
(b) is present for more at least 10% of the representative assessment period; and
(c) is regular, cyclic and audible;

"tonality" means 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.

Where the above characteristics are present and cannot be practicably removed, the following adjustments are made to the measured or predicted level at other premises.

TABLE 3.2 – ADJUSTMENTS FOR ANNOYING CHARACTERISTICS

Where tonality is present	Where modulation is present	Where impulsiveness is present
+ 5 dB	+ 5 dB	+ 10 dB

The following locations have been determined to require an assessment of noise level emissions.

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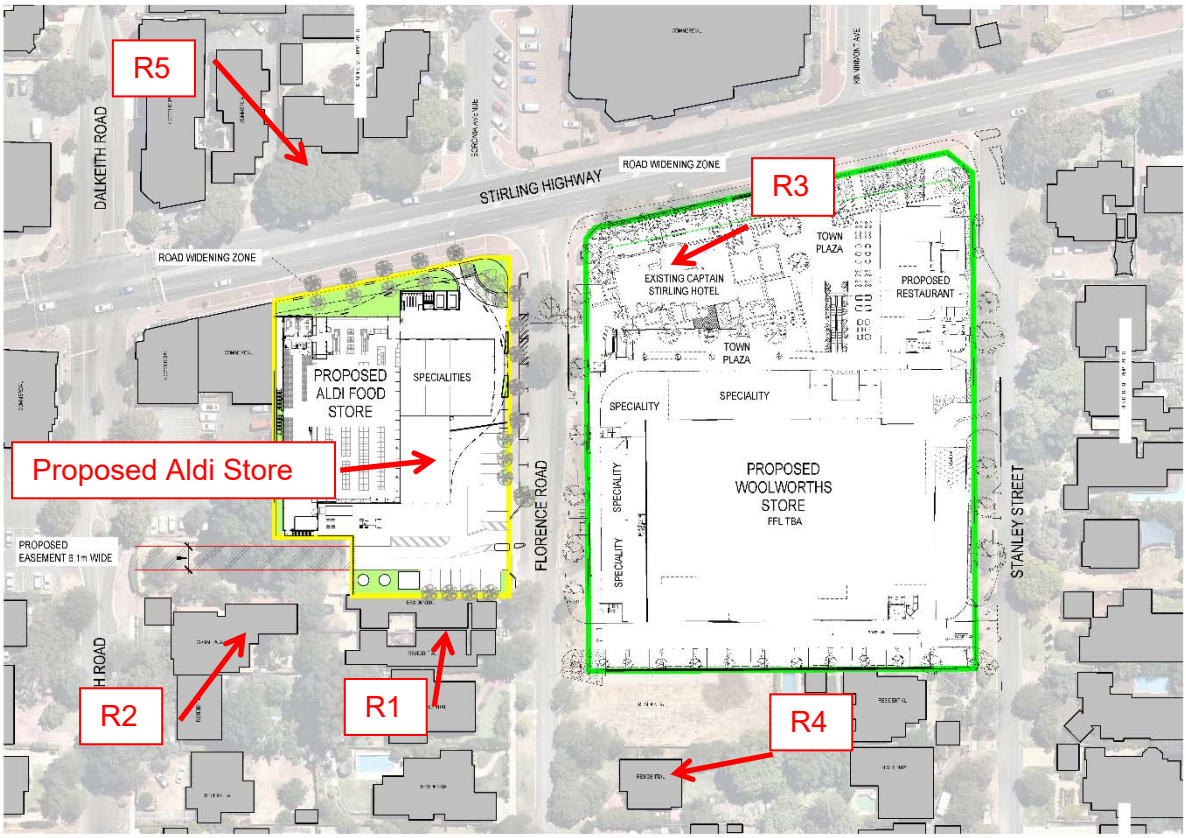

FIGURE 3.1 – RECEIVER POINTS

The influencing factor at the identified noise sensitive premises has been estimated as follows :

Major Road within the inner circle;
Stirling Highway + 6 dB

Commercial Premises within the inner circle;
40 % + 2 dB

Commercial Premises within the outer circle;
10 % + 0.5 dB

Hence, the influencing factor is estimated at 8 dB (rounded down).

Based on the above influencing factor, the assigned outdoor noise levels are listed in Table 3.3.

TABLE 3.3 - ASSIGNED OUTDOOR NOISE LEVEL FOR R1 TO R7

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		$L_{A\ 10}$	$L_{A\ 1}$	$L_{A\ max}$
Noise sensitive premises	0700 - 1900 hours Monday to Saturday (Day)	53	63	73
	0900 - 1900 hours Sunday and Public Holidays (Sundays)	48	58	73
	1900 - 2200 hours all days (Evening)	48	58	63
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	43	53	63

Note: L_{A10} is the noise level exceeded for 10% of the time.
L_{A1} is the noise level exceeded for 1% of the time.
L_{Amax} is the maximum noise level.

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4. PROPOSED DELIVERIES

The use of the delivery dock is understood to accommodate 19m articulated delivery trucks, and have been assumed to be refrigerated trucks (i.e worst case scenario). In addition to the larger deliveries a bakery delivery occurring between 5am and 7am each morning has been assumed to be a 13m rigid truck.

It is understood that a 19m truck would not be able to be accommodated at this ALDI store – hence our assessment is conservative as it assumes a larger/noisier truck than would service this store.

The truck types assumed in our assessment have been determined through consultation with ALDI stores.

It is noted that the carpark area leading to the delivery dock is a public place, hence we have only considered delivery truck noise levels as they enter the dock itself– outside of this space the trucks are in a public area and therefore compliance with the Regulations are not applicable and hence have not been considered.

It is noted that the barrier to the south of the proposed development (to the south of the loading dock in particular) has been assumed to be a minimum of 2.2 metres in height above ground level.

The fencing/barrier to the rear of the loading dock area – shown in Figure 4.1 below – is to be a minimum of 3m in height above ground level.

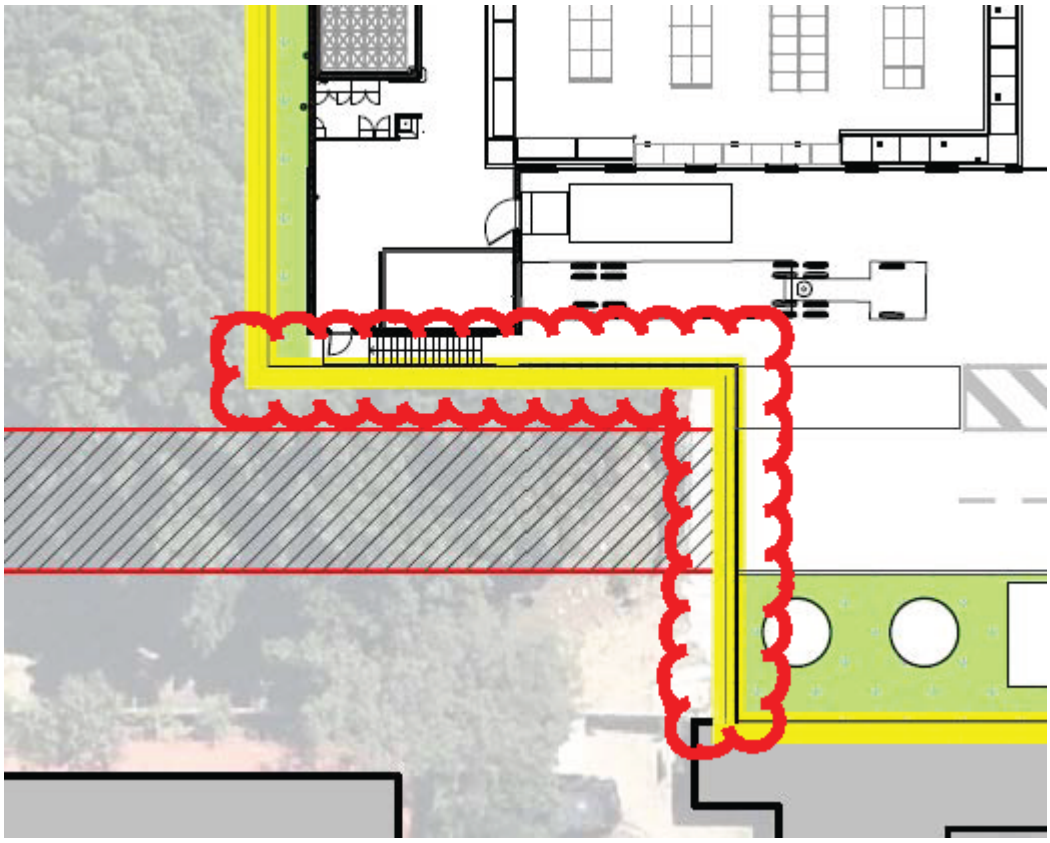

FIGURE 4.1 – LOADING DOCK WALL

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The construction of the barrier assumed loading dock area is immaterial to the acoustic assessment, provided that the density of the barrier is 12kg/m^2 or greater and of solid construction (i.e. no gaps). It is understood that the likely construction of the barrier would be pine-lap fencing, brick or concrete – both of which would be acoustically acceptable.

The existing barrier to the south of the proposed development is understood to be double brick construction – which is sufficient density.

Reversing alarms, and the use of them on ALDI delivery trucks, is not known. In accordance with the *Environmental Protection (Noise) Regulations 1997* noise from a reversing alarm is exempt if:

- The alarm is required under another written law; and
- It is not practicable to fit an alarm that complies with both the law which requires it and the Noise Regulations.

Reversing alarms, either beepers or broadband alarms, are considered likely to be required to be present when reversing to comply with Occupational Health and Safety Requirements. Herring Storer Acoustics are not qualified to suggest that beepers can be removed and replaced with broadband alarms – as this is outside our area of expertise and professional qualifications.

However, we understand that the ALDI fleet of trucks are now all fitted with "NARVA Broadband Self-Adjusting Reversing Alarms". These are broadband reversing alarms which self adjust to the ambient noise environment, automatically adjusting to within 5 dB of the surrounding noise environment. Whilst compliance with the Regulations is not specifically required, a comparison of the noise impact of the reversing alarms with the Regulations has been undertaken to consider any affect on the amenity of the area. The noise impact that has been considered in this assessment is the lowest noise level that the alarm can reduce to (77 dB(A) at 1m distance). This would have the most potential impact upon neighbouring premises, as this noise level would occur at times when background noise levels are at an absolute minimum, and the intrusive nature of the noise at its highest.

5. MECHANICAL PLANT

Mechanical plant details have been based on information provided for previous Aldi stores and provided information are located on the roof as shown in the drawings in Appendix A, housed within a walled enclosure to three sides. Acoustic data is contained in Table 6.3.

6. METHODOLOGY

Noise modelling of the noise propagation from the site was carried out using the environmental noise modelling computer program, "SoundPlan". Single point calculations were undertaken.

Input data for computer modelling included:

- Design of store as per drawings in Appendix A.
- EPA standard weather condition for the day and night periods (see Table 6.1).
- Sound power levels, as summarised in Table 6.2- 6.4. The truck refrigeration unit data is included in Appendix C.

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TABLE 6.1 - WEATHER CONDITIONS

Condition	Day Period	Night Period
Temperature	20 °C	15 °C
Relative humidity	50%	50%
Pasquil Stability Class	E	F
Wind speed	4 m/s*	3 m/s*

* From source to receiver

TABLE 6.2 – SOUND POWER LEVELS OF DELIVERY VEHICLES

DESCRIPTION	dB(A)
19m articulated delivery truck with refrigeration unit	97
Refrigeration Unit Only	75
13m rigid delivery truck	85

TABLE 6.3 – NOISE LEVELS OF MECHANICAL PLANT

DESCRIPTION	dB(A)
Condenser Unit (Daikin RXYQ54TNY1A(E))	67 dB(A) @ 3m
Refrigeration Plant	61 dB(A) @ 3m
R134A Aldi Pack	61.8 dB(A) @ 3m

TABLE 6.4 – NOISE LEVELS OF BROADBAND REVERSING ALARM

DESCRIPTION	dB(A)
Ambient + 5 dB	77 @ 1m

For the above sound power levels, single point calculations were undertaken for the following scenarios :

Scenario 1 : One large refrigerated truck delivery.

Scenario 2 : One 13m rigid truck delivery (bakery delivery).

Scenario 3 : Mechanical Plant.

Scenario 4 : Large refrigerated truck refrigeration unit operating (truck engine off).

Scenario 5 : Broadband Reversing Alarm.

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Notes :

1 For the noise to be less than 10% of the time and be assessed under the L_{A1} assigned noise levels, the truck engines and refrigeration units would need to be turned off while unloading is occurring. This is understood to be able to be accommodated and presents as standard practice in many supermarket delivery docks in Western Australia. The requirement to do so would be expected to be incorporated into the supermarkets operational noise management plan once constructed. The operational noise management plan would also include the management of delivery times such that only one truck is able to use the loading dock at any one time – noting that it would appear highly unlikely that two loading trucks of size would actually be able to fit in the loading dock concurrently. Based on more recent information, it is understood that compliance with switching the refrigeration unit off during delivery has not been possible in some instances, hence, whilst the truck engine is turned off – the refrigerator continues to operate. Hence, the refrigeration unit running during the delivery has been considered in our assessment.

2 The L_{A1} assigned noise level would be the pertinent prescribed noise level in this instance (for delivery truck movements) as the duration of time that the noise of the truck manoeuvring is present is less than 10% of a representative time period. The noise associated with the delivery is the manoeuvring of the truck into place, upon which the truck is switched off – hence – even if the delivery takes sometime (i.e. 30 – 60 minutes) the noise level associated with the truck is not present throughout the duration of the delivery. This is also applicable to the assessment of amenity impact of the broadband reversing alarm associated with the manoeuvring of the truck. The refrigeration unit continuing to operate would be considered against the L_{A10} parameter, as, in the event the unit cannot be switched off, this noise source could be present for greater than 10% of the representative time period.

3 The representative time period for deliveries has been considered in this context to be reasonable to be in the order of 1 hour – as this is the typical duration of a delivery.

4 It is noted that this also means the noise assessment is more “realistic” as if the L_{A10} parameter was to be used as the noise level associated with the truck is not present for more than 10% of a representative time period, the L_{A10} noise level would be at the ambient noise level of the area, rather than the truck noise – with the exception of the refrigeration unit if that is unable to be switched off.

The meteorological conditions utilised for our assessment are those stipulated by the Department of Water Environment Regulation Noise Branch as being representative of maximum propagation conditions. The wind directions utilised in the model are all directions at once.

Notwithstanding the above, it is noted that in this instance, with the relatively short distances between sources and receivers, the wind direction and speed effect on the modelled noise levels is marginal, with the direction and speed more of an impact for noise level emissions over distances in the order of 1km or more.

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Mechanical noise sources have been assumed to be located on the roof of the proposed building above the loading dock area, as is typical of ALDI stores., with barriers to provide for both sight lights and noise attenuation. The equipment noise levels are based upon what is understood and provided as the standard for ALDI stores and utilised for all standard ALDI store developments.

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Noise sources associated with the movement of goods from the delivery trucks have not been included in our assessment, as based upon our experience with ALDI loading dock methods, the delivery truck driver also typically unloads the truck – and this is undertaken directly from the back of the truck which directly abuts the supermarket building. Hence, there is no avenue/area for unload noise to be present in the loading dock area (as the noise is internal to the building).

Noise sources associated with cars idling in the car park area has not been included in our assessment, as these locations are a public place and open to anyone to use – however – it is also noted that being an undercroft carpark, the noise levels associated with this space would – for obvious reasons – be well attenuated. Additionally, it is noted that the carparking adjacent to any residential areas is significantly reduced to what is in place at the present, hence, there would be a reduction in any noise impact from these sources.

7. RESULTS

Single point calculations were undertaken for all locations shown in Figure 3.1, with the results of the modelling listed in Table 7.1. Noise contour plots are also included in Appendix B for information purposes.

TABLE 7.1 – RESULTANT NOISE LEVEL

Receiver Location	Scenario / Calculated Noise Level, (dB(A))				
	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5
R1	39	26	30	31	39
R2	33	20	28	19	29
R3	47	35	34	28	38
R4	45	25	34	28	33
R5	20	5	32	2	8

Based on the definitions of tonality, noise emissions from truck movements, being an L_{A1}, being present for less than 10% of the time, would not be considered tonal.

The broadband reversing alarm would also not be considered tonal as it is a broadband noise source by definition.

Noise levels associated with mechanical services and the refrigeration unit on the large delivery truck could contain tonal characteristics, hence, a + 5 dB adjustment would be applicable.

Therefore, the assessable noise levels for each of the noise sources are listed below in Table 7.2.

TABLE 7.2 – ASSESSABLE NOISE LEVELS

Receiver Location	Scenario / Calculated Noise Level, (dB(A))				
	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5
R1	39	26	35	36	39
R2	33	20	33	24	29
R3	47	35	39	33	38
R4	45	25	39	33	33
R5	20	5	37	7	8

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Tables 7.3 and 7.4 compares the assessable noise level for large truck deliveries and small truck deliveries against the relevant L_{A1} Assigned Noise Levels for the day, evening (and Sundays) and night periods. Noise levels that are calculated to exceed the relevant criteria are listed in red.

TABLE 7.3 – ASSESMENT OF NOISE LEVEL – SCENARIO 1 – LARGE TRUCK DELIVERIES

Receiver Location	Assessable Noise Level, dB(A)	Assigned Noise Level, L_{A1} dB		Exceedance to Assigned Noise Level
	Scenario 1	Time of Day	L_{A1} dB	
R1	39	Day	63	Complies
		Sundays	58	Complies
		Evening	58	Complies
		Night	53	Complies
R2	33	Day	63	Complies
		Sundays	58	Complies
		Evening	58	Complies
		Night	53	Complies
R3	47	Day	63	Complies
		Sundays	58	Complies
		Evening	58	Complies
		Night	53	Complies
R4	45	Day	63	Complies
		Sundays	58	Complies
		Evening	58	Complies
		Night	53	Complies
R5	20	Day	63	Complies
		Sundays	58	Complies
		Evening	58	Complies
		Night	53	Complies

TABLE 7.4 – ASSESMENT OF NOISE LEVEL – SCENARIO 2 – SMALL TRUCK DELIVERIES

Receiver Location	Assessable Noise Level, dB(A)	Assigned Noise Level, L_{A1} dB		Exceedance to Assigned Noise Level
	Scenario 2	Time of Day	L_{A1} dB	
R1	26	Day	63	Complies
		Sundays	58	Complies
		Evening	58	Complies
		Night	53	Complies
R2	20	Day	63	Complies
		Sundays	58	Complies
		Evening	58	Complies
		Night	53	Complies
R3	35	Day	63	Complies
		Sundays	58	Complies
		Evening	58	Complies
		Night	53	Complies
R4	25	Day	63	Complies
		Sundays	58	Complies
		Evening	58	Complies
		Night	53	Complies
R5	5	Day	63	Complies
		Sundays	58	Complies
		Evening	58	Complies
		Night	53	Complies

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Table 7.5 and 7.6 compares the assessable noise level for mechanical plant and the large truck refrigeration unit against the relevant L_{A10} Assigned Noise Levels for the day, evening (and Sundays) and night periods. Noise levels that are calculated to exceed the relevant criteria are listed in red.

TABLE 7.5 – ASSESMENT OF NOISE LEVEL – SCENARIO 3 – MECHANICAL PLANT

Receiver Location	Assessable Noise Level, dB(A)	Assigned Noise Level, L_{A10} dB		Exceedance to Assigned Noise Level
	Scenario 3	Time of Day	L_{A10} dB	
R1	35	Day	53	Complies
		Sundays	48	Complies
		Evening	48	Complies
		Night	43	Complies
R2	33	Day	53	Complies
		Sundays	48	Complies
		Evening	48	Complies
		Night	43	Complies
R3	39	Day	53	Complies
		Sundays	48	Complies
		Evening	48	Complies
		Night	43	Complies
R4	39	Day	53	Complies
		Sundays	48	Complies
		Evening	48	Complies
		Night	43	Complies
R5	37	Day	53	Complies
		Sundays	48	Complies
		Evening	48	Complies
		Night	43	Complies

TABLE 7.6 – ASSESMENT OF NOISE LEVEL – SCENARIO 4 – LARGE TRUCK REFRIGERATION UNIT

Receiver Location	Assessable Noise Level, dB(A)	Assigned Noise Level, L_{A10} dB		Exceedance to Assigned Noise Level
	Scenario 4	Time of Day	L_{A10} dB	
R1	36	Day	53	Complies
		Sundays	48	Complies
		Evening	48	Complies
		Night	43	Complies
R2	24	Day	53	Complies
		Sundays	48	Complies
		Evening	48	Complies
		Night	43	Complies
R3	33	Day	53	Complies
		Sundays	48	Complies
		Evening	48	Complies
		Night	43	Complies
R4	33	Day	53	Complies
		Sundays	48	Complies
		Evening	48	Complies
		Night	43	Complies
R5	7	Day	53	Complies
		Sundays	48	Complies
		Evening	48	Complies
		Night	43	Complies

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Table 7.7 compares the assessable noise level for the broadband reversing alarm against the relevant L_{A1} Assigned Noise Levels for the day, evening (and Sundays) and night periods. Noise levels that are calculated to exceed the relevant criteria are listed in red.

TABLE 7.7 – ASSESMENT OF NOISE LEVEL – SCENARIO 5 – BROADBAND REVERSING ALARM

Receiver Location	Assessable Noise Level, dB(A)	Assigned Noise Level, L_{A1} dB		Exceedance to Assigned Noise Level
	Scenario 1	Time of Day	L_{A1} dB	
R1	39	Day	63	Complies
		Sundays	58	Complies
		Evening	58	Complies
		Night	53	Complies
R2	29	Day	63	Complies
		Sundays	58	Complies
		Evening	58	Complies
		Night	53	Complies
R3	38	Day	63	Complies
		Sundays	58	Complies
		Evening	58	Complies
		Night	53	Complies
R4	33	Day	63	Complies
		Sundays	58	Complies
		Evening	58	Complies
		Night	53	Complies
R5	8	Day	63	Complies
		Sundays	58	Complies
		Evening	58	Complies
		Night	53	Complies

Truck deliveries (both refrigerated and bakery delivery trucks) have been calculated to comply at all times. This includes if the refrigeration unit of the large delivery truck remains operating during the delivery period.

Noise levels associated with the mechanical plant has also been calculated to comply at all times. The calculated noise levels associated with the mechanical plant are such that any cumulative effect with other noise sources in the area do not need to be considered.

Noise levels associated with the broadband reversing alarms affixed to ALDI delivery trucks, whilst not requiring to comply with the Assigned Noise Levels stipulated by the Regulations, have been determined to comply with the relevant Assigned Noise Level parameter.

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APPENDIX A

DEVELOPMENT PLANS

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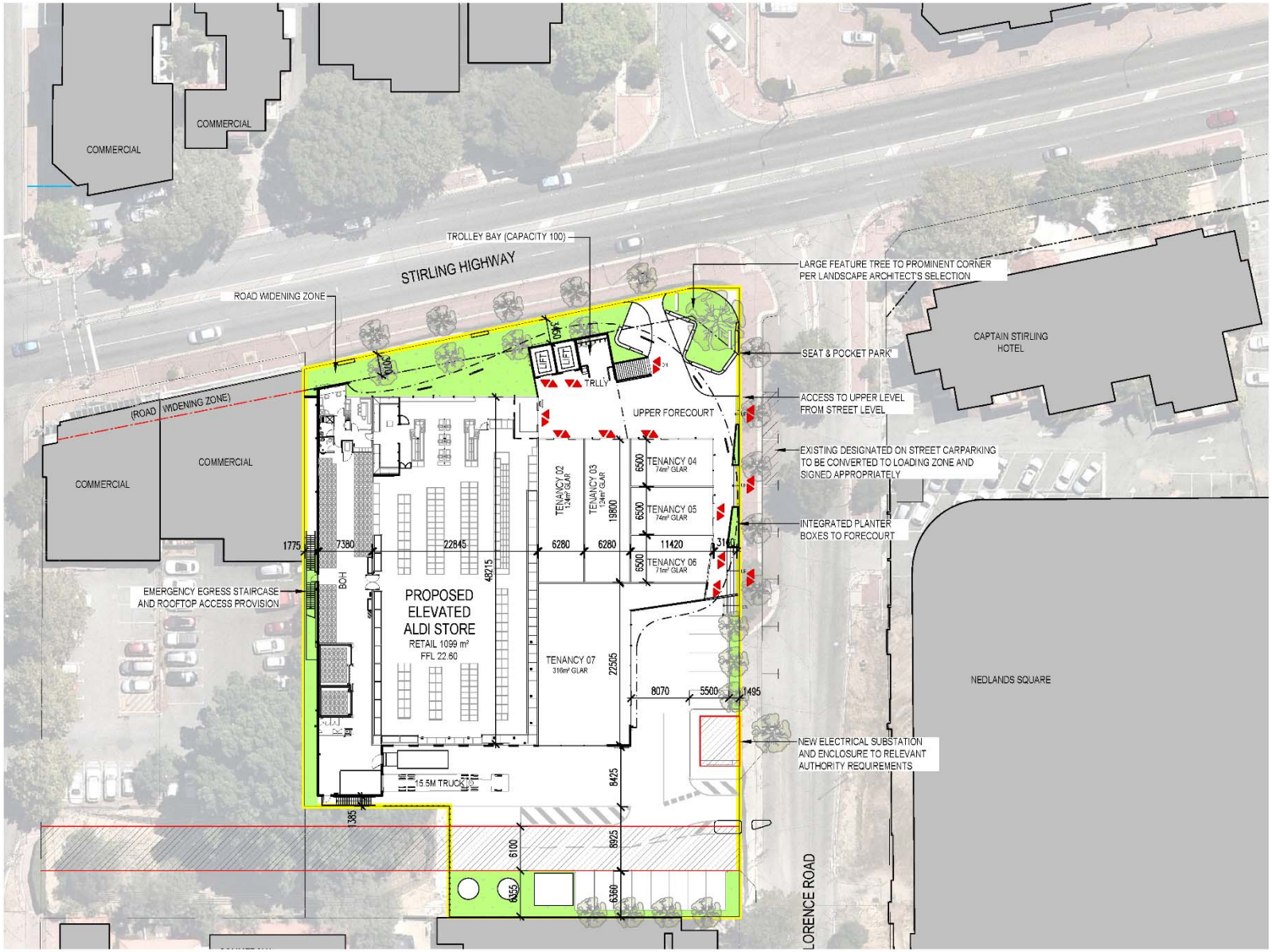

1 - PROPOSED SITE & FIRST FLOOR PLAN
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NOTES

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REV	DATE	DESCRIPTION	DRN	CHKD

PROPERTY DESCRIPTION	AREA m²
TOTAL SITE AREA	4438m²
BUILDING GROSS FLOOR AREA	2739m²
BUILDING NETT FLOOR AREA	2665m²
ALDI RETAIL NETT AREA	1099m²
ALDI BOH NETT AREA	360m²
ALDI AMENITIES NETT AREA	60m²
TOTAL ALDI NETT AREA	1519m²
TRUCK LENGTH	15.50m
CHILLER LENGTH	40m
FORECOURT/BALCONY AREA	363m²
TENANCY 02	124m²
TENANCY 03	124m²
TENANCY 04	74m²
TENANCY 05	74m²
TENANCY 06	71m²
TENANCY 07	316m²
TOTAL ANCILLARY TENANCIES	783m²
NUMBER OF CAR SPACES	94

PROPOSED ALDI BOUNDARY	
EXISTING STRUCTURES	
DEVELOPMENT BOUNDARIES	

N

CLIENT
ALDI STORES

PROJECT
ALDI NEDLANDS
CORNER OF STIRLING HWY & FLORENCE ROAD
NEDLANDS W.A.

DRAWING
PROPOSED SITE & FIRST FLOOR PLAN

NIELSEN ARCHITECTS
108 Mt Barker Road Stirling
South Australia 5152
P: 08 8339 6006
F: 08 8339 2004
P.O. Box 691 Stirling SA 5152
admin@nielsenarchitects.com.au
www.nielsenarchitects.com.au

SCALE	DATE	DRAWN	CHECKED
1:500	NOV 2024	LT	TB

PROJECT No	DRAWING No	STATUS	REV
2912	DA02.03	DA	-

APPENDIX B

NOISE CONTOUR PLOTS

City of Nedlands
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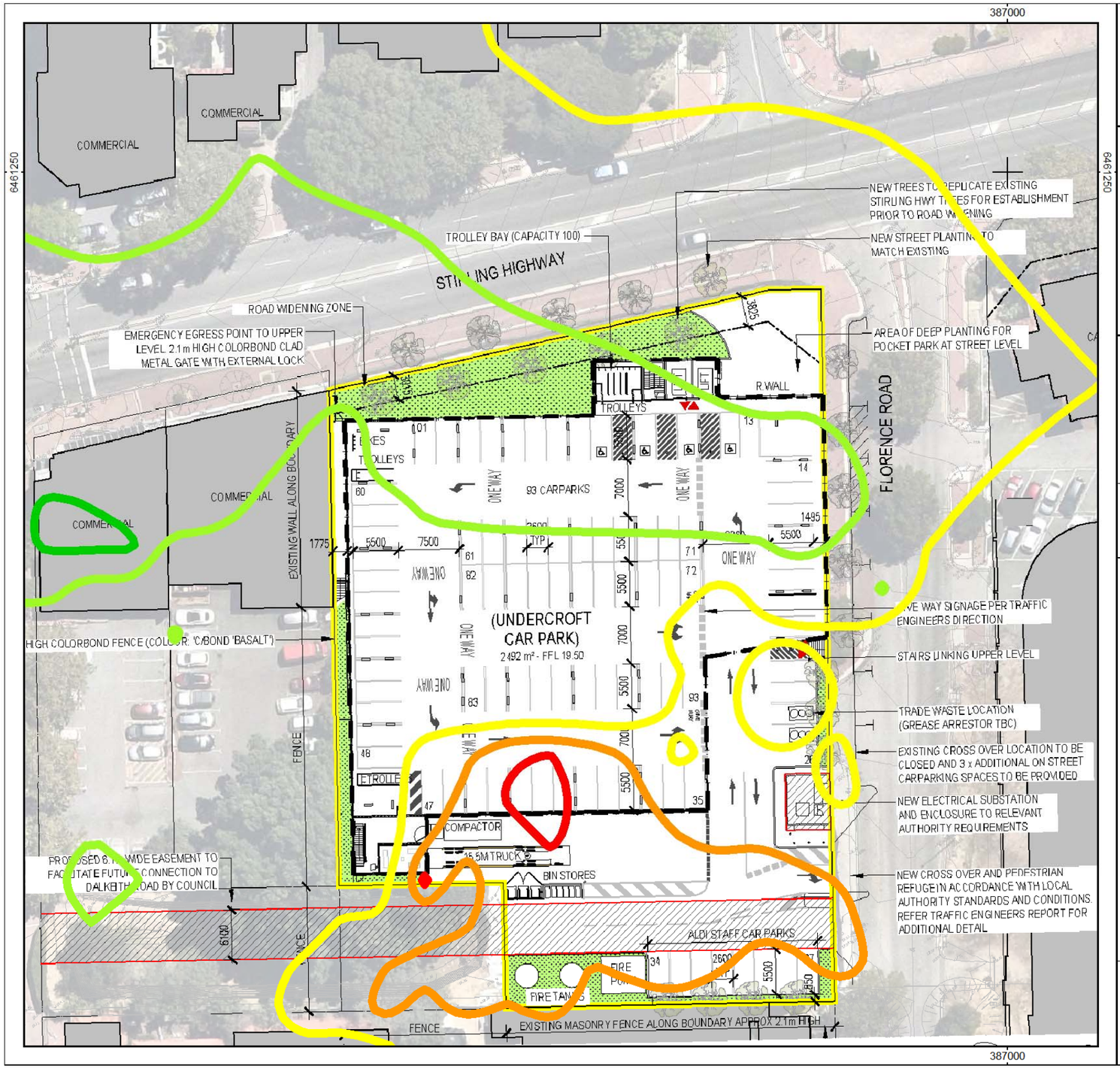
18 November
2024



Customer: ALDI
Project: ALDI Nedlands
Project-No. 24324

Map
1

Mechanical Services GNM
Result number 5
Calculation in 2 m above ground

Project engineer: George Watts
Created: 6/11/2024
Processed with SoundPLAN 9.1, Update 14/11/2024

Levels L10
in dB(A)

- = 20
- = 25
- = 30
- = 35
- = 40
- = 45
- = 50
- = 55
- = 60

N

0 4 8 16 24 32 m

HERRING STORER ACOUSTICS

SoundPLANnoise 9.1 C:\DATA\ActiveProjectsGW\24324 - ALDI Nedlands Sept 2024\ALDI Nedlands - SP 91\MechPlant.sgs

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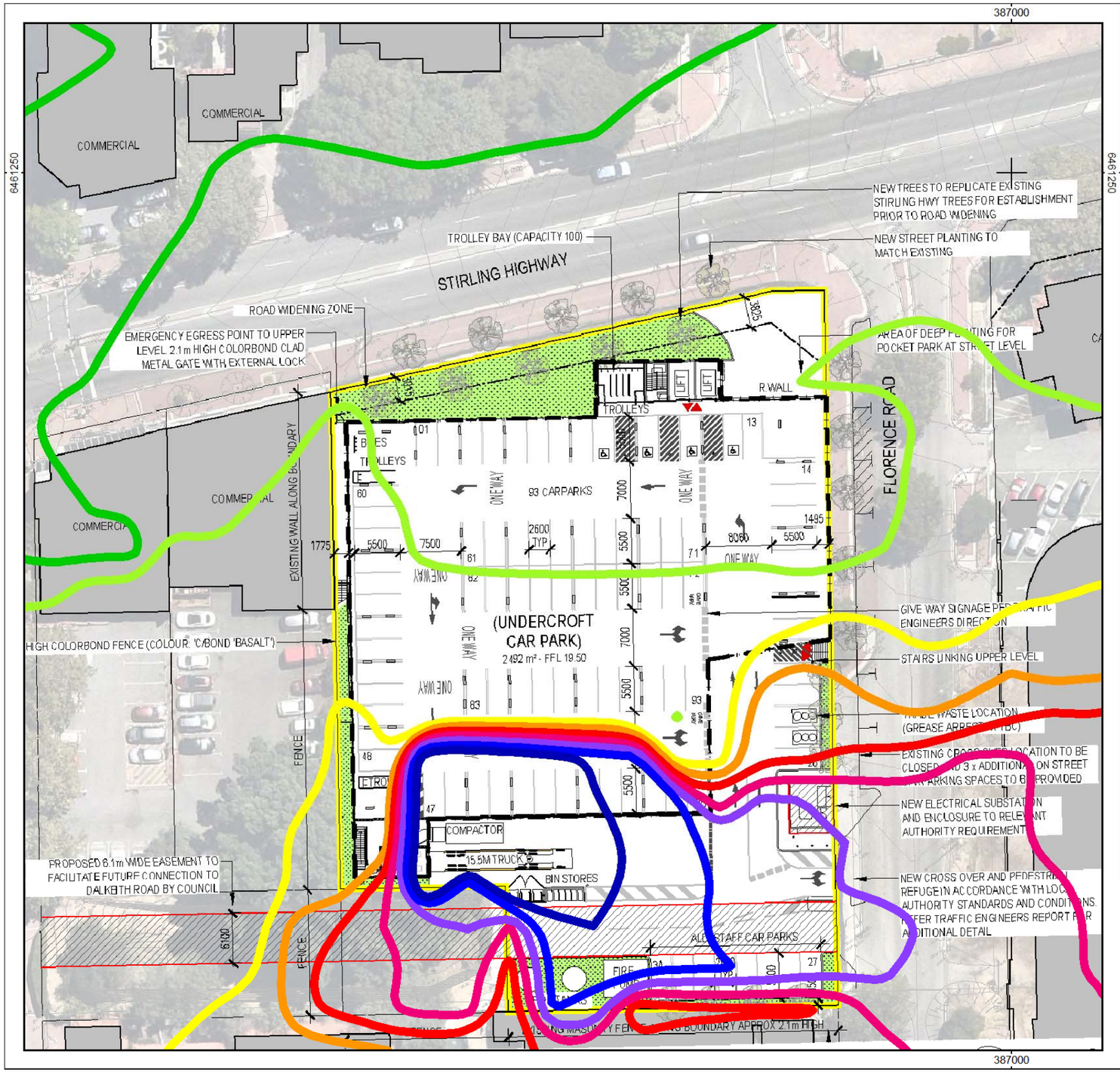

Customer: ALDI
Project: ALDI Nedlands
Project-No. 24324

Map
2

Refrigerated Truck GNM
Result number 6
Calculation in 2 m above ground

Project engineer: George Watts
Created: 6/11/2024
Processed with SoundPLAN 9.1, Update 14/11/2024

Levels LA1
in dB(A)

- = 20
- = 25
- = 30
- = 35
- = 40
- = 45
- = 50
- = 55
- = 60

0 4 8 16 24 32 m

HERRING STORER ACOUSTICS

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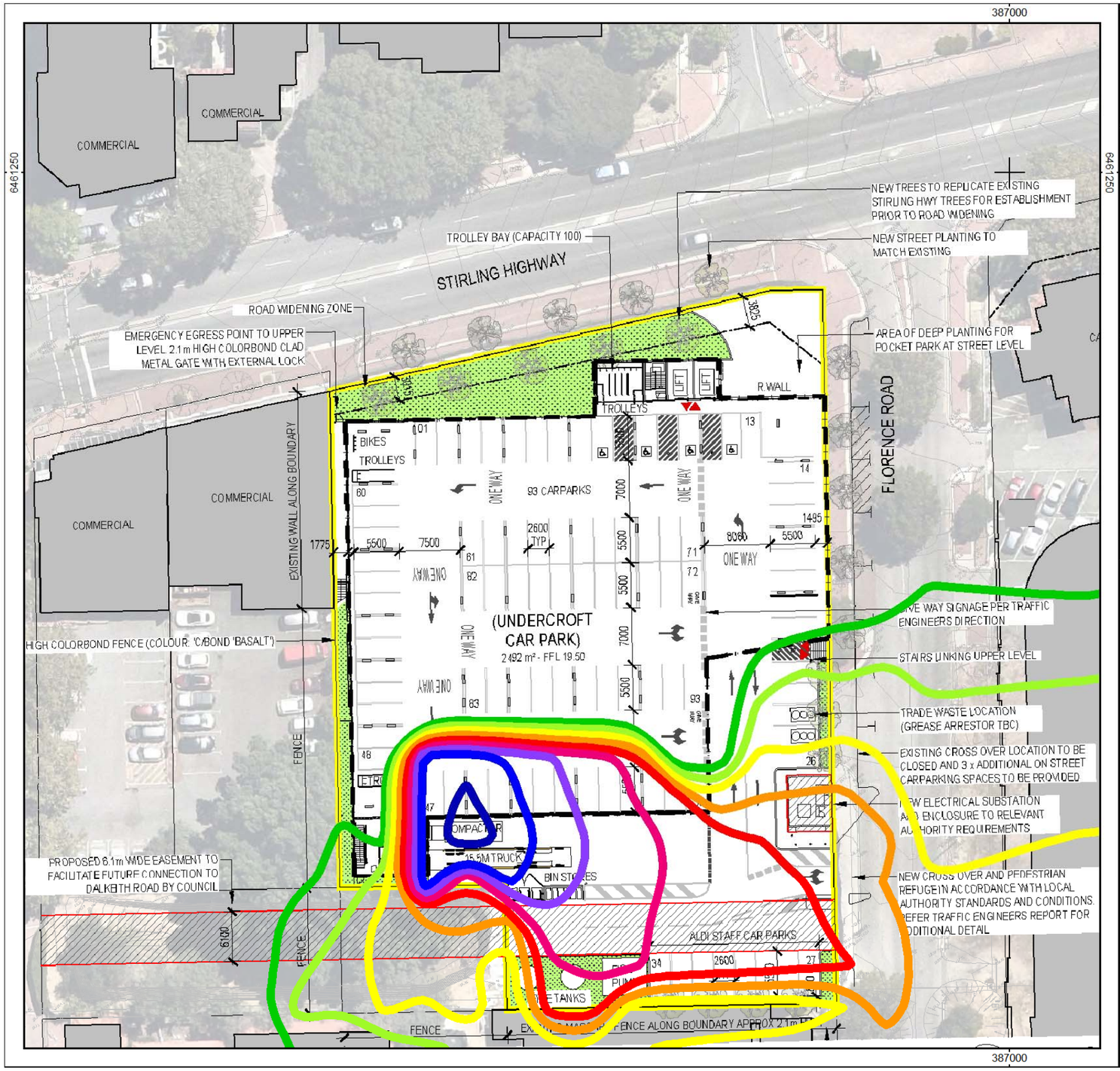
SoundPLANnoise 9.1 C:\DATA\ActiveProjectsGW\24324 - ALDI Nedlands Sept 2024\ALDI Nedlands - SP 91\RefrigTruck.sgs



Customer: ALDI
Project: ALDI Nedlands
Project-No. 24324

Map
3

Bakery Truck GNM
Result number 7
Calculation in 2 m above ground

Project engineer: George Watts
Created: 6/11/2024
Processed with SoundPLAN 9.1, Update 14/11/2024

Levels LA1
in dB(A)

- = 20
- = 25
- = 30
- = 35
- = 40
- = 45
- = 50
- = 55
- = 60

N

0 4 8 16 24 32 m

HERRING STORER ACOUSTICS

SoundPLANnoise 9.1 C:\DATA\ActiveProjectsGW\24324 - ALDI Nedlands Sept 2024\ALDI Nedlands - SP 91\BakeryTruck.sgs

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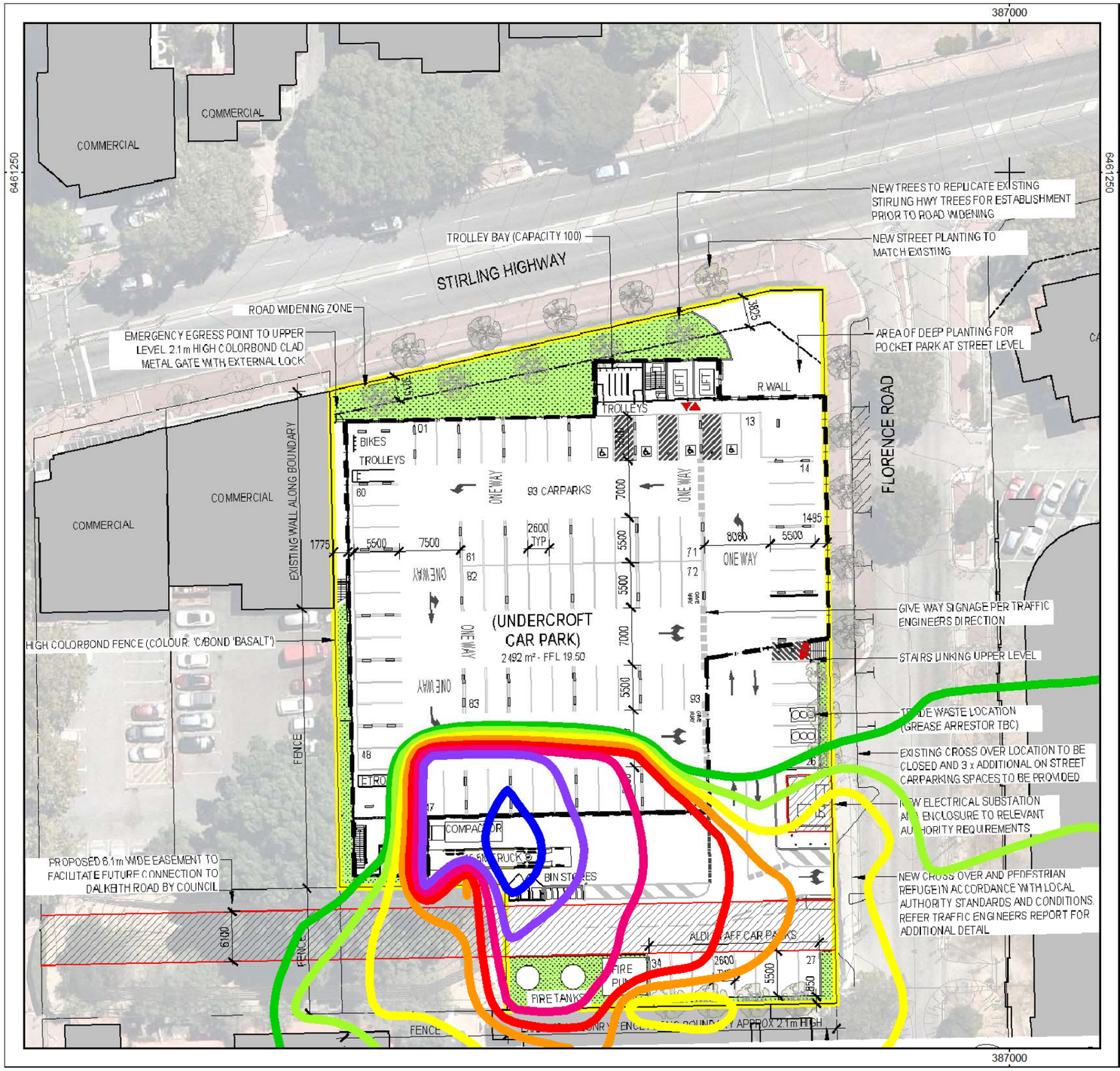

Customer: ALDI
Project: ALDI Nedlands
Project-No. 24324

Map
4

Truck Refrigeration Unit Running Only GNM
Result number 9
Calculation in 2 m above ground

Project engineer: George Watts
Created: 15/11/2024
Processed with SoundPLAN 9.1, Update 14/11/2024

Levels L10
in dB(A)

- = 20
- = 25
- = 30
- = 35
- = 40
- = 45
- = 50
- = 55
- = 60

0 4 8 16 24 32 m

HERRING STORER ACOUSTICS

SoundPLANnoise 9.1 C:\DATA\ActiveProjectsGW\24324 - ALDI Nedlands Sept 2024\ALDI Nedlands - SP 91\RefrigPlantRunning.sgs

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18 November
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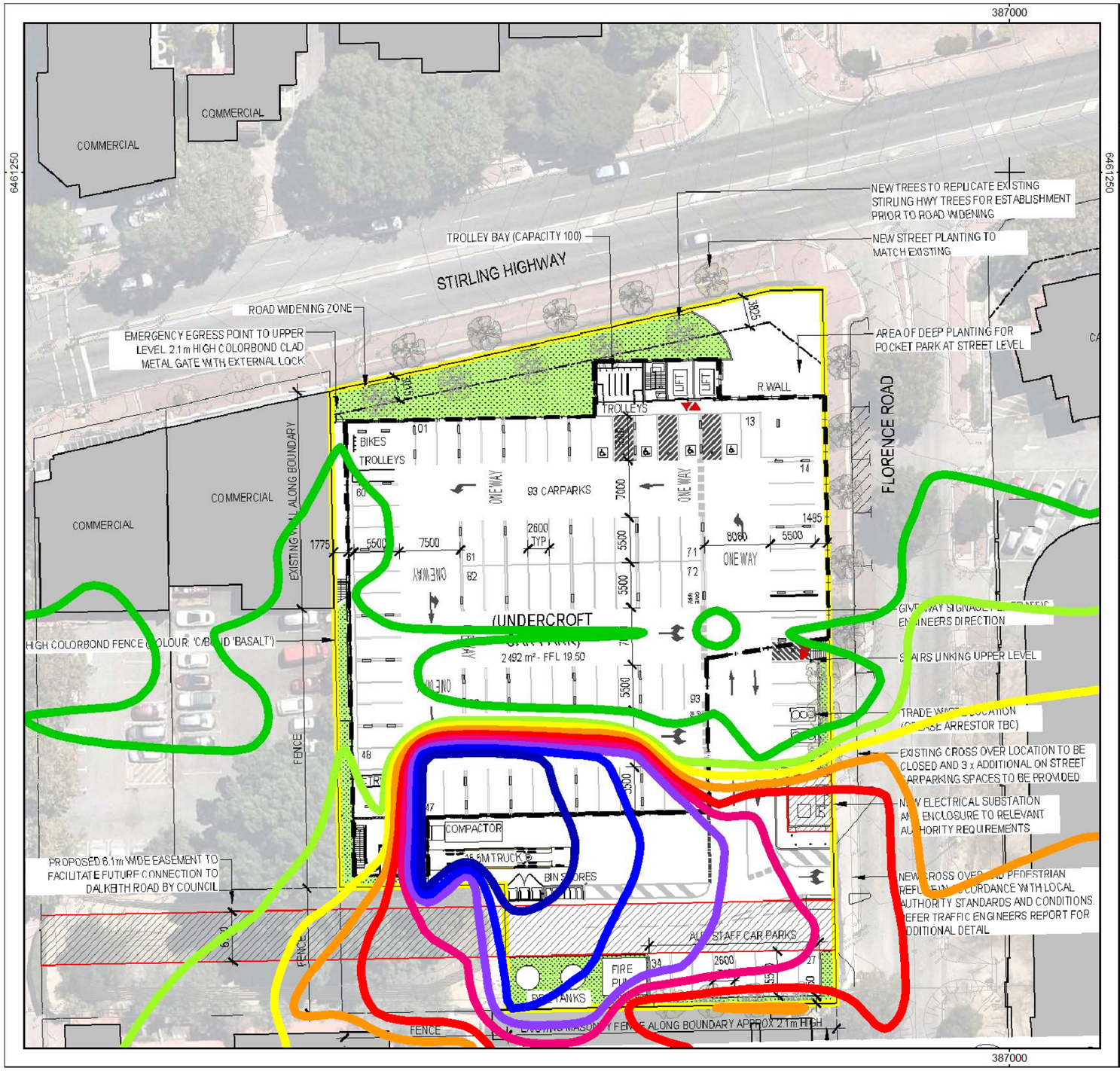

Customer: ALDI
Project: ALDI Nedlands
Project-No. 24324

Map
5

Broadband Reversing Alarm GNM
Result number 11
Calculation in 2 m above ground

Project engineer: George Watts
Created: 15/11/2024
Processed with SoundPLAN 9.1, Update 14/11/2024

Levels LA1
in dB(A)

- = 20
- = 25
- = 30
- = 35
- = 40
- = 45
- = 50
- = 55
- = 60

0 4 8 16 24 32 m

HERRING STORER ACOUSTICS

SoundPLANnoise 9.1 C:\DATA\ActiveProjectsGW\24324 - ALDI Nedlands Sept 2024\ALDI Nedlands - SP 91\BroadbandReversingAlarm.sgs

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APPENDIX C

TRUCK REFRIGERATION UNIT DATA

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THERMO KING

ADVANCER™ SPECTRUM

MASTERING MULTI-TEMP

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MULTI-TEMPERATURE REFRIGERATION SOLUTIONS
FOR TRAILERS

TRANE TECHNOLOGIES

PD03.01.25 - Attachment 1

CONTENT

THE MOST FLEXIBLE ADVANCER **P. 4**
Unlock the full potential of your fleet

TAILORED TEMPERATURE CONTROL **P. 6**
Two distinct cooling modes to optimise every journey

CONNECTED INTELLIGENCE **P. 8**
Keep an eye on your cargo, anytime, anywhere

COMPATIBLE POWER SOURCES **P. 9**
Futureproof your fleet

TECHNICAL SPECIFICATIONS **P. 10**
Details & zone plans

Built from ambition

Advancer was built from ambition. Our ambition to push the boundaries of what was possible and your ambition to push your business to the next level.

ADVANCER IS A LANDMARK IN THE TRAILER REFRIGERATION LANDSCAPE

— Fastest pulldown on the market **to keep you moving**
— Fuel-efficiency never before seen **to keep your costs down**
— Unrivalled temperature control **to make sure you can deliver every load in perfect condition**

Ambition evolves

Introducing the Advancer A-500 Spectrum: thanks to its multi-temp configuration, you can unlock the full potential of your fleet.

COMPLETE CONTROL

All cargo is different and has different transport requirements. Multi-temp units allow your fleet to run as optimized and flexible as possible. Designed with your real-world applications in mind, Spectrum means you can deliver what you need to, no matter how varied the load. Single temp always, multi-temp whenever you need it.

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PD03.01.25 - Attachment 1

The most flexible Advancer

Whatever you need, A-500 Spectrum can provide. A-500 Spectrum makes sure your box is used to its fullest capabilities. Whatever mix of cargo you need to transport, Spectrum makes sure it can all be shipped in a single trailer, so you can respond to peak-demands easily and quickly.

INVEST IN TOMORROW

A-500 Spectrum is not just any multi-temp unit.
It's our landmark Advancer unit, built for the future, to allow your fleet to access all parts of the supply chain. A-500 Spectrum, the greenest and most fuel efficient cooling unit on the market, fully compliant with today's regulations and prepared for whatever is yet to come.

COMPLETE TEMPERATURE CONTROL

Precise temperature control is your number one priority. It's ours too. The Advancer Spectrum features all the innovations of Advancer, plus a little more.

Bespoke multi-temp A-Series controller
allowing for superior temperature control across all zones

Temperature control tailored to your needs
Take an agile approach to cargo configuration, with two modes to match unit performance with your load's requirements

Fastest pulldown on the market
to get your trailer on the road as quickly as possible

CUT DOWN ON FUEL COSTS AND MAINTENANCE

Keep your costs down **with Advancer's proven fuel efficiency** and dramatically lowered service schedule.

- The controller lets you **keep track of your fuel consumption** and with the data also made available on our TracKing platform
- Up to **30% less overall servicing required**, thanks to fewer and better placed parts
- Up to **60% reduction in unscheduled servicing**

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Flexibility was our goal with Spectrum: giving you total control of your cargo and your fleet. To that end, Spectrum has two different cooling modes, each one fully tailored to you and your cargo's needs.

Tailored temperature control

TWO NEW REMOTE EVAPORATORS TO LEVEL UP YOUR REMOTE ZONES

EXPANDING EVER FURTHER WITH S3A & S6A

- Higher zone cooling capacity
- Faster pulldown
- More precise temperature management
- Superior system balance between zones

- **Continuous mode**
  Tight temperature control for sensitive cargo, such as pharma and fresh produce.
- **Cycle sentry mode**
  Maximum fuel saving for products that require less strict temperature control.

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PD03.01.25 - Attachment 1

Connected intelligence

Keep an eye on your unit while it's out on the road. With our Connected Solutions, you stay updated on every part of your unit. Track temperature, fuel usage and more in real-time, right from your desktop. Thanks to the two-way connectivity, you can respond to any challenges immediately and remotely change settings when needed.

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Compatible power sources

FULLY COMPATIBLE WITH

When we said Spectrum is future proof, we meant it. Spectrum is fully compatible with alternative power sources like **AxlePower** and **HybridDrive**. It helps you prepare your fleet for a more sustainable future, without compromising on cooling capacity or operational performance.

AXLEPOWER

POWERED BY THE ROAD

A smart power recovery system that lets you run your cooling unit with recaptured, zero-emission energy, generated by your vehicle's axle.

HYBRIDDRIVE

BEST OF BOTH WORLDS

A more sustainable, hybrid unit that seamlessly switches between diesel and electric, thanks to the combination of Thermo King's industry-leading cooling technology and FRIGOBLOCK's electric ingenuity.

PD03.01.25 - Attachment 1

Technical specifications

REFRIGERATION CAPACITY	
Capacity on engine power 0°C	18600
Capacity on engine power -20°C	10000
Capacity on electrical stand by 0°C	15400
Capacity on electrical stand by -20°C	7600
AIRFLOW	
Airflow volume @ 0 Pa static pressure - Default @ Pull Down:	5300
Airflow volume @ 0 Pa static pressure - Default @ Set Point:	3400
WEIGHT (INC BATTERY)	
Model Standard	840kg
ENGINE	
Maintenance Interval	3000 hrs
Number of cylinders	4
Displacement	2,1
ELECTRICAL STAND BY MOTOR	
Voltage / Phase / Frequency	400/3/50
	460/3/60
Rating	9.3 kW
SOUND PRESSURE LEVEL (STANDARD UNIT)	
High Speed Diesel	67 dB(A)
Electric Standby	64 dB(A)
GENERIC (BOXLENGTH, REFRIGERANT, ...)	
Boxlength	15 m
Refrigerant	R-452A
Controller	A-Series Controller
DIMENSIONS	
Host Unit Height	2270 mm
Host Unit Width	2076 mm
Host Unit Depth	440 mm
Evaporator S3A Width	1100 mm
Evaporator S3A Depth	1000 mm
Evaporator S3A Height	200 mm
REMOTE EVAPORATOR CAPACITY	
S3A 0/30°C	8900
S6A 0/30°C	14200

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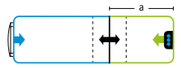
ZONE PLAN

2-ZONE ADJUSTABLE

B



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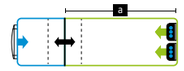
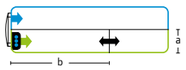


2-ZONE LANE

I



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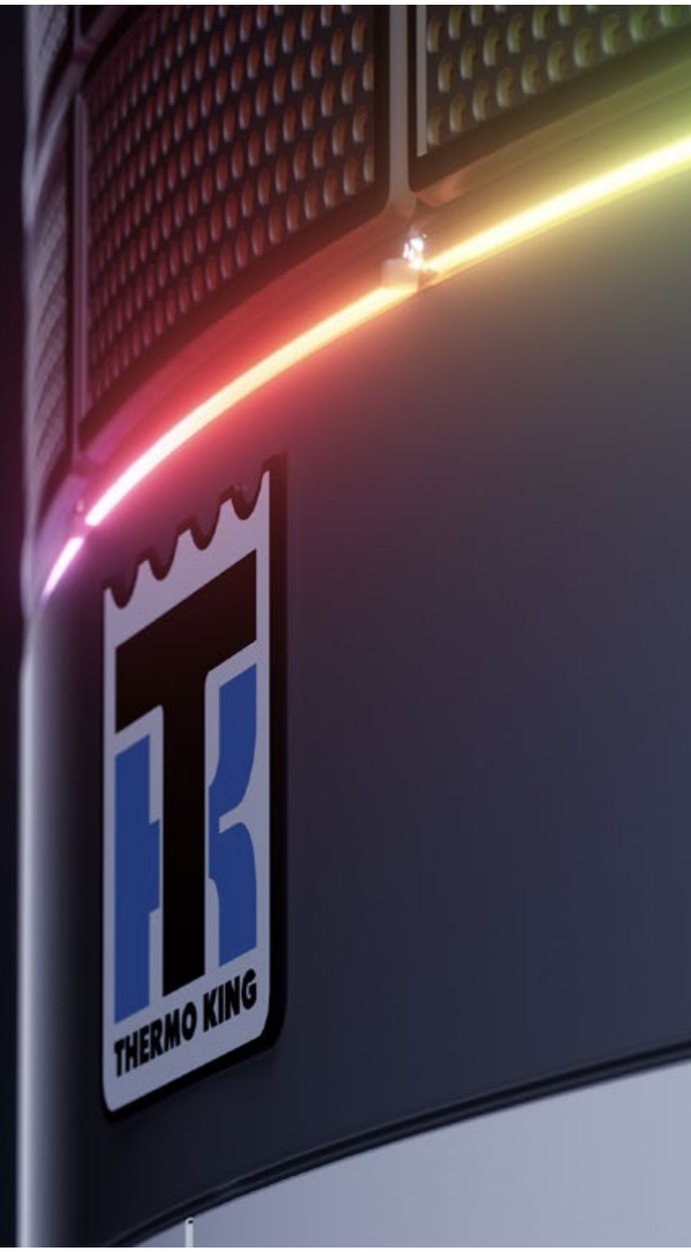

PD03.01.25 - Attachment 1

MASTERING MULTI-TEMP WITH **ADVANCER SPECTRUM**

— **Proven Advancer performance**
Fastest pulldown on the market, unrivalled fuel-efficiency and exceptional temperature control

— **Unlock the full flexibility of your fleet**
Easily adjust your vehicle usage to respond to changes in the market

— **Invest in tomorrow**
Sustainable, power-agnostic multi-temp cooling that can access ULEZs

— **Capture unrivaled temperature control**
Highest cooling capacity with added flexibility

— **Cut down on costs and maintenance**
With unrivalled electrical & fuel efficiency and lower maintenance costs

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Thermo King – by Trane Technologies (NYSE: TT), a global climate innovator – is a worldwide leader in sustainable transport temperature control solutions. Thermo King has been providing transport temperature control solutions for a variety of applications, including trailers, truck bodies, buses, air, shipboard containers and railway cars since 1938.

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europe.thermoking.com | tkadvancer.com

Find your nearest dealer on
dealers.thermoking.com

TRANE TECHNOLOGIES

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Thermo King Europe – Lenneke Marelaan 6, B-1932 Sint-Stevens-Woluwe, Belgium
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EDISON
CONSULTANTS PTY LTD

BUILDING SERVICES ENGINEERS

ALDI NEDLANDS
CORNER OF STIRLING HIGHWAY & FLORENCE ROAD
NEDLANDS, WA 6009

Sustainable Management Plan

File: 4321/ESD
Issue: 1
Date: 18/11/2024

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Edison Consultants Pty Ltd ACN 144 644 806
261 Victoria Street Abbostford 3067 Australia **tel:** 03 9419 0855 **email:** mail@edisonconsultants.com.au

SUSTAINABLE MANAGEMENT PLAN

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7.3 NCC 2022 Wall-Glazing Calculator 29

Rev	Date	Description	By	Approved	Signature
1	18-11-2024	Initial Issue	PE		

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1 INTRODUCTION

1.1 Scope

Edison Consultants have been engaged by ALDI Foods Pty Ltd to provide advice in relation to environmentally sustainable development outcomes for the proposed retail development ALDI Nedlands at the corner of Stirling Highway and Florence Road, Nedlands, Western Australia.

This report contains a summary of:

- Environmental objectives adopted for the development
- Sustainable design initiatives integrated into the design of the project

Performance outcomes in this report are based on:

- Discussions and correspondence with:
  - Neilsen Architects – Architects
  - ALDI Foods – Client
  - Urbis - Town Planning
  - WSP - Traffic
  - Herring Storer Acoustics - Acoustic
  - Plan E - Landscape Design

#

- Architectural plans prepared by Neilsen Architects set out below:

Description	Drawing No	Revision	Date
Locality Plan	DA00.01	A	15.11.24
Title Plan	DA01.01	-	-
Existing & Demolition Site Plan	DA02.01	-	-
Proposed Site & Ground Floor Plan	DA02.02	A	15.11.24
Proposed Site & First Floor Plan	DA02.03	A	15.11.24
Proposed Roof Plan	DA02.04	A	15.11.24
Proposed Elevations	DA03.01	A	15.11.24
Proposed Elevations	DA03.02	A	15.11.24
Proposed Signage Plan	DA06.01	A	15.11.24
Signage Details	DA06.02	A	15.11.24
Proposed 3d Visual	DA08.01	A	15.11.24

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Render			
Proposed 3d Visual Render	DA08.02	A	15.11.24
Proposed 3d Visual Render	DA08.03	A	15.11.24

- Landscape plans prepared by Plan E Landscape Architects set out below:

Description	Drawing No	Revision	Date
Landscape Concept Plan – Site Plan & Car Park	C1.102	C	September 2024
Landscape Concept Plan – Upper Level	C1.103	C	September 2024
Landscape Concept Plan – Detail – Community 'Parklet'	C1.104	C	September 2024
Landscape Theme / Character	C1.105	C	September 2024
Planting Palette	C1.106	C	September 2024

- Traffic Impact Assessment rev C dated 19.09.2024 prepared by WSP
- Environmental Acoustic Assessment ref 33352-2-24324 prepared by Herring Storer Acoustics

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2 SITE DESCRIPTION

2.1 Site Information

The proposed development is summarised below:

Municipality:	City of Nedlands
Site Address:	Corner of Stirling Highway & Florence Road, Nedlands WA
Lot Number:	Lot 3 Plan 1747 Vol/Folio 1287/76 90 Stirling Highway Nedlands Lot 4 Plan 1747 Vol/Folio 1287/76 90 Stirling Highway Nedlands Lot 5 Plan 1747 Vol/Folio 1287/76 90 Stirling Highway Nedlands
Total Site area:	4,438m2
Gross Building Area:	2,744m^2

The site is located in Nedlands, Western Australia which is located approximately 7km from Perth CBD and is located within the City of Nedlands local government area.

The land is currently developed. The proposed Retail Development is a direct response to the City of Nedlands 'Our Plan for the Future' Council Plan 2023 – 33 and addresses councils aspiration of:

9.1 Revitalise commercial areas to retain, support and attract businesses.

Subject Site and its Environs (source: Google Maps)

2.2 Building Information

The proposed development comprises of the ALDI Store with a total gross area of 1,512m^2 and retail area of 1,099m^2 and six (6) off retail tenancies with a total area of 783m^2. Also provided is onsite car parking for a total of 94 vehicles and bicycle parking for 8 bikes.

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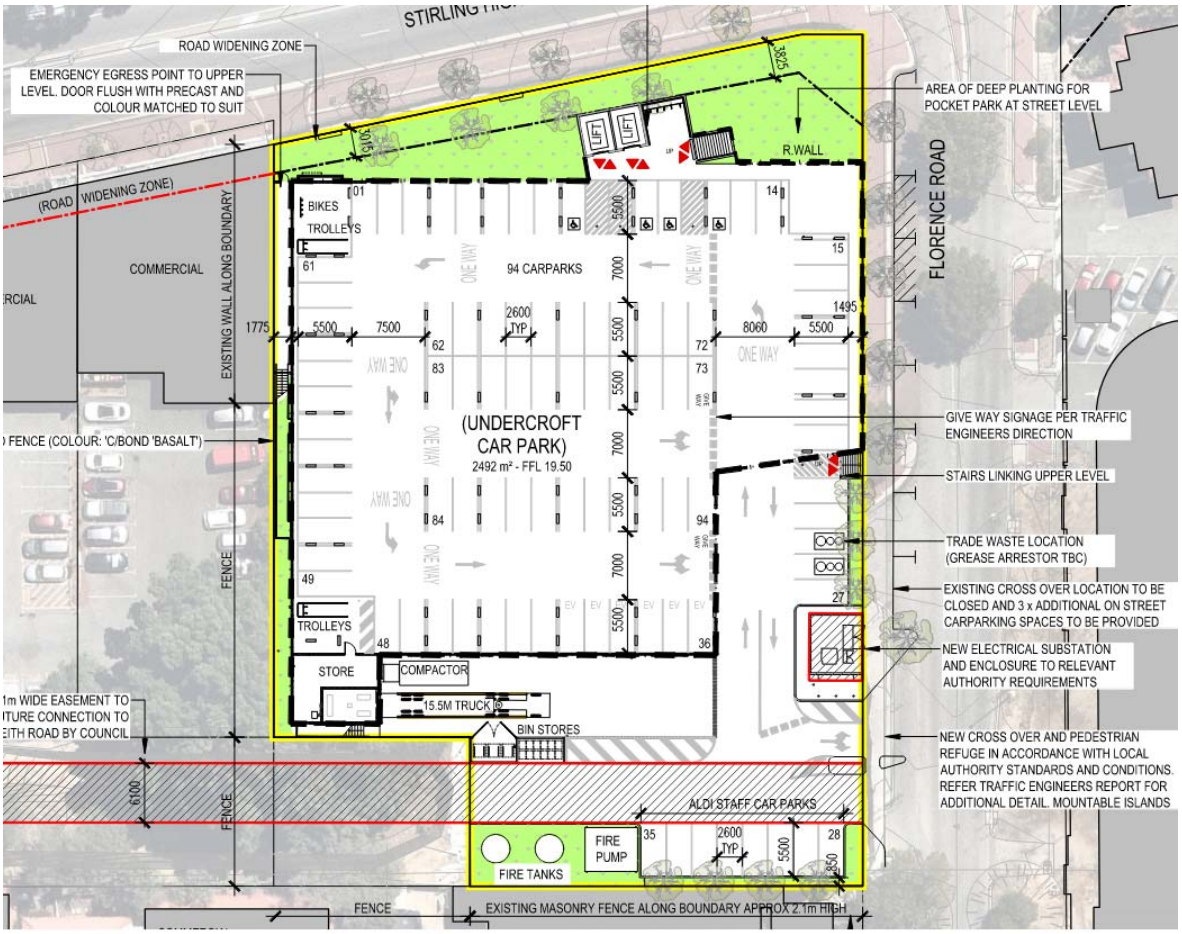

Proposed Undercroft Car Park (source: Nielsen Architects)

3 PLANNING REQUIREMENTS

3.1 City of Nedlands – LPP 1.3 Sustainable Design - Residential

The City of Nedlands is committed to achieving high sustainability standards in new developments. Critical to achieving this commitment is for developments to incorporate appropriate environmentally sustainable design standards.

However, the City of Nedlands has no clear ESD policy regarding mixed use developments as per ALDI Nedlands, but does has have – LPP 1.3 Sustainable Design – Residential as a guideline. However, this only applies to "new development where it includes single houses, grouped dwellings, and/or multiple dwellings" but we are using this tool to show compliance with the City of Nedlands expectations that this project should achieve best practice in environmentally sustainable development.

To comply with the City's Planning Scheme including – LPP 1.3 Sustainable Design - Residential, this project is required to satisfy the following objectives:

4.1 To ensure that new development is constructed and functions in an environmentally sustainable manner, with a focus on minimizing environmental impact, maximising resource efficiency and reducing or eliminating reliance on non-renewable energy without undue detrimental impact on the amenity of the locality.

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4.2 To require design features that assist in reducing the urban heat island effect, provide alternate forms of transportation, and positively impact occupant health.

3.2 Project Specific Requirements

This assessment has been prepared in response to LPP 1.3 Sustainable Design – Residential and addresses the Table 1 Sustainability Criteria for all Types of Developments noted "All development", "Development with a non-residential component" and "Non-residential".

Please note that as the proposed project budget is less than $15 million we are not targeting 5 star Green Star.

Exhaust of Pollutants

Provide ducted exhaust for all kitchens, laundries and toilets to the outside of the building. No recirculating hoods to be used.

Toxicity and Indoor Environment

Select products for internal finishes with low volatile organic compounds (VOC) and formaldehyde ratings.

Urban Heat Island

Utilise light finishes, incorporate landscape within the design, and avoid unshaded parking areas.

Energy Source

Avoid any fossil fuel use on site.

Water Use

Utilise low flow taps, toilets and showers for all sanitary tapware (kitchen sinks and laundries are excluded).

Irrigation Efficiency

Waterwise landscaping to be implemented, including:

a) Avoiding large areas of turf.

b) Using sub-soil drip irrigation for all planting requiring irrigation.

c) Providing automatic moisture sensing for irrigation control.

d) Diverting rainfall to irrigate any planting in rain shadows or under-cover.

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Active Living Support

Provide secure bike parking, showers and lockers for commercial staff on site.

Sustainable Transport – Infrastructure

Comply with NCC 2022 provisions for electric vehicle parking now.

Sustainable Transport – Car Share

Provide a vehicle and bay for ride share scheme.

The proposed development is targeting the items raised by the council as well as other items which we believe contribute to meeting the sustainability targets for this project.

- Improve the energy performance of buildings through siting and design measures that encourage:
    - Passive design responses that minimise the need for heating, cooling and lighting;
    - On-site renewable energy generation and storage technology
- Ensure the layout and design of development supports resource recovery, including separation, storage and collection of waste, mixed recycling, glass, organics and e-waste.
- Encourage use of recycled and reusable materials in building construction and undertake adaptive reuse of buildings, where practical.
- Encourage water efficiency.
- Minimise stormwater discharge through site layout and landscaping measures that support on-site infiltration and stormwater reuse.

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4 PROPOSED INITIATIVES

4.1 Overview

The project shall meet the following minimum criteria:

- Comply with the National Construction Code (NCC) 2022 Volume 1, Section J.
- Design the built form to maximise the performance of the building envelope by exceeding NCC minimum performance criteria
- Create a healthy environment, including reduction in the use of harmful VOCs in glues, sealants and paints, and protection from dust and other external airborne pollutants
- Minimise consumption of natural resources, including water and raw materials
- Minimise environmental impacts through construction, including embodied energy and the ecological cost of materials
- Minimise environmental impacts through operation, including energy consumption, waste creation and discharge of pollutants
- Provide sustainable, integrated, convenient travel options

To assist in understanding the sustainable initiatives for this project we have used the following categories to show compliance with councils planning requirements. The credits have been laid out in a Sustainable Management Plan (SMP) format as per SDAPP (Sustainable Design Assessment in the Planning Process) regulations.

- Management
- Potable Water Demand Reduction
- Indoor Environment Quality
- Energy Efficiency
- Stormwater Management
- Indoor Environment Quality
- Sustainable Transport
- Waste Management
- Urban Ecology

4.2 Management

Metering - Common Areas

To provide the development with information on energy and water consumption separate metering for central / common services for electricity and water will be provided.

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4.3 Potable Water Demand Reduction

Water in Australia is a critical resource and as such the ability of any project to not only harvest and store water onsite but also reduce demand with water efficient fixtures and fittings is essential for any forward-thinking development.

Listed below are a number of water efficiency solutions proposed for the development.

Water Efficient Fixtures and Fittings

Potable water demand shall be reduced within the development by using water efficient fixtures and fittings. The architectural specification shall nominate Water Efficient Labelling Scheme (WELS) rated fittings with the following minimum star ratings:

>= 4 Star WELS Toilets

>= 5 Star WELS Bathroom taps

>= 5 Star WELS Kitchen taps

>= 5 Star WELS Dishwashers

>= 4 star WELS (>=6.0 but <=7.5) Showerheads

No urinals are proposed for the development, and the WELS ratings above are only for fixtures included in the base building and ALDI development. Taps and fixtures installed as part of tenancy fitouts are not included in the calculations below for potable water reduction..

Landscape Irrigation

To assist in the reduction in water consumption for the development it is proposed to use a drip irrigation system. A drip irrigation system is considered the most efficient water and nutrient delivery system generally available.

Potable Water Reduction

Using the analysis of the proposed building design against a NCC 2022 DTS reference building, the proposed fixtures & fittings design is providing a 29% reduction in potable water consumption.

Reference	3858
Proposed (excluding rainwater and recycled water use)	2723
Proposed (including rainwater and recycled water use)	2723
% Reduction in Potable Water Consumption	29%
Performance	

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Building Systems Water Use Reduction

To assist in the reduction in water consumption for the development it is proposed that all HVAC air-conditioning systems will be air-cooled systems with no water based heat rejection systems proposed for the site.

Water Efficient Landscaping

To assist in the reduction in water consumption for the development the Landscape documentation is specifying native plants across the site which are either drought tolerant or drought tolerant once established so the water requirements for irrigation will decrease significantly after 1-2 years from completion of the proposed works.

4.4 Energy Efficiency

Energy and more specifically, energy efficiency and reductions in Greenhouse Gas Emissions, remains a key driver for sustainability.

This development has sought to include several sustainable initiatives designed in order to maximise the energy efficiency of the development. Energy efficiency initiatives proposed for inclusion within the development are outlined below:

Building Envelope

The building will be targeting performance of walls, roofs, windows and floor to meet or exceed NCC 2022 Part J4-5 requirements. Additionally, the standard ALDI design criteria for the roof and floor elements of the building will considerably exceed the minimum requirements under NCC 2022

The improvement in the building envelope performance will reduce energy loads for heating and cooling of the building and reduce the overall power demand for the site during its operation.

Shading is provided to the front entry, northern and eastern facades of the new building to reduce the heat loads into the building.

For the 6 tenancies it is proposed to provide DTS compliant walls and glazing to meet NCC 2022 requirements as per the attached wall glazing calculators.

Efficient HVAC Services

The design of the HVAC services for the project will include MEPS compliant air-cooled air conditioning systems for all buildings. To assist in minimizing the energy consumption for the HVAC systems, the air-conditioning systems fresh air is based on maintaining CO_2 targets within the ALDI store so that fresh air for the building is based on actual occupancy within the store. ALDI setpoint for CO_2 control is 800 Parts Per Millions which is considered the approximately equivalent of a 50% increase in fresh air over NCC and Australian Standard minimum airflows.

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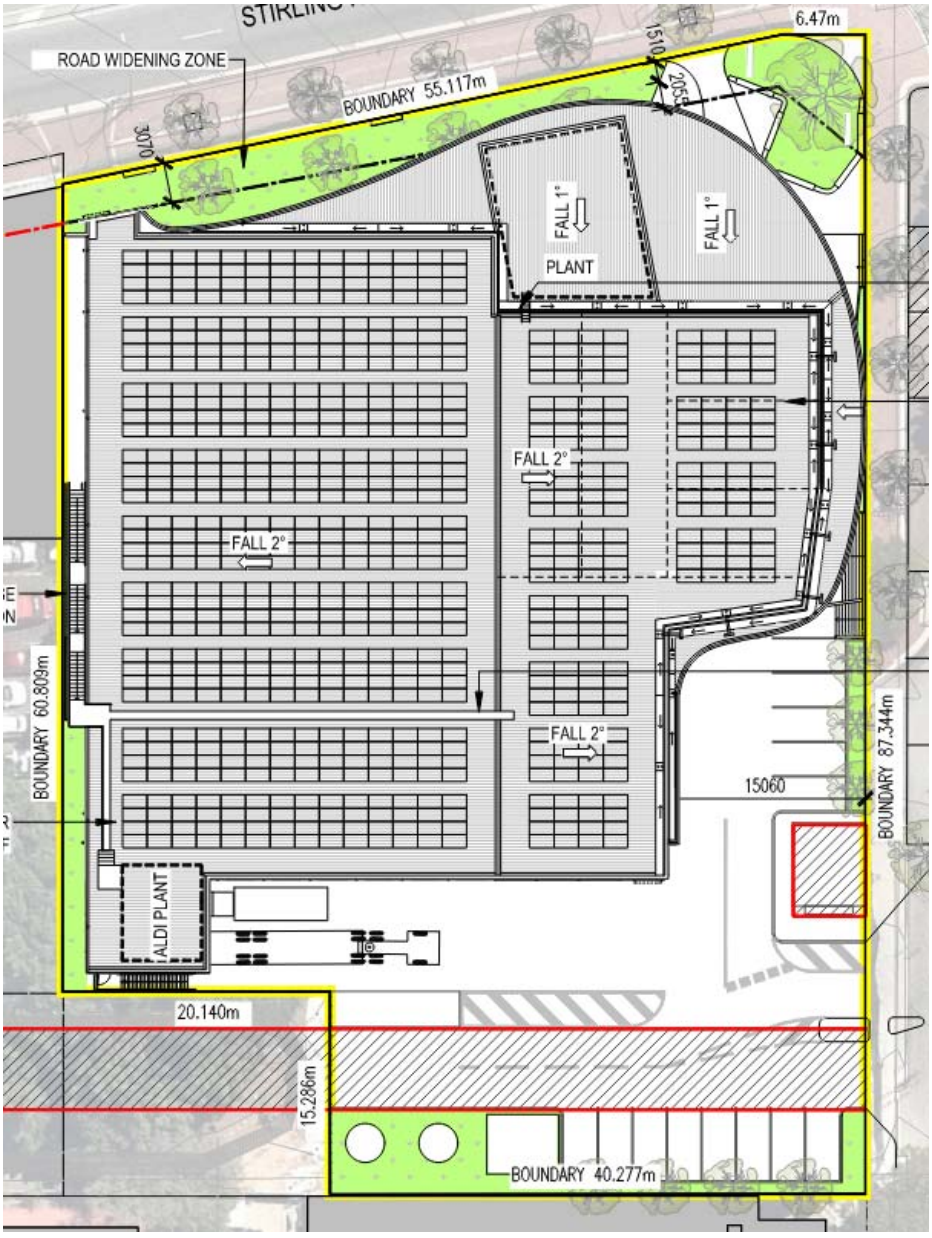
Renewable Energy

A 250kW solar Photo Voltaic (PV) system shall be installed on the roof of the development to reduce electrical demand and thereby reduce the overall impact of the local power infrastructure for the ALDI store.

Based on preliminary calculations the 250kW solar PV system should provide approximately 112% of the buildings energy consumption.

Solar Power - Energy Generation per year	291,557
% of Building's Energy	112%

Indicative layout of the solar panels shown below.



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Internal Lighting

It is proposed that 90% all lighting proposed will meet the maximum illumination power density (W/m^2) for the relevant building class requirements as per Table J7D3a of the NCC 2022 Vol 1.

Metering and Control

Electrical metering and sub-metering will be provided as part of the ALDI tenancy design and will be monitored by the Building Management System (BMS) for the ALDI store.

Fossil Fuels

The development is proposed to be an all-electric site with no gas connections to the development.

4.5 Stormwater Management

The project acknowledges that Council's guidelines recommend a project achieve Best Practice Water Sensitive Urban Design (WSUD) strategy.

A site-specific stormwater strategy and management plan will be developed for the site to accommodate a 1% AEP (Annual Exceedance Probability) rainfall event fully on site without any overflow into the road reserve or adjacent properties.

4.6 Indoor Environment Quality

Where practical, the design includes commitment to managing impacts to IEQ via façade design, passive thermal design response and hazardous materials management.

Façade Design

The building is designed with the entries and external glazed elements facing in a primarily North and Easterly direction but with canopies over. This allows for the storefront to have improved natural daylight entering the buildings with a reduction in solar load due to the awnings over and also a reduction in glare within the buildings.

To help achieve this result, glazing selection has been on achieving compliance with NCC 2022 Section J4-5 performance regarding U and SHGC values and also selecting glazing with a high visible light transmittance (VLT) to maximise daylight and thermal performance of the façade. An initial wall-glazing calculation has been completed for the building based on its location, orientation, building design and shading, and construction and glazing selections as per the ALDI generic G6 documentation. A copy of the preliminary Part J wall-glazing calculation is attached.

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Passive Thermal Design

The building design criteria will exceed the minimum performance criteria specified under the NCC 2022 requirements for the building fabric.

The proposed building will exceed minimum wall and glazing performance as specified under NCC 2022 Part J4-5. The standard construction of the floor and roof in the building will be a minimum 10% improvement over minimum NCC requirements.

The building is effectively shaded as follows for the proposed East, North and West glazing:

Class 6 (retail) 81% effectively shaded

The shading effectiveness is based on the depth of the external shading to glazing on these facades exceeding 25% of the height from the bottom of the glazing elements to the underside of the external shading. As the external glazing heights to the underside of the canopies are 3.4m the depth of the external shading needs to be a minimum of 0.85m. Please refer to the shading sketch in the Appendices for details on shading coverage.

Fresh Air Ventilation

To minimize energy consumption for the building, ALDI stores use CO2 sensors located on the selling floor to adjust fresh air levels within the building to ensure that fresh air levels are based on the occupancy within the building. ALDI maintains a CO2 level of 800 PPM CO_2 which equates to approximately a 50% increase in fresh air over NCC and Australian Standard minimums.

Exhaust of Pollutants

Ducted exhaust for all kitchens, laundries and toilets to the outside of the building will be provided and no recirculating hoods will be used.

Air Quality – Non-Residential

All paints, sealants and adhesives to be low VOC (Volatile Organic Compounds) to meet GBCA (Green Building Council of Australia) Green Star requirements and not contain Teflon.

All carpets to be low VOC (Volatile Organic Compounds) to meet GBCA (Green Building Council of Australia) Green Star requirements and not contain Teflon.

All engineered wood to meet maximum total indoor pollutant emission limits.

The reduction in VOC's within the building is to reduce off-gassing within the building and issues such as "sick Building syndrome" by improvement in the Indoor Air Quality of the building.

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Paints, Adhesives, Sealants, and Carpets

At least 95% of internally applied paints, adhesives, sealants (by volume) and carpets (by area) must meet stipulated 'Total Volatile Organic Compounds (TVOC) Limits' below.

Compliance can be demonstrated in the following ways:

- The product(s) are certified under a Recognised Product Certification Scheme listed in the 'Exposure to Toxins Product Certifications Schemes Index'. The certificate must be current at the time of purchase
- The product(s) are tested in a laboratory
- There are no paints, adhesives, sealants, and carpets in the building at practical completion

Total VOC limits

Paints, Adhesives and Sealants

Product category	Max. Total Volatile Organic Compounds (TVOC) content in grams per litre (g/L) of ready to use product
General purpose adhesives and sealants	50
Interior wall and ceiling paint, all sheen levels	16
Trim, varnishes, and wood stains	75
Primers, sealers, and prep coats	65
One and two pack performance coatings for floors	140
Acoustic sealants, architectural sealant, waterproofing membranes and sealant, fire retardant sealants and adhesives	250
Structural glazing adhesive, wood flooring and laminate adhesives and sealants	100

Carpets

Compliance option	Test protocol	Limit
ASTM D5116	ASTM D5116 - Total VOC limit*	limit* 0.5mg/m^2 per hour
	ASTM D5116 - 4-PC (4-Phenylcyclohexene) *	0.05mg/m^2 per hour
ISO 16000 / EN 13419	ISO 16000 / EN 13419 - TVOC at three days	0.5 mg/m^2 per hour
ISO 10580 / ISO/TC 219 (Document N238)	ISO 10580 / ISO/TC 219 (Document N238) - TVOC at 24 hours	0.5mg/m^2 per hour

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Engineered Wood Products

Either no new engineered wood products are used in the building, or at least 95% (by area) of all engineered wood products meet specified formaldehyde emission limits, as per the following page.

Where there are engineered wood products, compliance to emission limits can be demonstrated in two ways:

- The product(s) are certified under a recognised Product Certification Scheme. The certificate must be current at the time of purchase
- The product(s) are tested in a laboratory.

Formwork, car parking applications, and non-engineered wood products (such as milled timber) are excluded from the credit.

Test protocol	Emissions Limit / Unit of Measurement
AS/NZS 2269:2004, testing procedure AS/NZS 2098.11:2005 method 10 for Plywood	≤1mg/L
AS/NZS 1859.1:2004 - Particle Board, with use of testing procedure AS/NZS 4266.16:2004 method 16	≤1.5 mg/L
AS/NZS 1859.2:2004 - MDF, with use of testing procedure AS/NZS 4266.16:2004 method 16	≤1mg/L
AS/NZS 4357.4 - Laminated Veneer Lumber (LVL)	≤1mg/L
Japanese Agricultural Standard MAFF Notification No.701 Appendix Clause 3 (11) - LVL	≤1mg/L
JIS A 5908:2003- Particle Board and Plywood, with use of testing procedure JIS A 1460	≤1mg/L
JIS A 5905:2003 - MDF, with use of testing procedure JIS A 1460	≤1mg/L
JIS A1901 (not applicable to Plywood, applicable to high pressure laminates and compact laminates)	≤0.1 mg/m²hr*

Test protocol	Emissions Limit / Unit of Measurement
ASTM D5116 (applicable to high pressure laminates and compact laminates)	≤0.1 mg/m²hr
ISO 16000 part 9, 10 and 11 (also known as EN 13419), applicable to high pressure laminates and compact laminates	≤0.1 mg/m²hr (at 3 days)
ASTM D6007	≤0.12mg/m³**
ASTM E1333	≤0.12mg/m³***
EN 717-1 (also known as DIN EN 717-1)	≤0.12mg/m
EN 717-2 (also known as DIN EN 717-2)	≤3.5mg/m²hr

** The test report must confirm that the conditions of Table above comply for the particular wood product type, the final results must be presented in EN 717-1 equivalent (as presented in the table) using the correlation ratio of 0.98.

*** The final results must be presented in EN 717-1 equivalent (as presented in the table), using the correlation ratio of 0.98.

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Daylight Access

Based on Daylight calculations as per the Green Star Daylight Hand and Views Calculation Guide the building has the following percentage of the regularly used floor area with greater than 2% daylight.

Class 6 (retail) 28% with greater than 2% daylight

Calculations for the refurbishment have been undertaken in accordance with Green Star Daylight and Views Hand Calculation Guide.

This guide provides a hand calculation methodology for identifying areas within buildings which have high levels of daylight. To use the daylight hand calculation method the project must meet the following requirements:

- *The project must not overshadowed, in accordance with the overshadowing requirements outlined in section 2.1 of this guide;*

  And

- *The building glazing must have a visual light transmittance (VLT) of equal to or greater than 40% as outline in section 2.2 of this guide.*

  The foundation for this method of hand calculation is taken from the DETR Good Practice Guide 245, Desktop guide to daylighting - for architects.

  For this hand calculation method the glazing must have a visible light transmittance equal to, or greater than, 40%.

  The zone of compliance is an area (in the horizontal plane) that is the width of the window by a depth which is twice the height of the window head above desktop/table top level as illustrated in the Figure 2 below.

  $Depth\ of\ the\ Zone\ of\ Compliance = h \times 2$

  $'w'width\ of\ the\ Zone\ of\ Compliance = Width\ of\ the\ glazing$

  $Zone\ of\ Compliance = h \times 2 \times w$

  Additional Notes:

- *When plotting the depth of the Zone of Compliance the zone may not be drawn past permanent solid or glazed partitions.*
- *Any column or mullion < 0.5m in width can be disregarded and the glazing can be considered to be continuous in width.*
- *For the purposes of this hand calculation desktop/table top level is set at 700mm AFFL for all rating tools.*

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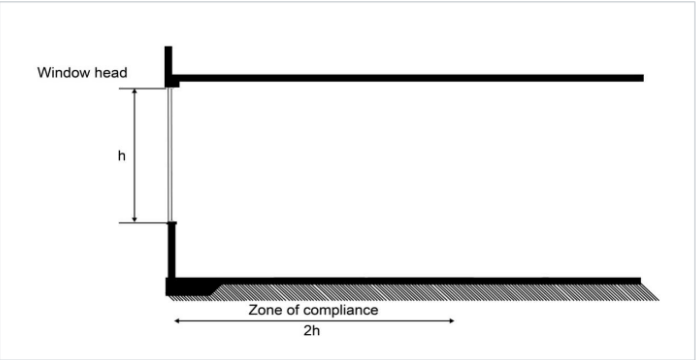
Figure 2: Dimensions for calculating the zone of compliance.



4.7 Sustainable Transport

As part of the sustainable developments for the site the following works are proposed for the site.

Cyclist Facilities

As part of the site development and to promote bicycle transport to the site it is proposed to provide eight (8) bicycle parking for the site. Also provided is one (1) shower and twenty lockers located within the ALDI tenancy which achieves compliance with councils aspirations of cyclist facilities for the ALDI store.

Electric Vehicle Charging

It is proposed to provide a minimum of six (6) electrical vehicle charging points for the development.

4.8 Waste Management

As part of the operation of the site the following specific waste streams have been identified as well as general waste and space for separation of the streams will be included onsite:

- General Waste
- Recycling Waste (Empty pallets, bottle trays, milk dollies, produce baskets and some plastic)
- Cardboard & Paper

4.9 Urban Ecology

Ecological Value

The ecological value of the site will not be any further diminished than is currently onsite.

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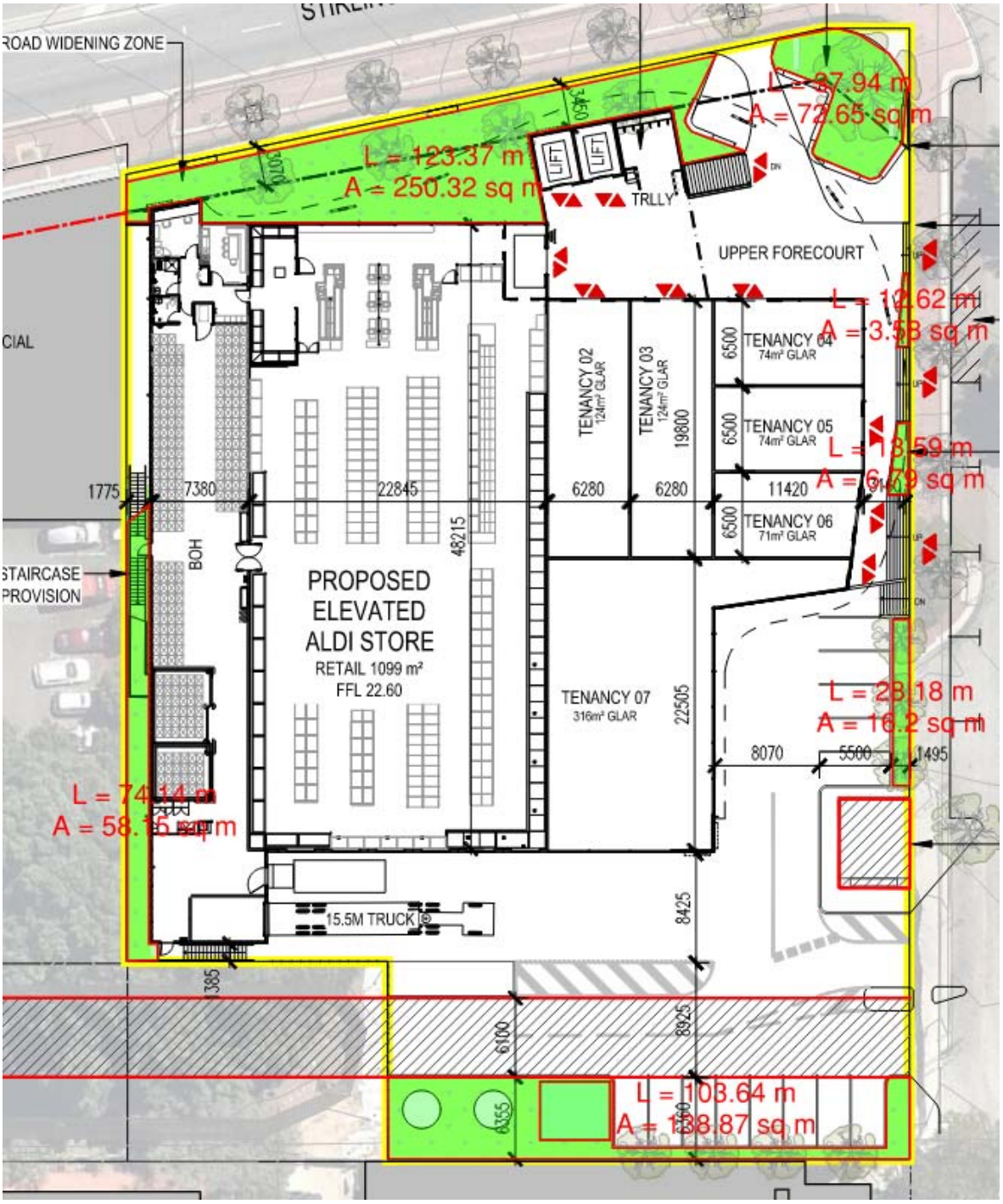
Vegetation Coverage

The development includes selection of native plant species and planter landscape in order to suit local ecology and reduce potable water demands and the site is proposing 11% vegetation over the entire site.



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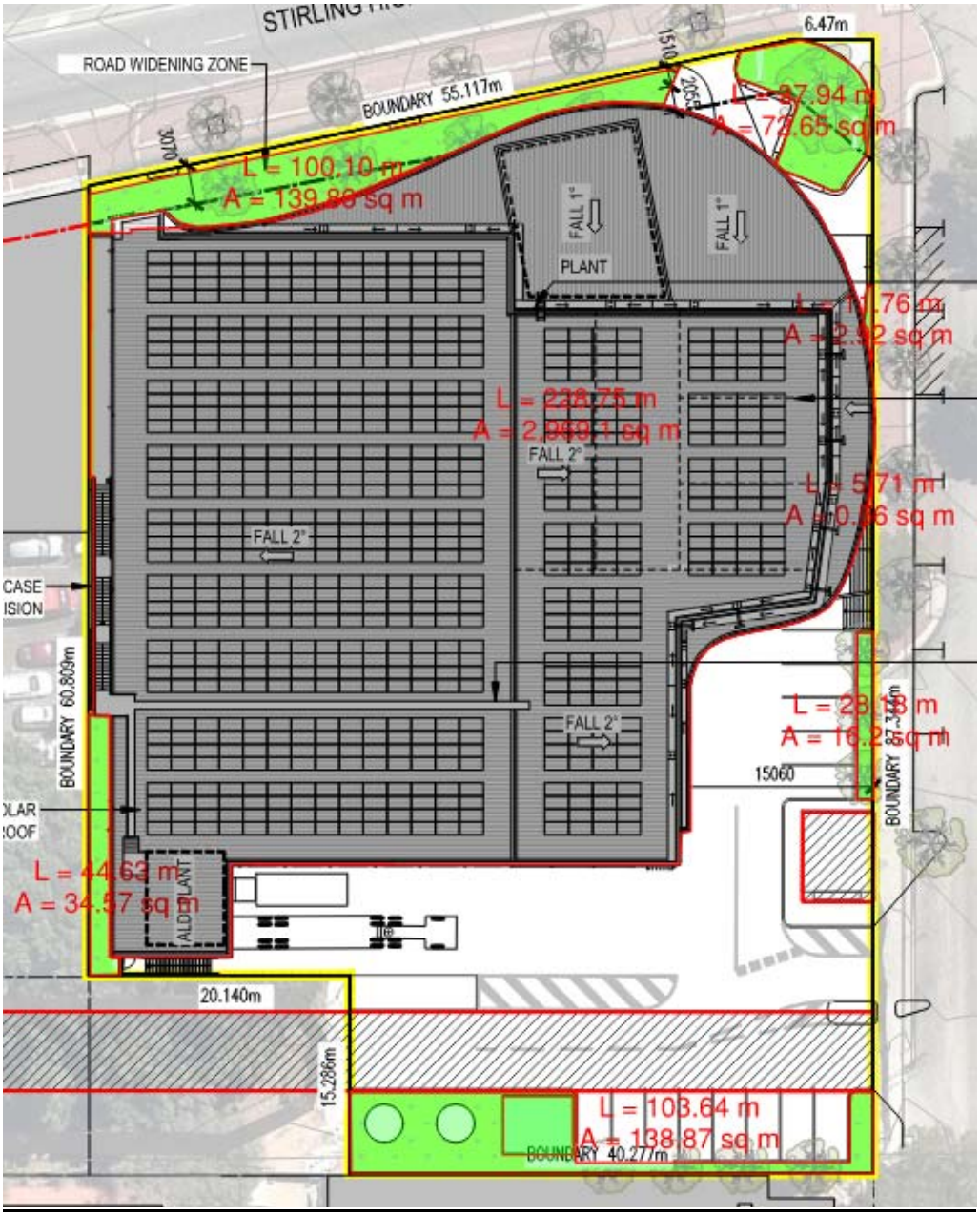
Urban Heat Island

To assist in the reduction of heat island effect 76% of the site is either landscaping, flat roof painted surfmist with a solar reflectivity index of 81 and solar PV panels.



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5 SUMMARY

This report sets out a range of sustainable design features, which are integrated into the design and specification of the proposed development, in order to improve environmental outcomes during occupation.

In terms of performance outcomes, the analysis presented in this report demonstrates that, based on the combination of design features and services initiatives documented, the proposed development addresses the items raised the City of Nedlands response and demonstrates that a holistic ESD review has been undertaken during this project's design development stage.

Accordingly, the sustainable design outcomes from the proposed development are considered to be consistent with the ESD objectives of the City of Nedlands Planning Policies for a development of this scale and type.

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6 RESPONSIBILITY MATRIX

The matrix below provides a format showing the responsibility for each item proposed as part of the SMP response and how these initiatives will be maintained over time.

6.1 Management

	Implementation	Ongoing Management	Maintenance	Monitoring
Metering	Services engineers to document, Builder to install as per documentation.	Tenant	Tenant	ALDI
Daylight	Architect to document, Builder to install as per documentation.	Tenant	Tenant	No monitoring required.

6.1 Water Efficiency

	Implementation	Ongoing Management	Maintenance	Monitoring
WELS Rated Fittings	Architect to document, Builder to install as per documentation.	Tenant to ensure the WELS rating are maintained in the development	Tenant	No monitoring required.
Landscape Irrigation	Landscape architect to document, Builder to install as per documentation.	Tenant to ensure the operation is maintained in the development	Tenant	Tenant
Water Efficient Landscaping	Landscape architect to document, Builder to install as per documentation.	Tenant to ensure the plant selection are maintained in the development	Tenant	Tenant

6.2 Energy Efficiency

	Implementation	Ongoing Management	Maintenance	Monitoring
Lighting	Builder to document and install as per AS	Tenant to ensure that all new lighting is	Tenant	Tenant

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	1680	designed to AS 1680		
Windows and shading to Building	Architect to document, Builder to install as per documentation.	No ongoing management required	Tenant	No monitoring required.
Building Insulation	Architect to document, Builder to install as per documentation.	No ongoing management required	Tenant	As part of maintenance works Tenant to ensure that insulation meets documentation.
Door & Window Seals	Architect to document, Builder to install as per documentation.	No ongoing management required	Tenant	Tenant to monitor condition of seals
High Performance Windows	Architect to document, Builder to install as per documentation.	No ongoing management required	Tenant	Tenant to ensure that any new glazing does not compromise the performance of the existing.
HVAC Systems	Mechanical engineer to document, Builder to install as per documentation.	Tenant to ensure that the HVAC design criteria is maintained.	Tenant	Tenant to ensure that any new HVAC works does not compromise the performance of the existing systems.
Photo Voltaic System	ALDI to document and install as proposed.	ALDI to ensure that the ongoing system meets the design capacity.	ALDI	ALDI
Metering	Services engineers to document, Builder to install as per documentation.	ALDI to ensure that the metering design is maintained.	ALDI	ALDI to ensure that any new works does not compromise the performance of the existing systems.

6.3 Stormwater Management

	Implementation	Ongoing Management	Maintenance	Monitoring
Stormwater Works	Builder to document and install as per	Tenant to ensure documented works are	Tenant	Tenant to ensure documented works are

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	documentation.	maintained in the development		maintained in the development
Site Permeability	Architects to document. Builder to install as per documentation	No ongoing management required	Tenant	As part of maintenance works, the tenant's landscaping / permeability is maintained.

6.4 Indoor Environmental Quality

	Implementation	Ongoing Management	Maintenance	Monitoring
Heat Island	Architect to document, Builder to install as per documentation.	Tenant	Tenant	No monitoring required.
Shading	Architect to document, Builder to install as per documentation.	Tenant	Tenant	No monitoring required.
Fresh Air	Mechanical engineer to document, Builder to install as per documentation.	Tenant	Tenant	Tenant
Low VOC	Architect to document, Builder to install as per documentation.	Tenant	Tenant	No monitoring required.
Daylight	Architect to document, Builder to install as per documentation.	Tenant	Tenant	No monitoring required.

6.5 Transport

	Implementation	Ongoing Management	Maintenance	Monitoring
Cyclist Facilities	As per traffic report. Architect to document and Builder to install.	Tenant	Tenant	Tenant
Electric Vehicle Charging	Electrical engineer to	Tenant	Tenant	Tenant

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	document, Builder to install as per documentation.			

6.6 Waste Management

	Implementation	Ongoing Management	Maintenance	Monitoring
Waste Management During Operation	As per Waste Management Report. Tenant to implement	Tenant	No maintenance required	Tenant

6.7 Urban Ecology

	Implementation	Ongoing Management	Maintenance	Monitoring
Landscaping	Architects to document. Builder to install as per documentation	Tenant to maintain landscaping as per landscape design.	Tenant	Tenant to ensure that the landscape maintains the intent of the original design.
Tap and Drainage	Builder to document and install as per documentation	Tenant	Tenant	Tenant

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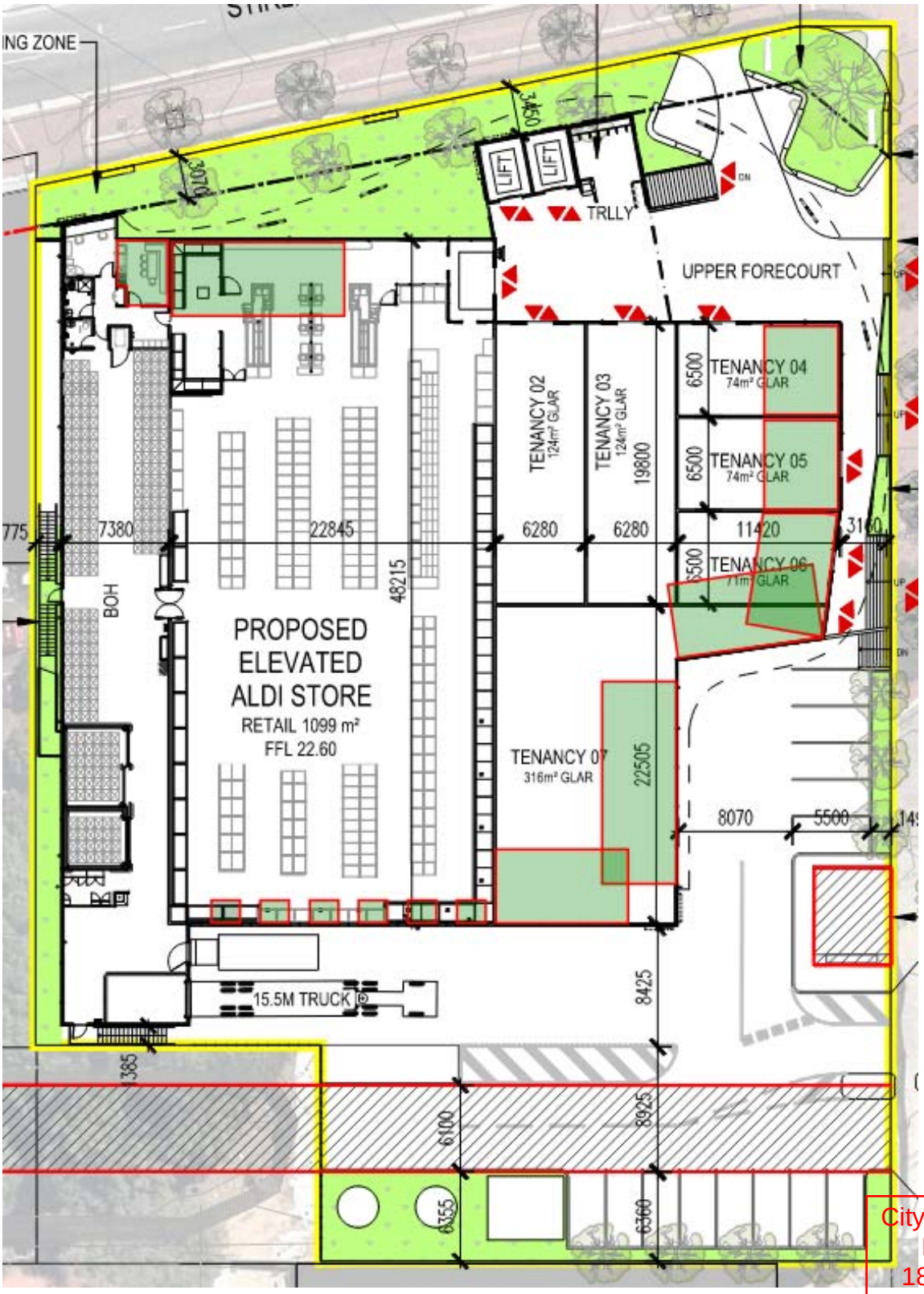
7 APPENDIX

7.1 Daylight Penetration Sketch



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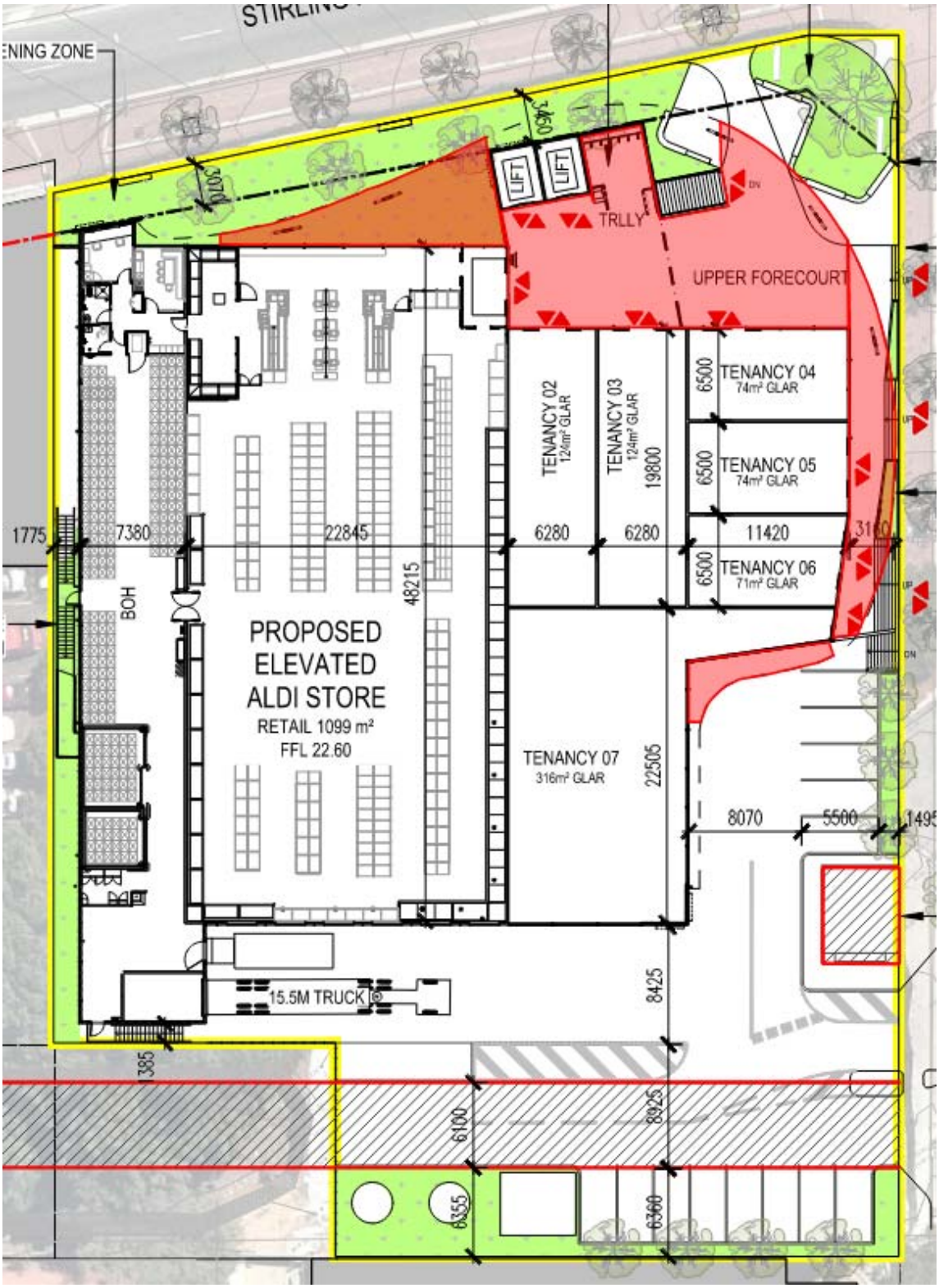
7.2 Effective Shading Sketch



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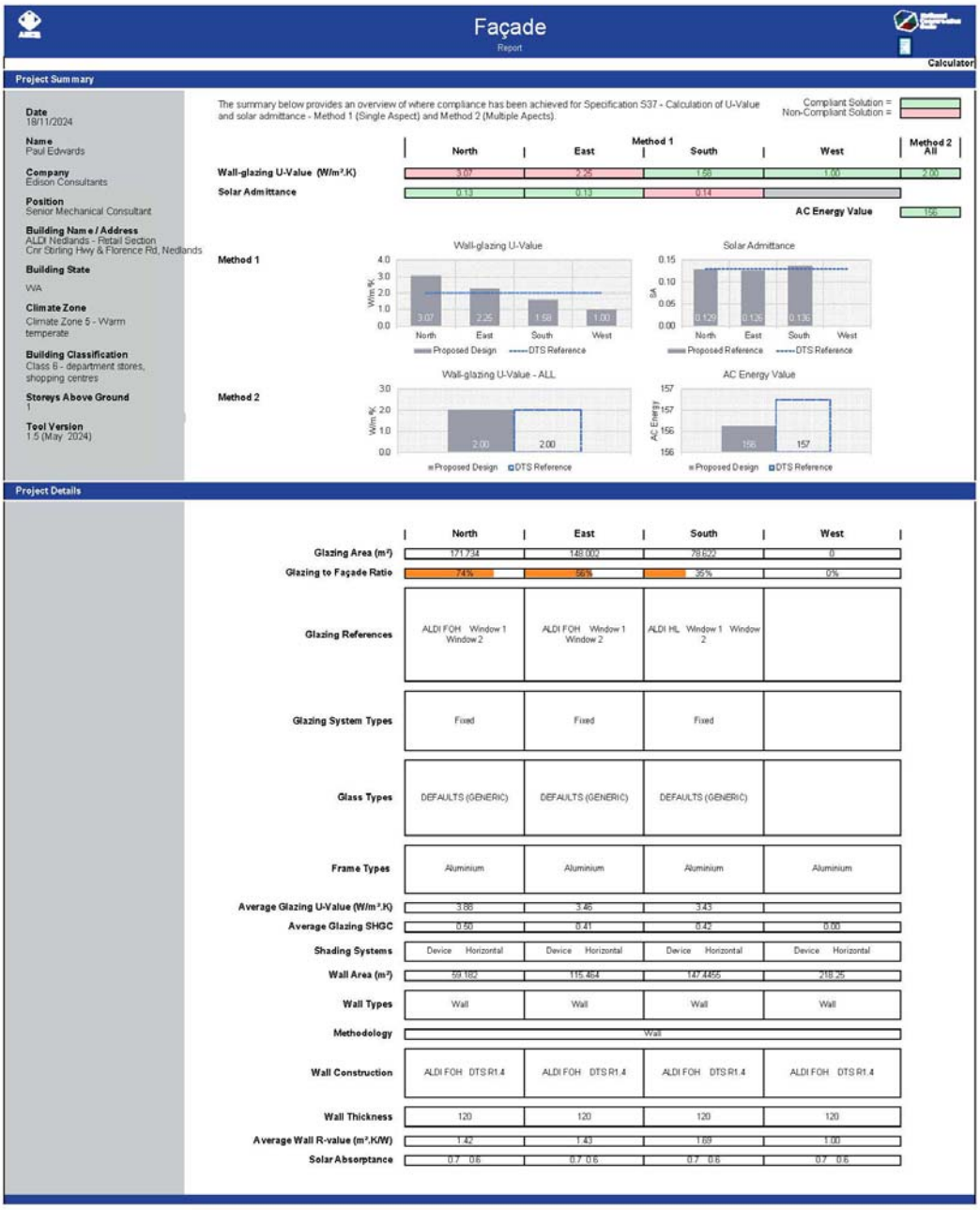
7.3 NCC 2022 Wall-Glazing Calculator



Façade
Report
Calculator

Project Summary

The summary below provides an overview of where compliance has been achieved for Specification S37 - Calculation of U-Value and solar admittance - Method 1 (Single Aspect) and Method 2 (Multiple Apects).

Compliant Solution =
Non-Compliant Solution =

Date 18/11/2024
Name Paul Edwards
Company Edison Consultants
Position Senior Mechanical Consultant
Building Name / Address ALDI Nedlands - Retail Section, Cnr Stirling Hwy & Florence Rd, Nedlands
Building State WA
Climate Zone Climate Zone 5 - Warm temperate
Building Classification Class 6 - department stores, shopping centres
Storeys Above Ground 1
Tool Version 1.5 (May '2024)

	Method 1 North	Method 1 East	Method 1 South	Method 1 West	Method 2 All
Wall-glazing U-Value (W/m².K)	3.07	2.25	1.58	1.00	2.00
Solar Admittance	0.13	0.13	0.14		
AC Energy Value					156

Method 1

Method 2

Project Details

	North	East	South	West
Glazing Area (m²)	171.734	148.002	78.622	0
Glazing to Façade Ratio	74%	56%	35%	0%
Glazing References	ALDI FOH Window 1 Window 2	ALDI FOH Window 1 Window 2	ALDI HL Window 1 Window 2	
Glazing System Types	Fixed	Fixed	Fixed	
Glass Types	DEFAULTS (GENERIC)	DEFAULTS (GENERIC)	DEFAULTS (GENERIC)	
Frame Types	Aluminium	Aluminium	Aluminium	Aluminium
Average Glazing U-Value (W/m².K)	3.68	3.46	3.43	
Average Glazing SHGC	0.50	0.41	0.42	0.00
Shading Systems	Device Horizontal	Device Horizontal	Device Horizontal	Device Horizontal
Wall Area (m²)	59.182	115.464	147.4455	218.25
Wall Types	Wall	Wall	Wall	Wall
Methodology	Wall			
Wall Construction	ALDI FOH DTS R1.4	ALDI FOH DTS R1.4	ALDI FOH DTS R1.4	ALDI FOH DTS R1.4
Wall Thickness	120	120	120	120
Average Wall R-value (m².K/W)	1.42	1.43	1.69	1.00
Solar Absorptance	0.7 0.6	0.7 0.6	0.7 0.6	0.7 0.6

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ALDI, NEDLANDS

landscape concept | November 2024 [D]

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PLAN E

01 | LANDSCAPE CONCEPT PLAN - SITE PLAN & CAR PARK

LEGEND

01 Existing Red Brick paving to streetscape retained.

02 Grey paving to emergency egress pathway.

03 New trees to replicate existing Stirling Highway trees for establishment, prior to road widening - located within planted green buffer with hardy native shrubs.

04 Shade tolerant, low water use species to garden bed beneath roof overhang.

05 Community 'Parklet' with 'on-grade' access, integrated signage wall, 'built-in' bench seating, outdoor furniture, and Feature Unit Paving.

06 Proposed additional verge greening to Stirling Highway - garden beds set back 500mm from back of kerb to increase root zone and water infiltration to street trees. Creates a buffer between Highway traffic and pedestrian footpath.

07 Poor quality existing street trees to Stirling Highway, to be replaced with new semi-mature trees from City of Nedlands preferred species list eg. *Cupaniopsis anacaroides*.

08 Additional street tree in new planted tree well to Stirling Highway.

09 Existing *'Chinese Tallow'* street trees along Florence Road, to be retained and protected.

10 Main pedestrian entry point - direct access from Florence Road.

11 New *'Chinese Tallow'* street tree to match existing.

12 New electrical substation and enclosure with matching red brick paving surrounds to 'embed' new development into existing streetscape.

13 Vehicular entry point from Florence Road with new concrete crossover and linemarking.

14 Existing retaining wall to western boundary of site, with new colorbond fence - Landscape opportunity for shade tolerant plant species at carpark ground level.

15 Proposed easement to facilitate future connection to Dalkeith Road.

16 Insitu concrete access to fire tanks and pump, with low native plants.

17 Existing neighbouring drainage basin with significant trees and vegetation.

18 Carpark landscaping opportunity - low native planting with evergreen trees, and area of structural and amended soil to carpark trees.

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PLAN E

LANDSCAPE ARCHITECTS

LEVEL 1 278 RAILWAY PDE WEST LEEDERVILLE WA 6007
T: (08) 9388 9566 E: mail@plane.com.au

ALDI, NEDLANDS / LANDSCAPE CONCEPT

PREPARED FOR ALDI STORES
NOVEMBER 2024

C1.101

REV D
1:500 @ A3

0 5 10 15 25m

© PLAN E

02 | LANDSCAPE CONCEPT PLAN - UPPER LEVEL

LEGEND

01 Existing Red Brick paving to streetscape retained.

02 Poor quality existing street trees to Stirling Highway, to be replaced with new semi-mature trees from City of Nedlands preferred species list eg. *Cupaniopsis anacaroides*.

03 Additional street tree in new planted tree well to Stirling Highway.

04 Proposed additional verge greening to Stirling Highway - garden beds set back 500mm from back of kerb to increase root zone and water infiltration to street trees. Creates a buffer between Highway traffic and pedestrian footpath.

05 New trees to replicate existing Stirling Highway trees for establishment, prior to road widening - located within planted green buffer with hardy native shrubs.

06 Shade tolerant, low water use species to garden bed beneath roof overhang.

07 Community 'Parklet' with integrated signage wall, seating and outdoor furniture, and Feature Unit Paving.

08 Plinth sign to prominent corner, enhanced with feature iconic native planting.

09 Large feature tree to prominent corner - landmark and orientation opportunity while creating shade for Community 'Parklet'. Species to be selected from City of Nedlands preferred list with open canopy to maintain sightlines eg. *Jacaranda mimosaefolia.*

10 Stair access between Upper Forecourt and undercroft carpark.

11 Insitu coloured concrete to Upper Forecourt.

12 Direct access from Florence Road to Upper Forecourt Level.

13 Integrated Planter Boxes to Upper Forecourt with shade tolerant, water wise plant species.

14 Stair access from Florence Road to Upper Forecourt and Retail opportunities - high quality insitu concrete (coloured).

15 Emergency egress staircase and rooftop access provision.

City of Nedlands
Received
18 November
2024

PLAN E

LANDSCAPE ARCHITECTS

LEVEL 1 278 RAILWAY PDE WEST LEEDERVILLE WA 6007
T: (08) 9388 9566 E: mail@plane.com.au

ALDI, NEDLANDS / LANDSCAPE CONCEPT

PREPARED FOR ALDI STORES
NOVEMBER 2024

C1.102

REV D
1:500 @ A3

0 5 10 15 25m

© PLAN E

03 LANDSCAPE CONCEPT PLAN - DETAIL - COMMUNITY 'PARKLET'

LEGEND

01 Existing Red Brick paving to streetscape retained.

02 Poor quality existing street trees to Stirling Highway, to be replaced with new semi-mature trees from City of Nedlands preferred species list eg. *Cupaniopsis anacaroides*.

03 Additional street tree in new planted tree well to Stirling Highway.

04 New trees to replicate existing Stirling Highway trees for establishment, prior to road widening - located within planted green buffer with hardy native shrubs.

05 Shade tolerant, low water use species to garden bed beneath roof overhang.

06 Community 'Parklet' with integrated signage wall, 'built-in' beanch seating, outdoor furniture, and low seating walls to enclose and frame seating area. Feature Unit paving to respite area to distinguish from main pedestrian movement.

07 Large feature tree to prominent corner - landmark and orientation opportunity while creating shade for Community 'Parklet'. Species to be selected from City of Nedlands preferred list with open canopy to maintain sightlines eg. *Jacaranda mimosaefolia.*

08 WA Wildflower Display Garden to 'Parklet' corner to provide seasonal colour and texture.

09 Plinth sign to prominent corner, enhanced with feature iconic native planting to base.

10 Seat Wall RL+ 23.05.

11 Insitu coloured concrete to Upper Forecourt.

12 Direct access from Stirling Highway and Florence Road to Upper Forecourt Level.

LEGEND

- Permanent Irrigation to all garden beds and tree planting.

- Soil Conditioner to all garden beds and tree planting.

- Organic mulch to be coarse hardwood only.

- Organic soil to tree wells minimum 600mm deep amended soil below mulch.

- Native tree and plant species selection: Low water use requirements | Visual connection to existing Nedlands street character | Reinforce site context.

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04 | LANDSCAPE THEME / CHARACTER

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NTS

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05 | PLANTING PALETTE

Myoporum parvifolium 'Yareena'

Grevillea 'Gin Gin Gem'

Acacia lasiocarpa prostrate

Grevillea 'Green Carpet'

Acacia cognata 'Limelight'

Westringia 'Low Horizon'

Casuarina 'Cousin It'

Calistemon 'Great Balls of Fire'

Lomandra 'Lime Tuff'

Anigozanthos 'Gold Velvet'

Adenanthos sericeus 'Compact'

HIbbertia scandens

Acacia 'Honey Bun'

Grevillea 'RSL Spirit of Anzac'

Ficus pumila

Anigozanthos 'Everlasting Red'

Viburnum 'Dense Fence' (Shade)

Liriope 'Just RIght' (Shade)

ALL TREES ARE NOT PREFERRED REPRODUCTIVE HOST OR SUSCEPTIBLE TO POLYPHAGOUS SHOT-HOLE BORER
(DEPARTMENT OF PRIMARY INDUSTRIES AND REGIONAL DEVELOPMENT - JUNE 2024)

Jacaranda mimosaefolia

Cupaniopsis anacaroides
(Carpark & Stirling Highway Trees)

Sapium sebiferum
(to match existing on Florence Rd)

City of Nedlands
Received
18 November
2024

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LANDSCAPE ARCHITECTS

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Design for a better *future* /

Aldi Stores (a Limited Partnership)

Lots 3, 4 and 5 (90) Stirling Highway, Nedlands

Traffic Impact Assessment

wsp

October 2024

Question today
Imagine tomorrow
Create for the future

Lots 3, 4 and 5 (90) Stirling Highway, Nedlands
Traffic Impact Assessment

Aldi Stores (a Limited Partnership)

WSP
Lvl 3, Mia Yellagonga Tower 2, 5 Spring St
Perth WA 6000
PO Box 7181
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Tel: +61 8 9489 9700
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Rev	Date	Details
D	23/10/2024	Revised Background Traffic Analysis

	Name	Date	Signature
Prepared by:	Fiona Banh	24/10/2024	
Reviewed by:	Jacob Martin	24/10/2024	
Approved by:	Agatha Yii	24/10/2024	

WSP acknowledges that every project we work on takes place on First Peoples lands.
We recognise Aboriginal and Torres Strait Islander Peoples as the first scientists and engineers and pay our respects to Elders past and present.

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1 Introduction

WSP has been commissioned by ALDI Stores (the 'Client') to prepare a Transport Impact Assessment (TIA) in support of the proposed redevelopment of Lots 3, 4 & 5 (90), Stirling Highway (the 'Site'), comprising a new retail centre (including an ALDI store).

This report describes the results of multi-modal transport impact and parking assessment for the proposed development, focusing on traffic operations, circulation, and car parking utilisation, and including intersection operations with the boundary road network.

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

2 Site conditions

2.1 Site Location and Land Use

The subject site is a 4,660m² parcel of land historically occupied by a shopping centre, estimated to occupy approximately 1,617m² of retail floor area, and located on the south-west corner of the Stirling Highway / Florence Road intersection in Nedlands, and bounded by these two roads.

The site is also located immediately west of the existing Captain Stirling Hotel. The new retail centre replaces the Captain Stirling Shopping Centre which previously included an IGA supermarket and a range of specialty retail shops. This use has subsequently been cleared, and thus the Site is currently vacant.

The site is located within a 'Mixed Use' zone under City of Nedlands Planning Scheme.

Land uses surrounding the subject site comprise a mixture of residential, commercial and retail land uses.

The location of the subject site in the context of the surrounding road network is shown in Figure 2.1.

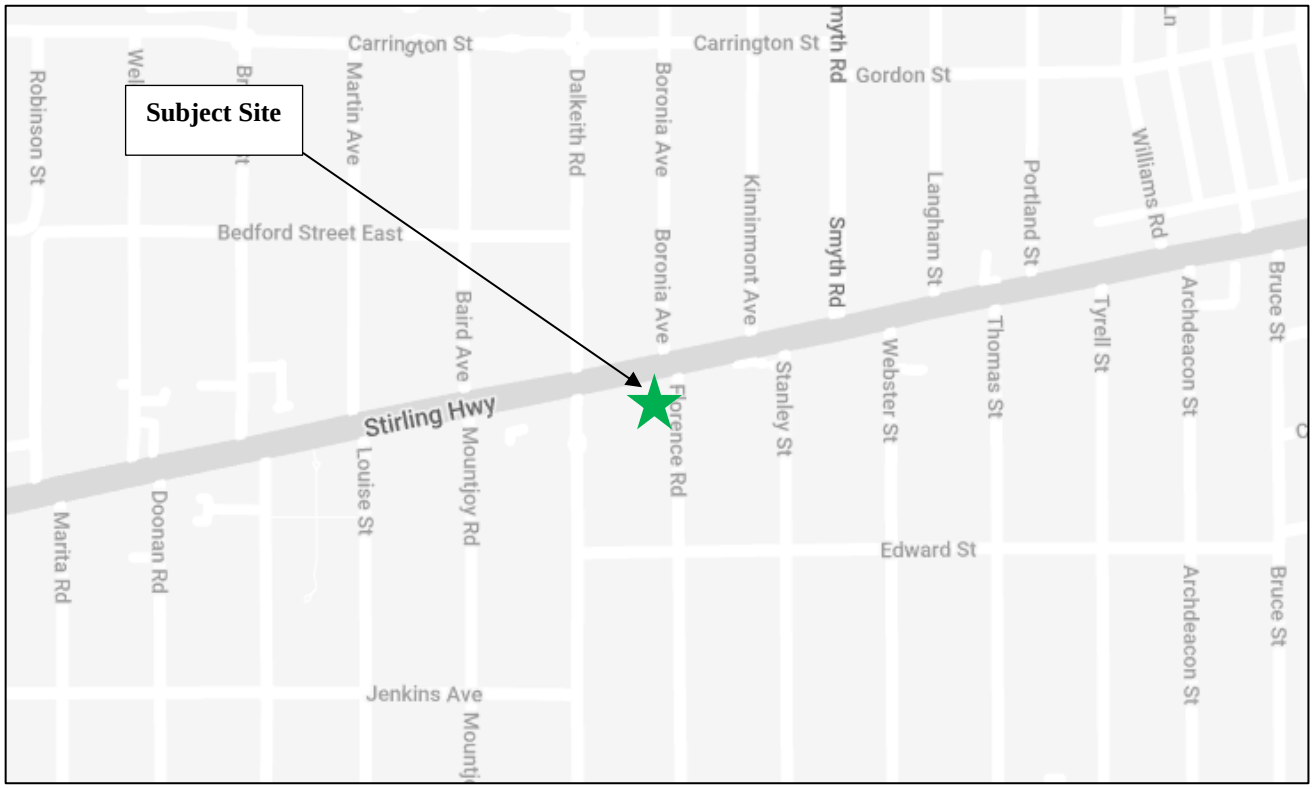


Figure 2.1 Site location

Source: https://travelmap.mainroads.wa.gov.au/

2.2 Road Network

A summary of the local road network and its key features is provided in Table 2.1 and shown in

Table 2.1 Local road network

	Stirling Highway	Florence Road
Jurisdiction	MRWA	Local Government
Hierarchy	Primary Distributor	Access Road
Speed limit (km/h)	60	50
Carriageway Width (m)	14.0m	6.2m
Number of lanes	4, with painted central median	2
Traffic controls	Signalised intersection at Dalkeith Road	Stop at Stirling Highway
On-street parking	None	Indented kerbside along west side and kerbside along east side
Pedestrian facilities	Footpath along both sides	Footpath along both sides
Bicycle facilities	None	None

Figure 2.2 Existing road network

Source: MRWA Information Mapping System

2.3 Pedestrian and Cycle Networks

The existing road network within the vicinity of the subject site provides reasonable pedestrian accessibility in the form of footpaths, pram ramps and pedestrian crossings. This allows future building occupants and users to safely walk to the key nodes, including public transport stops.

Whilst there is no dedicated cycling facility in the vicinity of the site, there is a Safe Active Street that runs along Elizabeth Street and Jenkins Street to the south of the site, providing a high-quality on-road facility parallel to Stirling Highway.

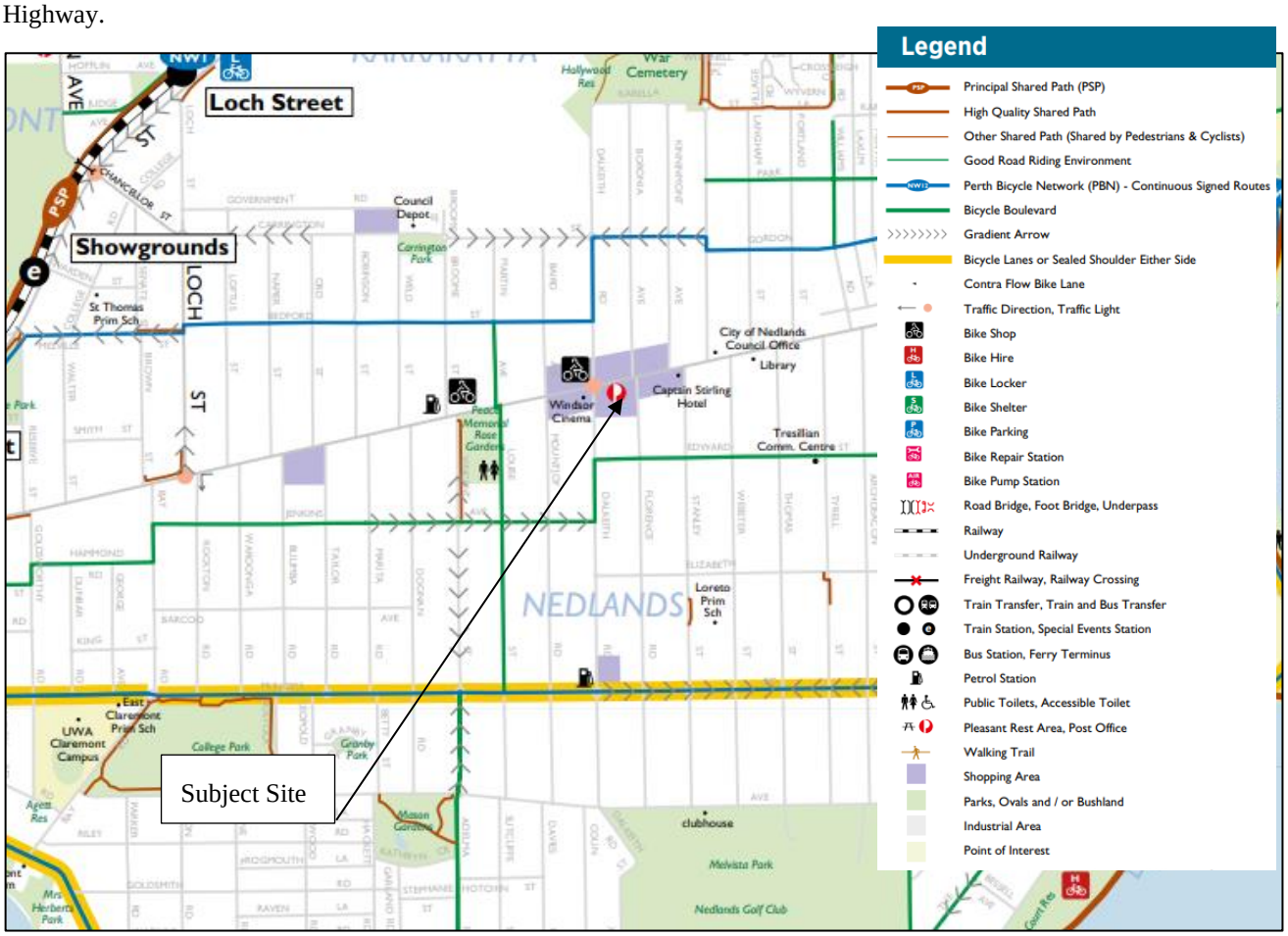


Figure 2.3 Perth, Fremantle and Stirling: Perth bike map

Source: Department of Transport

2.4 Public Transport Facilities

The subject site is well situated to take advantage of the local public transport network, including a number of bus services operating along Stirling Highway which provides a connection to the broader metropolitan public transport network.

Bus Routes 103, 995, 998 and 999 operates along Stirling Highway providing connectivity to Fremantle Bus Station, Murdoch Station, Curtin University Campus, Morley Train Station, Elizabeth Quay Bus Station and the wider network.

The nearest bus stop is located along Stirling Highway immediately opposite the subject site and services bus routes 103, 995 and 998.

2.5 Crash History

A review of crash history along Stirling Highway and Florence Road has been undertaken for the five-year period between 2019-2023, in the vicinity of the proposed access points. None of the crashes recorded within this period involved pedestrians or cyclists. A summary of the crashes is represented in the figure and table below.

Figure 2.4 Crash locations

Table 2.2 Crash location details

Location	Date	Time	Severity	Crash Type	Other Users Involved
Edward Street & Florence Road	04/05/2021	11:50	PDO Minor	Right Angle	Two vehicles
Stirling Highway between Florence Road and Kinninmont Avenue	12/03/2019	13:00	PDO Major	Rear End	Three vehicles
	20/03/2022	22:15	PDO Major	Sideswipe Same Direction	One vehicle
	06/06/2023	7:00	PDO Major	Sideswipe Same Direction	None
	21/11/2022	13:35	PDO Major	Sideswipe Same Direction – Involving Overtaking	Three vehicles
	22/10/2023	9:50	Medical	Rear End	Three vehicles
	13/03/2023	15:30	PDO Major	Sideswipe Same Direction – Involving Overtaking	Two vehicles

Location	Date	Time	Severity	Crash Type	Other Users Involved
Stirling Highway at Florence Road	09/08/2022	11:45	PDO Major	Right Angle	Two vehicles
	30/11/2021	16:00	PDO Major	Rear End	None
	13/02/2019	9:15	Medical	Rear End	Two vehicles
	05/07/2019	17:05	PDO Major	Right Angle	Two vehicles
	23/12/2019	16:40	PDO Major	Sideswipe Same Direction – Involving Overtaking	Two vehicles
	27/01/2021	1:30	Hospital	Rear End	Two vehicles
	19/06/20221	13:10	PDO Major	Right Angle	Two vehicles
	10/07/2021	9:00	PDO Minor	Rear End	Two vehicles
Stirling Highway between Boronia Avenue and Dalkeith Road	20/07/2021	17:35	PDO Minor	Sideswipe Same Direction – Involving Overtaking	Two vehicles
	31/08/2023	12:00	Medical	Sideswipe Same Direction – Involving Overtaking	Three vehicles

There are a total of 17 crashes within the crash review area; crashes on the Boronia Avenue approach to the Stirling Highway intersection are considered to be outside of the influence of the proposed development and have been excluded from the review.

The majority of the crashes involve sideswipe and rear ends which is typical along major roads of this nature.

While the incidence of crashes is not considered to be inconsistent with the local traffic environment, it is understood that future modifications to Stirling Highway (see section 3.1 below), including the construction of a solid median at Florence Road, would eliminate some of the more serious crash types at this location – namely the sideswipe and right-angle crashes.

Insofar as this will redistribute traffic to the controlled Stirling Highway / Dalkeith Road signalised intersection, this is expected to result in a reduced crash risk for the corridor.

3 Changes to surrounding transport networks

3.1 Road Network

It is understood that the following changes are proposed to the road network in the vicinity of the site:

- Boronia Avenue restricted to left-in and left-out
- Florence Road restricted to left-in and left-out
- Stanley Street restricted to left-in, left-out, and right-in

These changes are reflected in Figure 3.1 below

- The potential for a rear laneway on the southern boundary of the subject site - connecting Florence Road and Dalkeith Road as per Local Planning Policy 4.2: Dalkeith Road to Stanley Street Laneway

Main Roads WA has a long-term plan to upgrade Stirling Highway (Stirling Highway Access Corridor Study – SHACS), including installing signals at Stirling Highway and Smyth Road intersection.

- As part of these future upgrades, Main Roads WA have plans for rationalisation of the Stirling Highway road reserve. The proposed turning restrictions Florence Road and Stanley Street are consistent with this plan.

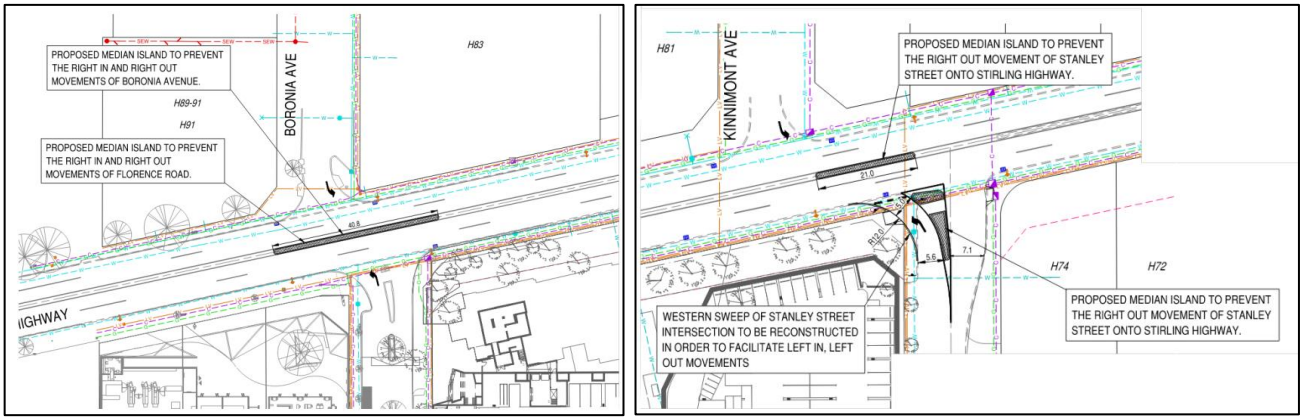


Figure 3.1 Proposed modifications to Stirling Hwy / Florence St (left) and Stirling Hwy / Stanley St (right)

Source: Nedlands Square TIA (Cardno now Stantec, 2022)

3.2 Public Transport

No changes to existing public transport services are currently proposed.

3.3 Pedestrian / Cycling Network

There are no changes proposed as part of the development, other than pedestrian access/connections from the subject site to the frontage roads (Florence Road and Stirling Highway).

The Department of Transport's Long Term Cycling Network (LTCN) defines the future planning for strategic cycling in Perth. While proposed links within the City of Nedlands have not been endorsed, a network has been proposed and its status evaluated by the DoT (Figure 3.2). All routes in the vicinity of the Site have been identified as Local Routes.

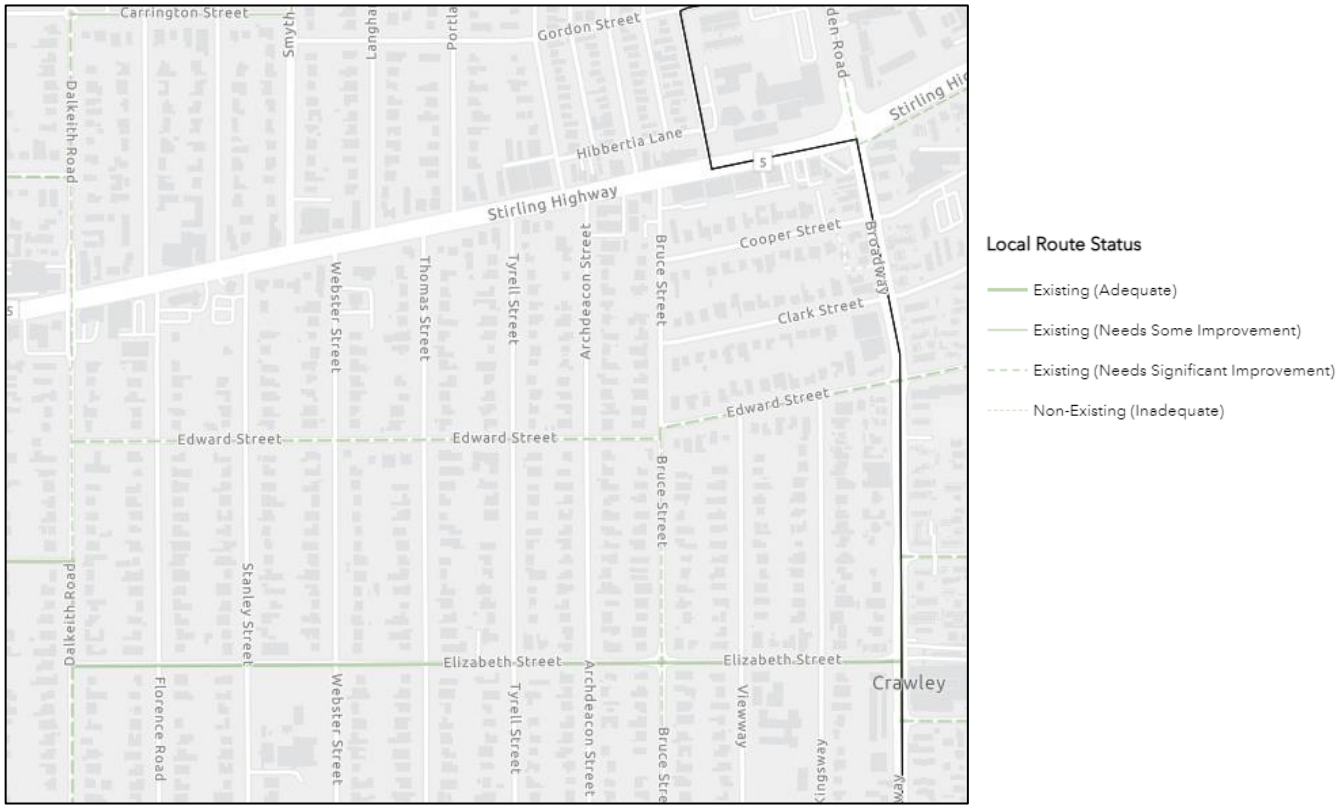


Figure 3.2 Route status (LTCN)

The LTCN shows the proposed Edward Street Safe Active Street (SAS) as 'Existing (needs significant improvement)'; to be completed in the future. North-south connection would ultimately be provided along Dalkeith Road. Access to the Site would therefore be improved in future once the rear laneway is complete (between Florence Road and Dalkeith Road) to the rear of the Site.

4 Integration with surrounding area

4.1 Surrounding Generators

The proposed development is retail/commercial use and as such is consistent with both former and future land uses proposed for the Precinct, as well as existing land uses in the immediate surroundings.

Most traffic generators will be the surrounding residential area, office employees, as well as activity from the nearby University of Western Australia.

4.2 Proposed Changes to Surrounding Land Uses

East of Florence Road, Nedlands Square is proposed to be developed with a number of mixed uses, including Hotel and retail specialty shops.

There are no other planned changes to land uses in the surrounding area in the short term, however the Site is located within a Mixed Use corridor with increased density permitted under the City's Local Planning Scheme No. 3. As such, development can be considered likely along Stirling Highway, to be introduced gradually over the coming years.

4.3 Level of Accessibility

The existing road network within the vicinity of the subject site provides a reasonably good road accessibility and pedestrian accessibility in the form of footpaths, pram ramps and pedestrian crossings. This allows for safe travel to key nodes, including public transport stops.

The existing bus routes are only a short walk from the site and will service the proposed development well; providing suitable travel alternatives, particularly for employees of the proposed development.

5 Development proposal

5.1 Proposed Land Uses

The proposal seeks to redevelop the subject site replacing the historical shopping centre with a new retail/commercial centre comprising ALDI store and a number of small-scale retail/commercial tenancies at Lots 3, 4 & 5 (90) Stirling Highway, Nedlands.

Based on drawings prepared by Nielsen Architects dated August 2024 (see Appendix A), the subject site is proposed to consist of the following summarised in Table 5.1. This represents a minor decrease in retail floor area (from 1,617m^2 to 1,566m^2), but with the addition of a commercial tenancy).

Table 5.1 Development summary

Uses	Yield
Supermarket (ALDI)	1,512m² (1,099m^2 retail floor area)
Retail (5 tenancies)	467m²
Office (1 tenancy)	285m²
Car Parking	93 car spaces (including 4 ACROD spaces)
Bicycle Parking	8 bicycle spaces

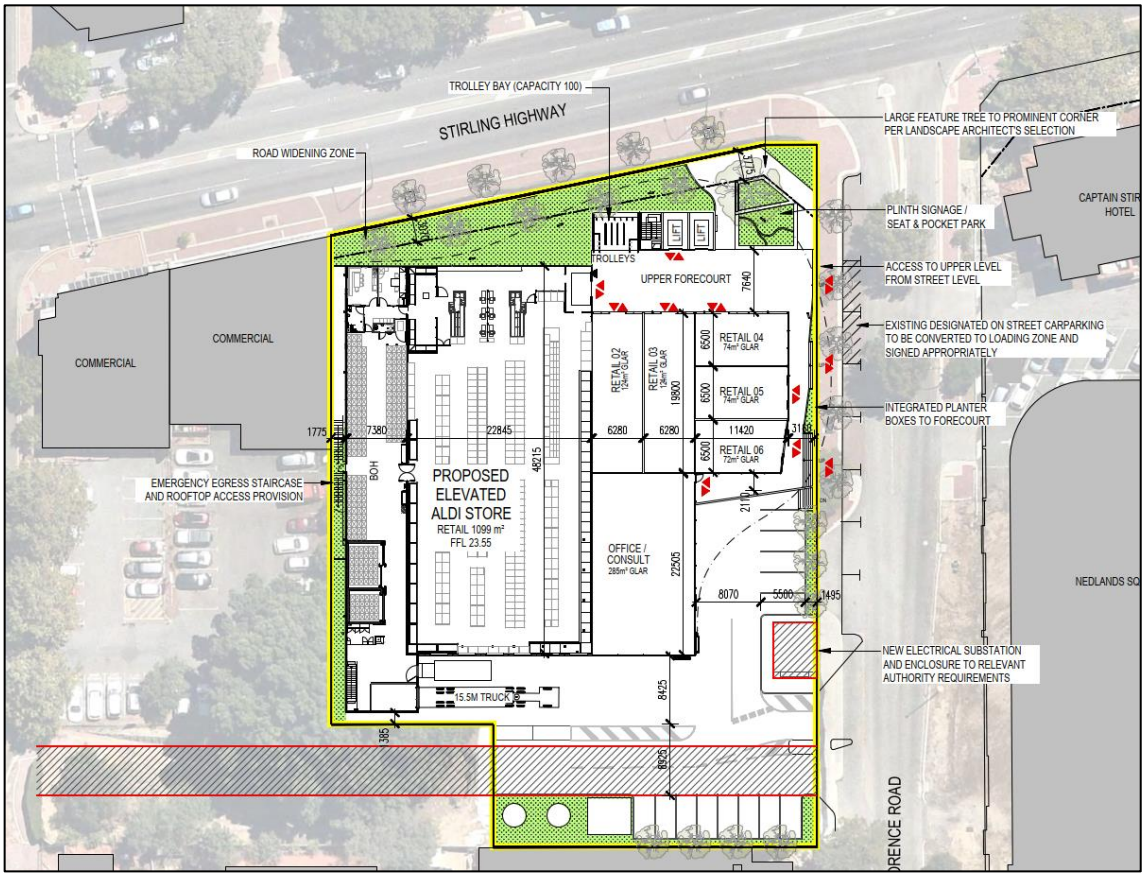


Figure 5.1 Development plan – ground floor

5.2 Access Arrangements

Vehicle access is proposed to be via the proposed crossover on Florence Road, with provision for future connection to Dalkeith Road via a rear laneway. This access point will accommodate all vehicular movements, including general customer/employees, service, delivery and waste collection vehicles.

Redundant crossovers across Stirling Highway and Florence Road will be consolidated and reinstated. Accordingly, an additional three on-street car spaces will be provided as part of the streetscape amendments.

Pedestrian access will be via the existing footpaths along Stirling Highway and Florence Road to the forecourt area fronting Florence Road.

5.3 Provision for Service Vehicles

The loading area for the ALDI supermarket is located to the rear of the subject site. Trucks will enter from Stirling Highway onto Florence Road and accessible from the rear laneway. Trucks will then exit onto Florence Road back onto Stirling Highway. This route minimises the impact of service vehicles on residential amenity to the south.

It is understood that the largest service vehicle expected is a 15.6m semi-trailer (18 pallet Aldi truck). Swept path diagrams for this service vehicle accessing and egressing from the loading dock are provided in Appendix B.

As shown in this swept path analysis, the proposed service/loading facility is adequate to accommodate turning movements, with all reversing manoeuvres contained on-site.

Further to the swept path analysis, the client advised that physical truck manoeuvring tests were performed for access in and out of Florence Road from Stirling Highway and observed that no changes will be required for any existing infrastructure and is considered satisfactory.

Loading for the office and retail tenancies will be provided via two on-street spaces proposed to be converted to ‘Loading Zone’ along the site’s frontage to Florence Road. This arrangement is consistent with the previously approved ALDI proposal and is considered satisfactory.

5.4 Car Parking

As part of the historically approved application (DAP/18/01444) and stamped plans undertaken for the subject site, a total of 90 car parking spaces were proposed to be provided including 2 DDA bays for a total floor area of approximately 2,184m². This results in a car parking provision rate of 4.12 spaces per 100m² GFA.

A total of 93 car spaces are proposed to be provided within an at-grade carpark for the current proposal, inclusive of 4 ACROD bays for approximately 2,264m² of retail/commercial floor area (including back of house). This is equivalent to a car parking provision rate of 4.15 spaces per 100m² GFA.

Accordingly, the proposed development is generally consistent with the historically approved car parking provision rate and is considered satisfactory.

5.5 Bike Parking

A total of 8 bicycle parking spaces are provided on-site in the form of horizontal rails within the basement carpark. This is considered to be suitable for both employees and customer use.

6 Traffic analysis

6.1 Assumptions

Nedlands Square is an approved development located on the east side of Florence Street which took into consideration the subject site's proposed development (ALDI outlet and five small-scale outlets combined).

It is to be noted that as part of the approved development for the ALDI outlet, the relevant floor areas included the following, with a total applicable floor area 80m² less than the current proposed development floor area.

- A ground level ALDI retail outlet totalling approximately 1,213m² (NLA), with a 347m² back of the house
- A total of six small-scale retail tenancies with a combined 624m² of GFA

On balance, the proposed development, which includes a 285m² commercial tenancy, is expected to generate marginally *less* traffic than the previous use.

The assessment as part of the approved Nedlands Square have been obtained (sourced from Cardno now Stantec's Transport Impact Assessment, dated 7 November 2022) for the nearby intersections and adopted for the proposed development is considered appropriate and consistent with anticipated demand, with the assessment replicated below.

6.2 Assessment Year and Time Period

The time periods selected for analysis/assessment are Thursday PM peak (5PM – 6PM) and Saturday peak (12PM – 1PM), which are typical peak periods for a shopping centre development, and which have potential to interact with background traffic along Stirling Highway.

6.3 Background Traffic

To obtain the background traffic turning movements at key intersections, data was collated from various sources including Riley Consulting TIA for Nedlands Square (September 2021), proposed ALDI TIA by Transcore (June 2018), Main Roads WA Traffic Map, and midblock traffic counts undertaken by City of Nedlands, specifically as per the following:

- **Dalkeith Road**

  Weekday PM peak hour volumes for Dalkeith Road is sourced from Main Roads WA Traffic Map 24-hour turning count in December 2019. Saturday Peak turning count was sourced from Riley Consulting TIA for Nedlands Square (September 2021). Daily volumes were sourced from September 2022 midblock counts by City of Nedlands.

- **Florence Road and Boronia Avenue**

  Weekday PM peak volumes for the Stirling Highway / Florence Road intersection were sourced from Main Roads WA Traffic Map for two alternative periods (December 2019 and September 2022). These counts allow for a comparison of intersection operation with and without the generation of the Captain Stirling Shopping Centre, which was closed in March 2020.

  Additional corroborating traffic data has also been used, sourced from Riley Consulting and Transcore's ALDI TIA (2019) to obtain the PM and Saturday turning proportions for retail trade to and from the location.

  As the proposed Aldi retail centre is replaces the previous IGA shopping centre (Captain Stirling Shopping Centre) and is of a similar scale, the traffic generation from the proposed Site development is expected to be similar in extent, see further discussion below.

- **Kinninmont Avenue, Stanley Street, and Smyth Road**

  September 2022 midblock counts by City of Nedlands were used for these roads. Due to lack of turn counts from the Nedlands 2022 midblock counts, turn movements proportion were determined from available data from Riley Consulting TIA and Main Roads WA Traffic Map 2019 turn counts.

6.4 Background Traffic Growth

Stirling Highway is currently operating at its practical capacity, and no growth is considered likely or even possible. Any demand growth along the corridor is therefore unlikely to occur during the peak, with congestion causing changes in driver behaviour to increase the peak period itself (peak spreading).

WSP has undertaken a broad review of traffic volumes as recorded by Main Roads WA and published in the Metropolitan Traffic Digest between 2003 and 2021 (see below Figure 6.1), to investigate historic patterns of daily movements along Stirling Highway.

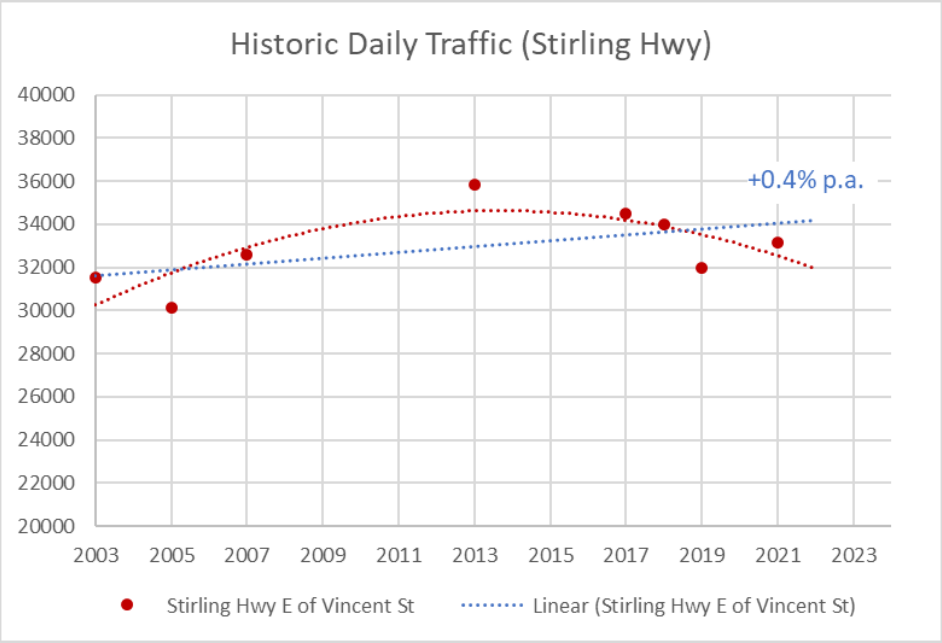


Figure 6.1 Historic traffic volumes – Stirling Highway, east of Vincent Street

This graph shows that daily traffic demands peaked between 2012 and 2016, and have been generally declining since then – including the sections of Stirling Highway closest to the Site (Stirling Hwy E of Vincent Street).

For this reason, a realistic projection for background traffic is an assumption of **zero growth** for peak period trip generation along Stirling Highway. As such, only existing traffic and background + development scenarios have been assessed in this TIA.

6.5 Key Intersections

The majority of traffic associated with the proposed development is expected to access the Site via the Stirling Highway / Florence Avenue intersection. This location is considered to be the critical intersection for assessment.

It is acknowledged that analysis of the Stirling Highway corridor between Dalkeith Road and Smyth Road was completed as part of the Nedlands Square development proposal (Cardno now Stantec, 2022). Given that the Aldi development was included in that work, the overall impact of the proposed development is considered to have been adequately assessed.

However, a comparison exercise has been completed to interrogate the validity of the traffic data used to assess intersection operation for the Nedlands Square Development, considering particularly the following:

1 Current traffic movements (2024) in the vicinity of the Site reflect a baseline traffic scenario that does not include either the Captain Stirling Hotel development (closed) or the Captain Stirling Shopping Centre development (closed). As such, using traffic data from 2024 would under-estimate the impact of the ALDI redevelopment of the Captain Stirling Shopping Centre site. **The use of 2024 data to assess traffic impact is therefore not recommended.**

2 Traffic data from 2022 captures the operation of the Captain Stirling Hotel, but does not include the Captain Stirling Shopping Centre traffic. This then provides a baseline that would allow the assessment of the proposed development without the impact of the Nedlands Square Development. **The use of 2022 data provides a reasonable metric for traffic impact by the ALDI retail centre in isolation.**

3 Traffic data from 2019 was used in the evaluation of the combined ALDI redevelopment and the Nedlands Square development. **The outcomes from the Nedlands Square TIA reflect a reasonable projection for the ultimate operation of the local road network, including all approved development.**

The following shows a direct comparison between the 2019 and 2022 traffic volumes observed at the Stirling Highway / Florence Road intersection. The primary difference between these periods is the operation of the Captain Stirling Shopping Centre. As such, the difference between these two datasets can be attributed to Shopping Centre traffic.

The extent of this difference is shown below. Figure 6.2 shows the change in approach volumes between 2019 and 2022, which shows a 71% average decrease in traffic on Florence Road, and a 2-5% decrease in traffic along Stirling Highway (see Appendix D).

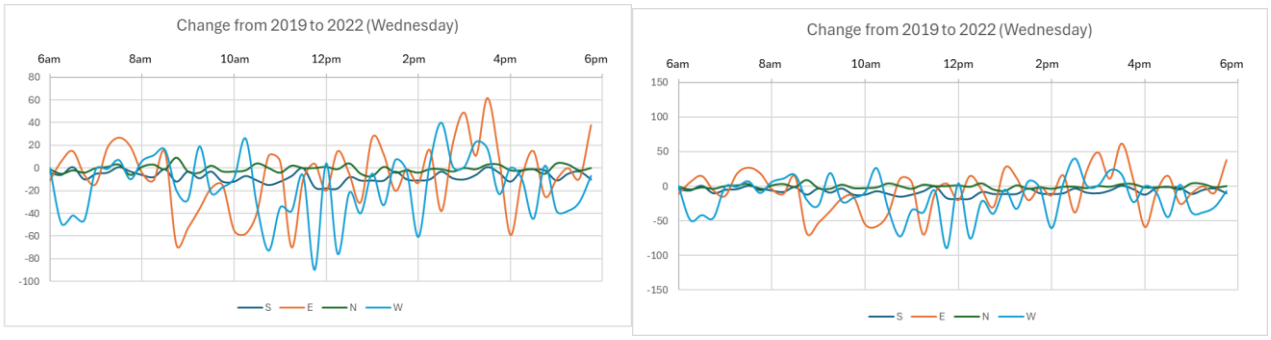


Figure 6.2 Change in traffic volumes – Stirling Highway / Florence Road approaches (2019 - 2022)

To investigate the change in traffic on Florence Road resulting from the closure of the Captain Stirling Shopping Centre, the following link count data was extracted from video surveys at the Stirling Highway / Florence Road intersection. This clearly shows the dramatic reduction in demand, with 2022 link volumes operating at approximately 30-35% of 2019 levels (a 65-70% *reduction* in traffic).

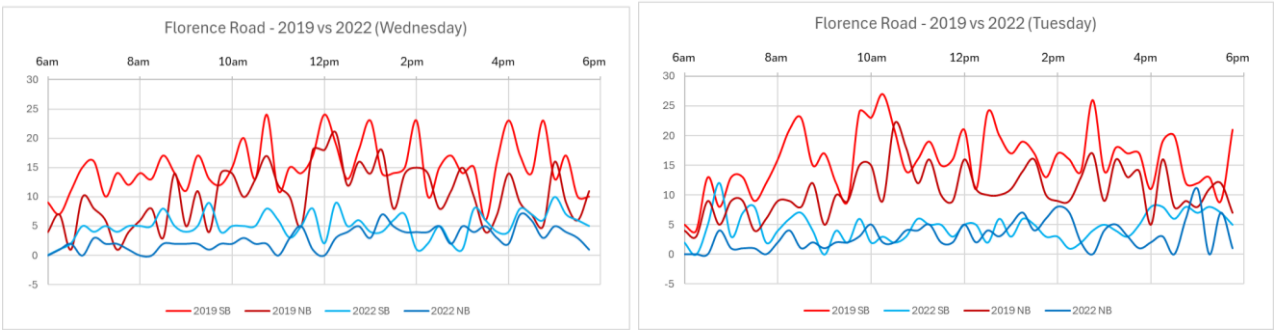


Figure 6.3 Link Volumes on Florence Road (2019 - 2022)

6.6 Trip Generation

The traffic generation for the approved Nedlands Square development was previously determined by SLR (August 2019) and Riley Consulting (September 2022), and included in the Cardno (now Stantec) TIA (November 2022). The trip generation rates referenced in this TIA have been retained from that previous work, for consistency. These trip generation estimates are considered to be generally appropriate for this application, and are summarised in Table 6.1 and Table 6.2.

The source for the trip generation rates are as follows:

- **Shopping centre:** Traffic Generation Data 2006-2018 Queensland Government Open Data was used as the source for shopping centre trip rates. Weekday PM and Saturday peak rates for 0 – 10,000m² shopping centres were adopted for this Site. Daily trips were assumed to be 10 times the PM peak rate.
- **Commercial:** Guide to Traffic Generating Developments: Updated Traffic Surveys by NSW Road and Maritime Services (RMS), 2013 was used for commercial component of the development for the PM and daily peak. The office PM peak and daily rate were adopted.

  Saturday rates for commercial uses were sourced from Guide to Traffic Generating Developments by NSW Roads and Traffic Authority (now Road and Maritime Services) 2002. For the Saturday peak, different trip rates were adopted in accordance with the different commercial use as office trip rates for Saturday are not available.

Table 6.1 Traffic generation rates

Land Use	PM Peak Rate	Saturday Peak Rate	Daily Rate
Shopping Centre			
Supermarket/ Retail	9.51 per 100m²	10.85 per 100m²	95 per 100m²
Commercial			
Office	1.2 per 100m²	0	11 per 100m²

Table 6.2 Directional distribution

Land Use	PM Peak		Saturday Peak		Daily	
	IN	OUT	IN	OUT	IN	OUT
Shopping Centre						
Supermarket	50%	50%	50%	50%	50%	50%
Shops	50%	50%	50%	50%	50%	50%
Commercial						
Office	15%	85%	-	-	50%	50%

Table 6.3 Total trip generation

Land Use	Yield	PM Peak Rate		Saturday Peak Rate		Daily Rate	
		IN	OUT	IN	OUT	IN	OUT
Shopping Centre							
Supermarket	1,512m²	72	72	82	82	718	718
Shops	467m²	22	22	25	25	222	222
Commercial							
Office	285m²	1	3	0	0	16	16
Total		**95**	**97**	**107**	**107**	**940**	**940**
		192		**214**		**1880**	

6.7 Pass-by Trips

Retail pass-by trip rates of 50% for the PM peak have been considered, from *Austroads Guide to Traffic Management Part 12*. For Saturday, a retail pass-by rate of 20% is assumed, as it is expected that the majority of trips on a Saturday would be new trips. These pass-by trips are only applied to movements to/from Stirling Highway.

These pass-by rates were previously presented to the City of Nedlands and are considered appropriate for the purpose of assessment.

6.8 Trip Distribution and Assignment

Development trip distribution adopted is shown in Figure 6.4. This distribution was previously considered appropriate by the City of Nedlands in their assessment of previous TIAs for the Nedlands Square development prepared by SLR (August 2019) and Riley Consulting (September 2021).

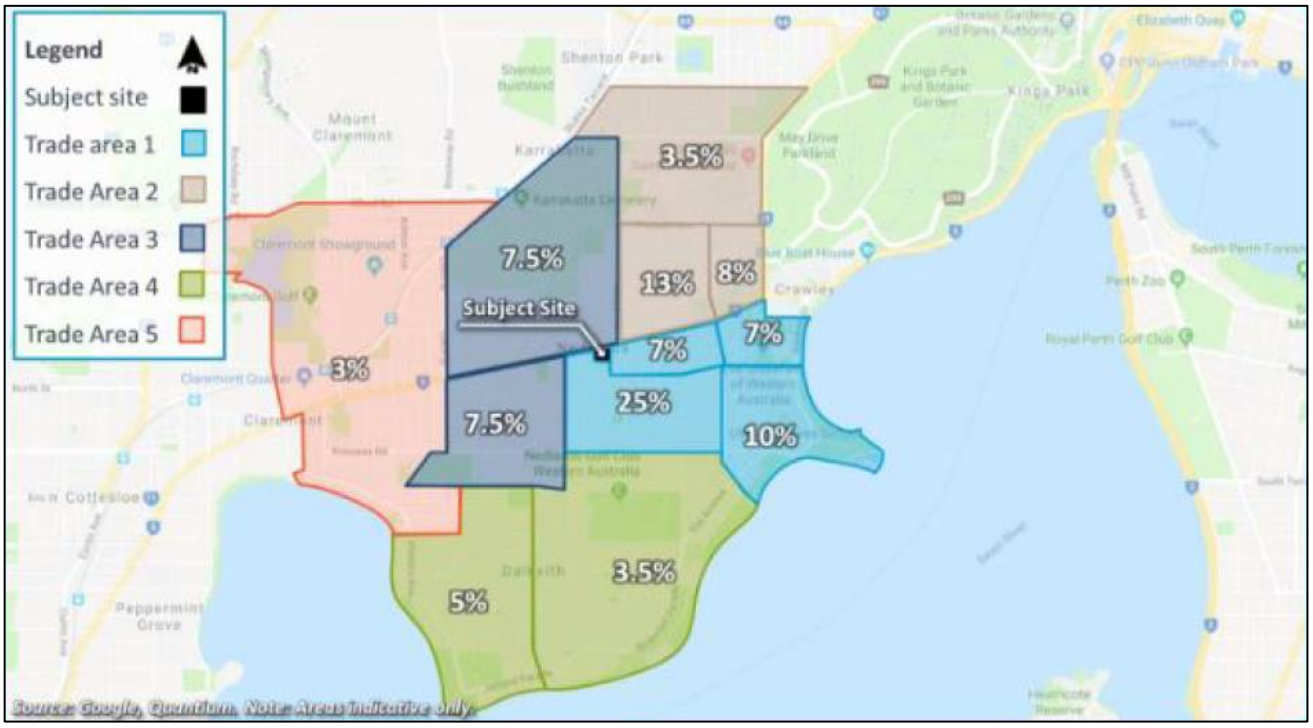


Figure 6.4 Adopted trip distribution

Source: Nedlands Square Development TIA by SLR August 2019

- All traffic movements to and from destinations to the south of Stirling Highway are considered to arrive and depart via Florence Road. This comprises the majority of vehicle trips generated (51-65% of all trips).
- Traffic movements approaching or departing from Stirling Highway will be impacted by the turning movement restrictions imposed at Florence Road (left-in/left-out only) and Stanley Street (right turn out banned).

  For this reason, traffic movements turning right out onto Stirling Highway are expected to deviate via Dalkeith Road, which provides controlled turning movements via the signalised intersection.

  Right turning inbound movements (prevented from direct access to Florence Road by the future raised central median) would access the Site via Dalkeith Road or Stanley Street. The Stanley Street approach could either use the car park access past the Captain Stirling Hotel, or navigate to the Site via Edward Street to Florence Road. It is noted that the total demand for this right-in movement is considered to be relatively small (approximately 15 vehicles per hour).

Access routes to and from Stirling Highway are depicted graphically in Figure 6.5. Note that this does not include the impact of the future laneway at the Site boundary (Florence Road to Dalkeith Road), which is likely to be constructed well after occupation.

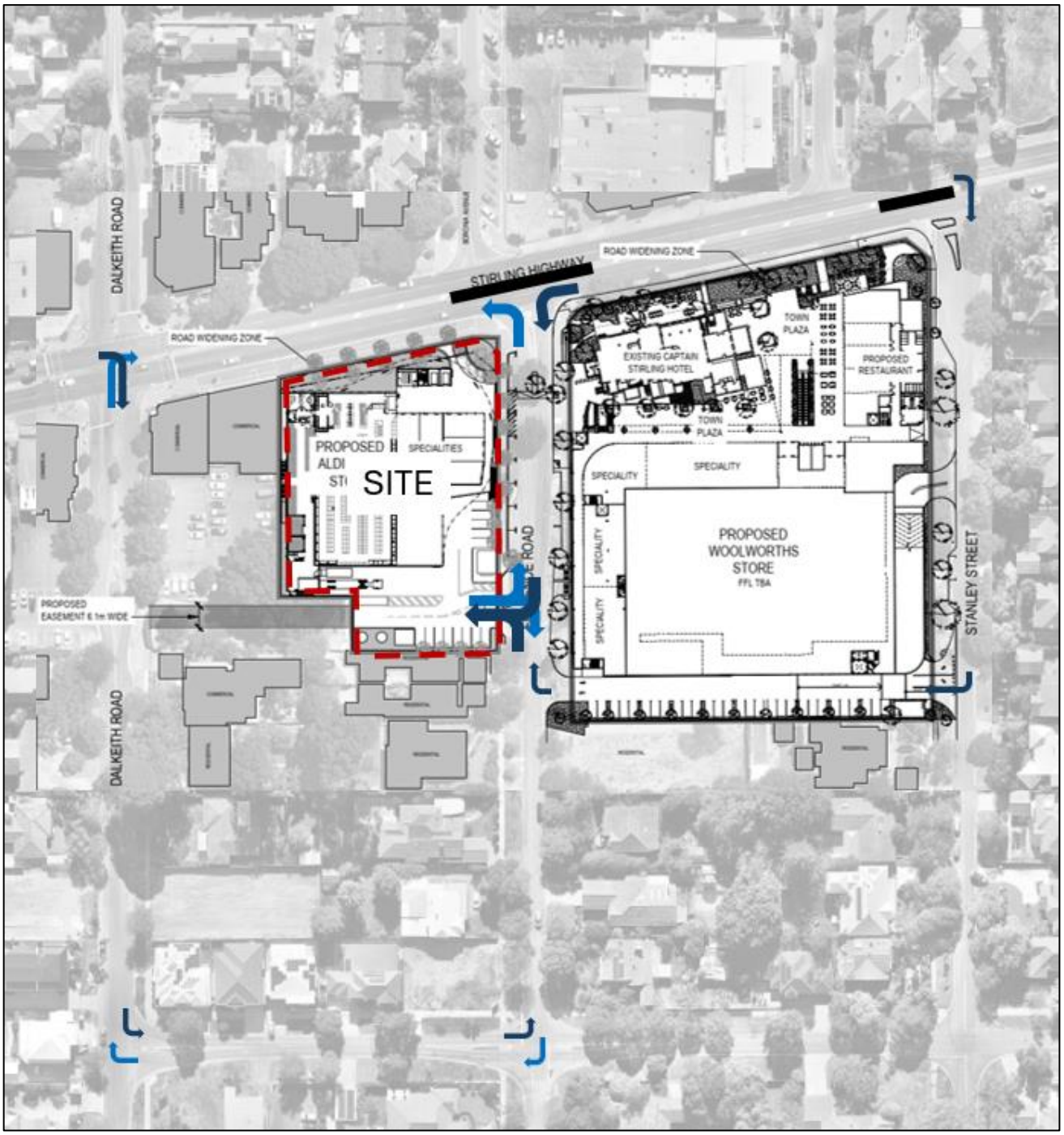


Figure 6.5 Assumed vehicle movements to and from Stirling Highway

6.9 Peak Hour Traffic Volumes

Peak hour traffic volumes diagrams produced and attached in the appendix of Cardno now Stantec's TIA are presented in Appendix C. These diagrams show:

- background traffic
- diversion of background traffic due to turn restrictions at Florence Road and Stanley Street
- development trips
- background and development trip

Note that there is no turn count data at intersections along Edward Street, hence no background turn volumes are provided at those intersections.

Within the above, the proposed ALDI shopping centre development contribution has been projected for the worst-case scenario – a typical Saturday midday peak hour, excluding the effects of pass-by trade (see Figure 6.6 below). Note that these traffic movements are *included* in the assessment completed for Nedlands Square and not in addition to those volumes.

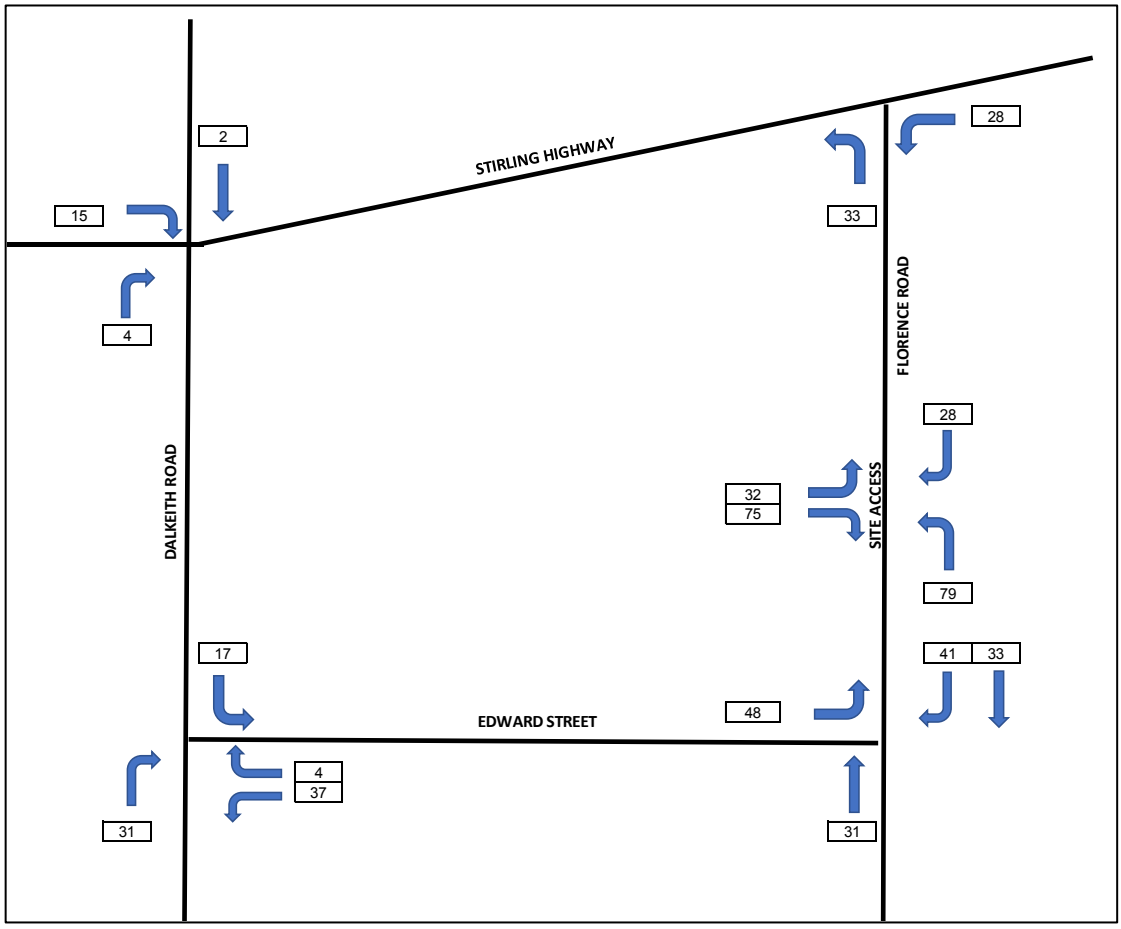
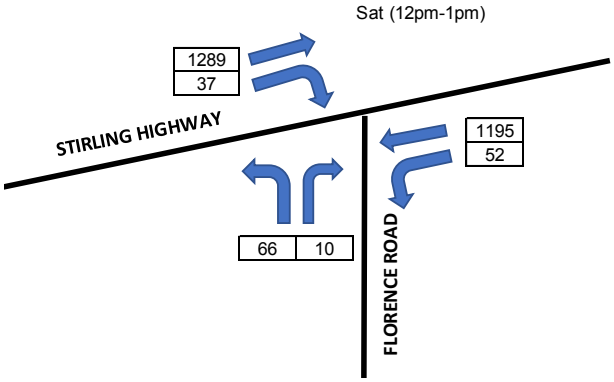


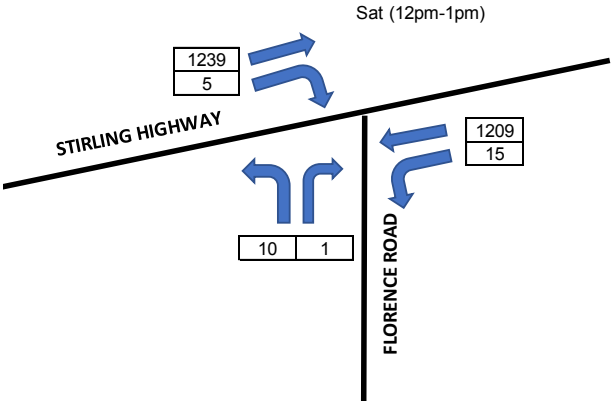
Figure 6.6 Estimated development traffic movements – Saturday mid-day peak hour

Turning movement data from 2022 for a typical peak Saturday has been extracted from Main Roads Traffic Map for consideration. This background traffic environment *excludes* the influence of the future Nedlands Square development.

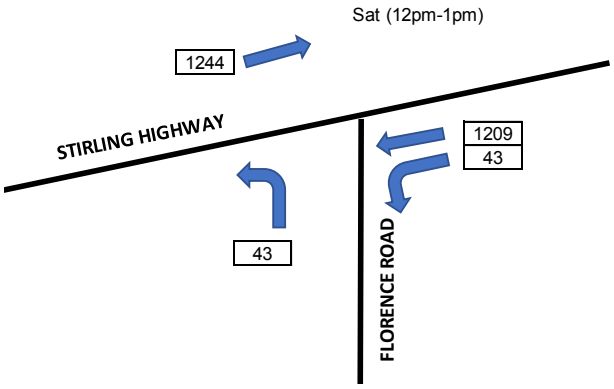
The background traffic volumes for the critical Saturday midday peak are shown below and compared against the projected 'with development' traffic volumes (Figure 6.6).



2019 Baseline Turning Movements
(inc. Captain Stirling Shopping Centre)



2022 Baseline Turning Movements
(without Captain Stirling Shopping Centre)



Projected 'with development' turning movements

(from 2022 baseline)

Figure 6.7 Observed and modelled turning movements – Stirling Highway / Florence Road

As this result shows, the turning movements at the Stirling Highway / Florence Road intersection under a 'with development' scenario (using the 2022 background traffic baseline) are anticipated to be *less than* the corresponding baseline traffic demand from 2019.

The above result suggests that the previous projections completed for the Nedlands Square, based on 2019 background data, provide a more conservative assessment of future intersection function (than the subsequent 2022 dataset) and have therefore been captured in the following analysis.

6.10 Analysis of Intersections

Consideration has been given to the future traffic impacts of the proposed development and how these are to be accommodated for within the key intersections from which the site is to gain access.

SIDRA analysis has been undertaken of the intersections identified. SIDRA is a computer program that is widely used to model the performance of intersections and provides information on the delays to motorists, queue lengths and the capacity of an intersection to accommodate traffic. For signalised and unsignalised intersections, the intersection degree of saturation (DoS) measures the degree to which a movement at an intersection approaches the capacity for that movement (i.e., the ratio of the demand flow/capacity).

These parameters are defined as follows:

- **Degree of Saturation (DOS):** the ratio of the arrival traffic flow to the capacity of the approach during the same period. The theoretical intersection capacity is exceeded for an un-signalized intersection where DOS > 0.80
- **95% Queue:** the statistical estimate of the queue length up to or below which 95% of all observed queues would be expected.
- **Average Delay:** the average of all travel time delays for vehicles through the intersection. An unsignalised intersection can be considered to be operating at capacity where the average delay exceeds 40 seconds for any movement; and
- **Level of Service (LOS):** is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. The different levels of service can generally be described as shown in Table 6.4.

Table 6.4 Level of Service (LoS) Performance Criteria

LoS	Description	Unsignalised intersection
A	Free-flow operations (best condition)	≤10 sec
B	Reasonable free-flow operations	10-15 sec
C	At or near free-flow operations	15-25 sec
D	Decreasing free-flow levels	25-35 sec
E	Operations at capacity	35-50 sec
F	A breakdown in vehicular flow (worst condition)	≥50 sec

A LoS exceeding these values indicates that the approach exceeds practical capacity; users of the intersection are likely to experience unsatisfactory queueing and delays during the peak hour periods.

6.10.1 Stirling Highway / Florence Road / Boronia Avenue

The following presents the results of the analysis of the Stirling Highway / Florence Road / Boronia Avenue intersection for the post-development scenario, as described in the approved Nedlands Square TIA. Figure 6.8 is a SIDRA layout representation of the intersection. Table 6.5 shows the results of the analysis completed.

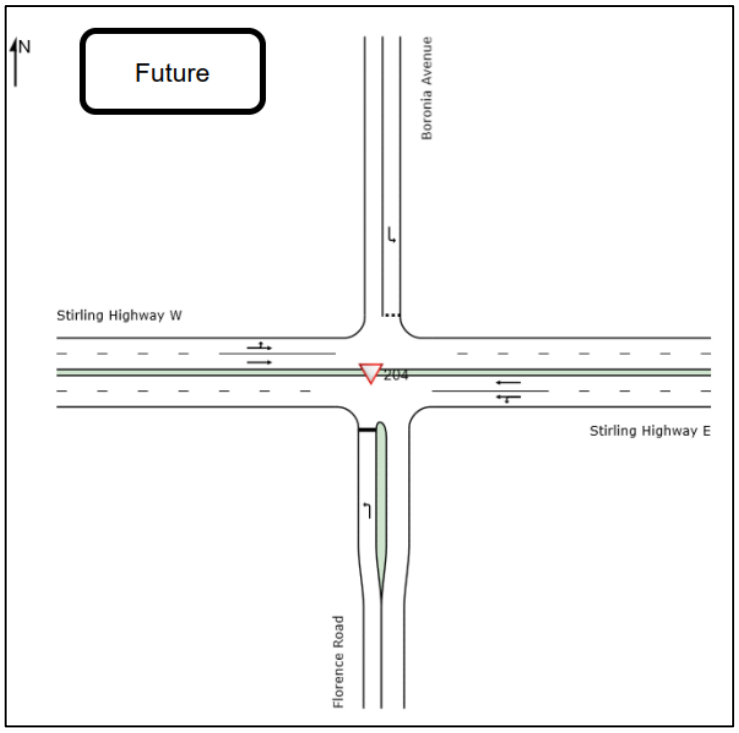


Figure 6.8 Stirling Highway / Florence Road / Boronia Avenue intersection SIDRA layout

Table 6.5 Stirling Highway / Florence Road / Boronia Avenue intersection SIDRA results

Intersection Approach	Movement	Thursday PM Peak				Saturday Peak			
		DoS	Delay	LoS	95% Queue (m)	DoS	Delay	LoS	95% Queue (m)
South: Florence Rd	Left	0.327	15.5	C	24.2	0.425	14.9	B	18
East: Stirling Highway	Left	0.399	5	A	122.4	0.369	5	A	95.2
	Through	0.399	0	A	122.4	0.369	0	A	95.2
North: Boronia Avenue	Left	0.047	8.4	A	1.4	0.034	8.9	A	1
West: Stirling Highway	Left	0.361	5.5	A	0	0.396	5.5	A	0
	Through	0.361	0	A	0	0.396	0	A	0

Post development, even with the inclusion of both the ALDI retail centre and the Nedlands Square development, the Stirling Highway / Florence Road / Boronia Avenue intersection is shown to perform satisfactorily. Note that the developed queue along the Stirling Highway eastern leg is as a result of queuing at Dalkeith Road intersection. This occurs only for a short period per cycle and is not anticipated to adversely impact function.

Notwithstanding, the introduction of the rear laneway as part of LPP 4.2 will provide an additional access point to the site. This will allow for better distribution of traffic to Dalkeith Road, reducing the likelihood of bypass movements through the Nedlands Square development via Stanley Street and reducing the traffic volumes along Edward Street and Florence Street.

6.11 Impact on Surrounding Roads

The WAPC *Transport Impact Assessment Guidelines Volume 4 – Individual Developments* (2016) provides guidance on the assessment of traffic impacts:

> *As a general guide, an increase in traffic of less than 10 percent of capacity would not normally be likely to have a material impact on any particular section of road, but increases over 10 percent may. All sections of road with an increase greater than 10 percent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 percent of capacity. Therefore, any section of road where the development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis.*

The proposed redevelopment will result in only a negligible impact on the adjacent road network and is therefore considered to be acceptable from a traffic perspective.

6.12 Impact on Neighbouring Areas

Based on the results of comparison (2019 vs 2022 survey data), the traffic generated by the proposed redevelopment is expected to generate a similar level of impact to that of the historical operation on the Subject Site (the Captain Stirling Shopping Centre). Accordingly, no significant impacts have been identified.

Modification of the access arrangement to/from Stirling Highway as a result of the Nedlands Square development *does* have a redirection effect on vehicles approaching from the west or departing to the east. This is expected to result in a small increase in demand at the Stirling Highway / Dalkeith Road signalised intersection.

The extent of this increase was previously investigated as part of the Nedlands Square redevelopment TIA. No required change to this assessment has been identified.

7 Conclusions

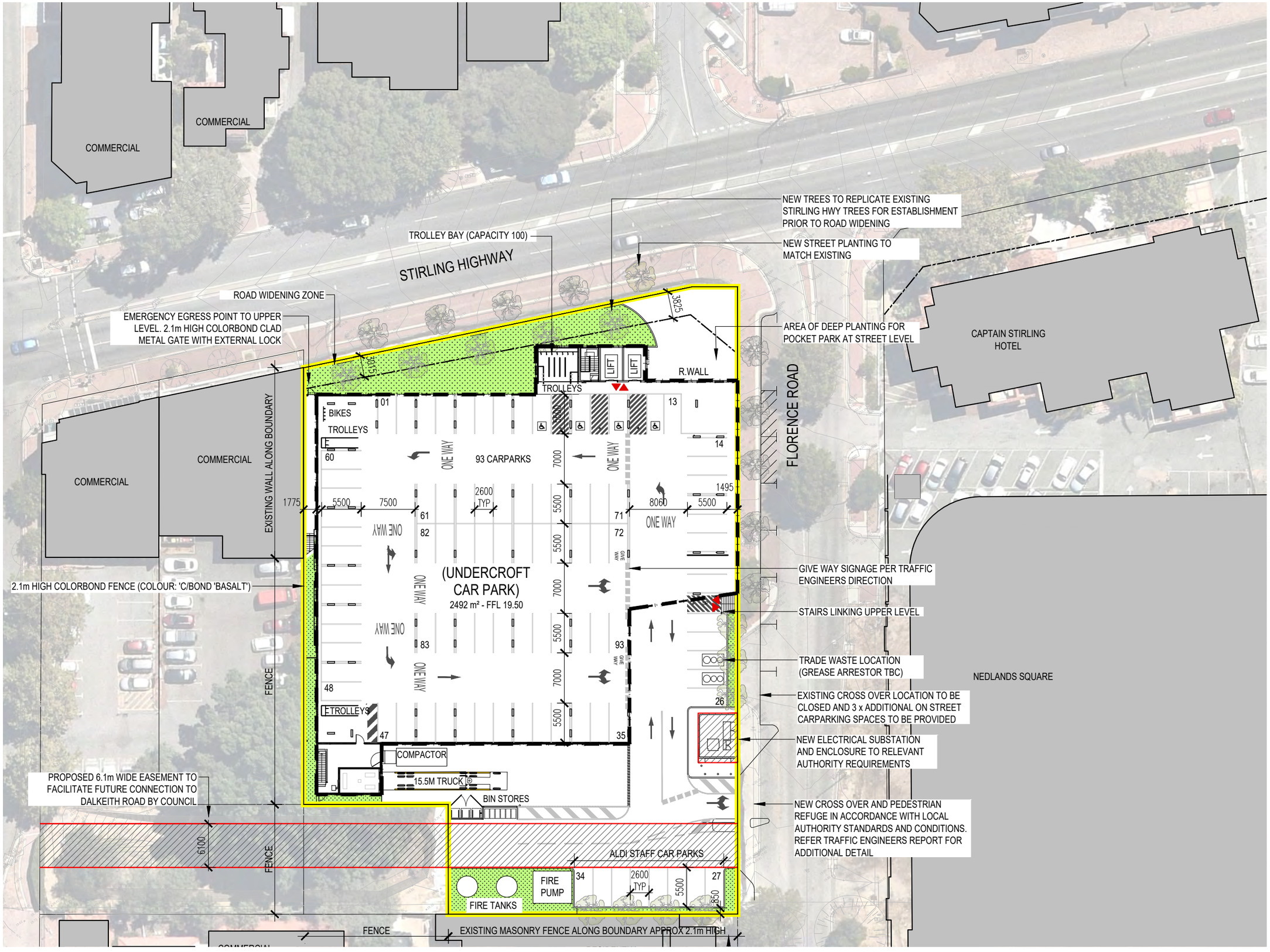
This Transport Impact Assessment has been prepared in accordance with the Western Australia Planning Commission (WAPC) *Transport Assessment Guidelines for Developments: Volume 4 – Individual Development*.

The following conclusions have been made in regard to the proposed development:

- The proposed development is to be redeveloped for a new retail centre comprising an ALDI store and five small-scale retail/commercial tenancies, in the jurisdiction of the City of Nedlands. This represents a marginal increase in retail floor area -
- The site has good access to local public transport, with several bus services terminating within the environs of the subject site.
- Vehicular access point is to be via Florence Road. An access easement has been provided, permitting a rear laneway connecting Florence Road and Dalkeith Road and providing an alternative access point in the future.
- There is good existing pedestrian access at this locality and the public transport services provides for an effective alternative mode of transport.
- Service/delivery vehicle movements have been assessed to and from the proposed loading dock and are considered to be acceptable.
- Modifications to intersection controls along Stirling Highway have been identified through the Nedlands Square Transport Assessment and the Stirling Highway Access Corridor Study (SHACS).
- SIDRA analysis undertaken as part of the approved Nedlands Square development considered the subject site's traffic impacts, and determined that the intersections along Stirling Highway will perform at satisfactory levels post-development once modifications are made.
- The proposed development would have no significant impact on the operation of the nearby road network and intersections. It is therefore considered to be acceptable from a transport perspective.

Development Plans

Appendix A



1 - PROPOSED SITE & GROUND FLOOR PLAN
1:500

NOTES

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REV	DATE	DESCRIPTION	DRN	CHKD
-	-	-	-	-

PROPERTY DESCRIPTION	AREA m^2
TOTAL SITE AREA	4438m^2
BUILDING GROSS FLOOR AREA	2744m^2
BUILDING NETT FLOOR AREA	2670m^2
ALDI RETAIL NETT AREA	1099m^2
ALDI BOH NETT AREA	356m^2
ALDI AMENITIES NETT AREA	57m^2
TOTAL ALDI NETT AREA	1512m^2
TRUCK LENGTH	15.50m
CHILLER LENGTH	40m
FORECOURT/BALCONY AREA	406m^2
RETAIL 02	124m^2
RETAIL 03	124m^2
RETAIL 04	74m^2
RETAIL 05	74m^2
RETAIL 06	71m^2
OFFICE/CONSULT	285m^2
TOTAL ANCIL. RETAIL & OFFICE	752m^2
NUMBER OF CAR SPACES	93

PROPOSED ALDI BOUNDARY	
EXISTING STRUCTURES	
DEVELOPMENT BOUNDARIES	

N

CLIENT
ALDI STORES

PROJECT
ALDI NEDLANDS
CORNER OF STIRLING HWY & FLORENCE ROAD
NEDLANDS W.A.

DRAWING
PROPOSED SITE & GROUND FLOOR PLAN

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f: 08 8339 2004
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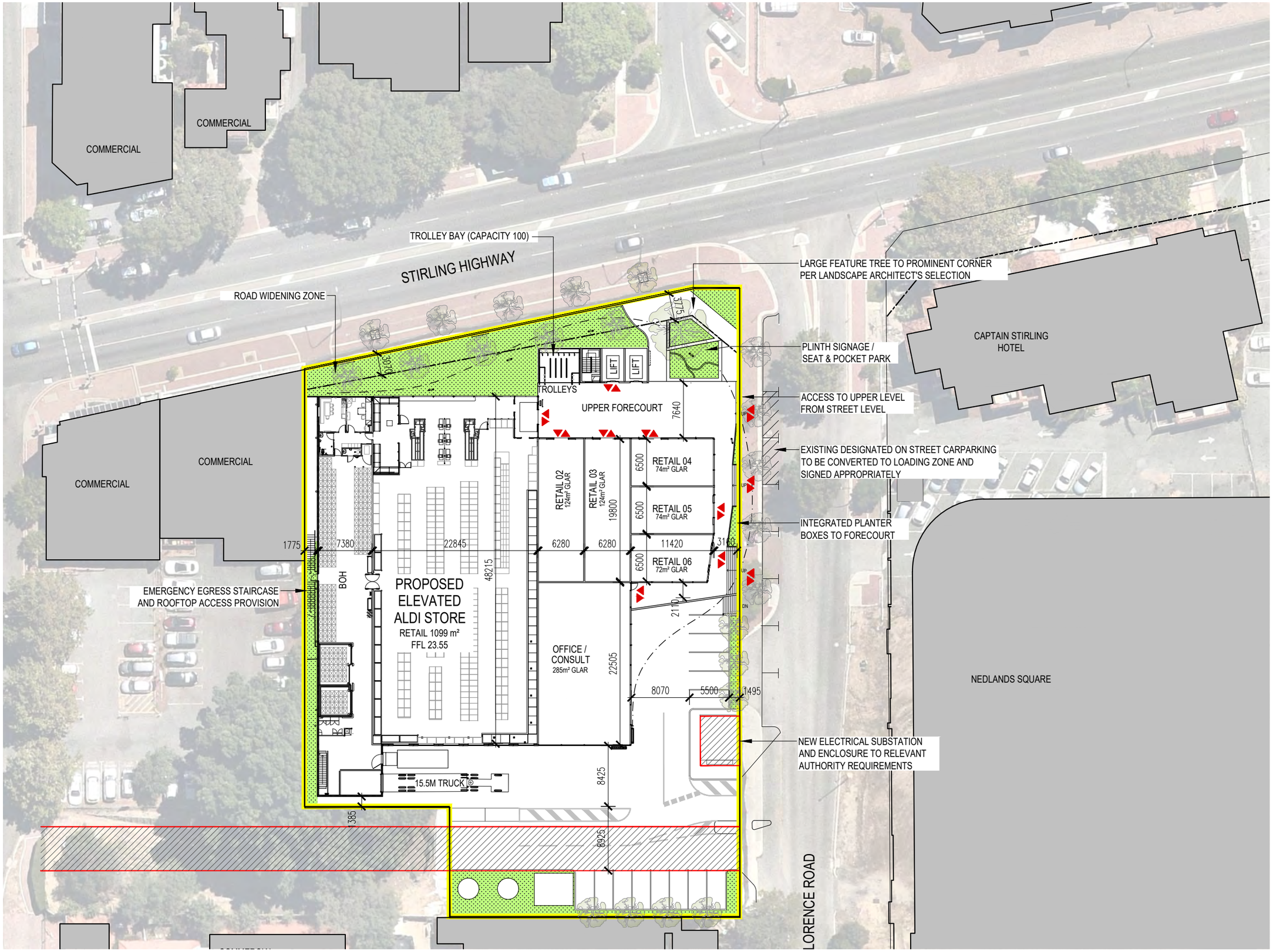

1 - PROPOSED SITE & FIRST FLOOR PLAN
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RETAIL 03	124m^2
RETAIL 04	74m^2
RETAIL 05	74m^2
RETAIL 06	71m^2
OFFICE/CONSULT	285m^2
TOTAL ANCIL. RETAIL & OFFICE	752m^2
NUMBER OF CAR SPACES	93

PROPOSED ALDI BOUNDARY	
EXISTING STRUCTURES	
DEVELOPMENT BOUNDARIES	

N

CLIENT
ALDI STORES

PROJECT
ALDI NEDLANDS
CORNER OF STIRLING HWY & FLORENCE ROAD
NEDLANDS W.A.

DRAWING
PROPOSED SITE & FIRST FLOOR PLAN

NIELSEN ARCHITECTS
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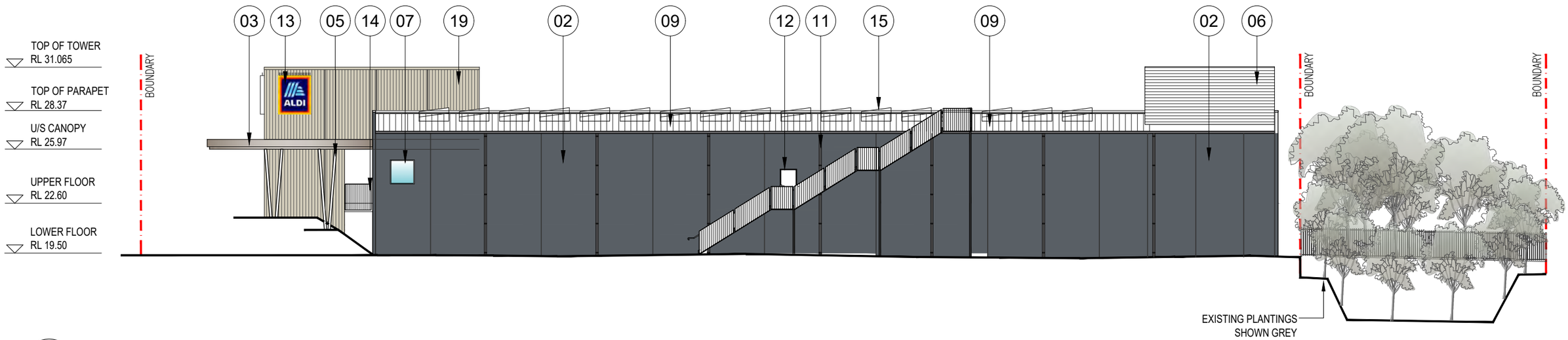
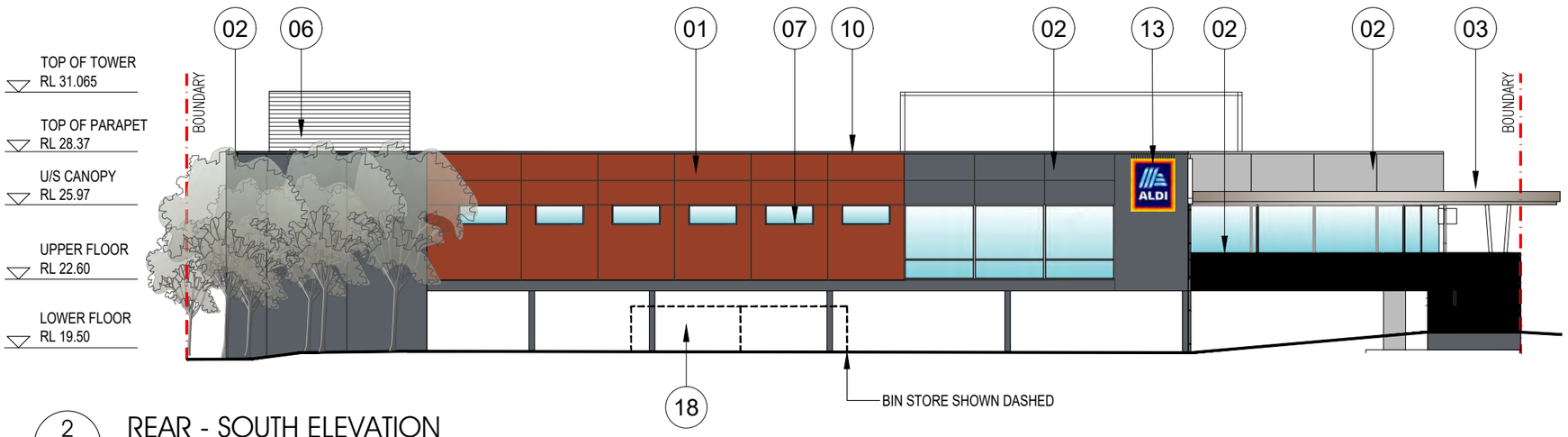


1 / - SIDE - WEST ELEVATION

1:250



2 / - REAR - SOUTH ELEVATION

1:250

COLOURS AND MATERIALS SCHEDULE

01 - PRECAST RC PANEL, PAINT FINISH DULUX 'FLUORESCENT FIRE'
02 - PRECAST RC PANEL, PAINT FINISH DULUX 'DRIVETIME'
03 - FIBRE CEMENT CLADDING, FLUSHED COLORBOND 'DOVER WHITE'
04 - COMPACTOR DOOR & FRAME DULUX 'BASALT'
05 - EXPOSED METALWORK TO CANOPY COLORBOND 'DOVER WHITE
06 - POWDERCOATED PLANT LOUVERS & FRAME DULUX 'BASALT'
07 - ANODISED ALUMINIUM WINDOW FRAMES NATURAL FINISH
08 - SHOPFRONT, ANODISED ALUMINIUM FRAMES NATURAL FINISH
09 - COLORBOND PROFILED ROOF SHEETING COLORBOND 'SURFMIST'
10 - COLORBOND CAPPING COLOUR PER ADJACENT PRECAST PANEL
11 - COLORBOND RAIN HEAD AND DOWNPIPES COLORBOND 'BASALT'
12 - DOOR & FRAME COLORBOND 'BASALT'
13 - ALDI ILLUMINATED SIGNS
14 - POWDERCOATED STEEL BALUSTRADING DULUX 'DESIGNER WHITE'
15 - SOLAR PANELS MOUNTED ON ROOF FORM
16 - POWDERCOATED STEEL HANDRAIL COLORBOND 'DOVER WHITE'
17 - PANEL LIFT DOOR COLORBOND 'BASALT'
18 - PRECAST PANELS TO BIN STORE, PAINTED DULUX 'DRIVETIME'
19 - ARCHITECTURAL WALL CLADDING STRATCO 'NINELINE PLEAT CLADDING' OR SIMILAIR
20 - INTEGRATED OFF FORM CONCRETE PLANTERS 1100mm AFL. PAINTED WHITE

CLIENT
ALDI STORES

PROJECT
ALDI NEDLANDS
CORNER OF STIRLING HWY & FLORENCE ROAD
NEDLANDS W.A.

DRAWING
PROPOSED ELEVATIONS
SHEET 02

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www.nielsenarchitects.com.au

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PROJECT No	DRAWING No	STATUS	REV
2912	DA03.02	DA	-

Appendix B

Swept Path Diagrams

INGRESS

EGRESS

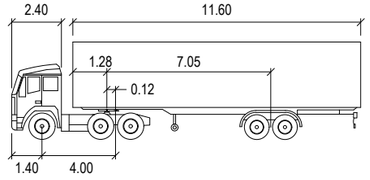
VEHICLE LEGEND

15.6m SEMI 600mm CLEARANCE

15.6m SEMI OVERHANG

15.6m SEMI CENTRELINE

15.6m SEMI (ALDI)



15.6m SEMI TRAILER (ALDI 18 Pallet)

	meters		
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 25.0
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

PS214079 SK002

15.6m SEMI-TRAILER (ALDI 18 PALLET)
INGRESS / EGRESS MANOEUVRE
F.B. 19.09.2024

0 10 20m

SCALE 1:500 @A3

wsp

NORTH

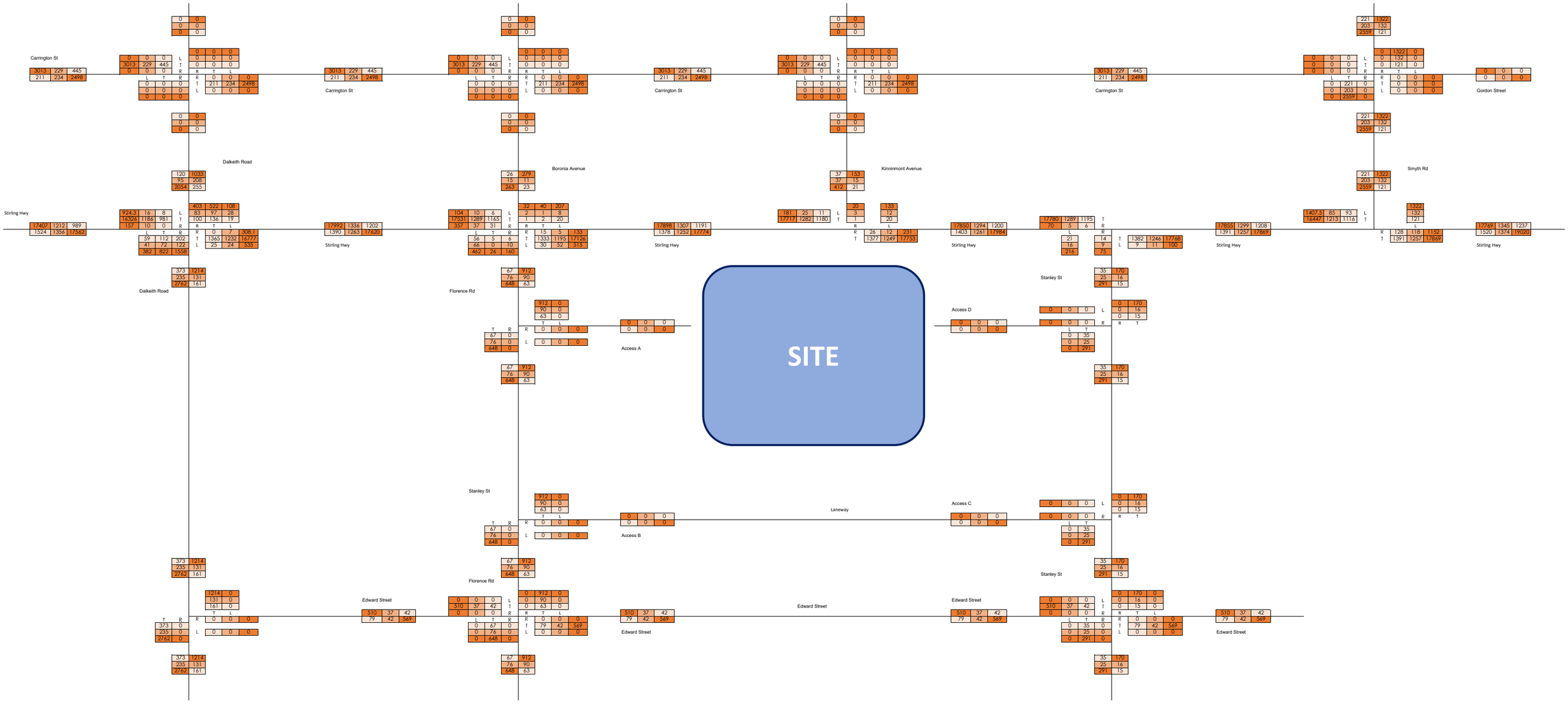
Appendix C

Peak Hour Volume

Background Traffic

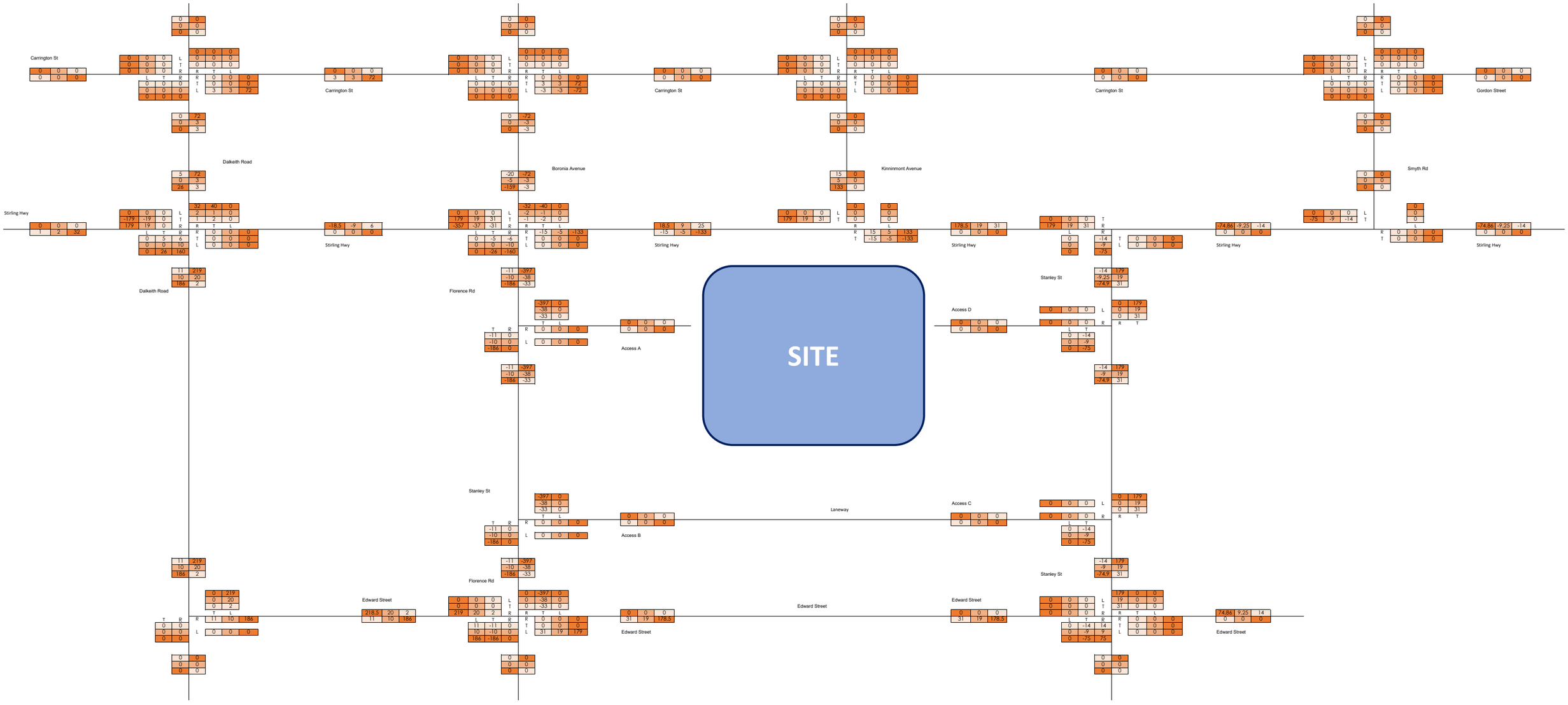
THU PM 17:00-18:00
SAT 12:00-13:00
Daily

NOTE:
Turn counts are not avalable at intersections along Edward Street and Carrington Street



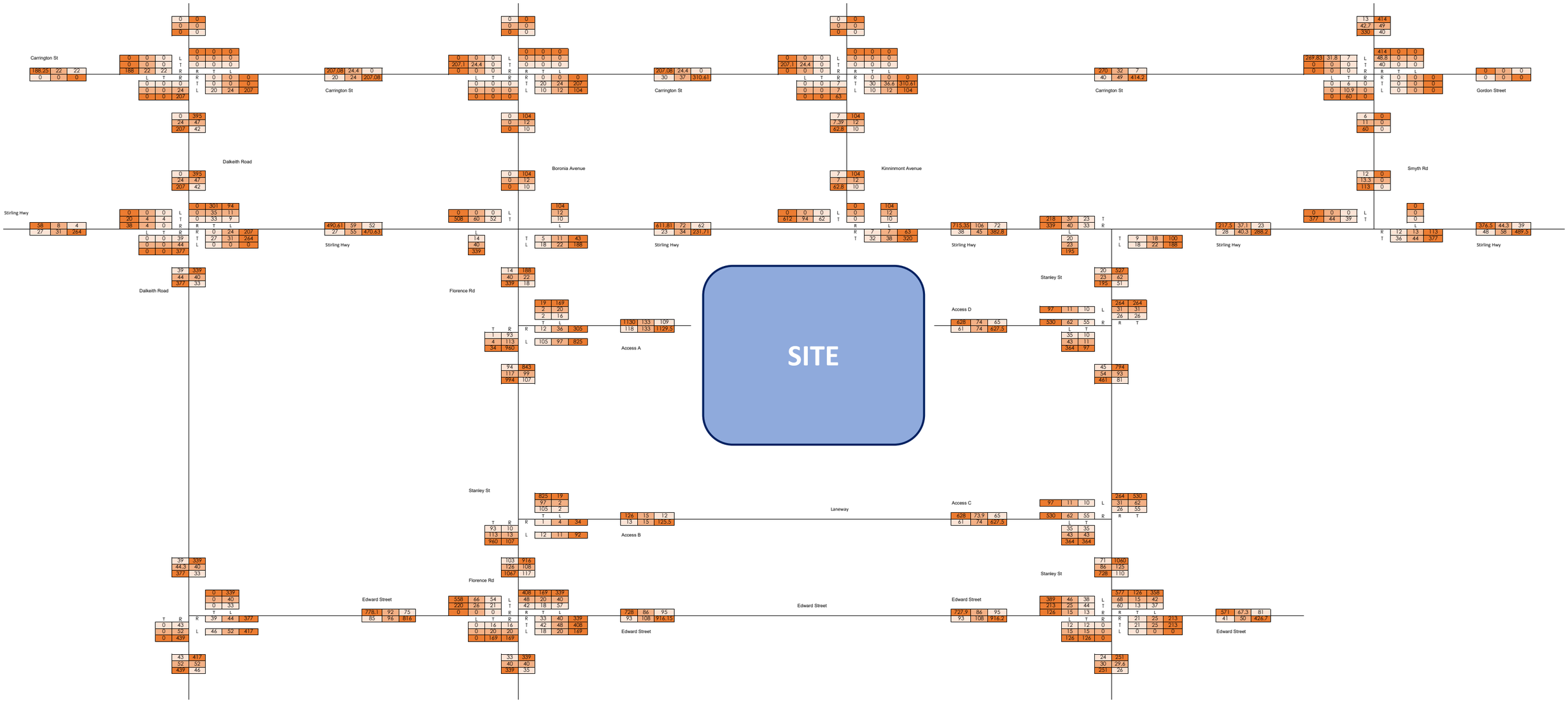
Background Traffic Diversion Due To Florence Road and Stanley Street Turn Restrictions

THU PM	17:00-18:00
SAT	12:00-13:00
Daily	



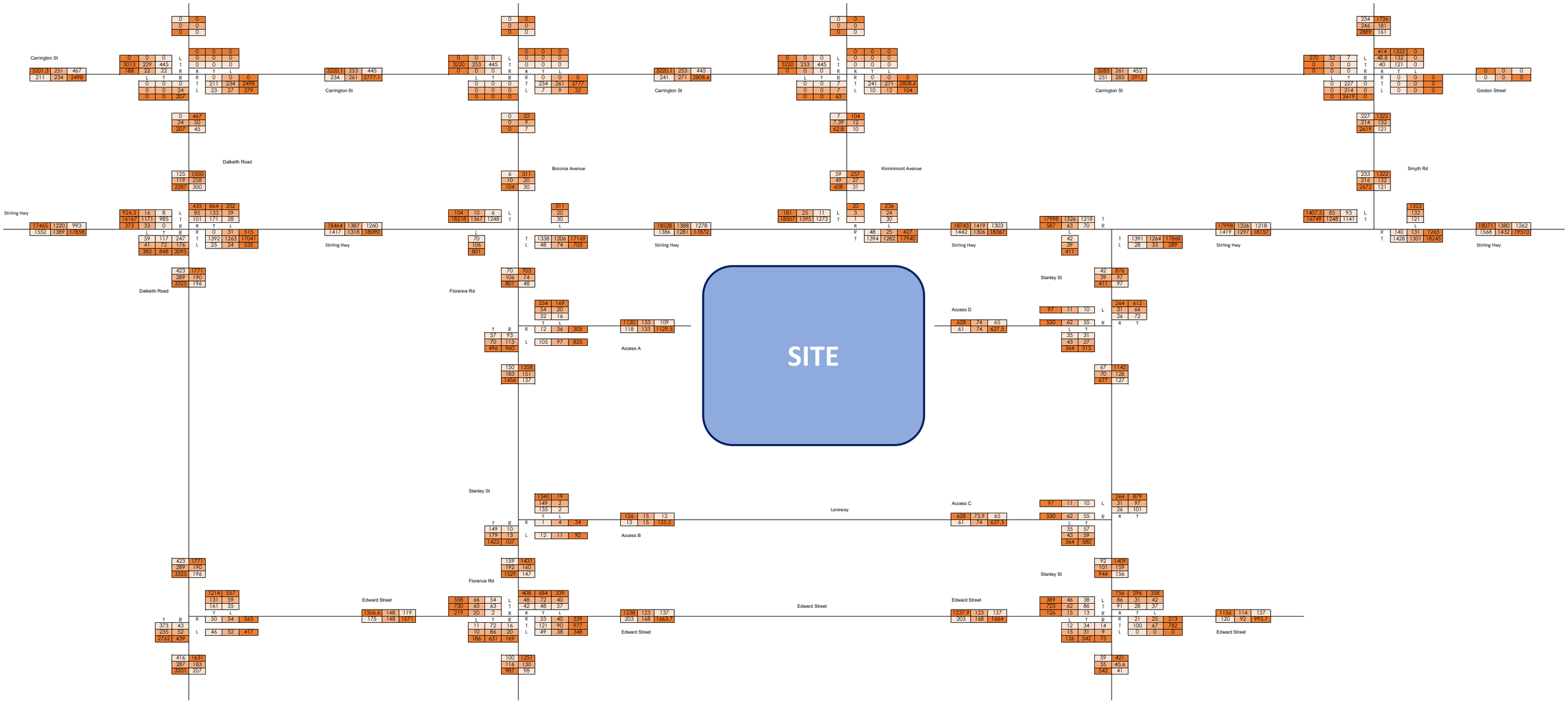
Development Traffic

THU PM	17:00-18:00
SAT	12:00-13:00
Daily	



Background + Development Traffic Total

THU PM 17:00-18:00
SAT 12:00-13:00
Daily



Appendix D

Comparison of Background Traffic Data

D1 Difference in Turning Movements

Comparison of 2019 to 2022 (Tuesday)

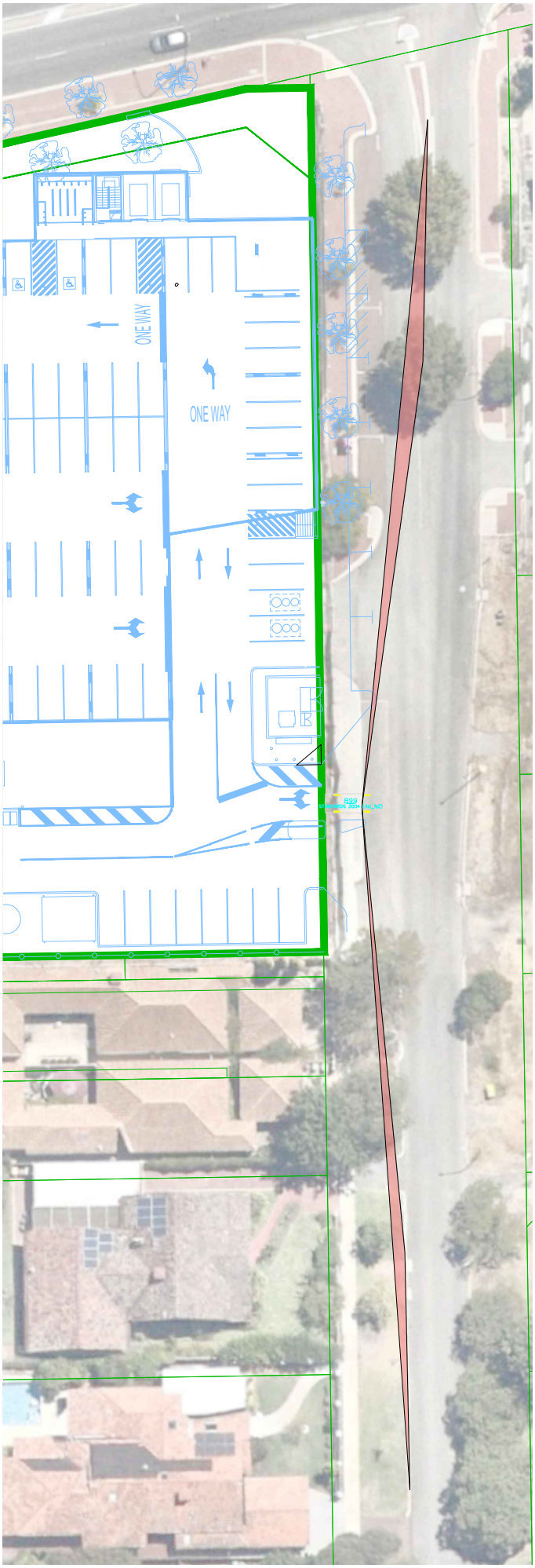
Note that -ve values represent a decrease in traffic demand for that movement

	Florence (SOUTH)			Stirling (EAST)			Boronia (NORTH)			Stirling (WEST)		
Time	L	T	R	L	T	R	L	T	R	L	T	R
0600 - 0615	-3	0	-1	-2	-30	0	-1	0	0	0	-26	-1
0615 - 0630	-1	0	-2	-1	-15	1	0	-1	0	-1	5	-2
0630 - 0645	-6	0	-3	-7	-11	1	-2	0	0	-1	-46	-1
0645 - 0700	-1	0	0	2	-8	1	-3	0	2	1	11	2
0700 - 0715	-6	0	-2	-5	12	0	2	0	0	0	-31	-5
0715 - 0730	-8	0	0	-4	-1	2	1	0	0	-1	-16	-2
0730 - 0745	-2	0	-1	0	-7	2	0	0	1	1	-30	-1
0745 - 0800	-4	0	-2	-7	26	-3	-3	0	0	-1	25	-3
0800 - 0815	-5	0	-2	-6	0	0	-5	-2	1	-1	39	-4
0815 - 0830	-4	0	-1	-7	9	1	0	1	-2	1	53	-9
0830 - 0845	-3	0	-4	-9	-21	4	-3	-2	-1	2	108	-5
0845 - 0900	-8	1	-3	-9	-13	-3	2	0	0	1	100	-2
0900 - 0915	-2	0	-2	-10	-81	3	-1	0	0	0	31	-7
0915 - 0930	-8	0	0	-5	-33	3	-4	1	0	-4	-6	-4
0930 - 0945	-5	0	-2	-4	-20	2	6	0	0	-1	-29	-3
0945 - 1000	-11	0	-1	-5	-16	-1	1	-4	1	0	44	-9
1000 - 1015	-6	0	-4	-10	-41	0	-1	-3	1	-1	-24	-8
1015 - 1030	-8	0	1	-14	-2	-2	2	-1	-2	2	-57	-9
1030 - 1045	-16	0	-4	-9	-26	-1	2	-3	0	0	-12	-7
1045 - 1100	-9	-1	-4	-10	-30	-2	3	-1	2	2	47	0
1100 - 1115	-6	-1	-1	-7	-5	1	1	0	0	1	-10	-3
1115 - 1130	-9	0	-2	-6	-21	3	1	-1	0	0	-9	-7
1130 - 1145	-7	0	-1	-4	4	-2	2	0	0	-3	-6	-6
1145 - 1200	-6	0	-1	-2	10	4	0	0	2	1	4	-11
1200 - 1215	-9	0	-2	-9	29	0	-2	0	-1	-1	24	-7
1215 - 1230	-7	0	-2	-4	-15	-1	1	0	0	0	-28	-2
1230 - 1245	-6	0	0	-7	-4	-1	2	-2	1	-5	-22	-13
1245 - 1300	-5	0	-2	-9	-15	1	-2	0	1	-1	-42	-5
1300 - 1315	-4	0	-2	-4	-7	2	4	-1	0	-2	-52	-9
1315 - 1330	-9	0	2	-6	6	2	1	1	-1	-1	-8	-8
1330 - 1345	-9	0	-3	-4	-16	-3	3	-1	1	2	10	-7
1345 - 1400	-4	0	0	-8	37	0	2	0	-1	2	-6	-2
1400 - 1415	-2	0	1	-10	-1	2	0	0	1	-1	18	-4
1415 - 1430	-2	0	0	-10	-16	-1	3	0	-1	-1	-33	-5
1430 - 1445	-10	0	-1	-6	-10	0	-1	0	0	-6	-4	-6
1445 - 1500	-13	-2	-2	-7	-1	1	-1	-1	0	-1	10	-14
1500 - 1515	-4	0	-1	-6	25	1	3	0	0	2	16	-3
1515 - 1530	-9	-1	-1	-8	26	2	-1	0	0	0	-29	-6
1530 - 1545	-8	0	-2	-7	-15	2	4	-1	-1	2	-28	-6
1545 - 1600	-11	0	-2	-9	-14	5	0	0	0	-1	11	-3
1600 - 1615	-3	0	0	0	18	0	1	0	-1	2	-16	-3
1615 - 1630	-10	-1	-2	-6	-42	-2	1	0	0	-3	-40	-5
1630 - 1645	-8	0	0	-3	12	-7	-3	-2	0	-1	-23	-9
1645 - 1700	-3	0	0	-6	-13	3	3	0	0	-2	-13	2
1700 - 1715	4	0	-1	-4	61	1	-2	2	1	-3	-34	-3
1715 - 1730	-11	0	0	-1	-30	-1	0	-1	0	3	23	-3
1730 - 1745	-7	2	0	-5	6	-1	-4	0	0	3	-41	3
1745 - 1800	-6	0	0	-11	-17	5	-2	-1	0	-1	-22	-4

Comparison of 2019 to 2022 (Wednesday)

Note that -ve values represent a decrease in traffic demand for that movement

	Florence (SOUTH)			Stirling (EAST)			Boronia (NORTH)			Stirling (WEST)		
Time	L	T	R	L	T	R	L	T	R	L	T	R
0600 - 0615	-2	0	-2	-4	-8	1	0	-1	0	2	2	-4
0615 - 0630	-1	0	-5	-3	8	1	-3	0	-2	1	-47	-3
0630 - 0645	1	0	0	-6	21	0	0	-1	-1	0	-40	-2
0645 - 0700	-5	-1	-4	-2	-2	-2	-3	-1	0	0	-39	-7
0700 - 0715	-4	0	-1	-3	-10	-1	0	0	0	-1	9	-9
0715 - 0730	-1	0	-3	-1	18	1	1	0	0	2	1	-4
0730 - 0745	1	0	0	-7	33	1	0	2	1	-3	15	-5
0745 - 0800	-3	0	0	0	15	4	-6	-1	1	2	-6	-6
0800 - 0815	-4	0	-2	-4	-1	1	0	1	0	0	12	-6
0815 - 0830	-7	0	-1	-5	-11	5	3	0	0	-1	15	-3
0830 - 0845	0	0	-1	-5	18	1	0	-1	0	1	18	-3
0845 - 0900	-10	0	-2	-4	-64	0	10	0	-1	-2	-13	-5
0900 - 0915	-3	0	0	-4	-49	0	-2	-1	0	-1	-25	-2
0915 - 0930	-8	0	-1	-7	-28	-1	-4	0	0	2	22	-5
0930 - 0945	-1	0	-2	-4	-15	1	1	0	1	0	-22	0
0945 - 1000	-10	0	-2	-6	-10	1	-1	0	-2	-3	-12	-2
1000 - 1015	-8	0	-4	-7	-46	-2	-2	-1	0	0	-7	-2
1015 - 1030	-4	0	-3	-13	-44	-1	-4	2	0	0	30	-4
1030 - 1045	-7	0	-4	-5	-34	0	1	1	2	1	-31	-4
1045 - 1100	-11	-2	-2	-11	23	-1	0	0	0	4	-72	-5
1100 - 1115	-9	-1	-2	-2	7	1	-1	-1	-2	0	-33	-2
1115 - 1130	-6	0	-1	-9	-61	0	-1	0	3	-5	-30	-3
1130 - 1145	-1	0	1	-4	-5	-1	0	0	0	0	-2	-5
1145 - 1200	-15	0	-2	-3	9	-2	-4	0	4	-2	-82	-6
1200 - 1215	-17	0	-1	-15	-7	2	2	-1	0	0	10	-6
1215 - 1230	-15	0	-3	-5	21	-1	2	-2	-1	0	-73	-3
1230 - 1245	-4	-1	-3	-6	1	0	3	0	1	-1	-19	-2
1245 - 1300	-8	-1	-2	-6	-24	0	-3	-1	-1	2	-37	-5
1300 - 1315	-8	-2	-1	-14	41	0	-6	-1	0	1	-2	-4
1315 - 1330	-12	0	1	-4	16	0	3	-2	0	-2	-27	-4
1330 - 1345	-3	0	0	-3	-19	2	1	-2	-3	0	10	-3
1345 - 1400	-7	1	-4	-9	10	-2	0	0	-2	0	-4	1
1400 - 1415	-5	-1	-5	-11	-5	3	-1	-2	-1	-1	-51	-9
1415 - 1430	-6	0	-4	-2	19	-1	-1	0	0	0	10	-6
1430 - 1445	1	-1	-3	-7	-34	3	0	-1	0	1	41	-2
1445 - 1500	-8	0	-1	-7	28	1	-1	-2	0	-1	8	-6
1500 - 1515	-9	-1	0	-7	61	-5	1	0	-1	-1	8	-6
1515 - 1530	-4	0	-2	-1	12	0	-1	-1	1	-1	29	-5
1530 - 1545	1	0	0	-1	63	0	5	0	-2	1	15	1
1545 - 1600	-3	-1	0	-7	15	2	4	-1	0	2	-21	-4
1600 - 1615	-8	0	-4	-17	-43	1	-2	0	0	0	2	-2
1615 - 1630	-1	-1	0	-4	-2	-2	-3	1	0	-2	-2	-6
1630 - 1645	-1	-1	1	-3	17	1	1	-1	-1	-1	-41	-3
1645 - 1700	0	0	-2	-9	-13	-3	-4	0	-1	2	8	-8
1700 - 1715	-10	0	-1	-2	-6	-2	4	0	0	-1	-36	-1
1715 - 1730	-4	1	-2	-3	5	-2	2	0	1	1	-32	-7
1730 - 1745	2	-1	-4	0	-11	2	-3	1	0	2	-27	-5
1745 - 1800	-7	-1	-2	-4	41	1	1	0	-1	-1	-5	-1


ONE WAY
ONE WAY

LOTS 3, 4 AND 5 (No. 90) STIRLING HIGHWAY, NEDLANDS – COMMERCIAL DEVELOPMENT

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Inner Development Assessment Panel	
Local Government Area:	City of Nedlands	
Applicant:	Urbis	
Owner:	Aldi Foods Pty Ltd	
Value of Development:	$ 12 million ☒ Mandatory (Regulation 5) ☐ Opt In (Regulation 6)	
Responsible Authority:	City of Nedlands	
Authorising Officer:	Tony Free	
LG Reference:	DA24-98329	
DAP File No:	DAP/24/02769	
Application Received Date:	2 October 2024	
Report Due Date:	24 December 2024	
Application Statutory Process Timeframe:	90 Days	
Attachment(s):	1. Location Plan 2. Development Plans 3. Schedule of Submissions 4. Referral Response (Main Roads WA) 5. DRP Minutes 6. Applicant Planning Report 7. Waste Management Plan (18 November 2024) 8. Acoustic Report (18 November 2024) 9. Sustainable Design Management Plans (18 November 2024) 10. Landscaping Plan (18 November 2024) 11. Traffic Impact Assessment & Sightline Assessment (28 October 2024)	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	☐ Yes ☐ N/A	Complete Responsible Authority Recommendation section
	☐ No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

It is recommended that the Metro Inner DAP resolves to:

1. DAP Application DAP/24/0276
   Defer the determination of DAP Application DAP/24/02769 for a period of up to 100 days to address the following matters:

i. In accordance with Clause 67(2)(t) of the Deemed Provisions of the Planning and Development (Local Planning Schemes) Regulations 2015, insufficient information has been provided to comprehensively assess whether the traffic generated by the proposal is likely to have a negative effect on traffic flow and safety within the local road network.
ii. It is unclear if the proposal satisfies the objective of Local Planning Policy 4.1: Parking as insufficient information has been provided to justify and assess the adequacy of the amount of vehicle parking bays on site.
iii. Allow time to receive and consider transport planning related comments and recommendations pertaining to the development from Main Roads Western Australia.
iv. In accordance with Clause 32.4(5) of the City of Nedlands Local Planning Scheme 3, Element O4.12.2 is considered to be achieved where a total of 50% of the trees are endemic. Further time is required to allow for the preparation of an amended landscaping plan that includes 50% endemic tree species.

Reasons for Responsible Authority Recommendation

N/A

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban (zone) Primary Regional Road (reserve)
Local Planning Scheme	City of Nedlands, Local Planning Scheme 3
Local Planning Scheme - Zone/Reserve	Mixed Use (R-AC1)
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	N/A
Use Class and permissibility:	Shop – P Liquor Store – Small – P Consulting Rooms – P Office – P Restaurant/Café – P Convenience Store – P Medical Centre - D
Lot Size:	Lot 3: 1,264.6m^2 Lot 4: 1,656.7m^2 Lot 5: 1,737.6m^2 Total: 4,658.9m^2
Existing Land Use:	Vacant
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area

Design Review	☐ N/A ☒ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The application proposes the development of a single storey commercial building with an undercroft carpark. The development site is comprised of three lots with a total frontage of 60m to Stirling Highway. The eastern most lot (Lot 5) is located on the corner of Florence Road and Stirling Highway, providing the development site with an 86m frontage to Florence Road. The proposal includes the following:

- A shop tenancy (ALDI – supermarket) with a retail floor space of 1,100m^2.
- A 415m^2 'back of house' area for the shop tenancy.
- Six separate commercial tenancies with a gross floor area of 783m^2, these tenancies will operate separate from the shop (supermarket) use.
- An undercroft vehicle parking area providing 94 car parking bays and eight bicycle parking spaces.
- A 'pocket park' in the north-east corner intended for public use.
- Vehicle access is proposed from Florence Road, with no access available from Stirling Highway.
- A 6.1m wide strip of land along the southern boundary that is proposed as a vehicle access area and future easement area for a laneway connecting Florence and Dalkeith Roads.

The application has been assessed using the development plans submitted 18 November 2024 (Attachment 2).

Proposed Land Use	Shop – P Liquor Store – Small – P Consulting Rooms – P Office – P Restaurant/Café – P Convenience Store – P Medical Centre - D
Proposed Net Lettable Area	Shop - 1,461.3m^2 Commercial tenancies – 783m^2 Total: 2,244m^2
Proposed No. Storeys	One storey (with an undercroft)
Proposed No. Dwellings	Nil

Background:

Previous Approvals

On 14 November 2018, the Metro West Joint Development Assessment Panel approved a development application at 90 Stirling Highway for "Retail and Restaurant".

The proposal was similar in scope to the subject development application and included a large supermarket with smaller retail tenancies.

The approved development comprised the following:

- A shop tenancy (ALDI – supermarket) with a retail floor space of 1,213m^2.
- A 400m^2 'back of house' area for the shop tenancy.
- Six separate commercial tenancies with a gross floor area of 624m^2, these tenancies were to operate separate from the shop (supermarket) use.
- An undercroft vehicle parking area providing 90 car parking bays.
- A 'pocket park' in the north-east corner intended for public use.

At the time, the City initially recommended the application be refused due to insufficient information and lack of clarity regarding the development's traffic generation and impact on the road network. Subsequent to the recommendation, the City and the applicant "co-engaged" a third-party traffic engineering consultant to review information and contentions from the City and the applicant. Highlighted by this third-party review were issues related to the traffic movements from Florence Road into the site and the need for the contemplation and commitment of a rear laneway between Florence and Dalkeith Road. After the third-party traffic engineering review, the DAP resolved to approve the development subject to traffic related conditions that would address the traffic issues raised.

On 11 November 2019, the Metro West Joint Development Assessment Panel approved an amendment to the development application at 90 Stirling Highway for "Retail and Restaurant". The amendment was purely administrative as it sought to rationalise the substantial commencement condition between the approval issued under the City's (then) Town Planning Scheme 2 and the MRS.

Site Context

The development site comprises three lots within the street block bound by Dalkeith Road and Florence Road. The site accommodated the Captain Stirling Shopping Centre, which was demolished in June 2023. The demolition of the site resulted in the removal of a mature Moreton Bay fig tree. The site is currently vacant and no other notable trees or vegetation are present on site. The proposal involves the removal and replacement of four street trees on Stirling Highway that were planted in early 2019.

The subject site has two road frontages. It has a 60m primary frontage to Stirling Highway to the north, and a secondary 86m frontage to Florence Road to the east. Stirling Highway has strategic significance as a recognised 'urban corridor' by the Perth and Peel @3.5 million planning framework and is a high frequency transport route. There are five bus stops on Stirling Highway within 170m of the site.

The property has a notable slope across the site, falling 2m from the northeast to the southwest. A 3m wide strip of land within the lots across the entire Striling Highway frontage is reserved for 'Primary Regional Road' purposes under the MRS. The southwest portion of the site is bound by a drainage sump and the southwest is bound by lots with a Residential R160 zoning. The lot to the southwest accommodates a single storey dwelling.

The immediate locality along Stirling Highway is characterised primarily by commercial buildings up to three storeys in height. The buildings have a range of architectural styles and usually feature prominent commercial signage.

80 Stirling Highway (Woolworths)

An application for a commercial development at 80 Stirling Highway, Nedlands was submitted in August 2019. The application proposes a large, two storey shop use (Woolworths supermarket) and several, separate commercial tenancies. After multiple iterations of the development plans, the Metro Inner North Joint Development Assessment Panel approved the development in February 2023. The development proposes to retain the State Heritage listed Captain Stirling Hotel and create a town centre precinct on the site.

Traffic and access was a fundamental consideration for the development. Significant negotiation was undertaken to create a southern laneway on the 80 Stirling Highway site to be used as a public vehicle accessway. The laneway would facilitate movement of traffic and provide a dedicated entry and exit point for delivery vehicles and waste management. It would also address overall concerns related to traffic safety and existing congestion issues along Stirling Highway and address Main Roads' original concerns that direct access from individual lots to the Highway should be removed.

Due to overall traffic generation and an increase in right turns into Stanley Street from Stirling Highway, a key condition of the 80 Stirling Highway development approval involved the ceding of land from the 80 Stirling Highway site to facilitate the widening of Stirling Highway.

Legislation and Policy:

Legislation

- Planning and Development Act 2005
- Planning and Development (Local Planning Schemes) Regulations 2015
- Planning and Development (Development Assessment Panels) Regulations 2011
- Metropolitan Region Scheme
- City of Nedlands Local Planning Scheme No.3

State Government Policies

- State Planning Policy 4.2 – Activity Centres
- State Planning Policy 7.0 – Design of the Built Environment (SPP7.0)

Planning Codes

- Residential Design Codes Volume 2 – Apartments (R-Codes)

Local Policies

- Local Planning Policy – Waste Management
- Local Planning Policy – Consultation of Planning Proposals
- Local Planning Policy – Parking
- Local Planning Policy – Dalkeith Road to Stanley Street Laneway

Strategies

- City of Nedlands Local Planning Strategy
- Nedlands Stirling Highway Activity Corridor Strategy

Consultation:

Public Consultation

In accordance with the City's Local Planning Policy 7.3 Consultation of Planning Proposals (LPP 7.3), the plans received 25 September 2024 were advertised for a period of 28 days, from 27 September 2024 to 25 October 2024, in the following manner:

- Letters sent to all City of Nedlands and City of Perth landowners and occupiers within a 200m radius of the site;
- A sign on site was installed at the site's street frontage for the duration of the advertising period;
- An advertisement was published on 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 published on 4 October 2024; and
- A community information session was held by City Officers on 9 October 2024, no community members attended this session.

At the close of the advertising period, the City received 19 submissions, 13 in support, three objecting and three making general comment. A full schedule of submissions and applicant responses are provided at **Attachment 3**. A summary of the objections is provided below in **Table 1**. All submissions on this proposal have been given due regard in this assessment in accordance with Clause 67(y) of the *Planning and Development (Local Planning Schemes Regulations) 2015.*

Table 1: Public Consultation	
Matter Raised	**Officer Comment**
The proposal does not satisfy the objectives of the Mixed Use zone or NSHAC Strategy as it does not provide a residential component.	The absence of dwellings included in the proposal is supported as the retail and commercial opportunities provided are complementary to and will ultimately help facilitate the development of additional dwellings in close proximity to the site. The primary goal of the NSHAC Strategy is the activation of the Neighbourhood Centre. The development proposes eight commercial tenancies, all with visible and direct street access. The design results in attractive, activated and accessible spaces that reinforce the strategic importance of the Neighbourhood Centre. See below for further discussion.
The height of the building is insufficient in response to the desired medium and high rise character of the locality.	Regarding the height of the development, the proposal is, on balance, an appropriate response to the existing and emerging character of the area. The building presents at a human scale which

	makes it approachable. Furthermore, there are other approved developments within the Neighbourhood Centre which provide additional height to compensate for the low-rise nature of the development. See below for further discussion.
Parking is insufficient.	It is unclear if the parking bays provided are adequate for the commercial development proposed. Further information regarding parking bay provision is requested.
The two-storey tower element is excessive in height.	The RAC-1 density coding and NSHAC Strategy contemplate a preferred height of at least four storeys for the site. The two storey tower element of the development is consistent with the existing built form in the area, which is characterised by commercial buildings one to three storeys in height.
The signage location proposed is too prominent and does not respect the mixed use nature of the street.	The scale and nature of the proposed signage is consistent with commercial tenancies and supermarket developments. Commercial signage is an expected and accepted feature of activity centres and is important for legibility and wayfinding. The size and placement of the signage is not distracting and will not impact vehicle safety or sightlines.
The parking lot should be serviced by a travelator in addition to lifts.	The development remains accessible through the provision of two lifts from the undercroft car park to the upper forecourt and shop tenancy. A travelator is not a required feature of the development.
The development should include further planting and/or space for the community.	The site is proposed to be 9.6% deep soil area, virtually consistent with the expected landscaping provision for developments in the R-AC1 density code. The pocket park in the north-east corner of the site has been reconfigured to be more open and provide bench seating to encourage use.
The traffic issues related to entry and exit from Stirling Highway, Florence Road and Dalkeith Road will create congestion and reduce safety.	The TIA provided with the development application may be missing fundamental information to accurately assess the provision of car parking bays and traffic generation from the development. As such the proposal is not supported in its current form without the provision of additional information to verify that there will be no unreasonable adverse impact on the locality. See below for further discussion.
6.1m is too narrow for the future laneway between Florence and Dalkeith Road.	While 6.1m is not consistent with the 10m envisioned by LPP 4.2 Dalkeith to Stanley Street Laneway, 6.1m is sufficient width to provide a single carriageway with two lanes.
The development is supported.	Noted.

Amended plans were provided on 18 November 2024 which included the following changes:

- Alteration to the lift tower and troller bay location

- Reconfiguration of the pocket park with additional bench seating
- Relocation of the tenancy 7 entrance
- Additional windows added to the back of house office

The amendments were minor in nature and did not trigger the need for formal re-advertising of the proposal.

Referrals/consultation with Government/Service Agencies

Main Roads WA

As the lots are affected by a Primary Regional Road (PRR) reservation, the application was referred to Main Roads WA (MRWA) for comment in accordance with Instrument of Delegation DEL 2022/03. MRWA provided comment on 9 October 2024 requesting additional information related to an updated Traffic Impact Assessment (TIA) and the provision of SIDRA Intersection data (**Attachment 4**). A response to this additional information request was provided by the applicant on 28 October 2024 with the provision of an updated TIA (Attachment 11). At the time of writing, MRWA has not provided a formal response to this additional information, nor has MRWA made a recommendation for the determination of the development application.

Design Review Panel Advice

The development was reviewed by the City's Design Review Panel on two occasions with a final review conducted by the Chair of the DRP. Full DRP Minutes are provided at **Attachment 5**. A summary of the Panel's evaluation of the proposal at each stage of the review process is provided in **Table 2** below.

Table 2: DRP Design Quality Evaluation			
	Supported		
	Further Information Required		
	Not supported		
SPP 7.0 Principles	1 July 2024	21 October 2024	Chair Review 22 November 2024
1. Context and Character			
2. Landscape Quality			
3. Built Form and Scale			
4. Functionality and Built Quality			
5. Sustainability			
6. Amenity			
7. Legibility			
8. Safety			
9. Community			
10. Aesthetics			

The DRP Chair provided the following comment on conclusion of the final review:

*Overall, the applicant has responded very constructively and positively to the DRP advice. I **support** the current proposal but with the qualification that the proposal*

seems to be low rise supermarket shopping with small scale commercial tenancies. From a DRP perspective the proposal is supportable for this reason, yet the pre-eminence of the applicable planning scheme may outweigh this support.

On balance, the proposal responds appropriately to the desired land use and built form character envisioned for the locality. The development's response to the requirements of the City's planning scheme and strategic planning framework are discussed further below.

Planning Assessment:

State Planning Policy 4.2 – Activity Centres

The site is within an area that is identified as a 'Neighbourhood Centre' by the City's Local Planning Strategy. The role of a neighbourhood centre as outlined in SPP 4.2 is to provide for daily and weekly household shopping needs and facilitate a small range of other convenience services. The preparation of a structure plan for a neighbourhood centre is not expected as stated by the State Planning Policy 4.2 Activity Centres Implementation Guidelines. The development is considered to be consistent with the objectives of a neighbourhood centre for the following reasons:

- All land uses proposed are consistent with desired land uses outlined in SPP 4.2, including: large and small shop, liquor store, office, convenience store, restaurant/café and medical centre.
- The built form of the development reflects the typical urban form for a neighbourhood centre as highlighted by SPP 4.2. The proposal is a compact and cohesive one storey building with a two-storey tower element that complements the surrounding scale of existing buildings.
- The development contributes to the immediate locality as it interacts with and activates the streetscape through a pocket park that integrates seamlessly with the public realm. Further planting of landscaping and street trees along the Stirling Highway frontage contributes to the established green character of the area.

Local Planning Strategy

The City's Local Planning Strategy establishes the Stirling Highway precinct and outlines the vision for this corridor. The development is responsive to the strategies envisioned for the Stirling Highway precinct as:

- The development proposes land uses that are compatible with a broader mixed use zone. The commercial land uses proposed form an agglomeration with the development sites to the immediate east and west of 90 Stirling Highway to create a 'non-residential pocket' as envisioned by the strategy. The strategy acknowledges that the intensity of redevelopment will vary along the Highway and will be dependent on the predominant land use. In this case, the predominant land use is shop (supermarket) with smaller scale shops and offices that are usually no more than two storeys in height, consistent with the proposed development.
- The strategy calls for development along the Highway to incorporate the investigation or consideration of a rear laneway for access to development sites. The proposal includes a 6.1m wide strip of land along the southern

boundary to serve as half of the future Dalkeith Road to Florence Road laneway.

More specifically, as outlined above, 90 Stirling Highway essentially forms part of the identified Captain Stirling neighbourhood centre. This centre is described in the Local Planning Strategy as the Town Centre and the most significant Centre in the City. The Strategy identifies that this centre is to be the largest and most complex mixed-use activity centre in the hierarchy of centres. As a Neighbourhood Centre, the strategy envisions that it is to fulfill a significant local convenience or mixed-use residential anchor role.

A development that includes a large grocery store, such as the one proposed, is consistent with the aims of the Strategy. It is designed to provide significant local convenience in the form of grocery shopping, small administrative and office services, outpatient medical care, and other local retail opportunities. Given the considerable size of the subject site, it is an appropriate location in the Town Centre to accommodate the mix of uses and significant local convenience retail envisaged by the Strategy. Further, the Strategy envisages that the Town Centre will provide an increase of 5500m^2 of retail floor space, with a total of 8000m^2 provided. The proposal provides approximately 2200m^2 of retail floor space, which combines with the approved commercial development at 80 Stirling Highway for a total of approximately 7800m^2 of retail floor space between the two developments. This figure is consistent with the 8000m^2 envisioned and ensures that the development can contribute effectively to the Town Centre function.

Nedlands Stirling Highway Activity Corridor Strategy

The NSHAC Strategy was adopted by the City of Nedlands in March 2024. It applies to land adjacent to and in proximity of Stirling Highway. The NSHAC Strategy is a document used to guide the application of discretion for new development within the area. The Strategy sets broad objectives for the corridor based on the vision and values created by community reference groups. It also incorporates a range of contextual built form analysis and background work carried out by the City over a number of years.

The NSHAC Strategy reinforces the identification and location of the ‘Town Centre’ / Neighbourhood Centre sub-area, which includes the subject development site. The vision for the sub-area is to be commercially focused with a concentration of retail, dining and entertainment uses. It is anticipated that the Town Centre’s built form on the southern side of Stirling Highway will be a maximum of 10 storeys with a ‘preferable’ minimum of four storeys. The sub-area includes objectives for new development that contemplate the creation of engaging and inclusive spaces that underscore the Neighbourhood Centre's significance, emphasising dynamic retail and commercial ground-floor uses. The objectives call for innovative, sustainable designs that integrate with the area's heritage and residential surroundings while encouraging varied high-density developments that maintain the urban canopy.

The proposal achieves the objectives of the Neighbourhood Centre sub-area for the following reasons:

- The development proposes eight commercial tenancies, all with visible and direct street access. The design results in attractive, activated and accessible spaces that reinforce the strategic importance of the Neighbourhood Centre.

- The building features environmentally sensitive design, most notably in the form of a 250kw solar panel system that is projected to provide 100% of the supermarket tenancy's energy needs. The maximum two storey building height and inclusion of the 'chapel red' feature brickwork reflect the character and scale of nearby residential development.
- The development provides a range of intended complementary land uses such as shops, restaurant/cafés, offices and consulting rooms that are compatible with, and provide service to, the surrounding suburb.
- 9.6% of the site is provided as deep soil area to support landscaping and tree growth. Five on-site trees along with an additional feature tree in the north-east corner of the site will contribute to the overall tree canopy and leafy feel of the area.

There is a potential, ostensible conflict between the proposed development and the vision set out in the NSHAC Strategy related to intensity, height and composition of development. More specifically, it could be asserted that the Strategy calls for mixed-use development that is ideally a minimum of four storeys and contains a significant residential component, whereas the development proposed is purely commercial with isolated two storey elements.

A more in-depth inspection of the Strategy suggests that the primary goal of the Neighbourhood Centre sub-area is the activation of the space – as demonstrated by an excerpt from the sub-area vision: "this zone will be the focal point for daily shopping, entertainment and dining along Stirling Highway and will accommodate a broad range of retail and entertainment uses including supermarkets, restaurants, cafes, speciality shops and recreation venues." The Strategy highlights that the key to the activation of the Town Centre is "well-integrated residential development located *nearby,* preferably above and/ or *adjacent* to compatible land uses" (emphasis added).

As above, the Strategy contemplates that residential uses may be located close to the Neighbourhood Centre. As the Strategy proposes the rezoning of nearby land to Residential (see Figure 1 below) there will be an abundance of residential development in proximity to the development. In this scenario, the development site is located 30m from the nearest Residential zoned land to the south, 150m to the east and 180m to the west. These distances are well within the 400m walkable catchment for the future residential development.

Figure 1 - Projected zoning in the NSHAC

Regarding the height of the development, the proposal is, on balance, an appropriate response to the existing and emerging character of the area. The one storey building with a two-storey tower element complements the surrounding structures in the area which are a maximum of three storeys in height. One of the key values of the NSHAC Strategy is to provide developments that are a "human scale and fine grain which makes them approachable". At one storey in height, with at-grade access to the main shop tenancy through the pocket park, the proposal represents human-scale development.

Finally, the lack of a residential component provided through additional height can be considered to be compensated elsewhere in the Neighbourhood Centre. It could be argued that the development approval of three towers at 97-105 Stirling Highway in July 2023 (also referred to as the Chellingworth development) provides the additional height and dwellings that are required for the Neighbourhood Centre. The Chellingworth development features three towers ranging in height from 17 to 24 storeys, containing a total of 332 dwellings. As the now-envisioned height for the Neighbourhood Centre is a maximum of 12 storeys, the postulation is that the Chellingworth development height above 12 storeys has been transferred from the site at 80 Stirling Highway, providing an overall balance in terms of dwelling provision and scale within the Neighbourhood Centre.

Scheme Amendment No. 13

The City is currently progressing Scheme Amendment 13 to LPS 3. Scheme Amendment 13 would formally rezone land within the NSHAC to be consistent with the zoning identified in the NSHAC Strategy, depicted above in Figure 1. Scheme Amendment 13 was presented to Council at its meeting of 26 March 2024 where Council resolved to support the Scheme Amendment subject to modifications. The proposed Scheme Amendment was considered for determination by the Statutory Planning Committee on 21 August 2024 where a recommendation was presumably made to the Minister for Planning who has the final decision. There is no predicted timeframe by which the Minister may make a final decision, therefore proposed Scheme Amendment 13 is not considered to be certain nor imminent at this stage. Notwithstanding this, the urban planning purpose and intent of Scheme Amendment 13 is essentially included in the NSHAC Strategy which has been discussed above. In this regard, limited weight has been given to the consideration of Scheme Amendment 13 within this assessment.

Local Planning Scheme 3

The development site is zoned mixed use. Table 3 sets out the objectives from LPS 3 for development within mixed use zones. The proposed development largely achieves the objectives of the development for the reasons described below.

Table 3	
Zone Objectives	Development Response
To provide for a significant residential component as part of any new development.	Though the development does not directly provide a residential component, a commercial offering that includes a major supermarket and a variety of other retail and commercial opportunities is complementary to and will ultimately help facilitate the development of

	additional dwellings in close proximity to the site by creating an attractor for higher density residential developments in the immediate locality.
To facilitate well designed development of an appropriate scale which is sympathetic to the desired character of the area.	The development is of an appropriate scale and sympathetic to the area. The street facing portion of the development provides a continuous urban fabric along Stirling Highway, while the setback of the main structure from the grouped dwellings to the south is at least 15m. The height of the development, at a maximum of two storeys, is not imposing on the streetscape or adjoining dwellings and is below the 'default' heights within the Residential Design Codes.
To provide for a variety of active uses on street level which are compatible with residential and other non-active uses on upper levels.	A variety of active uses are provided to both street fronts. These active uses are compatible with nearby residential development.
To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres and eating establishments which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.	The development is consistent with the City's Local Planning Strategy, which envisages a retail capacity of approximately 8,000m^2 within this Town Centre location and a mix of uses to support nearby higher density residential development. The 2200m^2 of retail floor space provided by the development is comprised of compatible land uses such as shops, offices and restaurant/cafes. The development is setback appropriately and adequately managed (through an acoustic report and an operational noise management plan) to ensure that the direct impact on the amenity of adjoining lots is negligible. The impact of the traffic generated by the development on the wider district is still unknown. It is unclear if the TIA provided is irrefutably accurate and the state's road authority has not provided substantive comment on the proposal.

Clause 32.4 of LPS 3 sets out the statutory development requirements for land zoned mixed use. The applicable requirements and the development's response are set out below in Table 4.

	Table 4	
Clause	Zone Objectives	Development Response
32.4 (2)	*Residential uses are not permitted on the ground floor facing primary or secondary*	No residential uses are proposed.

	streets, except where the use faces a right-of-way or laneway in the Mixed Use zone, or where identified in an approved local planning policy.	
32.4 (3)	*Buildings are to have active frontages to the primary and/or secondary street, except where a use faces a rightof-way or laneway.*	The development provides an active frontage to the primary and secondary street. The Stirling Highway frontage includes the legible entrance to the pocket park, forecourt and tenancies 2 and 3. The Florence Road frontage provides access to commercial tenancies 4, 5, 6 and 7.
32.4 (4)	*Minimum tenancy depth facing a street is 10m.*	All tenancies have a minimum depth of at least 10.5m where facing a street.
32.4 (5)	*In relation to developments that are not subject to the RCodes, where development standards are not specified in an approved structure plan, local development plan, local planning policy and/or activity centre plan, the development standards are subject to the applicable RCode.*	It is acknowledged that the R-Codes are not necessarily a suitable way of evaluating non-residential development. However, the development achieves the Element Objectives for built form design such as height, street, side and rear setbacks, plot ratio, façade design, orientation, etc. The building is set back sufficiently from adjoining boundaries, is relatively low in scale, and presents an active frontage to the street, thereby achieving the Element Objectives.

Clause 32.4 (5) requires development be assessed against the R-Codes where there are no other relevant development controls. As above, the development satisfies most of the acceptable outcomes and element objectives. Items requiring further discussion and/or conditions of any approval granted include landscaping, sustainability, and waste management. Assessment of these items is below:

Landscaping

The Acceptable Outcomes of the R-Codes Volume 2 call for 10% of the total lot as deep soil area. The development achieves 9.6% deep soil, though 3.8% of this deep soil is within the Stirling Highway road reservation. Given that the entire development is non-residential, there are limited opportunities for additional landscaping. R-Codes Acceptable Outcomes for landscaping are not necessarily appropriate or feasible for non-residential development. However, the Element Objectives have been used to guide a design assessment.

There are no existing trees on site. As part of the demolition of the previous structures, a mature Moreton Bay fig tree was removed. At the time of demolition, the City attempted to negotiate the retention of the tree, however, the landowner asserted through an arborist report that the tree had experienced a significant decline in health and had a remaining lifespan of 10-15 years. Given the health of the tree, it was unlikely it would survive the approved development. The proposal now includes a replacement

feature tree, the species of which will be selected with guidance from the City's parks team. The landscaping plan (Attachment 10) provided by the applicant suggests that the tree could be a Jacaranda mimosaefolia. In the event of approval, a condition is recommended to require an amended landscaping plan that includes (amongst other items) the specific species of the feature tree.

Trees within the road widening reserve are located relatively close to the boundary, with the potential that they may be able to remain should the road widening and footpath works eventually occur. Notwithstanding this, any road widening would likely result in the loss of five new street trees and five trees on site. In this event, there is still 130m^2 of deep soil area left on site adjacent to Stirling Highway that can accommodate the growth of new trees. The trees provided as part of the development are broadly consistent with the objectives of maximising appropriate trees and contributing to the existing tree canopy.

The large majority of the proposed landscaping is located within or adjacent to the public realm, where it is much more beneficial for visitors to the site. Landscaping around the edges of the site helps soften the appearance of the development and further reinforces the existing leafy aspect of the neighbourhood. The planters along Florence Road have a sufficient dimension to facilitate healthy ornamental vegetation growth to contribute to the overall aesthetic and greening of the development along the secondary street.

Sustainability

The development does not propose to achieve a minimum five star Green Star rating as the construction cost is below $15 million. However, a sustainable management plan (Attachment 9) has been submitted which outlines all sustainability measures that will be included in the development. Notable inclusions are the 250kw solar panel array proposed for the roof. These solar panels are projected to supply 100% of the building's energy consumption. All water fixtures and fittings within the large shop tenancy are proposed to be either four or five star WELS rated. Additionally, the development is proposed to be an all-electric site with no gas connections. A condition is recommended in the event of approval requiring that all recommendations and design solutions contained in the management plan are implemented to the City's satisfaction.

Waste Management

The Waste Management Plan (Attachment 7) specifies that waste collection will be conducted by a private waste collection contractor and will occur three times per week. The waste will be collected directly from the bin storage area located in the south-east portion of the site near the loading dock. In the event of approval, an updated Waste Management Plan is recommended to incorporate several changes such as the updated version of the development plans and further specifics regarding the size of the bin stores.

Noise

The acoustic report provided (Attachment 8) demonstrates that noise can generally be managed appropriately. There are several outstanding issues on which the City requires further information and are recommended as conditions in the event of approval. These items are:

- The amount of noise produced by the waste compactor and the assurance that this machinery will comply with the Noise Regulations.
- The provision of a detailed noise management plan which will provide specification that deliveries should only occur during operational hours.
- Further information required on the overall impact of delivery noise, including noise associated with truck reversing, broadband beepers, closing of truck doors and unloading of goods. The cumulative impact of noise sources may warrant further noise modelling.

Traffic and Parking

The City's Local Planning Policy 4.1: Parking sets out the parking provisions as shown in Table 5 below:

Table 5			
Land Use	**LPP Requirement**	**Provided**	**Difference**
Shop and Liquor Store	8.3 bays per 100m^2 NLA 1330m^2 = 111 bays	94 bays	62 bay shortfall
Medical Centre	12 bays		
Office	4.75 bays per 100m^2 NLA 145m^2 = 7 bays		
Restaurant/Café	1 bay per 2.6m^2 = 26 bays		
TOTAL	156 bays	94 bays	62 bay shortfall

*For calculation purposes it is assumed there is one medical centre use, two office uses, one restaurant/café use and three shop uses.

It is unclear if the 62 car parking bay shortfall can be supported. It is acknowledged that the development may benefit from reciprocal car bay usage resulting from the fact that visitors are likely to visit more than one tenancy per trip, as well as the proximity to public transport options. However, the overall number of parking bays required to ensure the development is functional and will not result in an adverse impact to the surrounding road network is unclear. The specific parking information required to conduct an assessment is discussed further below.

The application is accompanied by a Traffic Impact Assessment (TIA) (Attachment 11) which presents the results of a multi-modal transport impact and parking assessment for the development with a focus on traffic, circulation and intersection operation within the locality. The TIA concludes that there will be no significant impact on the intersections in the locality, specifically the Stirling Highway / Florence Road intersection and the Dalkeith Road / Stirling Highway intersection. The Assessment asserts that swept paths of the delivery vehicles have been appropriately assessed and are acceptable.

The City's Technical Services contends that there may be fundamental errors or omissions within the TIA. The City's concerns are listed below:

- Section 2.5 of the TIA provides a review of vehicle crash history along Stirling Highway. The signalised intersection (Dalkeith Road / Stirling Highway) the

traffic will be redirected to has had 42 recorded crashes in the past five-year period. The intersection also operates with a banned right turn movement from Stirling Highway in the peak hour. The claim that the traffic redistribution will reduce the crash risk factor for the corridor is disputed.

- Section 5.3 of the TIA states that physical truck manoeuvring tests were performed to verify the feasibility of access and egress for Florence Road and observed that no changes will be required to the existing road infrastructure. More detail and evidence is required for this contention as the diagrammatic swept paths suggest that the trucks will consistently mount kerbs and islands.
- Section 5.4 of the TIA indicates that the car parking bay provision rate is satisfactory as it aligns with the historically approved car parking provision. Justification beyond this logic is required. It is unclear how this parking rate compares to similar developments. Justification should be provided as if there was no previous approval.
- Only eight bicycle bays have been provided on site. An increase in bicycle bays should be considered along with end of trip facilities.

Further to the above issues, at the time of writing, the state government agency responsible for the planning and management of the major road network, Main Roads Western Australia, has not provided formal comments and recommendations on the proposal. Given the proposal is adjacent to and interacts directly with a Primary Regional Road, it is imperative that Main Roads WA comments and recommendations are considered.

As the TIA may be missing fundamental information to accurately assess the provision of car parking bays and traffic generation from the development, the proposal is not supported in its current form. Additional information and analysis relating to traffic and parking is required to confirm that the development will not have an unreasonable or adverse impact on the locality.

Southern Laneway

The development includes a 6.1m strip of land along the southern boundary of the site that has been set aside to facilitate a future laneway connecting Florence Road and Dalkeith Road. The proposed laneway involves the use of the lots at 56 Dalkeith Road, Nedlands. These lots are owned by the City of Nedlands and are currently being used as a drainage sump. The creation of this laneway will facilitate the movement of traffic, provide an entry and exit for vehicles from Dalkeith Road and shift some of the vehicle movements from Florence Road and Edward Street. It is recommended that any approval include a condition requiring that this accessway area be made publicly accessible in perpetuity through provision of an easement or other appropriate arrangement with the City.

Conclusion:

The proposed development is of a scale and use consistent with the expected pattern of urban growth in the locality. The proposal responds appropriately to the significance of the Town Centre site in which it is located, as identified within the Local Planning Strategy and NSHAC Strategy. The development provides local convenience retail that caters for the existing population and will service future residential growth in proximity to the development site. On balance, the provision of a significant local convenience retail offering outweighs the immediate lack of residential units within the site.

Notwithstanding the supportability of the proposal from a land use planning and built form perspective, insufficient information has been provided to comprehensively assess the parking and traffic generation of the development. Furthermore, Main Roads Western Australia has not provided formal comments and recommendations on the proposal. Main Roads WA comments are imperative given the location of the development site is directly adjacent to a Primary Regional Road. For these reasons, the proposal is not supported in its current form, and it is recommended that the development application determination is deferred by approximately 100 days to allow time for the provision and assessment of additional information related to traffic and parking as well as the receipt and consideration of formal Main Roads WA comment.

Officer Recommendation

It is recommended that the Metro Inner DAP resolves to:

Approve DAP Application reference DAP/24/02769 and accompanying plans dated 18 November 2024 in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the Planning and Development (Local Planning Schemes) Regulations 2015 and the provisions of the City of Nedlands Local Planning Scheme No. 3 subject to the following conditions:

1. Pursuant to clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.

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

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

4. Prior to occupation, No. 90 (Lots 3, 4 and 5) Stirling Highway are to be legally amalgamated or alternatively the owner may enter into a legal agreement with the City of Nedlands, drafted by the City's solicitors at the expense of the owner and be executed by all parties concerned prior to the commencement of the works, to ensure that that the development and use approved on the lots operate concurrently at all times.

<u>Building and Engineering</u>

5. Prior to occupation of the development, the applicant is to enter into a Deed of Agreement with the City of Nedlands to ensure that, should access be made available to Dalkeith Road in the future, the proposed development is able to facilitate public through access from Dalkeith Road to Florence Road. The Deed of Agreement is to be prepared at the applicant's cost.

6. Prior to the issue of a demolition permit and a building permit, a Construction Management Plan shall be submitted and approved to the satisfaction of the City. The approved Construction Management Plan shall be observed at all times throughout the construction process to the satisfaction of the City.

7. Prior to the commencement of works, a Dilapidation Report shall be submitted to the City of Nedlands and the owners of the adjoining properties listed below detailing the current condition and status of all buildings (both internal and external together with surrounding paved areas and rights of ways), including ancillary structures located upon these properties:

   Lots 2 (No. 92) Stirling Highway, Nedlands
   Lot 88 (No. 1) Florence Road, Nedlands
   Lot 89 (No. 1A) Florence Road, Nedlands
   Lot 1 (No. 80) Stirling Highway, Nedlands

   In the event that access for undertaking the dilapidation survey is denied by an adjoining owner, the applicant must demonstrate in writing to the satisfaction of the City of Nedlands that all reasonable steps have been taken to obtain access and advise the affected property owner of the reason for the survey and that these steps have failed.

8. All stormwater generated on site is to be retained on site. An onsite storage/infiltration system is to be provided within the site for a 1% AEP. No stormwater will be permitted to enter the City of Nedlands' stormwater drainage system unless otherwise approved.

9. The applicant shall enter into a Deed of Indemnity with the City in relation to the works (awnings) to be undertaken in accordance with the approval within the land managed/owned by the City. The Deed of Indemnity shall be prepared/or vetted by the City's solicitors and shall be executed by both parties prior to any construction within the road reserve. All reasonable costs associated with the preparation of the Deed of Indemnity shall be borne by the landowner. – question for aaron

Design

10. Prior to the issue of a building permit, the proponents shall submit a final schedule of materials, colours, finishes and textures for the development. Any departures from the approved plans are to be to the satisfaction of the City of Nedlands.

11. Prior to occupation, all air-conditioning plant, satellite dishes, antennae and any other plant and equipment to the roof of the building shall be located or screened to the satisfaction of the City of Nedlands.

12. All signage is to be installed and maintained for the life of the development in accordance with the development plans dated received 18 November 2024, including any modifications agreed to in writing by the City, to the satisfaction of the City of Nedlands.

13. Prior to occupation, utilities to be integrated into the building and landscape design so they are not visually obtrusive from the street or civic spaces in the development, to the satisfaction of the City of Nedlands.

14. All storage and waste collection areas shall be screened from public viewing (including neighbouring properties) by the landowner to the satisfaction of the City of Nedlands.

Traffic and Parking

15. Prior to occupation, a Loading, Servicing and Delivery Management Plan shall be provided to and approved by the City. The Plan will include details on:

    a) how the servicing of the proposed development will occur including service, delivery and rubbish collection vehicle routes;
    b) times of deliveries and numbers of daily deliveries;
    c) agreement that delivery vehicles will turn off engines, freezer and fridge compressor units of trucks while unloading.

    The approved plan (and any amendments approved by the City in writing) is required to be adhered to for the life of the development to the satisfaction of the City of Nedlands.

16. Prior to occupation, the 8 public bicycle racks as shown on the plans dated 18 November 2024 shall be provided in accordance with Australian Standard for AS 2890.3 to the satisfaction of the City of Nedlands. The bicycle racks shall remain in place for the duration of the development.

17. Prior to occupation, all car parking bays are to be clearly line marked, drained and with visitor/staff parking clearly marked or signage provided, and maintained thereafter by the landowner to the satisfaction of the City of Nedlands.

18. All car parking dimensions (including associated wheel stops and headroom clearance), manoeuvring areas, ramps, crossovers and driveways shall comply with Australian Standard 2890.1-2004 - Off-street car parking and Australian Standard 2890.6:2009 - Off-street parking for people with disabilities (where applicable) to the satisfaction of the City of Nedlands.

19. Prior to the issue of a building permit, an amended Waste Management Plan is to be submitted that updates the figures to match the approved plans to the satisfaction of the City of Nedlands. The amended Waste Management Plan is to be adhered to for the life of the development to the satisfaction of the City.

Environmental Health

20. Prior to occupation, an external lighting plan must be submitted and approved by the City of Nedlands. The lighting is to be designed and located to prevent any increase in light spill onto the adjoining properties and shall comply with the requirements of Australian Standard 4282 – Control of Obtrusive Effects of Outdoor Lighting and is to be adhered to for the life of the development to the satisfaction of the City of Nedlands.

21. All actions and recommendations contained within the Acoustic Assessment dated 18 November 2024, prepared by Herring Storer Acoustic shall be implemented and adhered to for the life of the development, to the satisfaction of the City of Nedlands.

22. Prior to occupation, a Noise Management Plan is to be submitted and approved by the City of Nedlands detailing measures that will be undertaken to ensure noise levels during operation of the development are kept within levels prescribed in the Environmental Protection (Noise) Regulations 1997 to the

specifications and satisfaction of the City of Nedlands. The Noise Management Plan shall be adhered to at all times for the life of the development.

Landscaping

23. Prior to occupation, an amended landscaping shall be submitted which depicts at least 50% of the tree species being endemic species. All landscaped areas are to be maintained on an ongoing basis for the life of the development on the site to the satisfaction of the City of Nedlands.

24. The street tree(s) within the verge are to be protected and maintained through the duration of the demolition and construction processes to the satisfaction of the City of Nedlands. Should the tree(s) die or be damaged, they are to be replaced with a specified species at the proponents and to the satisfaction of the City of Nedlands.

Sustainability

25. All actions and recommendations contained within the Sustainable Management Plan dated 18 November 2024, prepared by Edison Consults Pty Ltd, or any approved modifications, shall be implemented and adhered to for the life of the development to the satisfaction of the City of Nedlands.

26. Prior to occupation of the development, the land required for the widening of Stirling Highway, as shown on the plan 1.7138-1 (see attached), must be ceded free of cost to the State of Western Australia without any payment of compensation.

27. Prior to occupation of the development, the applicant must undertake works to Main Roads requirements to restrict Florence Road access to left in left out traffic movements only and ensure vehicles can turn lane correct to and from Stirling Highway. All works shall be at the applicant's cost.

28. Prior to applying for a Building Permit, the applicant must submit engineering drawings demonstrating that a 15.6m vehicle can access the site and turn lane correct to and from Stirling Highway. The plans shall be to Main Roads requirements. The applicant is responsible for all costs associated with any land acquisition, design, drainage, and construction of the road upgrade works. This includes signage, road markings, relocation of services, street lighting, design checks and inspections.

29. Prior to occupation of the development, the redundant vehicle crossover is to be removed and kerbing, verge, and footpath (where relevant) reinstated with landscaping to the satisfaction of the City of Nedlands.

30. Prior to occupation of the development, all lots shall be amalgamated, and a new Certificate of Title obtained for the amalgamated lot.

31. The maximum length of heavy vehicles accessing the site shall not exceed 15.6m.

32. All waste collection is to be onsite.

33. Prior to the submission of a building permit, a Traffic Management Plan (for construction) must be submitted and approved by Main Roads. The Traffic Management Plan must detail how traffic shall be managed at all times and must be implemented and maintained throughout the construction of this development.

34. No part of the development, other than approved landscaping is to be located within the land within the Primary Regional Road Reservation (PRRR).

35. Prior to the issue of the Building Permit, the applicant must submit a revised Landscape to the satisfaction of the City of Nedlands and on advice from Main Roads for temporary landscaping located within the widened road reservation/land requirement as detailed in the attached Land Protection Plan 1. 7138/1. Sight lines must be maintained at all times to ensure driver safety.

36. Any existing redundant infrastructure within the PRRR is to be removed and the verge made good at the applicant's expense.

37. No works are permitted within the Stirling Highway Road Reservation unless Main Roads has issued a Working on Roads permit.

38. All signs must be placed on private property and must not overhang or encroach the Primary Regional Road Reservation.

39. The maximum luminance level of the signs shall be in accordance with the requirements below at all times:
    a. During daytime, the maximum luminance levels shall be 500 cd/m2.
    b. During the night, the maximum luminance levels shall be 350 cd/m2.

40. The signs must not flash, pulsate or chase.

41. The devices must not contain fluorescent, reflective, or retro-reflective colours or materials

Advice Notes

a) This is a Planning Approval only and does not remove the responsibility of the applicant/owner to comply with all relevant building, health and engineering requirements of the City, any obligations under the Strata Titles Act, or the requirements of any other external agency.

b) A building permit is required for the works.

c) Application forms and supporting information about the procedure to operate a proposed sign visible to Stirling Highway refer to Main Roads' Policy and Assessment Guidelines for Static Advertising Signs which can be found on the Main Roads website.

d) The Construction Management Plan and Demolition Management Plans are to be prepared in the manner and form provided by the City of Nedlands

e) The applicant and landowner are advised that the approved uses (Office, Shop, Private – recreation, Medical centre, Liquor store – small and Restaurant/café) are defined in accordance with LPS3.

f) Prior to commencing a Food Business, a proprietor shall lodge with the City a Food Business Registration / Notification Form. A food business is any business or activity that involves the sale of food or the handling of any type of food for sale in Australia.

g) The landowner is advised that all mechanical equipment (e.g. air-conditioner) is required to comply with the Environmental Protection (Noise) Regulations 1997, in relation to noise.

h) Service and/or delivery vehicles are not to service the premises before 7.00 am or after 7.00 pm Monday to Saturday, and/or before 9.00 am or after 7.00 pm on Sundays and Public Holidays unless otherwise approved by the City.

i) Application forms and supporting information about the procedure to operate a proposed sign visible to Stirling Highway refer to Main Roads' Policy and Assessment Guidelines for Static Advertising Signs which can be found on the Main Roads website.

j) This property is affected by land reserved in the Metropolitan Region Scheme as shown on the enclosed extract of Main Roads Land Protection Plan 1.7138-1 and will be required for road purposes at some time in the future.

k) The applicant is required to submit an Application form to undertake works within the road reserve prior to undertaking any works within the road reserve. Application forms and supporting information about the procedure can be found on the Main Roads website > Technical & Commercial > Working on Roads.

2. **Defer** the determination of DAP Application DAP/24/02769 for a period of up to 100 days to address the following matters:

   i. In accordance with Clause 67(2)(t) of the Deemed Provisions of the Planning and Development (Local Planning Schemes) Regulations 2015, insufficient information has been provided to comprehensively assess whether the traffic generated by the proposal is likely to have a negative effect on traffic flow and safety within the local road network.
   ii. It is unclear if the proposal satisfies the objective of Local Planning Policy 4.1: Parking as insufficient information has been provided to justify and assess the adequacy of the amount of vehicle parking bays on site.
   iii. Allow time to receive and consider transport planning related comments and recommendations pertaining to the development from Main Roads Western Australia.

8.4 PD04.01.25 Student and Shop Development 37-43 Stirling Highway

PD04.01.25	**Consideration of SDAU Referral – Student Accommodation and Shop Development at 37-43 (Lots 585-588) Stirling Highway, Nedlands**

Meeting & Date	Special Council Meeting - 29 January 2025
Applicant	Planning Solutions
Employee Disclosure under section 5.70 Local Government Act 1995	The author, reviewers and authoriser of this report declare they have no financial or impartiality interest with this matter. There is no financial or personal relationship between City staff involved in the preparation of this report and the proponents or their consultants.
Report Author	Chantel Weerasekera – A/Coordinator Planning Approvals
Director	Bruce Thompson – Director Planning and Development
Attachments	1. Zoning Map 2. Development Plans 3. Transport Impact Statement 4. Landscaping Plans

Purpose

The purpose of this report is for Council to make a recommendation on a development application for a Student Accommodation and Shop Development at 37-43 (Lots 585-588) Stirling Highway, Nedlands. The decision maker for the application is the Western Australian Planning Commission. The City is a referral body only.

Recommendation

That Council ADVISES the Western Australian Planning Commission that it does not support the development application for a Student Accommodation and Shop Development at 37-43 (Lots 585-588) Stirling Highway, Nedlands in its current form, and that the proposal should be amended prior to determination, for the following reasons:

1. **The proposed height of the development is not compatible with the existing or envisioned future scale of development within the surrounding area. It is recommended that the height be reduced to no greater than 12 storeys in accordance with the endorsed Nedlands Stirling Highway Activity Corridor Strategy.**

2. **The development proposes an overreliance of micro-studio apartments which results in a lack housing diversity and compromised residential amenity. It is recommended that the dwelling mix be diversified, to improve access to natural**

light and ventilation, and ensure that micro-studios are not the predominant product.

3. There is lack of certainty and resolution on the proposed treatment to Hibbertia Lane. It is the City's preference that the land adjacent to the northern boundary of the subject property be ceded to provide for a total laneway width of 5.7m. Alternatively a technical note from a professional traffic engineer or transport planner could be considered appropriate where this confirms that Hibbertia Lane can function as a two-way, single lane street for the future built out scenarios. Further revised landscaping plans would be required to detail the treatment proposed on the laneway including the modification at the intersection with Williams Road.

4. The car parking provision is insufficient for the number of beds. It is recommended that an Amended Transport Impact Statement be provided prior to determination, to provide further detail on how the proposed share car plan will operate, and how the operator will ensure occupants do not own vehicles and park in surrounding streets.

5. The bicycle parking provision is insufficient for the number of beds and the specialised nature of the land use. It is recommended that this be increased to a minimum of 220 bicycle bays.

Should the Western Australian Planning Commission approve the application the following conditions are recommended:

1. All works indicated on the approved plans shall be wholly located within the lot boundaries of the subject site.

2. Prior to occupation, suitable arrangements are to be made for the widening of Hibbertia Lane adjacent to the northern boundary of the subject property to a total width of 5.7m, and to provide for public access over the Lane in perpetuity, at the landowner/applicants cost and to the satisfaction of the City of Nedlands.

3. Prior to the issue of a building permit, an amended Transport Impact Statement is be to submitted and approved by the City of Nedlands to address the following:

    a. Provide a critical headroom measurement at a grade change in accordance with AS2890.1 (Figure 5.3).
    b. Provide a height clearance of min 2.8 meters excluding any low height attached awnings, service pipe and beams to allow safe operation of the waste vehicle's rear lift mechanism.
    c. The design envelope around a parked vehicle is to be kept clear of columns, walls or other obstructions. A column location and spacing shall be provided in accordance with AS2890.1 Fig 5.1.
    d. Provide detail information regarding bulk collection at site.

4. Prior to the issue of a building permit, detailed designs drawings pertaining to a new pedestrian crossing on Stirling Highway being submitted and approved by City of Nedlands and Main Roads WA. All associated works are to be completed prior to occupation at the cost of the owner/applicant, to the satisfaction of the City of Nedlands and Main Roads WA.

5. Prior to the issue of a building permit, detailed designs drawings pertaining to the modification of the parking bays along Williams Street being submitted and approved by City of Nedlands. All associated works are to be completed prior to occupation at the cost of the owner/applicant, to the satisfaction of the City of Nedlands.

6. Prior to occupation, any redundant crossovers shall be removed and the verge and kerbing reinstated to the City's specifications, at the expense of the applicant and to the satisfaction of the City of Nedlands.

7. Prior to occupation of the development, a Parking Management Plan must be submitted to and approved by the City of Nedlands. The Parking Management Plan is to:

    a. Provide to detail how the proposed share car plan will operate.
    b. Provide detail as to how the operator will ensure occupants do not own vehicles.

    The Parking Management Plan, or any approved modifications, is to be adhered to for the life of the development, to the satisfaction of the City of Nedlands.

8. Prior to the issue of a building permit, a Community Needs and Benefits Analysis is to be undertaken for the site and immediate locality, at the cost of the owner/applicant and given the pedestrian and bike access focus of the development, consider safe access ways and linkages to the UWA campus and in particular, to the underpass at Trinity College to the campus. The findings and recommendations of the analysis are to be implemented prior to occupation, at the cost of the owner/applicant, to the satisfaction of the City of Nedlands.

9. Occupiers of the development are not eligible for Residential Parking Permits issued by the City of Nedlands.

10. Prior to the issue of a building permit, an amended landscape plan shall be submitted to and approved by the City of Nedlands. Prior to occupation, landscaping is to be installed and maintained in accordance with that plan, or any modifications approved thereto, for the lifetime of the development thereafter, to the satisfaction of the City of Nedlands.

11. Prior to the issue of a demolition permit and a building permit, a Demolition or Construction Management Plan (as appropriate) shall be submitted and approved to the satisfaction of the City. The approved Demolition and Construction Management Plans shall be observed at all times throughout the construction and demolition processes to the satisfaction of the City.

12. Prior to the issue of a demolition permit, a Dilapidation Report shall be submitted to the City of Nedlands and the owners of the adjoining properties listed below detailing the current condition and status of all buildings (both internal and external together with surrounding paved areas and rights of ways), including ancillary structures located upon these properties:

    a. Lots 589 and 590 (No. 35) Stirling Highway, Nedlands
    b. Lot 21 (No. 108 and 110) Williams Road, Nedlands
    c. Lot 3 (No. 17) Hibbertia Lane, Nedlands

    In the event that access for undertaking the dilapidation survey is denied by an adjoining owner, the applicant must demonstrate in writing to the satisfaction of the City of Nedlands that all reasonable steps have been taken to obtain access and advise the affected property owner of the reason for the survey and that these steps have failed.

13. Prior to the issue of a building permit, a Geotechnical Report covering the development area is to be prepared by a suitably qualified practitioner at the applicant's cost, to the satisfaction of the City of Nedlands. The report will give due consideration to any potential impacts on neighbouring properties including but not limited to: ground water management, excavation or modifications to existing ground levels; vibration or consolidation of material throughout the demolition and construction phase of the project. The Geotechnical Report will identify any remedial treatments required to mitigate any adverse impacts and will be lodged with the building permit application, together with certification that the design is suitable for the site conditions as outlined in the Geotechnical Report.

14. All stormwater generated on site is to be retained on site. An onsite storage/infiltration system is to be provided within the site for a 1 in 100-year storm event. No stormwater will be permitted to enter the City of Nedlands' stormwater drainage system unless otherwise approved.

15. Prior to occupation, all air-conditioning plant, satellite dishes, antennae and any other plant and equipment to the roof of the building shall be located or screened to the satisfaction of the City of Nedlands.

16. Prior to occupation, the finish of the parapet walls is to be finished in accordance with the approved plans.

17. Prior to occupation, an external lighting plan must be submitted and approved by the City of Nedlands. The lighting is to be designed and located to prevent any increase in light spill onto the adjoining properties.

18. The street tree(s) within the verge are to be protected and maintained through the duration of the demolition and construction processes to the satisfaction of the City of Nedlands. Should the tree(s) die or be damaged, they are to be

replaced with a specified species at the owner's expense and to the satisfaction of the City of Nedlands.

19. **Within 12 months of practical completion, a copy of the 5-Star Green Star As Built Certification be provided to the satisfaction of the City of Nedlands.**

Voting Requirement

Simple Majority.

It is noted that Council is not the decision-maker for this proposal. Council is invited to provide formal comments for consideration by the Western Australian Planning Commission (WAPC) when it determines the application.

Background

Land Details

Metropolitan Region Scheme Zone	Urban Primary Regional Roads
Local Planning Scheme Zone	Mixed Use
R-Code	R-AC1
Land area	Total: 2,122m2 Lot 585: 536m2 Lot 586: 529m2 Lot 587: 529m2 Lot 588: 529m2
Land Use	'Student Accommodation' (Use Not Listed)
Use Class	N/A

The site is located on the Northern side of Stirling Highway, between Williams Road and Meriwa Street (**Figure 1**). The site falls approximately 4m from the west to the east. The site is burdened by an MRS Primary Regional Road reserve (PRR) on its southern boundary, which encompasses approximately 117m2 of land.

The site is zoned Mixed Use with a Residential Density of R-AC1 and has frontages to Stirling Highway, Williams Road and Hibbertia Lane. The site is currently occupied by four commercial buildings which are proposed to be demolished.

The existing streetscape development along this portion of Stirling Highway consists of a mixture of medium scale two and three storey commercial buildings and low-density single houses and grouped dwellings. Directly abutting the site to the east is 35 Stirling Highway, the Nedlands Post Office (fmr), which is State Heritage Listed. The properties to the north are zoned 'Residential' with an R160 density and contain existing low density residential development reflective of the previous R25 coding.

Upon the gazettal of Local Planning Scheme No. 3 (LPS3) in 2019, the lots abutting Stirling Highway were rezoned to R-AC1. Given the new zoning, the streetscape is expected to undergo a gradual transition to a higher density and scale of development. Development is yet to occur in the immediate locality since the rezoning, apart from a three lot subdivision at 17-21 Hibbertia Lane.

The subject site has previously been granted development approval for a 17 storey mixed use development. This was approved by the then Metro Inner-North Joint Development Assessment Panel at its meeting held on 2 December 2022 (DAP Application reference DAP/22/02232). This approval remains valid until 2 December 2026.

Figure 1: Aerial image

Application Details

The application seeks development approval for a Student Accommodation and Shop Development (**Attachment 2**). The proposed building consists of:

- 19 storeys
- 472 beds within:
  - 424 single bedroom studio apartments
  - 16 three bedroom apartments
- 107m2 of ground floor commercial 'shop' space
- Communal amenities including, pool, sauna, gym, yoga studio and bbq area.

- 11 car parking bays
- 168 bicycle parking bays

The application has been lodged under Part 11B of the Planning and Development Act 2005. The Responsible Authority for the application is the State Development Assessment Unit (SDAU) and the decision maker is the Western Australian Planning Commission. The City is a referral body only. The application was referred to the City on 20 December 2024 in accordance with Regulation 17(4) of the *Planning and Development (Significant Development) Regulations 2024* (Significant Development Regulations). The City has until 28 January 2025 to provide any recommendations or comments to the SDAU.

Discussion

Assessment of Statutory Provisions

Improvement Plan 63 UWA QEII Specialised Activity Centre

On 28 June 2024 the Improvement Plan 63 UWA QEII Specialised Activity Centre was gazetted which includes the subject site. It is anticipated that future development controls will be incorporated as part of an Improvement Scheme over the area. The timing of the Improvement Scheme is unknown. At present the relevant planning scheme applicable to this site is the City of Nedlands Local Planning Scheme No. 3.

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

Clause 32(5) of LPS 3 stipulates the following:

5) In relation to developments that are not subject to the R-Codes, where development standards are not specified in an approved structure plan, local development plan, local planning policy and/or activity centre plan, the development standards are subject to the applicable R-Code.

As the development is for 'Student Housing' the R-Codes are typically not applicable. However, as no other adopted structure plan, local development plan, local planning policy and/or activity centre plan exists for the site, assessment against the Residential Design Codes Volume 2 (R-Codes) has been undertaken as relevant.

In relation to building height, the R-Codes building height Acceptable Outcome is replaced by Clause 26(3) of LPS 3, as follows:

In relation to land coded R-AC1, Clause A2.2.1 in the building height element of the primary controls in the R-Codes Vol.2 is replaced by:

(a) The default Acceptable Requirement for building height limit (storeys) as set out in Table 2.1: Primary Controls Table does not apply

The City is currently progressing Scheme Amendment 13 to LPS 3. Scheme Amendment 13 would delete LPS 3 clause 26(3) Modification of R-Codes and see this lot rezoned from Mixed Use to Residential R-AC1, thereby reverting the acceptable outcome for height to 9

storeys. Scheme Amendment 13 was presented to Council at its meeting of 26 March 2024 where Council resolved to support the Scheme Amendment subject to modifications. The proposed Scheme Amendment has now been referred to the Western Australian Planning Commission which will make a recommendation to the Minister for Planning who has the final decision. There is no predicted timeframe by which the Minister may make a final decision, and therefore proposed Scheme Amendment 13 is not considered to be certain nor imminent at this stage. In this regard, limited weight has been given to the consideration of Scheme Amendment 13 within this assessment.

At the Council Meeting of 26 March 2024, the Nedlands Stirling Highway Activity Corridor Strategy (NSHAC Strategy) was endorsed. The NSHAC Strategy sets broad objectives for the area based on the vision and values created by community reference groups. It also incorporates a range of contextual analysis and background work carried out by the City over a number of years. It is acknowledged that the NSHAC Strategy is not a statutory planning document and provides guidance in decision making only.

The development is located within the future Eastern Mixed Use zone set out within the NSHAC Strategy. The height envisioned for this lot is between 9 to 12 storeys. The development proposes a maximum building height of 19 storeys.

It is acknowledged that the site has previously been granted development approval for a 17 storey mixed use development. This application was approved in 2022 prior to the adoption of the NSHAC Strategy, and at this time the City's desired future scale and character of the area was unknown. The key consideration of height in the assessment of this application was the small tower footprint in response to the adjacent Nedlands Post Office (fmr).

The building footprint of the proposed tower is larger than that of the 2022 approval (**Figure 2**). The setback to the Nedlands Post Office (fmr) to the east has reduced from 18.3m to 16.0m. Setbacks to the north and west lot boundaries have also been decreased. It is noted that the WAPC is required to consult with the Heritage Council in accordance with Regulation 17(3) of the Significant Development Regulations, in relation to the proposed interface with the Nedlands Post Office (fmr). Comments from the Heritage Council are not currently available to the City in the consideration of this proposal.

On balance, the increased scale of the building in the context of the newly adopted NSHAC Strategy is not considered compatible with the existing or desired future scale of development within the locality. It is recommended that the development be reuced in height to more closely align with the vision of the NSHAC Strategy and community expectations.

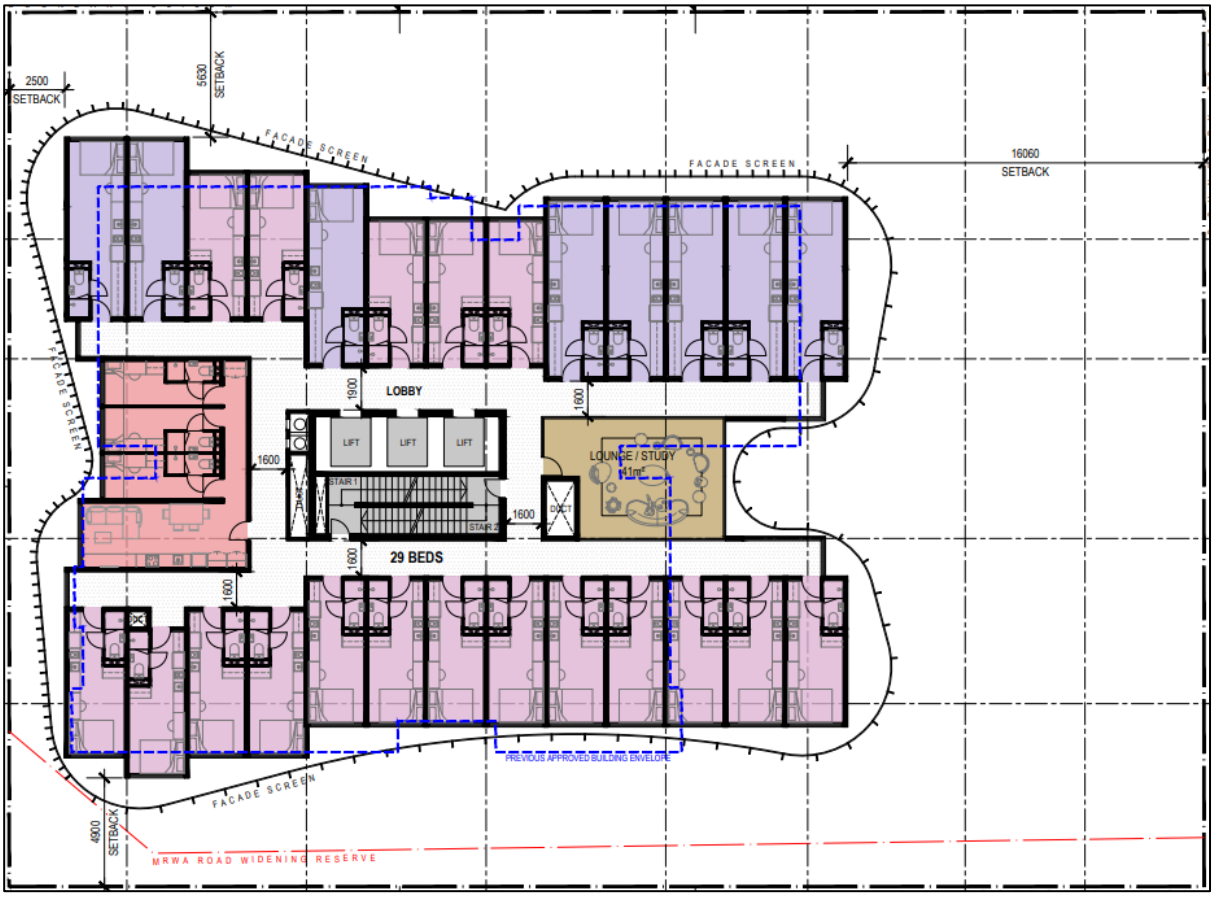


Figure 2: Proposed typical floor. Typical floor of 2022 approval in blue dashed.

Resident Amenity (R-Codes Clause 4.1 Solar and Daylight Access, Clause 4.2 Natural Ventilation, 4.3 Size and Layout of Dwellings, and Clause 4.8 Dwelling Mix)

Of the 440 apartments proposed within the development, 424 / 96% of these are studio apartments which have an internal floor area between 16m2 to 19m2. As a comparison, the minimum Acceptable Outcome floor area for studio apartments in accordance with the R-Codes Clause 4.3 is 37m2. All these micro-studios are single aspect thereby limiting access to natural ventilation. Of the 440 units in the development, only 194 / 44% have a northern facing opening, and thereby achieving optimum solar access.

Whilst the demand for some smaller studio options for student accommodation is acknowledged, there is an overreliance on micro-studios within the development which results in a lack housing diversity and compromised residential amenity. As a comparison, the minimum Acceptable Outcome for dwelling mix in accordance with the R-Codes Clause 4.8 is that 20% of apartments within a building are differing bedroom numbers. It is highly recommended that the dwelling mix be diversified, to promote housing choice, ensure a majority of apartments have good amenity for residents, and that micro-studios are not the predominant product.

Bicycle Parking (R-Codes Clause 3.9 Car and Bicycle Parking)

The development proposes 162 bicycles bays. This equates to 0.3 bays per unit. As a comparison, the minimum Acceptable Outcome in accordance with the R-Codes is 0.5 bays

per dwelling, which would result in a minimum requirement for 220 bicycle bays. For student accommodation, where car usage is likely to be very low, the use of other modes such as walking, cycling and public transport will be much higher. While not every single student will have a bicycle, it is reasonable to estimate that more than 50% of students would have bikes and potentially up to 75-80%. In this regard the rate of proposed 162 bicycle bays is likely insufficient. It is recommended that the bicycle parking strategy be reconsidered and that at a minimum the R-Codes Acceptable Outcome be achieved.

Community Benefits (R-Codes Clause 2.8 Development Incentives for Community Benefit)

Given the significance of the proposal and the exceedance of certain acceptable outcomes of the R-Codes Volume 2, it is considered that some discernible community benefit should be provided.

The plot ratio of the development is approximately 3.5, while the Acceptable Outcome is 3.0. Further, as outlined above, the height of the development is not consistent with the desired future character of the area as outlined in the NSHAC Strategy. Tangible community benefit should be received in exchange for the significant height and plot ratio sought, should the development be approved. For this specific site and locality, examples of community benefit required may be improved pedestrian linkages with both sides of Stirling Highway, road upgrades, contribution to public open space to support the recreational needs of the occupants or even amenities such as public toilets or meeting spaces.

To ensure community benefit is received, should the proposal be approved, a condition of approval is recommended that requires a community benefit and needs analysis be undertaken for the site and immediate locality and any benefits identified be provided.

City's Local Planning Policy 4.1 Parking

The development proposes 11 car parking bays. This equates to one bay per 43 beds. The City's Local Planning Policy 4.1 Parking does not include any minimum parking requirements for a 'Student Accommodation' land use as it is considered a 'use not listed'. Whilst it is acknowledged that reduced parking rates are typical for student accommodation developments, the proposed numbers are extremely low. This raises the concern that occupants may own and park cars in the nearby streets, thereby taking up the already limited resident spaces. The provided Transport Impact Statement (TIS) (**Attachment 3**) has justified the reduced car parking provision on the basis that eight 'share cars' will be provided for use by residents. The TIS provides no further information on how the car share plan will operate and how the proposed number of bays and share cars has been calculated.

It is preferred that a revised TIS be provided prior to determination of the application to provide further information on the proposed parking provision and management. Should the application be approved a condition is recommended requiring a Car Parking Management Plan be provided to detail how the share car plan will operate and how the operator will ensure occupants do not own vehicles. A further condition is recommended noting that the City will not issue residential parking permits for residents of the development.

Pedestrian Movement

Given the lack of onsite car parking and focus on bicycle parking within the development, it is anticipated that a significant increase in persons will be walking or cycling in the area. The five-year crash history obtained from Main Roads WA reveals two pedestrian crashes on Stirring Highway in the vicinity of the subject site, one of which resulted in fatality. As such, it is emphasised that there is a critical need for implementing formal pedestrian crossings on Stirling Highway to enhance pedestrian safety. Should the development be approved a condition is recommended that a pedestrian crossing be designed and constructed to the satisfaction of the City and Main Roads WA.

Hibbertia Lane Widening

Hibbertia Lane is 3.7m wide where it abuts the north of the subject site. It is noted that the eastern adjoining site, Nedlands Post Office (fmr), has already ceded 2m of land to widen the lane to 5.7m in total. This development application does not propose to cede land to increase the road reserve of Hibbertia Lane. Instead, the development is proposing to leave Hibbertia Lane at the existing 3.6m width with localised widening at the intersection of Laxum Lane, with a passing bay provided just prior to Williams Road.

The proposed approach raises concerns in ensuring that the form and function of Hibbertia Lane is appropriate for any future development and build out of the wider area, not just servicing the subject development. It is generally preferable for ceding of the land to occur for the purposes of orderly and proper planning. Should the decision maker not deem that ceding is appropriate, a technical note from a professional traffic engineer or transport planner should be prepared confirming that Hibbertia Lane can function as a two-way, single lane street for the future built out scenarios, prior to determination of the application. Further a revised landscaping plan would be required to further detail the treatment proposed on the laneway including the modification at the intersection with Williams Road.

Sustainability

The Planning Report indicates that the development is targeting to achieve a 5-Star Green Star rating. This aim generally aligns with the City's Local Planning Policy 1.3 Sustainable Design which recommends that for developments with a cost of $15 million and above, the R-Codes Acceptable Outcome of Element 4.15 Energy Efficiency is considered to be achieved through a minimum 5-star Green Star certification. It is highlighted that best practice is that a formal certification be provided at post construction stage. Should the WAPC approve the proposal it is recommended that this be a condition of approval.

Consultation

Public consultation and consideration of submissions received will be undertaken by the WAPC in accordance with the *Planning and Development (Significant Development) Regulations 2024* Regulation 13.

Strategic Implications

This item is strategically aligned to the City of Nedlands Council Plan 2023-33 vision and desired outcomes as follows:

Vision	**Sustainable and responsible for a bright future**
Pillar	**Place**
Outcome	6. Sustainable population growth with responsible urban planning.

Budget/Financial Implications

Nil.

Legislative and Policy Implications

Council is invited to make a recommendation or comments on the proposed application as the local government to the district of which the significant development application relates, in accordance with Regulation 17(4) of the Significant Development Regulations. The City is no statutory requirement for the City to make comment.

Decision Implications

Council is invited to make comment to the WAPC via the SDAU. As the WAPC is the decision-maker for this application, there are no statutory implications in Council making a recommendation to either support or not support the application. The City has until 28 January 2025 to make any comments or recomendations. The WAPC may elect to determine the application after this date irrespective of if the City's comments have been provided.

Conclusion

The application for a Student Accommodation and Shop Development at 37-43 Stirling Highway, Nedlands has been presented to Council to make a recommendation to the WAPC. The proposal, in its current form, is not considered to appropriately respond to the existing or planned future character and scale of the local area. It is recommended that prior to determination of the application, the proposal be amended to more closely align with the expectations of the surrounding area and community.

Further Information

Nil.

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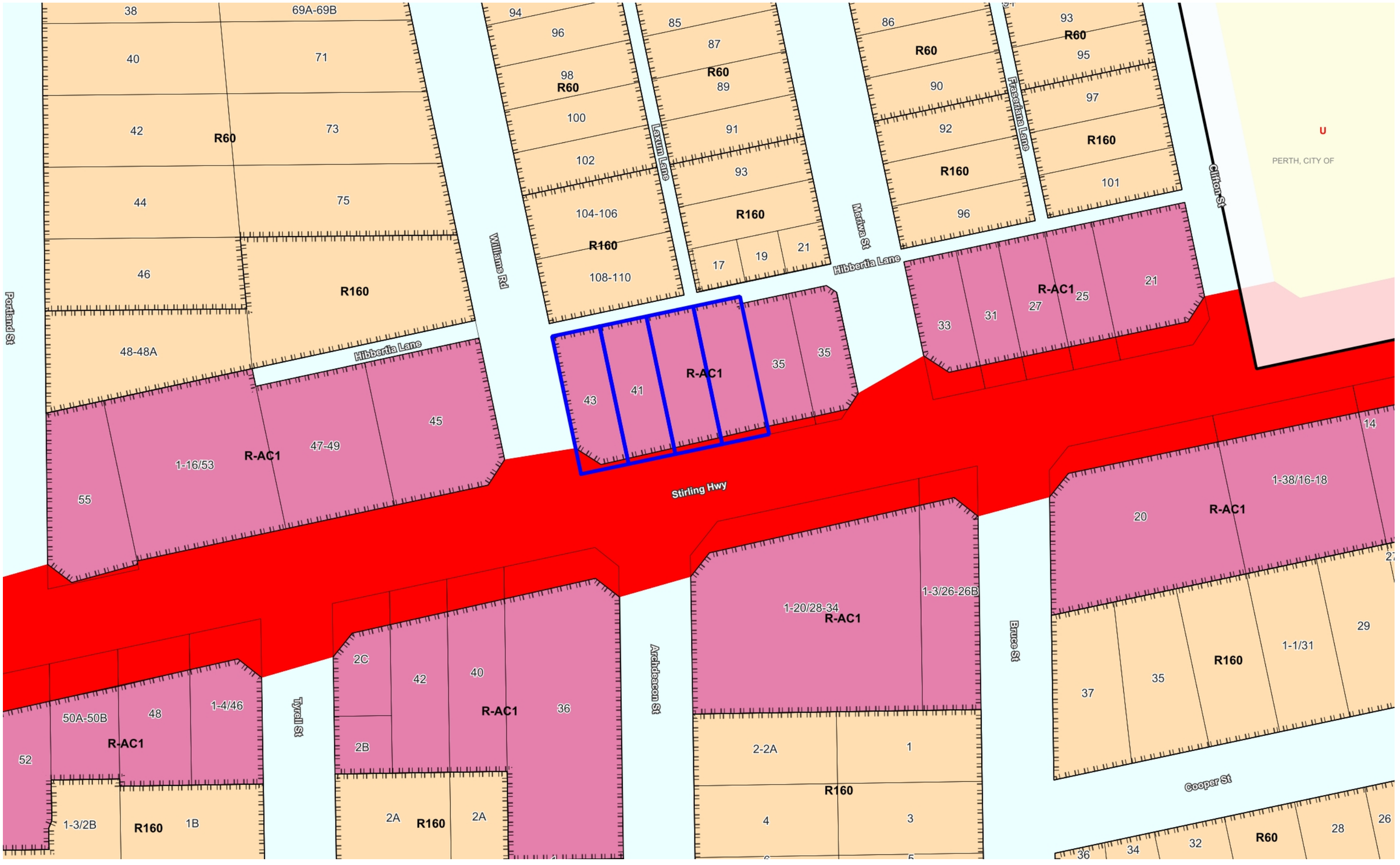

City of Nedlands	The City of Nedlands accepts no responsibility for the accuracy of this image or the results of any actions taken when using this image	Zoning Map	3/11/2022 1:1000	N

PD04.01.25 - Attachment 2

A00.00 COVER

A01.01 EXISTING FEATURE SURVEY
A01.02 SITE PLAN

A02.01 BASEMENT PLAN
A02.02 GROUND FLOOR PLAN
A02.03 LEVEL 1 FLOOR PLAN
A02.04 LEVEL 2 FLOOR PLAN
A02.05 LEVEL 3, 5, 6, 8, 9, 11, 12, 14 & 15 FLOOR PLAN
A02.06 LEVEL 4, 7, 10 & 13 FLOOR PLAN
A02.07 LEVEL 16 FLOOR PLAN
A02.08 LEVEL 17 FLOOR PLAN
A02.09 LEVEL 18 FLOOR PLAN
A02.10 ROOF PLAN

A06.01 NORTH ELEVATION / EAST ELEVATION
A06.02 SOUTH ELEVATION / WEST ELEVATION
A06.03 STIRLING HIGHWAY CONTEXT ELEVATION

A06.04 DETAIL PERSPECTIVE
A06.05 DETAIL PERSPECTIVE
A06.06 DETAIL PERSPECTIVE

A06.07 SECTION 1 & SECTION 2
A06.08 SECTION 3

A06.09 PERSPECTIVE 1
A06.10 PERSPECTIVE 2
A06.11 PERSPECTIVE 3
A06.12 PERSPECTIVE 4
A06.13 PERSPECTIVE 5

A08.01 OVERSHADOWING 1
A08.02 OVERSHADOWING 2

PROPOSED STUDENT ACCOMMODATION
DEVELOPMENT APPLICATION PREPARED FOR THE SDAU 15.10.2024

City of Nedlands
Received
20 November
2024

SCALE
1 : 200 @ A1

PROJECT TITLE
PBSA STUDENT HOUSING - 37-43 STIRLING HIGHWAY, NEDLANDS

COVER PAGE

DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE 12-Nov-2024
FILE SD-002-24

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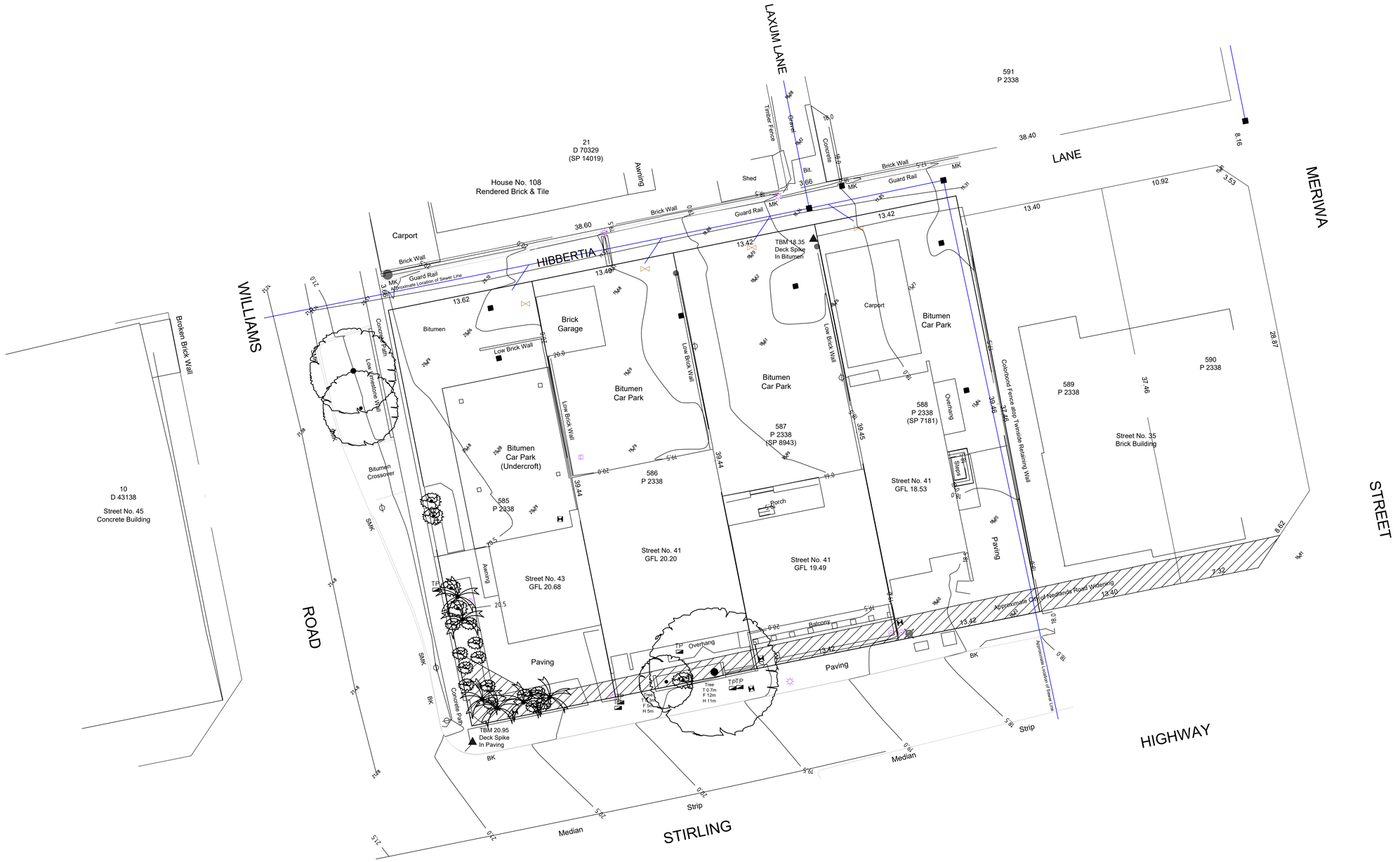
DRAWING # A00.00
ISSUE



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20 November
2024

EXISTING FEATURE SURVEY

SCALE

1 : 400 @ A3

PROJECT TITLE

PBSA STUDENT HOUSING - 37-43 STIRLING HIGHWAY, NEDLANDS

EXISTING FEATURE SURVEY

DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE 12-Nov-2024
FILE SD-002-24

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PROJECT # 23033

DRAWING # A01.01

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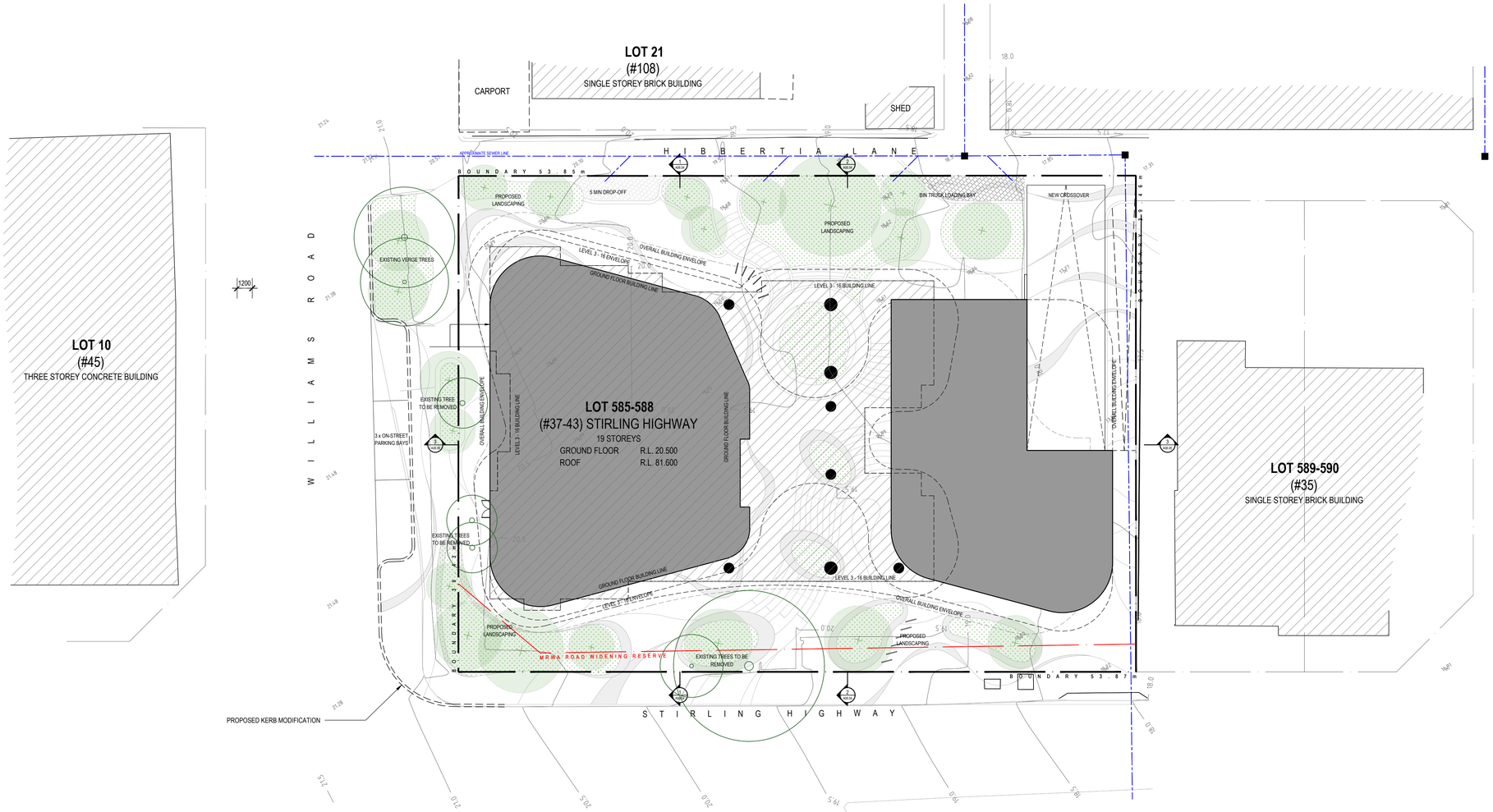

LOTS 585-588 (#37-43) STIRLING HIGHWAY, NEDLANDS WA 6009
2,124m²

CITY OF NEDLANDS LPS 3

ZONE:	MIXED USE
R-CODE:	R-AC1
BUILDING HEIGHT:	DOES NOT APPLY
BOUNDARY WALL:	4 STOREYS
PLOT RATIO:	3.0
SETBACKS	
PRIMARY:	NIL (COMMERCIAL GF)
SIDE:	NIL
REAR:	NIL

PROJECT SUMMARY

ROOM SCHEDULE

TYPE		UNITS	BEDS	%
STANDARD STUDIOS	16m²	296	296	63%
PREMIUM STUDIOS	19m²	117	117	25%
DDA STUDIOS	19m²	11	11	2%
3 BED CLUSTER	62m²	16	48	10%
TOTAL		**440**	**472**	

COMMUNAL SPACE

INTERNAL	
BASEMENT	64m²
GROUND FLOOR:	320m²
LEVEL 1:	475m²
LEVEL 4:	41m²
LEVEL 7:	41m²
LEVEL 10:	41m²
LEVEL 13:	41m²
LEVEL 18:	335m²
TOTAL	**1,358m²**
EXTERNAL	
GROUND FLOOR:	780m²
LEVEL 1:	215m²
LEVEL 2:	140m²
LEVEL 17:	130m²
TOTAL	**1,265m²**

PLOT RATIO

PLOT RATIO AREA	
BASEMENT:	1270m²
GROUND FLOOR:	814m²
LEVEL 1:	893m²
LEVEL 2:	832m²
LEVEL 3:	832m²
LEVEL 4:	832m²
LEVEL 5:	832m²
LEVEL6:	832m²
LEVEL 7:	832m²
LEVEL 8:	832m²
LEVEL 9:	832m²
LEVEL 10:	832m²
LEVEL 11:	832m²
LEVEL 12:	832m²
LEVEL 13:	832m²
LEVEL 14:	832m²
LEVEL 15:	832m²
LEVEL 16:	805m²
LEVEL 17:	604m²
LEVEL 18:	418m²
TOTAL	**15559m²**
PLOT RATIO	**7.32:1.0**

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SITE PLAN

SCALE
1 : 400 @ A3

PROJECT TITLE
PBSA STUDENT HOUSING - 37-43 STIRLING HIGHWAY, NEDLANDS

SITE PLAN

DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE 12-Nov-2024
FILE SD-002-24

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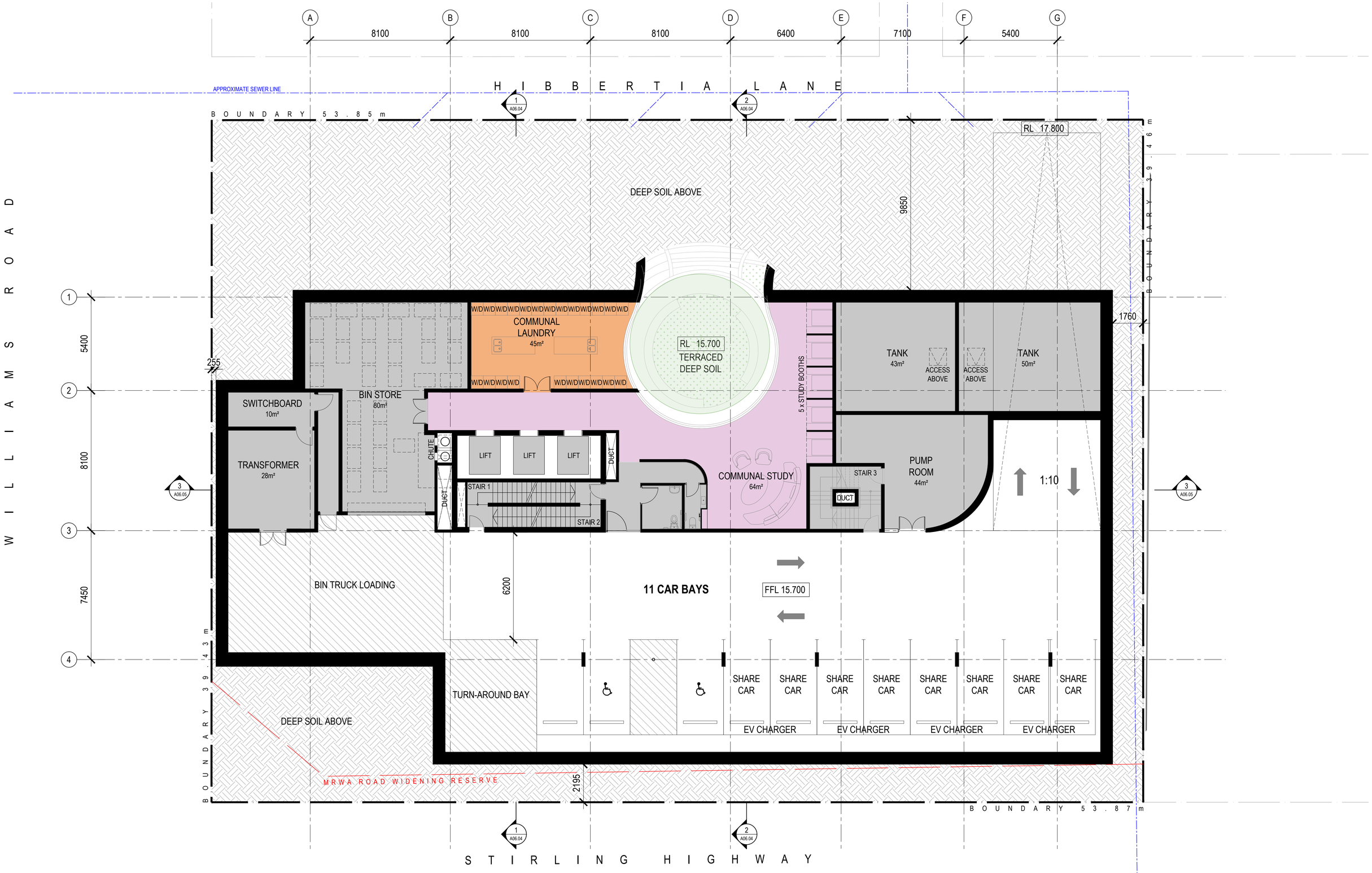

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BASEMENT PLAN

SCALE
1 : 200 @ A3

PROJECT TITLE
PBSA STUDENT HOUSING - 37-43 STIRLING HIGHWAY, NEDLANDS

BASEMENT PLAN

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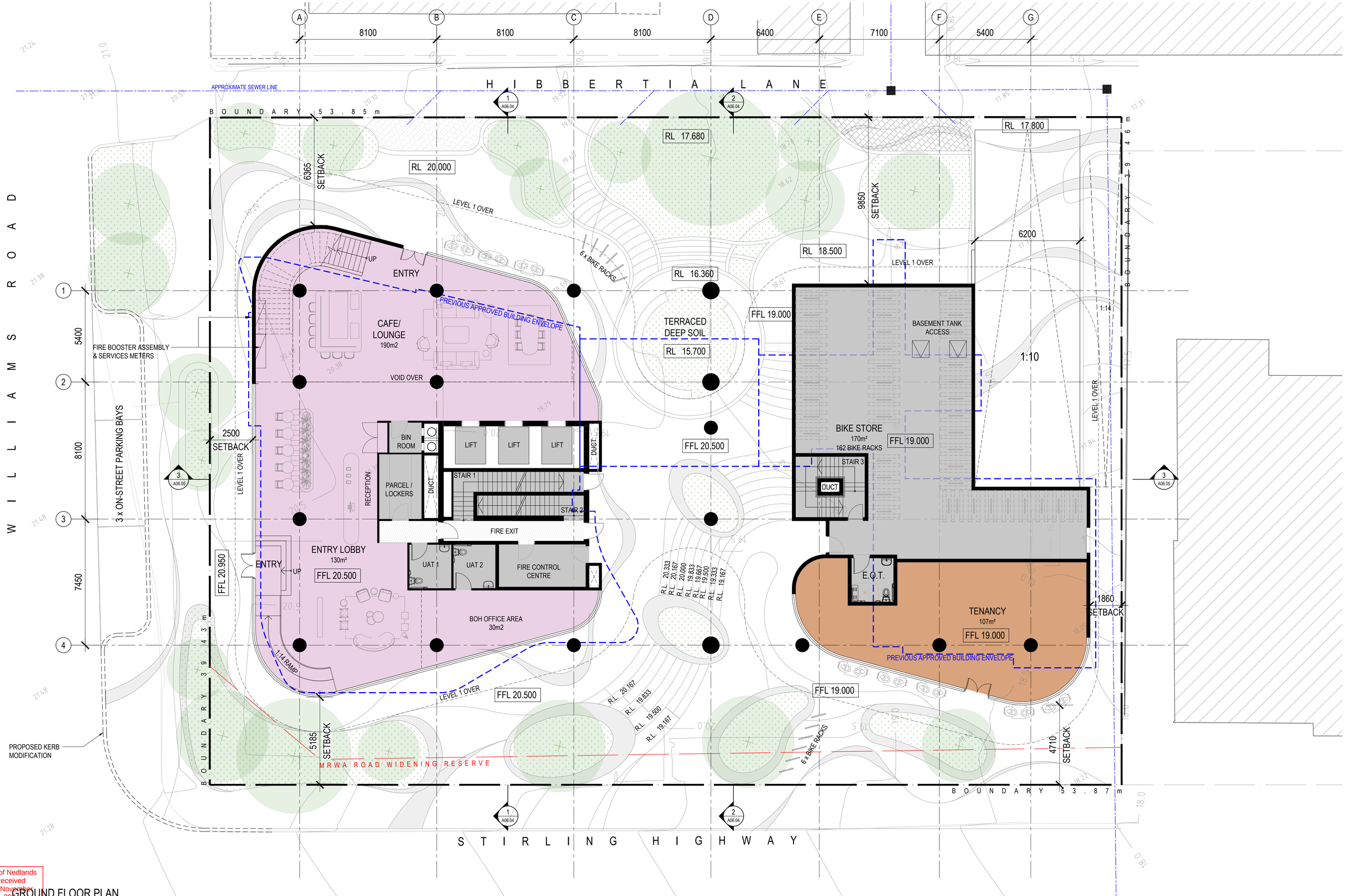

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GROUND FLOOR PLAN

SCALE
1 : 200 @ A3

PROJECT TITLE
PBSA STUDENT HOUSING - 37-43 STIRLING HIGHWAY, NEDLANDS

GROUND FLOOR PLAN

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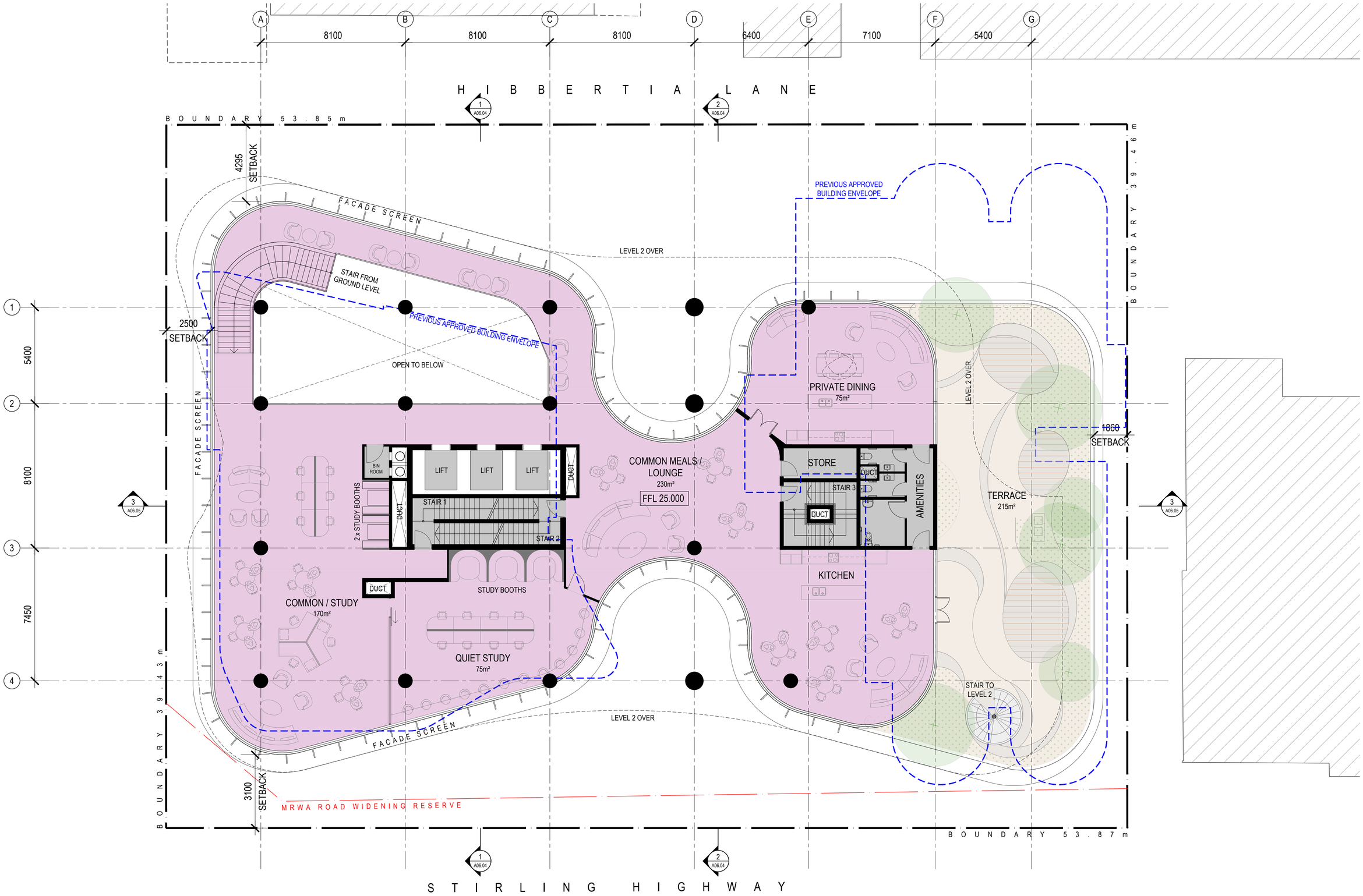

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LEVEL 1 FLOOR PLAN

SCALE
1 : 200 @ A3

PROJECT TITLE
PBSA STUDENT HOUSING - 37-43 STIRLING HIGHWAY, NEDLANDS

LEVEL 1 FLOOR PLAN

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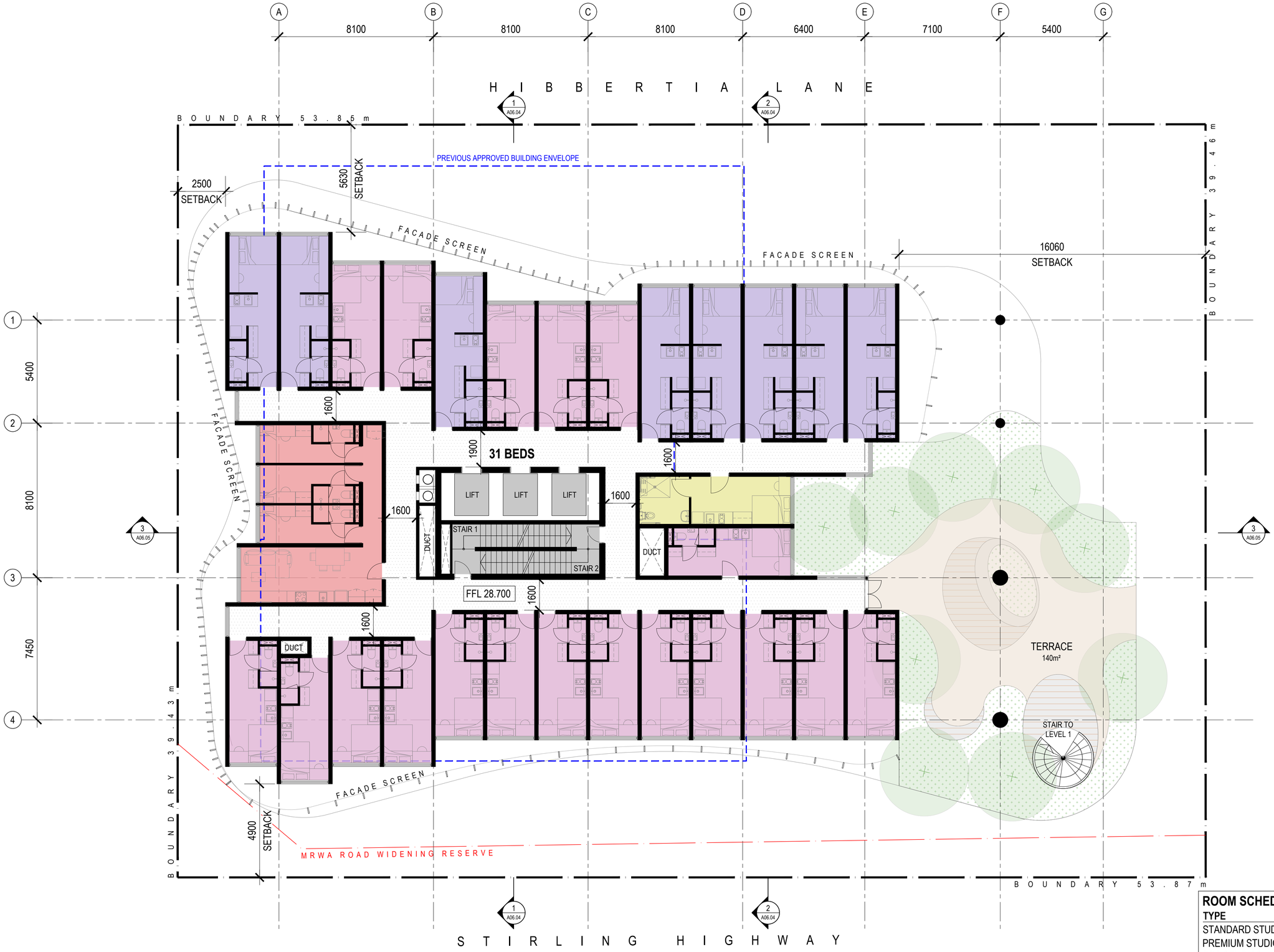

ROOM SCHEDULE

TYPE	AREA	UNITS	BEDS
STANDARD STUDIOS	16m²	19	19
PREMIUM STUDIOS	19m²	8	8
DDA STUDIOS	19m²	1	1
3 BED CLUSTER (10m²)	62m²	1	3
TOTAL		**29**	**31**

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LEVEL 2 FLOOR PLAN

SCALE
1 : 200 @ A3

PROJECT TITLE
PBSA STUDENT HOUSING - 37-43 STIRLING HIGHWAY, NEDLANDS

LEVEL 2 FLOOR PLAN

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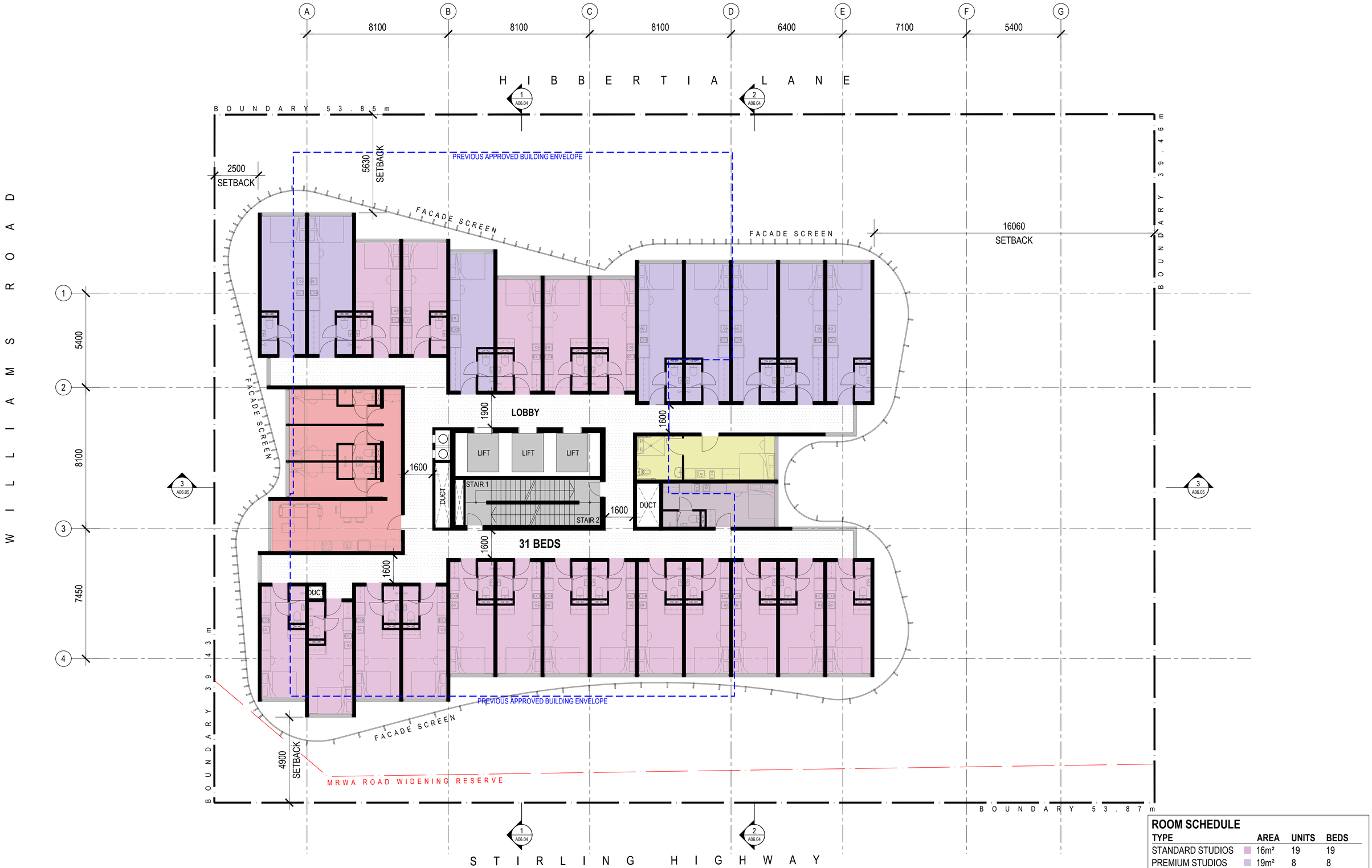

ROOM SCHEDULE

TYPE	AREA	UNITS	BEDS
STANDARD STUDIOS	16m²	19	19
PREMIUM STUDIOS	19m²	8	8
DDA STUDIOS	19m²	1	1
3 BED CLUSTER (10m²)	62m²	1	3
TOTAL		**29**	**31**

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LEVEL 3, 5, 6, 8, 9, 11, 12, 14 & 15 FLOOR PLAN

SCALE
1 : 200 @ A3

PROJECT TITLE
PBSA STUDENT HOUSING - 37-43 STIRLING HIGHWAY, NEDLANDS

LEVEL 3, 5, 6, 8, 9, 11, 12, 14 & 15 FLOOR PLAN

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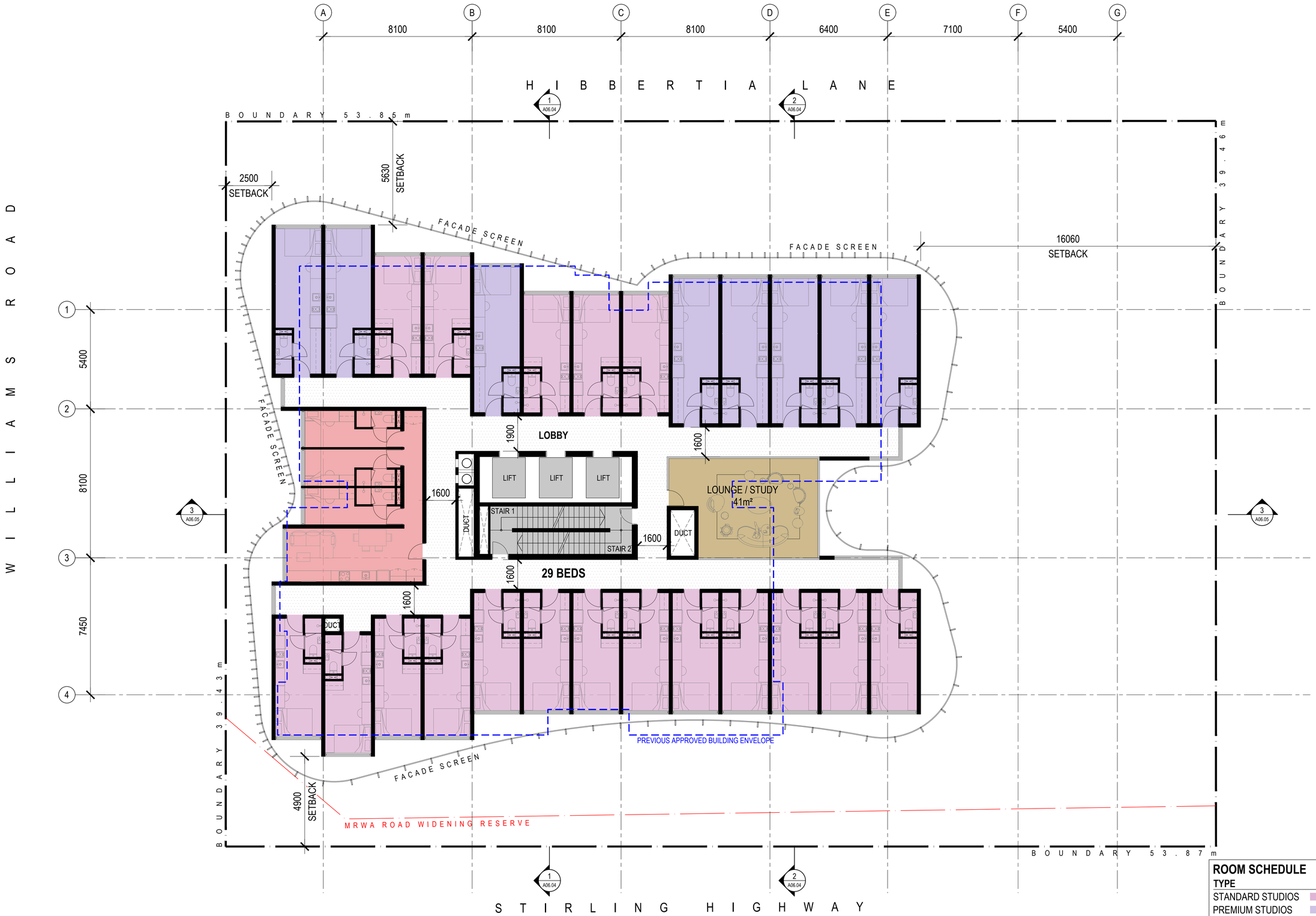

ROOM SCHEDULE

TYPE	AREA	UNITS	BEDS
STANDARD STUDIOS	16m²	18	18
PREMIUM STUDIOS	19m²	8	8
DDA STUDIOS	19m²	-	-
3 BED CLUSTER (10m²)	62m²	1	3
TOTAL		**27**	**29**

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LEVEL 4 , 7, 10 & 13 FLOOR PLAN

SCALE
1 : 200 @ A3

PROJECT TITLE
PBSA STUDENT HOUSING - 37-43 STIRLING HIGHWAY, NEDLANDS

LEVEL 4 , 7, 10 & 13 FLOOR PLAN

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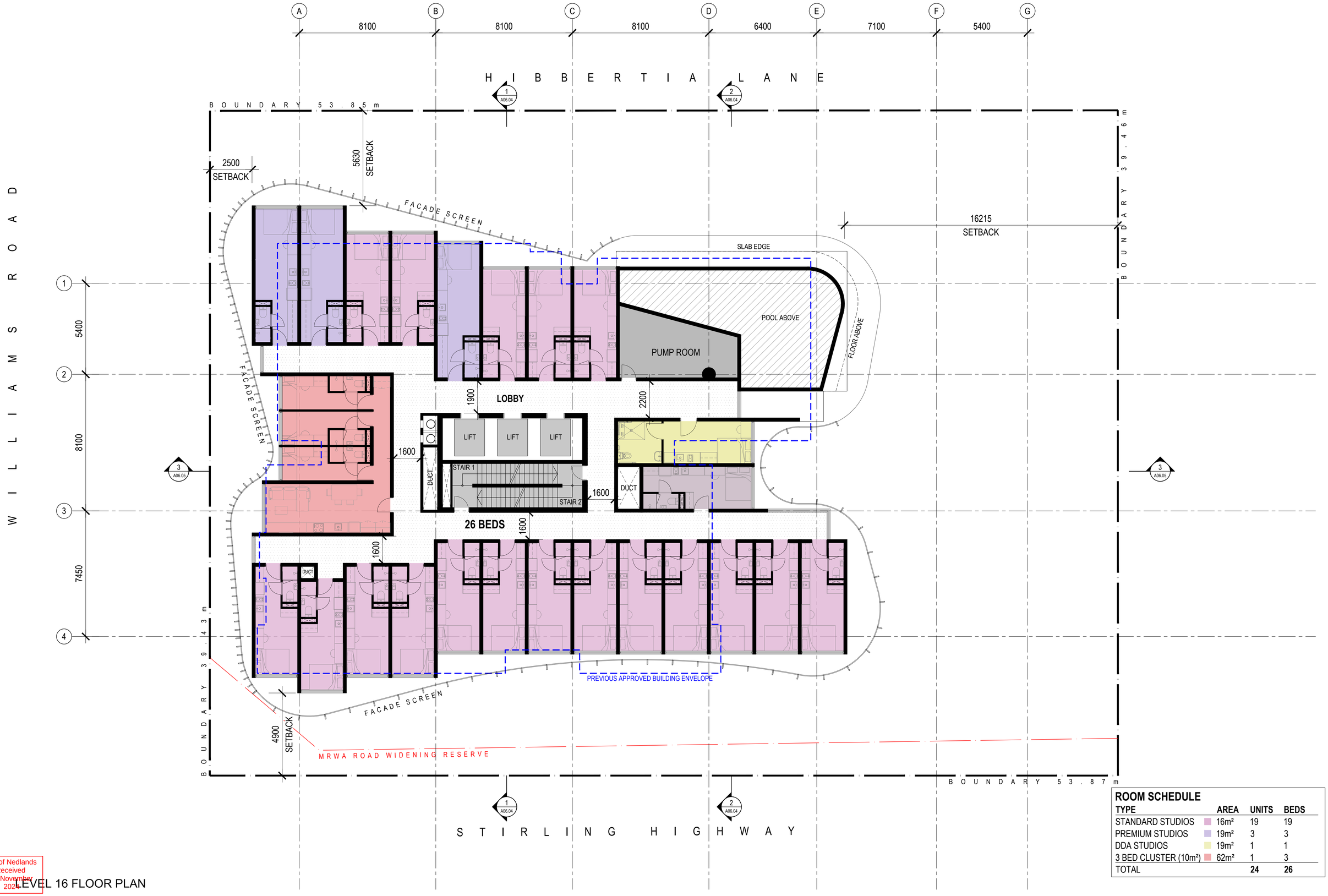

ROOM SCHEDULE

TYPE	AREA	UNITS	BEDS
STANDARD STUDIOS	16m²	19	19
PREMIUM STUDIOS	19m²	3	3
DDA STUDIOS	19m²	1	1
3 BED CLUSTER (10m²)	62m²	1	3
TOTAL		**24**	**26**

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LEVEL 16 FLOOR PLAN

SCALE
1 : 200 @ A3

PROJECT TITLE
PBSA STUDENT HOUSING - 37-43 STIRLING HIGHWAY, NEDLANDS

LEVEL 16 FLOOR PLAN

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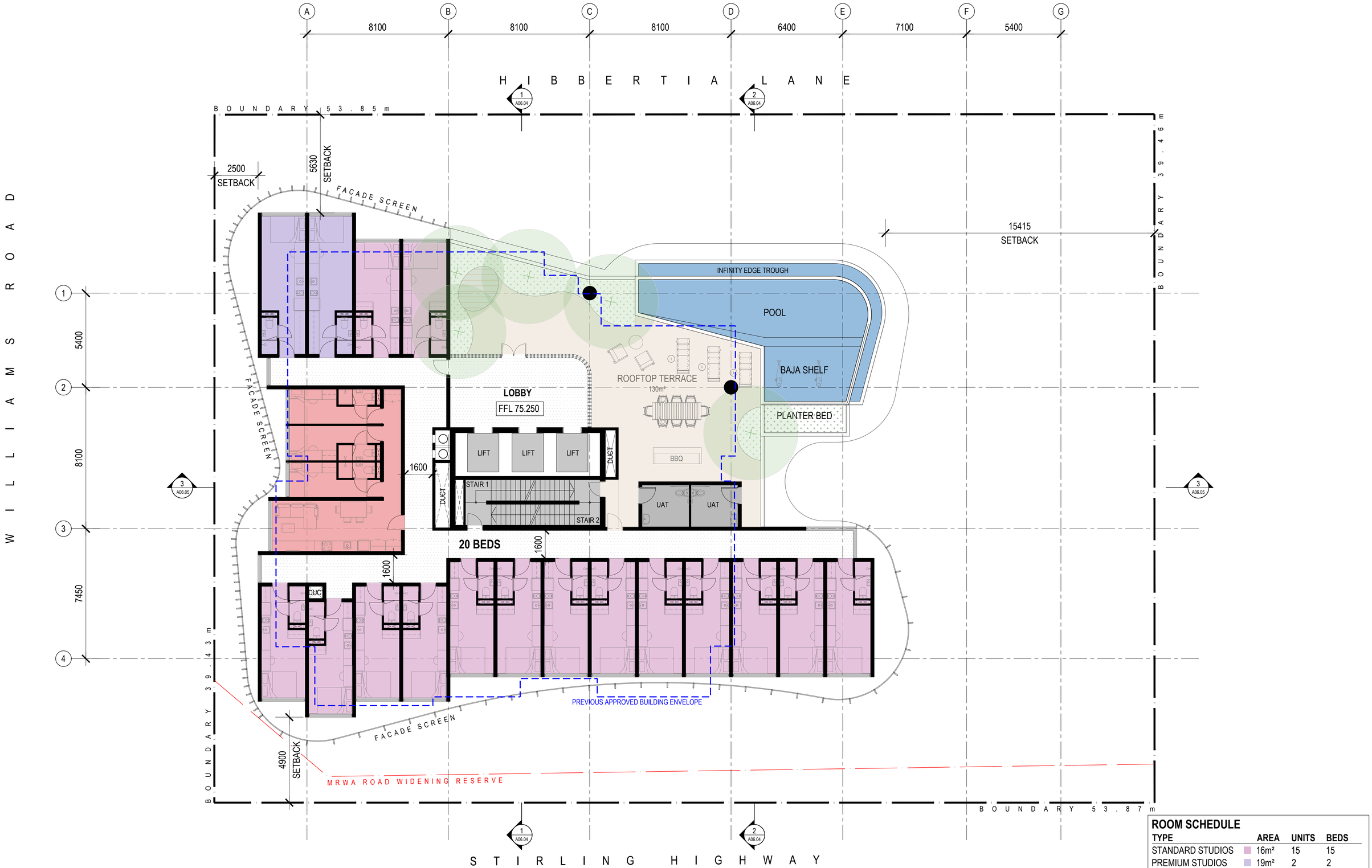

ROOM SCHEDULE

TYPE	AREA	UNITS	BEDS
STANDARD STUDIOS	16m²	15	15
PREMIUM STUDIOS	19m²	2	2
DDA STUDIOS	19m²	-	-
3 BED CLUSTER (10m²)	62m²	1	3
TOTAL		**18**	**20**

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LEVEL 17 FLOOR PLAN

SCALE
1 : 200 @ A3

PROJECT TITLE
PBSA STUDENT HOUSING - 37-43 STIRLING HIGHWAY, NEDLANDS

LEVEL 17 FLOOR PLAN

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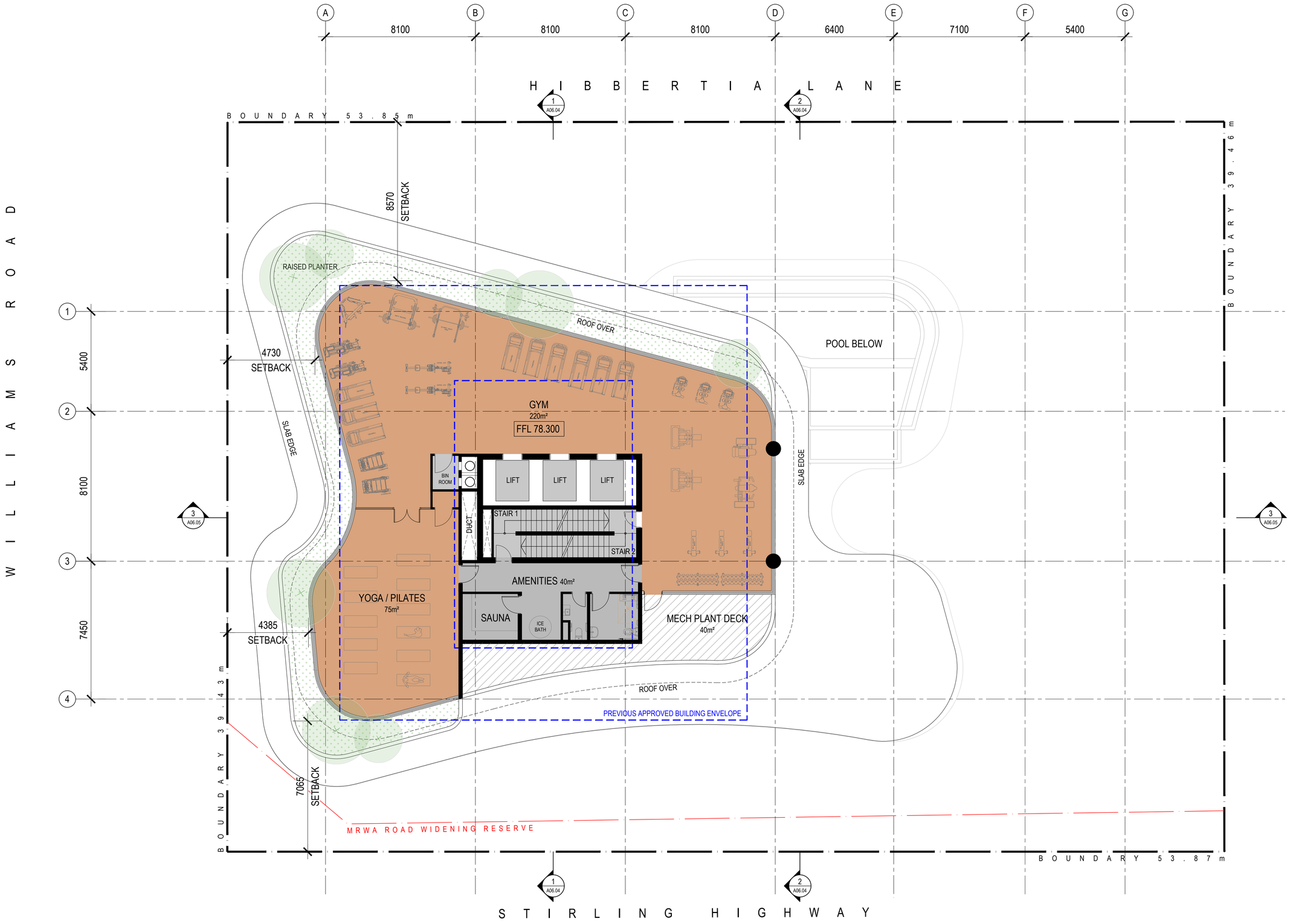

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LEVEL 18 FLOOR PLAN

SCALE

1 : 200 @ A3

PROJECT TITLE

PBSA STUDENT HOUSING - 37-43 STIRLING HIGHWAY, NEDLANDS

LEVEL 18 FLOOR PLAN

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NORTH ELEVATION - HIBBERTIA LANE

EAST ELEVATION

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SCALE

1 : 200 @ A1

PROJECT TITLE

PBSA STUDENT HOUSING - 37-43 STIRLING HIGHWAY, NEDLANDS

NORTH ELEVATION / EAST ELEVATION

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DRAWING # A06.01

ISSUE

SOUTH ELEVATION - STIRLING HIGHWAY

WEST ELEVATION - WILLIAMS ROAD

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1 : 200 @ A1

PROJECT TITLE

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SOUTH ELEVATION / WEST ELEVATION

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STIRLING HWY CONTEXT ELEVATION

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PBSA STUDENT HOUSING - 37-43 STIRLING HIGHWAY, NEDLANDS

STIRLING HIGHWAY CONTEXT ELEVATION

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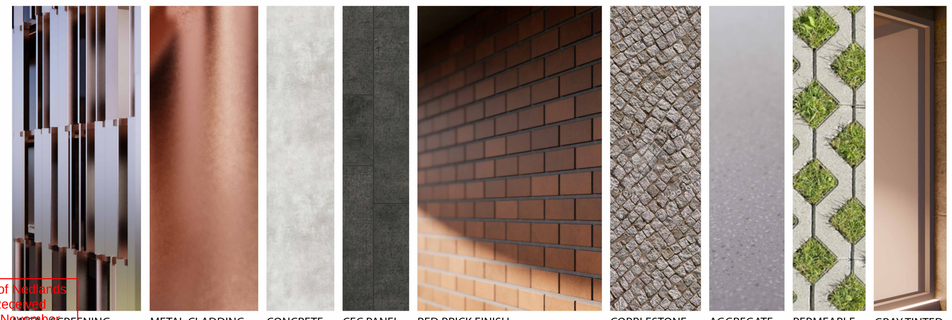
STIRLING HIGHWAY LOWER LEVELS VIEW



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PROJECT TITLE

PBSA STUDENT HOUSING - 37-43 STIRLING HIGHWAY, NEDLANDS

DETAIL PRESPECTIVE

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WILLIAMS ROAD LOWER LEVELS VIEW

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PROJECT TITLE
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DETAIL PRESPECTIVE

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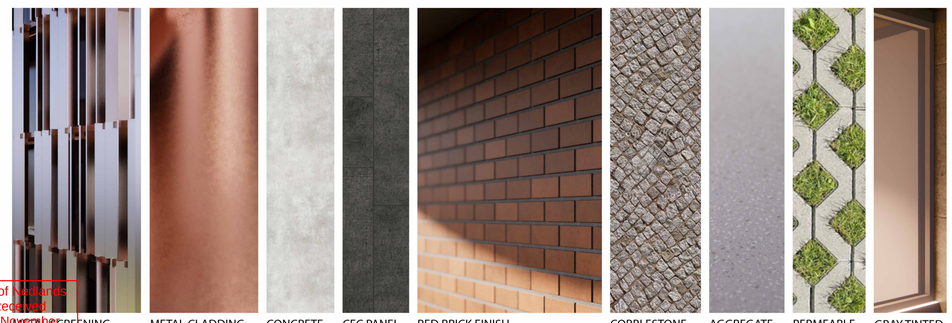
HIBBERTIA LANE LOWER LEVELS VIEW



METAL SCREENING | METAL CLADDING | CONCRETE | CFC PANEL | RED BRICK FINISH | COBBLESTONE | AGGREGATE | PERMEABLE PAVING | GRAY TINTED GLASS

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DETAIL PRESPECTIVE

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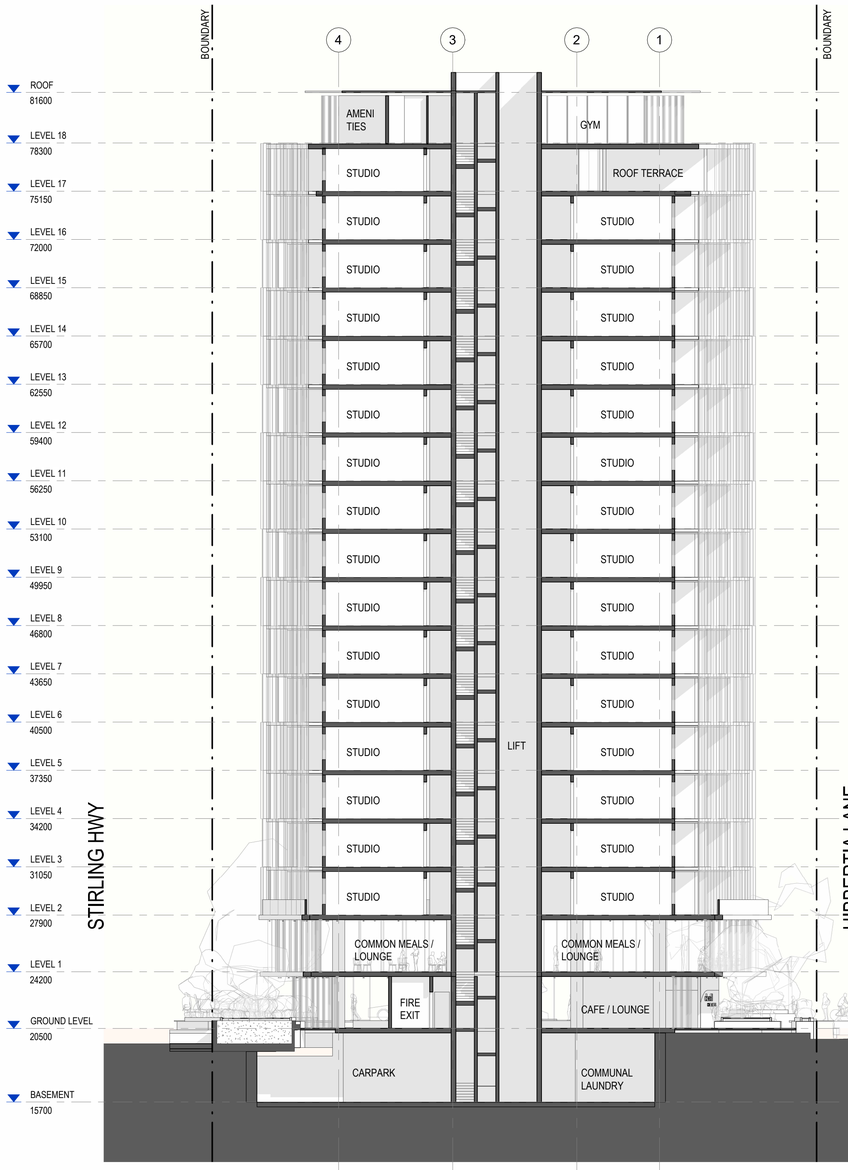

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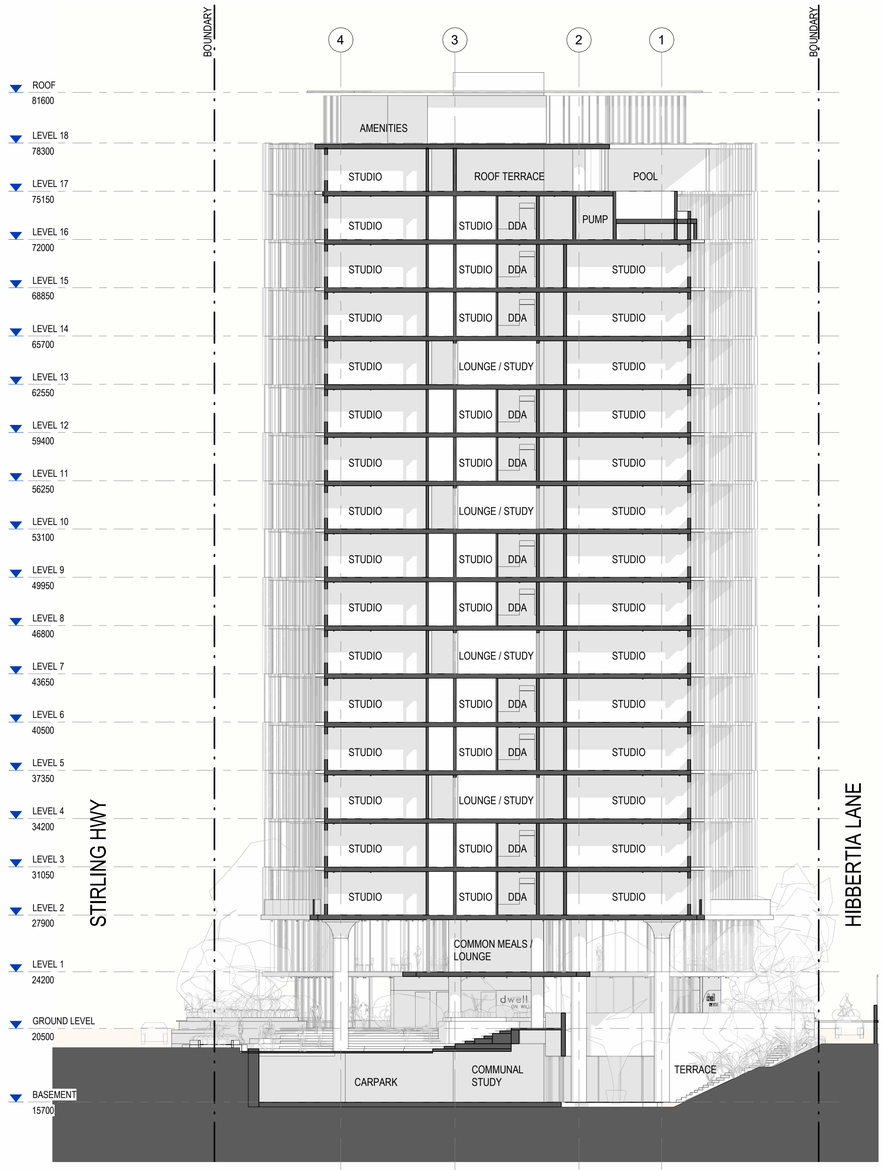

SECTION 2

City of Nedlands
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SCALE

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PROJECT TITLE

PBSA STUDENT HOUSING - 37-43 STIRLING HIGHWAY, NEDLANDS

SECTION 1 / SECTION 2

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PROJECT # 23033

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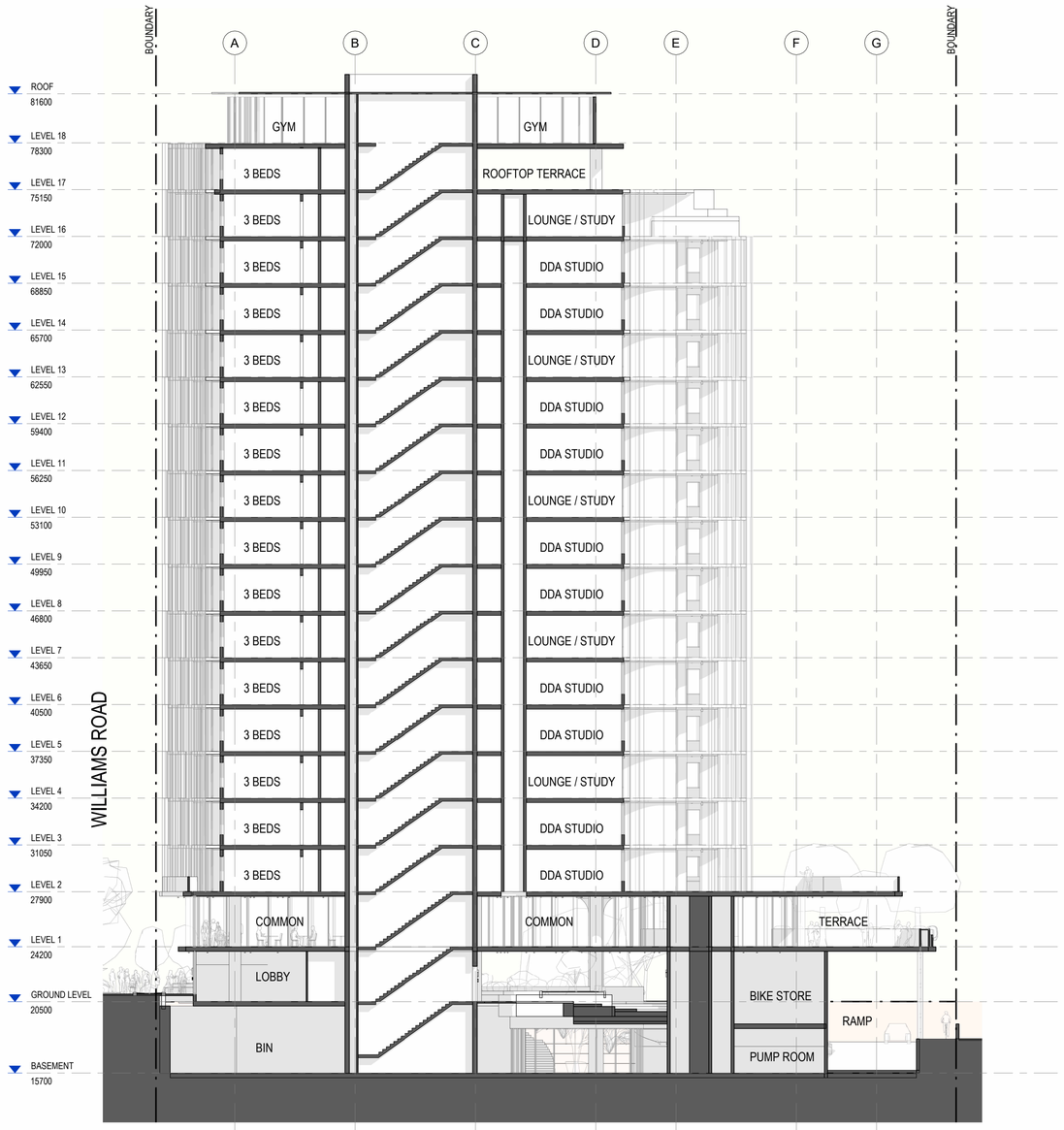

SECTION 3

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PBSA STUDENT HOUSING - 37-43 STIRLING HIGHWAY, NEDLANDS

SECTION 3

DEPARTMENT OF PLANNING, LANDS AND HERITAGE
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PERSPECTIVE 1

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PBSA STUDENT HOUSING - 37-43 STIRLING HIGHWAY, NEDLANDS

PERSPECTIVE 2

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PERSPECTIVE 3

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OVERSHADOWING 1

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OVERSHADOWING 2

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urbii
Sustainable Transport. Safe Solutions

37- 43 Stirling Highway, Nedlands
Proposed Student Accommodation

TRANSPORT IMPACT STATEMENT

Prepared for:
Centurion Properties

October 2024

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37- 43 Stirling Highway, Nedlands

Prepared for: Centurion Properties
Prepared by: Paul Ghantous
Date: 10 October 2024
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1 Introduction

This Transport Impact Statement has been prepared by Urbii on behalf of Centurion Properties with regards to the Proposed Student Accommodation, located at 37- 43 Stirling Highway, Nedlands.

The subject site is situated at the north-east corner of Stirling Highway and Williams road, as shown in Figure 1. The site presently accommodates commercial buildings which are occupied by different tenants (Figure 2). The site is surrounded by a mix of land uses, including residential, commercial and education. The University of Western Australia (UWA) is located nearby to the east.

It is proposed to develop the site into a student accommodation facility with 472 beds.

The key issues that will be addressed in this report include the traffic generation and distribution of the proposed development, access and egress movement patterns, car parking and access to the site for alternative modes of transport.

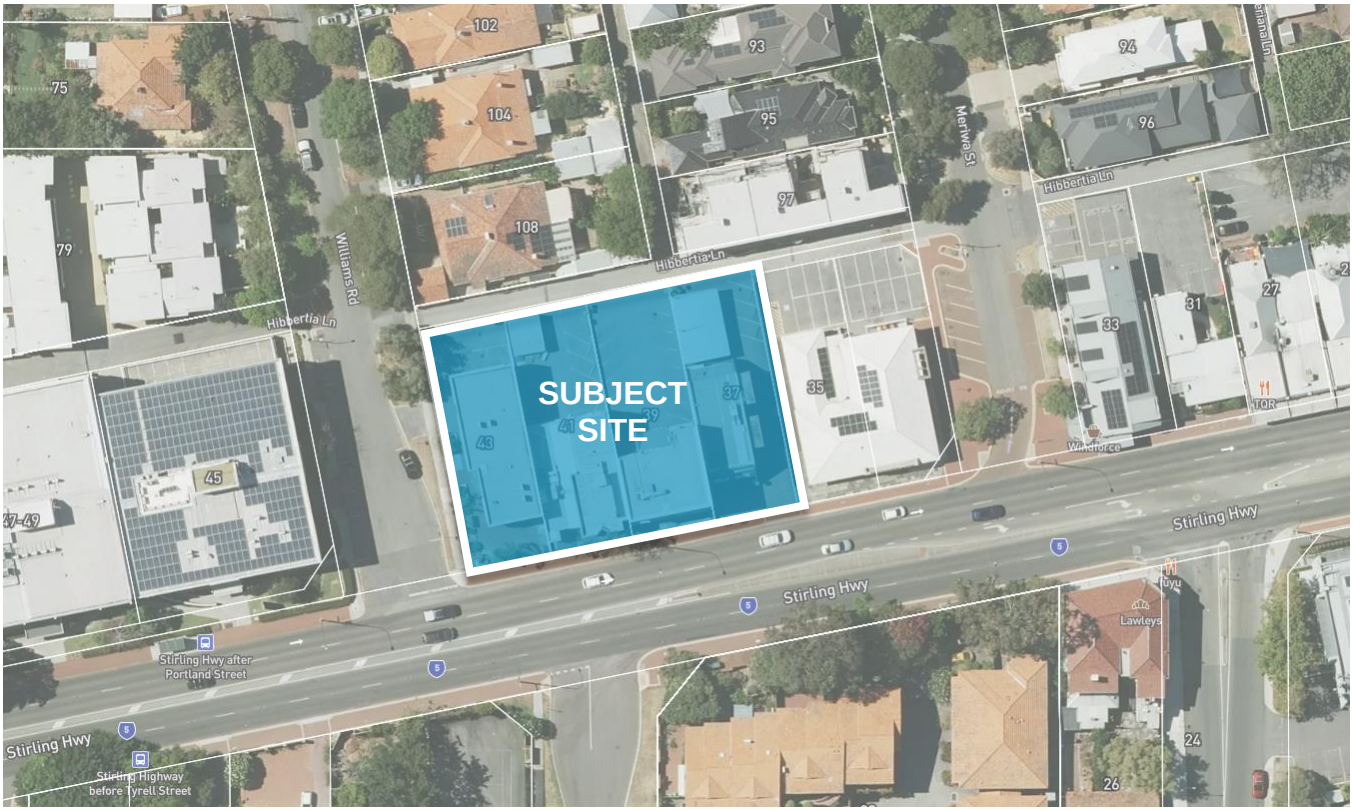

Figure 1: Subject site

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Figure 2: Existing site

Source: Google Streetview Image

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2 Proposed development

The proposal for the subject site is for construction of a student accommodation building comprising:

- A total of 472 beds spread across 440 units in different configurations;
- A small commercial tenancy (107m^2);
- Resident amenities including study areas, a small café, laundry and communal lounges;
- A basement car park with 11 bays, including 2 x ACROD bays and 8 x EV shared car bays;
- A bike store on the ground floor accommodating 156 x bicycles with an end of trip facility;
- A pick-up/drop-off bay accessed off Hibbertia Lane;
- 12 x bicycle parking spaces on the ground level for visitors; and,
- Bin store in the basement level.

There is one basement level of parking proposed, with vehicle access via Hibbertia Lane at the rear of the site.

Waste collection for the site will be accommodated in the basement within a designated loading area.

People walking and cycling will access the development from the external path / road network abutting the site.

The proposed development plans are included for reference in Appendix A.

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3 Vehicle access and parking

3.1 Vehicle access

As detailed in the proposed development plans and in Figure 3, vehicle access is proposed via a basement car park ramp, connecting to Hibbertia Lane at the rear of the site.

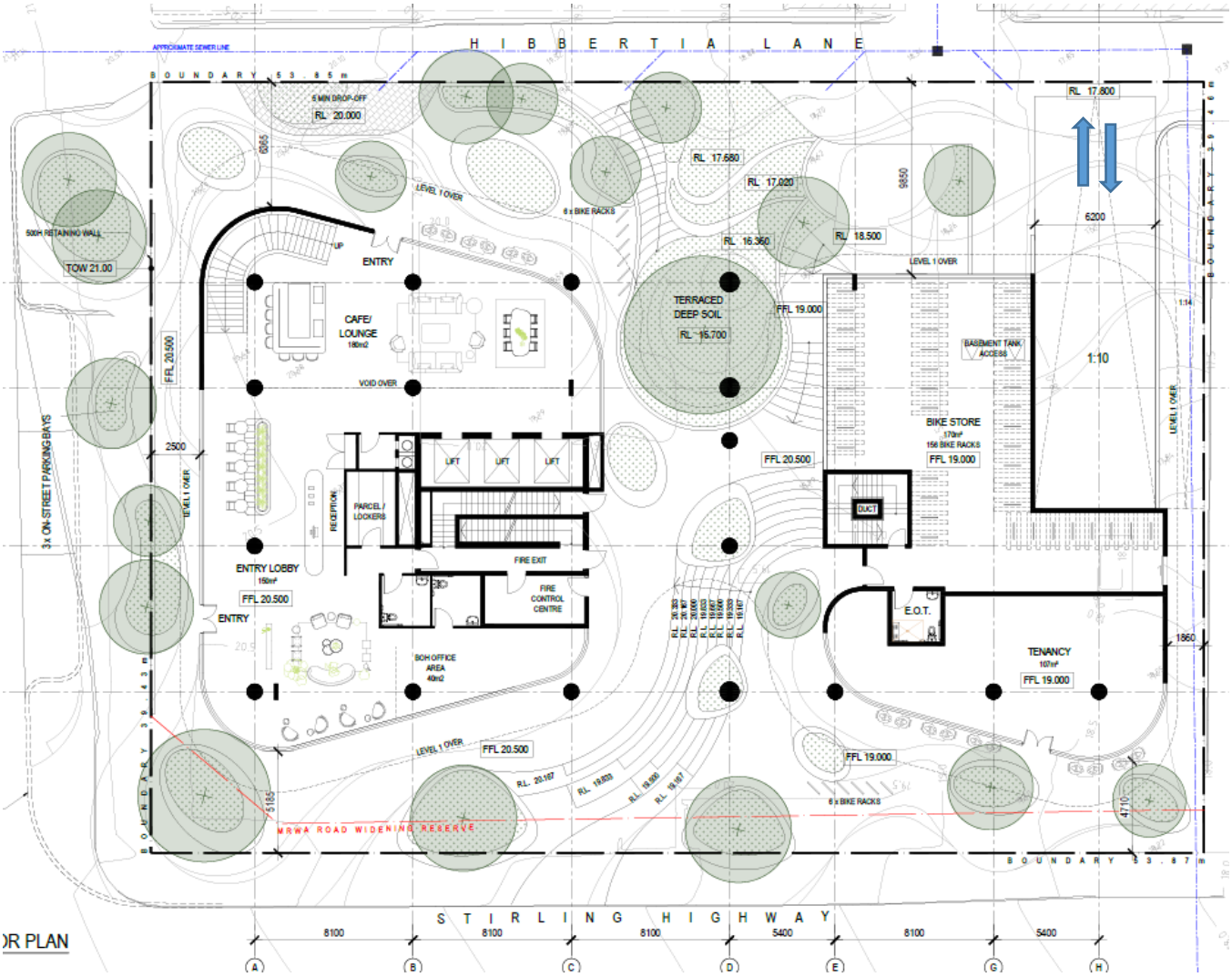

Figure 3: Proposed vehicle access

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3.2 Parking supply

A basement car park with 11 bays, including 2 x ACROD bays and 8 x EV shared car bays is provided onsite.

The Austroads *Guide to Traffic Management Part 11: Parking Management Techniques* advises that car share or short-term car rental is increasing in many urban areas. A recent report (Phillip Boyle & Associates 2015) found many transport, environmental and financial benefits of car share including **a reduction of nine privately owned vehicles for each car share vehicle**.

GreenShareCar operates in Australia. Their services are stated to "*mitigate parking and traffic impacts and even reduce your parking requirements where appropriate…. one carsharing vehicle in your development has the capacity to service 30 GreenShareCar members.*" GreenShareCar advise that **up to 50 apartments can utilise one GreenShareCar**.

Based on the above information, the eight shared car bays are expected to significantly reduce the demand for car parking at the site, which should also result in a reduction in traffic impacts.

The development caters for student accommodation, with UWA conveniently located within the 800m walking catchment of the site. This will help students to live close to the university, which will reduce parking demand at UWA and on surrounding streets.

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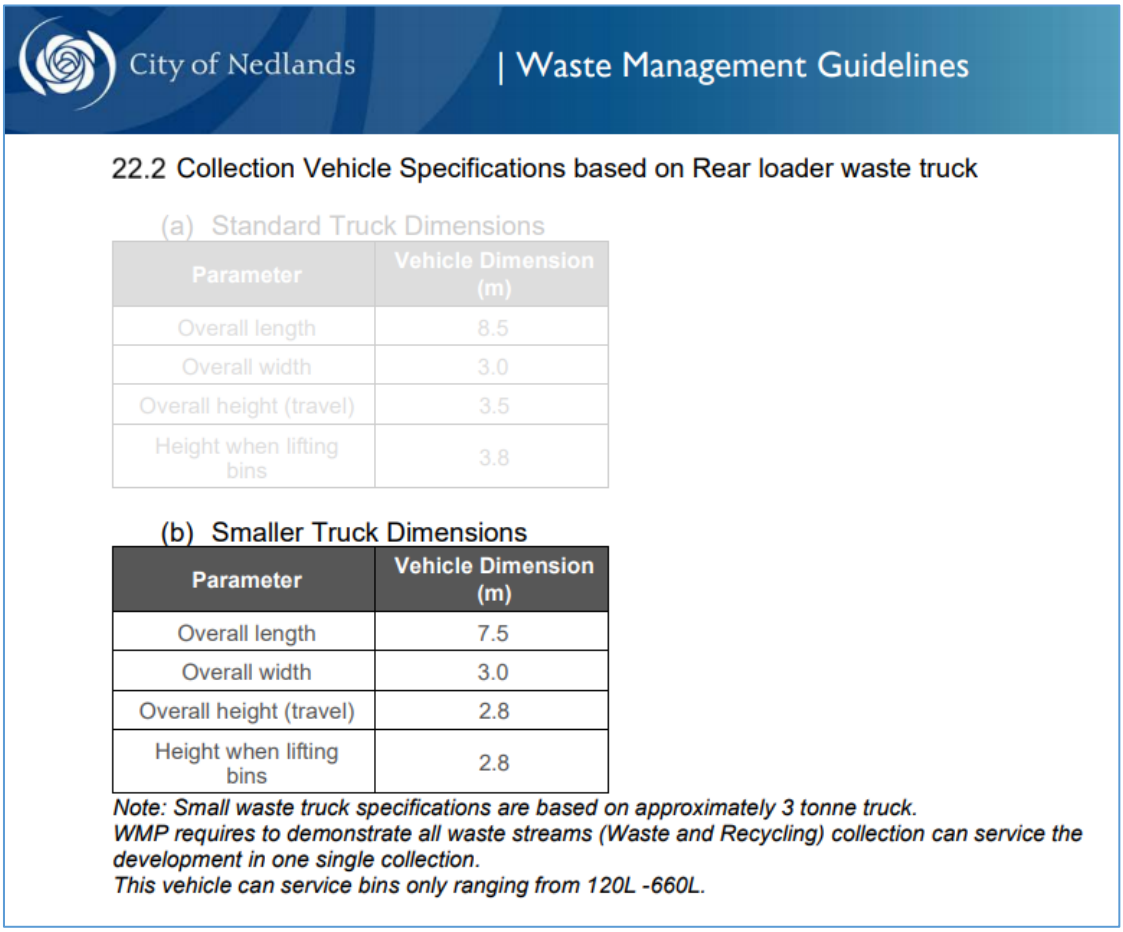
4 Provision for service vehicles

The proposed development is primarily residential in nature and will not generate significant delivery and other service vehicle traffic. Waste collection will be accommodated internally within the basement level car park, in accordance with the City of Nedlands *Local Planning Policy – Waste Management.* The proposed development layout is better suited to the smaller waste truck, which is around 7.5m in length (Figure 4).



City of Nedlands | Waste Management Guidelines

22.2 Collection Vehicle Specifications based on Rear loader waste truck

(a) Standard Truck Dimensions

Parameter	Vehicle Dimension (m)
Overall length	8.5
Overall width	3.0
Overall height (travel)	3.5
Height when lifting bins	3.8

(b) Smaller Truck Dimensions

Parameter	Vehicle Dimension (m)
Overall length	7.5
Overall width	3.0
Overall height (travel)	2.8
Height when lifting bins	2.8

Note: Small waste truck specifications are based on approximately 3 tonne truck.
WMP requires to demonstrate all waste streams (Waste and Recycling) collection can service the development in one single collection.
This vehicle can service bins only ranging from 120L -660L.

Figure 4: City of Nedlands waste vehicle specifications

Swept path analysis was undertaken for a 7.5m waste collection vehicle. Waste collection vehicles can enter the site in forward gear, reverse into a designated turn around bay, and then exit the site in forward gear.

Swept path diagrams are included in Appendix B.

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5 Hours of operation

For most residential developments, the peak traffic hours typically coincide with the weekday AM and PM peak hours on the surrounding road network.

In the Perth Metropolitan Area, the weekday AM peak hour typically occurs sometime between 7am to 9am and the weekday PM peak hour occurs between 4pm to 6pm. The peak hours for the proposed development are anticipated to coincide at around these times.

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6 Daily traffic volumes and vehicle types

6.1 Traffic generation

The intent of the student accommodation development is to encourage walking, micromobility (including cycling) and public transport. The development is located within walking distance of UWA and is near a high frequency bus stop.

To further support the aim of promoting sustainable transport, onsite car parking is limited to 11 bays. Therefore, application of trip generation rates based on the number of beds will overestimate the traffic generation of the site.

The traffic generation of the development has been estimated from first-principles engineering assumptions as following:

- Assume 11 cars parked in the basement.
- Assume 90% car park turnover during the peak hours.
- 11 x 90% = 10 cars.
- Assume 50% in and out distribution.
- Conservatively assume that cars exit and enter the car park within one hour.
- Peak hour traffic = 10 cars out + 10 cars in (20vph).
- Assume peak hour traffic is 10% of daily traffic.
- Daily traffic = 10 x 20vph = 200vpd.

The proposed development is estimated to generate a total of 200 vehicles per day (vpd), with 20 vehicles per hour (vph) generated during the AM and PM peak hours, respectively.

These trips include both inbound and outbound vehicle movements. It is anticipated that most of the vehicle types would be passenger cars and SUVs.

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6.2 Impact on surrounding roads

The WAPC Transport Impact Assessment Guidelines for Developments (2016) provides the following guidance on the assessment of traffic impacts:

"As a general guide, an increase in traffic of less than 10 percent of capacity would not normally be likely to have a material impact on any particular section of road but increases over 10 percent may. All sections of road with an increase greater than 10 percent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 percent of capacity. Therefore, any section of road where development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis."

The proposed development will not increase traffic flows on any roads adjacent to the site by the quoted WAPC threshold of +100vph to warrant further analysis. Therefore, the impact on the surrounding road network is moderate (Figure 5).

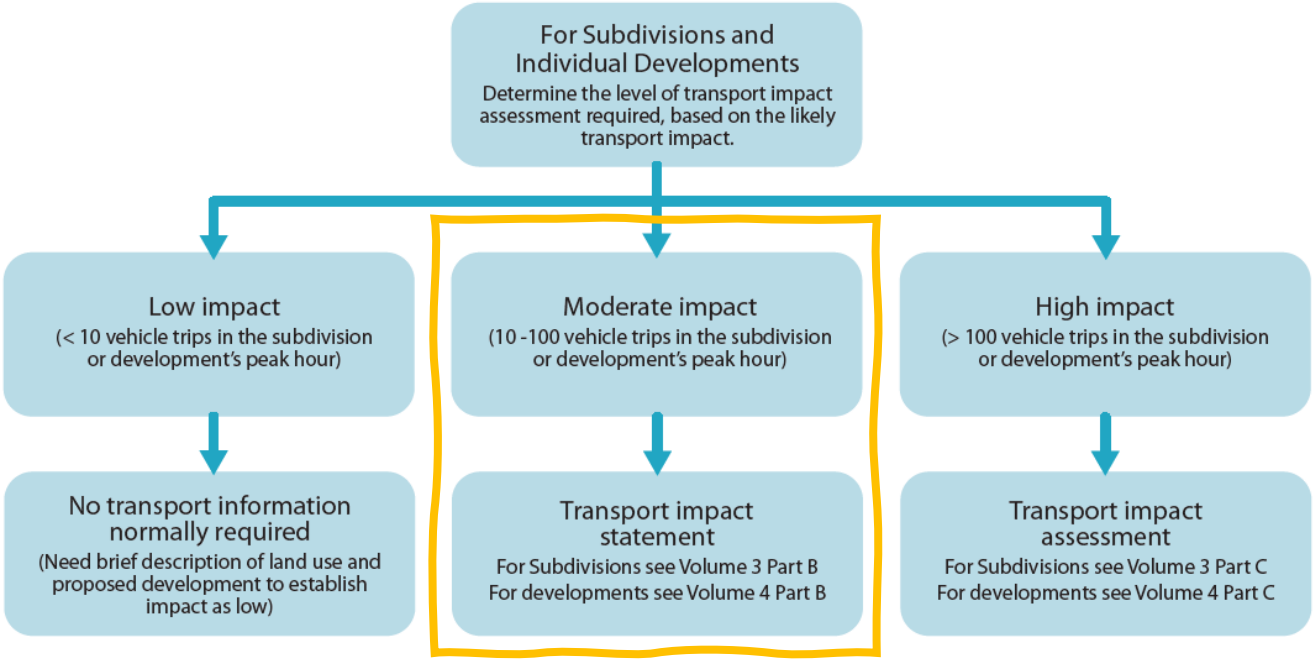

Figure 5: Level of traffic impact for subdivisions and individual developments

Source: WAPC *Transport Impact Assessment Guidelines Volume 4: Individual Developments*, August 2016

It should also be noted that the subject site presently accommodates commercial tenancies which also generate traffic. Therefore, the net change in traffic is anticipated to be negligible.

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7 Traffic management on the frontage roads

Information from online mapping services, Main Roads WA, Local Government, and/or site visits was collected to assess the existing traffic management on frontage roads.

Stirling Highway is an approximately 15m wide, four-lane divided road. Footpaths are provided along both sides of the road. A raised median with right turn pocket is in place on Stirling Highway for right turns into Bruce Street to the south. This median includes a substandard walk crossing with a kerb ramp on the northern side of Stirling Highway.

Stirling Highway is classified as a *Primary Distributor* road in the Main Roads WA road hierarchy (Figure 9) and operates under a speed limit of 60km/h (Figure 10). Primary Distributor roads are the responsibility of Main Roads Western Australia and are typically for the movement of inter-regional and/or cross town/city traffic.

Traffic count data obtained from Main Roads WA indicates that Stirling Highway carried approximately 34,000 vehicles per day in 2020, with 85th percentile speeds of 59km/h.

The daily traffic flow profile shows the peak hour occurs at around 8am to 9am in the morning and 5pm to 6pm in the afternoon (Figure 6). Traffic volumes are consistent throughout the day.

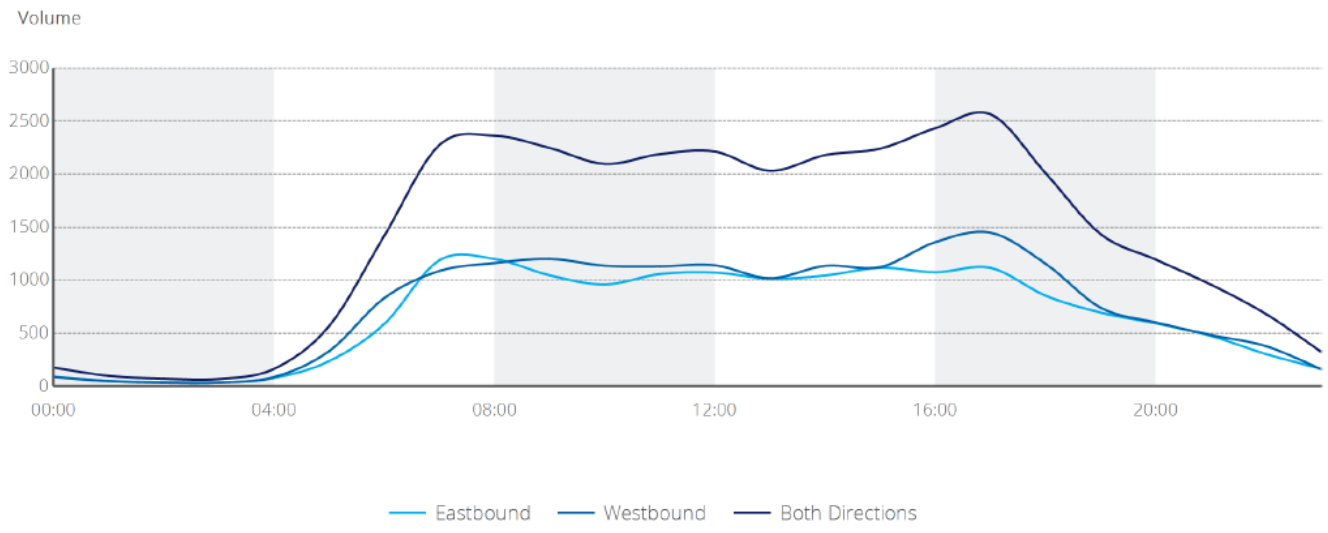

Figure 6: Weekday traffic profile on Stirling Highway

Source: Main Roads Traffic Map – Stirling Hwy (west of Broadway) 2020

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Williams Road and **Meriwa Street** are two-lane undivided roads. Footpaths are provided on both sides of each road in the vicinity of the site. On-street formal parking is also provided on both sides of each road near the site. Parking control signs are installed ranging from 1/4P at all times, to 1P applicable between 8am to 5pm MON to FRI. Williams Road and Meriwa Street are designated as *Access Roads* with a 50km/h speed limit applicable.

As part of the proposed development works, the existing verge on Williams Road will be improved, with modifications to the kerb line and provision of a street parking embayment.

Hibbertia Lane runs along the rear of the site and connects Williams Road to Meriwa Street. Speed humps are installed in the laneway and bins were observed to be presented along the side of the laneway, as show in Figure 7.

Figure 7: Hibbertia Lane looking east

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7.1 Road reservation status

Stirling Highway forms part of the state-level road network. There is a Primary Regional Road Reservation (PRR) applicable over Stirling Highway. As seen in Figure 8, there is a road widening reservation impacting the subject site.

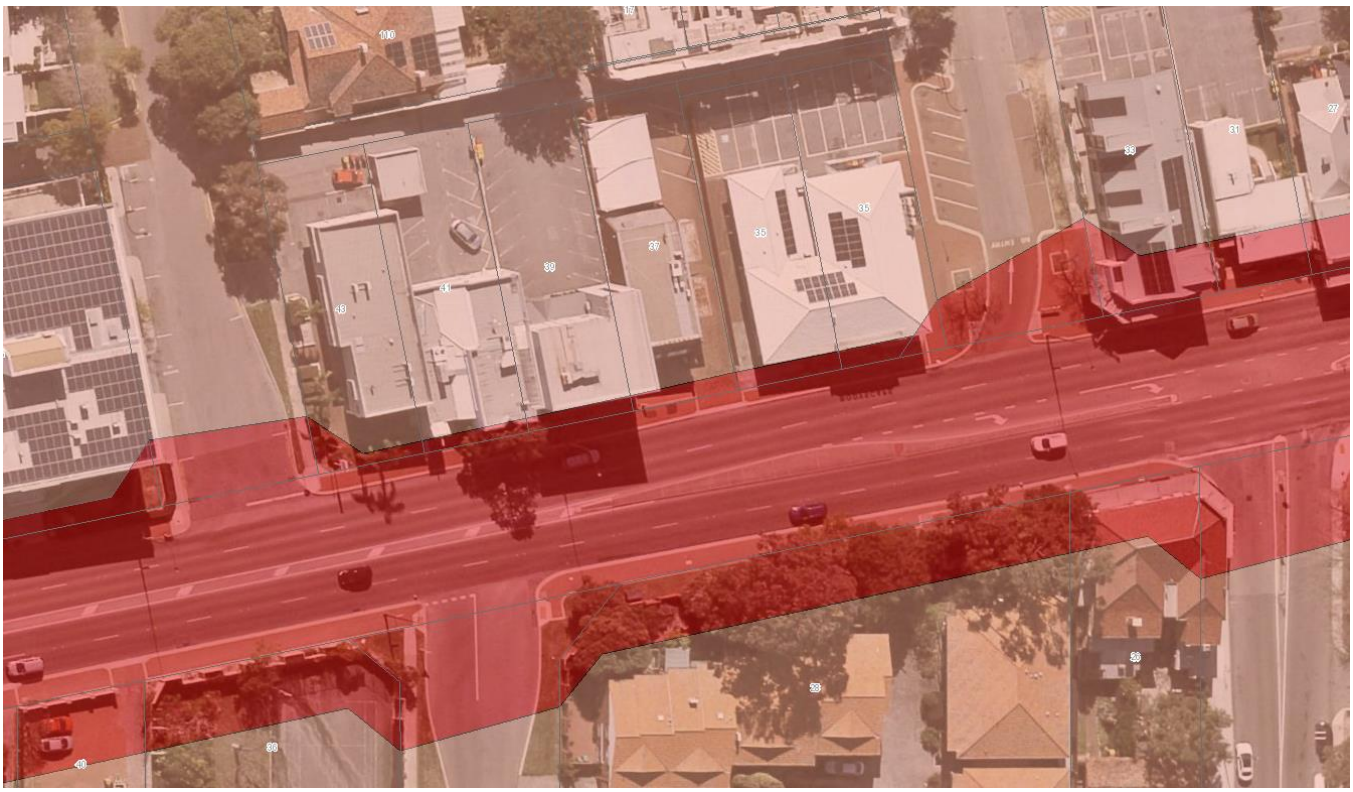

Figure 8: Primary Regional Road (PRR) road reservation

Source: Metropolitan Region Scheme (MRS)

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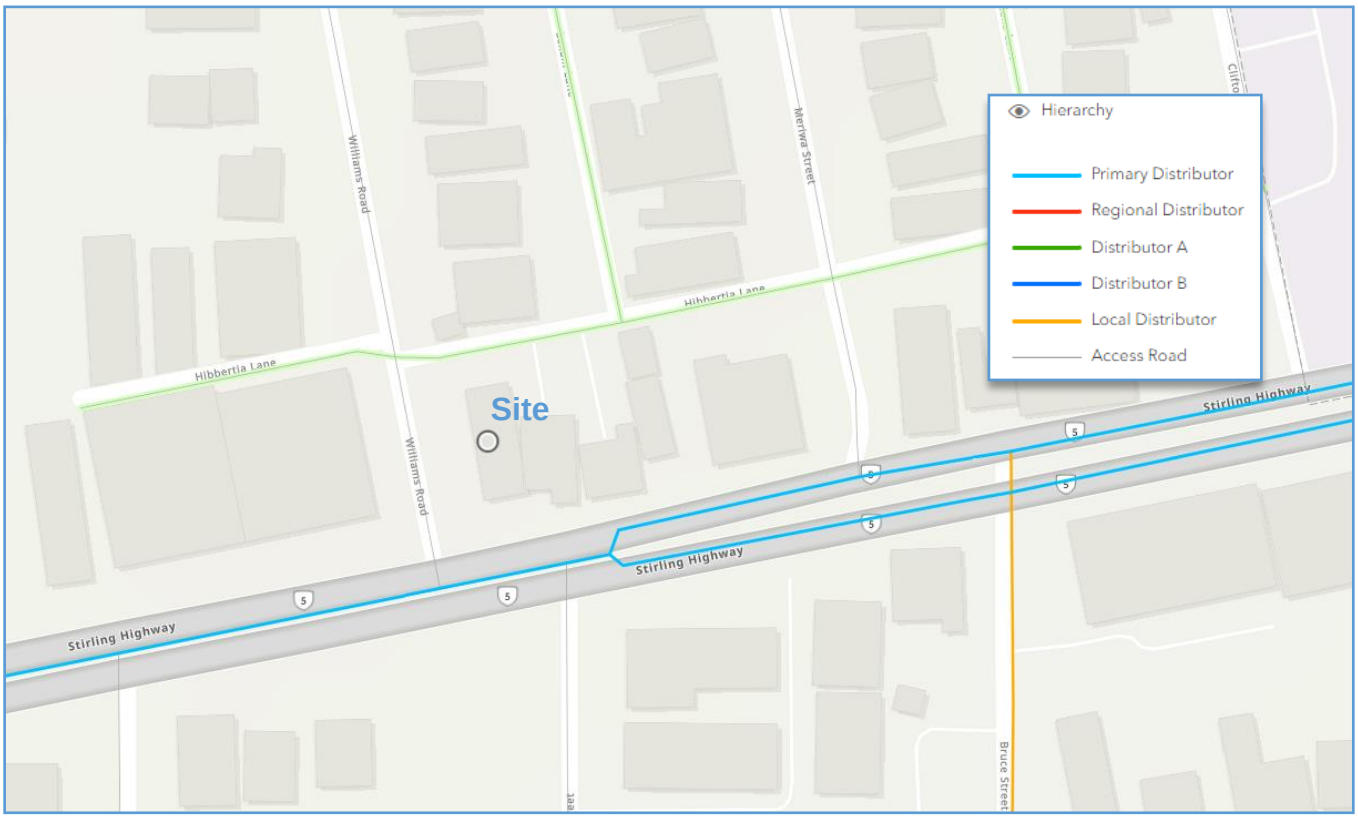

Figure 9: Main Roads WA road hierarchy plan

Source: Main Roads WA Road Information Mapping System (RIM)

Figure 10: Main Roads WA road speed zoning plan

Source: Main Roads WA Road Information Mapping System (RIM)

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ROAD HIERARCHY FOR WESTERN AUSTRALIA
ROAD TYPES AND CRITERIA (see Note 1)

CRITERIA	PRIMARY DISTRIBUTOR (PD) (see Note 2)	DISTRICT DISTRIBUTOR A (DA)	DISTRICT DISTRIBUTOR B (DB)	REGIONAL DISTRIBUTOR (RD)	LOCAL DISTRIBUTOR (LD)	ACCESS ROAD (A)
Primary Criteria						
1. Location (see Note 3)	All of WA incl. BUA	Only Built Up Area.	Only Built Up Area.	Only Non Built Up Area. (see Note 4)	All of WA incl. BUA	All of WA incl. BUA
2. Responsibility	Main Roads Western Australia.	Local Government.	Local Government.	Local Government.	Local Government.	Local Government.
3. Degree of Connectivity	High. Connects to other Primary and Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	Medium. Minor Network Role Connects to Distributors and Access Roads.	Low. Provides mainly for property access.
4. Predominant Purpose	Movement of inter regional and/or cross town/city traffic, e.g. freeways, highways and main roads.	High capacity traffic movements between industrial, commercial and residential areas.	Reduced capacity but high traffic volumes travelling between industrial, commercial and residential areas.	Roads linking significant destinations and designed for efficient movement of people and goods between and within regions.	Movement of traffic within local areas and connect access roads to higher order Distributors.	Provision of vehicle access to abutting properties
Secondary Criteria						
5. Indicative Traffic Volume (AADT)	In accordance with Classification Assessment Guidelines.	Above 8 000 vpd	Above 6 000 vpd.	Greater than 100 vpd	Built Up Area - Maximum desirable volume 6 000 vpd. Non Built Up Area – up to 100 vpd.	Built Up Area - Maximum desirable volume 3 000 vpd. Non Built Up Area – up to 75 vpd.
6. Recommended Operating Speed	60 – 110 km/h (depending on design characteristics).	60 – 80 km/h.	60 – 70 km/h.	50 – 110 km/h (depending on design characteristics).	Built Up Area 50 - 60 km/h (desired speed) Non Built Up Area 60 – 110 km/h (depending on design characteristics).	Built Up Area 50 km/h (desired speed). Non Built Up Area 50 – 110 km/h (depending on design characteristics).
7. Heavy Vehicles permitted	Yes.	Yes.	Yes.	Yes.	Yes, but preferably only to service properties.	Only to service properties.
8. Intersection treatments	Controlled with appropriate measures e.g. high speed traffic management, signing, line marking, grade separation.	Controlled with appropriate measures e.g. traffic signals.	Controlled with appropriate Local Area Traffic Management.	Controlled with measures such as signing and line marking of intersections.	Controlled with minor Local Area Traffic Management or measures such as signing.	Self controlling with minor measures.
9. Frontage Access	None on Controlled Access Roads. On other routes, preferably none, but limited access is acceptable to service individual properties.	Prefer not to have residential access. Limited commercial access, generally via service roads.	Residential and commercial access due to its historic status Prefer to limit when and where possible.	Prefer not to have property access. Limited commercial access, generally via lesser roads.	Yes, for property and commercial access due to its historic status. Prefer to limit whenever possible. Side entry is preferred.	Yes.
10. Pedestrians	Preferably none. Crossing should be controlled where possible.	With positive measures for control and safety e.g. pedestrian signals.	With appropriate measures for control and safety e.g. median/islands refuges.	Measures for control and safety such as careful siteing of school bus stops and rest areas.	Yes, with minor safety measures where necessary.	Yes.
11. Buses	Yes.	Yes.	Yes.	Yes.	Yes.	If necessary (see Note 5)
12. On-Road Parking	No (emergency parking on shoulders only).	Generally no. Clearways where necessary.	Not preferred. Clearways where necessary.	No – emergency parking on shoulders – encourage parking in off road rest areas where possible.	Built Up Area – yes, where sufficient width and sight distance allow safe passing. Non Built Up Area – no. Emergency parking on shoulders.	Yes, where sufficient width and sight distance allow safe passing.
13. Signs & Linemarking	Centrelines, speed signs, guide and service signs to highway standard.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs and guide signs.	Speed and guide signs.	Urban areas – generally not applicable. Rural areas - Guide signs.
14. Rest Areas/Parking Bays	In accordance with Main Roads' *Roadside Stopping Places Policy*.	Not Applicable.	Not Applicable.	Parking Bays/Rest Areas. Desired at 60km spacing.	Not Applicable.	Not Applicable.

Figure 11: Road types and criteria for Western Australia

Source: Main Roads Western Australia D10#10992

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8 Public transport access

Information was collected from Transperth and the Public Transport Authority to assess the existing public transport access to and from the site.

The closest bus routes to the subject site are listed below:

- Bus route 103: Perth - Claremont Stn via Thomas St, QEII Medical Ctr & Stirling Hwy.
- Bus route 995: Perth - Claremont Stn via University of WA & Stirling Hwy (High Frequency).
- Bus route 998/999: Circle Route.

The closest bus stops are located on Stirling Highway, less than 100m walk from the site. The walking routes to the nearest bus stops are detailed in Figure 12.

The existing public transport network plans are shown in Figures 13 to 15. Public transport services provide a viable alternative mode of transport for residents of the proposed development. There is a reliable, high-frequency bus service which connects to Perth CBD and the rail network.

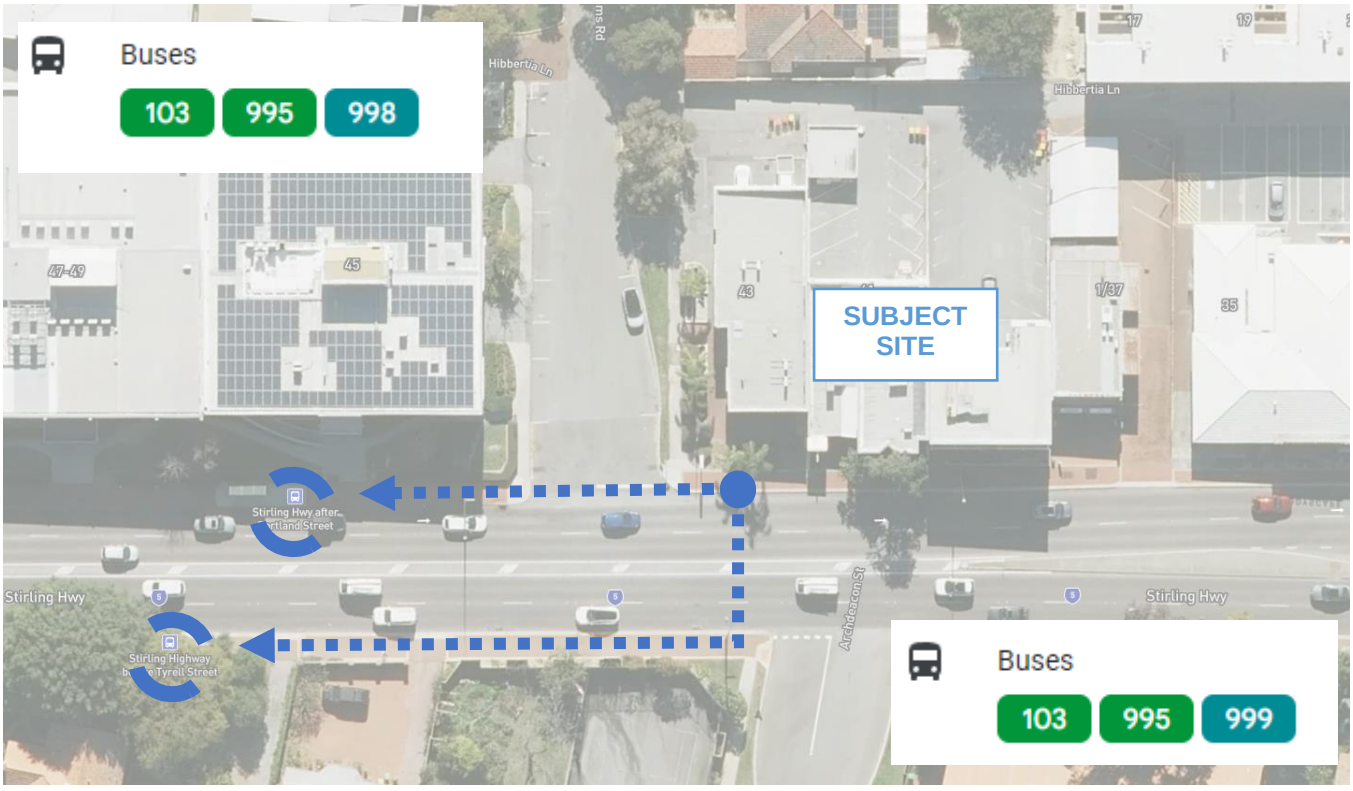

Figure 12: Closest bus stops serving the proposed development

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Figure 13: Transperth public transport plan (route 103)

Source: Transperth

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Figure 14: Transperth public transport plan (route 995)

Source: Transperth

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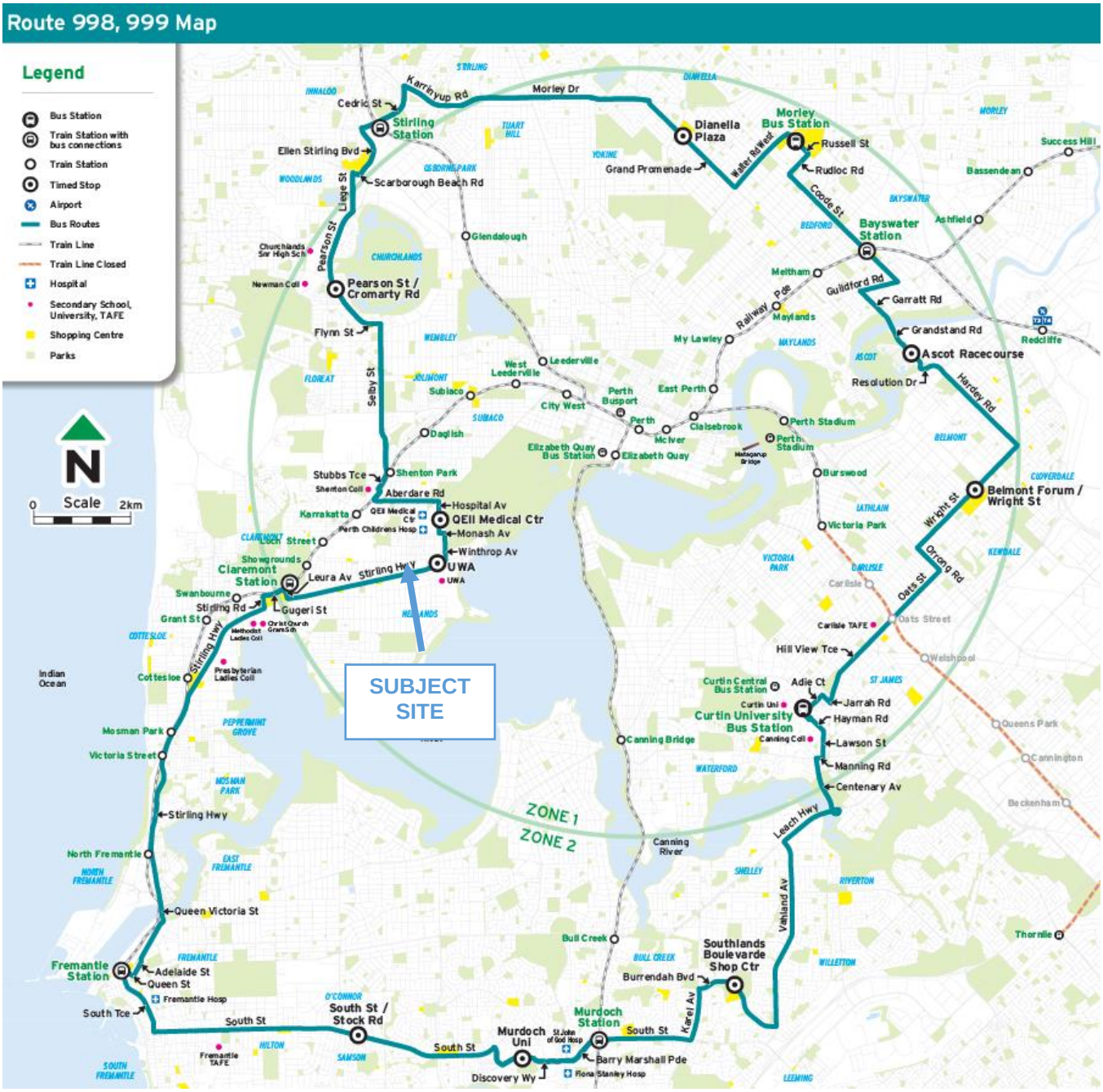

Figure 15: Transperth public transport plan (route 998/999)

Source: Transperth

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9 Pedestrian access

Information from online mapping services, Main Roads WA, Local Government, and site visits was collected to assess the pedestrian access for the proposed development.

Footpaths are provided along both sides of Stirling Highway, Williams Road and Merriwa Street near the site. Pedestrian crossing facilities including kerb ramps are provided at nearby intersections, which promotes improved access for bicycles, wheelchairs and prams.

An 800m walking catchment analysis was undertaken, which is presented in Figure 16. UWA and a number of businesses along Stirling Highway are accessible within walking distance.

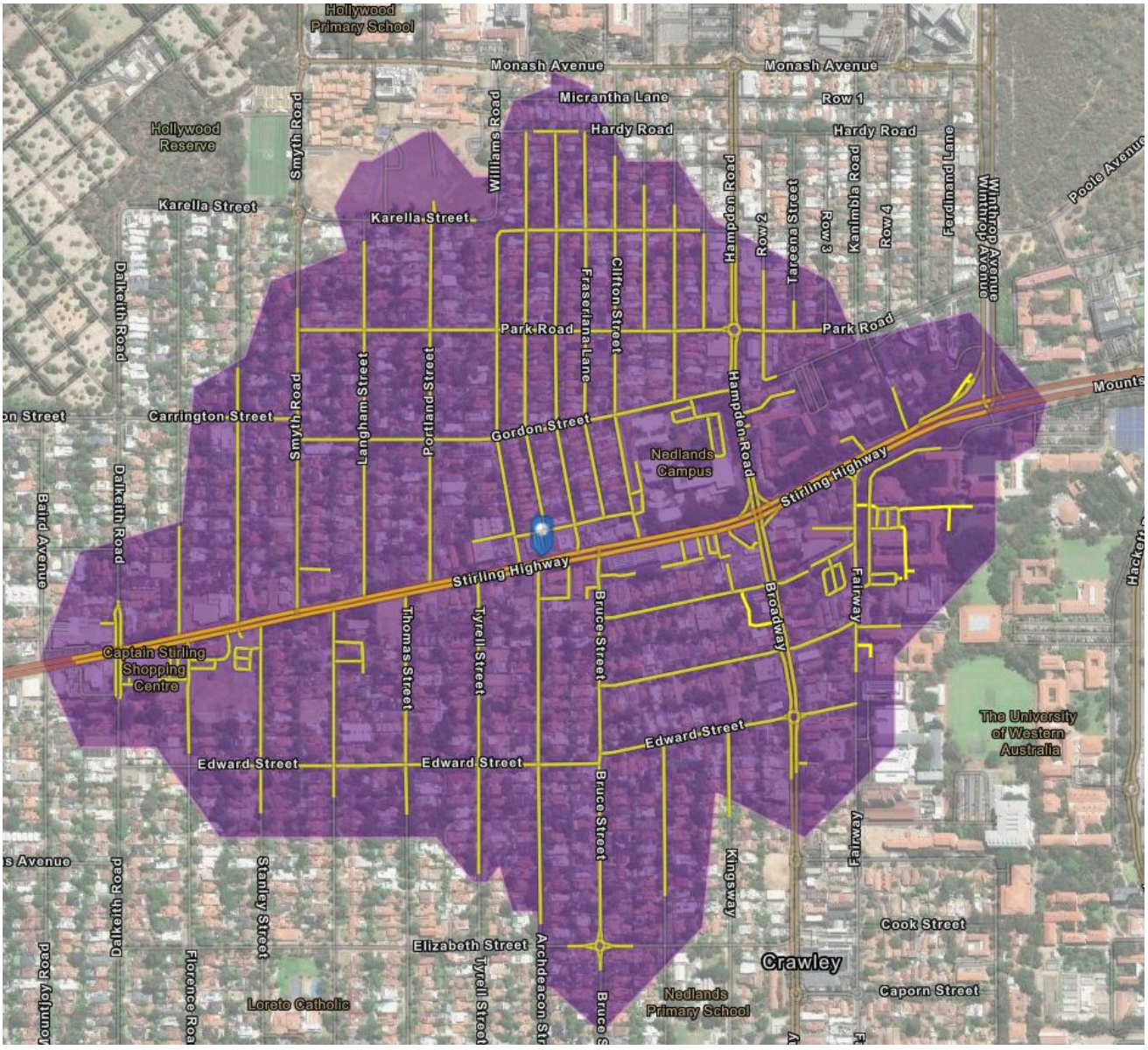

Figure 16: 800m walking catchment

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10 Bicycle access

Information from online mapping services, Department of Transport, Local Government, and/or site visits was collected to assess bicycle access for the proposed development.

10.1 Bicycle network

The Department of Transport Perth Bicycle Network Map (see Figure 17) shows the existing cycling connectivity to the subject site. There is no cycling specific infrastructure shown on the plan. Less confident people can legally cycle on footpaths in Western Australia before connecting to higher order cycling facilities.

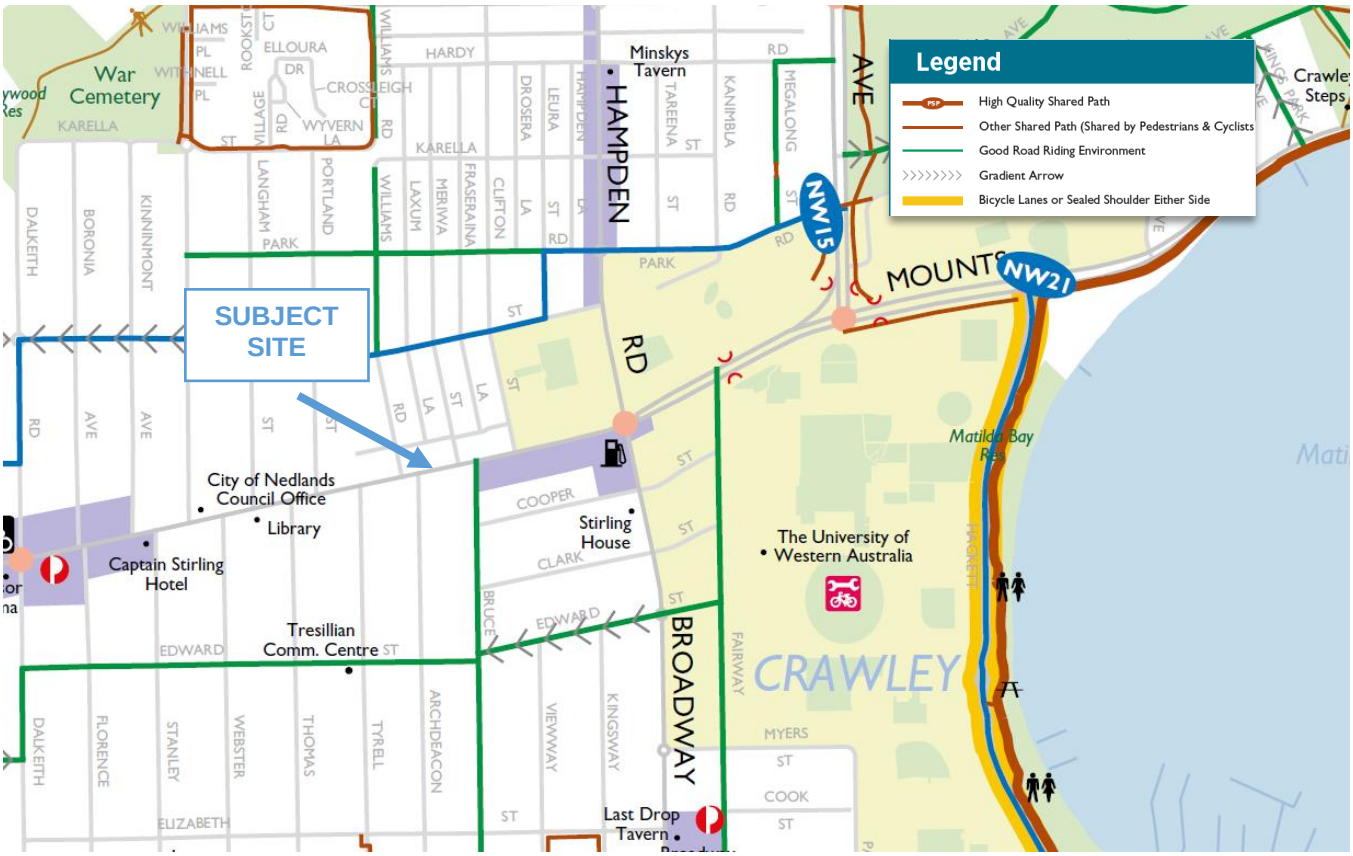

Figure 17: Perth bicycle network plan

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The Strava cycling heatmap tool shows that the riverside shared path is a relatively popular cycling route near the site (Figure 18).

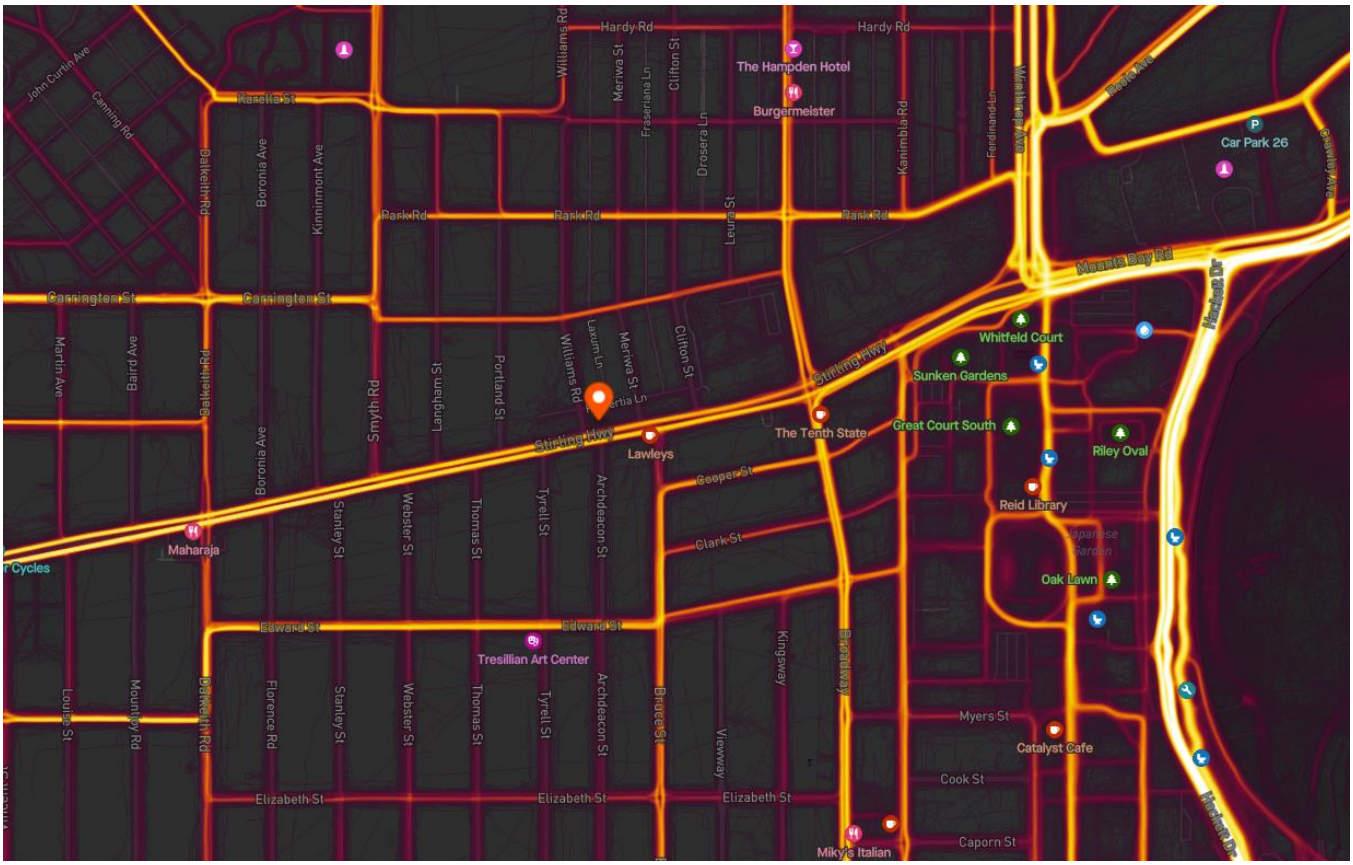

Figure 18: Strava cycling heatmap

10.2 Bicycle parking and end of trip facilities

A bicycle store room is provided in an easily accessible location on the ground level. The bike store can accommodate 156 bicycles. 12 visitor bicycle parking spaces are also provided on the ground level. An end of trip facility is provided for users of the bike store.

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10.3 Sustainable transport catchment

As detailed in Figure 19, the subject site is well placed for residents and visitors to travel by sustainable modes of transport. A comfortable 8km or 20-25min cycle will provide the development with a large catchment from Mosman Park to East Perth.

This range can be further increased through a combination of micro-mobility and train travel with access to train stations.

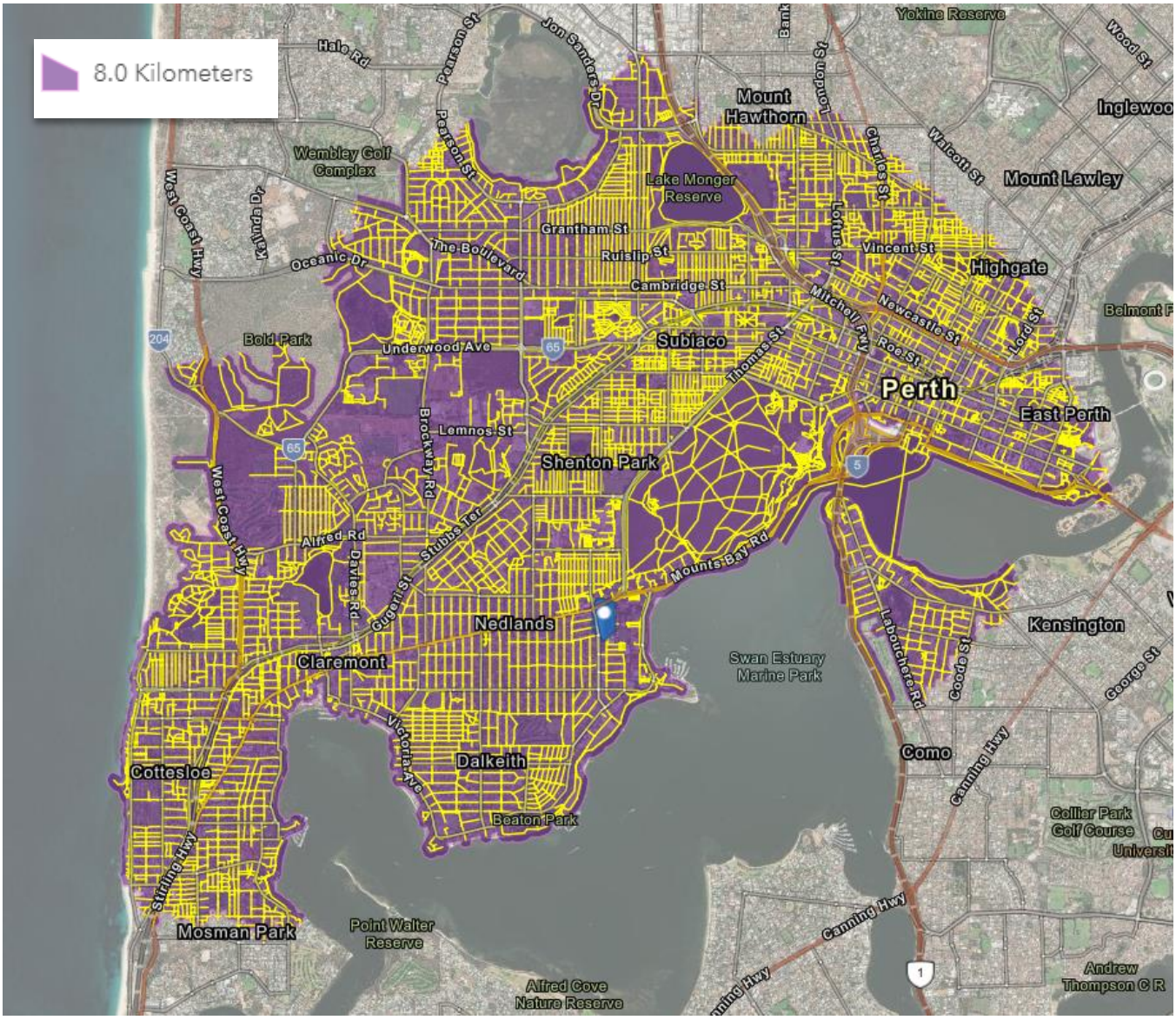

Figure 19: Cycling and micro-mobility catchment

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11 Site specific issues

No additional site-specific issues were identified within the scope of this assessment.

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12 Safety issues

The five-year crash history in the vicinity of the site was obtained from Main Roads WA. As detailed in Figure 20, 23 crashes were recorded near the site in the last five years. Most crashes were property damage only severity.

The detailed crash history is presented in Table 1. The low vehicular traffic generation of the proposed development is unlikely to impact road safety.

It is noted that there were two pedestrian crashes on Stirling Highway, one of which resulted in a fatal severity crash.

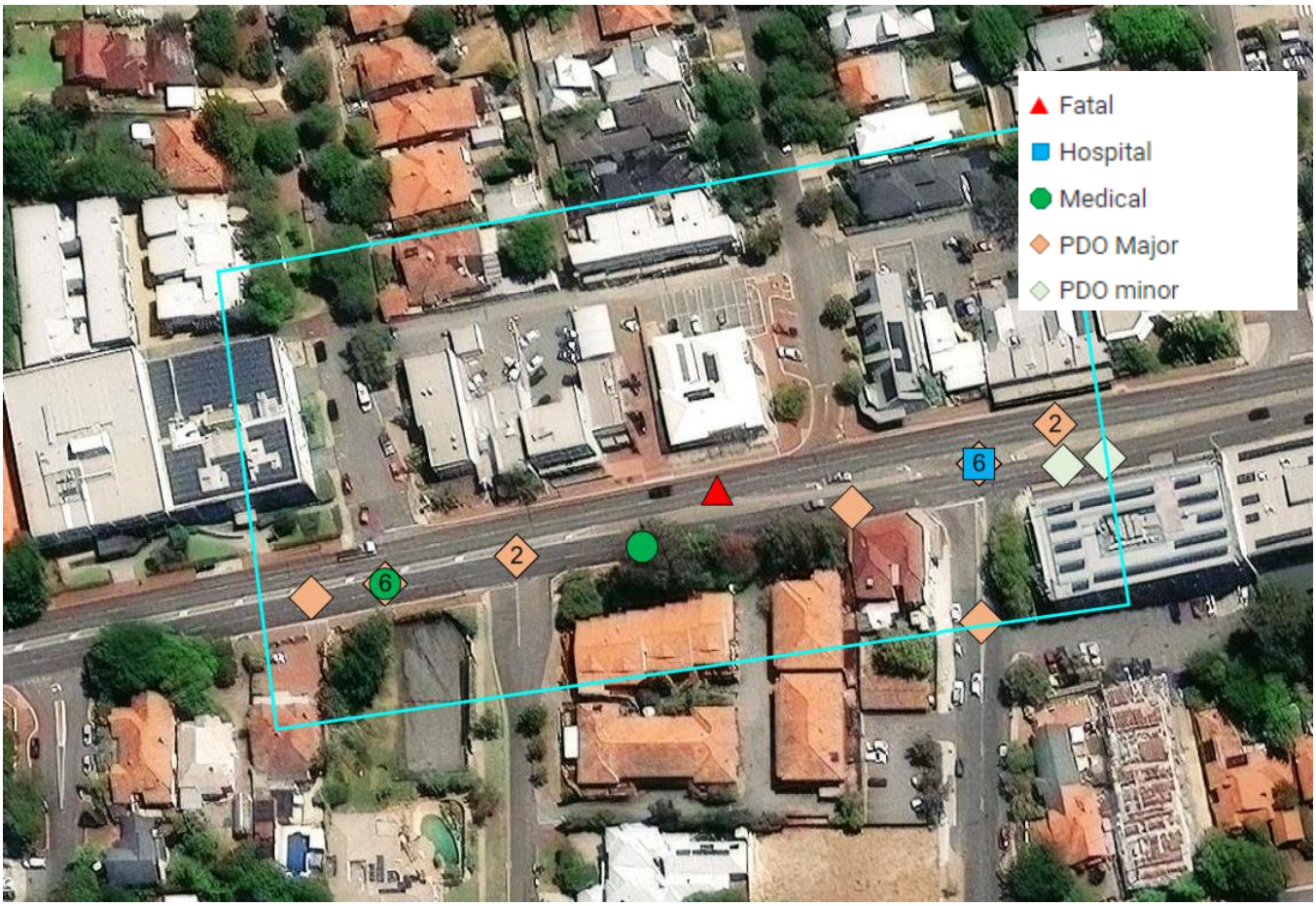

Figure 20: 5-year crash map in the locality (2019-2023)

Source: MRWA crash mapping tool

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Table 1: 5-year crash history in the locality (2019-2023)

Severity	No.	%
Fatal	1	4.35
Hospital	1	4.35
Medical	2	8.70
PDO Major	15	65.22
PDO Minor	4	17.39

Year	No.	%
2019	3	13.04
2020	3	13.04
2021	9	39.13
2022	5	21.74
2023	3	13.04

Nature	No.	%
Head On	0	0
Hit Animal	0	0
Hit Object	1	4.35
Hit Pedestrian	2	8.70
Non Collision	0	0
Not Known	0	0
Rear End	9	39.13
Right Angle	6	26.09
Right Turn Thru	1	4.35
Sideswipe Opposite Dirn	0	0
Sideswipe Same Dirn	4	17.39

Light	No.	%
Dark - Street Lights Not Provided	0	0
Dark - Street Lights Off	0	0
Dark - Street Lights On	3	13.04
Dawn Or Dusk	2	8.70
Daylight	18	78.26
Not Known	0	0

Conditions	No.	%
Dry	21	91.30
Not Known	0	0
Wet	2	8.70

Alignment	No.	%
Curve	1	4.35
Not Known	0	0
Other / Unknown	2	8.70
Straight	20	86.96

Total	23

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13 Conclusion

This Transport Impact Statement has been prepared by Urbii on behalf of Centurion Properties with regards to the Proposed Student Accommodation, located at 37- 43 Stirling Highway, Nedlands.

The subject site is situated at the north-east corner of Stirling Highway and Williams road. The site presently accommodates commercial buildings which are occupied by different tenants and is surrounded by a mix of land uses, including residential, commercial and education. The University of Western Australia (UWA) is located nearby to the east.

It is proposed to develop the site into a student accommodation facility with 472 beds.

The site features good connectivity with the existing road, cycling and walking network. There is good public transport coverage through nearby bus services.

The traffic analysis undertaken in this report shows that the traffic generation of the proposed development is moderate (less than 100vph on any lane) and as such would have moderate impact on the surrounding road network.

The car parking supply is satisfactory and can accommodate the car parking demand of the proposed development.

It is concluded that the findings of this Transport Impact Statement are supportive of the proposed development.

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Appendices

Appendix A: Proposed development plans

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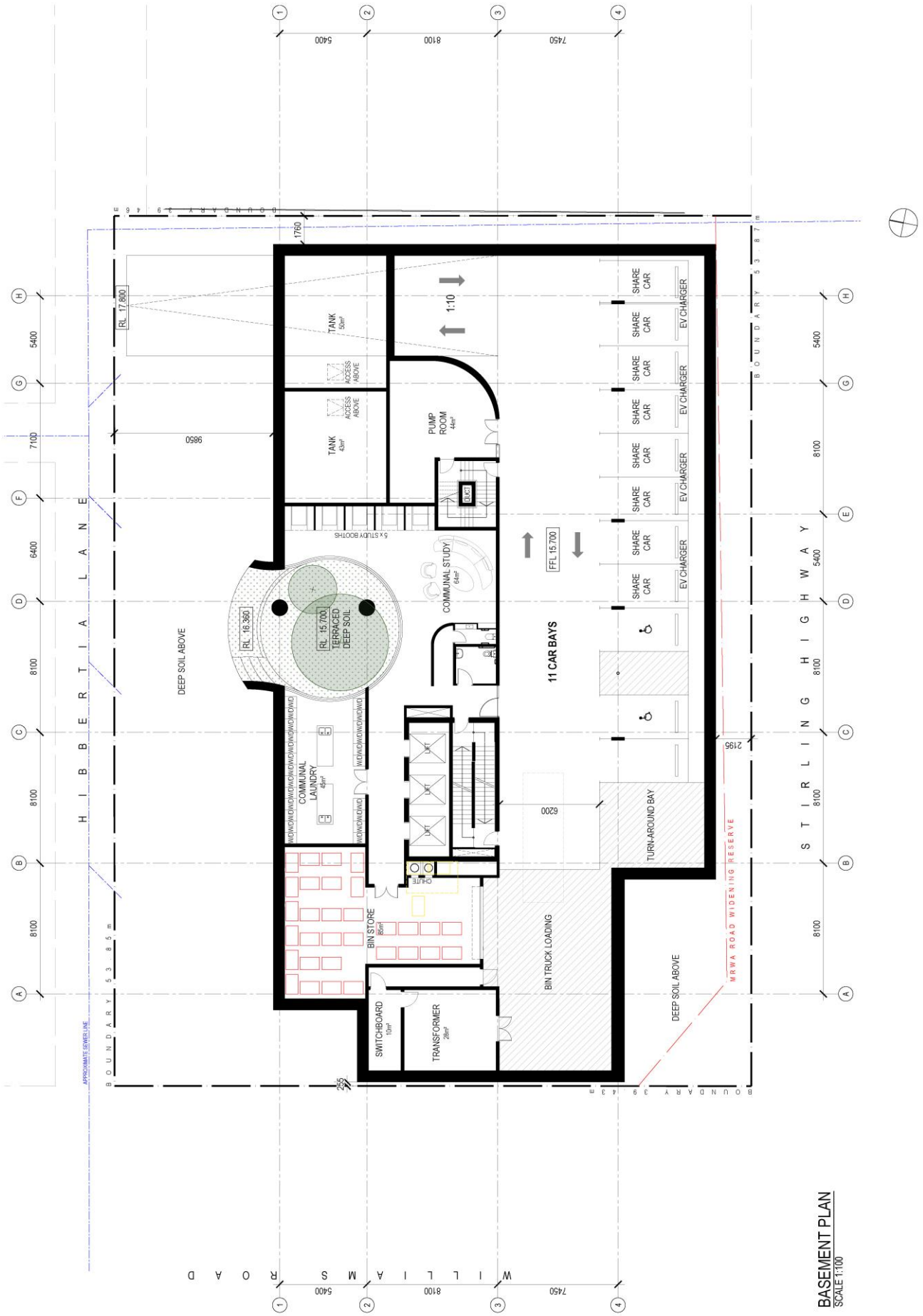

BASEMENT PLAN
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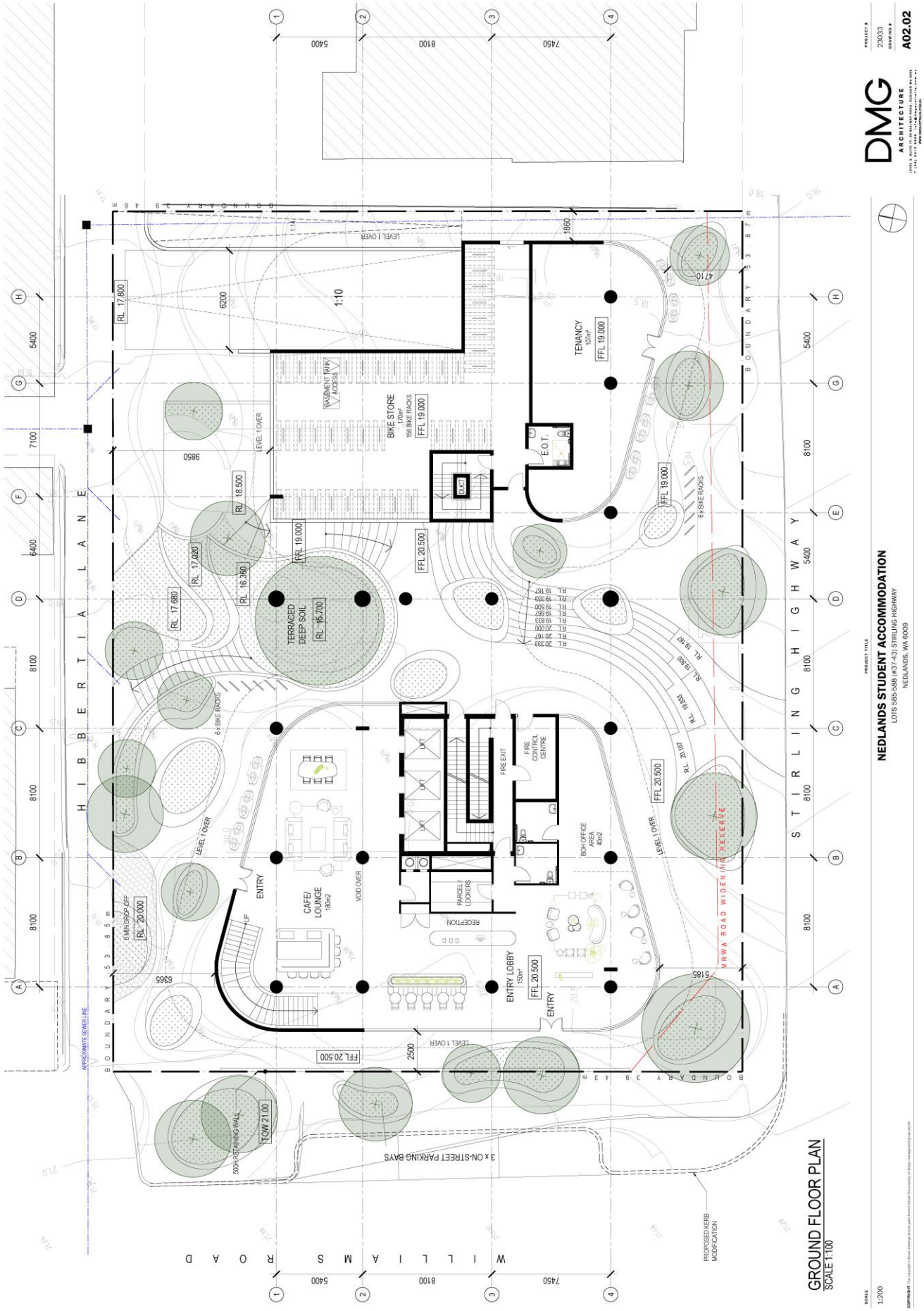

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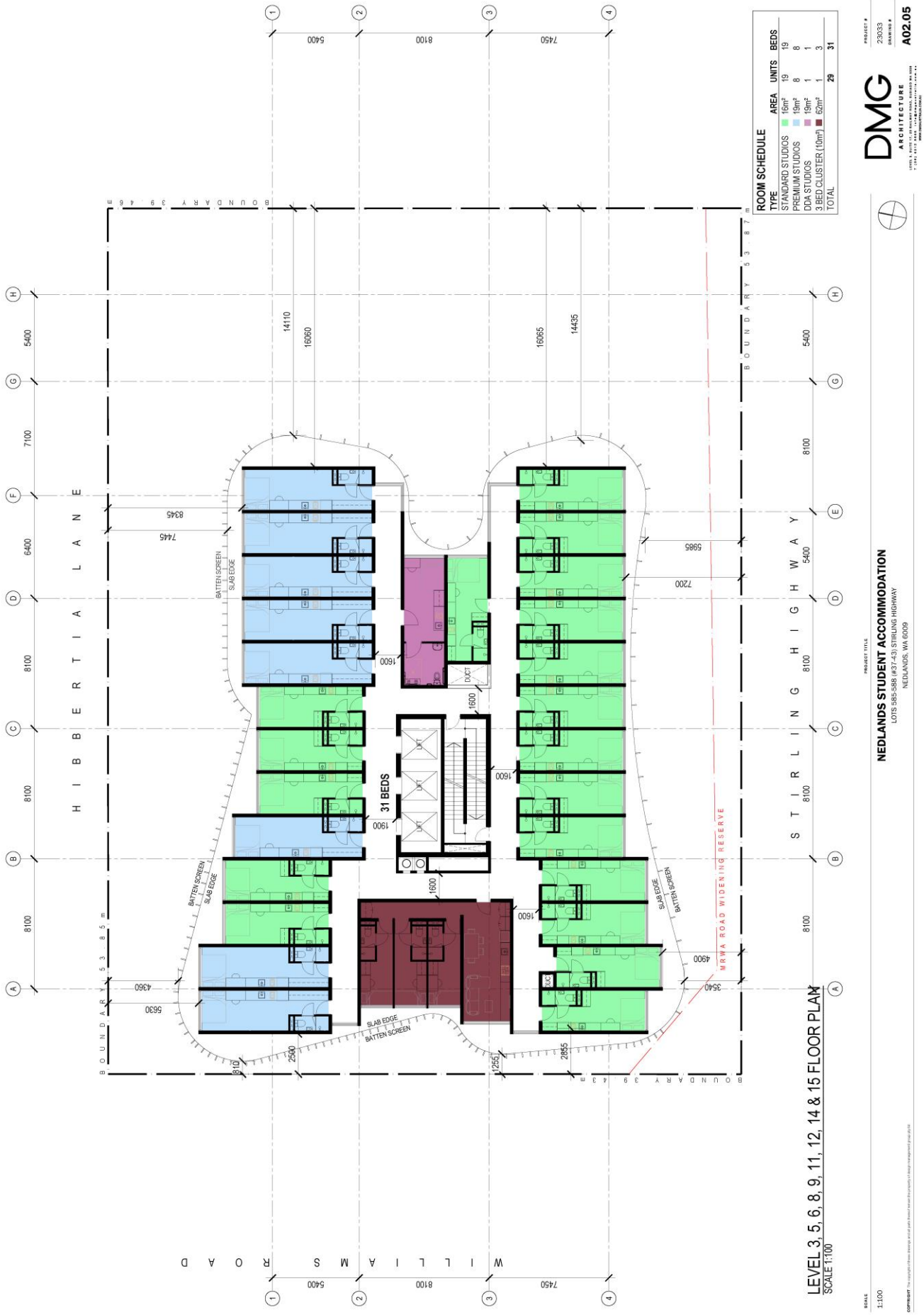

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Appendix B: Swept path diagrams

Swept path diagrams are included in this section of the report. Different coloured lines are employed to represent the various envelopes of the vehicle swept path, as described below:

Cyan represents the wheel path of the vehicle

Green represents the vehicle body envelope

Blue represents a 500mm safety buffer line, offset from the vehicle swept path

The swept path diagrams are also provided separately in high-quality, A3 PDF format.

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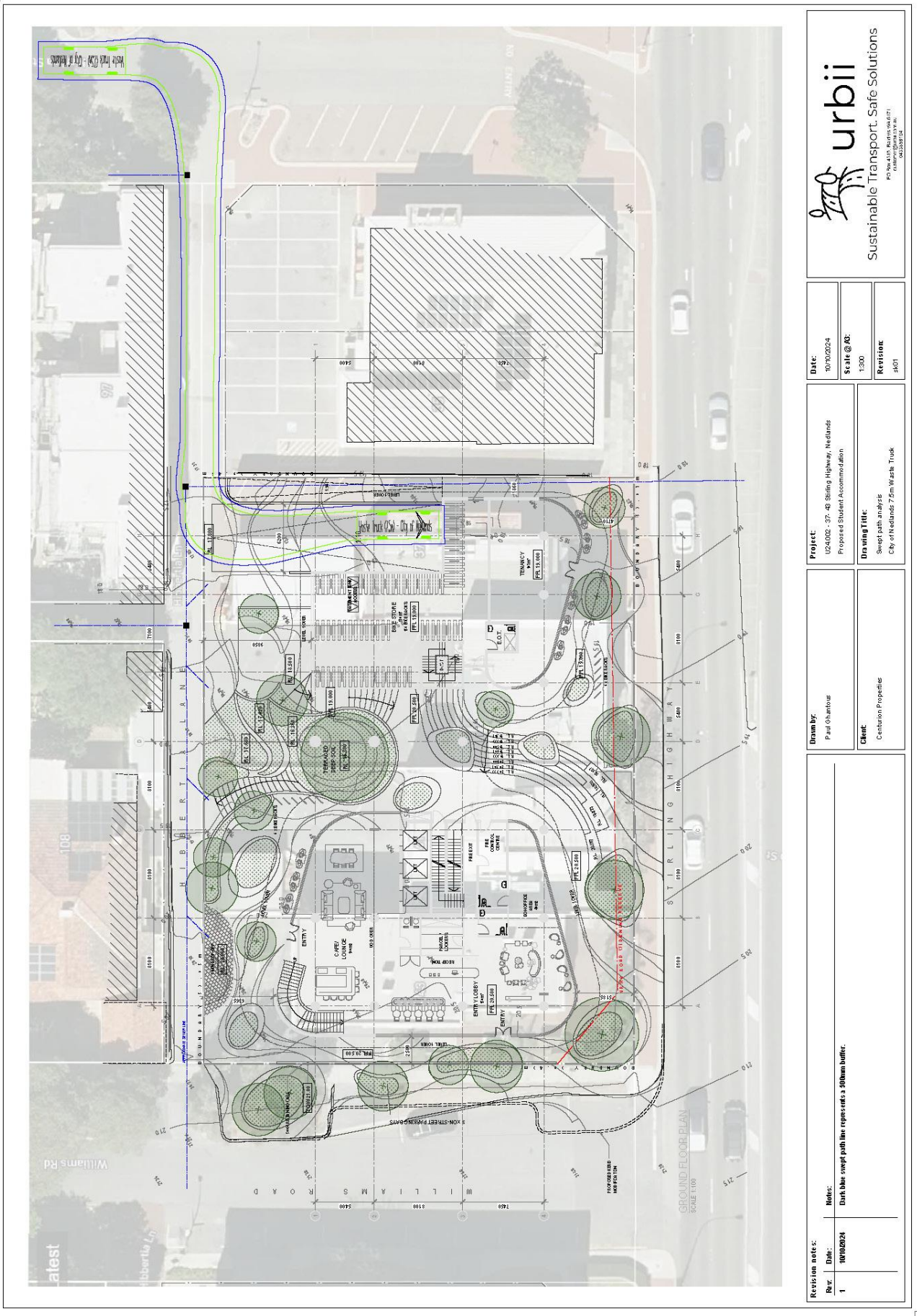

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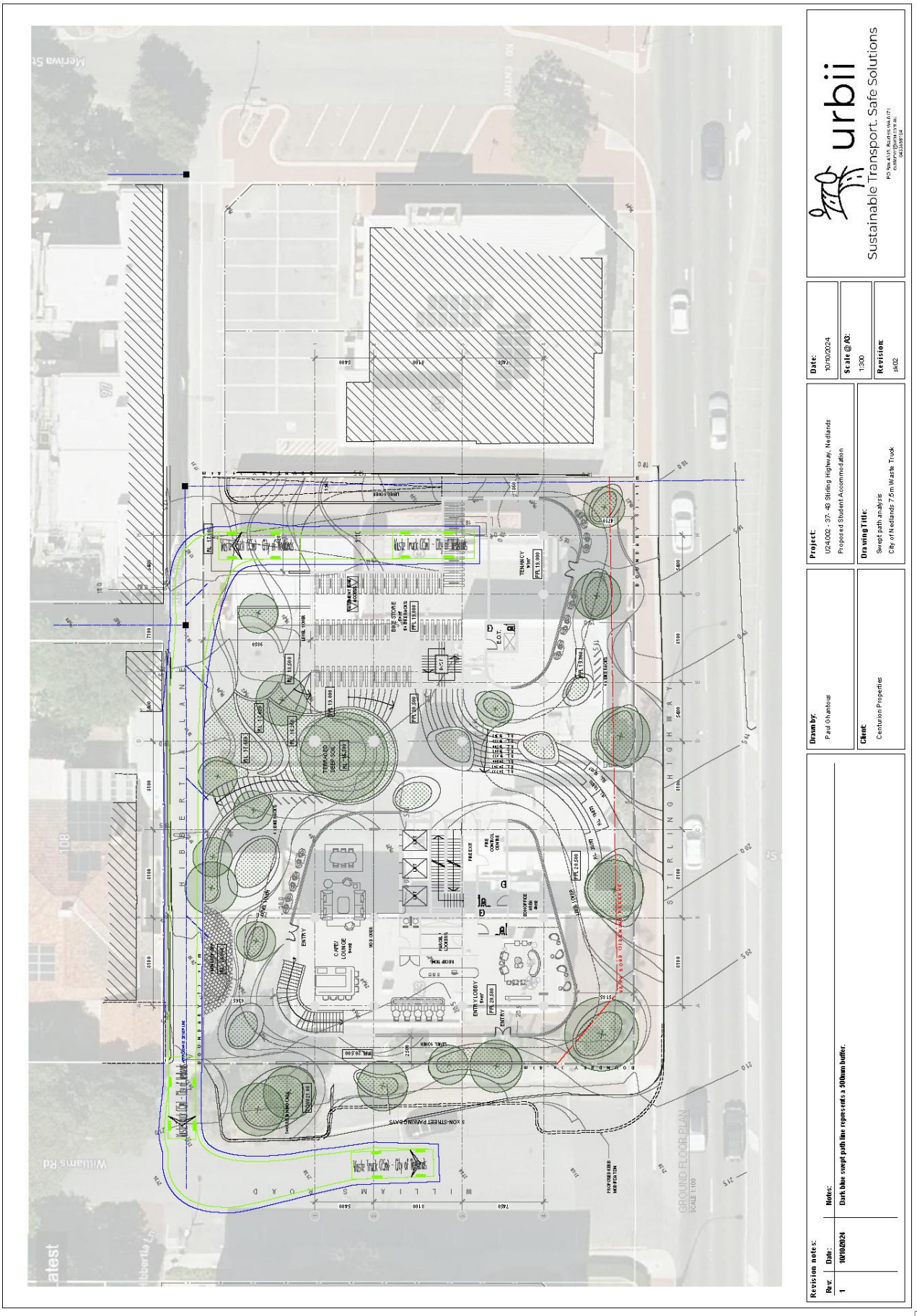

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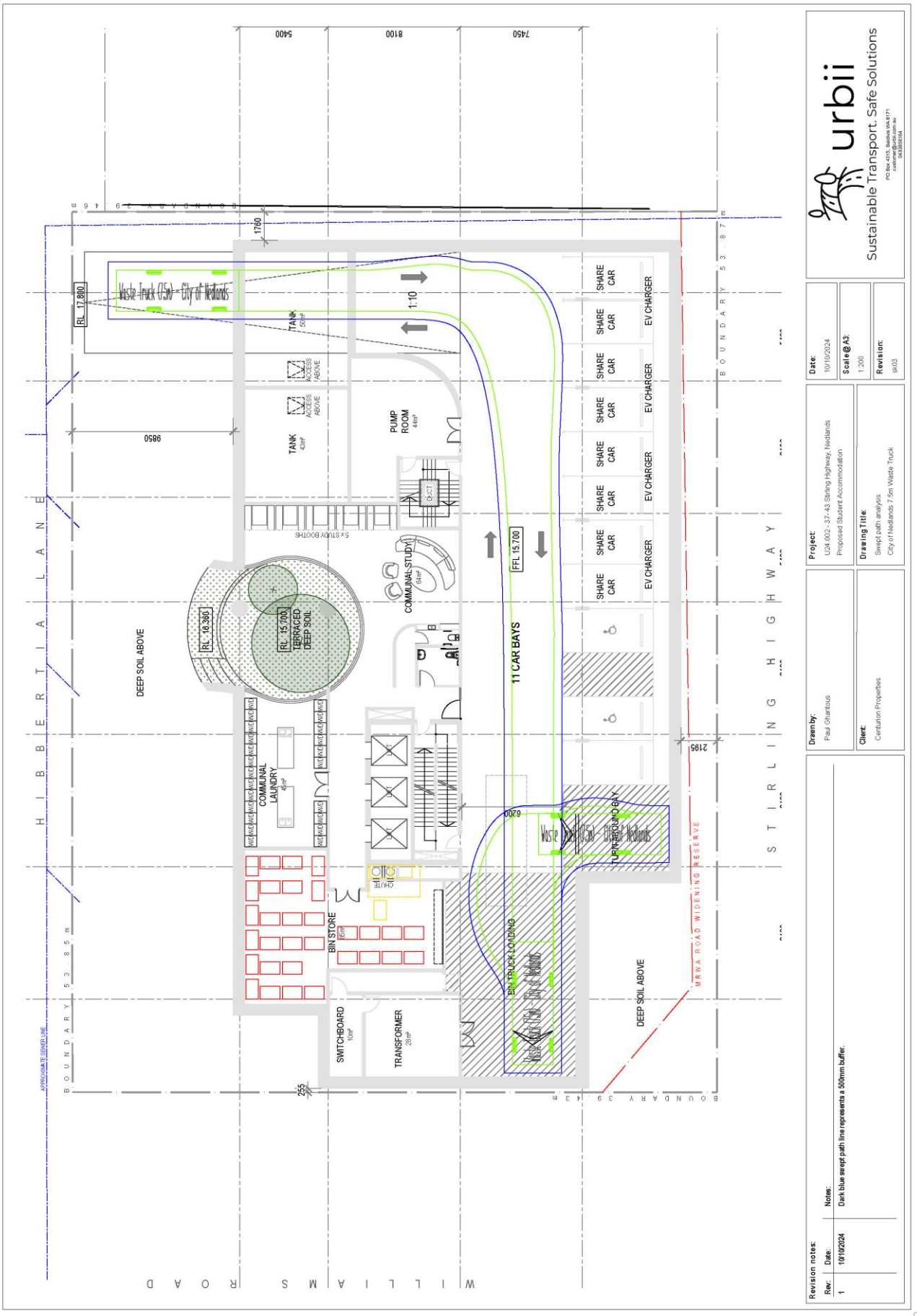

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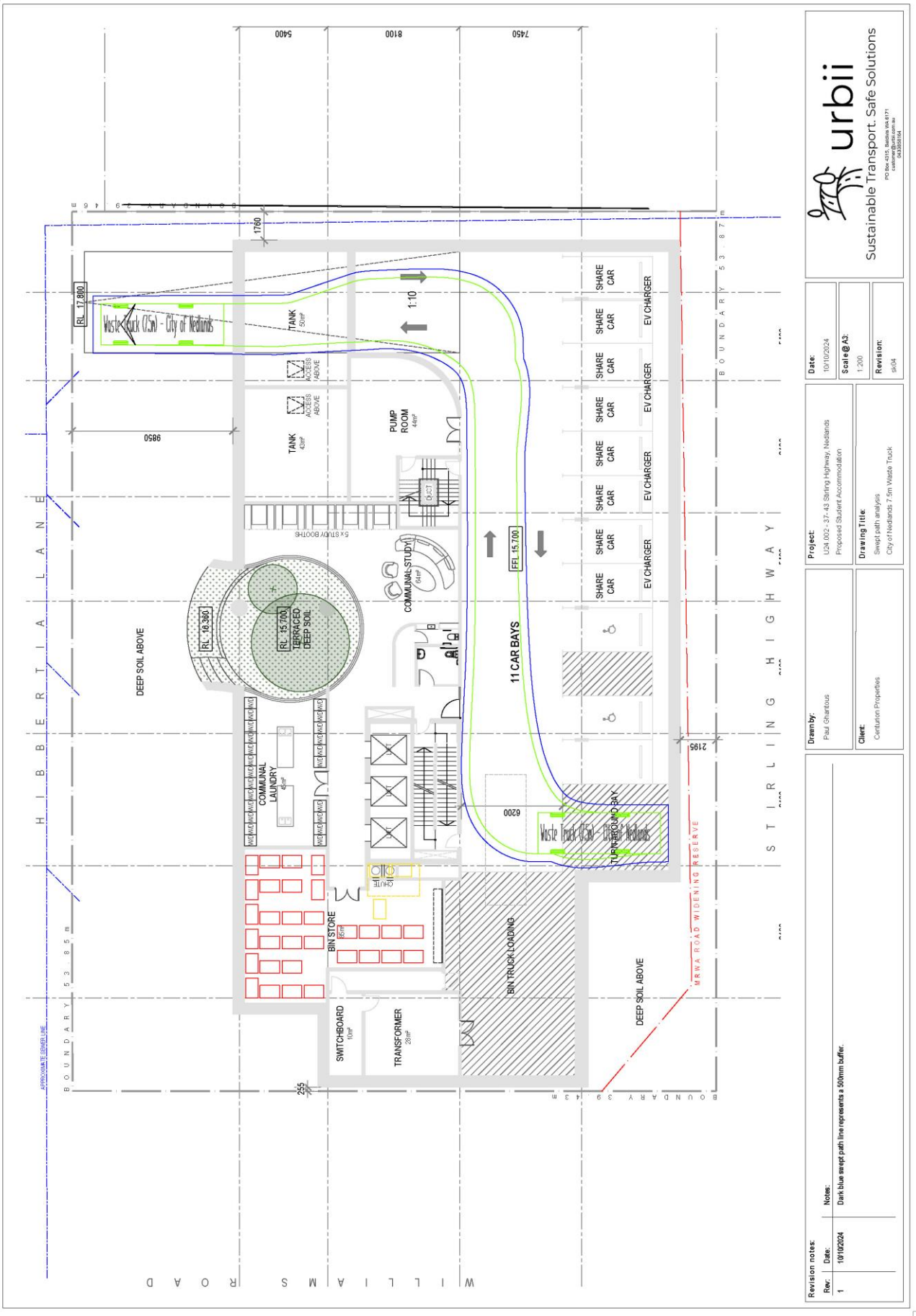

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01 | INTRODUCTION

DMG have appointed Plan E, as part of a multi-disciplinary team to develop a landscape concept design for the development of a purpose-built student accommodation building to be located on Stirling Highway near the UWA Nedlands Campus AND UWA Main Campus.

This response has been developed as part of the initial concept design and planning of the site.

01

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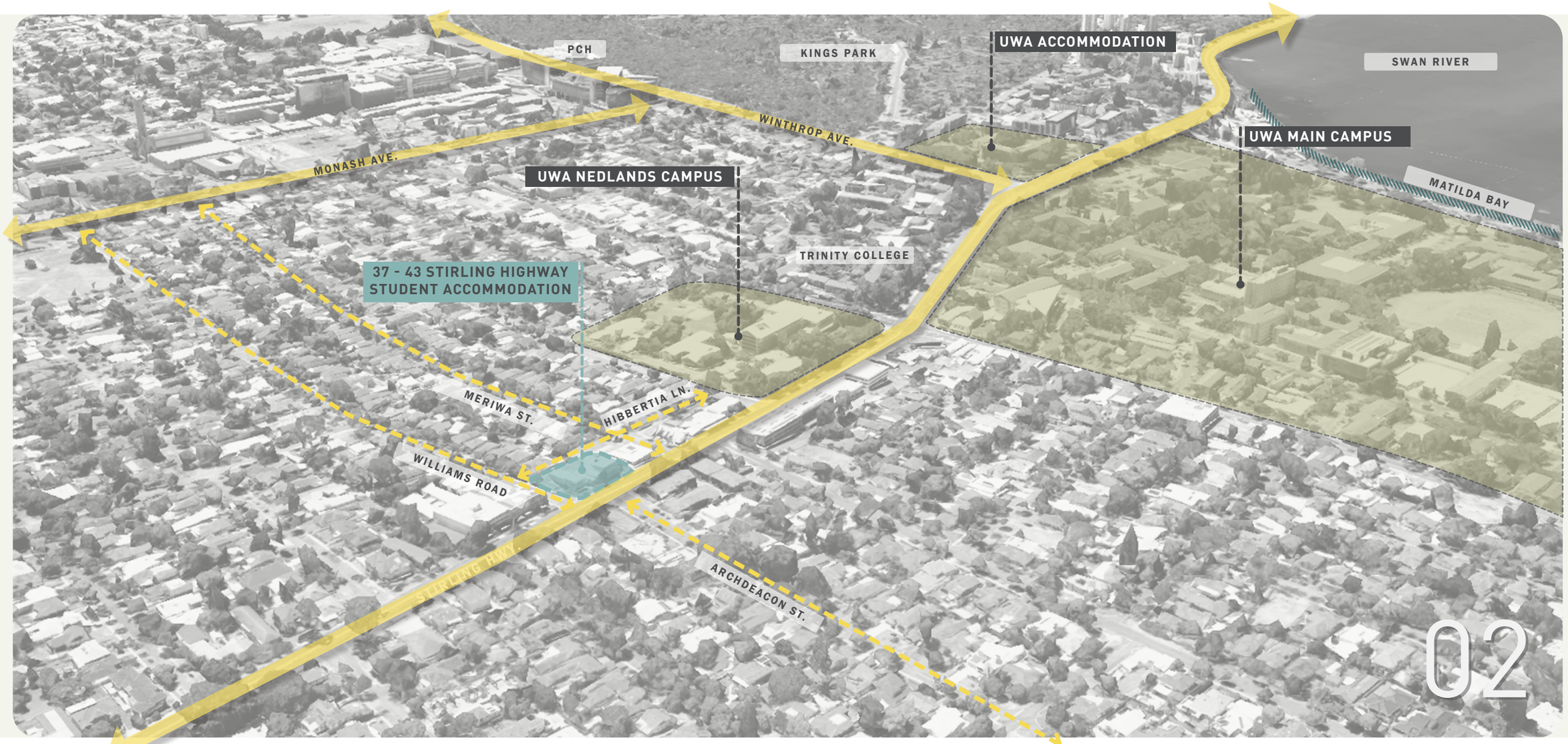

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02 | CONTEXT & SITE ANALYSIS

LOCATION

The site is located to the north of Stirling highway and west of the main UWA Crawley campus. It is bound by the Stirling Highway, Hibbertia Lane and Williams Road.

The site is within easy walking distance of Kings Park and the Swan River Foreshore.

VEGETATION

The site is located within the defined area of the Vasse vegetation complex.

The Vasse complex consists of a mixture of closed scrub of Melaleuca species and open woodland of Eucalyptus rudis (Flooded Gum), Eucalyptus gomphocephala (Tuart), Eucalyptus marginata (Jarrah) and Corymbia calophylla (Marri).

SOIL

The site is located in an area identified as Vasse soils.

This is defined within the category of marine deposits which consist of poorly drained plains with variable undifferentiated estuarine and marine deposits.

The site has been developed resulting in much of the original soil profile being disturbed, removed or replaced.

TOPOGRAPHY

The site has a fall west to east of approximately 3.0m.

LOCAL CHARACTER

The site is located in a heavily urbanised situation.

The Stirling Highway corridor and its associated infrastructure and levels of development defines the site location. Stirling Highway is a busy urban connector with dual carriageways, footpaths and little vegetation.

The Williams Road and Hibbertia Lane interfaces are suburban in character with low rise residential development forming the northern and western edges.

SITE DESCRIPTION

The proposed development site is currently a mix of low rise commercial properties with car park areas to the rear. The properties are of varying ages and styles.

There are small landscaped areas to the Stirling Highway frontage consisting mostly of clipped hedges on cleared sand garden beds.

There are a number of trees on the site to the north and southern frontages including several Palms and a mature Brachychiton.

STIRLING HIGHWAY LOOKING WEST

STIRLING HIGHWAY & WILLIAMS RD CORNER, STIRLING HWY LOOKING EAST

WILLIAMS RD & HIBBERTIA LANE

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03 | LANDSCAPE ZONING

PROPOSED ZONING DIAGRAM - GROUND FLOOR

GROUND FLOOR PLAN

ground floor / key plan
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ZONING

- zone1: LANEWAY
- zone2: FORECOURT
- zone3: TERRACED PLAZA
- zone4: GREEN SECONDARY STREETSCAPE
- zone5: FLEXIBLE LANDSCAPE BUFFER

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04 | LANDSCAPE ZONING & IMAGERY

GROUND FLOOR / ZONE 2 - FORECOURT

ground floor / key plan
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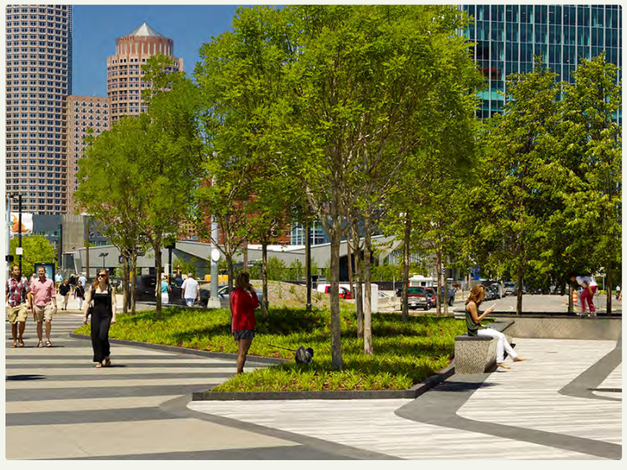
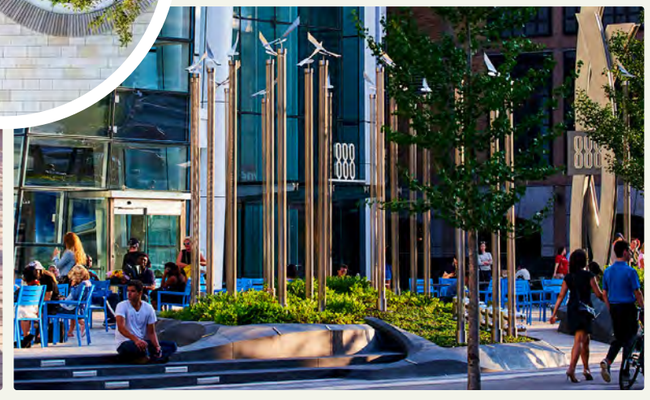
zone2:
FORECOURT





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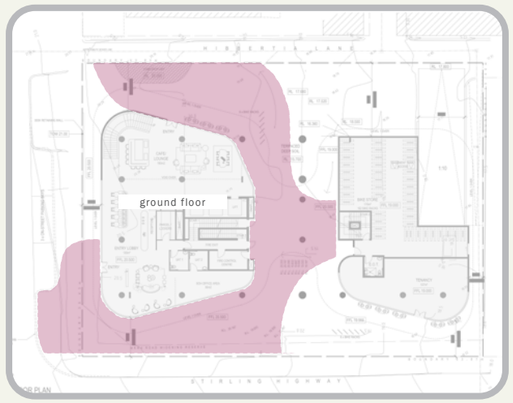
04 | LANDSCAPE ZONING & IMAGERY

GROUND FLOOR / ZONE 3 - TERRACED PLAZA



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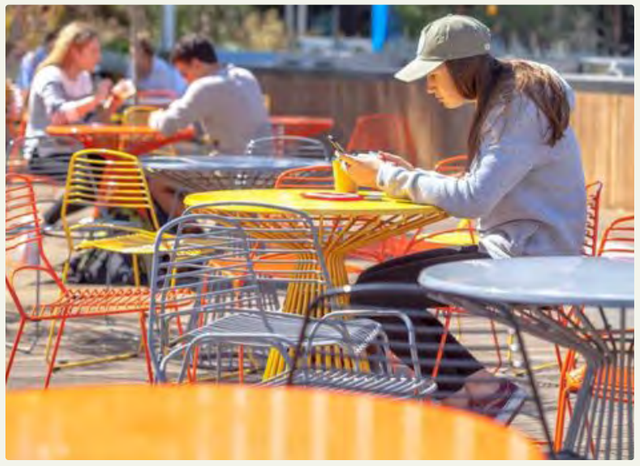
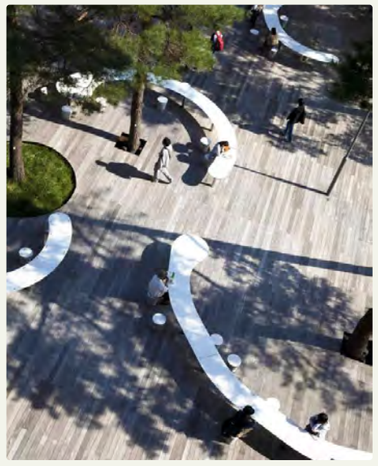
zone3:
TERRACED PLAZA





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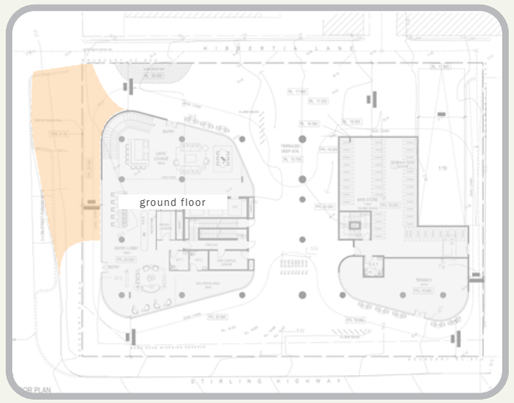
04 | LANDSCAPE ZONING & IMAGERY

GROUND FLOOR / ZONE 4 - GREEN SECONDARY STREETSCAPE



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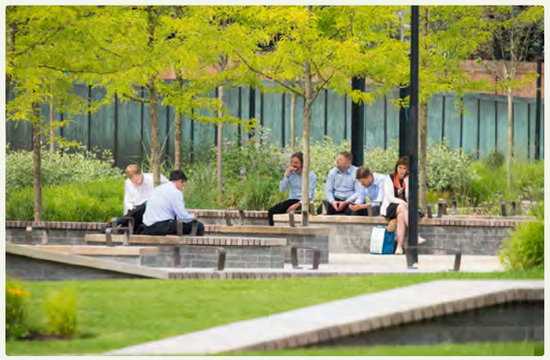
zone4:
GREEN SECONDARY STREETSCAPE



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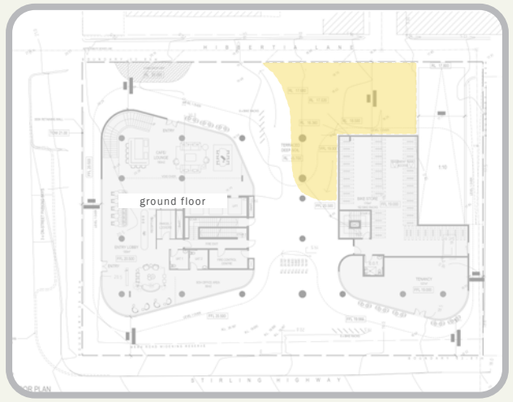
04 | LANDSCAPE ZONING & IMAGERY

GROUND FLOOR / ZONE 5 - FLEXIBLE LANDSCAPE BUFFER



ground floor / key plan
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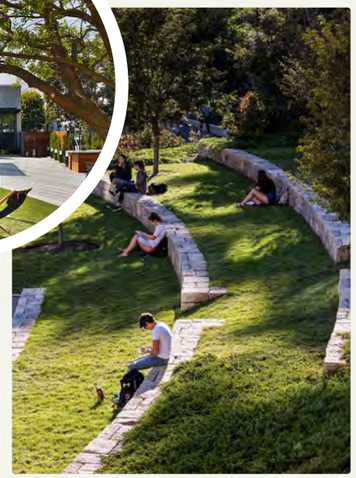
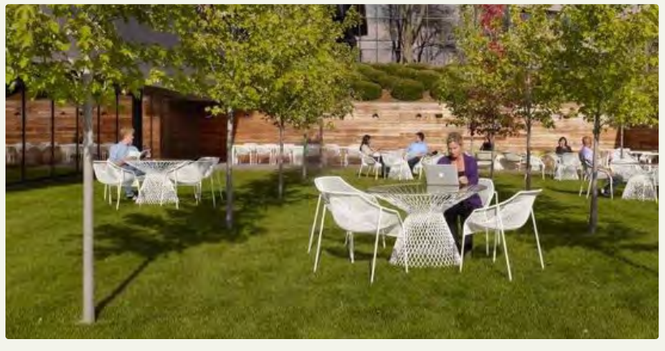
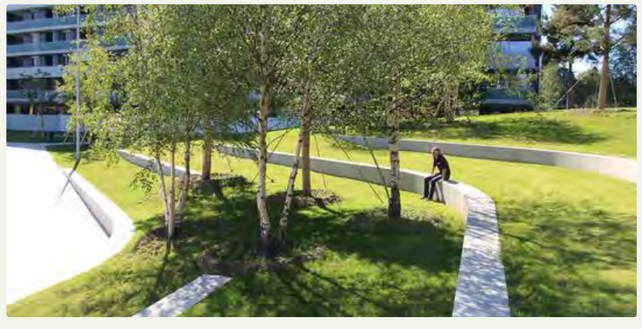
zone5:
FELXIBLE LANDSCAPE BUFFER







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04 | LANDSCAPE MASTERPLAN - GROUND FLOOR

LEGEND

01 MEDIUM MATURE FEATURE TREE TO ACT AS FOCAL POINT IN LANDSCAPE.

02 TERRACES PROVIDE GENTLE TRANSITION TO LEVEL CHANGE AND PROVIDE SEATING AND OPPORTUNITIES FOR INFORMAL RECREATION.

03 TREE AND SHRUB PLANTING ENFORCES DESIGN PATTERN AND PROVIDES SHADE AND TEXTURE.

04 DIFFERENT SPACES PROVIDE INFORMAL GATHERING OPPORTUNITIES.

05 LAWN AREA WITH LARGE MATURE FEATURE TREE ALLOWS USERS TO ACCESS AND RELAX UNDER THE SHADE.

06 FLOWING PAVING PATTERN HELPS LEGIBILITY, ADDS VISUAL INTEREST AND CREATES AN ENERGETIC GROUND PLANE.

07 EXISTING TREES TO BE RETAINED AND PROTECTED.

08 ENTIRE ROAD VERGE USED TO PROVIDE LANDSCAPE AND AMENITY AND ESTABLISH THE SMALL PRECINCT FEEL OF THE DEVELOPMENT.

09 PEDESTRIAN CROSSINGS.

10 MEDIUM FEATURE TREE CREATES VISUAL LANDMARK ON THIS PROMINANT CORNER.

11 RAISED PLANTERS PROVIDE CONCRETE SEATING WALLS.

12 STAIRS AND TERRACES RESOLVE LEVEL CHANGE ACROSS THE SITE.

13 DRIVEWAY ACCESS TO BASEMENT PARKING.

14 PEDESTRIAN ACCESSWAY TO THE EASTERN PERIMETER TO BE OPEN AND SOFTENED WITH PAVING PATTERNS AND FEATURE TRELLIS.

15 RAISED PLANTERS AND SEATS HELP FRAME ALFRESCO AREA TO TENANCY.

16 TREE AND SHRUB PLANTING PROVIDE SHADE AND BREAK UP THE ROAD FACADE HELPING DEFINE SEPARATION BETWEEN THE ROAD AND PEDESTRIAN PLAZA,

17 STAIRS PROVIDE CLEAR ACCESS BETWEEN DIFFERENT LEVELS OF THE PLAZA.

18 LOBBY INTERFACE TO BE EMPHASIZED WITH PAVING AND KEPT CLEAR AND UNCLUTTERED.

19 DROP OFF ZONE

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1:200 @ A3

0 2 4 6 10m

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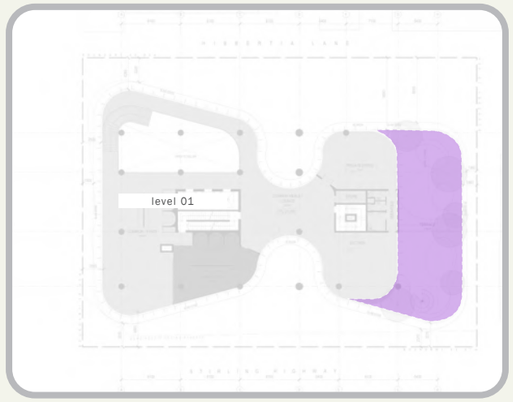
FILE SD-002-24

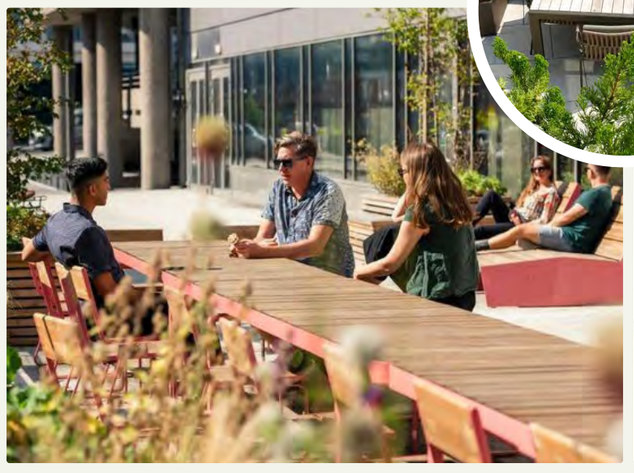
05 | LANDSCAPE ZONING & IMAGERY

LEVEL 01



ground floor / key plan
NTS

level1:
OUTDOOR TERRACE



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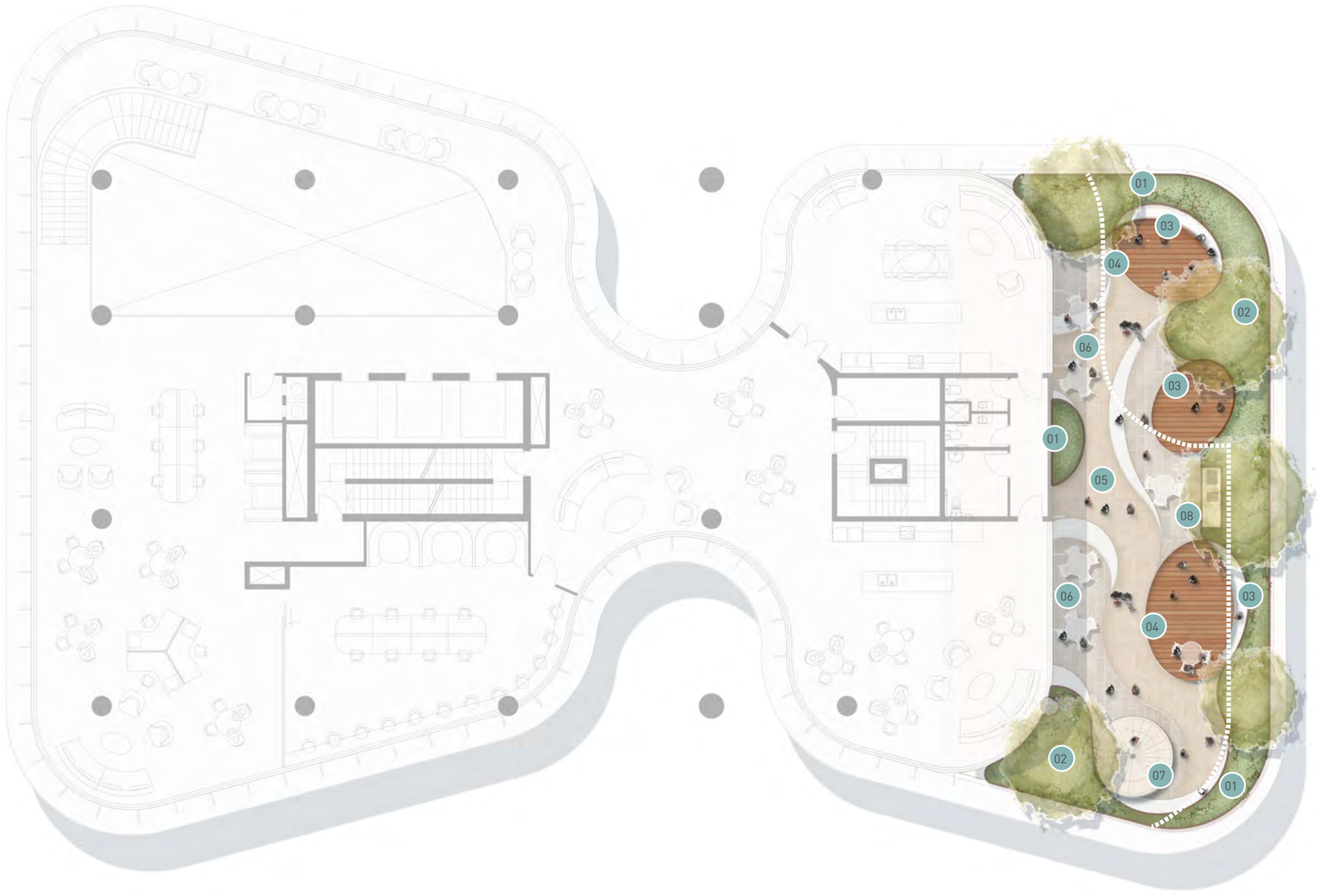
05 | LANDSCAPE MASTERPLAN - LEVEL 01



LEGEND

01 RAISED PLANTERS WITH CASCADING, HARDY SPECIES TO PROVIDE A GREEN BUFFER AND SOFTEN BUILT FORM

02 PROPOSED TREES TO PROVIDE SHADE AND A COMFORTABLE MICRO-CLIMATE

03 INTEGRATED SEATING ELEMENT

04 TIMBER DECKING SPACE FOR SMALL GROUP GATHERING

05 TILES ON STILTS IN SOFT, EARTHY COLOURS

06 FLEXIBLE-USE SPACE WITH LOOSE FURNITURE

07 SPIRAL STAIR ACCESS TO LEVEL 02

08 OUTDOOR KITCHEN

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0 2 4 6 10m

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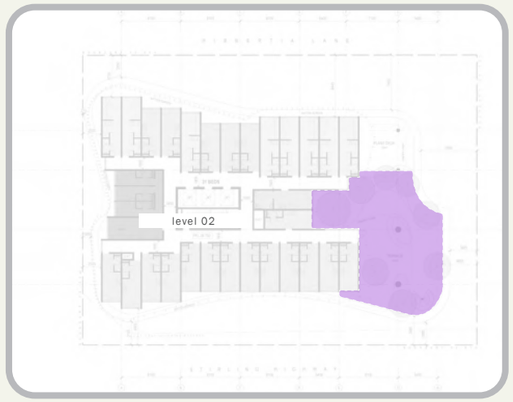
06 | LANDSCAPE ZONING & IMAGERY
LEVEL 02



ground floor / key plan
NTS

level2:
COMMUNAL OUTDOOR TERRACE

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06 | LANDSCAPE MASTERPLAN - LEVEL 02

LEGEND

01 RAISED PLANTERS WITH CASCADING, HARDY SPECIES TO PROVIDE A GREEN BUFFER AND SOFTEN BUILT FORM

02 PROPOSED TREES TO PROVIDE PRIVACY TO ROOMS, SHADE AND A COMFORTABLE MICRO-CLIMATE

03 INTEGRATED SEATING ELEMENT

04 TIMBER DECKING SPACE FOR SMALL GROUP GATHERING

05 TILES ON STILTS IN SOFT, EARTHY COLOURS

06 FLEXIBLE-USE SPACE WITH LOOSE FURNITURE

07 SPIRAL STAIR ACCESS

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0 2 4 6 10m

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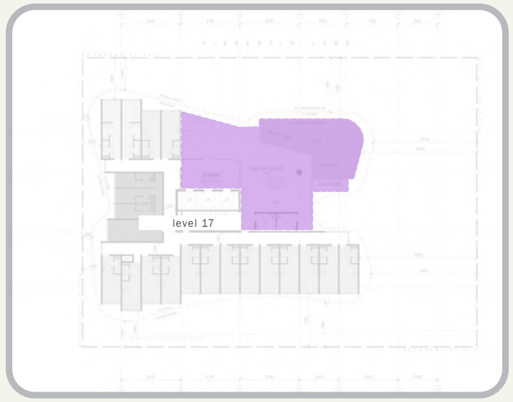
07 | LANDSCAPE ZONING & IMAGERY

LEVEL 17



ground floor / key plan
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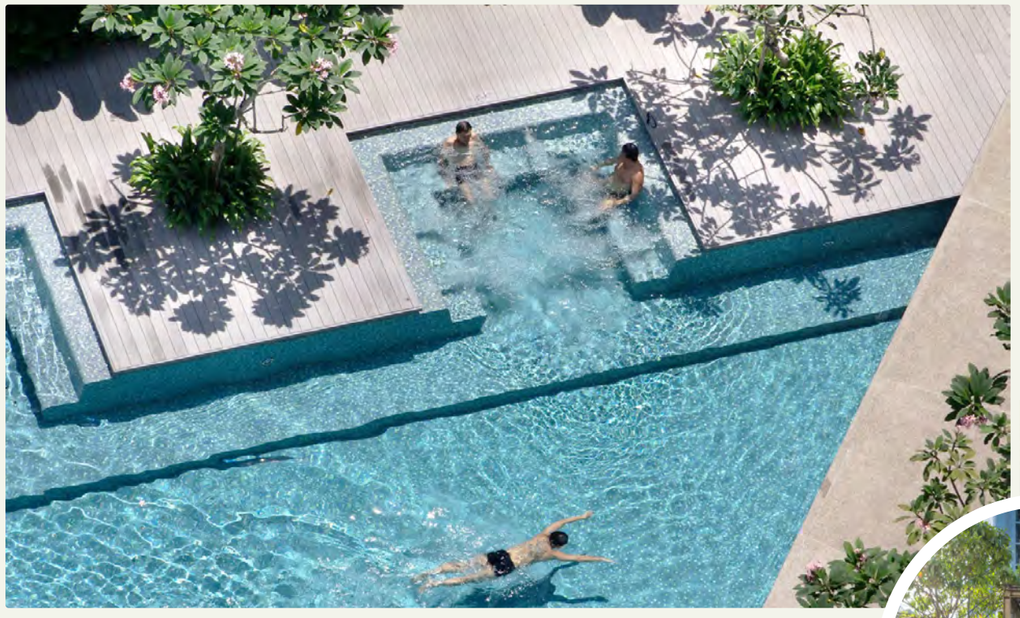
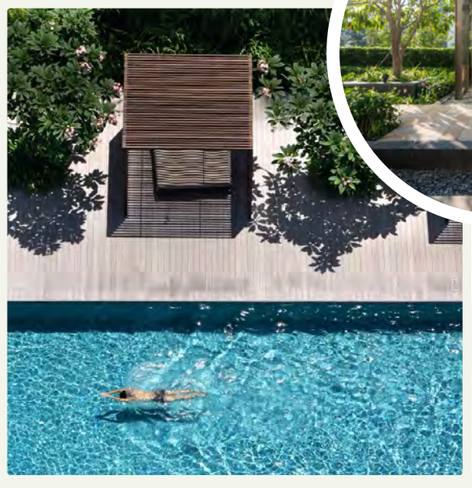
level17:
POOL DECK





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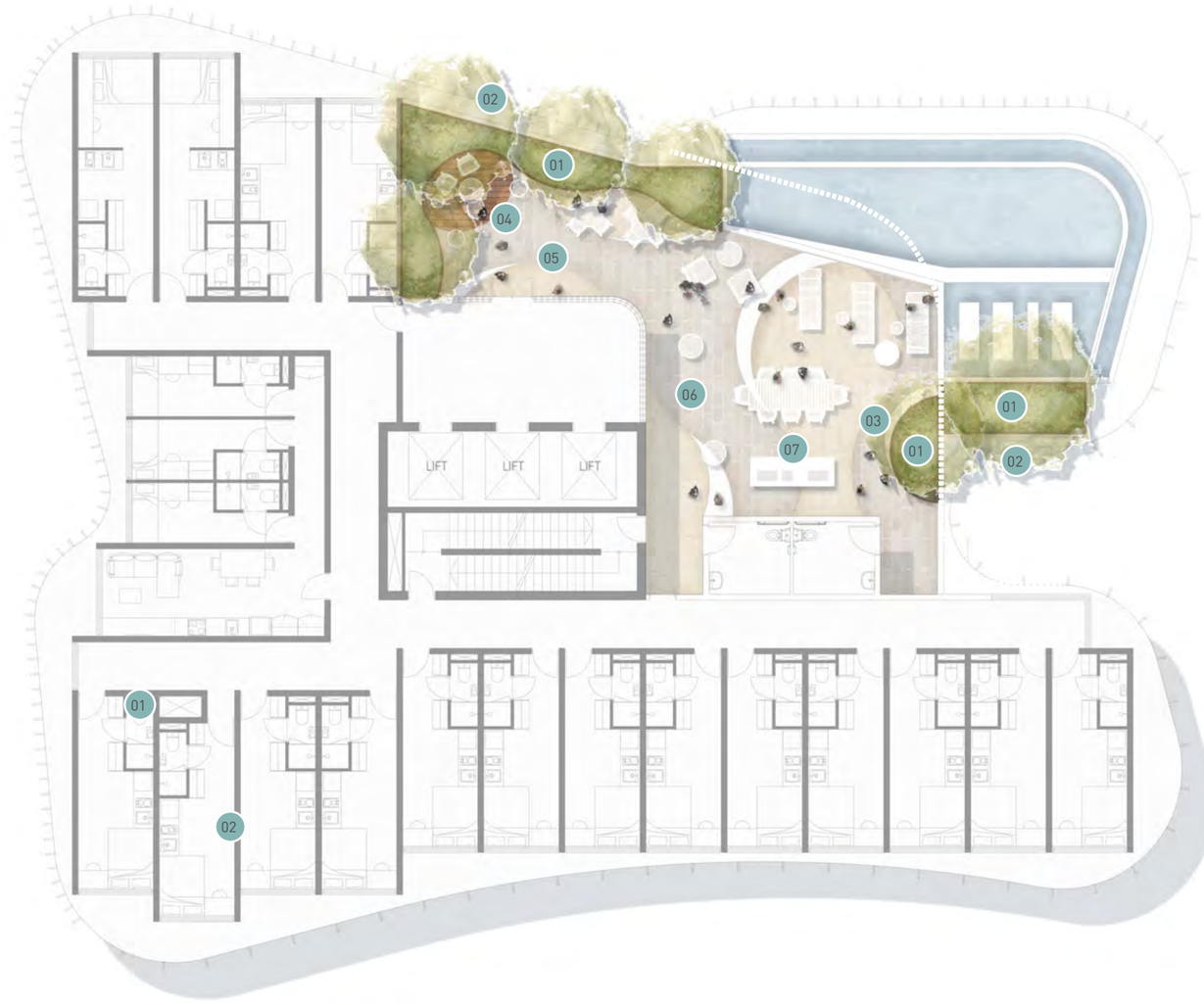
07 | LANDSCAPE MASTERPLAN - LEVEL 17



LEGEND

01 RAISED PLANTERS WITH CASCADING, HARDY SPECIES TO PROVIDE A GREEN BUFFER AND SOFTEN BUILT FORM

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07 OUTDOOR KITCHEN & LOUNGING

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0 2 4 6 10m

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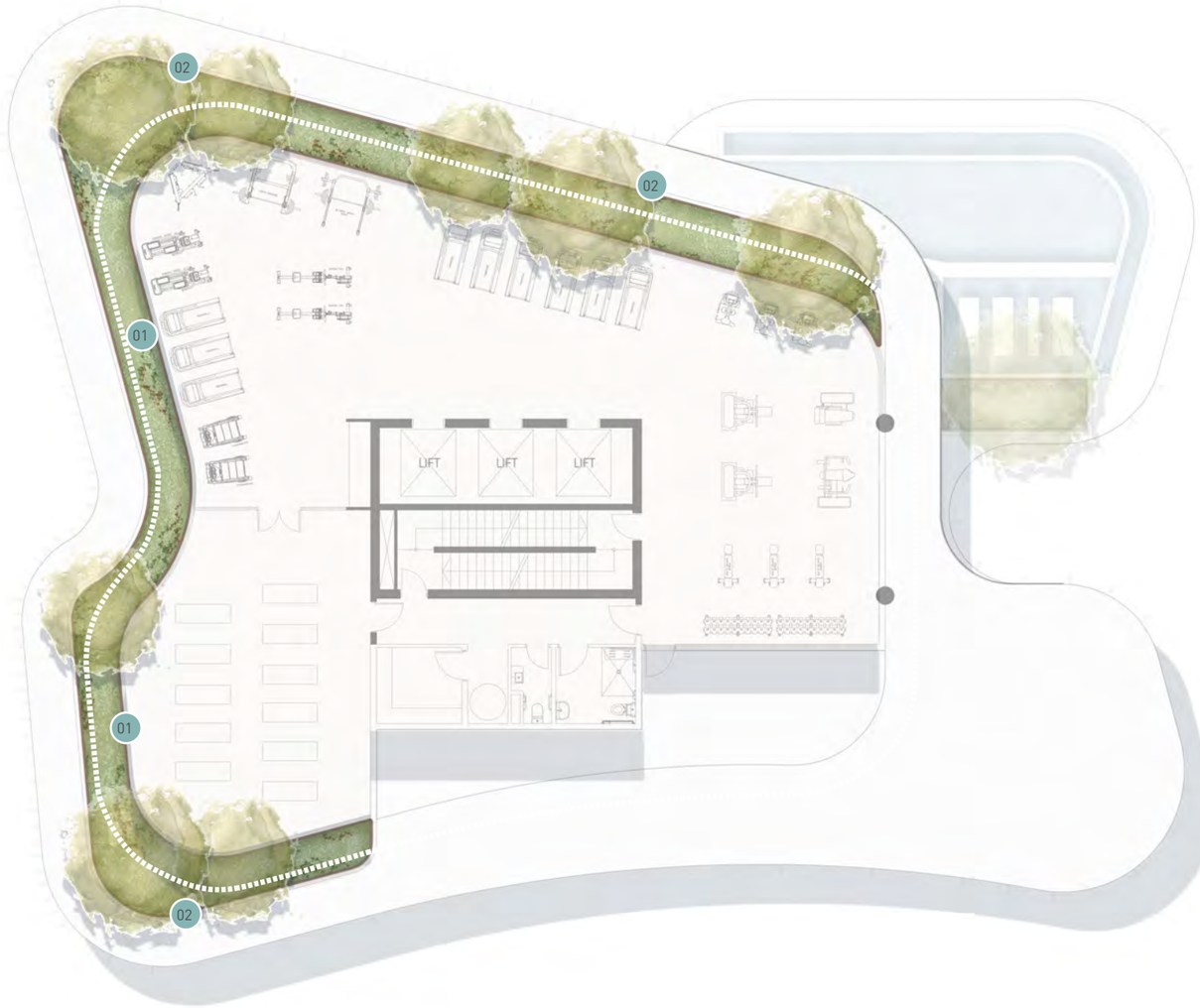
08 | LANDSCAPE MASTERPLAN - LEVEL 18



LEGEND

01 RAISED PLANTERS WITH CASCADING, HARDY SPECIES TO PROVIDE A GREEN BUFFER AND SOFTEN BUILT FORM

02 PROPOSED TREES TO PROVIDE SHADE AND A COMFORTABLE MICRO-CLIMATE

ground floor / key plan
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level18:
ROOFTOP LANDSCAPE BUFFER

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0 2 4 6 10m

2400201 37-43 STIRLING HIGHWAY - landscape concept

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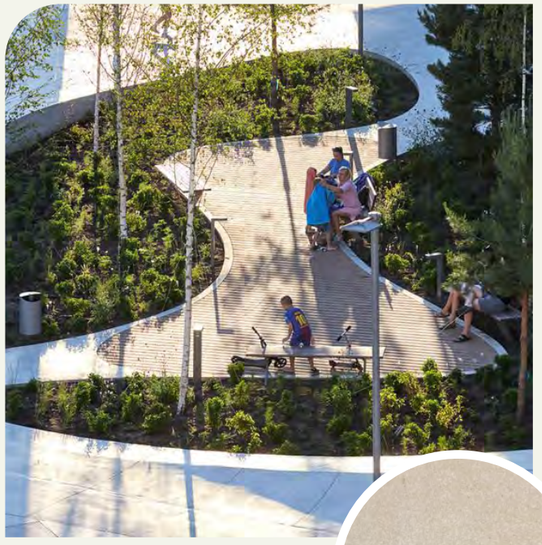
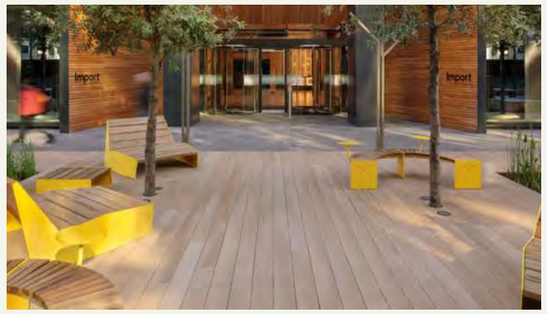
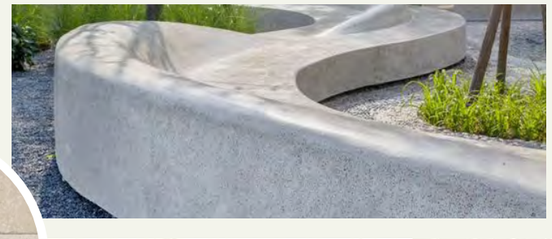
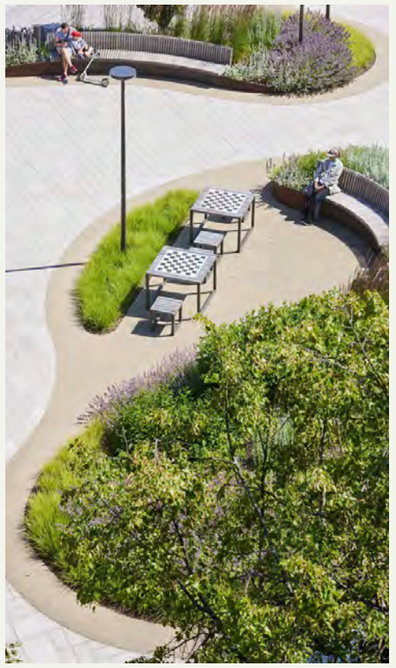
09 | MATERIALS PALETTE









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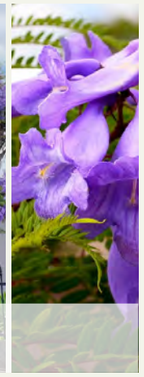
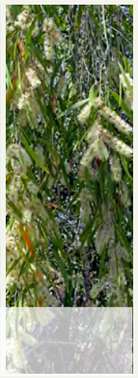
10 | PLANTING PALETTE
trees

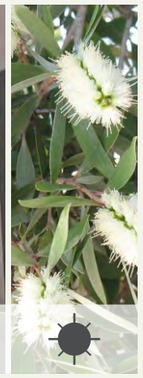
Jacaranda mimosifolia
JACARANDA
MATURE SIZE: 15 X 10 M
POT SIZE: 200L



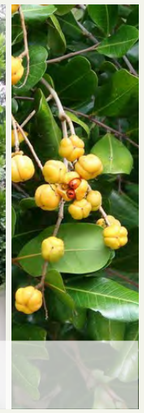
Melaleuca leucadendra
BROAD LEAFED PAPERBARK
MATURE SIZE: 8 X 3 M
POT SIZE: 200L

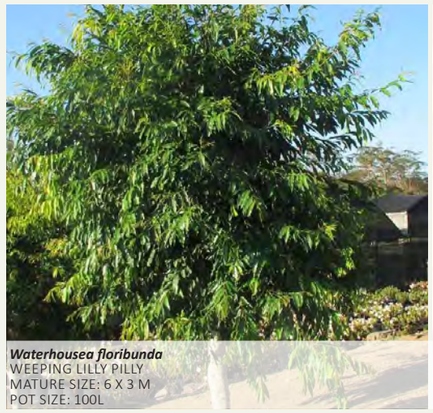


Melaleuca quinquenervia
BROAD LEAFED PAPERBARK
MATURE SIZE: 8 X 3 M
POT SIZE: 100L



Cupaniopsis anacardiodes
TUCKEROO
MATURE SIZE: 6 X 3 M
POT SIZE: 100L



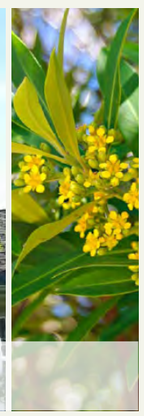


Waterhousea floribunda
WEEPING LILLY PILLY
MATURE SIZE: 6 X 3 M
POT SIZE: 100L

Lagerstroemia tuscarora
CREPE MYRTLE
MATURE SIZE: 6 X 4 M
POT SIZE: 100L

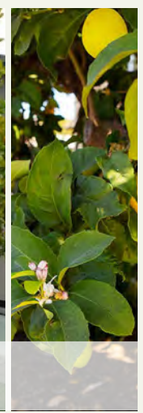
Eucalyptus Vitrix Snow Queen
POWDERBARK COOLABAH
MATURE SIZE: 6 X 3 M
POT SIZE: 100L

Tristaniopsis laurina
WATER GUM/KANOOKA
MATURE SIZE: 15 X 6 M
POT SIZE: 200L

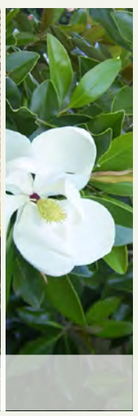


Caesalpinia ferrea
LEOPARD TREE
MATURE SIZE: 8 X 4 M
POT SIZE: 200L

Citrus limon
LEMON
MATURE SIZE: 1.5 X 1 M
POT SIZE: 90L



Magnolia 'Kay Parris'
EVERGREEN MAGNOLIA
MATURE SIZE: 4 X 3 M



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10 PLANTING PALETTE
shade tolerant planting

Rhapis excelsa
LADY PALM
MATURE SIZE: 0.3 X 0.3 M
SPACING: 2/M² POT SIZE: 200 MM

Chamaedorea seifritzii
BAMBOO PALM
MATURE SIZE: 3 X 2 M
SPACING: 1/M² POT SIZE: 140 MM

Cyrtomium falcatum
HOLLY FERN
MATURE SIZE: 0.6 X 1 M
SPACING: 2/M² POT SIZE: 140 MM

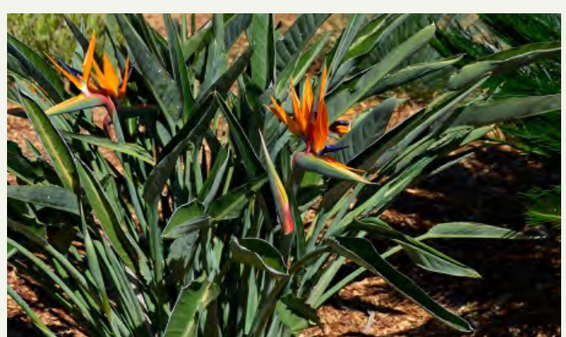
Fatsia japonica
JAPANESE ARALIA
MATURE SIZE: 1-6 X 1-4 M
SPACING: 1/M² POT SIZE: 140 MM

Nandina domestica 'Obsession'
SACRED BAMBOO
MATURE SIZE: 0.7 X 0.7 M
SPACING: 2/M² POT SIZE: 140 MM

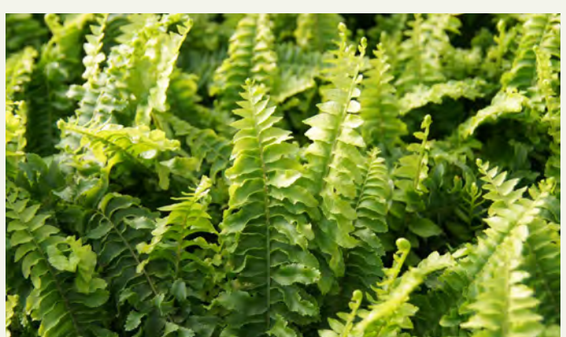
Spathiphyllum sensation
PEACE LILY
MATURE SIZE: 1 X 1 M
SPACING: 2/M² POT SIZE: 5 L

Homalomena 'Magestic King'
HOMALOMENA MAGESTIC KING
MATURE SIZE: 0.5 X 0.4 M
SPACING: 5/M² POT SIZE: 140 MM

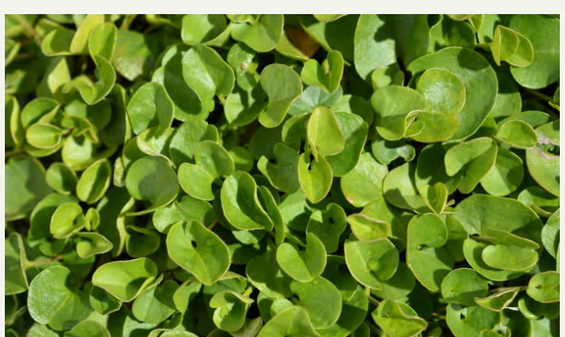
Arthropodium cirratum
NEW ZEALAND ROCK LILY
MATURE SIZE: 0.8 X 0.8 M
SPACING: 2/M² POT SIZE: 140 MM



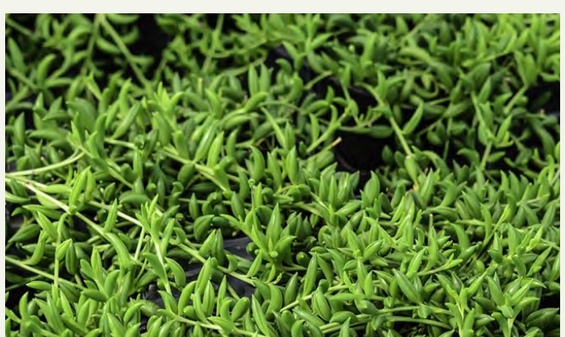
Strelitzia reginae
BIRD OF PARADISE
MATURE SIZE: 2 X 1.5 M
SPACING: 1/M² POT SIZE: 5L / 12L



Nephrolepis 'Teddy junior'
TEDDY JUNIOR SWORD FERN
MATURE SIZE: 0.4 X 0.4 M
SPACING: 3/M² POT SIZE: 140 MM



Dichondra repens
KIDNEY PLANT
MATURE SIZE: 0.1 X 0.3 M
SPACING: 5/M² POT SIZE: 140 MM



Senecio 'String of Beans'
STRING OF BEANS
MATURE SIZE: 0.1 X 0.9 M
SPACING: 2/M² POT SIZE: 140 MM

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37-43 STIRLING WHY / LANDSCAPE CONCEPT

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10 PLANTING PALETTE
shrubs & ground covers

Templetonia retusa
COAST SWORD SEDGE
MATURE SIZE: 2 X 3 M
SPACING: 1/M² POT SIZE: 140 MM

Adenanthos cuneata
BASKET FLOWER
MATURE SIZE: 1 X 1.5 M
SPACING: 2/M² POT SIZE: 140 MM

Leucospermum Yellow
NODDING PINCUSHION
MATURE SIZE: 1.5 X 1.2 M
SPACING: 2/M² POT SIZE: 140 MM

Rhapiolepis 'Oriental Pearl'
INDIAN HAWTHORN
MATURE SIZE: 1 X 1 M
SPACING: 2/M² POT SIZE: 140 MM

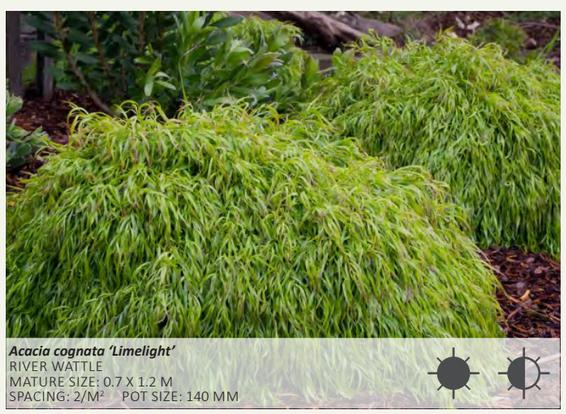
Dianella 'Tasred'
FLAX LILY
MATURE SIZE: 0.45 X 0.5 M
SPACING: 3/M² POT SIZE: 140 MM

Lomandra 'Lime Tuff'
MAT RUSH
MATURE SIZE: 0.5 X 0.5 M
SPACING: 4/M² POT SIZE: 140 MM

Eremophila Kalbarri Carpet
EMU BUSH
MATURE SIZE: 0.2 X 2 M
SPACING: 2/M² POT SIZE: 140 MM

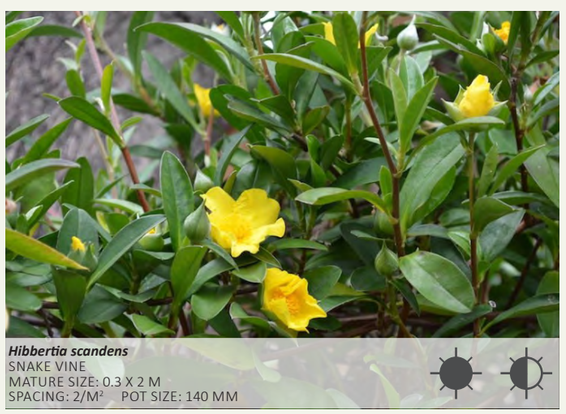
Senecio Serpens
BLUE CHALK STICKS
MATURE SIZE: 0.3 X 0.9 M
SPACING: 2/M² POT SIZE: 140 MM

Ligularia reniformis
TRACTOR SEAT PLANT
MATURE SIZE: 1 X 1 M
SPACING: 2/M² POT SIZE: 140 MM



Acacia cognata 'Limelight'
RIVER WATTLE
MATURE SIZE: 0.7 X 1.2 M
SPACING: 2/M² POT SIZE: 140 MM

Dichondra 'Silver falls'
KIDNEY WEED
MATURE SIZE: 0.1 X 2 M
SPACING: 4/M² POT SIZE: 140 MM



Hibbertia scandens
SNAKE VINE
MATURE SIZE: 0.3 X 2 M
SPACING: 2/M² POT SIZE: 140 MM

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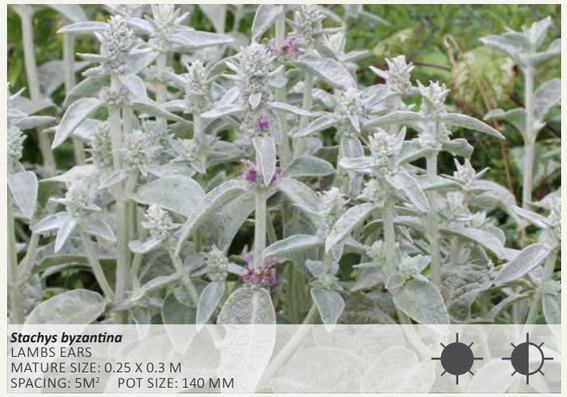
10 PLANTING PALETTE
shrubs & ground covers

Pittosporum 'Miss Muffet'
DWARF PITTOSPORUM
MATURE SIZE: 1 X 2 M
SPACING: 4/M² POT SIZE: 140 MM

Nandina 'Lemon Lime'
HEAVENLY BAMBOO
MATURE SIZE: 1 X 1 M
SPACING: 2/M² POT SIZE: 200 MM



Stachys byzantina
LAMBS EARS
MATURE SIZE: 0.25 X 0.3 M
SPACING: 5M² POT SIZE: 140 MM

Kalanchoe bracteata
KALANCHOE SILVER TEASPOONS
MATURE SIZE: 1 X 1 M
SPACING: 2/M² POT SIZE: 140 MM

Calytrix angulata
YELLOW STARFLOWER
MATURE SIZE: 0.5 X 0.4 M
SPACING: 2/M² POT SIZE: 140 MM

Sedum Gold Mound
SEDUM
MATURE SIZE: 0.15 X 1.5 M
SPACING: 2/M² POT SIZE: 140 MM

Radermachera Summerscent
SUMMERSCENT
MATURE SIZE: 3 X 3 M
SPACING: 1/M² POT SIZE: 3L

Leucophyta brownii
SILVER COTTON BUSH
MATURE SIZE: 1 X 1 M
SPACING: 1/M² POT SIZE: 140 MM

Carissa 'Desert Star'
NATAL PLUM
MATURE SIZE: 1.5 X 1.5 M
SPACING: 1/M² POT SIZE: 140 MM

Viola hederacea
AUSTRALIAN NATIVE VIOLET
MATURE SIZE: 0.1 X 0.5-1 M
SPACING: 3M² POT SIZE: 140 MM

Hemiandra pungens 'Alba'
SNAKE BUSH
MATURE SIZE: 0.3 X 1 M
SPACING: 2/M² POT SIZE: 140 MM

Hardenbergia comptoniana 'Alba'
NATIVE WISTERIA
MATURE SIZE: 0.5 X 2.5 M
SPACING: 2/M² POT SIZE: 140 MM

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11 | DEEP SOIL & TREE PROVISION COMPLIANCE

ITEM 3.3A - MINIMUM DEEP SOIL AREA AND TREE PROVISION

REQUIRED DEEP SOIL AREA: 212.4 SQ.M / BASED ON A SITE AREA OF 2124 SQ.M (10%)

REQUIRED TREE PROVISION: 1 x LARGE TREE & 2 x MEDIUM TREES IN DEEP SOIL BASED ON A SITE AREA OF 2124 SQ.M SQ.M

DEEP SOIL AREA PROVISION REQUIREMENTS - TABLE 01

THE DEVELOPMENT PROVIDES COMPLIANT TREE PROVISION IN DEEP SOIL ON GROUND.

THE TABLE BELOW OUTLINES MINIMUM REQUIREMENTS FOR DEEP SOIL AREAS AS DEFINED IN DESIGNWA.

TABLE 01: DEEP SOIL ZONE REQUIREMENTS

	LOT AREA: 2124 SQ.M	MINIMUM REQUIREMENTS	PROJECT REQUIREMENT FOR PROVISION
WAPC DEEP SOIL AREA REQUIREMENTS	>1000 SQ.M	10% OF DEEP SOIL AREA ON SITE (212.4 SQ.M)	PROVIDED DEEP SOIL AREA OF 238 SQ.M PROVIDED ADDITIONAL PLANTING ON STRUCTURE 424 SQ.M

DEEP SOIL AREA AND PLANTING ON STRUCTURE PROVISION - TABLE 02

THE DEVELOPMENT EXCEEDS THE DEEP SOIL AREA AND OFFSET REQUIREMENTS.

TABLE 02: DEEP SOIL AREAS AND PLANTING ON STRUCTURE

	DEEP SOIL AREA (IN GROUND)	PLANTING ON STRUCTURE
GROUND FLOOR	238 SQ.M	77.5 SQ.M
LEVEL 01	-	77 SQ.M
LEVEL 02	-	142.5 SQ.M
LEVEL 17	-	29 SQ.M
LEVEL 18	-	98 SQ.M
TOTAL	238 SQ.M	424 SQ.M

THE TABLE BELOW OUTLINES MINIMUM REQUIREMENTS FOR TREE PROVISION AS DEFINED IN DESIGNWA.

TABLE 03: TREE PROVISION REQUIREMENTS

	LOT AREA: 1242 SQ.M	MINIMUM REQUIREMENTS	PROJECT REQUIREMENT FOR PROVISION
WAPC TREE CANOPY REQUIREMENTS	>1000 SQ.M	1 LARGE TREE & 2 MEDIUM TREES	MINIMUM OF 192 SQ.M OF TREE CANOPY COVER PROJECT PROVISION: COMPLIANT ROOT ZONE 6 SMALL TREES 2 MEDIUM TREES 1 LARGE TREE NON COMPLIANT ROOT ZONE 30 SMALL TREES 4 MEDIUM TREES

THE DEVELOPMENT EXCEEDS THE TREE PROVISION REQUIREMENTS.

TABLE 04: TREE PROVISION

	SMALL TREES: 6M DIAMETER 28 SQ.M CANOPY COVER AT MATURITY	MEDIUM TREES: 9M DIAMETER 64 SQ.M CANOPY COVER AT MATURITY	LARGE TREES: 9M DIAMETER 64 SQ.M CANOPY COVER AT MATURITY	TOTAL CANOPY COVER (NOT INCLUDING EXISTING TREES)
GROUND FLOOR	2 COMPLIANT & 8 NON COMPLIANT	2 COMPLIANT & 2 NON COMPLIANT	1 COMPLIANT	248 SQ.M COMPLIANT 352 SQ.M NON COMPLIANT
LEVEL 01	5 NON COMPLIANT	-	-	140 SQ.M NON COMPLIANT
LEVEL 02	4 COMPLIANT & 3 NON COMPLIANT	2 NON COMPLIANT	-	112 SQ.M COMPLIANT 212 SQ.M NON COMPLIANT
LEVEL 17	6 NON COMPLIANT	-	-	168 SQ.M NON COMPLIANT
LEVEL 18	8 NON COMPLIANT	-	-	224 SQ.M NON COMPLIANT
TOTAL	168 SQ.M COMPLIANT & 840 SQ.M NON COMPLIANT CANOPY COVER AT MATURITY	128 SQ.M COMPLIANT & 256 SQ.M NON COMPLIANT CANOPY COVER AT MATURITY	64 SQ.M COMPLIANT CANOPY COVER AT MATURITY	360 SQ.M COMPLIANT & 1096 SQ.M NON COMPLIANT CANOPY COVER AT MATURITY

IRRIGATION STRATEGY

A FULLY AUTOMATIC IRRIGATION SYSTEM WILL BE INSTALLED FOR THE 37-43 STIRLING HIGHWAY PROJECT. THE SCOPE WILL INCLUDE:
- IRRIGATION TO ALL LANDSCAPE AREAS
- MOISTURE SENSORS THROUGHOUT, TO ENSURE WATER USE IS MINIMISED
- USE OF LOW WATER USE EMITTERS TO ENSURE ONLY SUFFICIENT WATER IS PROVIDED TO IRRIGATE PLANTING AREAS
- IN-LINE FERTILISATION UNIT TO ENSURE FERTILISING AND MOISTURE RETENTION IS CONTROLLED
- USE OF POP - UP FLOOD BUBBLERS TO SUIT SIZE OF GARDEN BEDS TO ENSURE ANY OVER-SPRAY AND WASTAGE IS MITIGATED, AND;
- A DETAILED DESIGN AND SPECIFICATION WILL BE PROVIDED AT BUILDING LICENSE APPLICATION STAGE.

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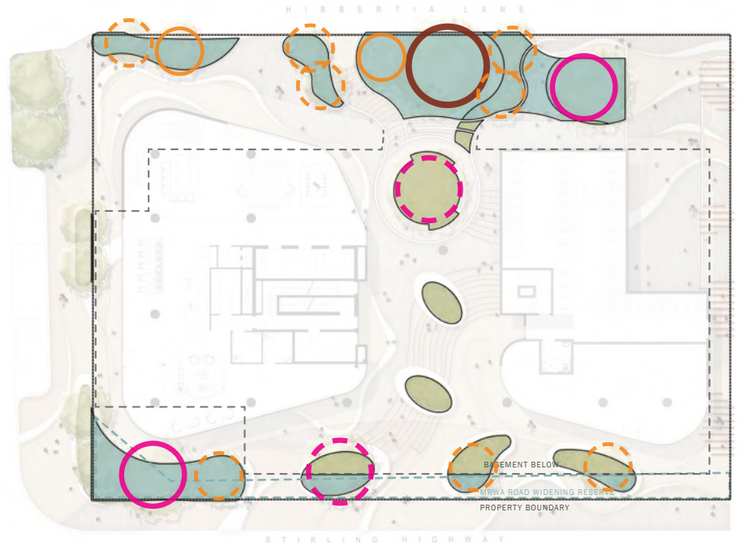
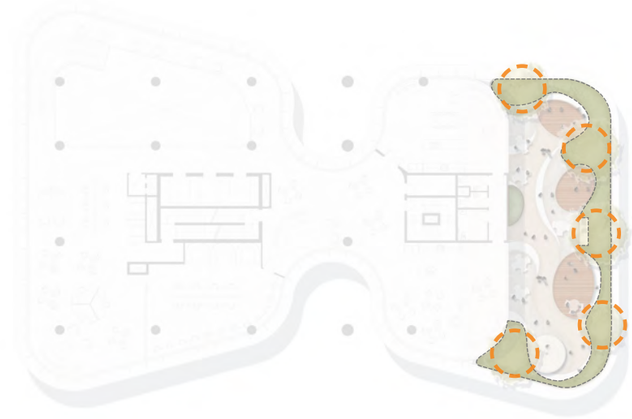
11 | DEEP SOIL & TREE PROVISION COMPLIANCE



GROUND FLOOR

- DEEP SOIL AREA (IN GROUND) 238 SQ.M
- PLANTING ON STRUCTURE 77.5 SQ.M
- LARGE COMPLIANT TREE 1 NO.
- MEDIUM COMPLIANT TREE 2 NO.
- MEDIUM NON COMPLIANT TREE 2 NO.
- SMALL NON COMPLIANT TREE 8 NO.



LEVEL 01

- PLANTING ON STRUCTURE 77 SQ.M
- SMALL NON COMPLIANT TREE 5 NO.

LEVEL 02

- PLANTING ON STRUCTURE 142.5 SQ.M
- SMALL COMPLIANT TREE 4 NO.
- MEDIUM NON COMPLIANT TREE 2 NO.
- SMALL NON COMPLIANT TREE 3 NO.

LEVEL 17

- PLANTING ON STRUCTURE 29 SQ.M
- SMALL NON COMPLIANT TREE 6 NO.

LEVEL 18

- PLANTING ON STRUCTURE 98 SQ.M
- SMALL NON COMPLIANT TREE 8 NO.

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8.5 PD05.01.25 Student Accommodation Building at 22 Gordon Street, Nedlands

PD05.01.25	**Consideration of Western Australian Planning Commission Referral – Student Accommodation Building at 22 (Lot 8235) Gordon Street, Nedlands**

Meeting & Date	Special Council Meeting - 29 January 2025
Applicant	The APP Group
Employee Disclosure under section 5.70 Local Government Act 1995	The author, reviewers and authoriser of this report declare they have no financial or impartiality interest with this matter. There is no financial or personal relationship between City staff involved in the preparation of this report and the proponents or their consultants.
Report Author	Chantel Weerasekera – A/Coordinator Planning Approvals
Director	Bruce Thompson – Director Planning and Development
Attachments	1. Zoning Map 2. Development Plans 3. Transport Impact Statement

Purpose

The purpose of this report is for Council to make a recommendation on a development application for a Student Accommodation Building at 22 (Lot 8235) Gordon Street, Nedlands. The decision maker for the application is the Western Australian Planning Commission. The City is a referral body only.

Recommendation

That Council ADVISES the Western Australian Planning Commission that it does not support the development application for a Student Accommodation Building at 22 (Lot 8235) Gordon Street, Nedlands in its current form, and that the proposal should be amended prior to determination, for the following reasons:

1. **The proposed height of the development is not compatible with the existing or envisioned future scale of development within the surrounding area. It is recommended that the height be reduced to no greater than 12 storeys.**

2. **The development proposes an overreliance of micro-studio apartments which results in a lack housing diversity and compromised residential amenity. It is recommended that the dwelling mix be diversified, to improve access to natural light and ventilation, and ensure that micro-studios are not the predominant product.**

3. **The provided Transport Impact Statement does not adequately justify the proposed car parking provision nor use an appropriate methodology to predict the impact on the existing road network. It is recommended that a revised TIS and SIDRA analysis be provided.**

4. **The bicycle parking provision is insufficient for the number of beds and the specialised nature of the land use. It is recommended that this be increased to a minimum of 223 bicycle bays.**

5. **The proposal to be assessed by the State Design Review Panel (SDRP) and the comments are available to the City of Nedlands.**

Should the Western Australian Planning Commission approve the application the following conditions are recommended:

1. **Prior to occupation of the development, a Parking Management Plan must be submitted and approved by the Responsible Authority on advice of the City of Nedlands. The Parking Management Plan, or any approved modifications, is to be adhered to for the life of the development to the satisfaction of the he Responsible Authority and City of Nedlands.**

2. **Prior to the issue of a building permit, a Community Needs and Benefits Analysis is to be undertaken for the site and immediate locality, at the cost of the owner/applicant. The findings and recommendations of the analysis are to be implemented prior to occupation, at the cost of the owner/applicant, to the satisfaction of the City of Nedlands and the City of Perth.**

3. **Occupiers of the development are not eligible for Residential Parking Permits issued by the City of Nedlands.**

4. **Within 12 months of practical completion, a copy of the 5-Star Green Star As Built Certification be provided to the satisfaction of the Responsible Authority on advice of the City of Nedlands.**

5. **All stormwater generated on site is to be retained on site. No stormwater will be permitted to enter the City of Nedlands' stormwater drainage system unless otherwise approved.**

6. **The street tree(s) within the verges surrounding the lot are to be protected and maintained through the duration of the demolition and construction processes. Should the tree(s) die or be damaged, they are to be replaced with a specified species at the owner's expense.**

Voting Requirement

Simple Majority.

It is noted that Council is not the decision-maker for this proposal. Council is invited to

provide formal comments for consideration by the Western Australian Planning Commission (WAPC) when it determines the application.

Background

Land Details

Metropolitan Region Scheme Zone	Public Purposes – University Primary Regional Roads
Local Planning Scheme Zone	No zone
R-Code	No R-Code
Land area	35.4ha
Land Use	Student Accommodation
Use Class	N/A

The site is located at 22 Gordon Street, Nedlands, which is within the City of Perth local government area (**Figure 1**). The site is bound by Hampden Road to the east, Clifton Street to the west, Stirling Highway to the south and Gordon Street to the north.

The site is occupied by the University of Western Australia (UWA), containing the Architecture, Landscape and Visual Arts (ALVA) building, Early Learning Centre, Hew Roberts Lecture Theatre, cafeteria and associated administrative buildings.

The surrounding area is characterised by predominantly low scale single residential development to the north and west, reflective of the previous R25 zoning. These lots were rezoned between R40 – R160 by City of Nedlands Local Planning Scheme No. 3 in 2019, however little redevelopment has occurred. The lots abutting Stirling Highway to the west and south are zoned R-AC1 and lots abutting Hampden Road to the north are zoned R-AC3. The predominant existing development of these areas is that of low to medium scale commercial development.

Figure 1: Aerial image

Application Details

The application seeks development approval for a Student Accommodation Building (**Attachment 2**). The proposed building is located toward the north-east of the greater site. The proposed building consists of:

- 14 storeys.
- 844 beds within:
  - 580 single bedroom studio apartments
  - 44 two bedroom apartments
  - 44 four bedroom apartments
- 620m2 of ground floor commercial space
- 90m2 of café space
- 20 car parking bays
- 133 bicycle parking bays

The application was referred to the City on 2 December 2024. The City has 30 days to provide any recommendations or comments, this being 1 January 2025.

Discussion

Assessment of Statutory Provisions

The development site is reserved by the Metropolitan Region Scheme (MRS) for 'Public Purpose – University'. There are no local scheme zonings which apply to the site. On 28 June 2024 the Improvement Plan 63 UWA QEII Specialised Activity Centre was gazetted

which includes the subject site. It is anticipated that future development controls will be incorporated as part of an Improvement Scheme over the area. The timing of the Improvement Scheme is unknown, and at present there are limited statutory provisions which must be considered in the assessment of the proposal.

Planning and Development (Local Planning Schemes) Regulations 2015

In lieu of any other statutory provisions, this report has considered the Planning and Development (Local Planning Schemes) Regulations 2015 Clause 67 Matters for Consideration as a guide.

Land Use

(j) in the case of land reserved under this Scheme, the objectives for the reserve and the additional and permitted uses identified in this Scheme for the reserve;

The land is reserved by the MRS for 'Public Purpose – University'. The proposed building is for Student Accommodation and ancillary land uses which is consistent with the purpose of the reserve.

Build Height and Scale

(m) the compatibility of the development with its setting, including —
(i) the compatibility of the development with the desired future character of its setting; and
(ii) the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;

The application proposes a building height of 14 storeys. In considering the immediate context, the largest existing building on the subject site is the ALVA building which is five storeys. The greater surrounding area contains a mix of density coding between R40 to R-AC1, for which the R-Codes Acceptable Outcome is a maximum building height of nine storeys.

At the Council Meeting of 26 March 2024, Council endorsed the Nedlands Stirling Highway Activity Corridor Strategy (NSHAC Strategy). The NSHAC Strategy sets broad objectives for the area based on the vision and values created by community reference groups. Whilst the NSHAC Strategy does not capture the subject site, it may be given due consideration in lieu of any more detailed strategy for the site. The lots immediately abutting the subject site to the west are located within the future Eastern Mixed Use zone set out within the NSHAC Strategy. The height envisioned for these lots is between 9 to 12 storeys.

In the context of the NSHAC Strategy, it is acknowledged that height beyond R-Codes Acceptable Outcomes may be appropriate on the subject site to some extent. Further, the positioning of the height within the greater site is appropriate as it will minimise the impact on surrounding residential properties in terms of overshadowing and visual privacy. However, the proposed height of 14 storeys is not considered compatible with the existing or future scale of development within the surrounding area. It is recommended that the

development be amended to reduce the height to more closely align with the vision of the NSHAC Strategy, and community expectations.

Resident Amenity

(n) the amenity of the locality including the following —
(i) environmental impacts of the development;
(ii) the character of the locality;
(iii) social impacts of the development;

Of the 668 apartments proposed within the development, 538 / 80% of these are studio apartments which have an internal floor area of 17m2. As a comparison, the minimum acceptable outcome floor area for studio apartments in accordance with the Residential Design Codes Volume 2 is 37m2. All these micro-studios are single aspect thereby limiting access to natural ventilation. Of the 538 micro-studios, only 44 / 8% have a northern facing opening, and thereby achieving optimum solar access.

Whilst the demand for some smaller studio options for student accommodation is acknowledged, there is an overreliance on micro-studios within the development which results in a lack housing diversity and compromised residential amenity. It is highly recommended that the dwelling mix be diversified, to ensure a majority of apartments have good amenity for residents, and that micro-studios are not the predominant product.

Landscaping

(p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;

The development plans indicate that approximately 85 existing trees will be removed to accommodate the proposed development. Two trees are noted as ‘under investigation for retention/relocation’. Tree retention is strongly encouraged where possible. An arborists report has not been provided as part of the application package, and thereby it is unclear if appropriate processes were undertaken to identify tree retention values. It is recommended that an arborists report be provided/prepared to investigate if further trees could be retained.

The provided Landscaping Plan prepared by Plan E Landscaping does not specify the specific number of new trees to be planted. Based on the plans, it appears to be approximately 40 new trees proposed. Whilst planting of new trees is appreciated, the proposal does not offset the overall canopy loss.

Car Parking

(s) the adequacy of —
(i) the proposed means of access to and egress from the site; and
(ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;

The proposed building is located in a portion of the site currently occupied by car parking. This portion of the site currently consists of 214 car parking bays, and the proposed development would reduce this provision to 110 car parking bays. Given that the campus

includes other buildings and uses within the site, a reduction in parking of 110 spaces is likely to cause significant disruption unless there is a clear plan of how this parking reduction will be accommodated. There needs to be sufficient parking to accommodate the requirements of both the proposed development and the existing buildings. The provided Transport Impact statement (TIS) (**Attachment 3**) has not adequately demonstrated if the reduction of 104 parking spaces has been mitigated through reallocation elsewhere, or justification if the proposed parking provision will meet the needs of all users on-site. Should the WAPC approve the proposal it is recommended that a Parking Management Plan be provided as a Condition of Approval.

The proposed development includes 20 car parking bays. The TIS indicates that this is for use for both the commercial uses and student residential use. Whilst it is acknowledged that reduced parking rates are typical for student accommodation development, the proposed numbers are extremely low. The TIS does not provide evidence of parking rates being referenced or applied to determine the parking requirements for the proposed development, and further information is needed to determine the appropriateness of the parking provision proposed.

Traffic Management

(t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety.

The TIS suggests that the existing development's traffic generation rate is 100 vehicle trips per hour based on traffic surveys undertaken on the site on a single day. However, no details of the traffic survey have been provided, such as when the survey was conducted, how long the survey period was, or the time of day that the data was collected. Standard practice in a TIS is to use trip generation rates from a reputable source. Using a traffic generation rate from a survey undertaken on one day is not a generally acceptable methodology for determining trip generation rates.

The trip rate for the proposed development has been determined based on the existing trip rate of 0.47 trips per space, calculated from traffic surveys, and applied to 90 parking spaces. This assumption is not an acceptable methodology for the estimation of future traffic generation and the proposed residential trip generation rates outlined in the TIS is not supported. Traffic generation should be determined based on trip rates associated with the number of students, staff, and visitors within all campus buildings, rather than solely on the number of car parking spaces.

As outlined above, concerns are raised regarding both the provision of parking, overall traffic generation, and the adequacy of the TIS report as provided. It is recommended that the TIS be revised prior to determination of the application.

Alternative Transport Methods

(u) the availability and adequacy for the development of the following —
- (i) public transport services;
- (ii) public utility services;
- (iii) storage, management and collection of waste;

(iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);
(v) access by older people and people with disability;

As a guide only, the TIS has referenced the City of Perth's Planning Scheme No. 2 Planning Policy Manual – Part 1, Section 5.3 (Bike Parking and End of Journey Facilities) to assess the provision of bicycle parking. This policy suggests a bicycle parking rate of one space per three units, which would result in a requirement for 223 bicycle bays. The application proposes 133 on site bicycle bays.

However, for student accommodation, where car usage is likely to be very low, the use of other modes such as walking, cycling and public transport will be much higher. While not every single student will have a bicycle, it is reasonable to estimate that more than 50% of students would have bikes and potentially up to 75-80%. In this regard the rate of one bicycle bay per three units is likely insufficient.

For the conversion of units to beds the TIS has a used a factor of 2.5, resulting in a reduction in the required bike parking rate to about one space per 7.5 beds (ie: 118 bicycle bays). It is unclear how the conversion factor of 2.5 has been determined, and the assumptions made in the TIS are not supported. It is recommended that the bicycle parking strategy be reconsidered and that at a minimum the City of Perth requirement of 133 bicycle bays be met.

Community Benefit

(x) the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;

Given the significance of the proposal and the exceedance of certain desirable and identified planning controls as identified in the City of Nedlands local planning framework, it is considered that some discernible community benefit should be provided.

As outlined above, the height of the development is not consistent with the desired future character of the area as outlined in the NSHAC Strategy, the development does not provide sufficient car parking, and the internal amenity and dwelling diversity of the development is compromised to provide an increased number of 'dwellings'. Tangible community benefit should be received in exchange for the increased height and intensification of the site, should the development be approved. For this specific site and locality, examples of community benefit required may be improved pedestrian linkages with both sides of Stirling Highway and Hampden Road, a safe upgraded linkage to the Trinity College underpass to UWA for pedestrians and cyclists, road upgrades, contribution to public open space to support the recreational needs of the occupants or even amenities such as public toilets or meeting spaces.

To ensure community benefit is received, should the proposal be approved, a condition of approval is recommended that requires a community benefit and needs analysis be undertaken for the site and immediate locality and any benefits identified be provided.

Sustainability

The Planning Report indicates that the development will achieve a 5-Star Green Star rating, however an ESD report has not been provided as part of the referral package. This aim generally aligns with the City's Local Planning Policy 1.3 Sustainable Design which recommends that for developments with a cost of $15 million and above, the R-Codes Acceptable Outcome of Element 4.15 Energy Efficiency is considered to be achieved through a minimum 5-star Green Star certification. It is highlighted that best practice is that a formal certification be provided at post construction stage. Should the WAPC approve the proposal it is recommended that this be a condition of approval.

Consultation

Public consultation and consideration of submissions received will be undertaken by the WAPC as part of its deliberations.

Strategic Implications

This item is strategically aligned to the City of Nedlands Council Plan 2023-33 vision and desired outcomes as follows:

Vision	**Sustainable and responsible for a bright future**
Pillar	**Place**
Outcome	6. Sustainable population growth with responsible urban planning.

Budget/Financial Implications

Nil.

Legislative and Policy Implications

Council is invited to make a recommendation or comments on the proposed application as an adjoining municipality in accordance with Clause 30 of the Metropolitan Region Scheme Text. There is no statutory requirement for the City to make comment.

Decision Implications

Council is invited to make comment to the Western Australian Planning Commission. As the WAPC is the decision-maker for this application, there are no statutory implications in Council making a recommendation to either support or not support the application. The City has 30 days to provide any recommendations, this being 1 January 2025. The WAPC may

elect to determine the application after this date irrespective of if the City's comments have been provided.

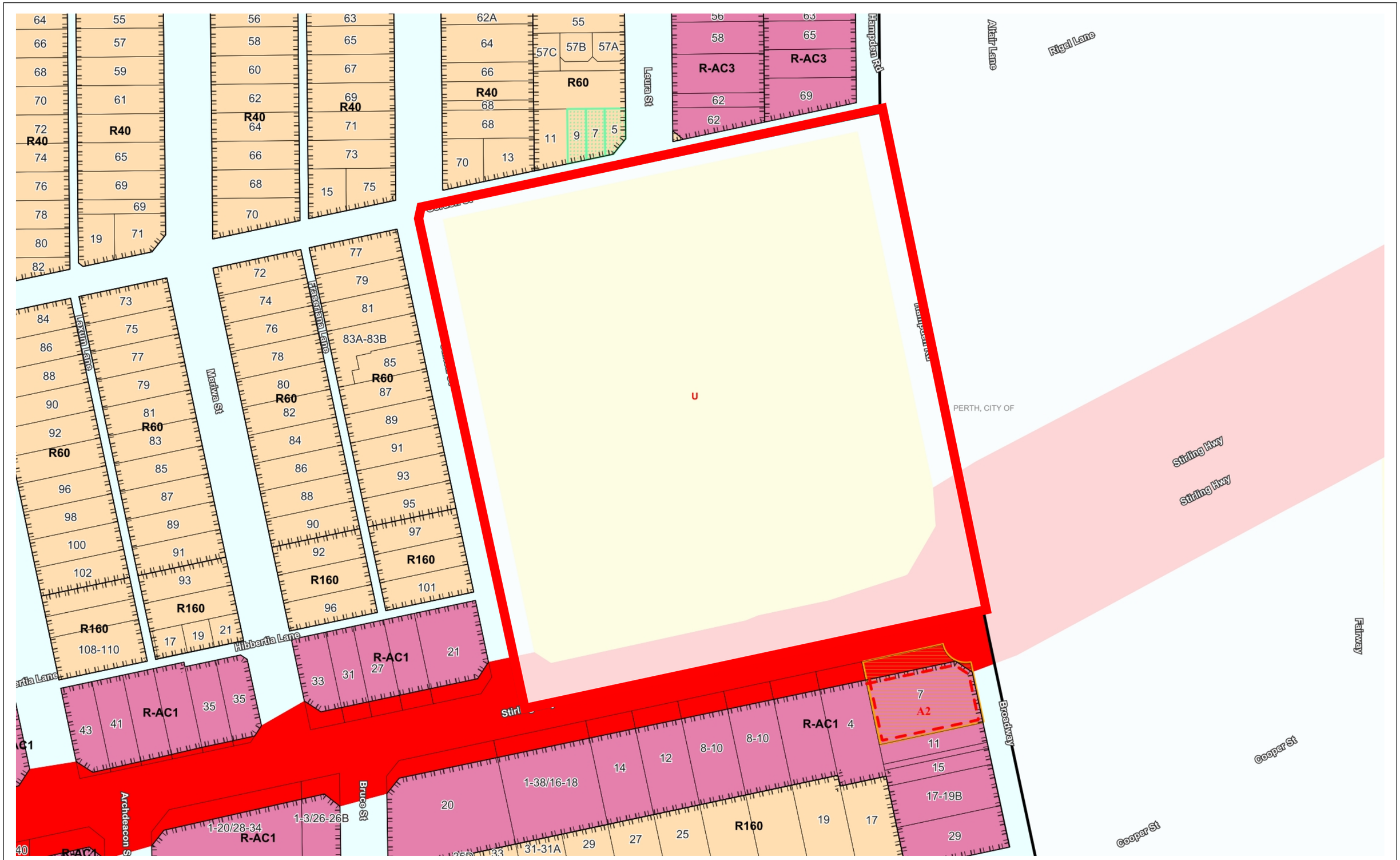
Conclusion

The application for a Student Accommodation Building at 22 Gordon Street, Nedlands has been presented to Council to make a recommendation to the WAPC. The proposal, in its current form, is not considered to appropriately respond to the existing character and scale of the local area and may have an adverse impact on local amenity, in terms of traffic, parking and tree canopy. It is recommended that prior to determination of the application, the proposal be amended to more closely align with the expectations of the surrounding area and community.

Further Information

Nil.

City of Nedlands	The City of Nedlands accepts no responsibility for the accuracy of this image or the results of any actions taken when using this image		15/01/2025 1:1500	N



City of Nedlands	The City of Nedlands accepts no responsibility for the accuracy of this image or the results of any actions taken when using this image		15/01/2025 1:1500	N

PD05.01.25 - Attachment 2

Sheet List - DA

DRAWING NO.	DRAWING NAME	REVISION	REVISION DATE
DA000	COVER SHEET	A	01/11/24
DA010	LOCATION PLAN	A	01/11/24
DA020	SURVEY PLAN - SHEET 1	A	01/11/24
DA021	SURVEY PLAN - SHEET 2	A	01/11/24
DA025	TREE RETENTION PLAN	A	01/11/24
DA030	DEMOLITION PLAN	A	01/11/24
DA060	SITE PLAN - PROPOSED	A	01/11/24
DA080	SHADOW STUDY - 21 JUNE	A	01/11/24
DA081	SHADOW STUDY - 22 AUGUST	A	01/11/24
DA082	SHADOW STUDY - 22 SEPTEMBER	A	01/11/24
DA083	SHADOW STUDY - 22 OCTOBER	A	01/11/24
DA100	GROUND FLOOR PLAN	A	01/11/24
DA101	LEVEL 01 PLAN	A	01/11/24
DA102	LEVEL 02 PLAN	A	01/11/24
DA103	LEVEL 03-11 - TYPICAL PLAN	A	01/11/24
DA112	LEVEL 12 PLAN	A	01/11/24
DA113	LEVEL 13 PLAN	A	01/11/24
DA114	ROOF PLAN	A	01/11/24
DA200	BUILDING ELEVATION - SOUTH	A	01/11/24
DA201	BUILDING ELEVATION - EAST	A	01/11/24
DA202	BUILDING ELEVATION - NORTH	A	01/11/24
DA203	BUILDING ELEVATION - WEST	A	01/11/24
DA220	SECTION AA	A	01/11/24
DA221	SECTION BB	A	01/11/24
DA222	SECTION CC	A	01/11/24
DA223	SECTION DD	A	01/11/24
DA224	SECTION EE	A	01/11/24
DA350	MATERIAL PALLETE	A	01/11/24
DA351	MATERIAL PALLETE	A	01/11/24
DA700	UNIT TYPES	A	01/11/24
DA900	DEVELOPMENT SCHEDULE	A	01/11/24

UWA STUDENT ACCOMODATION PROJECT

22 GORDON STREET, NEDLANDS

ARCHITECTURAL DRAWINGS
ISSUED FOR DA

DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE 12-Nov-2024

FILE 08-50065-3

City of Nedlands
Received
03 December
2024

DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE	FILE
12-Nov-2024	08-50065-3

ISSUED FOR DA

City of Nedlands
Received
03 December
2024

PROJECT	JOB NUMBER	DRAWING NO.	REVISION	REVISION DATE	DRAWING
UWA STUDENT ACCOMODATION PROJECT 22 Gordon Street, Nedlands	80547	DA010	A	01/11/24	**LOCATION PLAN**

NORTH

SCALE
1 : 500 @ A1

plus architecture

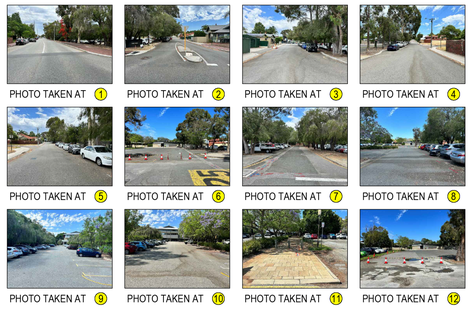
LOCATION PLAN
NOT TO SCALE
APPROXIMATE EXTENTS OF SUBJECT SURVEY
AERIAL PHOTOGRAPHY FEBRUARY 2023
COURTESY OF LANDGATE

Regulation 25A Resurvey Certificate

Licensed Surveyors Act 1909
SURVEYORS CERTIFICATE

I, John Demiris, Licensed Surveyor, certify that on the 24th day of November 2023, I re-established portion of the boundaries of Lot 8325 on DP189683 as shown on this sketch and that the survey was performed in accordance with the provisions of the Licensed Surveyors (Guidance of Surveyors) Regulations 1961 and the Licensed Surveyors (Transfer of Land Act 1893) Regulations 1961

30/11/2023 — Date
John Demiris — Licensed Surveyor



SYMBOL LEGEND

- NATURAL SURFACE LEVEL
- BITUMEN LEVEL
- TOP OF WALL
- EARTH PIT
- STORM WATER GRATE
- RETIC CONTROL VALVE
- FIRE WATER PIT
- STOP VALVE
- GAS VALVE
- POST/ POLE
- SIGN
- SEWER INSPECTION OPENING
- BOLLARD
- TREE AT SCALE

LINETYPE LEGEND

- BOUNDARY
- CONTOUR (INTERVALS OF 0.25m)
- BUILDING/ STRUCTURE
- ROOF/ EAVE LINE
- TRACK
- WALL
- FENCE
- FOOTPATH
- KERB
- ROAD CENTRELINE
- PARKING BAY
- ROAD LINE MARKING
- SEWER PIPE (WATER CORPORATION)
- WATER PIPE (WATER CORPORATION)

WATER & SEWER DATA SHOWN ON THIS PLAN IS DERIVED FROM SUPPLIED WATER CORPORATION INFORMATION SHEETS AND IS COMPILED AS BEST-FIT MODEL. BROWN MCALLISTER SURVEYORS CANNOT GUARANTEE THE ACCURACY OF THIS DATA.

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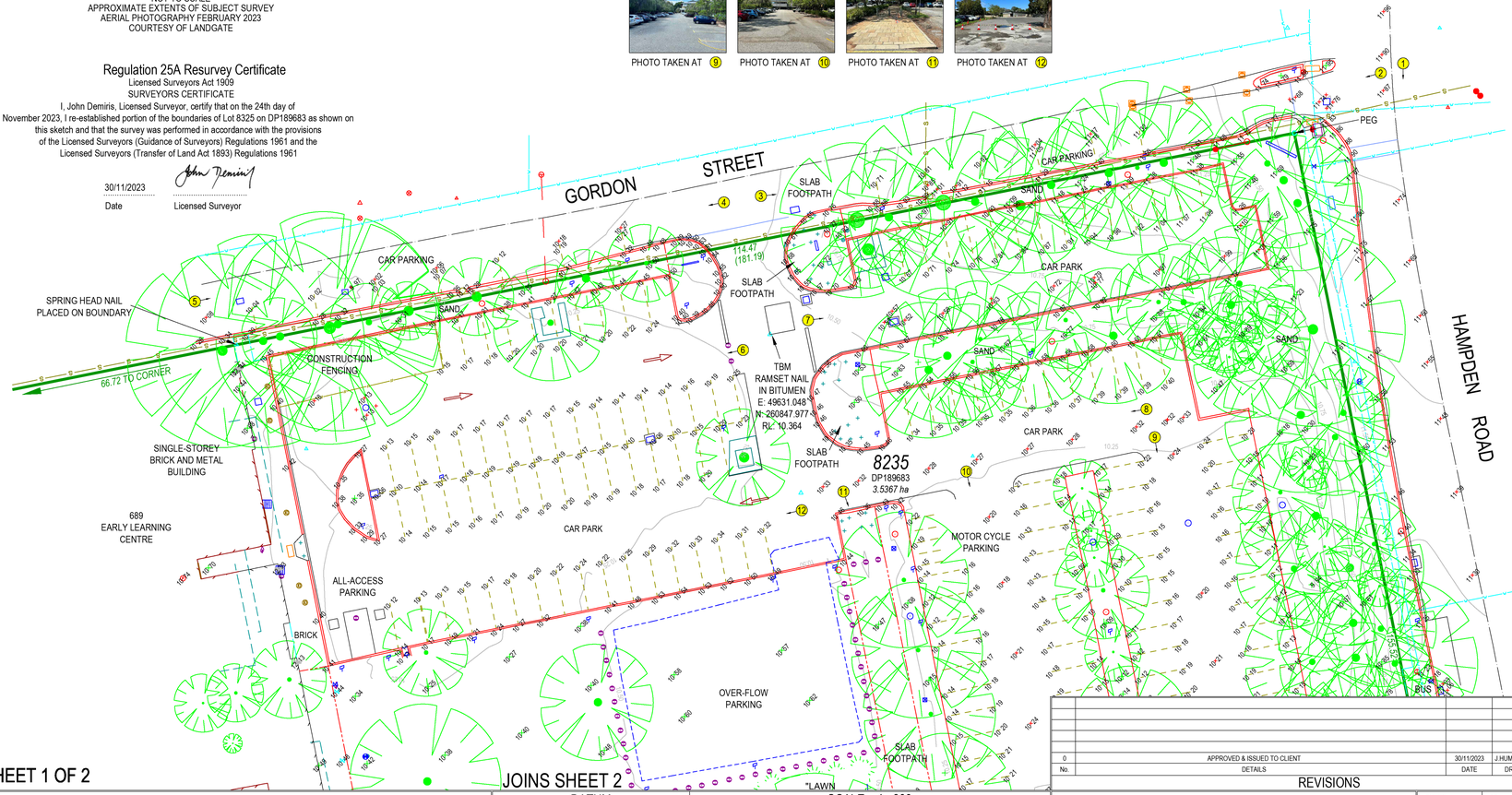


SHEET 1 OF 2

JOINS SHEET 2

No.	DETAILS	DATE	DRAWN	CHECKED
0	APPROVED & ISSUED TO CLIENT	30/11/2023	J.HUMPHREYS	T.PIZZI

REVISIONS

FEATURE & BOUNDARY RE-ESTABLISHMENT SURVEY OF PORTION OF
№ 22 GORDON STREET, NEDLANDS
PORTION OF LOT 8235 ON DEPOSITED PLAN 189683

Client: C/- PLUS ARCHITECTURE

DATUM
HORIZONTAL - PCG 94
VERTICAL - AHD

SCALE 1 : 300
0 3 6 9 12 15
All distances in metres unless stated otherwise

COPYRIGHT OF ALL THIS PLAN IS RESERVED BY BROWN McALLISTER SURVEYORS AND REMAINS THE PROPERTY OF THE AFOREMENTIONED AND SHALL BE RETURNED UPON REQUEST. USE OF ALL OR PART OF THIS PLAN IS RESTRICTED WITHOUT PRIOR WRITTEN PERMISSION.

FIELD INSPECTION IS RECOMMENDED FOR LOCATION OF SERVICES PRIOR TO ANY EXCAVATION

Brown McAllister Surveyors
Licensed Surveyors | Land Development & Strata Consultants | Engineering Surveyors
Email : admin@brownmcallister.com.au Tel: (08) 9386 9688
Address: 44 Hardey Road, Belmont, Western Australia, 6104

SHEET	A2
SURVEYED	W.LARSEN - 27/11/2023
FIELD NOTES	
DRAWN	J.HUMPHREYS - 30/11/2023
CHECKED	
REFERENCE	21611-2F

DEPARTMENT OF PLANNING, LANDS AND HERITAGE

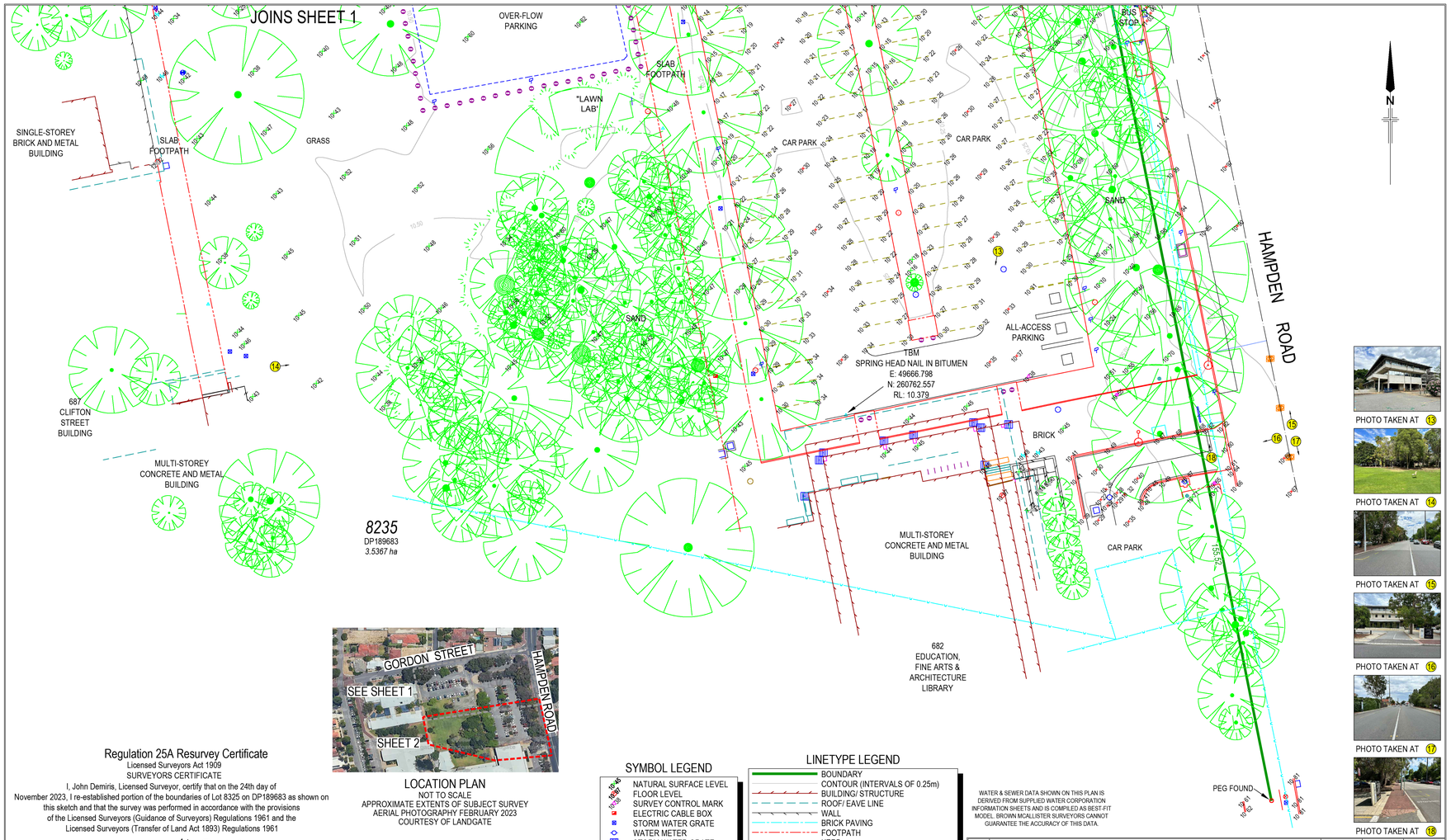
DATE 12-Nov-2024 FILE 08-50065-3

ISSUED FOR DA

City of Nedlands
Received
03 December
2024

PROJECT	JOB NUMBER	DRAWING NO.	REVISION	REVISION DATE	DRAWING	NORTH	SCALE
UWA STUDENT ACCOMODATION PROJECT 22 Gordon Street, Nedlands	80547	DA020	A	01/11/24	SURVEY PLAN - SHEET 1		@ A1

plus architecture



LOCATION PLAN
NOT TO SCALE
APPROXIMATE EXTENTS OF SUBJECT SURVEY
AERIAL PHOTOGRAPHY FEBRUARY 2023
COURTESY OF LANDGATE

Regulation 25A Resurvey Certificate

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30/11/2023 — Date

John Demiris — Licensed Surveyor

SYMBOL LEGEND

- NATURAL SURFACE LEVEL
- FLOOR LEVEL
- SURVEY CONTROL MARK
- ELECTRIC CABLE BOX
- WATER METER
- STORM WATER GRATE
- STORM WATER GRATE
- FIRE WATER PIT
- SIGN
- ROAD REFLECTIVE MARKER
- BOLLARD
- TREE AT SCALE

LINETYPE LEGEND

- BOUNDARY
- CONTOUR (INTERVALS OF 0.25m)
- BUILDING/ STRUCTURE
- ROOF/ EAVE LINE
- WALL
- BRICK PAVING
- FOOTPATH
- KERB
- ROAD CENTRELINE
- PARKING BAY
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- EDGE OF GARDEN
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PHOTO TAKEN AT 13

PHOTO TAKEN AT 14

PHOTO TAKEN AT 15

PHOTO TAKEN AT 16

PHOTO TAKEN AT 17

PHOTO TAKEN AT 18

No.	DETAILS	DATE	DRAWN	CHECKED
0	APPROVED & ISSUED TO CLIENT	30/11/2023	J.HUMPHREYS	T.PIZZI

REVISIONS

SHEET 2 OF 2

FEATURE & BOUNDARY RE-ESTABLISHMENT SURVEY OF PORTION OF № 22 GORDON STREET, NEDLANDS
PORTION OF LOT 8235 ON DEPOSITED PLAN 189683

Client: C/- PLUS ARCHITECTURE

DATUM
HORIZONTAL - PCG 94
VERTICAL - AHD

SCALE 1 : 300
0 3 6 9 12 15
All distances in metres unless stated otherwise

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Licensed Surveyors | Land Development & Strata Consultants | Engineering Surveyors
Email : admin@brownmcallister.com.au Tel: (08) 9386 9688
Address: 44 Hardey Road, Belmont, Western Australia, 6104

SHEET	A2
SURVEYED	W.LARSEN - 27/11/2023
FIELD NOTES	
DRAWN	J.HUMPHREYS - 30/11/2023
CHECKED	
REFERENCE	21611-2F

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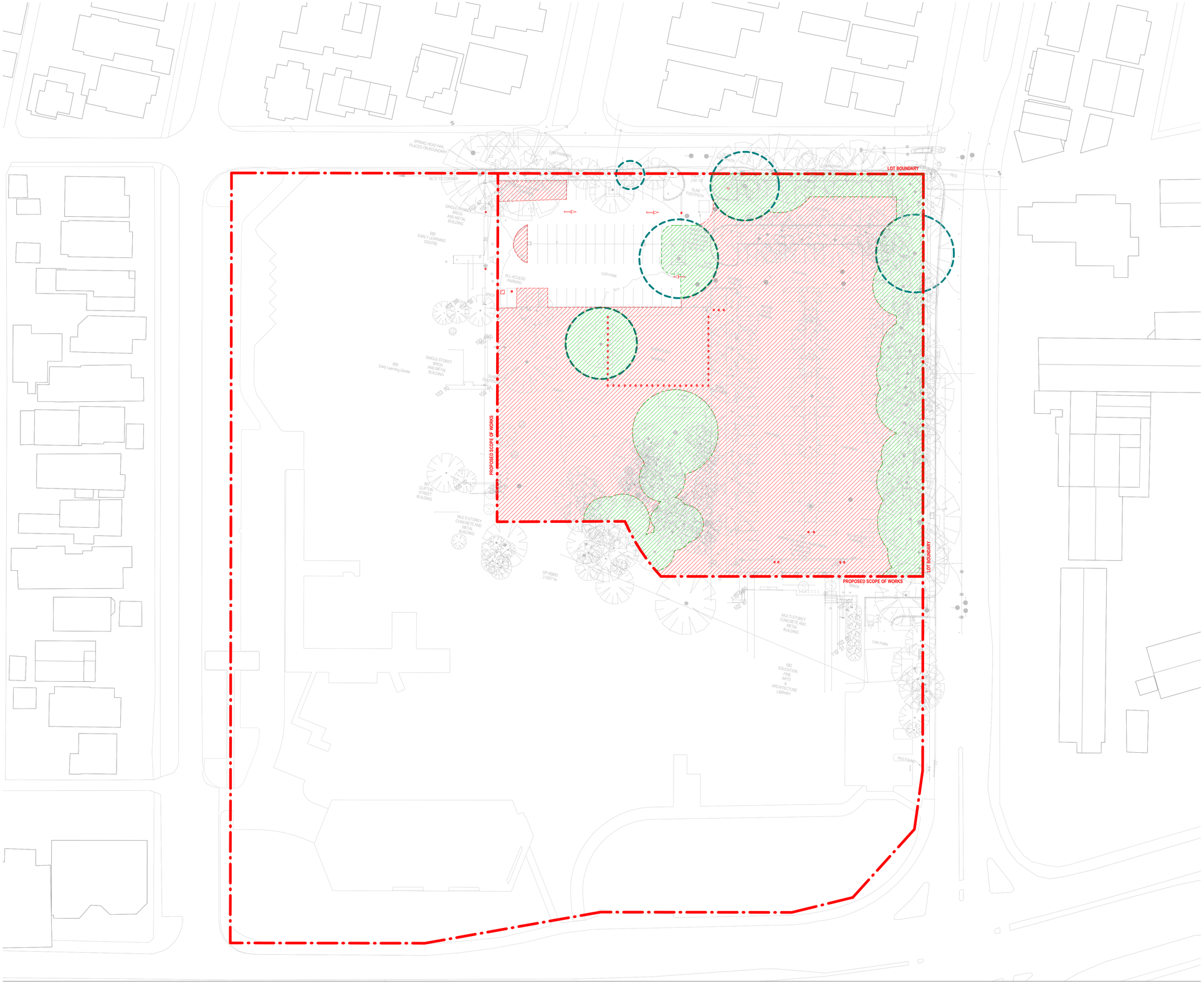
PROJECT	JOB NUMBER	DRAWING NO.	REVISION	REVISION DATE	DRAWING	NORTH	SCALE
UWA STUDENT ACCOMODATION PROJECT 22 Gordon Street, Nedlands	80547	DA021	A	01/11/24	SURVEY PLAN - SHEET 2		@ A1

plus architecture



DEMOLITION NOTES

- LICENSED SURVEY UNDERLAID ON DRAWING.
- REFER LANDSCAPE PLANS FOR TREE RETENTION, REMOVAL, OR RELOCATION.
- AREAS HIGHLIGHTED IN RED HATCH ARE FOR DEMOLITION. SOME ITEMS WITHIN THIS AREA MAY BE FOR RELOCATION. READ IN CONJUNCTION WITH LANDSCAPING DRAWINGS.
- AREAS HIGHLIGHTED IN GREEN HATCH INDICATE WHERE TREES WILL BE RETAINED BUT WHERE OTHERWISE DEMOLITION WILL OCCUR.
- GREEN HATCH HIGHLIGHTS AN INDICATIVE LOCATION OF TREE PROTECTION ZONE (TPZ). EXACT EXTENT OF TPZ ON SITE TO BE DETERMINED WITH A QUALIFIED ARBORIST PRIOR TO COMMENCEMENT OF ANY WORKS.
- SURVEY AND PROTECT ALL NEIGHBOURING BUILDINGS.

DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE 12-Nov-2024
FILE 08-50065-3

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PROJECT	JOB NUMBER	DRAWING NO.	REVISION	REVISION DATE	DRAWING	NORTH	SCALE
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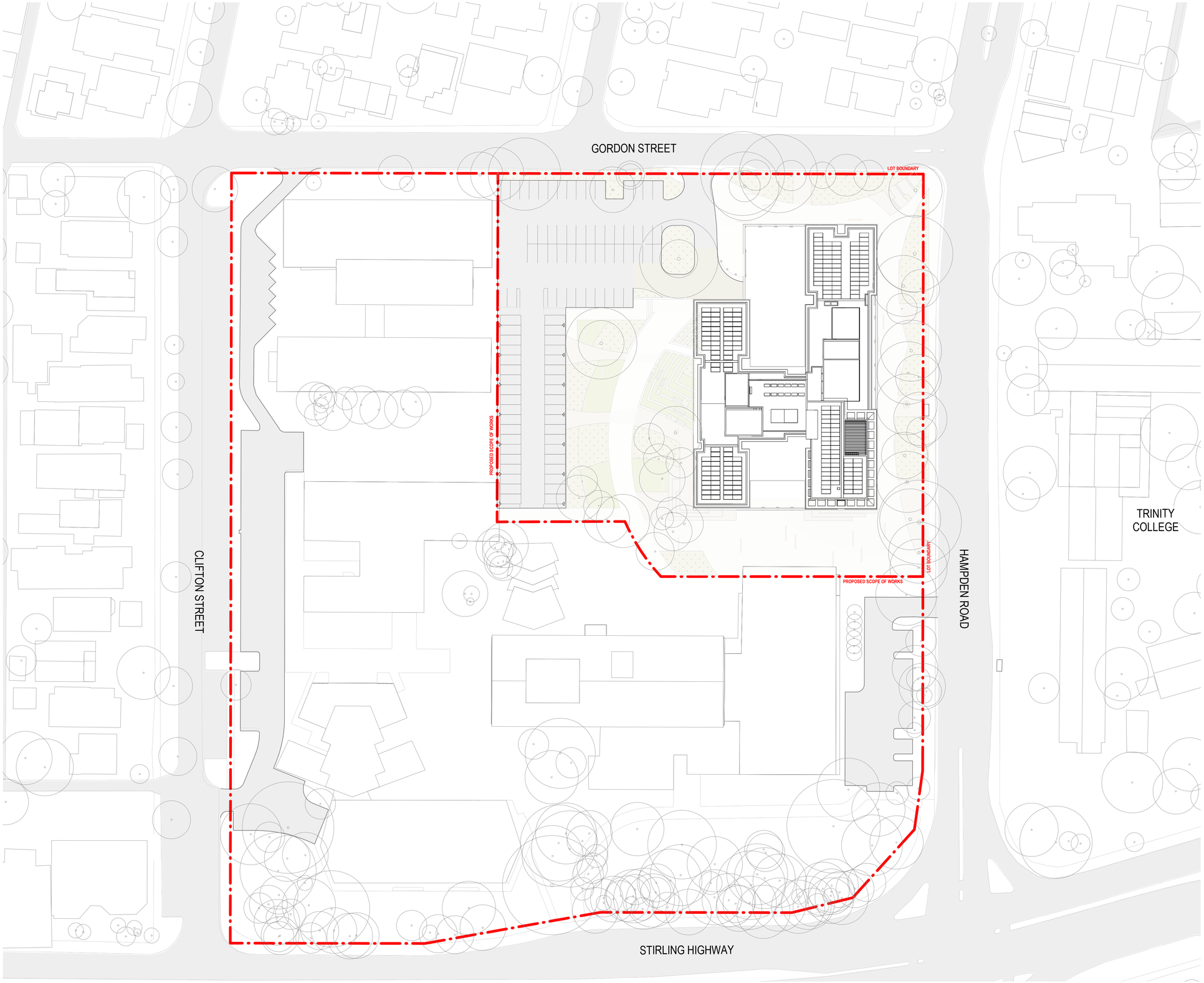
plus architecture



City of Nedlands
Received
03 December
2024

DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE 12-Nov-2024

FILE 08-50065-3

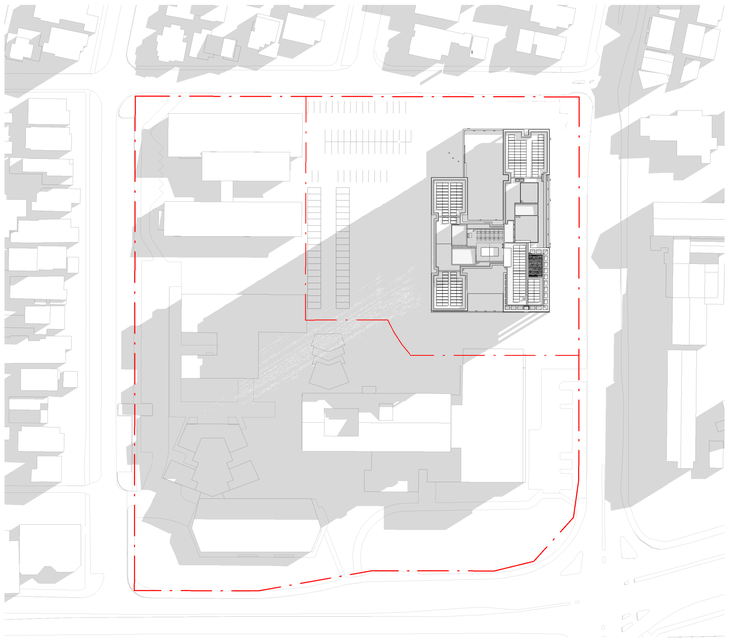
ISSUED FOR DA

PROJECT	JOB NUMBER	DRAWING NO.	REVISION	REVISION DATE	DRAWING
UWA STUDENT ACCOMODATION PROJECT 22 Gordon Street, Nedlands	80547	DA060	A	01/11/24	**SITE PLAN - PROPOSED**

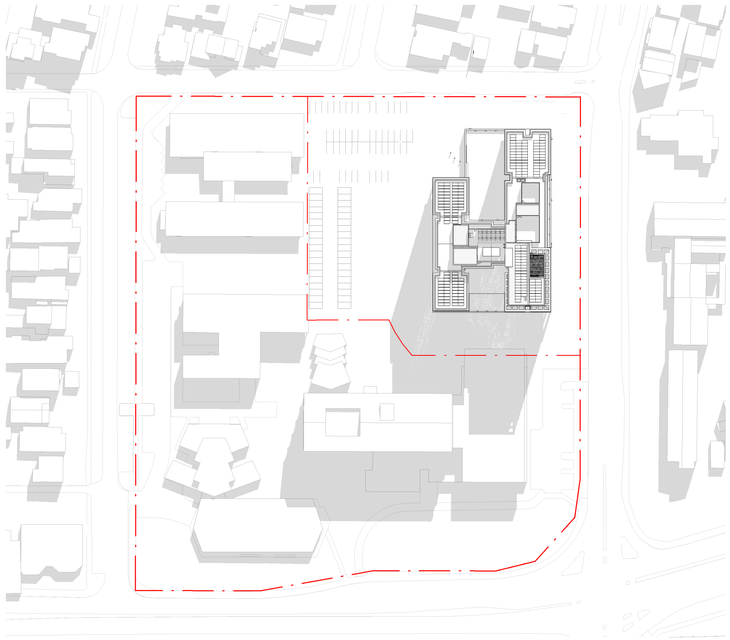
NORTH

SCALE 1 : 500 @ A1

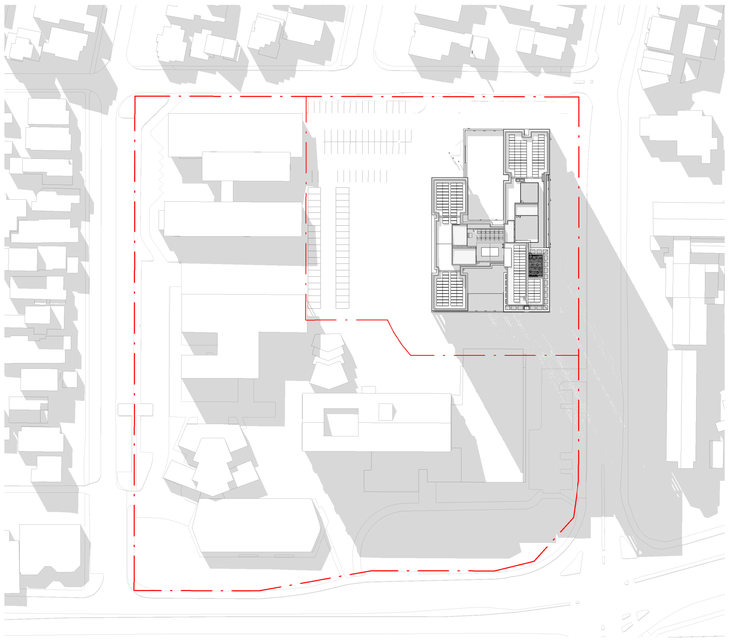
plus architecture



1 DA200 SHADOW DIAGRAM - 21 JUNE - 9 A.M
Scale: 1 : 1250



3 DA200 SHADOW DIAGRAM - 21 JUNE - 12 P.M
Scale: 1 : 1250



2 DA200 SHADOW DIAGRAM - 21 JUNE - 3 P.M
Scale: 1 : 1250

DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE 12-Nov-2024
FILE 08-50065-3

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City of Nedlands
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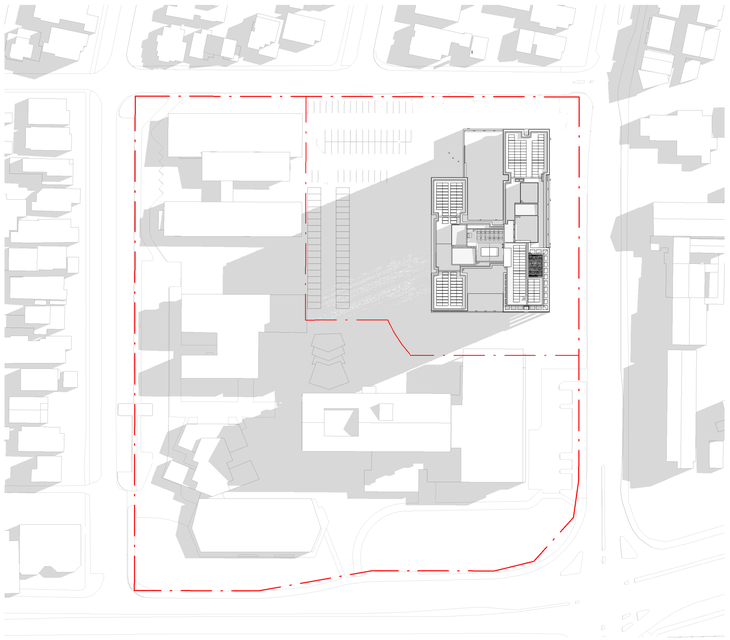
03 December
2024

PROJECT
UWA STUDENT ACCOMODATION PROJECT
22 Gordon Street, Nedlands

JOB NUMBER 80547
DRAWING NO. DA080
REVISION A
REVISION DATE 01/11/24
DRAWING SHADOW STUDY - 21 JUNE

NORTH
SCALE 1 : 1250 @ A1

plus architecture



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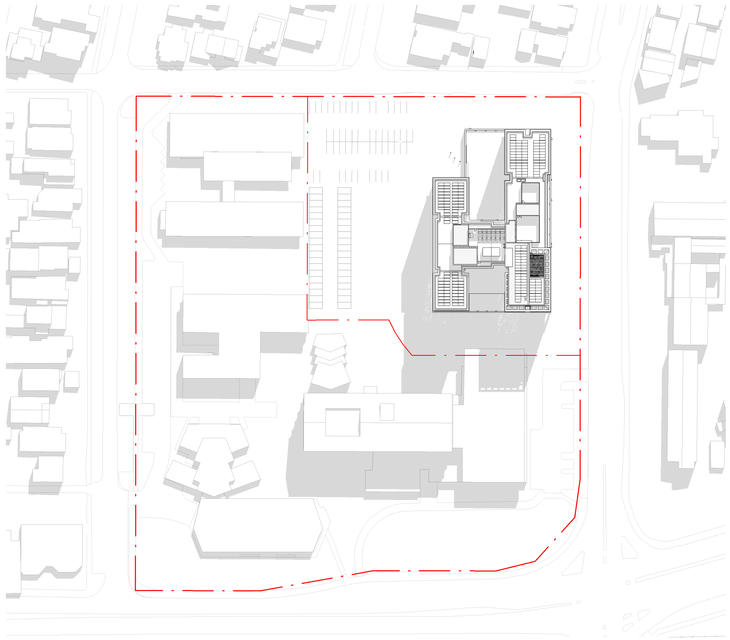
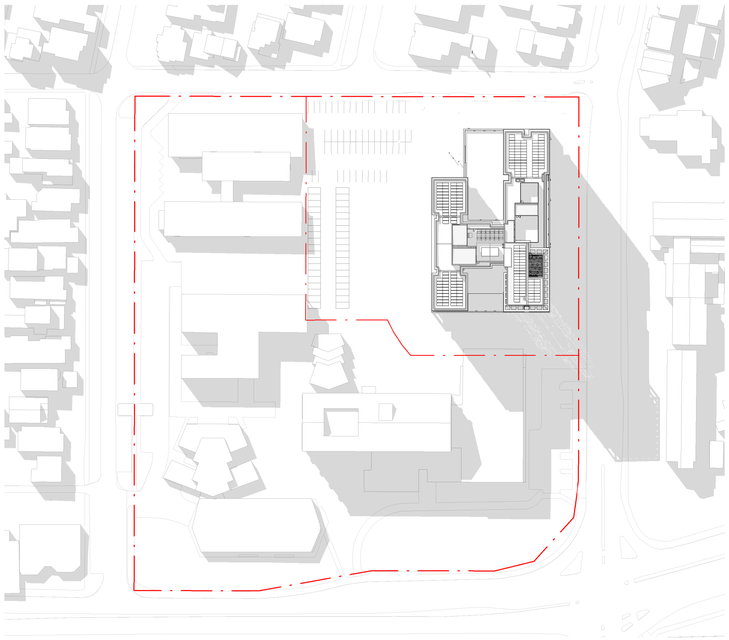


3 DA200 SHADOW DIAGRAM - 22 AUGUST - 12 P.M
Scale: 1 : 1250



2 DA200 SHADOW DIAGRAM - 22 AUGUST - 3 P.M
Scale: 1 : 1250

DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE 12-Nov-2024
FILE 08-50065-3

ISSUED FOR DA

City of Nedlands
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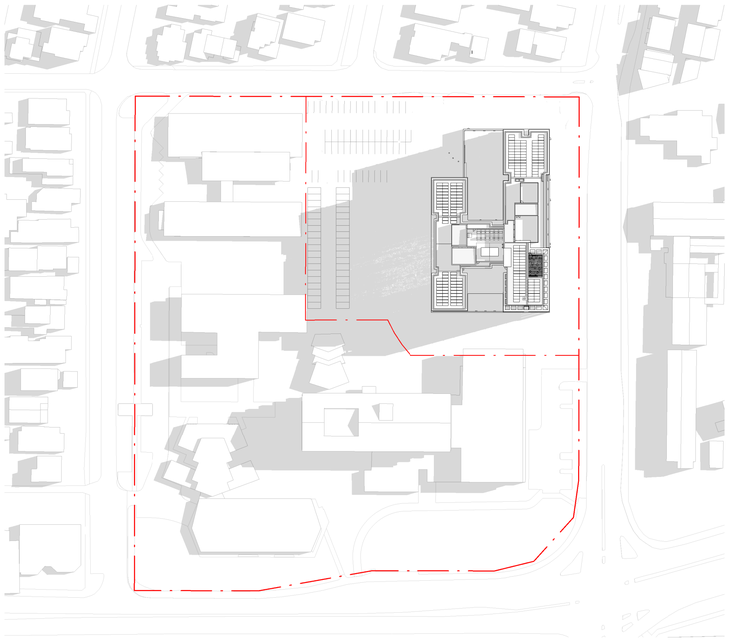
03 December
2024

PROJECT
UWA STUDENT ACCOMODATION PROJECT
22 Gordon Street, Nedlands

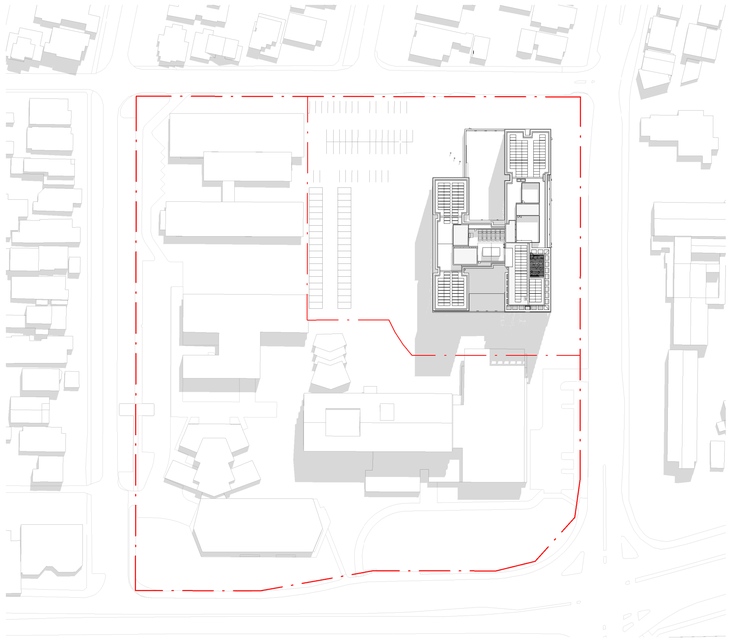
JOB NUMBER 80547
DRAWING NO. DA081
REVISION A
REVISION DATE 01/11/24
DRAWING SHADOW STUDY - 22 AUGUST

NORTH
SCALE 1 : 1250 @ A1

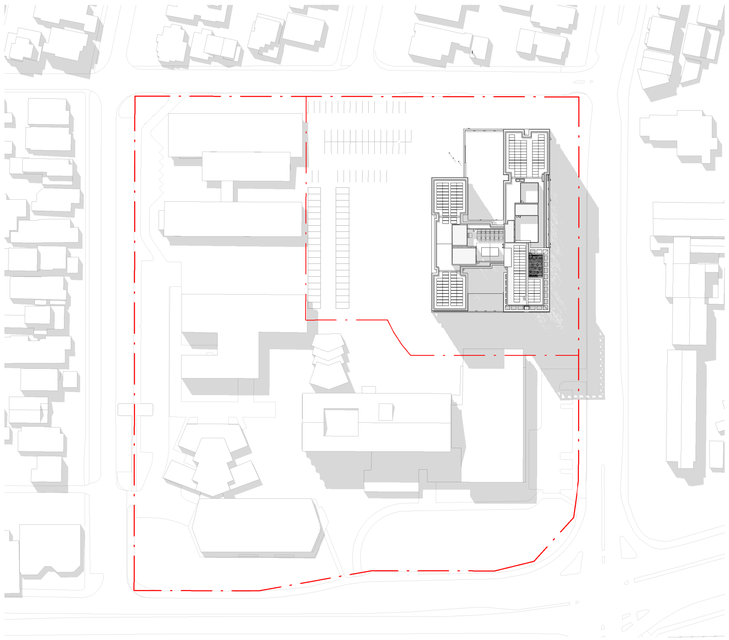
plus architecture



1 DA200 SHADOW DIAGRAM - 22 SEPTEMBER - 9 A.M
Scale: 1 : 1250



3 DA200 SHADOW DIAGRAM - 22 SEPTEMBER - 12 P.M
Scale: 1 : 1250



2 DA200 SHADOW DIAGRAM - 22 SEPTEMBER - 3 P.M
Scale: 1 : 1250

DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE 12-Nov-2024
FILE 08-50065-3

ISSUED FOR DA

City of Nedlands
Received
03 December 2024

PROJECT
UWA STUDENT ACCOMODATION PROJECT
22 Gordon Street, Nedlands

JOB NUMBER 80547

DRAWING NO. DA082

REVISION A

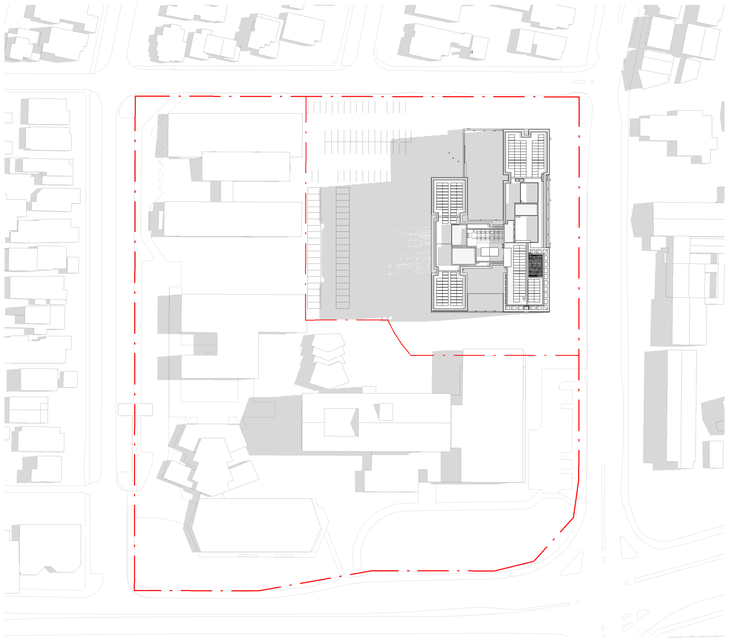
REVISION DATE 01/11/24

DRAWING
SHADOW STUDY - 22 SEPTEMBER

NORTH

SCALE
1 : 1250 @ A1

plus architecture



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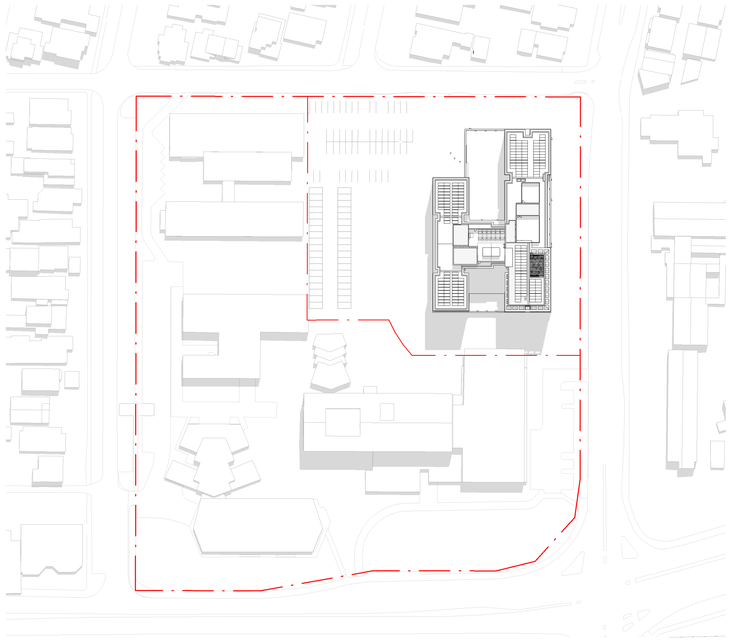
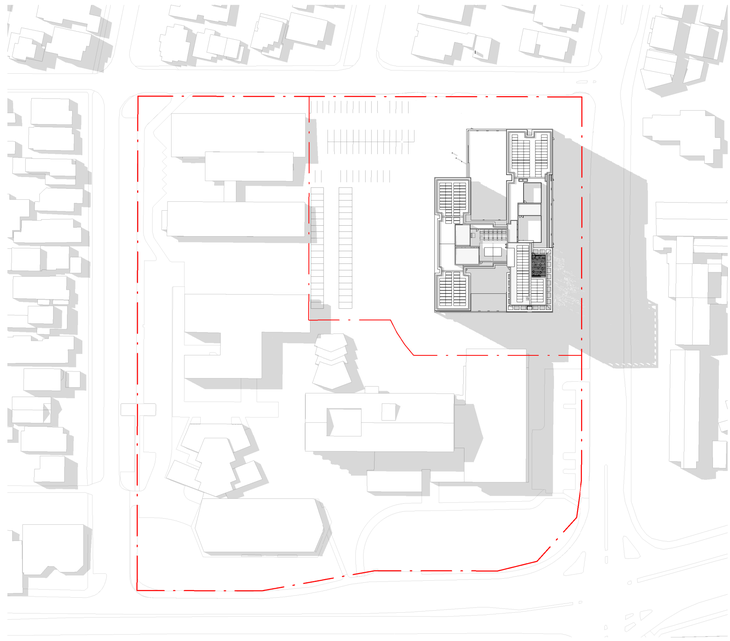
Scale: 1 : 1250



3 DA200 SHADOW DIAGRAM - 22 OCTOBER - 12 P.M
Scale: 1 : 1250



2 DA200 SHADOW DIAGRAM - 22 OCTOBER - 3 P.M
Scale: 1 : 1250

DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE 12-Nov-2024
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2024

PROJECT	JOB NUMBER	DRAWING NO.	REVISION	REVISION DATE	DRAWING
UWA STUDENT ACCOMODATION PROJECT 22 Gordon Street, Nedlands	80547	DA083	A	01/11/24	**SHADOW STUDY - 22 OCTOBER**

NORTH

SCALE
1 : 1250 @ A1

plus architecture

GENERAL NOTES

INTERNAL LAYOUTS, SPACE ALLOCATION, AND MATERIALS ARE SUBJECT TO DESIGN REFINEMENT AND OPERATIONAL DECISIONS. FURNITURE AND PLANT PLACEMENT SHOULD BE CONSIDERED AS INDICATIVE ONLY.

GORDON STREET

HAMPDEN ROAD

LOT BOUNDARY

3(C) DA222

4(D) DA223

5(E) DA224

1(A) DA220

2(B) DA221

DA202 2

DA203 2

DA201 2

2 DA200

POTENTIAL FUTURE COURTYARD EXPANSION

LEVEL 01 COURTYARD

GAMES ROOM

TV/VIDEO GAMES

STORE

CORE

SP

DINING

ART ROOM

KE

BINS

MULTIMEDIA

COLLABORATIVE STUDY

FFL 15.500

COMMUNAL LOUNGE

25 WASHERS 25 DRYERS

LAUNDRY

COMMS

QUIET STUDY

UAT

CLN

MUSIC

PIANO

DRUMS

CONSULT

RA

TV WALL

LOBBY

VOID

ROOF OVER GROUND FLOOR

City of Nedlands
Received
03 December 2024

DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE 12-Nov-2024
FILE 08-50065-3

ISSUED FOR DA

PROJECT	JOB NUMBER	DRAWING NO.	REVISION	REVISION DATE	DRAWING
UWA STUDENT ACCOMODATION PROJECT 22 Gordon Street, Nedlands	80547	DA101	A	01/11/24	**LEVEL 01 PLAN**

NORTH

SCALE: As indicated @ A1

plus architecture

GENERAL NOTES

INTERNAL LAYOUTS, SPACE ALLOCATION, AND MATERIALS ARE SUBJECT TO DESIGN REFINEMENT AND OPERATIONAL DECISIONS. FURNITURE AND PLANT PLACEMENT SHOULD BE CONSIDERED AS INDICATIVE ONLY.

GORDON STREET

LOT BOUNDARY

LOT BOUNDARY

3(C) DA222

4(D) DA223

5(E) DA224

DA202 2

1(A) DA220

2(B) DA221

DA203 2

2 DA201

2 DA200

HAMPDEN ROAD

LOT BOUNDARY

2 BED CLUSTER
S LONG
CORE
RF
H
M
STUDIO
4 BED CLUSTER
SP
KE
E
C
CLNR
BINS
COMMS
S ACC/PREM
FFL 19.700
CIRCULATION
STORE
ROOF OVER LEVEL 1

DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE 12-Nov-2024

FILE 08-50065-3

ISSUED FOR DA

City of Nedlands Received 03 December 2024

PROJECT	JOB NUMBER	DRAWING NO.	REVISION	REVISION DATE	DRAWING
UWA STUDENT ACCOMODATION PROJECT 22 Gordon Street, Nedlands	80547	DA102	A	01/11/24	LEVEL 02 PLAN

NORTH

SCALE: As indicated @ A1

plus architecture

GENERAL NOTES

INTERNAL LAYOUTS, SPACE ALLOCATION, AND MATERIALS ARE SUBJECT TO DESIGN REFINEMENT AND OPERATIONAL DECISIONS. FURNITURE AND PLANT PLACEMENT SHOULD BE CONSIDERED AS INDICATIVE ONLY.

GORDON STREET

HAMPDEN ROAD

LOT BOUNDARY

LOT BOUNDARY

LOT BOUNDARY

3(C) DA222

4(D) DA223

5(E) DA224

1(A) DA220

2(B) DA221

DA202 2

DA203 2

2 DA201

2 DA200

4 BED CLUSTER

2 BED CLUSTER

S LONG

STUDIO

CORE

RF

H

M

SP

E

C

KE

L

CLNR

BINS

COMMS

S ACC/PREM

STORE

FFL 22.800

CIRCULATION

City of Nedlands
Received
03 December
2024

DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE 12-Nov-2024

FILE 08-50065-3

ISSUED FOR DA

PROJECT	JOB NUMBER	DRAWING NO.	REVISION	REVISION DATE	DRAWING
UWA STUDENT ACCOMODATION PROJECT 22 Gordon Street, Nedlands	80547	DA103	A	01/11/24	**LEVEL 03-11 - TYPICAL PLAN**

NORTH

SCALE

As indicated @ A1

plus architecture

GENERAL NOTES

INTERNAL LAYOUTS, SPACE ALLOCATION, AND MATERIALS ARE SUBJECT TO DESIGN REFINEMENT AND OPERATIONAL DECISIONS. FURNITURE AND PLANT PLACEMENT SHOULD BE CONSIDERED AS INDICATIVE ONLY.

DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE	FILE
12-Nov-2024	08-50065-3

ISSUED FOR DA

City of Nedlands
Received
03 December 2024

PROJECT	JOB NUMBER	DRAWING NO.	REVISION	REVISION DATE	DRAWING
UWA STUDENT ACCOMODATION PROJECT 22 Gordon Street, Nedlands	80547	DA112	A	01/11/24	**LEVEL 12 PLAN**

NORTH

SCALE: As indicated @ A1

plus architecture

GENERAL NOTES

INTERNAL LAYOUTS, SPACE ALLOCATION, AND MATERIALS ARE SUBJECT TO DESIGN REFINEMENT AND OPERATIONAL DECISIONS. FURNITURE AND PLANT PLACEMENT SHOULD BE CONSIDERED AS INDICATIVE ONLY.

3(C) DA222 | 4(D) DA223 | 5(E) DA224

GORDON STREET

LOT BOUNDARY

LOT BOUNDARY

DA202 2

1(A) DA220

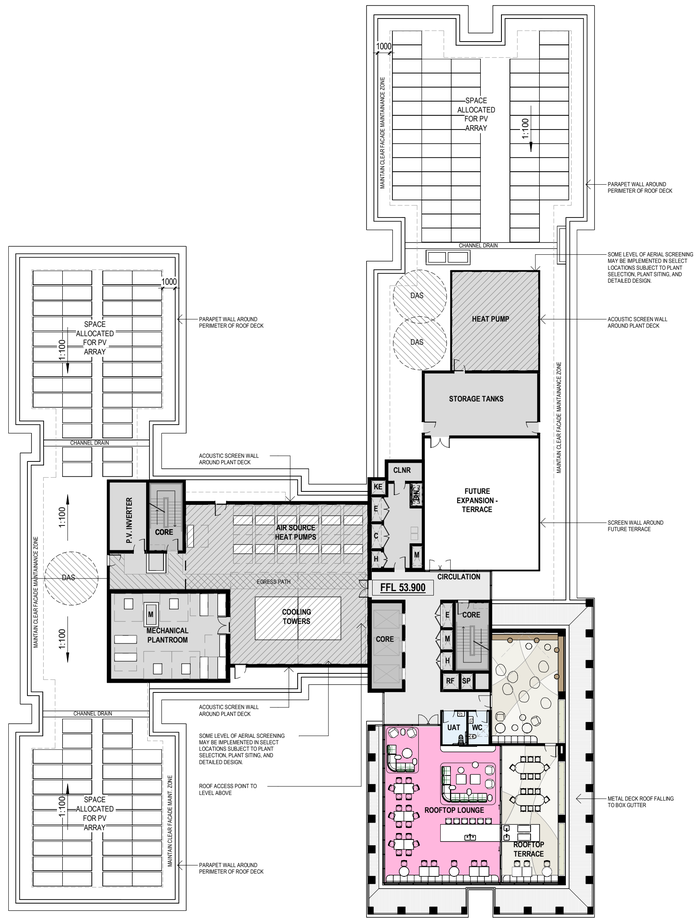
2(B) DA221

DA203 2

2 DA201

1(A) DA220

2(B) DA221



HAMPDEN ROAD

2 DA200

3(C) DA222 | 4(D) DA223 | 5(E) DA224

LOT BOUNDARY

DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE 12-Nov-2024 | FILE 08-50065-3

ISSUED FOR DA

City of Nedlands Received 03 December 2024

PROJECT	JOB NUMBER	DRAWING NO.	REVISION	REVISION DATE	DRAWING
UWA STUDENT ACCOMODATION PROJECT 22 Gordon Street, Nedlands	80547	DA113	A	01/11/24	**LEVEL 13 PLAN**

NORTH

SCALE: As indicated @ A1

plus architecture

City of Nedlands
Received
03 December
2024

DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE 12-Nov-2024
FILE 08-50065-3

ISSUED FOR DA

PROJECT	JOB NUMBER	DRAWING NO.	REVISION	REVISION DATE	DRAWING
UWA STUDENT ACCOMODATION PROJECT 22 Gordon Street, Nedlands	80547	DA114	A	01/11/24	**ROOF PLAN**

NORTH

SCALE **1 : 250 @ A1**

plus architecture

City of Nedlands
Received
03 December
2024

PROJECT
UWA STUDENT ACCOMODATION PROJECT
22 Gordon Street, Nedlands

JOB NUMBER 80547

DRAWING NO. DA200

REVISION A

REVISION DATE 01/11/24

DRAWING
BUILDING ELEVATION - SOUTH

DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE 12-Nov-2024
FILE 08-50065-3

NORTH

SCALE 1 : 250 @ A1

ISSUED FOR DA

plus architecture

City of Nedlands
Received
03 December
2024

PROJECT	JOB NUMBER	DRAWING NO.	REVISION	REVISION DATE	DRAWING
UWA STUDENT ACCOMODATION PROJECT 22 Gordon Street, Nedlands	80547	DA201	A	01/11/24	**BUILDING ELEVATION - EAST**

DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE 12-Nov-2024
FILE 08-50065-3

ISSUED FOR DA

NORTH

SCALE 1 : 250 @ A1

plus architecture

City of Nedlands
Received
03 December
2024

PROJECT
UWA STUDENT ACCOMODATION PROJECT
22 Gordon Street, Nedlands

JOB NUMBER 80547

DRAWING NO. DA202

REVISION A

REVISION DATE 01/11/24

DRAWING
BUILDING ELEVATION - NORTH

DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE 12-Nov-2024
FILE 08-50065-3

NORTH

SCALE 1 : 250 @ A1

ISSUED FOR DA

plus architecture

City of Nedlands
Received
03 December
2024

PROJECT	JOB NUMBER	DRAWING NO.	REVISION	REVISION DATE	DRAWING
UWA STUDENT ACCOMODATION PROJECT 22 Gordon Street, Nedlands	80547	DA203	A	01/11/24	**BUILDING ELEVATION - WEST**

DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE 12-Nov-2024
FILE 08-50065-3

ISSUED FOR DA

NORTH

SCALE 1 : 250 @ A1

plus architecture

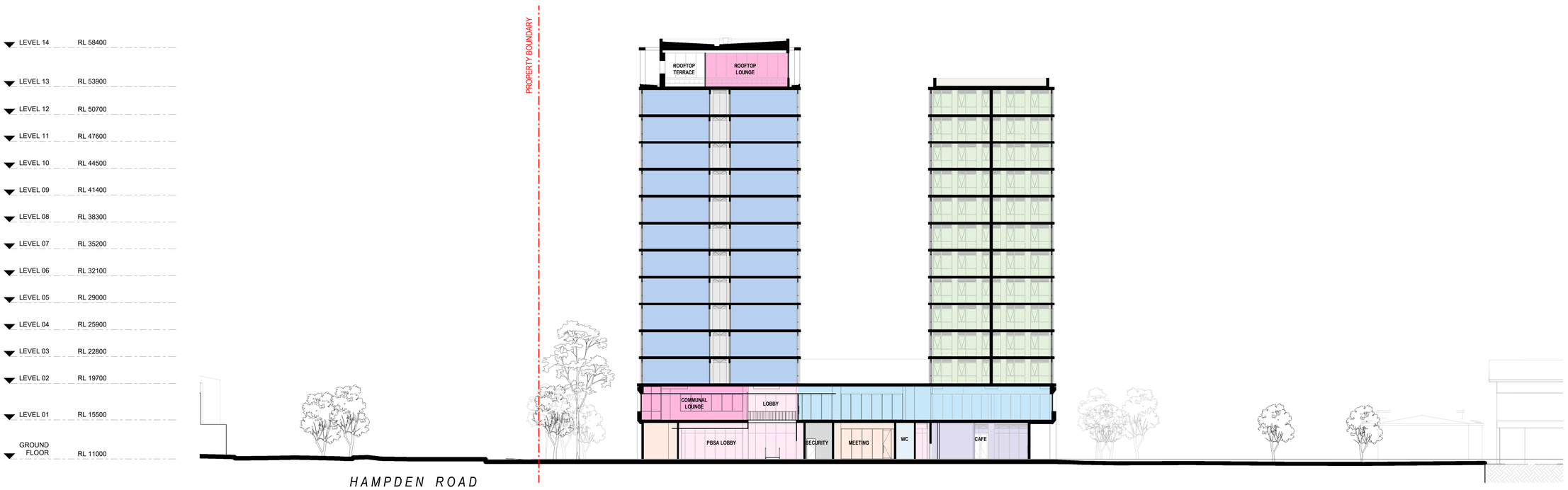
City of Nedlands
Received
03 December
2024

DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE 12-Nov-2024
FILE 08-50065-3

ISSUED FOR DA

PROJECT	JOB NUMBER	DRAWING NO.	REVISION	REVISION DATE	DRAWING	NORTH	SCALE
UWA STUDENT ACCOMODATION PROJECT 22 Gordon Street, Nedlands	80547	DA220	A	01/11/24	**SECTION AA**		1 : 250 @ A1

plus architecture



City of Nedlands
Received
03 December
2024

PROJECT	JOB NUMBER	DRAWING NO.	REVISION	REVISION DATE	DRAWING
UWA STUDENT ACCOMODATION PROJECT 22 Gordon Street, Nedlands	80547	DA221	A	01/11/24	SECTION BB

DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE 12-Nov-2024
FILE 08-50065-3

NORTH

SCALE 1 : 250 @ A1

ISSUED FOR DA

plus architecture

City of Nedlands
Received
03 December
2024

PROJECT	JOB NUMBER	DRAWING NO.	REVISION	REVISION DATE	DRAWING
UWA STUDENT ACCOMODATION PROJECT 22 Gordon Street, Nedlands	80547	DA222	A	01/11/24	**SECTION CC**

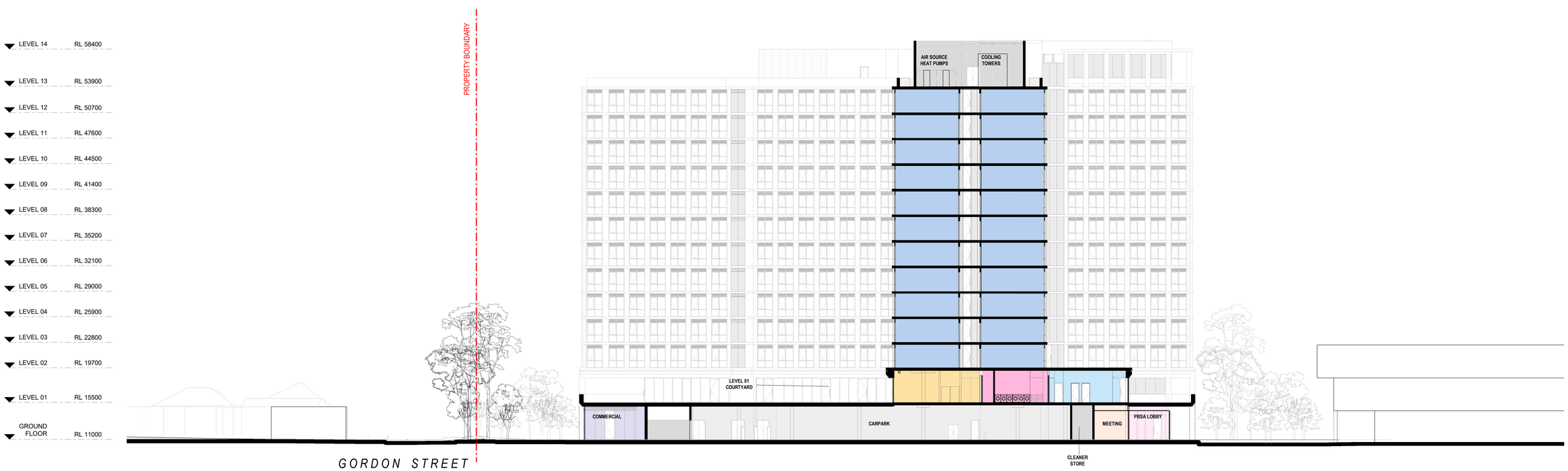
DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE 12-Nov-2024
FILE 08-50065-3

ISSUED FOR DA

NORTH

SCALE 1 : 250 @ A1

plus architecture



City of Nedlands
Received
03 December 2024

PROJECT	JOB NUMBER	DRAWING NO.	REVISION	REVISION DATE	DRAWING
UWA STUDENT ACCOMODATION PROJECT 22 Gordon Street, Nedlands	80547	DA223	A	01/11/24	**SECTION DD**

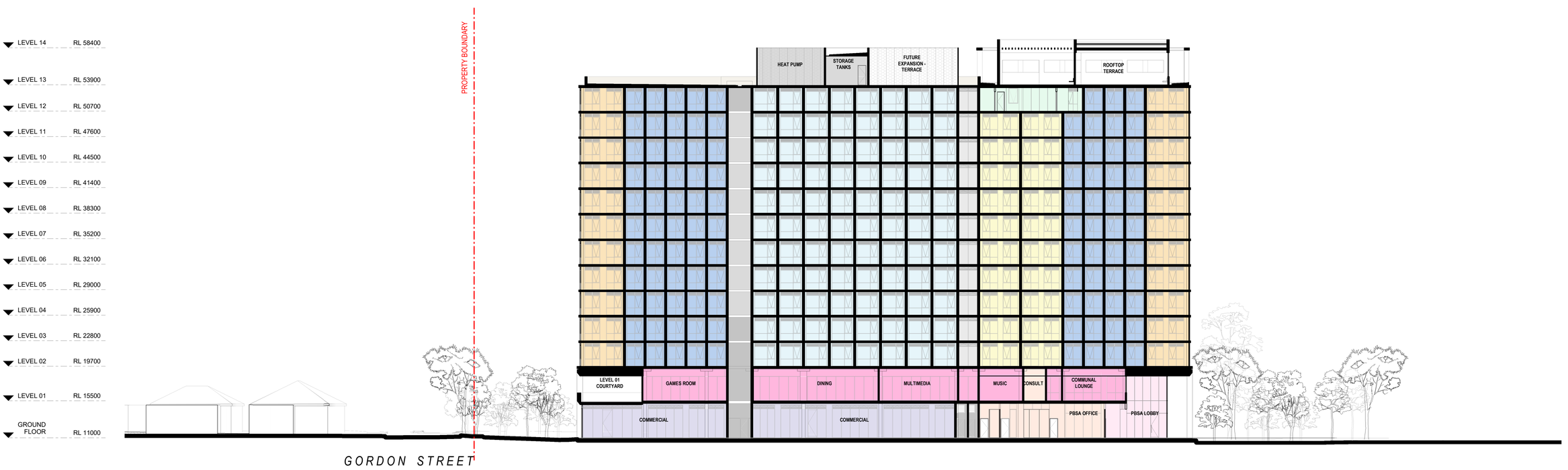
DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE 12-Nov-2024
FILE 08-50065-3

ISSUED FOR DA

NORTH

SCALE 1 : 250 @ A1

plus architecture



City of Nedlands
Received
03 December
2024

PROJECT	JOB NUMBER	DRAWING NO.	REVISION	REVISION DATE	DRAWING
UWA STUDENT ACCOMODATION PROJECT 22 Gordon Street, Nedlands	80547	DA224	A	01/11/24	**SECTION EE**

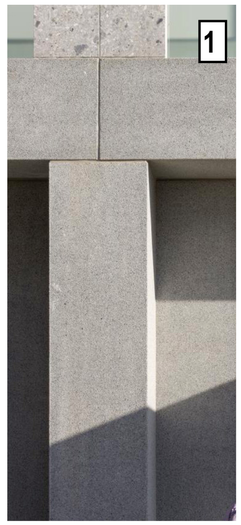
DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE 12-Nov-2024
FILE 08-50065-3

ISSUED FOR DA

NORTH

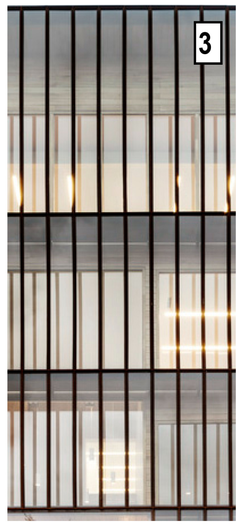
SCALE 1 : 250 @ A1

plus architecture

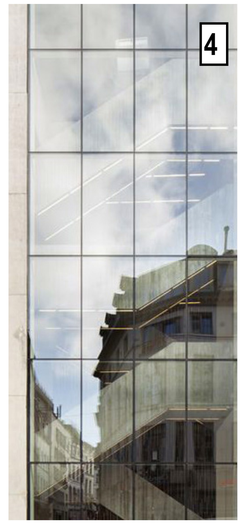


CONCRETE COLUMNS & COLONNADE ELEMENTS - OFF-WHITE

TEXTURED CONCRETE WALLS (WEST ELEVATION ONLY)



ALUMINIUM MULLIONS - DARK GREY



GLAZING - CLEAR

City of Nedlands
Received
03 December
2024

PROJECT
UWA STUDENT ACCOMODATION PROJECT
22 Gordon Street, Nedlands

JOB NUMBER
80547

DRAWING NO.
DA350

REVISION
A

REVISION DATE
01/11/24

DRAWING
MATERIAL PALLETE

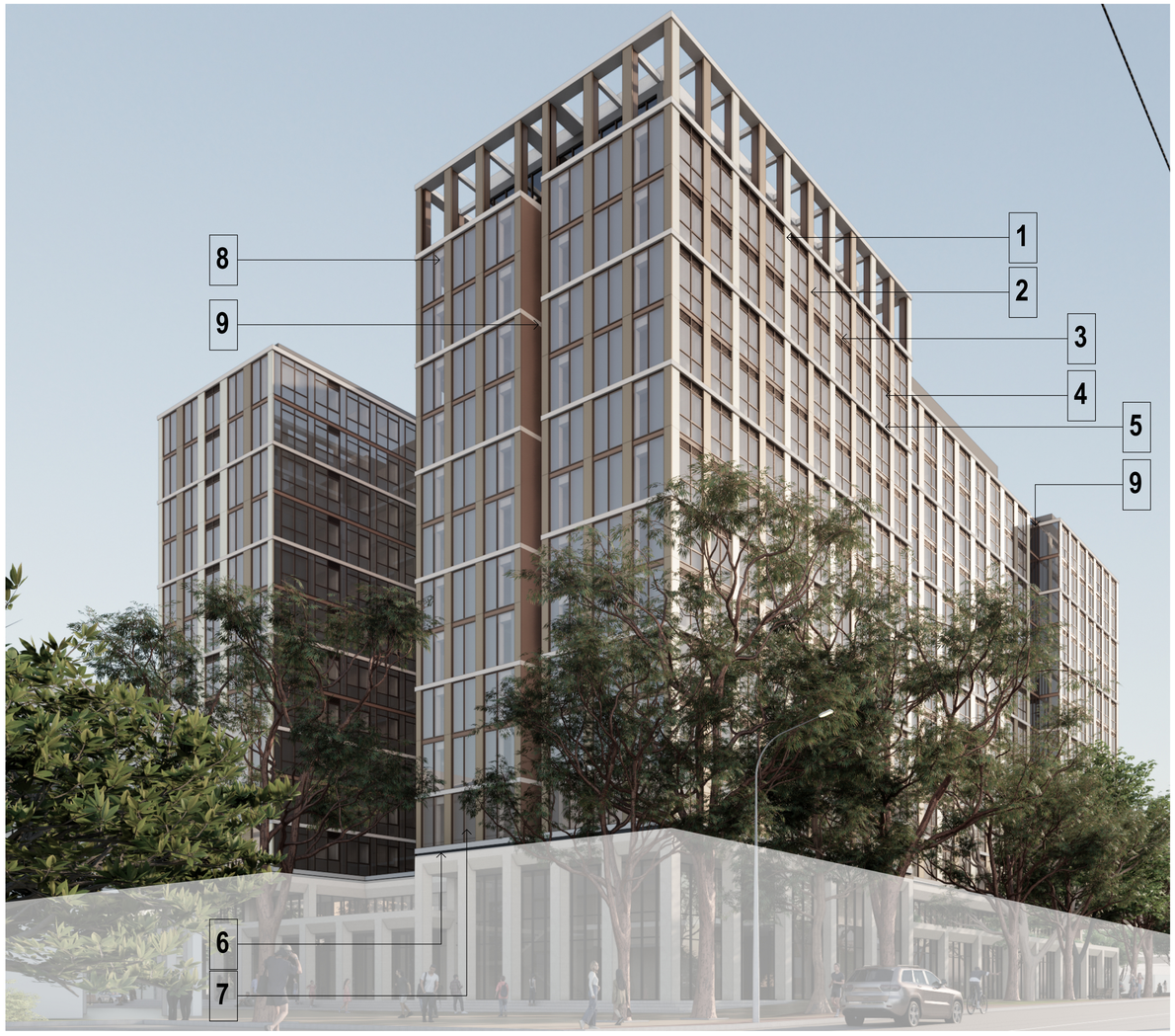
DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE 12-Nov-2024
FILE 08-50065-3

NORTH

SCALE
@ A1

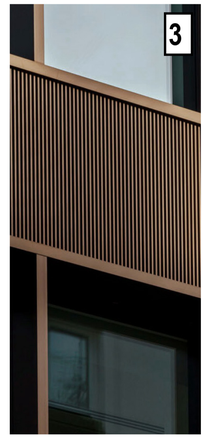
ISSUED FOR DA

plus architecture

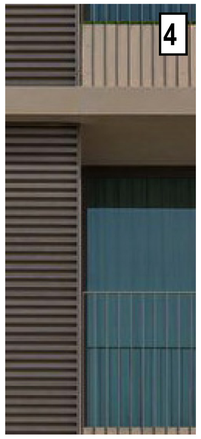


ALUMINIUM CLADDING - WHITE

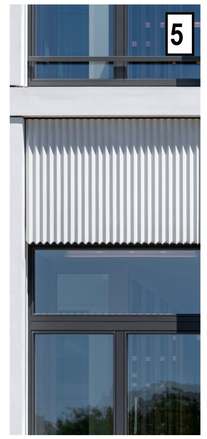
ALUMINIUM CLADDING - BRONZE



ALUMINIUM MULLIONS & GRILLES - DARK BRONZE

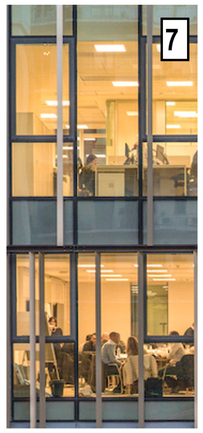


RENDERED & PAINTED SLAB EDGES - BRONZE

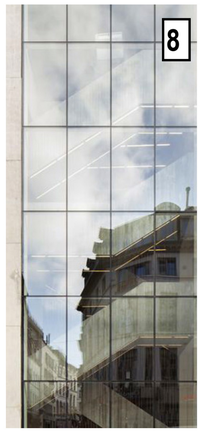


RENDERED & PAINTED SLAB EDGES - WHITE

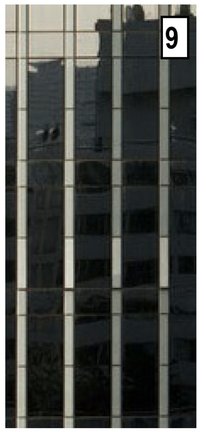
RENDERED & PAINTED SLAB RECESSES - DARK GREY



SPANDREL GLAZING - DARK GREY



GLAZING - CLEAR



GLAZING - TINTED DARK GREY

City of Nedlands
Received
03 December
2024

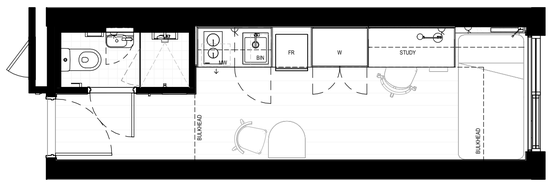
DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE 12-Nov-2024
FILE 08-50065-3

ISSUED FOR DA

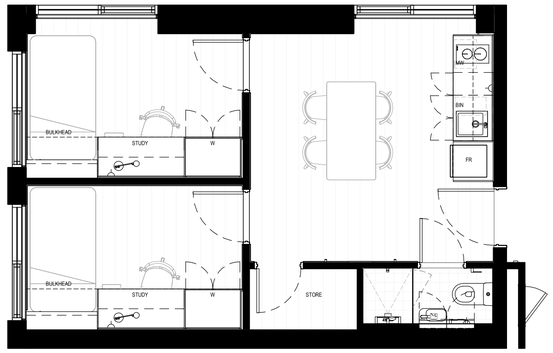
PROJECT	JOB NUMBER	DRAWING NO.	REVISION	REVISION DATE	DRAWING	NORTH	SCALE
UWA STUDENT ACCOMODATION PROJECT 22 Gordon Street, Nedlands	80547	DA351	A	01/11/24	**MATERIAL PALLETE**		@ A1

plus architecture

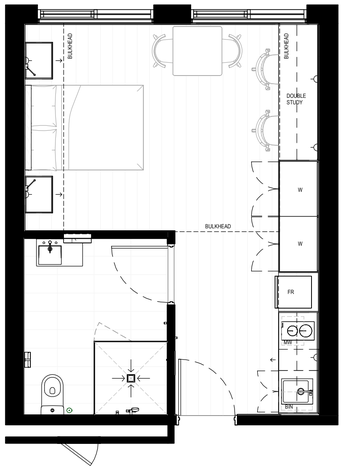
1 DA200 STANDARD STUDIO (STUDIO)
Scale: 1 : 50



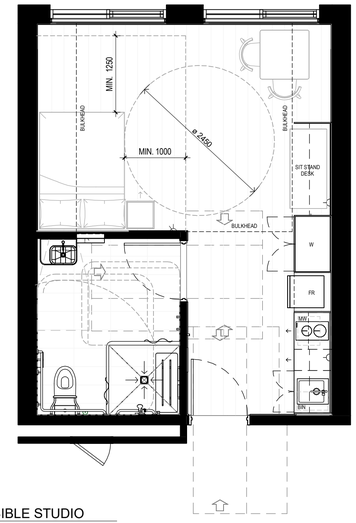
2 DA200 STUDIO LONG (S LONG)
Scale: 1 : 50



3 DA200 TWO BED SHARED STUDIO (2 BED CLUSTER)
Scale: 1 : 50



4 DA200 PREMIUM STUDIO
Scale: 1 : 50



5 DA200 ACCESSIBLE STUDIO
Scale: 1 : 50

6 DA200 FOUR BED CLUSTER STUDIO (4 BED CLUSTER)
Scale: 1 : 50

City of Nedlands
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03 December 2024

PROJECT	JOB NUMBER	DRAWING NO.	REVISION	REVISION DATE	DRAWING
UWA STUDENT ACCOMODATION PROJECT 22 Gordon Street, Nedlands	80547	DA700	A	01/11/24	**UNIT TYPES**

DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE 12-Nov-2024
FILE 08-50065-3

ISSUED FOR DA

NORTH

SCALE 1 : 50 @ A1

plus architecture

PD05.01.25 - Attachment 2

UWA PBSA STUDENT ACCOMODATION PROJECT
DEVELOPMENT SCHEDULE - DA
Job Number 80547
File 12.6
Date 24/10/2024

LEVEL	ROOM TYPES					ROOMS ANALYSIS			2 BED APT.		LOBBY	INTERNAL AMENITY	RETAIL		COMMERCIAL		PBSA OFFICE		EXTERNAL AMENITY	BALCONY / TERRACE	ROOF/SLAB COVER	CARPARK	SERVICES	CIRCULATION	TOTAL NLA	TOTAL GFA
	Studio	Studio Long	Acc./Premium Studio	Two Bed Shared Studio	Four Bed Cluster	NLA / Floor	GFA / Floor	*Beds / Floor*	NLA	GFA	GFA	GFA	NLA	GFA	NLA	GFA	NLA	GFA	GFA	GFA	GFA	GFA	GFA	GFA		
Ground											283	81	87	93	620	682	153	167		173		800	958		860	3237
Level 01											33	1706							868		464		153		0	3224
Level 02	8	41	4	4	4	1496	1813	*77*													232		194	375	1496	2614
Level 03	8	41	4	4	4	1496	1770	*77*															194	375	1496	2339
Level 04	8	41	4	4	4	1496	1770	*77*															194	375	1496	2339
Level 05	8	41	4	4	4	1496	1770	*77*															194	375	1496	2339
Level 06	8	41	4	4	4	1496	1770	*77*															194	375	1496	2339
Level 07	8	41	4	4	4	1496	1770	*77*															194	375	1496	2339
Level 08	8	41	4	4	4	1496	1770	*77*															194	375	1496	2339
Level 09	8	41	4	4	4	1496	1770	*77*															194	375	1496	2339
Level 10	8	41	4	4	4	1496	1770	*77*															194	375	1496	2339
Level 11	8	41	4	4	4	1496	1770	*77*															194	375	1496	2339
Level 12	8	40	2	4	4	1415	1676	*74*	83	90										18			186	370	1498	2340
Level 13												130							117	104	1407		513	67	0	2338
Roof Level																									0	0
																									0	0
Total	**88**	**450**	**42**	**44**	**44**	**16375**	**19419**	***844***	**83**	**90**	**316**	**1917**	**87**	**93**	**620**	**682**	**153**	**167**	**985**	**295**	**2103**	**800**	**3750**	**4187**	**17318**	**34804**
Beds/Type	*88*	*450*	*42*	*88*	*176*																					

Notes
- NLA for non-commercial spaces measured as per PCA's Strata area
- On Ground floor, Meeting Room, Student Welfare, security room and communal toilets measured as Internal Amenity.
- On Ground floor, Retail area excludes al fresco space.
- On Ground floor, al fresco space is measured as Balcony/Terrace.
- On Level 1, External Amenity excludes inaccessible roof space.
- On Level 1, voids are excluded from any area measurements.
- Communal stairs are measured only once and excludes voids.
- On Level 2, slab/roof extents past glazing lines are measured as roof/slab cover.
- On Level 13, future expansion well being terrace measured as balcony/terrace.
- On Level 13, areas for PV cells and circulation for services measured as roof/slab cover.

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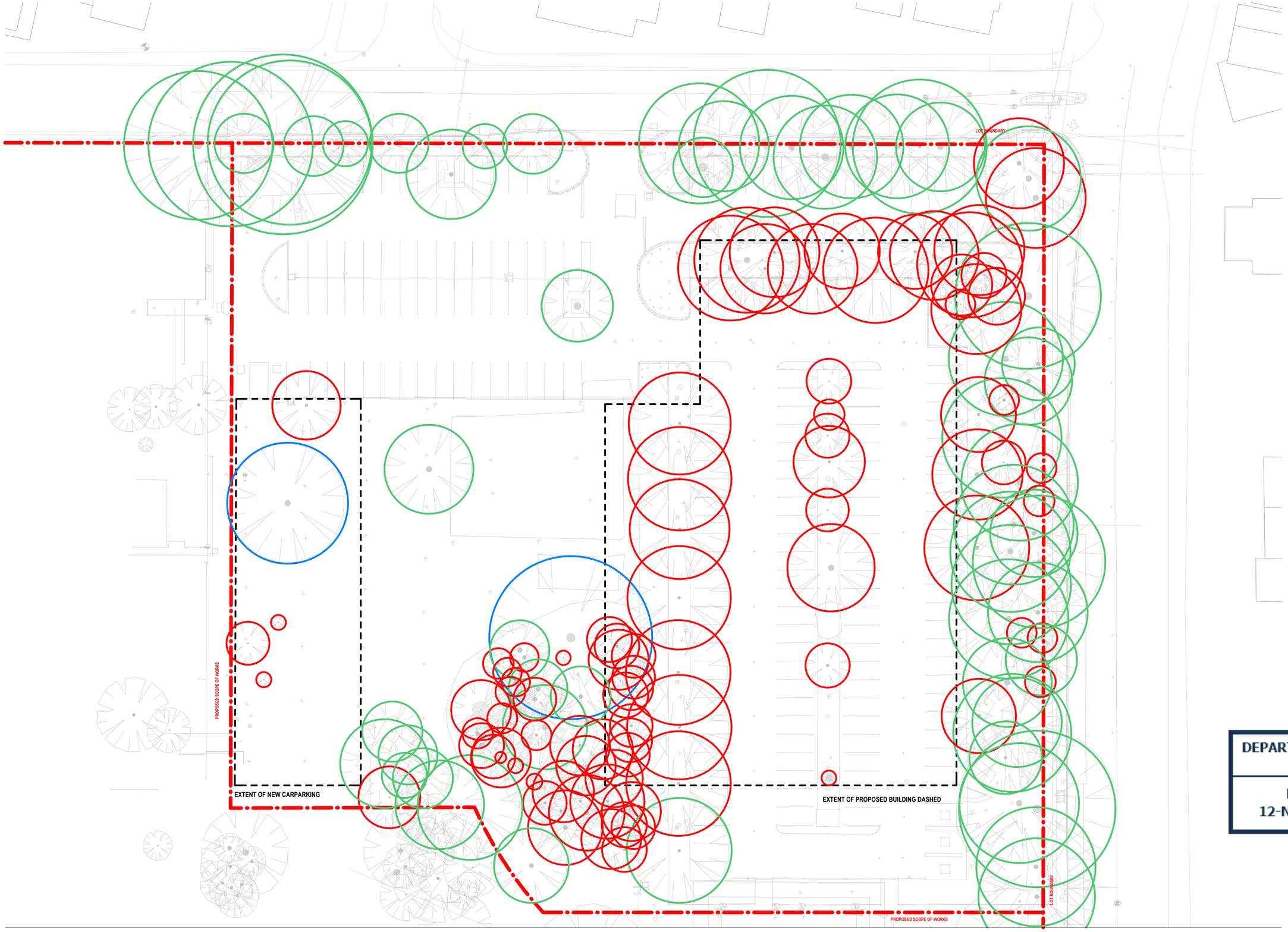
2024

DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE 12-Nov-2024
FILE 08-50065-3

ISSUED FOR DA

PROJECT	JOB NUMBER	DRAWING NO.	REVISION	REVISION DATE	DRAWING	NORTH	SCALE
UWA STUDENT ACCOMODATION PROJECT 22 Gordon Street, Nedlands	80547	DA900	A	01/11/24	**DEVELOPMENT SCHEDULE**		@ A1



LEGEND - SOFT WORKS

- TREES TO BE RETAINED AND PROTECTED DURING CONSTRUCTION
- TREES UNDER INVESTIGATION FOR RETENTION/RELOCATION
- TREES TO BE REMOVED

DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE 12-Nov-2024

FILE 08-50065-3

PLAN E

ISSUED FOR DA

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03 December
2024

PROJECT	JOB NUMBER	DRAWING NO.	REVISION	REVISION DATE	DRAWING	NORTH	SCALE
UWA STUDENT ACCOMODATION PROJECT 22 Gordon Street, Nedlands	80547	DA025	A	01/11/24	**TREE RETENTION PLAN**		As indicated @ A1

plus architecture

GENERAL NOTES

INTERNAL LAYOUTS, SPACE ALLOCATION, AND MATERIALS ARE SUBJECT TO DESIGN REFINEMENT AND OPERATIONAL DECISIONS. FURNITURE AND PLANT PLACEMENT SHOULD BE CONSIDERED AS INDICATIVE ONLY.

GORDON STREET

48225 OVERALL

12025 SETBACK

13150 SETBACK

74800 OVERALL

HAMPDEN ROAD

LOT BOUNDARY

PROPOSED SCOPE OF WORKS

NOTE:
AS PART OF 5-STAR GREEN STAR INITIATIVE, THE FOLLOWING NO. OF BAYS ARE TO BE EQUIPED AS EV CHARGING BAYS:
- 6 NOS. CAR BAYS UPON PROJECT COMPLETION
- WITH AN ADDITIONAL 21 NOS. BAYS FOR FUTURE PROVISION

SHE-OAK TPZ. REFER ARBORIST REPORT + SURVEY

SHE-OAK TPZ. REFER ARBORIST REPORT + SURVEY

EXISTING CAR PARKING 53 CAR BAYS

NEW CAR PARKING 37 CAR BAYS

20 CAR BAYS INCL. 1 ACROD BAY

NOTE:
COMMERCIAL SPACE MAY BE USED FOR RETAIL, FOOD AND BEVERAGE, MEDICAL/CONSULTING SUITES, PERSONAL SERVICES OR OFFICES. FINAL TENANCY DIVISION, ENTRY POINTS AND USES SUBJECT TO LEASING AND/OR UNIVERSITY SPACE ALLOCATION.

COMMERCIAL
FFL 11.000

COMMS 1
COMMS 2
COMMS 3
POTABLE WATER
INDICATIVE FITOUT SERVICES ZONE
LONG-TERM STORAGE
TRAFFICABLE GREASE TRAP
BIN STORE 2 COMMERCIAL
BIN STORE 1 MANAGED PEDS
CAFE
BUILDING ABOVE
HV
TRANSFORMER
LV
CARPARK
F PASSAGE
SERVICES
SERVICES STORE
CORE
BIKE STORE 133 RACKS
SERVERY
CAFE
CLEANER STORE
STORE
MEETING
SECURITY
STUDENT WELFARE
PARCEL LOCKERS
FFL 11.000
OFFICE STORE
DIRECTOR
POD
PSSA OFFICE
BREAKOUT
RECEPTION
PSSA LOBBY
VOID OVER
EXTENT OF FLOOR OVER
INDICATIVE ALFRESCO AREA SHOWN HATCHED
TURNING BAY
PROPOSED HARDSTAND AND BOOSTER LOCATION
HIGH-FREQUENCY BUS STOP

RL 10.450
RL 10.500
RL 10.800
RL 10.950
RL 10.970
RL 13.000
RL 10.400
RL 11.800
RL 11.000
RL 10.900
RL 10.300

1(A) DA220
2(B) DA221
3(C) DA222
4(D) DA223
5(E) DA224
DA202 2
DA203 2
DA201 2
2 DA200

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DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE 12-Nov-2024
FILE 08-50065-3

ISSUED FOR DA

PROJECT	JOB NUMBER	DRAWING NO.	REVISION	REVISION DATE	DRAWING
UWA STUDENT ACCOMODATION PROJECT 22 Gordon Street, Nedlands	80547	DA100	A	01/11/24	**GROUND FLOOR PLAN**

NORTH

SCALE: As indicated @ A1

plus architecture

University of Western Australia

UWA Student Accommodation Project

Transport Impact Statement

November 2024

Project Code: 07624

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Version Control and Approval

Version	Date	Main Contributor	Issued by	Approved by
A – Draft	06 December 2023	SB	RD	TJ
B – Final Alternate Design	22 February 2024	SB	RD	TJ
C – Final Address comments	22 February 2024	SB	RD	TJ
D – Final Revise for DA Sub	15 October 2024	RD	RD	TJ
E – Final add external parking and address comments	25 October 2024	RD	RD	TJ
F – Final amend Figure 5-1	28 October 2024	RD	RD	TJ
G – Final address further comments from UWA/APP	31 October 2024	RD	RD	TJ
H – Final minor edits	1 November 2024	RD	RD	TJ
I – Final Replace Figure 3-1	1 November 2024	RD	RD	TJ

Prepared for

University of Western Australia

University of Western Australia

Nedlands

Australia

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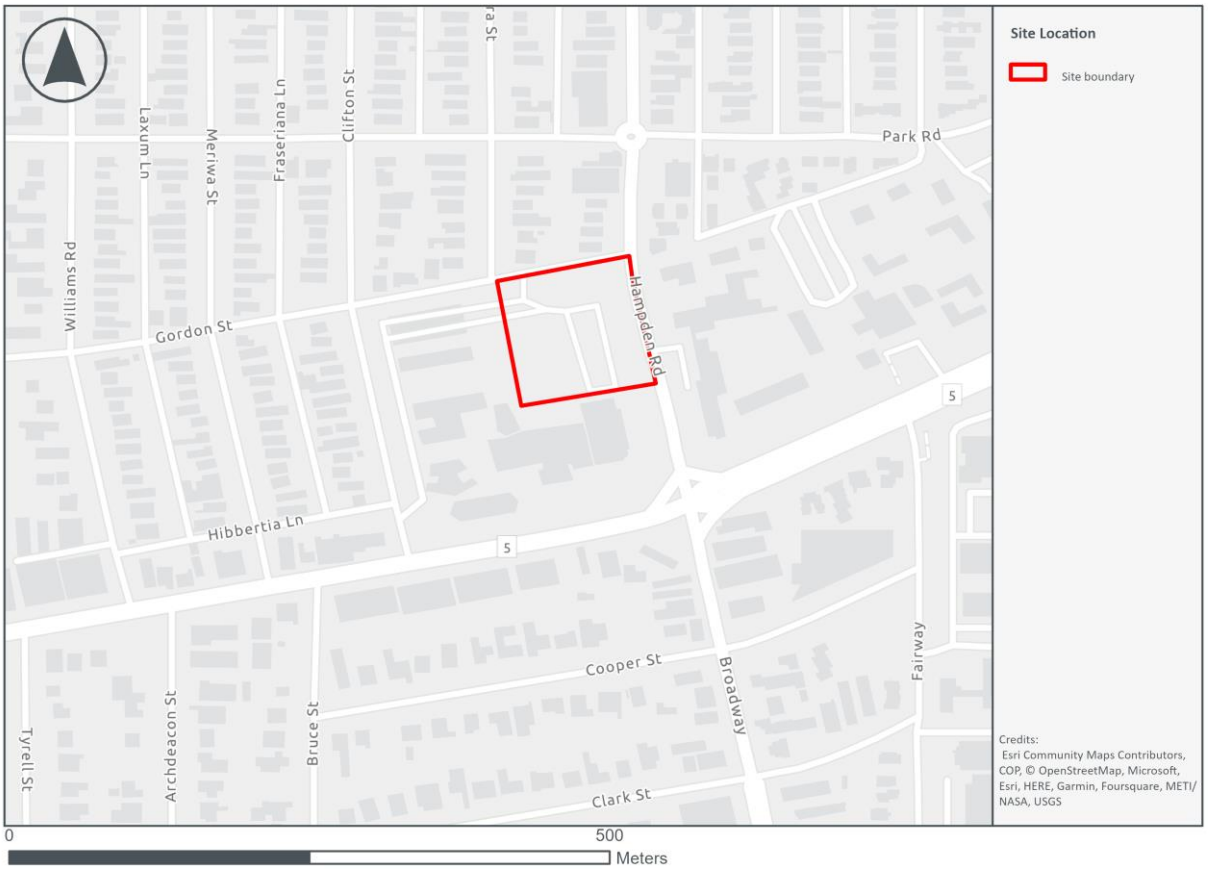
1 Introduction / Background

1.1.1 This Transport Impact Statement (TIS) has been prepared by PJA on behalf of the University of Western Australia (UWA), in relation to a proposed development on land at 22 Gordon Street, within the suburb of Nedlands in the City of Perth. The development site is located on the northeast corner of 22 Gordon Street (Lot 8235 on Deposited Plan 189683) and is immediately adjacent to the intersection between Hampden Road and Gordon Street. This report will form part of the Development Application package to support the approval for the development.

1.1.2 The proposed development site will comprise 844-bed student accommodation with an associated commercial floorspace including office space. The development site location is displayed in Figure 1-1.

Figure 1-1: Development Site Location



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1.2 Purpose of the Report

1.2.1 The Western Australian Planning Commission (WAPC) recommends the level of assessment that is necessary to be carried out depending on the likely traffic impact of a development proposal. Typically, any development that is expected to have a 'high' traffic impact which generates over 100 trips in the peak hour, is satisfied by a Traffic Impact Assessment (TIA). Any development that is expected to generate less than 100 trips in the peak hour requires a TIS to be undertaken. Both types of assessment consider the operation and layout of the development site, but they differ in their assessment of external traffic impact.

1.2.2 Therefore, based on the proposed development expected to generate a net increase of 25 two-way vehicle trips per hour (including of both the proposed PBSA and relocated/existing open air parking), it is expected there will be less than 100 trips generated in any given peak hour based on 'typical' trip generation rates, making a TIS appropriate.

1.2.3 This TIS briefly outlines the transport aspects surrounding the proposed operations. The intent of a TIS, as per the WAPC Guidelines, is to provide the approving authority with sufficient transport information to confirm that the applicant has adequately considered the transport aspects of the proposed development and that it would not have an adverse transport impact on the surrounding area.

1.2.4 In accordance with the WAPC Guidelines, this TIS outlines:

- Existing transport conditions proximate to the development site.
- Suitability of the proposed parking provision within the development site.
- The adequacy of the proposed development site layout.
- The traffic-generating characteristics of the proposed development.
- The anticipated impact of the proposed development on the surrounding movement network.

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2 Subject Development Site and Surrounds

2.1.1 The development site is located in the western suburb of Nedlands in Perth, and forms part of UWA. It is bound by Hampden Road to the east, Gordon Street to the north, and the area proposed for wider development as part of UWA to the southwest. The area in the vicinity comprises a wide range of land uses, including the wider UWA campus and residential dwellings.

2.2 Existing Land Use and Access Arrangements

2.2.1 Currently, the development site comprises the north east portion of the Nedlands Campus (22 Gordon Street) with ground-level parking. It consists of 214 parking spaces allocated as follows:

- 74 long-term spaces for UWA staff (red parking spaces)
- 140 long-term spaces for visitors and UWA students (yellow parking spaces)

2.2.2 There is a single vehicular access point to the development site:

- Gordon Street to the north of the development site, between Leura Street and Hampden Road

2.3 Existing Road Network

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

- **Primary Distributors:** 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. They are managed by Main Roads.
- **Regional Distributors:** 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.
- **Distributor A:** 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 property. They are managed by Local Government.
- **Distributor B:** Perform a similar function to Distributor A roads 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 more than originally intended. Distributor A and B roads run between land-use cells and not through them, forming a grid that would ideally be around 1.5km apart. They are managed by Local Government.

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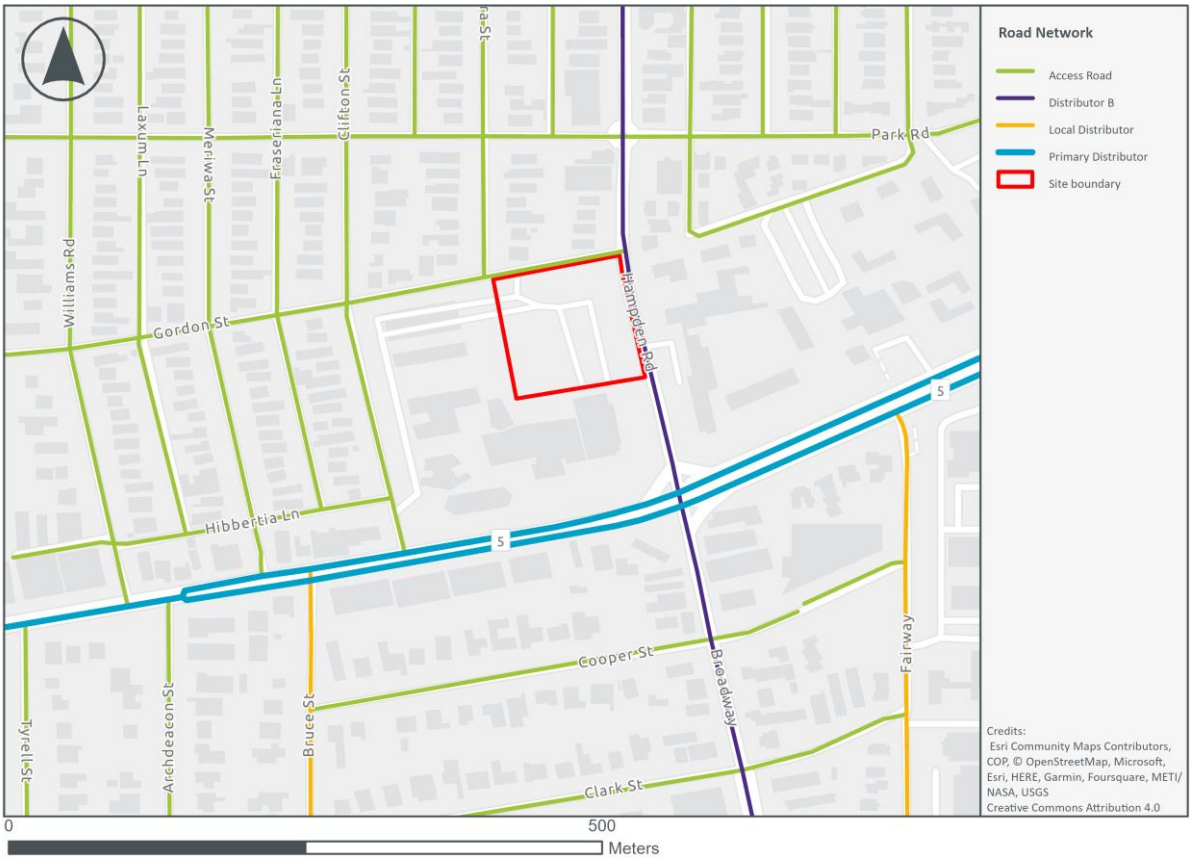
- **Local Distributors:** Carry traffic within a cell and link Distributors at the boundary to access roads. The route of the Local Distributor discourages through traffic so that the cell formed by the grid of Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks. They are managed by the Local government.
- **Access Roads:** Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are considered safer environments for bicycle riding and walking. They are managed by the Local government.

Figure 2-1: Existing Road Network



To the southeast of the development site lies the signalised four-way intersection of Stirling Highway/Broadway/Hampden Road, which has parallel pedestrian crossing facilities on all arms. All other intersections surrounding the development site are controlled with 'Stop' or 'Give Way' signs.

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Hampden Road

Hampden Road runs along the eastern border of the development site. It is a single-lane, two-way road with footpaths on both sides. There are parking spaces along the road. The road intersects with Stirling Highway and further south it becomes Broadway. The speed limit on Hampden Road is 50km/h near the development site, decreasing to 40km/h to the northeast. According to the Main Roads WA Road Hierarchy, it is classified as a Distributor B Road.

Gordon Street

Gordon Street is a single-lane, two-way road located to the north of the development site. It has a speed limit of 50km/h and is sealed, but there are no line markings. On the southern side, there are marked on-street parallel parking spaces. At junctions, there are 'Stop' signs, and there is a pedestrian pathway on the northern side of the road leading to the development site. Additionally, there is a pedestrian refuge island at the intersection of Gordon Street and Hampden Road. Gordon Street provides direct access to the development site with a clearly marked 25km/h entrance into the car park. It is classified as an Access Road in the Main Roads WA Road Hierarchy. There is a priority-controlled intersection of Leura Street, an access street, located between Clifton Street and Hampden Road, just west of the current and proposed car park crossover location.

Clifton Street

Clifton Street is a single-lane, two-way carriageway to the west of the development site. The road is sealed with no line markings but has marked parking bays (including a mixture of parallel and perpendicular spaces). There is a pedestrian pathway along both sides of the road. Clifton Street connects directly to Stirling Highway at its southern extent with a ‘Stop’ sign and by left turn only. It has a 50km/h speed limit and is defined as an Access Road in the Main Roads WA Road Hierarchy.

Stirling Highway

Stirling Highway runs northeast to southwest and connects Perth to Fremantle in Western Australia with a 60km/h speed limit. It is defined as a Primary Distributor in the Main Roads WA Road Hierarchy and there are regular street lighting and pedestrian pathways along both sides of the highway.

Stirling Highway can be accessed from Clifton Street or Hampden Road.

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3 Proposed Development

3.1.1 The proposals for the development on the land at 22 Gordon Street include a 14-storey building (ground level, plus 12 accommodation levels and rooftop plant & amenities level above), which will house the following:

- 844-bed student accommodation (in various combinations from a single bed to multiple bedrooms)
- One two-bedroom apartment for the caretaker
- Commercial space ~620m^2
- PBSA offices/meeting room ~190m^2
- Café ~90m^2
- Rooftop Student Amenity Space
- Level 1 Amenities (study areas/lounges/games room/dining/kitchen for student use only)
- Waste services with pump room
- 20 car park spaces at ground level for commercial/PBSA/café within the building structure
- 90 open-air car park spaces for University of Western Australia staff and students/long-term visitors located west of the building structure
- Cycle parking for 133 bikes.

3.1.2 A plan layout of the external and internal ground-level parking shown below in Figure 3-1.

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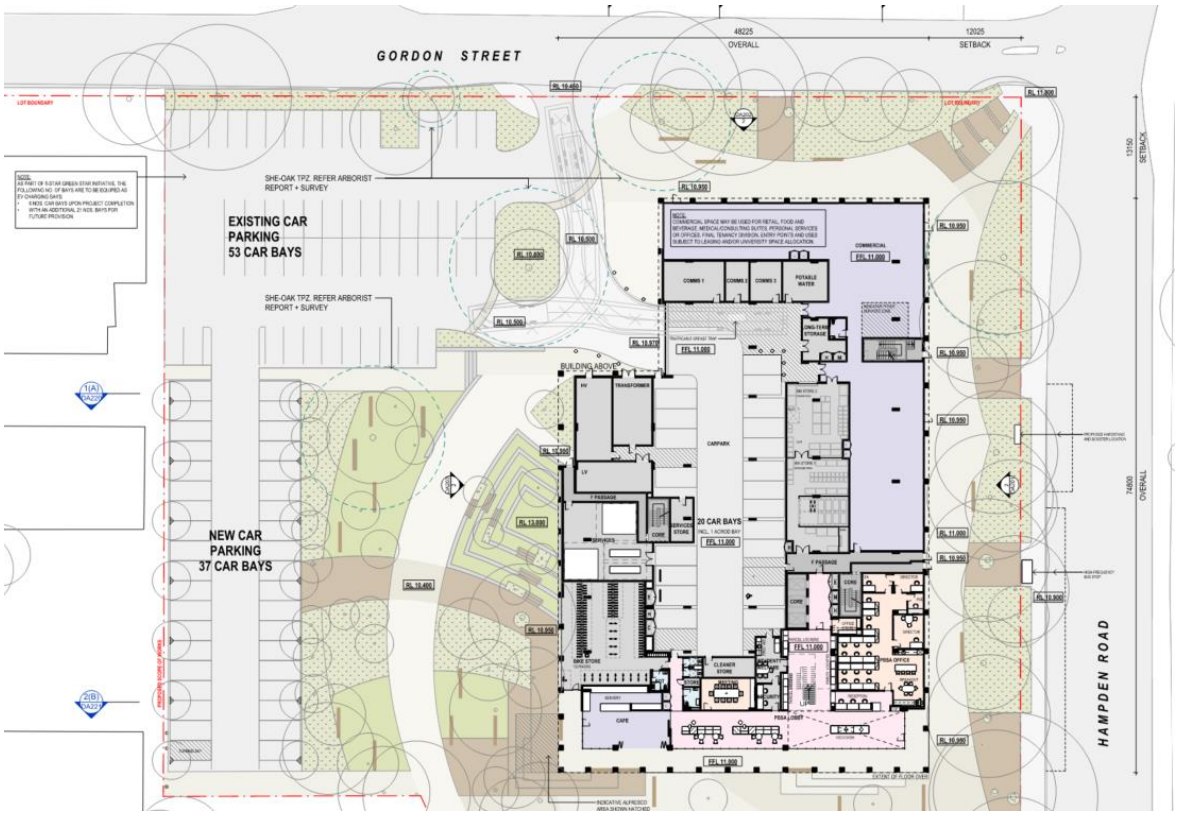
Figure 3-1: External & Internal Parking Layout



Source: Ground Floor Plan DA100 Rev A (Plus Architecture 1/11/2024)

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4 Vehicular Access and Parking

4.1 Access Arrangements

4.1.1 Direct access to the car park for the development site is proposed to be via the existing access from Gordon Street. This access is to serve all parking within the building and outside.

4.1.2 The vehicles expected to access the development site regularly are cars and cycles of staff and students, as well as refuse vehicles.

4.2 Parking Provision

4.2.1 To accommodate development site users, it is proposed that parking will be provided as follows:

- 20 car parking spaces within the building for a mixture of short-term visitor and long-term tenants/staff parking.
- 90 car park spaces in the open-air ground-level parking area for longer-term parking for UWA staff, students and long-term visitors.

4.2.2 Additionally, the roads adjacent to the development site have existing on-street parking which could accommodate demand such as delivery vehicles and other parking requirements. Approximately 12 cars can park on Gordon Street along the proposed development frontage.

4.2.3 Parking at ground level for visitors/patrons will be in line with Class 3 based on the Standards Australia for Off-Street Parking (AS/NZS 2890.1: 2004), following the following minimum dimensions:

- 2.6m width
- 5.4m length
- 5.8m aisle width.

4.2.4 Parking at ground level for employees/staff will be in line with Class 1/1A based on the Standards Australia for Off-Street Parking (AS/NZS 2890.1: 2004), following the following minimum dimensions:

- 2.4m width
- 5.4m length
- 5.8m aisle width.

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Cycling Facilities

4.2.5 The development site will be accessible by bikes via the same access point as vehicles from Gordon Street.

4.2.6 As the development site is reserved under the Metropolitan Region Scheme 9MRS) the City of Perth's planning scheme does not technically apply to the development site

4.2.7 However, as a reference point the City's Planning Scheme No. 2 Planning Policy Manual – Part 1, Section 5.3 (Bike Parking and End of Journey Facilities) has been used as guidance, and this indicates 115 parking spaces could be provided for cycle parking.

4.2.8 The student accommodation is a custom development (mostly single bedrooms), and the parking rates required by the above policy are at a rate of one space per three multiple dwelling units (with a combination of one, two, and three bedrooms with multiple beds possible in each room). For the conversion of units to beds, a factor of 2.5 has been applied, meaning a unit would have about 2.5 beds, so the equivalent parking rate is approximately 1 space per 7.5 beds.

4.2.9 Cycle parking is proposed to be provided on both the ground level of the development site in the adjacent public realm for short stays/visitors and inside the building for long stays for residents and employees. The proposal includes 133 bike racks within the student accommodation building, which exceeds the above noted number for tenants and residents with further bike parking provided within an external bike shelter.

Pedestrian Facilities

4.2.10 Pedestrians will be able to access the development site via several direct accesses into the building.

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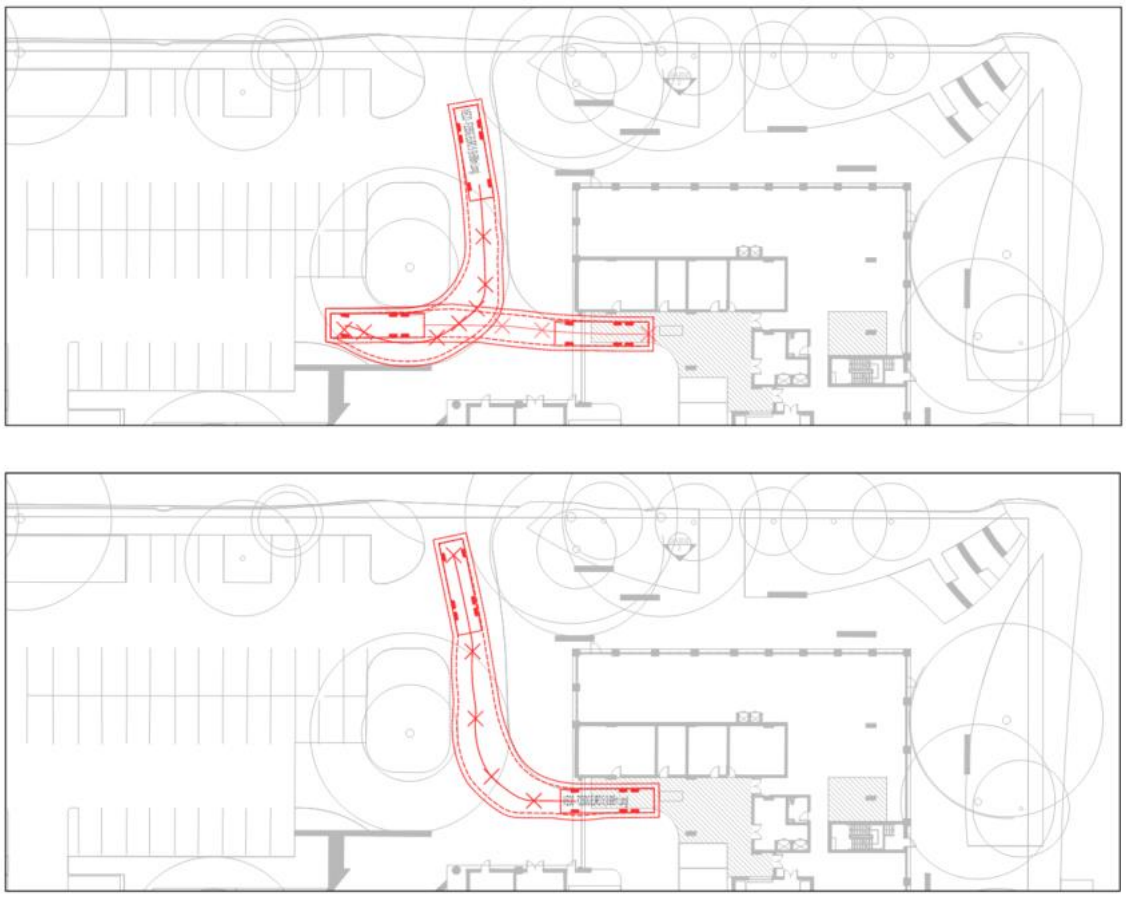
5 Provision for Service Vehicles

5.1 Waste Collection

5.1.1 Refuse vehicles will access the development site via the vehicle access point on Gordon Street.

5.1.2 The vehicle will be able to turn within the ground floor parking area, designed to accommodate 10.2m long rear loading waste vehicles to enter in forward gear, reverse into the loading area, and exit in forward gear. Swept path movements of this vehicle are shown below.

Figure 5-1: Waste Vehicle Swept Paths



Source: Plus Architecture (October 2024)

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5.2 Emergency Service Vehicles

5.2.1 The development site provides sufficient space to accommodate emergency service vehicles and enable an ambulance to turn within the development site.

5.3 Deliveries and Other Servicing

5.3.1 Deliveries and other servicing vehicles could stop on Gordon Street or may enter the development site and use the service bay area to unload.

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6 Daily Traffic Volumes and Vehicle Types

6.1 Daily or Peak Hour Traffic Condition

6.1.1 Traffic generation rates have been developed from first principles to determine the impact that the development will have on existing surrounding roads and traffic.

6.1.2 The current development site contains 214 parking spaces consisting of:

- 74 long-term for UWA staff
- 140 long-term for UWA students/visitors

6.1.3 Traffic surveys undertaken on the access show that the existing UWA use generates approximately 100 two-way vehicle trips per hour in the AM and PM peak at the current development site at a rate of 0.47 trips per bay.

6.1.4 The proposed development includes 90 car park spaces for longer-term UWA staff and student/visitor parking. Assuming that the existing trip rate of 0.47 two-way trips per space is maintained, this parking would generate approximately 40-45 two-way vehicle trips in the peak hours.

6.1.5 The use of the commercial floorspace has been assumed to be a medical centre for the purposes of deriving an appropriate traffic generation rate. This use was adopted in discussion with UWA as the use is expected to generate the highest traffic flows for the commercial floorspace. This would typically have patients attending the development site for 30 minutes at a time and thus lead to a high turn-over of the short-term parking spaces within the ground-level building envelope.

6.1.6 The development proposes to have 20 car parking spaces at ground level for the use of the commercial tenancy (assumed to be a medical centre for assessment purposes), cafe and PBSA offices. If all bays were to operate as short-term bays the ground-level spaces would be expected to have an average duration of stay of 30 minutes (with one bay for very short-term drop-off/pick-up), generating approximately 80 two-way vehicle trips per hour assuming the car park is at full occupancy.

6.1.7 In total, it is expected that there will be a maximum of 125 total two-way peak hour vehicle trips generated by the proposal, resulting in a net increase of 25 trips compared to the current development site.

6.1.8 It is worth noting that this is expected to be an overestimate of the AM peak traffic flows, with the medical centre opening after the road network AM peak.

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6.2 Types of Vehicles

6.2.1 The proposed development site is expected to be accessed by cars of staff and students, those accessing commercial land use, and refuse vehicles for servicing purposes.

6.3 Traffic Impacts

6.3.1 The development site is anticipated to generate a maximum of 125 two-way vehicle trips in both the AM and PM peak hours, equating to a total net increase of 25 trips, this based on the commercial space being utilised as a medical centre, the highest expected trip generator for this space. The impact of this level of trips on the local highway network would be minimal. To assess the impacts on the road network, Sidra Intersection was utilised to model the crossover onto Gordon Street and the intersection of Gordon Street with Hampden Road. Both of these were modelled in the PM peak, where traffic flows are expected to be the highest for both the car park use and the commercial space.

6.3.2 If the commercial floorspace was to be used as an alternate use, the expected traffic flows for various uses would be similar to below:

- Food Retail Shop 15-65 trips per hour in the peak period
- Non-Food Retail Shop 10-25 trips per hour in the peak period
- Office Space 10-15 trips per hour in the peak period
- Medical Centre approximately 80 trips per hour in the peak period

6.3.3 As can be seen, the adoption of a medical centre use would lead to the highest expected flows for the development site due to high turnover of the parking spaces.

6.3.4 If the commercial floorspace was to be used as food retail the traffic generation in the busiest PM peak would be very similar to the current traffic flows.

6.3.5 If an office use was to be adopted, the traffic flows would be about 50 trips per hour less, compared to current flow to and from the parking areas.

6.4 Impact on Intersections

The SIDRA Intersection capacity results for each approach are presented in the form of Degree of Saturation (DOS), Average Delay, Level of Service (LOS), and 95th Percentile Queue across various assessment scenarios. These characteristics are defined as follows:

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- **Degree of Saturation (DOS):** This is the ratio of the arrival traffic flow to the capacity of the approach during the same period. If DOS > 0.80, the theoretical intersection capacity is exceeded for an un-signalised intersection.
- **95th Percentile Queue:** This is a statistical estimate of the queue length up to or below which 95% of all observed queues would be expected.
- **Average Delay:** This is the average of all travel time delays for vehicles through the intersection. An unsignalised intersection is considered to be operating at capacity if the average delay exceeds 45 seconds for any movement.
- **Level of Service (LOS):** This is a qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers.

6.5 Assessment Results - Scenario One: Operation of Existing Layout – 'Without Development':

6.5.1 Under Scenario One, the following intersections have been assessed in SIDRA Intersection and the results are presented in Tables 6-1 to 6-3.

- Gordon Street crossover access/degree – 3-way priority-controlled T-intersection.
- Gordon Street/Hampden Road – 3-way priority-controlled T-intersection.
- Stirling Highway/Hampden Road/Broadway – 4-way traffic signal-controlled intersection

6.5.2 The phase sequence for the intersection is currently:

- Phase A: Through Movements on Stirling Highway
- Phase D: Split Through and Right turns from Hampden Road
- Phase E: Split Through and Right Tuns from Broadway
- Phase F: Diamond turns on Stirling Highway

6.5.3 For the signalised intersection, the phase times and cycle time have been based on current typical timings (received from Main Roads WA) during a 4:30 to 5:50pm peak period, these timings typically being:

- Phase A 58s
- Phase D 24s
- Phase E 32s
- Phase F 23s

Cycle Time 137s

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Table 6-1: Scenario One – Performance Results – Gordon Street/Car Park Intersection

Period	Approach	DoS	LoS	Av. Delay (s)	95th %ile Q (m)
PM Peak	S: Car Park	**0.07**	A	**5**	**2**
	E: Gordon St	0.03	A	1	0
	W: Gordon St	0.03	A	0.4	0.1
	Intersection	0.07	A	3	2

Table 6-2: Scenario One – Performance Results – Gordon Street/Hampden Road Intersection

Period	Approach	DoS	LoS	Av. Delay (s)	95th %ile Q (m)
PM Peak	S: Hampden Rd	**0.23**	A	**1**	**0**
	N: Hampden Rd RT	0.02	A	6	0.6
	W: Gordon St	**0.42**	**B**	11	**8**
	Intersection	0.42	B	2	8

Table 6-3: Scenario One – Performance Results – Gordon Street/Hampden Road Intersection

Period	Approach	DoS	LoS	Av. Delay (s)	95th %ile Q (m)
PM Peak	S: Broadway	0.79	F	90	93
	E: Stirling Hwy	**0.88**	C	28	**280**
	N: Hampden Rd RT	0.88	E	66	124
	W: Stirling Hwy	0.84	E	67	272
	Intersection	0.88	D	52	280

6.5.4 The data indicates that both the crossover on Gordon Street and the intersection of Gordon Street with Hampden Road function well during the evening peak hour. There are minor delays for the vehicles exiting Gordon Street onto Hampden Road, mainly because most of the traffic leaving Gordon Street require a turn right and back towards Stirling Highway. Additionally, the signalised intersection at Stirling Highway operates effectively, with queues on the northern approach to Stirling Highway not reaching Gordon Street, and therefore not typically obstructing the right turn from Gordon Street into Hampden Road.

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6.6 Assessment Results - Scenario Two: Operation of Existing Layout – 'With Development':

6.6.1 Under Scenario Two, the traffic impact of the development has been evaluated using SIDRA Intersection. This assessment takes into account a 57% reduction in traffic flows to and from the car park during the PM peak period, as the number of open-air parking spaces are proposed to decrease from 214 to 90. Additionally, it includes the expected traffic generated by the commercial floor space within the development site, estimated to be around 80 trips per hour during the PM peak. The findings are detailed in Tables 6-4 to 6-6. To ensure a comprehensive assessment, we have considered an additional 40 vehicular movements during peak periods, which is almost double the expected net increase in traffic flows resulting from the proposed development.

- Gordon Street crossover access/degree – 3-way priority-controlled T-intersection.
- Gordon Street/Hampden Road – 3-way priority-controlled T-intersection.
- Stirling Highway/Hampden Road/Broadway – 4-way traffic signal-controlled intersection

6.6.2 The phases, phase and cycle timings have been assumed to remain the same as currently in operation at the intersection.

Table 6-4: Scenario Two – Performance Results – Gordon Street/Car Park Intersection

Period	Approach	DoS	LoS	Av. Delay (s)	95th %ile Q (m)
PM Peak	S: Car Park	**0.08**	A	**5**	**2**
	E: Gordon St	0.05	A	3	0
	W: Gordon St	0.03	A	1	0.5
	Intersection	0.08	A	3	2

Table 6-5: Scenario Two – Performance Results – Gordon Street/Hampden Road Intersection

Period	Approach	DoS	LoS	Av. Delay (s)	95th %ile Q (m)
PM Peak	S: Hampden Rd	**0.24**	A	**1**	**0**
	N: Hampden Rd RT	0.02	A	6	0.8
	W: Gordon St	**0.42**	**B**	11	**8**
	Intersection	0.42	B	2	8

Table 6-6: Scenario One – Performance Results – Gordon Street/Hampden Road Intersection

Period	Approach	DoS	LoS	Av. Delay (s)	95th %ile Q (m)
PM Peak	S: Broadway	0.79	F	90	93
	E: Stirling Hwy	**0.88**	C	28	**280**
	N: Hampden Rd RT	0.88	E	66	124
	W: Stirling Hwy	0.84	E	67	272
	Intersection	0.88	D	52	280

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6.6.3 The above shows that both the crossover on Gordon Street and the intersection of Gordon Street with Hampden Road will continue to work well in the PM peak. There are minor delays for the exit from Gordon Street into Hampden Road, this is a result of most of the traffic exiting Gordon Street turning right to head back towards Stirling Highway. There is very little difference in traffic impact of the current car park use on the development site with the proposed development incorporating about half of the student/staff parking and new patron parking for the commercial floorspace within the building.

6.6.4 The signalised intersection at Stirling Highway, is expected to operate in an almost identical manner as it currently does. There are no noted differences in the analysis performance and from a user perspective, the intersection should appear to operate identically to the way it presently does.

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7 Traffic Management on the Frontage Streets

7.1.1 As previously discussed in section 2.3, Gordon Street is an Access Road that is sealed with marked on-street parking, a pedestrian pathway, and a speed limit of 50km/h. Given the nature of the proposed development, there is no requirement for Gordon Street to be upgraded.

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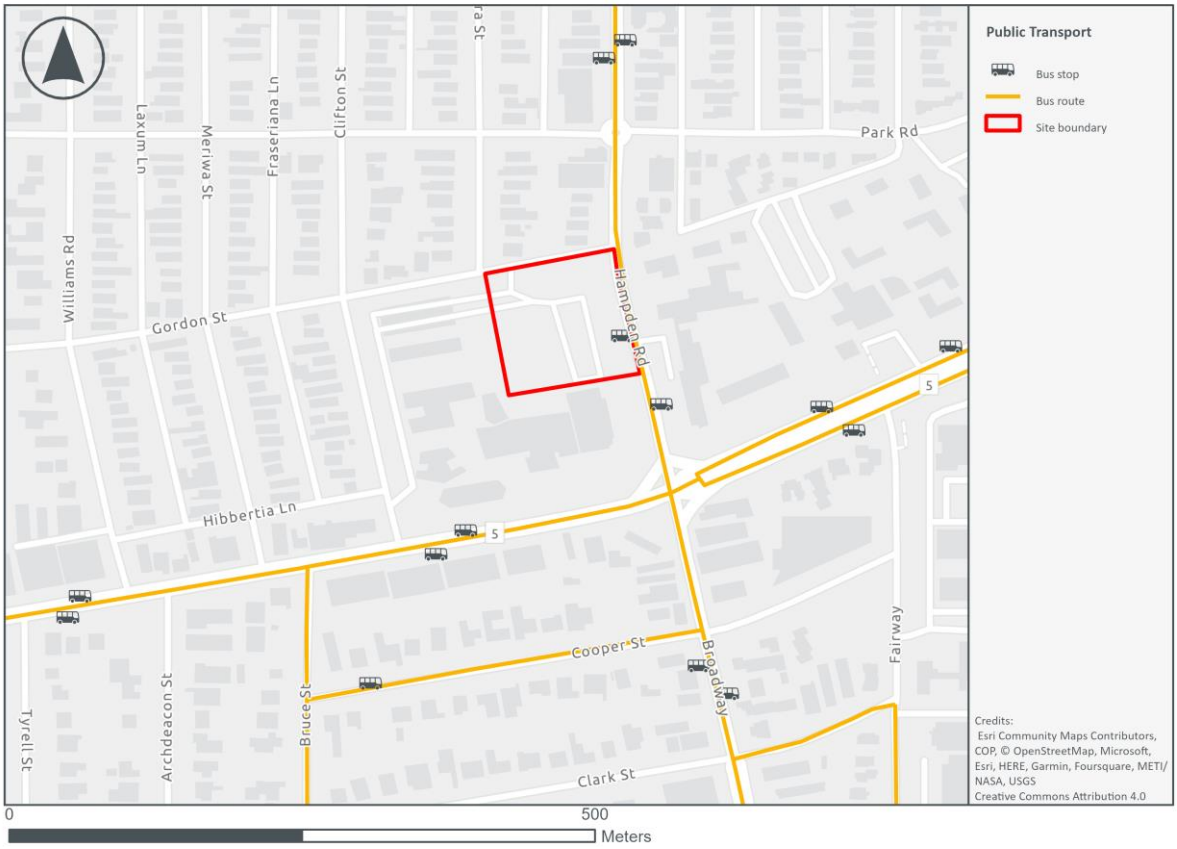
8 Public Transport Access

8.1 Public Transport

8.1.1 The development site is in an accessible location in the suburb of Nedlands, with good access to public transport facilities. Figure 8-1 displays the public transport access within the vicinity of the development site.

Figure 8-1: Existing Bus Stops/Routes and Railway Stations



Accessibility by Bus

8.1.2 The development site is within close proximity of bus stops on Hampden Road, which are located immediately adjacent to the development site. These stops provide high-frequency bus routes to and from the Perth CBD by Transperth services which can allow for further onward travel. A summary of the services is provided in Table 8-1.

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Table 8-1: Bus Services from Hampden Road South

Bus	Route	Weekday		Weekend		
		Operation Hours	Frequency Peak Hour	Operation Hours		Frequency Peak Hour
				Saturday	Sunday	
Purple CAT	Elizabeth Quay Bus Station - UWA	05:00 - 23:35	6	06:50 - 21:40	07:20 – 21:40	4
24	Claremont – East Perth	05:08 – 24:14	4	07:02 – 23:43	08:04 - 22:34	2
950	Nedlands - Morley	04:33 – 01:29	20	05:05 – 01:38	05:36 – 24:21	6
95	Glendalough - Subiaco	08:15 – 15:28	2	No Services		
96	University of WA South - Leederville	05:57 – 20:21	7	No Services		
97	UWA - Subiaco	06:10 – 19:30	4	No Services		
103	Perth - Claremont	05:44 – 18:53	2	No Services		

Accessibility by Rail

8.1.3 The nearest train station to the development site is Karrakatta Railway Station, which is located 3 km from the development site. It can be reached by a five-minute drive, an eight-minute cycle, a 28-minute walk, or a seven-minute bus journey followed by a 16-minute walk. The Airport Line stops at this station, providing direct access to Perth CBD and Perth Airport in 38 minutes.

Table 8-2: Railway Services from Karrakatta Railway Station

Line	Route	Frequency Peak Hour
Airport Line	High Wycombe - Claremont	5
Fremantle Line	Fremantle - Perth	10

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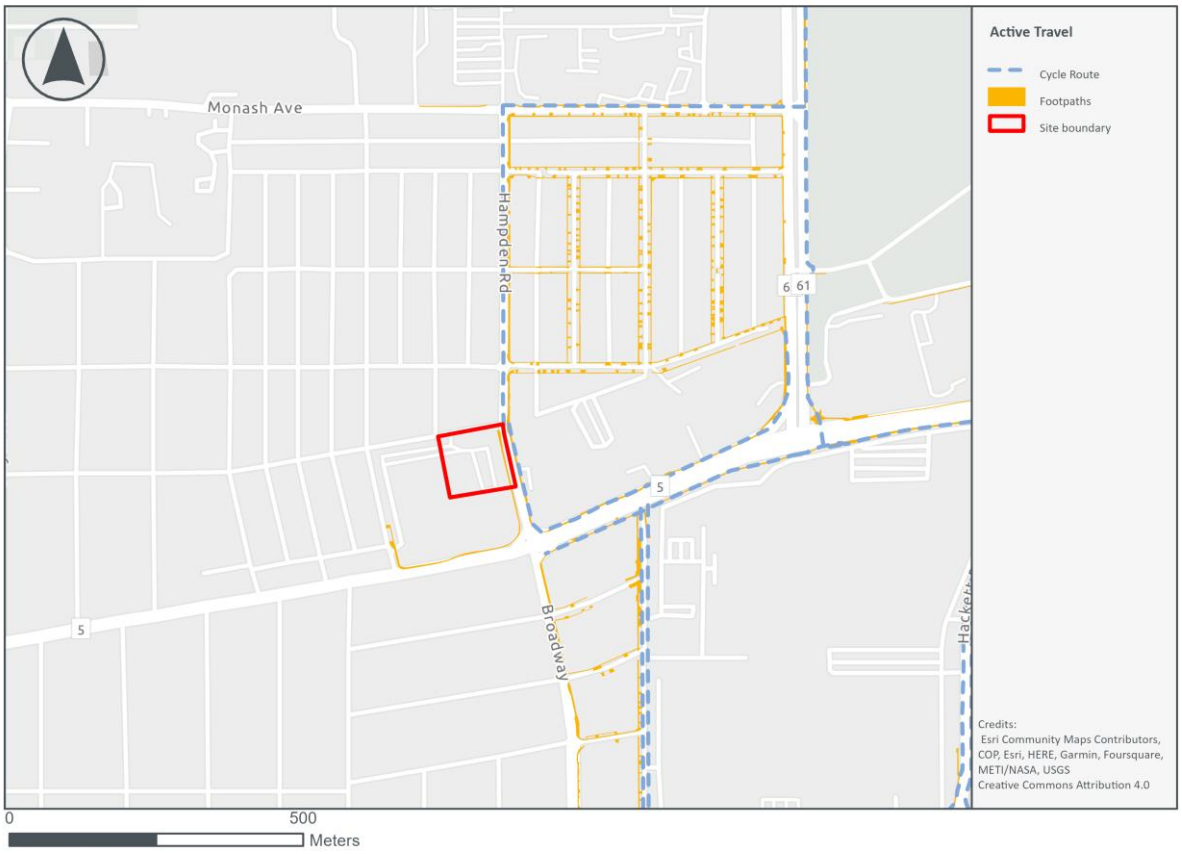
9 Active Transport

9.1.1 There is existing pedestrian and cycle infrastructure within and around the surrounding area of the development site.

9.1.2 Figure 9-1 displays the existing walking and cycling routes in the surrounding area of the development site.

Figure 9-1: Cycle and Pedestrian Network



Cycling Access

9.1.3 Gordon Street, which borders the north of the development site, is located on the Perth Bicycle Network (PBN) NW15 route. The route connects Kings Park and Botanic Gardens to the suburb of Claremont, which intersects with route NW2 which subsequently provides a route to the suburb of Swanbourne.

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Pedestrian Access

9.1.4 The proposed building will have several pedestrian access points directly into them. There are existing pedestrian pathways on the roads next to the development site, as well as a pedestrian refuge island on Gordon Street and crossings at the Hampden Road/Stirling Highway intersection. This will provide extensive pedestrian access, connecting the development site to the surrounding area for pedestrians.

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10 Development Site Specific Issues

10.1.1 The proposed development is currently not within the Perth Parking Management Area and is thus not covered by the Perth Parking Policy. Also, the development site is reserved under the MRS and the City of Perth planning scheme does not apply. However, as a reference point, the City of Perth Planning Scheme No. 2 contains within it a Policy Manual, within which is a Parking Policy that guides the amount of parking that could be provided.

10.1.2 Outside the Perth Parking Management Area, parking for User Groups other than the 'Residential' User Group should be provided to adequately cater for the car parking demand generated by the proposed development as determined by the local government.

10.1.3 The proposed development does not have a specific requirement for the amount of parking spaces to be provided on-site. Since the development mainly consists of student accommodation targeted towards overseas and interstate students, it is anticipated that there will be minimal parking demand from the students residing there. However, there will still be a need for parking spaces to accommodate current on-site parking and to meet the demand for the commercial floorspace, café, and PBSA office spaces.

10.1.4 The current parking within the development site consists of a mix of both student/visitor and staff-permitted parking.

10.1.5 The development will include the retention of current parking and provide some replacement parking for the staff and student parking, within an expanded ground-level car park west of the building. This area could also be used by tenants of the building including PBSA staff, café staff, and commercial floorspace staff.

10.1.6 The parking area inside the building will be designated for short-term parking for visitors/patrons to the commercial/café/PBSA office spaces as well as longer-term staff parking for the commercial/café/PBSA office tenants/staff. Time restrictions should be placed on the short-term visitor/patron parking to prevent long-term parking. One approach could be to offer one hour of free parking, with a maximum limit of two hours. As noted, the parking area will accommodate commercial/café/PBSA office staff parking, which will be shared among PBSA, café, and commercial staff.

10.1.7 The number of parking spaces proposed for the ground level, 20, is considered appropriate.

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10.1.8 Based on the assumption that the commercial floorspace would be utilised as a medical centre (this leading to the highest traffic generation flows for the development site), assessing the 620m^2 floor area and referencing demand survey references, from the publication Parking Generation (ITE) for Land Use: 720 medical-dental office building, there is an expected peak parking demand of approximately 21-22 cars parked at a peak time, around the middle of the day. If there is an allowance for a lower car mode due to the centre being located on Stirling Highway and students may well be a high clientele group (and thus may not need to drive and park on-site), the above peak parking demand is expected to reduce by about 20% to approximately 19-20 cars.

10.1.9 However, there is expected to be additional parking demand within the building. Adding two spaces for the PBSA and two for the café, there is then expected to be approximately 23-24 cars parked at peak time.

10.1.10 This parking for the PBSA and café can occur within the adjacent parking and is suggested to be managed by having a shorter parking time, reduced from the current longer-term parking to something closer to one hour. This is referenced for the consideration of the City of Perth/UWA.

10.1.11 This parking demand will be further reduced through the dedication of a parking bay within the building car park for purely pick-up/drop-off. There is also the opportunity to dedicate a bay on-street for a similar use. It is expected that one or two spaces might be required under peak parking demands.

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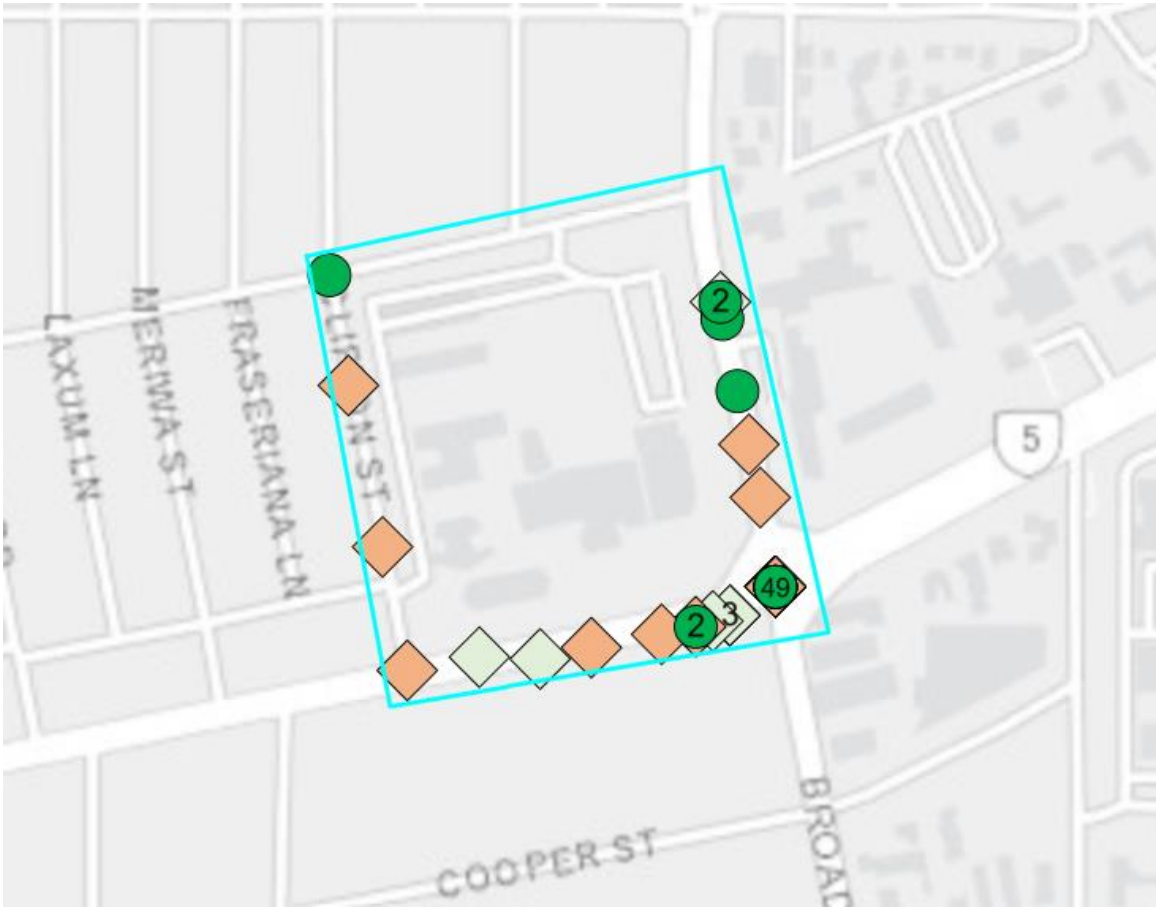
11 Safety Issues

11.1.1 A review of crash history has been undertaken from the Main Roads WA Crash Information map on streets in the vicinity of the proposed development site. Crashes in the vicinity of the development site were identified and recorded for the last five years to December 2023. The locations and crash severity are indicated in Figure 11-1.

Figure 11-1: Collisions in the Vicinity of the Development Site



Source: Main Roads WA CrashMap

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11.1.2 Of the crashes, the following observations have been made:

- Gordon Street had one 'Medical' severity collision involving two vehicles at the intersection of Clifton Street. No other collisions were recorded on Gordon Street.
- Hampden Road had six collisions, three of which resulted in 'Property Damage Only' (PDO), and three were of 'Medical' severity. These collisions did not show any clear crash causation trend and mostly involved vehicles leaving driveways or parking areas.
- Clifton Road recorded two collisions, both of which resulted in minor property damage only (PDO) and were both due to driveways or parking incidents.
- Within the study area section of Stirling Highway, there were 11 crashes recorded over the last five years. Ten of these were recorded as PDO, and one was of 'Medical' severity, caused by a situation involving a bike and a vehicle entering or leaving a driveway.
- There is a cluster of 49 collisions that have occurred at the Stirling Highway / Broadway / Hampden Rd intersection.

11.1.3 Out of the 49 collisions that have occurred in this location, there were 41 PDO crashes with 47 crashes involving rear-end/side-swipe type crashes. There were only two hit-impact crashes, one involving a pedestrian and the other a right-turn-through crash. The annual crash rate has decreased from 14 in 2019 to 7 in 2023.

11.1.4 There were no recorded crashes at the intersection of Gordon Street and Hampden Road (the most likely approach route to the development site), as well as no recorded crashes on Gordon Street in the vicinity of the proposed development.

11.1.5 The anticipated rise in traffic to and from the planned development site is not projected to elevate the current crash rates in the surrounding area. The net increase of 25 trips equates to less than 1 additional trip every 2 minutes during peak hours and is not expected to result in a significant or noticeable increase in traffic crashes.

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12 Summary

12.1.1 The following Transport Impact Statement (TIS) has been prepared by PJA on behalf of the University of Western Australia for a proposed development on 22 Gordon Street in Nedlands. The development proposal includes the following components:

- 844-bed student accommodation with various room options
- One two-bedroom apartment for the caretaker
- Approximately 620m^2 of commercial space
- PBSA offices/meeting room covering approximately 190m^2
- A 90m^2 café
- Rooftop Student Amenity Space
- Level 1 amenities such as study areas, lounges, games room, dining, and kitchen for student use only
- Waste services with pump room
- 20 ground-level car park spaces for commercial/office/café visitors/patrons/staff/tenants within the building structure including one accessible bay and one car space for very short-term drop-off/pick-ups
- Loading bay area for one service vehicle/truck
- 90 car park spaces for University of Western Australia staff and students located west of the building structure
- Parking for 133 bikes within the building and further bike parking within an external bike shelter

12.1.2 The proposal is expected to result in a net increase of approximately 25 peak-hour two-way vehicle trips compared to the current generation of the car park on the development site. The traffic impacts are anticipated to be similar to the current impacts of the existing car park, with minimal delay and queuing during the busiest PM peak period. Given the low vehicular volumes on adjacent roads and accessibility to Perth Bicycle Network routes, cyclists will have the ability to cycle within the surrounding roads.

12.1.3 The proposed development will have direct pedestrian access, with existing pedestrian pathways on adjacent roads and a pedestrian refuge island on Gordon Street.

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8.6 PD06.01.25 Deed of Assignment, Novation and Variation 22 Jutland Parade, Dalkeith

PD06.01.25	**Request for Consent for CEO to sign – Deed of Assignment, Novation and Variation 22 Jutland Parade Dalkieth**

Meeting & Date	Council Meeting – 29th January 2025
Applicant	Soo Kiang Teo and Josephine Rebekah Teo
Employee Disclosure under section 5.70 Local Government Act 1995	The author, reviewers and authoriser of this report declare they have no financial or impartiality interest with this matter. There is no financial or personal relationship between City staff involved in the preparation of this report and the proponents or their consultants.
Report Author	Bruce Thompson – Director Planning and Development
Director	Bruce Thompson – Director Planning and Development
Attachments	1. Deed of Assignment, Novation and Variation 22 Jutland Parade, Dalkieth

Purpose

The purpose of this report is for Council to consider the request for consent for the CEO to sign a Deed of Assignment, Novation and Variation 22 Jutland Parade, Dalkieth.

Recommendation

That Council in accordance with the City of Nedlands Register of Delegated Authority, CONSENTS to the CEO, signing the Deed, authorising

- **the amendment of the Original Deed by the Variation Deed (attached)**
- **and is novated and assigned from the Assignor to the new Purchaser**
- **and requirs wall removal works, reinstating the verge to it's original boundary, after settlement within the timelines stated in the Deed.**

Voting Requirement

Simple Majority.

.

The decision must be made in a manner that is impartial, free from bias, and in accordance with the principles of natural justice. The decision must be made in having regard to the

facts of the matter under consideration, and in accordance with the relevant laws and policies as they apply to that matter.

Discretionary considerations and judgments in the decision must be confined to those permitted to be considered under the laws and polices applicable to the matter and given such weight in making the decision as the relevant laws and polices permit them to be given.

Background

There is an Original Deed between Soo Kiang Teo and Josephine Rebekah Teo and the City of Nedlands dated 12 November 1991.

The Original Deed is amended by the Variation Deed (attached) and is novated and assigned from the Assignor to the new Purchaser such that:

the Purchaser replaces the Assignor under the Original Deed as amended by the Variation Deed.

The Variation Deed requires wall removal works, with the intent of reinstating the verge to it's original boundary, after settlement within the timelines stated in the Deed.

Wall Removal Works means the works required to

(a) remove the Wall;

(b) construct a suitable retaining wall on the boundary of the Property; and

(c) restore the Reserve to a condition consistent with the adjacent portions of the Adelma Road road reserve,

Land Details

Metropolitan Region Scheme Zone	NA
Local Planning Scheme Zone	Residential
R-Code	R 12.5
Land area	Lot 33 1426.6m2
Land Use	Residential
Use Class	'P' – Permitted Use

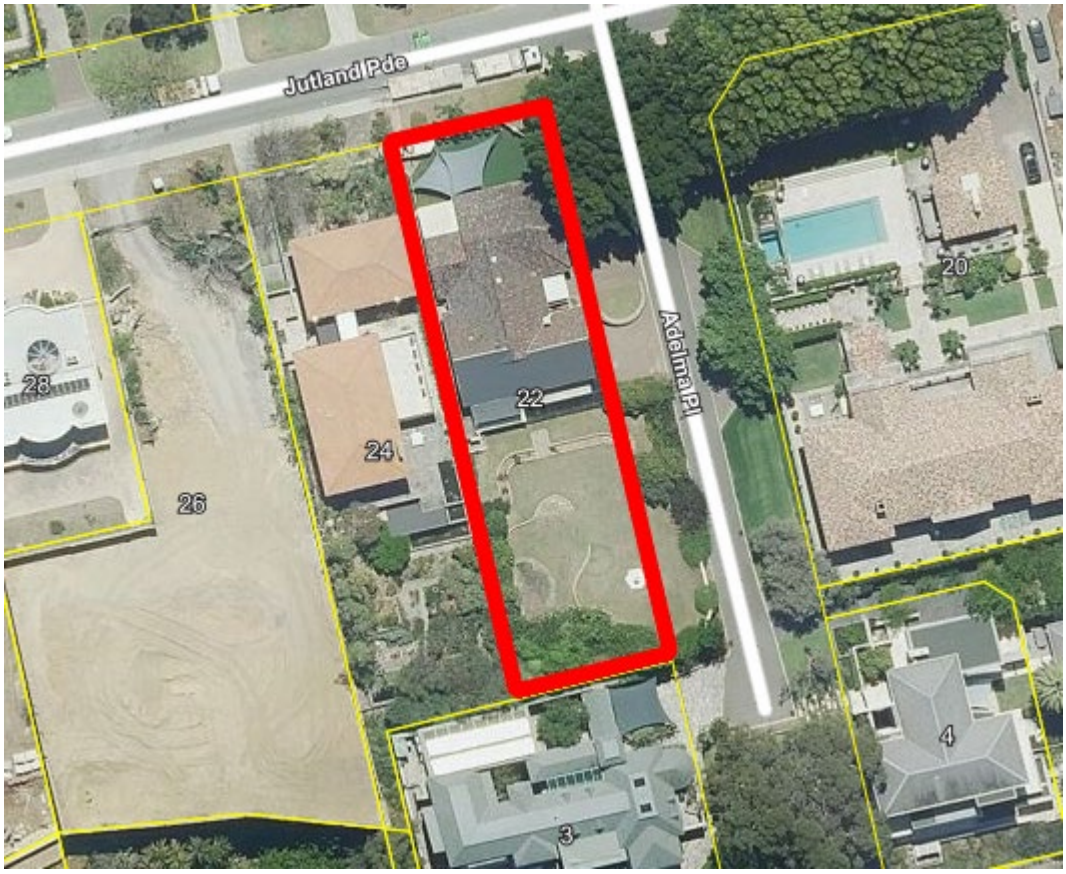

Figure 1: Aerial image

Budget/Financial Implications

Nil.

Conclusion

The application for the City to execute the Deed is recommended.

Accordingly, it is recommended that the request for consent for the CEO to sign, be approved by Council.

Further Information

Nil.

SQUIRE PATTON BOGGS

DATED 2025

SOO KIANG TEO AND JOSEPHINE REBEKAH TEO

and

CITY OF NEDLANDS

and

[*insert*]

Deed of Assignment, Novation and Variation
22 Jutland Parade, Dalkeith

Squire Patton Boggs (AU)
Level 11
125 St Georges Terrace
Perth WA 6000
DX 124 Perth
Australia

O +61 8 9429 7444
F +61 8 9429 7666

Reference: TEO.001-0001

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DETAILS

Date

Parties

Name	**Soo Kiang Teo and Josephine Rebekah Teo**
Short form name	**Assignor**
Notice details	**Address: [*insert*]** **Email: [*insert*]** **Attention: [*insert*]**

Name	**[*insert*]**
Short form name	**Purchaser**
Notice details	**[*insert*]** **Email: [*insert*]** **Attention: [*insert*]**

Name	**City of Nedlands**
Short form name	**Continuing Party**
Notice details	**Address:** 71 Stirling Highway, Nedlands, Western Australia 6009 **Email: [*insert*]** **Attention: [*insert*]**

Introduction

A The Continuing Party and the Assignor are parties to the Original Deed.

B Under the Original Deed, if the Assignor sells the Property the Assignor is to advise subsequent owners of the Original Deed.

C Under the Sale Contract, upon execution of this Variation Deed the Sale Contract becomes unconditional and subject to tender of the purchase price at settlement the Assignee will be entitled to be the registered proprietor of the Land, to which the Original Deed relates.

D The Continuing Party has expressed a desire to have the Wall removed in the immediate term at the cost of the owner of the Property and the Assignor wishes to resolve their rights and liabilities upon sale of the Property.

E The parties have agreed to:

(a) amend the terms of the Original Deed; and

(b) the assignment of the rights and novation of the obligations under the Original Deed as varied from the Assignor to the Purchaser,

on the terms contained in this Variation Deed on and from the Effective Date.

AGREED TERMS

1 DEFINED TERMS AND INTERPRETATION

1.1 Defined terms

In this deed:

Unless set out below or the context otherwise requires, the definition of each defined expression in this deed (including the Recitals) is the same as defined in the Original Deed, and in addition:

Effective Date means the date on which Settlement of the Property actually occurs under the Sale Contract.

Original Deed means the deed between Soo Kiang Teo and Josephine Rebekah Teo and the City of Nedlands dated 12 November 1991.

Sale Contract means the contract for the sale and purchase of the Property, between the Assignor (as seller) and the Assignee (as buyer) dated on or about_____2024 (*The parties authorise the Assignors solicitors to insert this date once known*).

Settlement means completion of the sale and purchase of the Property in accordance with the Sale Contract.

Variation Deed means this deed.

1.2 Interpretation

In this Variation Deed, unless the contrary intention appears:

(a) a reference to this Variation Deed, or any other instrument includes:

  (a) both express and implied terms, covenants and conditions of those documents; and

  (b) all variations, additions and deletions to the terms, covenants and conditions contained in those documents whenever effected;

(b) the singular includes the plural and vice versa, and a gender includes other genders;

(c) another grammatical form of a defined word or expression has a corresponding meaning;

(d) a reference to a clause, paragraph, information table, schedule or annexure is a reference to a clause or paragraph or the information table in, or a schedule or an annexure to, this licence and a reference to this licence includes the information table and any schedule or annexure;

(e) a reference to a document or instrument includes the document or instrument as novated, altered, supplemented or replaced from time to time;

(f) a reference to **A$**, **$A**, **dollar** or **$** is to Australian currency;

(g) a reference to time is to Western Australia, Australia time;

(h) a reference to a party is to a party to this licence, and a reference to a party to a document includes the party's executors, administrators, successors and permitted assigns and substitutes;

(i) a reference to a person includes a natural person, partnership, body corporate, association, governmental or local authority or agency or other entity;

(j) a reference to a statute, ordinance, code or other law includes regulations and other instruments under it and consolidations, amendments, re-enactments or replacements of any of them;

(k) a word or expression defined in the Corporations Act has the meaning given to it in the Corporations Act;

(l) the meaning of general words is not limited by specific examples introduced by **including**, **for example** or similar expressions;

(m) any agreement, representation, warranty or indemnity by two or more parties (including where two or more persons are included in the same defined term) binds them jointly and severally;

(n) any agreement, representation, warranty or indemnity in favour of two or more parties (including where two or more persons are included in the same defined term) is for the benefit of them jointly and severally;

(o) a rule of construction does not apply to the disadvantage of a party because the party was responsible for the preparation of this licence or any part of it; and

(p) if a day on or by which an obligation must be performed or an event must occur is not a Business Day, the obligation must be performed or the event must occur on or by the next Business Day.

1.3 Headings

Headings are for ease of reference only and do not affect interpretation.

2 VARIATION DEED OF NO EFFECT UNLESS SETTLEMENT HAS OCCURRED

The parties acknowledge and agree that the variation under clause 5 and the assignment and novation under clause 3, are conditional upon Settlement and if Settlement does not occur the Original Deed continues in full force and effect without any amendment, assignment or novation.

3 ASSIGNMENT AND NOVATION

With effect on and from the Effective Date:

(a) the Original Deed as amended by the Variation Deed is novated and assigned from the Assignor to the Purchaser such that:

(a) the Purchaser replaces the Assignor under the Original Deed as amended by the Variation Deed;

(b) a reference in the Original Deed as amended by the Variation Deed to the Assignor must be read as a reference to the Purchaser;

(c) the Purchaser is entitled to all of the rights to which the Assignor was entitled in relation to the Original Deed as amended by the Variation Deed, including rights which arose before the Effective Date and which arise or exist on or after the Effective Date;

(d) the Purchaser assumes all obligations of the Assignor under the Original Deed as amended by the Variation Deed which fall due for performance on and from the Effective Date; and

(e) the Purchaser agrees to perform and be bound by the obligations of the Assignor under the Original Deed as varied by this Variation Deed as fully and effectively as if the Assigneeor had been named in the Original Deed as varied by this Variation Deed in place of the Assignor.

4 CONSENT AND RELEASE

With effect on and from the Effective Date the Continuing Party:

(a) consents to the assignment and novation in clause 3;

(b) consents to the Purchaser becoming a party to the Original Deed as varied by this Variation Deed with effect on and from the Effective Date; and

(c) releases the Assignor with effect on and from the Effective Date from its obligations and liabilities under the Original Deed as varied by this Variation Deed arising on or after the Effective Date.

5 VARIATION OF DEED

(a) The parties agree that on and from the Effective Date the Original Deed will be varied in the following manner:

(a) insert the following defined terms in clause 1:

"***Approved Works Plans*** *means the Owners' plans and specifications for the Wall Removal Works as approved by the relevant Authority.*

Authority *means any government, statutory, public or other authority or body having jurisdiction over the Property or any matter or thing related to it.*

Authority Approval *means any approval from any relevant Authority necessary for the Owners to complete the Wall Removal Works."*

Effective Date *is the date on which [insert full name of Purchaser] is registered as the proprietor of the Property.*

Wall Removal Works *means the works required to*

(a) remove the Wall;

(b) *construct a suitable retaining wall on the boundary of the Property; and*

(c) *restore the Reserve to a condition consistent with the adjacent portions of the Adelma Road road reserve,*

***Works Completion Date** means [36 months from the Effective Date], or such subsequent date as extended by operation of clause 3A(d) or agreement of the parties."*

(b) at clause 3.3, add the words "*or subclause 3A*";

(c) insert clause 3A as follows:

"*3A* *(a)* *Within [~~12~~6 months of the Effective Date] the Owners must at their own cost make any development application and application for private works on a public thoroughfare necessary in order to undertake the Wall Removal Works and subject to clause 3A(b) thereafter progress in a timely manner at their cost those applications, any necessary building permit application or other Authority Approvals required with a view to successfully obtaining the Authority Approvals and completing the Wall Removal Works at their own cost within [~~24~~18 months of the Effective Date].*

(b) *Subject to all conditions on all Authority Approvals being of the type, scope, standard and quantum usually imposed on works of the same nature and scope as the Wall Removal Works, and all Authority Approvals being granted within the standard timeframes, the Owners must proceed to complete the Wall Removal Works in accordance with the Approved Works Plans within [~~36~~18 months of the Effective Date].*

(c) *In the event any Authority Approvals are granted subject to conditions which are not of the type, scope, standard and quantum usually imposed on works of the same nature and scope as the Wall Removal Works, the Owners are ~~is~~ relieved of the obligations in clause 3A(a) and 3A(b) but only in the event that the Owners have exhausted all avenues for the amendment or deletion of any unreasonable or unsatisfactory conditions, and the terms of the Original Deed as amended, assigned and novated by this Variation Deed otherwise continue.*

(d) *In the event the grant of any Authority Approvals are delayed beyond the standard timeframes for granting such applications for reasons not attributable to any unreasonable conduct of the Owners, the time for completing the Wall Removal Works is extended by a commensurate period to the period of the delay in grant of the relevant Authority Approval(s).*

(e) *If the Owners complete the Wall Removal Works in accordance with the Approved Works Plans (or otherwise with such variations or modifications as acceptable to the City acting reasonably), the City must repay the Fee to the Owners within 20 business days of notification of completion of the Wall Removal Works, following which all rights and obligations under this Deed will be fulfilled and this Deed with otherwise be at an end.*

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(f) *If:*

(i) *Within [~~12~~6 months of the Effective Date] the Owners have not made a development application and application for private works on a public thoroughfare to undertake the Wall Removal Works; or*

(ii) *clause 3A(c) does not apply and the Owners fail to complete the Wall Removal Works by the Works Completion Date,*

*and that failure continues after the expiration of 20 business days written notice to the Owners to remedy such breach, the City may (without being obliged to do so) step in and undertake the works reasonably necessary to remedy the Owner's breach (**Default Works**).*

(g) *The City may deduct from the Fee the City's reasonable and properly incurred costs and expenses in completing the Default Works (**Default Works Costs**) within 10 business days of rendering a tax invoice, and the City otherwise must repay to the Owners the remainder of the Fee within 20 business days of completion of completion of the Default Works.'*

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(d) at the end of the second line of clause 3 add the words "*subject to clause 3A*";

(e) at the start of clause 4.1 add the words "*pending commencement of the Wall Removal Works as contemplated by clause 3A*";

(f) at the start of clause 4.2 add the words "*pending completion of the Wall Removal Works or Default Works as contemplated by clause 3A*";

(g) at line 1 of clause 4.5 after the words "clause 3.2" add the words "*or undertake Default Works pursuant to clause 3A(f)*";

(h) add clause 5.3(c) as follows:

"*(c) in accordance with clause 3A(e) or 3A(g)*"

(b) insert a new clause 8 immediately after clause 7 as follows:

"*8 Assignment*

*The Owners may assign or novate their interests under this Deed, provided that the person to whom any such right or interest to be granted (**Transferee**) has first executed a deed of covenant (to which the City is a party, and on terms reasonably required by the Owners, Transferee and City) under which the Transferee covenants to be bound by all of the obligations and liabilities of the Owners contained in this Deed (including this covenant) as fully and effectively as if the Transferee had entered into this Deed in place of the Owners."*

(c) insert a new clause 9 immediately after clause 8 as follows:

"9. GST

9.1 Defined Terms & Interpretation

(a) Defined terms

***GST** has the meaning given to that term in the GST Act.*

***GST Act** means A New Tax System (Goods and Services Tax) Act 1999 (Cth).*

***Payee** has the meaning given to that term in clause 9.3.*

***Recipient** has the meaning given to that term in clause 9.2.*

***Supplier** has the meaning given to that term in clause 9.2.*

***Third Party Outgoing** has the meaning given to that term in clause 9.5.*

(b) Interpretation

In this clause 9, a word or expression defined in the GST Act which is not otherwise defined in this agreement has the meaning given to it in that Act.

9.2 GST gross up

*All consideration provided under this agreement is exclusive of GST unless it is specifically expressed to be GST inclusive. If a party (**Supplier**) makes a taxable supply to another party (**Recipient**) under or in connection with this agreement in respect of which GST is payable, the Recipient must pay the Supplier an additional amount equal to the GST payable on the supply (unless the consideration for the taxable supply was specified to include GST). The additional amount must be paid by the Recipient by the later of:*

(a) the date when any consideration for the taxable supply is first paid or provided; and

(b) the date when the Supplier issues a tax invoice to the Recipient.

9.3 Adjustment events

If an adjustment event varies the amount of GST payable by a Supplier under this agreement, the Supplier must adjust the amount payable by the Recipient to take account of the adjustment event. Any resulting payment must be paid by the Supplier to the Recipient, or the Recipient to the Supplier (as appropriate) within 10 Business Days of the Supplier becoming aware of the adjustment event. Any payment under this clause is deemed to be an increase or decrease of the additional amount payable under clause 9.2.

9.3 Reimbursements

*Subject to an express provision in this agreement to the contrary, any payment, reimbursement or indemnity required to be made to a party (the **Payee**) under this agreement which is calculated by reference to an amount paid or payable by the Payee to a third party (**Third Party Outgoing**) will be calculated by reference to that Third Party Outgoing inclusive of GST, less the amount of any input tax credit which the Payee is entitled to claim on that Third Party Outgoing.*

9.4 Separate supply

If part of a supply is a separate supply under GST law, that part is a separate supply for the purpose of this clause.

9.5 Members of GST Groups

Where the Supplier, Recipient or Payee in this clause 9 is a member of a GST group, a reference to the Supplier, Recipient or Payee includes the representative member of the GST group.

9.6 Clause survives termination

This clause 9 will survive the termination of this agreement by any party."

6 GENERAL

6.1 Costs and expenses

(a) Subject to clauses 6.1(b) and 6.1(c), each party is responsible for its own legal and other costs and expenses for the preparation and negotiation of this Variation Deed.

(b) The Assignor will pay the Continuing Party's reasonable legal costs for the preparation and finalisation of this Variation Deed to a maximum of $1,600 plus GST.

(c) The Purchaser must pay the duty on this Variation Deed (if any).

6.2 Adverse construction

No provision of this Variation Deed will be construed adversely against a party solely because that party was responsible for drafting that particular provision.

6.3 Relationship

This Variation Deed does not create a relationship of employment, agency or partnership between the parties.

6.4 Further action

The parties must at their own expense do all things necessary or desirable to give full effect to this Variation Deed (including executing documents).

6.5 Severability

A term or part of a term of this Variation Deed that is illegal or unenforceable may be severed from this licence and the remaining terms or parts of the terms of this licence continue in force.

6.6 Entire agreement

This Variation Deed and the Original Deed:

(a) constitute the entire agreement between the parties as to its subject matter; and

(b) in relation to that subject matter, supersedes any prior understanding or agreement between the parties and any prior condition, warranty, indemnity or representation imposed, given or made by a party.

6.7 Proper law

The laws of Western Australia and where applicable the Commonwealth of Australia apply to this licence and the parties submit to the jurisdiction of the Courts of Western Australia and Courts having jurisdiction to hear appeals from those Courts.

6.8 Counterparts

(a) This Variation Deed may be executed in any number of counterparts, each signed by one or more parties. Each counterpart when so executed is deemed to be an original and all such counterparts taken together constitute one document.

(b) A party that has executed a counterpart of this Variation Deed may exchange that counterpart with another party by, with the prior consent of the other party, emailing it to the other party in portable document format ('pdf') at the email address nominated by the other party.

SIGNING PAGE

EXECUTED as a deed

Assignor:

SIGNED as a deed by **TEO CHIANG HOWE WAYNE** as attorney for **SOO KIANG TEO and JOSEPHINE REBEKAH TEO** under a power of attorney dated **[DATE]** in the presence of:	))))))	..... Teo Chiang Howe Wayne

Signature of Witness: .....

Name:

Occupation:

Address:

SIGNED as a deed by **TEO KEVIN CHIANG JIN** as attorney for **SOO KIANG TEO and JOSEPHINE REBEKAH TEO** under a power of attorney dated **[DATE]** in the presence of:	))))))	..... Teo Kevin Chiang Jin

Signature of Witness: .....

Name:

Occupation:

Address:

Assignee:

[*insert*]

Date:_____

Continuing Party:

The common seal of **City of Nedlands** is affixed to this document in accordance with its constitution in the presence of:

Signature of [insert]

Signature of [insert]
(Please delete as applicable)

Name of [insert] (print)

Name of [insert] (print)

THE COMMON SEAL of the CITY OF NEDLANDS was affixed by authority of a resolution of the Council in the presence of:)

MAYOR (Print Full Name)

CHIEF EXECUTIVE OFFICER (Print Full Name)

Date:

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ANNEXURE A

Annexure to Deed of Assignment, Assumption and Variation

Original Deed

8.7 PD07.01.25 Application to Remove Memorial

PD07.01.25	Request for Consent for CEO to sign – Application to Remove Memorial E987333

Meeting & Date	Council Meeting – 29th January 2025
Applicant	HN Asset Pty Ltd through Lavan
Employee Disclosure under section 5.70 Local Government Act 1995	The author, reviewers and authoriser of this report declare they have no financial or impartiality interest with this matter. There is no financial or personal relationship between City staff involved in the preparation of this report and the proponents or their consultants.
Report Author	Bruce Thompson – Director Planning and Development
Director	Bruce Thompson – Director Planning and Development
Attachments	1. Draft letter of consent to remove memorial 2. Lavan letter of request 3. Orders

Purpose

The purpose of this report is for Council to CONSIDER the request for consent for the CEO to sign a letter authorising the removal of a memorial on a title.

The request has been made through Lavan Legal acting for HN Asset Pty Ltd ACN 667 699 505 the registered proprietor of:

1.1 Lot 101 on Deposited Plan 411077 being the land contained in Certificate of Title Volume 2950 Folio 233; and

1.2 Lot 103 on Deposited Plan 411077 being the land contained in Certificate of Title Volume 2950 Folio 235,

(together the **Land**) in relation to an application to remove a Memorial from the Land.

Recommendation

That Council in accordance with the City of Nedlands Register of Delegated Authority, consents to the CEO, signing the attached letter, authorising the removal of the memorial.

Voting Requirement

Simple Majority.

The decision must be made in a manner that is impartial, free from bias, and in accordance with the principles of natural justice. The decision must be made in having regard to the facts of the matter under consideration, and in accordance with the relevant laws and policies as they apply to that matter.

Discretionary considerations and judgments in the decision must be confined to those permitted to be considered under the laws and polices applicable to the matter and given such weight in making the decision as the relevant laws and polices permit them to be given.

Background

On 26 September 2024, HN Asset Pty Ltd has obtained orders that the retirement village scheme operated from the Land is terminated.

A copy of those orders is **Attachments 1-3**

HN Asset Pty Ltd has now applied to Landgate to remove the retirement village memorial (being memorial E987333) (**Memorial**) from the title to the Land and Lot 102 on Deposited Plan 411077 being the whole of the land in Certificate of Title Volume 2950 Folio 234 (**Lot 102**).

The Memorial must be removed as it notifies that a retirement village scheme is being operated from the Land and provides protection to any charges levied on residents of a retirement village.

HN Asset Pty Ltd seeks to remove the Memorial on the basis that the retirement village scheme which relates to the titles has been terminated and any charges the subject if the retirement village scheme have been repaid. The Memorial therefore has ceased to have any function.

Landgate has advised that it requires each encumbrance in relation to the Land to sign a consent letter before it will process the removal of the Memorial.

Land Details

Metropolitan Region Scheme Zone	Urban
Local Planning Scheme Zone	Restricted and additional use
R-Code	A3
Land area	Lot 103 - 38235.0m2 and for Lot 101 - 17298.0m2 Total of 55,533.0m2
Land Use	Aged Care and residential
Use Class	'P' – Permitted Use

Figure 1: Aerial image

Budget/Financial Implications

Nil.

Conclusion

The application for a removal of the memorial is recommended as the memorial has ceased to have any function.

Accordingly, it is recommended that the request for consent for the CEO to sign, be approved by Council.

Further Information

Nil.

City of Nedlands

ABN 92 614 728 214

[INSERT DATE]

Registrar of Titles
Landgate
PO Box 2222
MIDLAND WA 6936
By Hand

Dear Sir/ Madam

Consent to removal of Memorial E987333
Certificates of Title 2950/234 & 2950/235

1. We refer to the application being made by HN Asset Pty Ltd ACN 667 699 505 and Retirement Care Australia (Hollywood) Pty Ltd ACN 111 398 139 to remove Memorial E987333 (**Memorial**) from:

   1.1 Lot 101 on Deposited Plan 411077 being the whole of the land in Certificate of Title Volume 2950 Folios 233;

   1.2 Lot 102 on Deposited Plan 411077 being the whole of the land in Certificate of Title Volume 2950 Folios 234; and

   1.3 Lot 103 on Deposited Plan 411077 being the whole of the land contained in Certificate of Title Volume 2950 Folio 235,

   (together the **Lots**).

2. The City of Nedlands holds an easement burden created under section 136C of the *Transfer of Land Act 1893* (WA) contained in instrument N900843 and created on Lot 102 and Lot 103 of the Lots for right of footway purposes (**Easement**) registered over the titles of the Land.

3. The City of Nedlands confirms it has received notice of the application to remove the Memorial (**Application**) and the Orders made by the Supreme Court in matter CIV 2320 of 2023.

4. The City of Nedlands, as interest holder under the easement, has no objection to the lodgement and registration of the Application and of the removal of the Memorial.

5. Please email council@nedlands.wa.gov.au if you have any questions.

Yours sincerely

Keri Shannon
Chief Executive Officer

Signed by the City of Nedlands
pursuant to s.9.49A(4) of the Local Government Act 1995
by it's Authorised Person.

City of Nedlands
ABN 92 614 728 214
nedlands.wa.gov.au

Our ref: THM:1176160
Partner: Tim Morgan
Direct Line: (08) 9288 6838
Email: tim.morgan@lavan.com.au

LAVAN

1 William Street
Perth Western Australia 6000

Tel +61 8 9288 6000
Fax +61 8 9288 6001

lavan.com.au

9 December 2024

City of Nedlands
Tony Free
PO Box 9
NEDLANDS WA 6909
By email: tfree@nedlands.wa.gov.au

Dear Tony

Request for Consent – Application to Remove Memorial E987333

1 We act for HN Asset Pty Ltd ACN 667 699 505 (**Client**) the registered proprietor of:

1.1 Lot 101 on Deposited Plan 411077 being the land contained in Certificate of Title Volume 2950 Folio 233; and

1.2 Lot 103 on Deposited Plan 411077 being the land contained in Certificate of Title Volume 2950 Folio 235,

(together the **Land**) in relation to an application to remove a Memorial from the Land.

Background

2 On 26 September 2024, our Client has obtained orders that the retirement village scheme operated from the Land is terminated. A copy of those orders is **enclosed**.

3 Our Client has now applied to Landgate to remove the retirement village memorial (being memorial E987333) (**Memorial**) from the title to the Land and Lot 102 on Deposited Plan 411077 being the whole of the land in Certificate of Title Volume 2950 Folio 234 (**Lot 102**). The Memorial must be removed as it notifies that a retirement village scheme is being operated from the Land and provides protection to any charges levied on residents of a retirement village.

4 Our Client seeks to remove the Memorial on the basis that the retirement village scheme which relates to the titles has been terminated and any charges the subject if the retirement village scheme have been repaid. The Memorial therefore has ceased to have any function.

A full service Western Australian law firm:

Aged Care, Seniors Living & Disability
Agribusiness
Asian Investment
Banking & Finance
Construction & Infrastructure
Corporate, Commercial & Tax
Cyber & Data Protection
Education, Employment & Safety
Energy, Oil & Gas
Family Law
First Nations
Intellectual Property & Technology
Liquor Licensing
Litigation & Dispute Resolution
Mining & Resources
Planning & Environment
Private Clients
Property & Leasing
Reconstruction & Insolvency
Wills & Estates

Our Values:
Excellence
Courage
Collaboration
Fulfilment
Integrity

Lavan respectfully acknowledges the traditional owners of the land on which we live and work.

5 Landgate has advised that it requires each encumbrance in relation to the Land to sign a consent letter before it will process the removal of the Memorial.

Request

6 As the City of Nedlands holds an easement burden for right of footway purposes created under section 136C of the *Transfer of Land Act 1893* (WA) contained in instrument N900843 and created on Lot 102 and Lot 103 of the Land, we request that you sign the **enclosed** consent letter.

7 If the letter is in order, please arrange for execution. The consent letter can be signed electronically and returned to our office by email.

8 Our Client is seeking to remove the Memorial as soon as possible. Accordingly, your prompt consideration of this request is much appreciated.

If you have any queries, please do not hesitate to contact us.

Yours sincerely

Tim Morgan
Partner

Encl

Please notify us if this communication has been sent to you by mistake. If it has been, any privilege between solicitor and client is not waived or lost and you are not entitled to use it in any way.

[2024] WASC 358

JURISDICTION	:	SUPREME COURT OF WESTERN AUSTRALIA IN CIVIL
CITATION	:	HN ASSET PTY LTD -v- COMMISSIONER FOR CONSUMER PROTECTION [2024] WASC 358
CORAM	:	ARCHER J
HEARD	:	26 SEPTEMBER 2024
DELIVERED	:	26 SEPTEMBER 2024
FILE NO/S	:	CIV 2320 of 2023
BETWEEN	:	HN ASSET PTY LTD First Plaintiff RETIREMENT CARE AUSTRALIA (HOLLYWOOD) PTY LTD Second Plaintiff AND COMMISSIONER FOR CONSUMER PROTECTION First Defendant IAN FREDERICK MCKIMMIE Third Defendant DOROTHY MAVIS BYLEVELD Fourth Defendant WALTER GEORGE ALFRED JENKINS Fifth Defendant MARGARETA IDA BERNET Sixth Defendant BRIGITTE HAGGE Seventh Defendant

GIDE HAGGE
Eighth Defendant

VERA JOAN HOLMES
Ninth Defendant

JOHN CLARKE
Tenth Defendant

RITA CLARKE
Eleventh Defendant

JAMES DALTON
Twelfth Defendant

BARBARA FORBES
Thirteenth Defendant

JAMES CHRISTIE
Fourteenth Defendant

RUSSELL HEALY
Fifteenth Defendant

PAUL HUGHES
Sixteenth Defendant

ROSLYN LEE-STEERE
Seventeenth Defendant

EMMA MAZZULLO
Eighteenth Defendant

ANTHONY MITCHELL
Nineteenth Defendant

JENNIFER NEWTON
Twentieth Defendant

ROZANNE SILBURN
Twenty-First Defendant

OLIVE SWAN
Twenty-Second Defendant

LORNA ROSSINGH
Twenty-Third Defendant

SANDRA WHITE
Twenty-Fourth Defendant

ERVENE WILLS
Twenty-Fifth Defendant

JANET REITBERGER
Twenty-Sixth Defendant

NANCY POWELL
Twenty-Seventh Defendant

PHILIP ROE
Twenty-Eighth Defendant

BARBARA ROE
Twenty-Ninth Defendant

JAMES NIVEN
Thirtieth Defendant

KATHLEEN PIKE
Thirty-First Defendant

JOHN PASCOE
Thirty-Second Defendant

ANNETTE NEWTON
Thirty-Third Defendant

JENNIFER KEYTE
Thirty-Fourth Defendant

KATREN GARDNER
Thirty-Fifth Defendant

[2024] WASC 358

CAROLYN DENHAM
Thirty-Sixth Defendant

REGISTRAR OF TITLES
Thirty-Seventh Defendant

PHILIPPA NIVEN
Thirty-Eighth Defendant

Catchwords:

Retirement village scheme - Application for approval to terminate - Relevant factors

Declaration that no statutory charge remains - Utility

Legislation:

Nil

Result:

Application granted

Category: B

Representation:

Counsel:

First Plaintiff	:	I R Freeman
Second Plaintiff	:	I R Freeman
First Defendant	:	J L Derby
Third Defendant	:	No appearance
Fourth Defendant	:	No appearance
Fifth Defendant	:	No appearance
Sixth Defendant	:	No appearance

Seventh Defendant	:	No appearance
Eighth Defendant	:	No appearance
Ninth Defendant	:	No appearance
Tenth Defendant	:	No appearance
Eleventh Defendant	:	No appearance
Twelfth Defendant	:	No appearance
Thirteenth Defendant	:	No appearance
Fourteenth Defendant	:	No appearance
Fifteenth Defendant	:	No appearance
Sixteenth Defendant	:	No appearance
Seventeenth Defendant	:	No appearance
Eighteenth Defendant	:	No appearance
Nineteenth Defendant	:	No appearance
Twentieth Defendant	:	No appearance
Twenty-First Defendant	:	No appearance
Twenty-Second Defendant	:	No appearance
Twenty-Third Defendant	:	No appearance
Twenty-Fourth Defendant	:	No appearance
Twenty-Fifth Defendant	:	No appearance
Twenty-Sixth Defendant	:	No appearance
Twenty-Seventh Defendant	:	No appearance
Twenty-Eighth Defendant	:	No appearance
Twenty-Ninth Defendant	:	No appearance
Thirtieth Defendant	:	No appearance
Thirty-First Defendant	:	No appearance
Thirty-Second Defendant	:	No appearance
Thirty-Third Defendant	:	No appearance
Thirty-Fourth Defendant	:	No appearance
Thirty-Fifth Defendant	:	No appearance
Thirty-Sixth Defendant	:	No appearance
Thirty-Seventh Defendant	:	No appearance
Thirty-Eighth Defendant	:	No appearance

Solicitors:

First Plaintiff	:	Lavan
Second Plaintiff	:	Lavan
First Defendant	:	Department of Energy, Mines, Industry Regulation and Safety
Third Defendant	:	In person
Fourth Defendant	:	In person
Fifth Defendant	:	In person

Sixth Defendant	:	In person
Seventh Defendant	:	In person
Eighth Defendant	:	In person
Ninth Defendant	:	In person
Tenth Defendant	:	In person
Eleventh Defendant	:	In person
Twelfth Defendant	:	In person
Thirteenth Defendant	:	In person
Fourteenth Defendant	:	In person
Fifteenth Defendant	:	In person
Sixteenth Defendant	:	In person
Seventeenth Defendant	:	In person
Eighteenth Defendant	:	In person
Nineteenth Defendant	:	In person
Twentieth Defendant	:	In person
Twenty-First Defendant	:	In person
Twenty-Second Defendant	:	In person
Twenty-Third Defendant	:	In person
Twenty-Fourth Defendant	:	In person
Twenty-Fifth Defendant	:	In person
Twenty-Sixth Defendant	:	In person
Twenty-Seventh Defendant	:	In person
Twenty-Eighth Defendant	:	In person
Twenty-Ninth Defendant	:	In person
Thirtieth Defendant	:	In person
Thirty-First Defendant	:	In person
Thirty-Second Defendant	:	In person
Thirty-Third Defendant	:	In person
Thirty-Fourth Defendant	:	In person
Thirty-Fifth Defendant	:	In person
Thirty-Sixth Defendant	:	In person
Thirty-Seventh Defendant	:	In person
Thirty-Eighth Defendant	:	In person

Case(s) referred to in decision(s):

Keyton Holdings Pty Ltd [2024] SASC 66
Retirement Care Australia (Hollywood) Pty Ltd v Commissioner for Consumer Protection [2013] WASC 219

[2024] WASC 358

ARCHER J

ARCHER J:

(This judgment was delivered extemporaneously on 26 September 2024 and has been edited to add formatting, correct matters of grammar and add references to authorities and evidence.)

Overview

1 The plaintiffs own land which is subject to a retirement village scheme. The plaintiffs seek approval to terminate the scheme. They require approval due to the *Retirement Villages Act 1992* (WA) (the **Act**).[1] The Act gives the Court a broad discretion, unconfined in its terms, to approve the termination of a retirement village scheme.

2 Further, as required by the Act,[2] a memorial has been registered against the land, recording that the land is being used for the purpose of a retirement village scheme and may be the subject of charges securing repayment of money to residents in the retirement village. The plaintiffs seek a declaration to the effect that the land is not subject to such a charge. It is for the Registrar of Titles to decide whether a memorial should be removed. However, in making that decision, the Registrar may wish to consider whether there are any such charges. Accordingly, if the plaintiffs prove there are no such charges, there may be utility in a declaration to that effect.

3 The residents do not oppose the relief sought. Nor does the Commissioner for Consumer Protection. The Registrar did not file an appearance.

4 The issues are therefore:

(1) Should the Court exercise its discretion to approve the termination of the retirement village scheme?

(2) Should a declaration be made to the effect that the land is not subject to a charge securing repayment of money to residents?

5 For the reasons that follow, I would give approval to terminate the scheme and would make a declaration to the effect that there are no statutory charges on the land.

[1] Section 22 of the Act.
[2] Section 15 of the Act.

Should the Court exercise its discretion to approve the termination of the retirement village scheme?

Facts

6 The first plaintiff, in its capacity as trustee for the HN Operations Trust, is the owner and operator of a retirement village known as 'Hollywood Village'.[3]

7 Hollywood Village is situated on three lots of land in Nedlands, Western Australia, referred to as Lots 101, 102 and 103 (together, the **Land**).[4] The Land is subject to a retirement village scheme.[5] A memorial, E9878333, is registered against the Land to notify that it is being used for the purposes of a retirement village.[6] However, only Lot 101 is used as a retirement village. Lot 102 contains an aged care facility and Lot 103 is vacant.[7]

8 The first plaintiff, in its capacity as trustee for the HN Resi Assets Trust, is the registered proprietor of Lots 101 and 103.[8] The second plaintiff is the registered proprietor of Lot 102.[9]

9 The first defendant (**Commissioner**) is required to be party to these proceedings by s 22(2) of the Act. The role of the Commissioner is to ensure that all relevant considerations are drawn to the Court's attention.[10]

10 The thirty-seventh defendant is the Registrar of Titles.

11 The remaining defendants are, or were, residents of Hollywood Village.

12 The third, fourth, fifth, sixth and ninth defendants are residents of Hollywood Village under long-term residency agreements.[11] Those agreements were entered into between 1983 and 2005. It is likely that each resident was 55 years of age or older at the time he or she entered into the agreement. First, for those who signed agreements after the

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[3] Affidavit of Rowan Edwin Clarke filed 4 April 2024 (**First Clarke Affidavit**) [8].
[4] First Clarke Affidavit [1].
[5] First Clarke Affidavit [1].
[6] First Clarke Affidavit [6]. The memorial is attachment REC-4 to the First Clarke Affidavit.
[7] First Clarke Affidavit [4], [19] and [20] and Affidavit of Malcolm Peter Ross filed 3 May 2024 [4].
[8] First Clarke Affidavit [8].
[9] First Clarke Affidavit [5].
[10] ***Retirement Care Australia (Hollywood) Pty Ltd v Commissioner for Consumer Protection*** [2013] WASC 219 (***Retirement Care***) [127].
[11] First Clarke Affidavit [9(a)].

Act commenced operation,[12] retirement schemes under the Act were schemes established for, or predominantly for, retired persons. 'Retired persons' are defined to be persons who are at least 55 years of age or retired from full-time employment, or a person who is or was the spouse or de facto partner of such a person.[13] Second, the village was aimed at those in retirement. Assuming each of the long-term residents was at least 55 years of age at the time he or she entered into the agreement, each must now be at least 74 years of age.[14]

13 The tenth and nineteenth defendants were residents of Hollywood Village when these proceedings commenced, but have since died.[15]

14 All the other defendants are residents of Hollywood Village under short-term residency agreements terminable on one month's written notice.[16]

15 Of the existing residents, only the fourth defendant (a long-term resident) paid an entry contribution on commencing her residency at Hollywood Village. That entry contribution was repaid in May 2022. The first plaintiff no longer holds any entry contributions.[17]

16 All the long-term residents have entered transition deeds by which they consent to the termination of the scheme and the removal of the memorial. Under the transition deeds, they will obtain tenure in their current residences in similar terms to their existing agreements (but governed by the *Residential Tenancies Act 1987* (WA) instead of the Act).[18] The terms of the proposed new arrangements are not identical to the terms of the current arrangements.

17 In some respects, the terms are more favourable to the residents. For example, the first plaintiff will now pay for the cost of the residents' reasonable outgoing calls and water consumption.

18 In two respects, the terms are arguably less favourable.

---

[12] In 1992.
[13] Section 3 of the Act.
[14] The evidence included certificates of capacity for each long-term resident. Although not mentioned during the hearing (or in submissions filed prior to the hearing), each certificate recorded the resident's date of birth, showing that the long-term residents are currently between 82 and 106 years old (see pages 34, 94, 154, 214 and 335 of the First Clarke Affidavit).
[15] First Clarke Affidavit [17]; Affidavit of Rowan Edwin Clarke filed 31 May 2024 (**Second Clarke Affidavit**) [3].
[16] First Clarke Affidavit [9(b)].
[17] First Clarke Affidavit [11].
[18] First Clarke Affidavit [12]; Second Clarke Affidavit [8].

19 First, under the existing terms, the long-term residents are entitled to remain for life, subject to limited exceptions. Under the new terms, the residents are entitled to remain for 20 years, subject to almost identical exceptions. However, the limit of 20 years may be of limited impact, as I have inferred that all of the long-term residents are currently at least 74 years old. Further, the new terms include an indemnity from the first plaintiff in favour of the resident against any costs, losses or damages suffered by the resident caused by the first plaintiff exercising a right to terminate the tenancy agreement under the *Residential Tenancies Act* which is not available under the Act or would not have been available under the current terms.

20 Second, under the existing terms, a special resolution of the residents is required to vary or cancel any included amenities and services of Hollywood Village. Under the new terms, while residents will have some input into the provision of amenities and services as part of their participation rights, a special resolution is not required to vary or cancel any included amenities and services. However, the new terms include an indemnity from the first plaintiff in favour of the residents for any loss or damage suffered by the residents caused by any changes to the included facilities and amenities which the first plaintiff would not have had a right to make under the existing arrangements.

21 I am satisfied that, overall, the long-term residents will not be worse off under the new arrangements.

22 All but one of the defendants on short-term tenancy agreements have also entered transition deeds by which they consent to the termination of the scheme and the removal of the memorial. They will obtain tenure in their current residences on similar terms to their existing agreements, again governed by the *Residential Tenancies Act*.[19] Again, the terms of the proposed new arrangements are not identical to the terms of the current arrangements.

23 In some respects, the terms are more favourable to the short-term residents. In particular, they will be guaranteed a minimum period of residency of one year from the date that they executed the transition deed, compared to the month-to-month contracts they are currently under. Further, as with long-term residents, the first plaintiff will now pay for the cost of the short-term residents' reasonable outgoing calls and water consumption.

[19] First Clarke Affidavit [13].

24 In relation to some of the short-term residents, however, the terms of the proposed new arrangements are less favourable in one respect. Under some of the short-term residents' existing contracts, a special resolution of the residents is required to vary or cancel any included amenities and services of Hollywood Village. Unlike the terms proposed for the long-term residents, the terms of the new arrangements for short-term residents does not include an indemnity. However, given that the short-term residents are currently on month-to-month contracts, I do not consider this to be a substantial detriment.

25 I am satisfied that, overall, the short-term residents will not be worse off under the new arrangements.

26 The thirty-sixth defendant (who is on a short-term residency agreement) is the only defendant who has not executed a transition deed. Her residency agreement was terminated in February 2024, but she has refused to vacate her unit. She has not paid rent since July 2023. The first plaintiff has commenced an action in the State Administrative Tribunal to remove her from the unit.[20] Granting the relief sought will not have any impact on her legal rights.[21]

27 All of the defendants who entered transition deeds were offered the opportunity to obtain independent legal advice and medical advice of their capacity to understand the terms of the transition deeds, at the first plaintiff's expense.[22] Of the defendants on long-term residency agreements, only the ninth defendant did not take up the invitation to obtain legal advice.[23] All of the signed transition deeds included a certificate of capacity from a medical practitioner.

28 Once the last long-term tenancy has concluded, the first plaintiff will end any remaining short-term tenancies, with a view to redeveloping Lots 101 and 103.[24]

Legal framework

29 Section 22(1) of the Act provides that a retirement village scheme cannot be terminated without the approval of the Supreme Court while a person who has been admitted to occupation of residential premises

[20] Affidavit of Rowan Edwin Clarke filed 19 September 2024 (**Third Clarke Affidavit**) [5] - [12].
[21] ***Retirement Care*** [146].
[22] See cl 4.3 of the transition deeds (for example, pages 23 and 447 of the First Clarke Affidavit).
[23] First Clarke Affidavit [15].
[24] Second Clarke Affidavit [9] - [10].

under the scheme remains in occupation of those premises.[25] As there are such persons in this case, the Court's approval is required.

30 Section 22(2) of the Act requires the Commissioner to be a party to any proceedings in which the Court's approval of the termination of a retirement village scheme is sought.

31 Section 22(3) provides that, if the Court approves the termination of a retirement village scheme, it may make such orders as it thinks necessary to protect the interests of existing residents.

32 As observed by Pritchard J[26] in ***Retirement Care Australia (Hollywood) Pty Ltd v Commissioner for Consumer Protection*** (citations omitted):[27]

> Section 22 clearly gives the Court a discretion as to whether to approve the termination of a retirement village scheme. That discretion is unconfined in its terms. The factors which may be taken into account in the exercise of that discretion are similarly unconfined, save in so far as there may be found in the subject matter, scope and purpose of [the Act] some implied limitation on the factors to which the court may legitimately have regard.
>
> The fact that the Court may approve the termination but with such orders as it thinks necessary to protect the interests of existing residents conveys the Parliament's intention that the protection of the interests of existing residents should be at the forefront of the Court's consideration of whether to grant approval for the termination of a scheme, and if so, as to whether any orders should be made to protect the interests of the residents.

33 Her Honour said that the requirement that the Commissioner be a party to an application for approval under s 22(1) is consistent with Parliament's intention that the protection of the existing residents' interests should be at the forefront of the Court's consideration.[28] Her Honour also noted that:[29]

> Although clearly [the Act] seeks to strike a balance between the rights and obligations of owners and residents, the balance falls heavily in favour of the protection of the interests of the residents of retirement villages, particularly in the long term certainty and security of their accommodation.

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[25] See also ***Retirement Care*** [126], [135], [138] - [139].
[26] As her Honour then was.
[27] ***Retirement Care*** [190] - [191].
[28] ***Retirement Care*** [127]. See also [175].
[29] ***Retirement Care*** [175].

34 Section 19(3) of the Act gives residents the right to be repaid entry premiums in certain circumstances. By s 20, the rights of a resident to repayment of a premium, or part of a premium, under s 19 are a charge on land[30] in the retirement village (**statutory charge**). In ***Retirement Care***, Pritchard J[31] observed that, although s 22 does not preclude the termination of a retirement village scheme while there remains an existing liability for the repayment of an entry premium, secured by a statutory charge, Parliament did not appear to contemplate that a scheme could be terminated in such circumstances.[32]

35 It was unnecessary for her Honour in ***Retirement Care*** to identify the factors that may be relevant to a consideration as to whether to approve the termination of a retirement village scheme. However, her Honour noted that one factor would be the loss of the significant benefits and protections conferred on the residents of retirement villages by the Act.[33]

36 In written submissions filed in these proceedings, the Commissioner referred to a decision of the Supreme Court of South Australia, ***Keyton Holdings Pty Ltd***.[34] In that case, McIntyre J identified numerous factors that may be relevant to an application for approval to terminate a retirement village scheme under the *Retirement Villages Act 2016* (SA) (**South Australian Act**), including:[35]

(1) the attitude of residents and the operator to the proposed termination;

(2) whether the proposed termination would have a positive or negative impact on residents;

(3) whether the proposed termination would impact upon the capital value of independent living units; and

(4) whether the proposed termination would involve a breach of any residency agreements.

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[30] With some exceptions, not relevant here, namely residential premises owned by a resident and any prescribed part of, or interest in, a retirement village - see s 20(1)(a) and (b) of the Act.
[31] As her Honour then was.
[32] ***Retirement Care*** [158] - [159] and [203].
[33] ***Retirement Care*** [164]. And see [169] - [173].
[34] ***Keyton Holdings Pty Ltd*** [2024] SASC 66.
[35] ***Keyton Holdings Pty Ltd*** [61].

37 As acknowledged by the Commissioner, there are material differences between the Act and the South Australian Act.[36] Nevertheless, I accept that the factors that McIntyre J considered were relevant under the South Australian Act are useful in considering what factors may be relevant under the Act.

38 Having regard to the objects and purpose of the Act,[37] and assisted by the helpful analysis of Pritchard J[38] in ***Retirement Care***, the factors identified in ***Keyton Holdings***, and the Commissioner's thoughtful submissions, I consider that the following factors[39] may be relevant in deciding whether to approve the termination of a retirement village scheme:

(1) whether the land is subject to a statutory charge;

(2) the differences between the existing residents' terms of occupation and the terms that will apply if the scheme is terminated, including their security of tenure and continued access to presently provided services;

(3) if any existing residents are entitled to share in any increase in capital value, the impact of the proposed termination and future use of the land on the capital value;

(4) the benefits or detriments to existing residents of the retirement village operator's proposed future use of the land;

(5) the attitude of the existing residents to the termination of the scheme; and

(6) the impact on the operators if approval is not granted.

Relevant factors

Is the land subject to a statutory charge?

39 In this case, all premiums paid by existing residents that would give rise to a statutory charge have been repaid.

[36] See ***Keyton Holdings*** [48] - [55].
[37] As to which, see ***Retirement Care*** [166] - [177].
[38] As her Honour then was.
[39] I do not intend this list to be read as exhaustive.

Comparison of terms of occupation if the scheme is terminated

40 In relation to the existing residents' terms of occupation, the evidence is that five residents have long-term residency agreements and the remainder have short-term tenancies, terminable on one month's written notice.[40]

41 The Commissioner has observed that the effect of no longer operating the retirement village scheme is that the residents will not receive the substantial benefits and rights conferred by the *Fair Trading (Retirement Villages Code) Regulations 2022* (WA). These benefits and rights are greater than the benefits and rights given to tenants under the *Residential Tenancies Act*.

42 It is clear from the terms of the proposed new arrangements that the first plaintiff has sought to compensate for the differences. As explained earlier, I am satisfied that, overall, the residents will not be worse off under the new arrangements.

Impact on capital value

43 The terms of the existing agreements do not give residents any entitlement to share in any increase in capital value. This factor therefore does not apply.

The benefits or detriments to residents of the retirement village operator's proposed future use of the land

44 It appears that, once the five long-term residents are no longer in occupation, the first plaintiff intends to redevelop the land. Accordingly, it is to be expected that, at that time, any remaining short-term tenancies will be terminated. This would be detrimental to the short-term residents but, given they are currently on month-to-month contracts, I consider the detriment to be limited.

The attitude of the residents to the termination of the scheme

45 Each of the residents was joined as a party. None have entered an appearance. The thirty-sixth defendant (who is on a short-term residency agreement) is the only defendant who has not executed a transition deed.

46 All of the defendants who entered transition deeds were offered independent legal advice and medical advice of their capacity to

[40] First Clarke Affidavit [9].

understand the terms of the transition deed, at the first plaintiff's expense. Of the defendants on long-term residency agreements, only the ninth defendant did not take up the invitation to obtain legal advice.[41]

47 All of the signed transition deeds include a certificate of capacity from a medical practitioner and a 'consent' by the resident to this application.

48 From these matters, I infer that none of the residents oppose the termination of the scheme.

The impact on the operators if approval is not granted

49 The plaintiffs do not seek to rely on this factor in their favour.

Approval should be granted

50 Having regard to the above, I am satisfied that I should exercise my discretion to approve the termination. In particular, I am satisfied that none of the existing residents will be adversely affected by the termination.

Should a declaration be made in relation to the memorial?

Legal principles

51 Neither a memorial nor any statutory charge in respect of the land in a retirement village form part of the 'retirement village scheme' within the meaning of the Act. Rather, they are consequences which may follow the establishment of a 'retirement village scheme' and of a 'retirement village' under the Act.[42]

52 The primary purpose of the memorial required by the Act is to notify others that the land is used as a retirement village (with the associated rights and obligations), that the land may be subject to a statutory charge, and that any such charge will have priority over subsequent encumbrances.[43]

53 Section 15(8) provides a memorial can be cancelled by applying to the Registrar and satisfying the Registrar that the land is no longer used, or proposed to be used, as a retirement village.

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[41] First Clarke Affidavit [15].
[42] ***Retirement Care*** [123].
[43] ***Retirement Care*** [114] - [116].

The declaration sought should be made

54 To support an application to the Registrar to cancel the memorial, the plaintiffs seek a declaration to the effect that there are no statutory charges on the Land.

55 The evidence adduced in these proceedings establishes this. As this fact would be relevant to the Registrar's decision, the declaration sought would be of use. I am satisfied it would be appropriate to make a declaration to this effect.

Orders

56 Accordingly, I would give approval to terminate the scheme and make a declaration to the effect that there are no statutory charges on the Land. I will hear from the plaintiffs and the Commissioner as to the form of the orders.

I certify that the preceding paragraph(s) comprise the reasons for decision of the Supreme Court of Western Australia.

ADR
Associate to the Honourable Justice Archer

2 OCTOBER 2024

9. Confidential Items

10. Declaration of Closure

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