



City of Nedlands

Agenda

Special Council Meeting

31 July 2018

Dear Council member

A Special Meeting of the City of Nedlands is to be held on Tuesday 31 July 2018 at Adam Armstrong Pavilion, Beatrice Road, Dalkeith at 7 pm for the purpose of considering submissions to draft Local Planning Scheme No. 3.

Greg Trevaskis
Chief Executive Officer
24 July 2018

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City of Nedlands

Notice of a special meeting of Council to be held at Adam Armstrong Pavilion, Beatrice Road, Dalkeith on Tuesday 31 July 2018 at 7 pm for the purpose of considering submissions to draft Local Planning Scheme No. 3.

Special Council Agenda

Declaration of Opening

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

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

Present and Apologies and Leave Of Absence (Previously Approved)

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

Apologies None as at distribution of this agenda.

Disclaimer

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

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1. Public Question Time

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

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

2. Disclosures of Financial Interest

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

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

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

3. Disclosures of Interests Affecting Impartiality

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

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

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

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

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

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

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

5. Draft Local Planning Scheme No. 3

Council	31 July 2018
Applicant	City of Nedlands
Officer	Aron Holbrook
Director	Peter Mickleson – Planning and Development
Previous Item	Item PD29.15 – OCM 26 May 2015 Item 7 – Draft Local Planning Scheme No. 3 - Special Council Minutes 13 December 2016 Item PD46.17 – Council Minutes 24 October 2017 Item 14.1 – Council Minutes 22 May 2018 Item 14.3 – Council Minutes 26 June 2018
Attachments	1. Schedule of Submissions 2. Schedule of Modifications 3. Draft Local Planning Scheme 3 (modified in accordance with the Schedule of Modifications)

1.0 Executive Summary

Draft Local Planning Scheme 3 was adopted by Council in December 2016, modified as required by the Western Australian Planning Commission in October 2017, advertised from December 2017 to March 2018 and is now presented to Council for final consideration.

Following consideration of the issues raised in the submissions, Council must decide whether to support the draft Scheme, not support the draft Scheme or support the draft Scheme with modifications to address issues raised in submissions.

The City received a total of 1,019 submissions on draft Local Planning Scheme 3 (LPS3) during the advertising period, which raised a wide range of issues. These issues have been consolidated into 17 key issues and discussed having regard to the objectives of the approved City of Nedlands Local Planning Strategy (September 2017). Modifications to the advertised Scheme have been recommended in order to address the issues raised in the submissions and bring the Scheme into alignment with the Local Planning Strategy.

A summary of the key issues and recommended changes to the Scheme is provided as follows:

1. Planning process and operation of the Scheme

The process for implementing a planning scheme is set by the *Planning and Development (Local Planning Schemes) Regulations 2015*. This process has been followed, and for the consultation component, exceeded.

The format of the Scheme has been brought into alignment with the model scheme text with standard zone-based controls supplemented by precinct specific controls where appropriate.

2. Density and transition zones

Densities have generally been reduced in the areas of Aberdare Road, west of Leura Street and west of Broadway.

Densities along Stirling Highway have generally been retained, however the juncture between higher and lower density areas has been realigned to fall within the street block rather than extending over the street. Street block ends have also been reduced in density to enable a smoother transition back to the lower density suburban areas.

3. Character, amenity and built form (including heritage)

The loss of character in areas undergoing change has been identified as a significant issue. To address this, modifications are proposed to LPS3 to introduce requirements for minimum lot sizes to be established through lot amalgamation, and a consolidated vehicle access point being required prior to any redevelopment occurring. These scheme provisions will minimise the fragmentation of building footprints and reduce the provision of individual access legs, thereby maximising the opportunity for vegetation retention, both on-site and within the verge and ensuring more coordinated development outcomes that complements the existing character and amenity of these areas.

Provisions to ensure the character of established residential areas are protected have been included through the 9m front setback requirement being further defined and reference to a Design Review Panel is included to ensure that new development meets the expectations of the City regarding built form and design.

4. Environmental factors

It is suggested that the loss of established trees, reduced open space and poor landscaping provided in new developments be resolved via mandating the amalgamation of lots to achieve an acceptable minimum lot size in order to maximise tree retention and landscaping opportunities. Introducing a requirement for landscaping plans to be submitted with development applications for new developments and modifying the definition of 'Open Space' in the R-Codes shall also maximise the provision of open areas for landscaping.

5. Traffic and Parking

The potential for higher traffic flows on the local road network arising from the expanded high-density precincts contemplated in LPS3 have been addressed by reducing residential densities to align with the Local Planning Strategy. The requirement for parking to be provided by new developments has also been reviewed and legal advice has been obtained in order to confirm the most effective way to implement parking controls, with modifications to LPS3 being proposed accordingly.

6. Demand on infrastructure, services and facilities

Submissions received from utility servicing authorities indicate that the proposed increases in density contemplated in LPS3 can be accommodated with minor upgrades, where required, to be funded by developers through standard headworks. Public Open Space is acknowledged as lacking, particularly at the local reserve level, and needs to be addressed outside of the Local Planning Scheme. The Department of Education is aware of the increase in densities contemplated by LPS3 and has no concerns or objections.

7. Local Reserves

Obsolete Reserve categories have been deleted from Scheme and the objectives of other Local Reserves updated to rectify wording errors. Nedlands Library, Dalkeith Hall and Melvista child care site rezoned to reflect surrounding zones.

8. Additional and Restricted Uses

All Restricted Uses have been removed as they are no longer considered appropriate and will allow the continued use of those sites unencumbered.

All but two Additional Use sites are also no longer required as updates to the zoning table has rendered these uses as permissible within their zones.

9. Mixed Use zone

The Mixed Use zone has been extended to apply to most of the lots abutting Stirling Highway, Broadway, Leura Street and Monash Avenue in lieu of the R160 zone, given the R160 zone is in some instances incompatible with existing uses, and the desired future development of these areas will be difficult to achieve with a residential zoning being applied.

10. Local Centre zone

This zone has not generally been raised as an issue, other than with respect to the provisions that apply to the zone needing to align with the standardised approach of the Scheme.

11. Neighbourhood Centre zone

This zone has been refocused around the Captain Stirling Hotel 'Town Centre' precinct as a combination of extending the Mixed-Use zone as noted at point 9) above, and changes to the hierarchy of centres effected through a resolution of Council in response to a Notice of Motion.

12. Light Industrial and Service Commercial zone

The Light Industrial zone has been deleted and the Service Commercial zone has been applied in its place.

13. Private Community Purpose zone

The zoning table has been updated to align with the objectives of the zone and based on submissions received, the zone has also been removed from several sites as it is no longer appropriate.

14. Special Use zone

The HBF/UWA Sports precinct and the northern portion of the Bedbrook Place precinct is to be zoned to Urban Development to facilitate structure planning to occur prior to any future redevelopment.

An R-Code for Lisle Lodge and Regent Park Estate is to be assigned to these sites to reflect the density of the site and surrounding area and mandate the requirement for a local development plan to be prepared for the Melvista Lodge site as a prerequisite for any future redevelopment.

15. Subiaco Strategic Water Resource Precinct

The Special Control Area for the Subiaco Waste Water Treatment Plant is to be reinstated as the Subiaco Strategic Water Resource Precinct.

16. Land Use definitions

Land-use definitions have been modified to generally align with the model scheme text and obsolete definitions have been removed. The Bulky goods showroom definition has been modified to address submissions received, and ensure the definition reflects the Nedlands context.

17. Zoning Table

Changes to permissibility for various use classes have been undertaken to reflect:

- Removal of the Mixed Residential zone
- Expanded Mixed Use zone
- Refocused Neighbourhood Centre zone
- Replacement of Neighbourhood Centre with Local Centre zone in some areas
- Removal of Additional and Restricted uses
- Modified objectives for various zones
- Submissions received

It is acknowledged a significant number of modifications are proposed to the Scheme, and that the high volume of submissions received has given rise to these modifications.

Furthermore, the proposed modifications generally reduce the extent of higher densities extending from Hampden Road, Broadway, Aberdare Road and Waratah Avenue encroaching into the established lower density areas. Densities along Stirling Highway have also been modified to ease the transition into low density areas. These proposed modifications bring LPS3 into alignment with the approved Local Planning Strategy, thereby ensuring that established character and amenity of these areas is maintained.

The support of Council for these modifications will result in a significant step towards the finalisation of a modern Scheme for the City of Nedlands.

As such it is recommended that Council support draft Local Planning Scheme 3 with modifications.

2.0 Recommendation to Council

Council resolves:

- 1. Pursuant to Regulation 25(3) of the Planning and Development (Local Planning Schemes) Regulations 2015 to support draft Local Planning Scheme 3 with the proposed modifications set out in Attachment 2 – Schedule of Modifications.**
- 2. Pursuant to Regulation 28(1) of the Planning and Development (Local Planning Schemes) Regulations 2015, requests the Chief Executive Officer to forward the advertised Local Planning Scheme 3 to the Western Australian Planning Commission with the attached schedule of submissions, schedule of proposed modifications and any other such information required by the Regulations.**
- 3. Requests the Chief Executive Officer to ensure that all submitters are advised in writing of Council's resolution.**

3.0 Background

The need to produce a Local Planning Scheme was the result of a review of Town Planning Scheme No. 2 in 1995. The Minister commented on the review in 1997 and advised that the review shall be given effect by way of the preparation of a new Scheme.

The history of events which resulted in the City's endorsed Local Planning Strategy and draft Local Planning Scheme 3 are outlined in the timeline below:

January 1995	Town Planning Scheme 2 reviewed
November 1996	Letter sent to WAPC advising of consolidation of Scheme 2 and examination into review of Scheme 2
April 1997	WAPC response: Minister notes consolidation of Scheme 2 and advises that a review of Scheme 2 is desirable and shall be effected by way of the preparation of a new Scheme 3
August 1998	Council resolve to establish Planning Strategy Working Group
December 1998	Draft Strategy produced
February 1999	Draft Strategy presented to Council - Not adopted (noted only)
September 1999	Community precinct consultation concludes
May 2000	City commissions Local Housing Strategy & Local Commercial Strategy
December 2000	Local Housing Strategy & Local Commercial Strategy completed
February 2001	Local Housing Strategy & Local Commercial Strategy advertised
November 2001	Parts of Local Housing Strategy & Local Commercial Strategy adopted by Council
August 2002	Expression of Interest issued to prepare new Scheme & Strategy
December 2002	Draft Scheme 3 & Strategy completed by consultant
June 2003	Cllr workshop - multiple updates & reviews
March 2004	Council resolve to endorse Scheme 3 on proviso it be referred to City's lawyers
October 2004	Draft Scheme 3 sent to WAPC for consent to advertise
April 2005	WAPC require further info as no Scheme report (Local Planning Strategy) was provided
May 2005	Local Housing & Commercial Strategies forwarded to WAPC
October 2005	WAPC do not grant consent to advertise - City is required to update Housing and Commercial Strategies and more information is required around Activity Centres, housing density & diversity, Stirling Hwy, QEII/UWA.
November 2005	Housing Diversity Study commenced
February 2006	Stirling Hwy Redevelopment Project commenced
March 2008	Cllr workshop - multiple updates & reviews to Scheme 3
September 2008	Cllr workshop - multiple updates & reviews to Scheme 3
April 2009	Letter from Minister directing the City to finalise draft Scheme 3 & Strategy

July 2009	Council resolve to adopt draft Scheme 3 for consent to advertise following modifications and referral to City's lawyers, WAPC & EPA
June 2010	Draft Scheme 3 & Strategy referred to WAPC as one package
March 2011	Revised Strategy sent to WAPC
May 2011	WAPC comment received on Strategy - modifications required
December 2011	Revised Strategy sent to WAPC
May 2013	Scheme 3 and Strategy 'de-coupled'
December 2013	WAPC comment received on Strategy - modifications required
March 2015	WAPC comment received on Scheme - modifications required within 42 days
May 2015	Council resolution to seek extension to 42 days timeframe, proceed with Strategy, not initiate any further amendments to TPS2.
August 2015	Planning and Development (Local Planning Schemes) Regulations 2015 gazetted which includes a new Model Scheme Text and Deemed Scheme Text.
October 2015	Re-drafted Local Planning Strategy sent to WAPC following Council endorsement with modifications.
November 2015	WAPC letter received confirming extension to complete Local Planning Scheme 3 granted - to be delivered by 31 May 2016
November 2015	Work commences on re-drafting Local Planning Scheme 3 to comply with new Model Scheme Text.
March 2016	WAPC advises that Local Planning Strategy is certified for advertising.
March 2016 – May 2016	Local Planning Strategy advertised
August 2016	Council adopts the Local Planning Strategy.
December 2016	Draft Local Planning Scheme 3 adopted by Council (to proceed to advertise) with modifications.
September 2017	Local Planning Strategy endorsed by WAPC.
October 2017	WAPC advises that the Scheme has been considered and requires modifications prior to advertising
November 2017	Advertising commences on draft Local Planning Scheme 3
April 2018	Advertising closes on draft Local Planning Scheme 3 Consideration of submissions commences

3.1 Key Relevant Previous Council Decisions:

Item PD29.15 – OCM 26 May 2015

“Council

1. *Seek an extension of the 42 day timeframe for making changes to Town Planning Scheme No.3 in order for Administration to complete the Local Planning Strategy;*
2. *Proceeds with the immediate and urgent completion of the Local Planning Strategy for submission to the Western Australian Planning Commission;*
3. *Upon completion of the Local Planning Strategy and approval for advertising, proceeds with immediate and urgent completion of Town Planning Scheme No.3 for submission to the Western Australian Planning Commission;*
4. *Does not initiate further amendments to Town Planning Scheme No. 2; and*
5. *To the extent that it is practicable, any existing amendments to Town Planning Scheme No. 2 that are afoot be incorporated into this process rather than pursued in isolation.”*

Item 7 – Draft Local Planning Scheme No. 3 - Special Council Minutes 13 December 2016

“Council Resolution

1. *Council adopts draft Local Planning Scheme No. 3 in accordance with r. 21(1) of the Planning and Development (Local Planning Schemes) Regulations 2015 and proceeds to advertise with the following modifications:*
2. *That 120 Montgomery Avenue Mt Claremont remain with current zoning: Public Purposes.*
3. *That Residential Zoning on Stirling Highway (map 4 of 5) - at least all TPS2 Residential Zoning for lots fronting Stirling Highway is to be retained in LPS3.*
4. *That Captain Stirling Hotel Redevelopment (map 4 of 5) - The TPS2 existing zoning of the Captain Stirling Hotel and adjoining area is to be retained in LPS3.*
5. *Change Office Use in the Zoning Table (page 11) to “I” in the Mixed Residential, Mixed Use and Centre Neighbourhood Zones.*

6. *Fast Food - Change the definitions of Fast food outlet – large, Fast food outlet – small and Lunchbar/take-away food outlet, to allow only the heating of pies and similar foodstuffs and exclude the cooking of food consumed off-premises unless an incidental use.*
7. *Transition Areas - Where increased density is permitted in R10 coded areas, this be limited to R35 in LPS3 to avoid conflicts of scale with neighbours and Council losing control of development approval to the JDAP.*
8. *Ancillary Accommodation - The TPS2 requirements for ancillary accommodation be retained in LPS3.*
9. *Setback and Landscaping Requirements for Non-Residential Uses - TPS2 building setbacks from boundaries for non-residential uses where adjoining residential zones and landscaping of non-residential uses be retained in LPS3.*
10. *Additional Site and Development Requirements in R10 Residential Zones - New development in R10 zones with a minimum lot area of 1,000m² and a minimum frontage of 20m are to provide the following:*
 - a) *A minimum total open space of 65% of site*
 - b) *A minimum side setback of 1.5m per storey*
11. *Car Parking Requirements for Non-Residential Uses - Car parking requirements for non-residential uses are to be specified, either by use class as in TPS2 or by number of bays per square metre of floor space.*
12. *Zoning table to be amended Aged Care Facility / Nursing Home in the Mixed Residential and Mixed Use zones from X to A.”*

Item PD46.17 – Council Minutes 24 October 2017

“Council Resolution

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

Item 14.1 – Council Minutes 22 May 2018

“Council Resolution

That, in the interest of providing:

1. *progressive feedback to Administration;*

2. *guidance towards achieving a successful outcome expeditiously; and*
3. *simplifying last minute deliberations.*

Council gives direction to the CEO with respect to Local Planning Scheme No. 3 (LPS3) as follows:

In accordance with submissions -

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

Item 14.3 – Council Minutes 26 June 2018

“Council Resolution

Council provides guidelines to the CEO in the analysis of LPS3 submissions with respect to:

1. *City freehold land with potential for redevelopment;*
2. *Whether the scheme is to allow open car parking on lots adjoining Stirling Highway when they are redeveloped;*
3. *The provision of landscaping on residential and non-residential zoned lots;*
4. *The provision of basement and upper floor setbacks – front, side and rear – on all residential zoned lots and*
5. *Whether the scheme is to include developer contributions requirements as a prerequisite to significant increases in residential density.”*

4.0 Regulatory Process

The Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations) sets out the legislative requirements for the preparation, consultation and adoption of a Local Planning Scheme.

Following the prior Council decisions as set out above, Council has proceeded through the various regulatory steps to the point where it is now considering submissions under Regulation 25.

Under this part the local government must consider all submissions lodged within the submission period, and before the end of the consideration period must pass a resolution:

- a) to support the draft scheme without modification;
- b) to support the draft scheme with proposed modifications to address issues raised in the submission; or
- c) not to support the draft scheme.

If the local government proposes a modification to address issues raised in submissions and the local government believes the proposed modification is significant it may decide to advertise a proposed modification to the draft local planning scheme in accordance with Regulation 26.

Following re-advertising of any proposed modifications to the draft local planning scheme or if choosing not to re-advertise after passing a resolution under Regulation 25, the local government must provide the advertised scheme documents to the Commission together with:

- a) a schedule of submissions made on the draft scheme;
- b) the response of the local government to each submission;
- c) particulars of each modification to the draft scheme proposed by the local government in response to the submissions;
- d) if any proposed modification to the scheme was advertised -
 - (i) an explanation of the reasons for advertising the modification; and
 - (ii) particulars of how the modification was advertised; and
 - (iii) a schedule of submissions made on the proposed modifications; and
 - (iv) the recommendation of the local government in accordance with regulation 26(7)(c) in respect of each submission;
- e) a copy of the resolution passed under regulation 25(3);
- f) if that resolution was a resolution under regulation 25(3)(c) - a summary of the reasons why the local government does not support the draft scheme;
- g) details of any provision in the draft scheme that varies or excludes a provision set out in Schedule 1;
- h) details of any provision in the draft scheme that supplements a provision set out in Schedule 2; and
- i) any relevant maps, plans, specifications and particulars required by the Commission.

The schedule of submissions referred to above must include:

- a) the name and address of the person making the submission;
- b) where it is relevant, a description of the property that is the subject of the submission; and
- c) the submission or a summary of the submission.

All the documents referred to above must be provided to the Commission with 21 days of passing the resolution under Regulation 25.

The Commission must, within 120 days of receiving the documents provided to it, consider the documents and make recommendations to the Minister in respect of the draft local planning scheme.

At this point the Minister may direct the local government to advertise modifications to the draft local planning scheme or otherwise decides on the draft local planning scheme under section 87 of the Planning and Development Act.

Assuming the Minister approves the local planning scheme, the local government is to advertise the approved Scheme and ensure copies are available to the public. The scheme has full force and effect as if it were enacted by the Planning and Development Act on the day it is published in the Government Gazette.

5.0 Consultation

The purpose of advertising draft Local Planning Scheme 3 was to gain an understanding on the community's views and fulfil the governing process under Regulation 22.

The engagement period commenced formally on Friday, 1 December 2017 and ran until Thursday, 29 March 2018.

Consultation via the Your Voice website, however, ran from Thursday, 23 November 2017 until Tuesday, 3 April 2018, accounting for the Easter Holiday break, resulting in a total of 130 days (82 business days) of community engagement. This period exceeded the legislative requirement of 90 days.

The City's Community Engagement Policy states to undertake engagement using the following principles:

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

Our people We promise that our people will uphold the City values, the IAP2 Value's and Code of Ethics, be appropriately trained and supported to deliver best practice engagement.

5.1 Opportunities for Engagement

There were numerous opportunities for people to engage with the City, such as:

- Access information and updates, and provide feedback on the Your Voice Nedlands website;
- Attend one of the six Public Open Days held in various locations around the City;
- Provide a submission via email or hardcopy (post and dropping off at Administration); and
- Visit the Administration Centre or contact the City by phone or email to talk to a planner.

5.2 Engagement reach and depth of participation

The City undertook comprehensive communications, as follows:

- 8 advertisements were placed in The Post Newspaper;
- 3 advertisements were placed in the monthly Nedlands News Update;
- 22 social media posts were put on the City's Facebook and Twitter accounts;
- An email banner was on all Officer's emails for the main period of engagement;
- A banner was placed on the front page of the City's website with a direct link to the Your Voice Nedlands engagement page;
- 3 media releases and 1 media brief was published on the City's website; and
- In addition to consultation above, 27 articles referencing LPS 3 were posted in the media (ABC radio, television, the Western Australia, The Post Newspaper and the Western Suburbs weekly, paper and online) placed as editorial or letters to the editors by members of the public, or advertisements placed by organisations other than the City.

During the engagement period there were 8,091 visitors to the Your Voice online engagement page with 421 new registrations. 29 questions were submitted via the page and a total of 547 online submissions were received.

Approximately 306 people attended the Public Open Days.

A total of 1,019 submissions were received (547 online, 268 emails and 204 letters).

5.3 Considering submissions

In considering all 1,019 submissions the City undertook a review process whereby each submission was read in its entirety and distilled into its main points. Care was taken to ensure the main points were conveyed whilst trying to eliminate identifying details or comments that may not be suitable for reproduction in a Council reporting process.

The submission summaries were used to generate a list of issues raised by the community and an analysis of those issues was then undertaken to determine potential solutions.

These solutions were workshopped with Council and recommendations further examined to ensure they addressed the issue raised, comply with the planning framework and can be implemented appropriately.

The result is a schedule of modifications to draft Local Planning Scheme 3 that address the issues raised in the submissions.

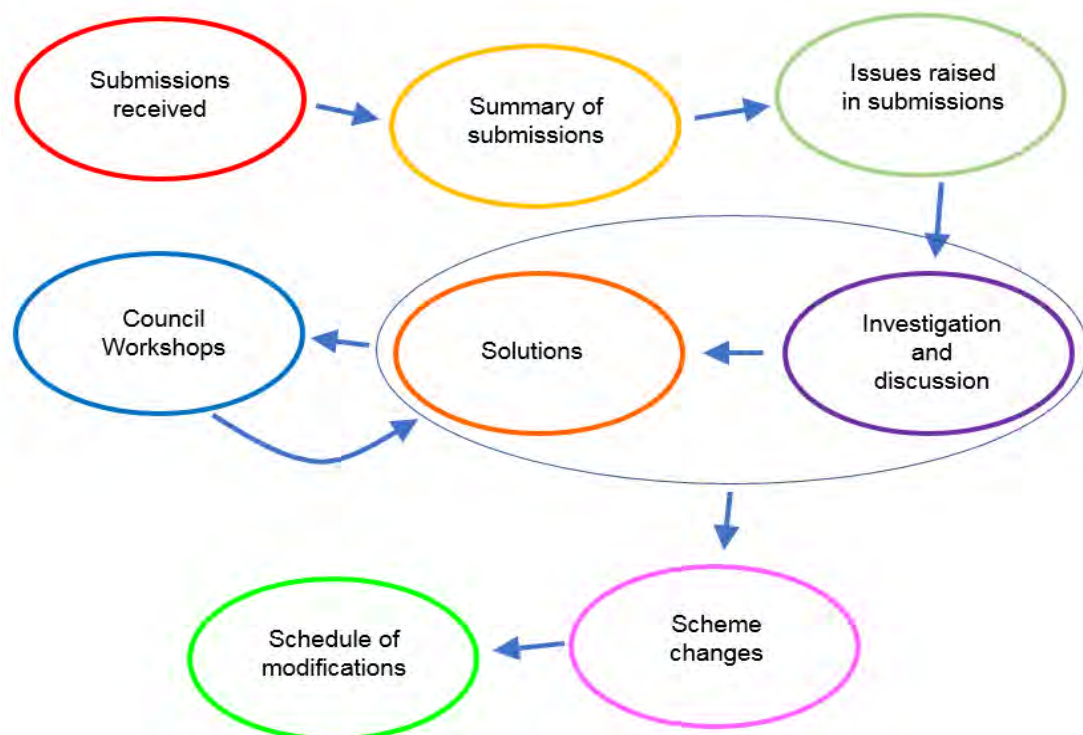


Figure 1: Submission consideration process

5.4 Analysing issues

In analysing the issues raised through the submissions, the City has reflected on the planning framework, namely the Local Planning Strategy which was endorsed by the Western Australian Planning Commission in September 2017.

The Local Planning Strategy demonstrates how the City will meet the State Governments metropolitan planning strategy, Perth & Peel@3.5 million. Perth & Peel@3.5 million and its associated sub-regional frameworks are the key instruments for achieving a more consolidated urban form that will reduce the dependence on new urban greenfield developments to accommodate the anticipated population growth of the Perth metropolitan area. In this regard, the sub-regional framework identifies an infill target for the City of Nedlands of 4,320 dwellings to be achieved by 2050.

The Local Planning Strategy sets out the long term strategic direction for development within the City and ultimately supports the operation of a new Local Planning Scheme, giving rationale and context for its content. The Local Planning Strategy sets out to achieve the implementation of urban growth areas and transition zones through a new Local Planning Scheme, which would classify those areas suitable for redevelopment whilst retaining and maintaining the existing character of significant portions of the valued suburban areas of Nedlands.

Under the Local Planning Strategy, Urban Growth Areas are identified to contain the most intense development in the City. Multiple dwellings (apartments), commercial and mixed-use developments are anticipated to be the predominant development types in these areas being contained to properties directly adjoining Stirling Highway, Broadway, Hampden Road and Monash Avenue.

Transition zones exist immediately adjacent to urban growth areas to create a buffer between high intensity and low intensity development. This buffer will reduce the impact from the differences in built form (e.g. height, bulk, setbacks etc.). It is expected the transition zones will contain mostly residential developments of multiple dwellings (apartments) and grouped dwellings (townhouses and similar).

The specific application of the urban growth areas and transition zones is further explained in each of the precincts identified in the Strategy. LPS3 needs to be responsive to each of the precinct specific strategies in terms of identifying areas suitable for higher intensity development and the finer grain application of transition zones to appropriately interface with the existing valued residential areas.

The urban growth areas and transition zones are not delineated areas or set precincts (as could be mis-interpreted from the Strategy map) but need to be responsive to the local context as explained in the precinct specific strategies. For example, the transition zone behind Stirling Highway should be very different to the transition zone behind Broadway and it is only in reading the precinct specific strategies on how to apply the transition zones to each area that this becomes clear.

The redevelopment locations identified in the Strategy, reflected in the urban growth areas and transition zones, were carefully selected to respond to precinct specific considerations and to ensure alignment with the dwelling infill targets identified in the Central sub-regional planning framework.

It is through the lens of the Local Planning Strategy that all issues raised in the submissions have been analysed and recommendations made accordingly.

6.0 Key issues raised in submissions

Submissions and individual responses are included in the Schedule of Submissions (Attachment 1).

Using the submission consideration model explained previously, the key issues raised were categorised into broad issues that were either:

- Major topics dealt with by the Scheme,
- Items that affect significant areas of the City,
- Zone based issues that relate to the application of a zone its land use and built-form provisions; or
- Supplementary issues regarding specific matters not captured elsewhere.

Key points have been detailed for each issue with administration comments provided in response. A detailed discussion of the issue follows, with analysis of the Strategy set out to frame how the Scheme has responded to each issue.

Recommended changes are listed with reference to the specific modification made to the Scheme.

The broad issues raised are:

1. Planning process and operation of the Scheme
2. Density and transition zones
3. Character, amenity and built form (including heritage)
4. Environmental factors
5. Traffic and parking
6. Demand on infrastructure, services and facilities

Zone based issues raised are:

1. Local Reserves
2. Zoning table and land use permissibility
3. Additional and Restricted Uses
4. Mixed Use zone
5. Local Centre zone
6. Neighbourhood Centre zone
7. Light Industry zone and Service Commercial zone

8. Private Community Purpose zone
9. Special Use zones
10. Subiaco Strategic Water Resource Precinct
11. Land use definitions

In addition to the above, a range of non-planning related comments were also raised. These comments are largely unable to be dealt with by the planning framework and have been addressed as such within the Schedule of Submissions.

Further to the above, Motions have been put to, and resolved by, Council which directs administration on how the Scheme should be written. These resolutions have been incorporated into the Scheme.

6.1 Key Issue: Planning process and operation of the Scheme

Points raised	Administration Comment
a) Objections to the planning process (WAPC determination over Council, DAP's, SAT etc)	a) The planning process is controlled by the <i>Planning and Development Act 2005</i> (The Act) and the Regulations.
b) Lack of consultation	b) Extensive consultation was undertaken by the City, beyond that set out in the Regulations.
c) Scheme vs non-scheme planning mechanisms	c) - d) Draft LPS3 is consistent with the model scheme text. The emphasis is on local governments developing robust planning frameworks through the local policy tools available to them.
d) What can and can't be done through the Scheme	
e) Complexity of information and clarity of scheme operation	e) The Scheme has been re-organised to operate in a more coherent fashion. Standardised clauses, consistent provisions and clear wording has been incorporated.

6.1.1 Discussion

The process for the adoption of a new planning scheme is set out by the Regulations and has been discussed in the preceding chapter titled 'Regulatory process'.

The engagement and consultation phase embarked upon by the City was greater than that required by the Regulations. The City was keen to ensure it was able to reach as many people as possible through the consultation exercise and get as much feedback as possible. The consultation period was extended to 4 months in lieu of 3, multiple open days were held throughout the consultation period and multiple options for providing feedback were given. The consultation and engagement program has been discussed in a preceding chapter titled 'Consultation'.

A Local Planning Scheme must include the model scheme text as set out in s.257A of the *Planning and Development Act 2005* and only by approval of the Minister can an exclusion or variation from the model provisions be given effect. The City is keen to ensure that draft Local Planning Scheme 3 is consistent with the model scheme text so that it has a modern planning framework with a current planning scheme.

It is recognised that in doing so the City will be moving to a significantly different planning framework than that which is currently in operation. Town Planning Scheme No. 2 was gazetted in 1985 and was not renewed or replaced to be brought in line with the first model scheme text, introduced in 1999. With the gazettal of the Regulations in 2015 comes the second model scheme text for Western Australia. So, in effect, the City is leap-frogging an entire planning scheme model and jumping ahead to a completely new model of how a planning scheme, and by extension a whole local government planning system, should operate.

It is no currently longer necessary, or considered appropriate, for a local planning scheme to contain all the provisions a local government seeks to implement. There is a whole suite of planning mechanisms available to the City that will enable it to further implement its planning framework. The City will need to produce a range of Local Development Plans and Local Planning Policies to give full effect to the planning outcomes that are envisaged with the implementation of a new Scheme. All these planning tools work together to deliver the intentions of the Local Planning Strategy.

A local planning scheme is a complex document by its very nature. Its purpose is to implement a component of a local planning framework and its structure and content are largely controlled by the design of the model scheme text.

The model scheme text provides for the local government to set out, in clause 32 of the Scheme, provisions relating to development that are additional to those in the R-Codes, activity centre plans, local development plans or State or local planning policies. Such provisions may relate to land use, setbacks, building height, plot ratio, open space, landscaping or other type of development provisions for a zone or defined area.

Clause 32 has been arranged to function through zone-based provisions. Similar to the advertised version of the Scheme, this approach provides a clear direction for the application of development standards. Amendments have been made to clause 32 to consolidate provisions to avoid inconsistencies and conflicts and provide clarity. Furthermore, standardised provisions have been applied for each zone including setbacks, height, plot ratio and landscaping in addition to other zone-specific requirements. The modifications made to clause 32 have satisfied submissions which raised concern with the operation and application of the clause.

In terms of the operation of clause 32, an additional provision has been applied to the Mixed Use, Local Centre and Neighbourhood Centre zones to facilitate the preparation of a Local Development Plan (LDP). The purpose of an LDP is to consider detailed site characteristics and assist in achieving coordinated, high quality, built form outcomes. The provision inserted in clause 32 provides for a standard set of requirements to apply where there is no LDP in place and for LDP provisions to prevail where one has been approved. It is noted the LDP provision was included in the advertised version of the scheme within the Private Community Purpose zone which is to be retained.

The model scheme text also provides for the local government to set out, in clause 33 of the Scheme, provisions relating to development that are additional to those covered by structure plans, activity centre plans or local development plans. Such provisions may relate to land use, setbacks, building height, plot ratio, open space, landscaping or any other type of development provision that applies to a specific area covered by a structure plan, activity centre plan or local development plan.

The explanatory text from the model scheme text template, indicates that clause 33 is designed to give the weight of the scheme to provisions in an approved structure plan, activity centre plan or local development plan.

Where there are site specific or precinct based provisions that apply, that are considered to require the weight and effect of the Scheme, these have been moved to clause 33 and will also be contained in an applicable structure plan, local development plan or other planning tool as appropriate.

Specifically, clause 33 has been amended to contain the maximum height requirements for a number of precincts where an LDP may be prepared. The heights which are proposed in clause 33 were previously within clause 32 of the advertised Scheme and are considered appropriate for the identified locations. It is considered that with the inclusion of standard zone-based provisions in clause 32 and the ability to prepare an LDP to vary these requirements, clause 33 provides the most appropriate mechanism to define parameters for future local development plans in relation to height.

In reviewing the operation of the Scheme and in the attempt to remove any inconsistencies it has been noted that there are a number of land uses listed in the zoning table that are not expected to be commensurate with the aims of the Scheme, are inconsistent with the objectives of the respective zone or the intentions of the Strategy and therefore land use permissibility's have been amended accordingly. In other instances, land uses by their own definition can not exist within the City and as such have been removed. This includes the Freeway service centre, Waste disposal facility and Waste storage facility.

6.1.2 Recommended changes to advertised Scheme

Standardise clause 32 as zone-based provisions.

Standardise clause 33 as precinct specific provisions.

Remove redundant land uses from zoning table and land use definitions.

6.1.3 Reference in Schedule of Modifications

Text 31 – 34 & 36

Text 40

Text 20 & 45

6.2 Key Issue: Density and transition zones

Points raised	Administration Comment
<p>a) Objection to the extent of rezoning.</p> <p>b) Objection to abrupt changes in scale rather than gradual steps (appropriate transition).</p> <p>c) Density advertised in the Kingsway, Viewway and Hillway area is inconsistent with the Strategy. There has been a lack of consideration of topography (e.g. Broadway, Kingsway, Viewway) in application of the proposed densities.</p> <p>d) Objection/Support for the proposed density in the Mt Claremont precinct.</p> <p>e) Objection to density proposed in streets to the rear of Hampden Road (Leura, Clifton, Meriwa, Williams Road).</p> <p>f) Objection to proposed density in Aberdare Road precinct.</p> <p>g) Objection to proposed density in Waratah Avenue precinct.</p> <p>h) Listed alternative locations for increased densities</p> <p>i) Propose corner lot/low density subdivisions throughout City</p>	<p>a) Proposed densities are consistent with the adopted Local Planning Strategy in applying a transition from high to low intensity development interfacing with the existing suburban areas.</p> <p>b) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>c) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions and topographical constraints which are articulated in the Local Planning Strategy.</p> <p>d) Rationalising the outdated zoning mechanism (1 in 5 split coding) in Mt Claremont West was identified in the Local Planning Strategy. In response to submissions the R20 is proposed to be retained for the precinct.</p> <p>e) It is proposed to reduce densities along Leura/Clifton/Meriwa Street/Williams Road to respond to submissions, having regard to the Local Planning Strategy and wider planning framework that is anticipated to be delivered.</p> <p>f) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>g) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>h) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>i) Introducing special provisions in LPS3 to</p>

	<p>permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes and will not significantly assist in achieving density targets.</p>
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6.2.1 Discussion

6.2.1.1 Mt Claremont Precinct

This area is known as Old Mt Claremont.

Submissions received were generally split in terms of supporting or objecting to the proposed density changes in this location.

The Local Planning Strategy does not identify Mt Claremont as a growth area. The Strategy does state that the City should:

- retain and enhance the character of the streetscape; and
- rationalise the split code and investigate appropriate density options to deliver a desirable streetscape and residential form.

Despite not being a growth area, it was intended that density options be investigated for this area as part of rationalising the current split code that applies to this area in *Town Planning Scheme No. 2 (TPS2)*, so some change could be considered. Removal of the split code and application of the R20 code would make it fair and equitable in comparison to the current TPS2 provision which limits the frequency of grouped dwellings occurring greater than one lot in five lots.

However, R20 throughout would need to be supported with upgrades to laneways. Both side-by-side and battle-axe subdivision arrangements would result in an increase in garages and driveways which would negatively impact the streetscape and character of the area which has been mentioned in the submissions as issues that needs to be addressed.

Controls on the configuration of new lots and access arrangements (requiring use of the laneway) would be needed to manage those impacts.

It is recommended that a Local Planning Policy be prepared to guide subdivision layout, laneway upgrades and built form provisions so that streetscape and character is managed.

6.2.1.2 Hollywood Precinct

Precinct known as Aberdare Road precinct, bound by Aberdare Road, Gairdner Drive, Verdun Street and Kitchener Road.

Most of the submissions received in this precinct are opposed to the proposed R60 density. The response rate for the area was comparatively high with a total of 54 submissions received and 131 properties affected.

Whilst some submitters acknowledged proximity to hospitals and the need for increased density as reasons for support, the majority of submissions remarked that the area was unsuitable for increased density due to traffic, amenity and infrastructure/services issues.

The Local Planning Strategy does not identify this area as an identified growth area, but it is contained within the QEII/UWA Specialised Centre area and partly within the 800m catchment from Shenton Park train station.

The Strategy sets out to:

- ensure the appropriate treatment of Aberdare Rd and lots abutting as a transit corridor; and
- consider a range of uses and accommodation types that complement the function of the QEII/UWA Specialised Centre.

The R60 density code being applied to those properties facing Aberdare Road is consistent with it being an identified transit corridor in Perth & Peel @ 3.5 million. A built form local planning policy/local development plan could be formulated to contain provisions such as setbacks and massing (particularly to protect properties to the south) and vehicle access.

The application of R60 throughout the remainder of the precinct is not supported as there is no substantive planning justification for a density increase in this area at this time. Only part of the area is within 800m of the Shenton Park station, and even less when the actual pedestrian walkable catchment is calculated. Only part of the area is within the frame area of the QEII/UWA Specialised Precinct and in accordance with SPP 4.2 – Activity Centres Policy housing supply in specialised centres should be assessed on a case-by-case basis which would be most appropriately established through an approved Specialised Centre Plan.

6.2.1.3 Waratah Avenue Precinct

This area is known as the Dalkeith Village precinct and includes surrounding residential properties.

The majority of submissions received in this area request to reduce or remove entirely the increased densities proposed on and around the Waratah Avenue Neighbourhood Centre with a minority supporting the proposed increases.

The Local Planning Strategy does not identify this area as a growth area but does identify the Waratah Avenue Centre as a Neighbourhood Centre. The Strategy sets out to:

- Retain and enhance the character and streetscape of the existing residential areas, in order to protect the established character of this precinct.
- Facilitate consolidation and realisation of the existing development potential for non-residential and residential purposes within the Dalkeith Neighbourhood Centre.
- Facilitate increased dwelling diversity by providing for increased residential density in the immediate vicinity of the Dalkeith Neighbourhood Centre, in line with the scale of the centre.

The extent of the density increases in the advertised LPS3 exceeds the densities contemplated in the Strategy. In considering density around this centre, its size is important as it is directly referenced by the Local Planning Strategy. The Centre has 2,890m² Net Lettable Area (NLA) and is not forecast to grow much beyond 3,000m² NLA which is at the lower end of the 1,500 – 10,000m² scale set by SPP 4.2 for Neighbourhood Centres. The Strategy does not anticipate the centre being re-evaluated or rezoned in terms of its position in the centres hierarchy, however, the Centre has been changed to a Local Centre zone in accordance with Council's Resolution, from the Ordinary Meeting of Council held 22 May 2018, on the Motion relating to LPS3, which is further discussed in Part 7.

Regardless of the zone nomenclature applying to the commercial area, in order to realise the Strategy intentions for this precinct, a reduction in the density of the surrounding residential areas to maintain the existing low-density codes would be appropriate.

Density changes should be brought back to a more consolidated form where they are directly related to the centre itself and not several street blocks away. The provisions of the Local Centre zone should be revised to ensure the development potential of the Dalkeith Neighbourhood Centre itself is realised, whilst respecting the history of the centre and the existing controls established in TPS2.

6.2.1.4 Broadway Precinct

Land bound by Broadway, Esplanade, Bruce Street and Edward Street.

Submissions raised amenity issues, loss of character housing, issues with density around Nedlands Primary School and concern for increased traffic and safety issues. Submissions also raised the topography of the area acting as a natural transition so that additional density changes are not required when transitioning density from Broadway.

The Local Planning Strategy identifies Broadway as an Urban Growth Area and the precinct falls within the UWA-QEII catchment. Specific points include:

- Broadway as a medium intensity, low to medium rise Urban Growth Area.

- Provide a Transition Zone abutting Broadway to quickly lower development intensity into the surrounding precincts.
 - Where applicable on Broadway, the significant east-west topography variation will function as the Transition zone.
- Ensure strategic planning of the UWA-QEII Specialised Centre and its boundaries is completed in partnership with the affected local governments and State government instrumentalities.

The majority of this area is not indicated in the Local Planning Strategy as being within the urban growth area or a transition zone. The area is however identified as being partly within the 'UWA-QEII immediate catchment'.

Given the direction set out in the Strategy and the number of submissions made against increasing densities in the residential streets behind Broadway (Kingsway, Viewway and Bruce Street), reducing the extent of the density changes in this area is appropriate.

The significant topographical changes between those properties facing Broadway and those directly behind acts as the transition in this instance and the extension of density to those properties behind Broadway is unnecessary.

Until such time that an Activity Centres Plan is developed for the QEII / UWA Specialised Centre, it would be premature to introduce increased densities throughout this area as advertised.

To be consistent with the Strategy, density increases should be confined to Broadway and the streets closest to Stirling Highway in the northern part of the subject area (Cooper, Clark and the northern side of Edward) and lots adjacent to the Special Use/Mixed Use sites to the south of Broadway.

Density increases proposed in LPS3 are to be retained north of Edward Street. Few submissions were received in this location, with comments largely in support of the proposed changes. The topography of Broadway north of Edward Street is relatively flat, with scope for density to the rear of the Mixed Use lots to facilitate a density transition. The transition from a R160 density on the northern side of Cooper Street, to R60 on Clarke Street and the Northern side of Edward street is appropriate into the established low density residential area south of Edward Street which is proposed to revert back to an R12.5 density.

Density increases are to be retained for the lots in the street block to the rear of Steve's Hotel Special Use site and to the rear of the Mixed Use zoned lots immediately to the north (bound by Hillway, The Avenue and Melvista Avenue). Given this area sits at the bottom of the slope and has a relatively flat topography, the density will provide for an appropriate transition from the development on Broadway without adversely affecting the surrounding area. Few submissions were received in this location, with the majority being in support of the density changes.

6.2.1.5 Hampden Rd Precinct

Land bound by Monash Ave, Hampden Rd, Gordon St and Williams Rd.

A number of submissions raised loss of character housing as a concern resulting from the proposed density increases. Submissions also referenced a report produced for the City by Palassis Architects as part of the review of the Municipal Heritage Inventory. The report included an 'Inventory of Potential Character Areas' where original houses are largely intact, creating streetscapes of particular character. These recommended areas include Clifton Street, Hardy Road and Williams Road within the subject area.

The Local Planning Strategy identifies Monash Avenue and Hampden Road as Urban Growth Areas with a transition zone. The subject area is also within the UWA-QEII Immediate catchment.

The specific strategies for this precinct seek to:

- Plan Hampden/Broadway as a medium intensity, low to medium rise Urban Growth Area within the City of Nedlands.
- Provide a Transition Zone abutting Hampden/Broadway to quickly lower development intensity into the surrounding precincts

The extent of the densities into the suburban area, beyond the growth area and transition zone are considered inconsistent with the Strategy. Given, the streetscape character value of the area and the number of submissions against upcoding these streets, it is considered appropriate to reduce the extent of the density changes in this area.

To be consistent with the Strategy, density increases should be confined to Hampden Road, Leura Street and Monash Avenue. Further, until such time that an Activity Centres Plan is developed for the QEII / UWA Specialised Centre it would be premature to introduce increased densities throughout the remainder of this area as advertised.

The zones applied to these areas have been evaluated. Council proposed a Mixed Residential zone for Hardy Road, Monash Avenue, and the eastern side of Leura Street. This zone was removed by WAPC modifications and replaced with a 'Residential R160' zone.

The Mixed Residential zone was intended to accommodate the existing commercial uses that operate on Leura Street and provide opportunities for other ground floor commercial activity in the area. Given Mixed Residential is no longer an option, a Mixed Use zone has been applied to Leura Street and Monash Avenue. The land use permissibility's of the Mixed Use zone have been reviewed accordingly given its application to areas not originally contemplated in the Strategy.

6.2.1.6 Stirling Highway Precinct

Area defined by the Residential R160, R60 and R40 density codes.

Submissions have acknowledged the need for density and stated a preference for higher densities being located on or near to Stirling Highway. There was support for diversity of housing and affordability and that proposed densities will bring quality townhouses, apartments and units to Nedlands. There were however, many objections to the proposed densities and extent of the transition zones, particularly the extent north of Stirling Highway. Many submissions supported using the streets as the boundary for density changes.

The impact on the character of the area and on the amenity of existing single houses (bulk, height, overshadowing, overlooking) and lack of provisions to protect amenity were also raised as major issues that needed addressing with any density increases.

The Local Planning Strategy identifies Stirling Highway as an Urban Growth Area with first and second transition zones creating a buffer between high intensity and low intensity development. Specifically, the Strategy sets out:

- Within the transition zone adjoining Stirling Highway, ensure the height, scale and bulk of redevelopment smoothly integrates back into the established residential character of the area.
 - Facilitate medium rise, medium density predominantly residential redevelopment within the first Transition Zone.
 - Facilitate low rise, diverse residential built form within the second Transition zone.

Whilst the R160 density for the lots abutting Stirling Highway are higher than Council's adopted Scheme, the densities are generally in keeping with the objectives of the Local Planning Strategy. These higher densities are appropriate providing that they directly abut, or transition from, Stirling Highway. There were previously areas where the density codes that have been applied did not transition smoothly. This is particularly true for some short street blocks where R160 would abut R10 on the opposite side of the street, with similar jumps in density codes occurring near the Rose Gardens particularly in Doonan Road. Density codes in these areas have been revised in order to provide a more gradual change and smooth transition.

The Strategy states 'where the Transition Zone is adjacent to high intensity development (i.e. Stirling Highway) two 'bands' of transition zones will be necessary to facilitate a smooth transition from high intensity to medium intensity to low intensity development.

The Strategy identifies having a short transition back to the suburban environment and it was not intended that this transition extend as deep as what has been advertised. There are some areas that are considered to be completely beyond a natural transition zone (e.g. lots north of Bedford Street

towards Carrington Street and Gordon Street). It is appropriate to maintain the established low density suburban areas in these locations and maintain low density codes.

Despite the extent of the transition zones being beyond that originally contemplated, by extending to the full length of the street block they do achieve a very clear delineation between areas of change.

The advertised density changes also extend over the street block and apply an increased density code to properties directly opposite. This would result in conflicting scenarios with developable properties of a higher density being directly adjacent to properties remaining at their current lower density.

In order to address the impact of density changes on adjacent properties, it is considered appropriate that densities are contained entirely within the street block rather than extending beyond the street block. Further, the application of an R40 code at the street-block ends would assist in achieving a smoother interface between density changes transitioning back to the established character of the lower density area, particularly as R40 code properties cannot be developed beyond a height of 2 storeys which is more in keeping with the 2-storey built form of the low codes that exist throughout the established areas.

6.2.2 Recommended changes to advertised Scheme

4. Rezone Aberdare Road precinct to R10 with properties facing Aberdare Road to remain as R60.
5. Rezone areas surrounding the Waratah Avenue Centres to R10 or R12.5 except for:
 - a. Waratah Ave (between Robert St and Alexander Rd);
 - b. Genesta Crescent (between School Rd and Adelma Rd);
 - c. Southern side of Philip Road (between Alexander Rd and Adelma); and
 - d. Alexander Road between Philip Road and Leon Road.
6. Rezone residential properties south of Edward Street to R10 and R12.5 except for Hillway, The Avenue and Esplanade between Melvista and Bessell Ave and Broadway.
7. Rezone all R160, R60 and R40 lots in the area of Hampden Rd, Hardy Rd, Williams Rd (including western side of Williams) and Gordon St to R25.
8. Rezone eastern side of Leura Street to Mixed Use R-AC0.
9. Rezone Monash Ave to be Mixed Use R-AC0.
10. Review land use permissibility of the Mixed Use zone.
11. Rezone lots bound by Dalkeith Rd, Carrington St, Broome St and rear of Bedford to R10.
12. Use the streets as the boundaries for changes in density, thus rezone R40 lots that extend 'over the road' back to appropriate density codes.

13. Rezone last 2-3 lots on street block ends to R40 as the second transition.
14. Rezone No. 1 – 6 Doonan Road to R160.
15. Rezone street block ends of lots at corners of Jenkins and Waroonga / Bulima / Taylor from R160 to R60.
16. Introduce minimum lot size requirements to ensure amalgamation of sites prior to redevelopment.

6.2.3 Reference in Schedule of Modifications

Map 110
 Map 111 – 125
 Map 102 – 109
 Map 90 – 94
 Map 32
 Map 33
 Text 20
 Map 89
 Map 88, 92, 95 – 101
 Map 34 – 55 & 64 – 70
 Map 62 & 63
 Map 56 – 61
 Text 30

6.3 Key Issue: Character, amenity and built form (including heritage)

Points raised	Administration Comment
a) Scale of density proposed R60, R80 R160 b) Impact of redevelopment (over-looking, over-shadowing, building bulk, height, setbacks, impact on streetscape). c) Loss of heritage/character housing (lack of heritage protection in the Scheme). d) Ad-hoc redevelopment – lack of coordination. e) Stirling Highway heights – should be limited to 17.5m	a) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc. b) Impacts associated with new developments and the interface between higher and lower densities will be controlled through provisions contained within LPS3, the R-Codes, and future Local Development Plan provisions. c) The City's Heritage List and Municipal Inventory will be unaffected by LPS3. Additional heritage provisions in the Scheme are not proposed. d) Coordinated development will be required to protect the character and amenity of areas proposed for increased density. e) LPS3 contemplates a default height limit of between 11m to 14.5m for properties along Stirling Highway, with potential to increase the height to 28.5m to 35.5m subject to satisfying planning criteria set out in future local development plans and the local planning policy framework.

6.3.1 Discussion

The majority of submissions raised issues of character, amenity and built form with regards to the increase in density in residential areas in the City.

The Local Planning Strategy sets out that the City should retain and enhance the character and streetscape of the City's existing residential areas whilst promoting best practice urban design principles in targeted infill areas. Maintaining and enhancing high quality streetscapes will be of the utmost importance to decision making, and developments will need to respond to the unique character of each precinct.

A significant contributor to the City of Nedlands character and streetscape amenity is the consistent application of a 9m primary street setback to buildings. It is therefore consistent with addressing issues raised and addressing the Strategy that the Scheme continues to apply a 9m primary street setback to residential buildings in the established low density suburban environment. Clause 26 (1), (2) & (3) currently do not fulfil this requirement. Although C2.1 is varied to modify the proposed setback to 9m, the remaining deemed-to-comply provisions in relation to front setbacks of buildings (including averaging and minor intrusions etc.) would still apply. It is therefore necessary to reword these clauses to give effect to the correct interpretation of how the 9m setback should be applied. For existing low-density areas where the 9m setback currently applies under Town Planning Scheme 2, the 9m primary street setback should continue to have effect and also have effect to garages and carports. Further to this, it will be necessary to develop local planning policy to guide discretion in this area to guide future decision making. It is clear from recent infill developments throughout the metropolitan area that the requirements of the R-codes alone are incapable of delivering quality infill in established suburbs. Development of grouped dwellings in R40 & R60 areas on traditional sized lots has caused entire sites to be cleared of vegetation and the resulting development has included high levels of site coverage, multiple-crossovers, paving to accommodate vehicular turning areas, garages dominating the streetscape and little landscaping provided. These issues have generally resulted from the subdivision of original lots into small fragmented sites in a battle-axe configuration.

In the established low-density suburbs driveways/crossovers are adequately distributed throughout the street due to the large frontages of the lots. In addition, the built and hard-stand areas they comprise make up a comparatively small percentage of the area, which allows for green-space and mature vegetation to endure within the lot and verge (street-trees).

Without adequate controls, subdivision of lots into smaller sites will result in the proliferation of driveways at the expense of the green-space areas and mature vegetation.

Within the Nedlands context, the open, green leafy nature of our suburban environment are the characteristics that the Strategy seeks to maintain, retain and enhance. To facilitate development which positively contributes to the

streetscape, amenity and character of the area, a combination of Scheme and Policy provisions will be implemented.

A key driver to facilitating good development outcomes is the need to consolidate land holdings, require coordinated development on larger sites and limit the number of vehicular access points. Larger, consolidated lots allow for the impacts of infill development to be more effectively managed by reducing the number of crossovers, centralising the building envelope to enable greater tree retention and increasing setbacks which in turn reduces overshadowing, overlooking and building bulk.

The Scheme will need provisions that will operate above the R-Codes to ensure that subdivision of sites is not put ahead of achieving good built outcomes. These provisions will also need to be followed should development proceed prior to the subdivision of land, so similar clauses will be required for both scenarios.

A number of Local Governments have introduced split code provisions to require consolidated access or achieve other built form requirements before a higher density code can be applied.

This approach appears to be having the desired effect and fits the Nedlands context where existing low density codes can be supplemented by a higher split code. It will enable existing lots to continue to be enjoyed as large single lots with individual dwellings and will safeguard against poor urban design outcomes and negative impacts on streetscapes and the public realm that results from fragmented infill redevelopment.

The proposed split code provisions have been applied to the R60 and R40 densities which comprise the largest areas affecting established single residential dwellings across the City. Where vehicle access is not facilitated from a right-of-way, a minimum lot size of 1800m² and consolidated access arrangements are required to achieve the higher density. A minimum lot size of 1800m² requires the amalgamation of two lots in the R10 or R12.5 density and three lots in the R15 density. A large number of objections have been received from R10, R12.5 & R15 coded streets with concern for amenity, streetscape and ad-hoc development issues. The amalgamation of lots provides for coordinated development outcomes and limits the opportunities for ad-hoc development in response to these submissions.

It is noted, the split code provisions are not proposed to be applied to the R160 density (which either abut Stirling Highway or Mixed Use/Neighbourhood Centre sites). It is considered the existing lot sizes in the R160 areas are sufficient to facilitate the intended development outcomes, although the development of local planning policy to guide that intended development outcome would be appropriate.

In addition to these scheme provisions the City will also need to adopt local development plans or local planning policies to modify the R-Codes to ensure development outcomes meet the desired character of the area and satisfy the

expectations of the Strategy. It is anticipated that LDP's be developed for R-AC0 coded areas and will need to include holistic built form controls, rather than just addressing R-Code requirements alone. Where standard R-Codes apply (e.g. R40, R60 or R160) an LPP will be required to augment the deemed-to-comply criteria.

Furthermore, considering the significant emphasis put on character, amenity and built form through the submissions plus the direction of the Strategy to ensure that best practice urban design outcomes are incentivised in areas experiencing change it is proposed that a Design Review Panel be established to assist in decision making on major development applications. To ensure and advice given by a Design Review Panel is given due weight and consideration by the appropriate decision maker it is appropriate to supplement the provisions of the deemed text under clause 67.

6.3.2 Recommended changes to advertised Scheme

17. Reword the 9m primary street setback to have greater effect where intended.
18. Introduce split code provisions to require lot amalgamation and consolidation of vehicle access points prior to redevelopment.
19. Introduce a reference to a Design Review Panel via entry of a supplementary provision to the deemed text

6.3.3 Reference in Schedule of Modifications

Text 24

Text 30, Map 34 – 61, 64 – 87 & 126 – 133

Text 47

6.4 Key Issue: Environmental factors

Points Raised	Administration Comment
<ul style="list-style-type: none"> a) Loss of trees on private property b) Loss of verge trees c) Lack of landscaping requirements in new developments d) Lack of open space in new developments e) Environmental impacts (wildlife, urban heat island effect, increased energy consumption, flooding). 	<ul style="list-style-type: none"> a) The loss of tree canopy because of infill re-development is widely acknowledged as a significant negative impact of redevelopment and needs to be combated. Provisions in relation to lot amalgamation and consolidated access will assist in mitigating the need for additional crossovers and street tree removal. b) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge. c) Draft SPP 7 - Design WA sets a minimum percentage of a site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address

	<p>landscaping through Local Planning Policy and Local Development Plans.</p> <p>d) Open Space as calculated by the R-Codes contemplates unintended consequences whereby a site can be fully built out and a roof top terrace used to meet the Deemed-to-comply criteria. It is considered that this is not in keeping with the intent of the Design Principles and the Scheme will need to address this issue.</p> <p>e) Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.</p>
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6.4.1 Discussion

A significant number of submissions raised issues of loss of trees on private property and in the verge areas which is also discussed in the preceding chapter as part of character, amenity and built form.

Other issues raised include:

- Lack of open space, landscaping and planting requirements;
- Overuse of existing parks and lack of parks to support increasing density; and
- Environmental impacts.

The Local Planning Strategy states that the City should encourage sustainable practices that respond to the City's physical features and climate. Maintain, protect and enhance existing key natural resources.

Specifically, the City should seek:

- To encourage all facets of sustainability in existing and new development (including but not limited to; climate responsive design, effective water management and efficient resource use).
- To employ and encourage sound urban water management techniques.
- Identify and actively maintain and enhance natural areas in the interest of conservation via a sound management framework.
- To maintain, protect and enhance natural resources; and where appropriate, encourage the retention, protection and enhancement of significant existing natural resources in new development.

From an urban design perspective, the Strategy states:

- retain and enhance the character and streetscape of the City's existing residential areas whilst promoting best practice urban design principles in targeted infill areas. Maintaining and enhancing high quality streetscapes will be of the utmost importance to decision making, and developments will need to respond to the unique character of each precinct.

Loss of tree canopy and landscaping on development sites was a major concern raised throughout submissions. Mature trees provide many benefits in an urban environment, such as mitigating heat island effect, providing amenity to residents, preserving neighbourhood character, and softening of building bulk and scale.

The character of the City is defined by the existing mature tree canopy on both private property and the road reserve, and tree retention should be made a priority.

A scheme requirement for larger lot sizes and centrally sited multiple dwelling buildings can help mitigate the impacts such as loss of trees, overshadowing and building bulk. This contrasts with grouped dwelling battle-axe development on smaller non-amalgamated sites which sees lots being cleared of vegetation and resulting in streetscape and amenity issues.

This further reinforces the discussion and recommendations under the character, amenity and built form section and the need to include split density codes that require amalgamation and/or consolidated access prior to redevelopment.

The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge. Incentives for tree retention within private property for new developments was deliberated and the ability to establish a Significant Tree Register still exists and may become preferable, however at this stage it is considered that tree retention can be addressed through Local Planning Policy in the first instance.

The draft Apartment Design SPP includes requirements relating to planting in required 'Deep Soil Areas' and reduction of deep zone requirements where existing tree(s) are retained. In the absence of an adopted SPP to address this issue, it is recommended the City take its own policy approach to deal with retention of trees on up-coded residential development sites.

The need to ensure adequate landscaping is included in all new developments is appropriate and should be detailed through a Local Planning Policy. The need to trigger this requirement in the Scheme may not be essential, however given the important role landscaping plays in the Nedlands context it is appropriate to include into clause 32 development requirements.

The 'Open Space' definition in the R-codes currently includes 'open areas of accessible and useable flat roofs and outdoor living areas above natural ground level'. This means the site cover of a dwelling is 'cancelled out' for any area with a roof terrace above. This enables dwellings to occupy more area than intended and increases building bulk and loss of vegetation on site.

As is intended by the objectives of Part 5.1 of the R-Codes, residential development should meet community expectations in regard to appearance, use and density; respond to the key natural and built form features of the area and the local context in terms of bulk and scale; and ensure that open space is provided on site and landscaped to established streetscaped, provides a balanced setting and relationship to buildings and provides privacy, direct sun and recreational opportunities.

The following provision is included within Town of Mosman Park Local Planning Scheme:

In the Residential zone, in areas coded R30 or less, open areas of accessible and usable flat roofs of dwellings (i.e. 'roof terraces' including roof gardens, roof pools, viewing platforms or other roof-top recreational use and development), that would normally be counted towards the provision of open space, are excluded from being counted towards the provision of open space.

The above provision ensures open space is calculated on the area external to the dwelling as is the intent of the objectives of the R-Codes and commensurate with community expectations for residential development and should be mimicked in LPS3.

In response to submissions regarding implementation of Scheme provisions relating to Bushfire, the Map of Bushfire Prone Areas is given statutory effect through an amendment to the Fire and Emergency Services Act 1998 and acts as an additional administrative overlay to local governments. Local governments therefore are not required to adopt the map or provisions into their local planning scheme.

In response to submissions regarding implementation of Scheme provisions with regard to flood risk, the City of Nedlands does not have any land classed as 'floodway' or 'flood fringe' which is land most at risk of flooding and inundation. The City of Nedlands does however have land within the 1 in 100 (1%) AEP (annual exceedance probability) Floodplain Development Control Area. As part of the development application process, proposals within the Floodplain Development Control Area are referred to DWER for advice. This process operates soundly under TPS2 and does not need further intervention through scheme provisions. It is noted Clause 67 (Matters to be considered by local government) of the Deemed Provisions includes consideration of 'the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bushfire, soil erosion, land degradation or any other risk' in assessment of a development application.

With regard to building design and energy efficiency, the Design WA Draft Apartment Design Policy contains provisions in relation to environmental performance with design criteria for energy efficiency, solar access, and water and waste management. The City of Vincent has taken a similar approach and incorporated criteria into a Local Planning Policy similar to the draft Apartment Design policy for Environmentally Sensitive Design. It is recommended energy efficiency standards be incorporated in a Local Development Plan or Local Planning Policy.

6.4.2 Recommended changes to advertised Scheme

- 20. Introduce requirement for Landscaping plans to be submitted.
- 21. Redefine how Open Space is calculated to exclude roof terraces.

6.4.3 Reference in Schedule of Modifications

Text 31 – 33 & 36

Text 25

6.5 Key Issue: Traffic and Parking

Points raised	Administration Comment
<ul style="list-style-type: none"> a) Stirling Highway (traffic, congestion, access, bottlenecks, intersections, issues for pedestrians crossing) b) Traffic congestion around Broadway, Hampden, Monash, Aberdare etc. c) Congestion in streets d) Safety issues from increased traffic (particularly surrounding schools) e) Lack of footpaths, cycleways and public transport options f) Increased street parking g) Provision of sufficient parking on-site for new developments h) Schedule F – Car Parking is not an effective way to control the provision of car parking for non-residential developments i) The number of categories for non-residential parking should be rationalised j) A parking supply and management plan should be prepared to identify areas where cash in lieu of car parking would be appropriate k) Vehicle pick up and drop off areas should be provided for larger 	<ul style="list-style-type: none"> a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to upgrades being undertaken to key intersections and the wider transport system in the future. b) LPS3 identifies higher densities abutting, and near, major roads and Centres which have good access to public transport options, which is consistent with the Local Planning Strategy. c) The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impact of the proposed increased densities on traffic. d) The City works closely with the community to identify solutions to vehicle use in our streets that can adversely impact on neighbourhood quality of life and safety towards residents and visitors through its ongoing program to identify and target

<p>developments to accommodate ride sharing and future autonomous vehicle trends</p> <p>l) Concern for traffic around Schools</p>	<p>traffic and parking hot spots throughout the City.</p> <p>e) The City's long-term goal, as identified in the Local Planning Strategy, is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as an optional mode of transport to assist in minimising the impacts of traffic congestion.</p> <p>f) Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>g) All new developments are required to comply with the R-Codes and LPP's for the provision of sufficient on-site parking for residents and visitors.</p> <p>h) Clause 32 will refer to parking standards being set out in the Local Planning Policy in accordance with best practice, thus providing flexibility and certainty to consider car parking requirements on a case by case basis</p> <p>i) Car parking standards should generally align with use classes set out in LPS3 to provide certainty</p> <p>j) Cash in lieu options for parking has been explored and appropriate planning mechanisms will be in place once LPS3 has been finalised.</p> <p>k) Options for the provision and management of car parking areas will be further explained in an LPP alongside the appropriateness of public management of car parking situated on privately owned land, autonomous and shared vehicle trends etc.</p> <p>l) Reductions in densities are being proposed in some areas. These generally accord with areas that also contain schools.</p>
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6.5.1 Discussion

Traffic and parking congestion was a major theme in the submissions and traffic issues were raised in relation to all areas proposed for density increases.

Some specific comments by government agencies include:

Transperth:

- Transperth is supportive of the increase in densities as part of the R-Code changes as modified by the WAPC.
- The increases in density are generally within a walkable catchment to major transport corridors, activity centres or along local bus routes and this is conducive to the operation and growth of the Transperth network and enabling the success of active and public transport.

Main Roads:

- An off-highway town centre configuration is preferred as ribbon development along the highway encourages traffic congestion, decreases capacity of the road network and reduces options for the future access to public transport.
- Concerns raised regarding the potential impact upon traffic signals along the Stirling Highway as Main Roads seeks to rationalise and minimise the number of traffic lights on Stirling Highway to ensure efficiency of traffic movement, which will be detrimentally affected through the proposed densities being increased.

Department of Transport (DoT)

- Reference to Schedule F – Car Parking: this approach is no longer an effective way of controlling the provision for non-residential developments.
- Simplify the number of categories for non-residential parking.
- Allow variation to any parking standard and to encourage that particularly when there is shared parking between various uses.
- Prepare a public parking supply and management plan and designate those areas in the Scheme where the City will require and or accept cash in lieu of parking.
- Require any parking provision a developer wishes to supply in excess of the minimum must be supplied as publicly managed parking unless the provision is less than 4 bays.
- Establish a “park-once” principle.
- Consider the ability to convert 50% of proposed parking structures to other uses once they may not be required due to the uptake of shared autonomous vehicles.
- Consider existing demands and trends toward ride sharing and future autonomous vehicles.

It is noted that one submission sought to ensure parking controls where contained in the Scheme, which is in conflict with the above advice and best practice for these standards to be included in the local planning policy framework.

The Local Planning Strategy identifies that the City should promote a movement network that foremost enables mobility, and particularly encourages non-car modes and that land uses (particularly higher density residences) should be located with transport networks in a way that maximises efficiency.

A number of issues raised are not directly controlled by the Scheme. For example, the width of existing streets, safety issues from increased traffic, lack of footpaths, cycleways and public transport options. However, there is a responsibility as a Local Government to provide for and control some of these elements, and the planning framework is able to assist in some areas. Obtaining cash-in-lieu for car-parking and the appropriate spending of cash-in-lieu funds to assist in combating parking issues by encouraging non-car based travel modes is one such option.

A review of the parking standards and how they are implemented through the Scheme was undertaken, and as raised in the submissions, the use of LPP to deliver more flexible and appropriate outcomes is considered appropriate.

The City will adopt a Local Planning Policy relating to parking matters and has obtained legal advice to ensure car parking standards are appropriately linked in the Scheme to local planning policy, and cash in lieu of car parking requirements can be implemented and enforced on a lawful basis. Scheme clauses are revised accordingly.

The City of Nedlands is influenced by a number of major traffic generators (UWA, QEIIIMC, private schools), and by traffic flows into and out of the Perth CBD. Travel demand management, congestion, parking and accessibility will be continuing issues over the coming years. In particular, existing parking shortfalls and parking demand in centres and high-trip generating areas will need to be managed.

Motorised vehicular traffic will increase with increased development. Density has been focused on transport corridors where alternative transport modes and other amenities are located to reduce the number of car trips required.

The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impact of the proposed increased densities on traffic. The City is continuing to work with traffic consultants, Main Roads and major developers in managing traffic impacts.

The extent of the densities will be reduced as discussed previously, which will in turn reduce traffic impacts. Hampton and Broadway are two key areas where WAPC modifications proposed large increases in density which are being reduced to bring these densities into alignment with the Local Planning Strategy.

It is recommended an Integrated Transport Plan and subsequent Parking Strategy is prepared following Scheme gazettal. A Transport Plan will integrate land use and transport planning, pedestrian amenity, cyclist amenity, public transport, parking and demand management. The Parking Strategy will examine all aspects of parking (demand, management, availability) and also contain assessment for cash-in-lieu parking options.

6.5.2 Recommended changes to advertised Scheme

22. Revise clauses relating to car parking, cash-in-lieu, shared parking and laneways.

6.5.3 Reference in Schedule of Modifications

Text 27 – 29 & 60

6.6 Key Issue: Demand on infrastructure, services and facilities

Points raised	Administration Comment
<ul style="list-style-type: none"> a) Road and drainage infrastructure b) Lack of cycleways/footpaths c) Demand on utilities (Power, water, gas, sewer, electricity, phone, internet) d) Developer Contributions should be required e) Rubbish collection f) Demand on Schools g) Public facilities (library, halls, sporting facilities) h) Private facilities (shops, cafés) i) Demand and lack of provision for additional POS, the plan doesn't meet Liveable Neighbourhoods (minimum 10%) for POS 	<ul style="list-style-type: none"> a) It is acknowledged that future population increases will place demand on existing road and drainage infrastructure however it is generally expected to support future development with manageable upgrading. b) The City should prepare an Integrated Transport Plan to review its entire transport network. Footpaths and cycleways would be a component of this plan. c) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. d) Developer Contributions requirements are referred to in Clause 27 of LPS3, and the City will investigate the feasibility and need to prepare a formal developer contribution plan upon approval and gazettal of LPS3 when all of the scheme provisions are formalised. e) Waste collection service will accommodate the increased densities. f) The Department of Education has no comments or objections to LPS3. g) The City's Local Planning Strategy addresses the provision of community infrastructure and the retail sustainability of the City's centres. There is no need for new community facilities but the upkeep of existing facilities is required. h) The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new

	commercial uses such as shops, cafes to meet demand generated by increased population i) The Local Planning Strategy has identified that the City lacks adequate local POS, and a POS Strategy should be prepared to identify ways to provide POS.
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6.6.1 Discussion

A number of submissions have raised concerns about the provision of infrastructure services, requirements for Developer Contributions and the overuse of existing parks and lack of parks to support increasing density,

The Local Planning Strategy sets out that the City should ensure existing infrastructure and services are capable of dealing with the increase in population and changes to the environment stemming from the requirements for urban growth and intensification.

To this end, utility providers have advised the City that the current level of utility services will support future development with manageable upgrading.

Further, the City can impose development approval conditions where there is a clear connection between the proposed development and infrastructure items required. For instance, the City can require land for laneway access to be ceded by the developer, and for the laneway to be constructed at the developers cost where development abuts a major road with restricted vehicle access i.e. Stirling Highway. There are also circumstances whereby public open space (or cash-in-lieu of public open space) can also be required.

School capacity was raised as an issue; however, the Department of Education has no comment or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.

With regard to POS, the Local Planning Strategy acknowledges the lack of local parks within some of the established suburbs, and that any increase in population will have an impact on the use of existing POS areas, especially in areas where POS is already deficient. To this end, the Strategy identifies that a Public Open Space Strategy should be developed to manage the City's recreation and open space assets and provide for future community needs.

Several submissions suggest that the City should implement developer contribution arrangements. However, the submissions generally lack detail beyond the concept that developer contributions may be a good idea.

Developer Contribution requirements are referred to in Clause 27 of LPS3, and the City will investigate the feasibility and need to prepare a formal developer contribution plan upon approval and gazettal of LPS3 when all the Scheme provisions are formalised.

6.6.2 Recommended changes to advertised Scheme

None proposed.

6.6.3 Reference in Schedule of Modifications

N/A

6.7 Key Issue: Local Reserves

Points raised	Administration Comment
<p>a) Clause 14: Local Reserves, under 'Environmental Conservation' the first dot point should be amended as follows: 'To identify areas with biodiversity and conservation value, and to protect those areas from development or subdivision'</p> <p>b) Under 'Foreshore' the following additional objective should be included: 'to identify and create ecological linkages that provide connectivity between public open spaces'</p> <p>c) 64-66 Melvista Avenue, Dalkeith – properties currently used for a Child Care Premises. Draft LPS 3 proposed a Civic and Community Reserve which is not supported – zoning should be Residential R10 to permit the existing use and be consistent with the surrounding area</p>	<p>a) Error noted in the objective set out in LPS3 for Environmental Conservation reserve which is to be amended to: "subdivision and development".</p> <p>b) The Foreshore local reserve is not applied to any land within the Scheme area. Its use is obsolete and the local reserve can be removed.</p> <p>c) Property rezoned Residential and Child Care land use permissibility reviewed within the zoning table – made A in accordance with planning bulletin 72/2009 Child Care Centres.</p>

6.7.1 Discussion

The above-mentioned errors are noted and in reviewing the Scheme in its entirety it has also been noted that there are other errors contained within this section.

Wording errors are contained within the Environmental Conservation local reserve, as set out above, plus the Civic and Community local reserve and the Government Services local reserve.

The Civic and Community local reserve needs to refer to "halls", and the Government Services local reserve need to provide for a range "of" government services.

With further investigation it is noted that some local reserves that are listed under Part 2 of the Scheme are not used within the Scheme area and are obsolete. As such, it is appropriate that local reserves for Foreshore and Car Park be removed.

It is also considered that it is not necessary for the local planning scheme to set out the Local Road and Local Distributor Road local reserves. These road hierarchy's are established by Main Roads WA with the local government reviewing them on an as needs basis, usually from a local roads management perspective. This planning scheme is not designed to afford these local reserves any special provisions and as such their use is obsolete and they can be removed.

Property in Melvista was reserved as civic and community which is not supported and as such has been rezoned Residential. The Child Care land use permissibility has been reviewed within the zoning table and made 'A' in accordance with planning bulletin 72/2009 Child Care Centres.

6.7.2 Recommended changes to advertised Scheme

23. Delete Foreshore, Car Park, Local Distributor Road and Local Road from Scheme
24. Update local reserve objectives for Environmental Conservation, Civic and Community and Government Services local reserves.

6.7.3 Reference in Schedule of Modifications

Text 1 – 4 and Map 172 & 173

Text 5 – 7

6.8 Key Issue: Zoning table and land use permissibility

Points raised	Administration Comment
a) Review zoning table in relation to zone objectives to ensure consistency.	a) The zoning table has been reviewed and changes made accordingly to align with the modifications made to the application of the Neighbourhood Centre, Mixed Use and Local Centre zone.
b) Ensure zoning table does not conflict with provisions elsewhere in the scheme.	b) Land use permissibility has been reviewed and modified in response to amended provisions elsewhere in the Scheme to ensure consistency.
c) Recommend zoning table changes for a defined 'Town Centre' zone.	c) The land use permissibility within the Neighbourhood Centre zone has been reviewed in response to submissions and has been amended to provide for a wide variety of 'Town Centre' appropriate uses.
d) Requests 'Child Care Premises' be permitted on No. 45 Carrington.	d) Child care premises has been made 'A' in the zoning table for the Service Commercial zone.
e) Recommend Bulky Goods showroom be reclassified as 'D' in Mixed Use zone	e) The Bulky goods showroom land use has been amended to be 'D' in the Mixed Use zone, to respond to submissions with regard to the Strategy.
f) Request Serviced apartments be 'A' in Residential zone	f) Serviced apartments have been amended to be 'X' for Residential, as the use is not considered appropriate for the zone. The

	Mixed use and Neighbourhood Centre zones along the highway are considered most appropriate for this use.
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6.8.1 Discussion

A review of the zoning table has been undertaken in response to the WAPC modifications and submissions received to ensure consistency between the proposed zones, the zone objectives, the vision for the City, and proper and orderly planning.

In relation to land use permissibility within the Neighbourhood Centre, Mixed Use and Local Centre zones, modifications to the zoning table were required to ensure the zoning changes made for the various precincts aligned with the Strategy and objectives of the zones and facilitated appropriate development outcomes in these locations. Generally, the permissibility of uses has been amended to allow for more discretion in each of the zones. This is particularly appropriate for the Mixed Use zone which now covers a far greater area and in various different contexts. An example of this is the permissibility of Bulky goods showroom being amended from 'X' to 'D' in the Mixed Use zone.

Submissions were received in relation to the appropriateness of various land uses within the Residential zone. In response, modifications have been made to a range of permissible uses, so that they are unable to be approved unless Council has exercised its discretion following advertising, where those uses are considered to have potential impacts on the neighbourhood (such as Consulting rooms and Child care premises). Other uses have been changed to 'X' (prohibited) where it is considered the use is not appropriate in the Residential zone (such as Home store).

The land use permissibility within the Private Community Purpose zone has been amended to align with the objectives of the zone. A number of land uses given discretionary or incidental permissibility are not appropriate for the zone (such as Residential, Commercial vehicle parking, Office, Shop and Warehouse/storage). The changes made are considered to provide for an appropriate range of uses within the zone in accordance with the objectives.

As per the Private Community Purpose zone, land use permissibility within the Service Commercial zone has also been amended to align with the objectives of the zone.

6.8.2 Recommended changes to advertised Scheme

25. Update zoning table to align with the objectives of the zones.

6.8.3 Reference in Schedule of Modifications

Text 20

6.9 Key Issue: Additional and Restricted Uses

Points raised	Administration Comment
a) Review Additional and Restricted uses	<p>a) Additional uses have been reviewed and, in most instances, removed as the zoning table now permits those uses in the relevant zones.</p> <p>b) Restricted uses have also been reviewed and removed as it is considered unnecessary to limit land use in these locations.</p>

6.9.1 Discussion

The additional uses listed in Table 4 of the advertised Scheme are mainly as a result of the proposed Neighbourhood Centre zone that was applied to properties at the western end of Stirling Highway. Four of the ten additional uses were included to facilitate Bulky goods showrooms in the Neighbourhood Centre and Mixed Use zones which are listed as 'X' (not permitted) in the zoning table for both zones.

These additional uses are no longer required as the land use has been made discretionary in the Mixed Use zone, with the affected subject sites also being zoned Mixed Use, as discussed in subsequent sections.

In response to a submission on the permissibility of Child care premises in the Service Commercial zone, Additional uses A1 & A2 are no longer required with the use being changed to 'A' in the zone.

Additional use A3 is no longer required with Consulting Rooms being made 'A' in the Residential zone. The approval for the site does not include Medical Centre and is also no longer required.

Due to WAPC modifications prior to advertising removing the 'Shop – large' and 'Shop - small' land uses, Additional use A7 is not required. The subject site has also been changed to Mixed use which permits a shop.

In reviewing the Restricted uses, it has also become apparent that R1 – 3 are not required. The subject sites were advertised with a restricted use of aged or dependent persons dwellings. Under TPS2 the subject sites have additional uses for Aged or dependent persons dwellings. Under the R-Codes, Aged or dependent persons dwellings are given a concession on site area requirements. It is considered the R- Codes provides sufficient incentive for the sites to develop with the use and a restriction is unreasonably onerous.

The removal of the Restricted uses is therefore appropriate.

6.9.2 Recommended changes to advertised Scheme

26. Remove all Restricted uses
27. Remove Additional Uses where modification has been made to the zone and zoning table to permit the use at the subject site.

6.9.3 Reference in Schedule of Modifications

Text 22 and Map 136 – 138

Text 21 and Map 1 – 6, 9, 11 – 14, 16, 26, 139 & 140

6.10 Key Issue: Mixed Use zone

Points raised	Administration Comment
<p>a) Proposed residential R160 zoning is not supported along Broadway as does not reflect existing land uses and will result in non-conforming uses and is inconsistent with surrounding parcels</p> <p>b) Mixed Use zoning requested to reflect current land uses</p> <p>c) Proposed Additional Use provisions should be reviewed to ensure they reflect uses currently in operation</p> <p>d) Mixed Use zone is supported subject to either LPS3 being modified to include density or development requirements, or a Local Planning Policy being prepared</p> <p>e) Active frontage requirement in Clause 32 should be modified to allow some discretion on secondary streets/corner lots</p> <p>f) Proposed laneway provisions in Clause 32 should be modified to facilitate the provision of a public access easement in lieu of road widening/laneway provision</p>	<p>a) Application of the mixed use zone across the City has been revised. Zone objectives, zoning permissibility and built form controls modified accordingly.</p> <p>b) In relation to land along Broadway and existing commercial sites abutting Stirling Highway advertised Residential R160, modification of the proposed Residential R160 zone to Mixed Use and extending the Mixed Use zone in various locations is appropriate.</p> <p>c) Land use and Additional Use provisions have been reviewed in their entirety to ensure permitted uses are appropriate for the zone and its location.</p> <p>d) New developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>e) References to Active ground floor use and Active Frontages have been removed from the Scheme, however it is important that the Neighbourhood/Local Centre zone, and Mixed-Use zone mandate the development of non-residential uses on the ground floor.</p> <p>f) It is anticipated a future ACP/LDP will provide for laneway and built form design (incl. frontage and tenancy).</p>

6.10.1 Discussion

The Mixed Use zone has been applied to properties along Broadway and Stirling Highway which were advertised as either Neighbourhood Centre or Residential, in response to submissions, Council resolutions, and WAPC modifications.

Many existing commercial sites have been adversely affected by the WAPC modifications to remove the Mixed Residential zone from the Scheme and apply a Residential zone in its place. Due to the removal of the zone from the Scheme, it is necessary to apply a Mixed Use zone to the affected properties. Accordingly, the Mixed Use zone, its objectives, land use permissibility and provisions have been revised to accommodate the changes and facilitate a

range of residential and non-residential land uses in these locations. The application of the Mixed Use zone is consistent with the Local Planning Strategy with the affected landholdings being within the Urban Growth Area.

A number of advertised Neighbourhood Centre zones along Stirling Highway have been modified to a Mixed Use zone in response to Council's Resolution, from the Ordinary Meeting of Council held 22 May 2018, on the Motion relating to LPS3, which is further discussed in Part 7. The two areas which have been changed, being the western-most and eastern-most end of Stirling Highway support a modified Mixed Use zone given the current uses on the sites, the permissibility of the Mixed Use zone being more compatible with the subject sites, and the aims of the Local Planning Strategy for the Mixed Use zone being:

- Only permit additional Other Retail, bulky goods and general service commercial/industrial floorspace within areas where these uses are already well-established.
- Where practicable, encourage/incentivise the incorporation of medium/high density residential development selectively within such developments where a reasonable degree of street-level amenity can be achieved.
- Encourage/incentivise residential/mixed-use development in all other areas along the highway – i.e. don't permit stand-alone showroom developments to establish in areas not yet dedicated to them.

These changes do not disrupt the Centres hierarchy established within the Local Planning Strategy as the western end of Stirling Highway was never identified as a 'centre' and it is recognised that other centres on the highway also exhibit some degree of highway commercial development in addition to more consolidated, centre-like, precincts.

A number of other sites along the Highway with existing commercial uses advertised as Residential R160, have been modified to a Mixed Use zone in response to submissions (e.g. Chelsea Village) which is also consistent with the Strategy, being within the Urban Growth Area.

With regard to the issue raised about the Additional Uses applied to properties in the zone, it was considered appropriate to formalise the permissible uses within the zoning table and to zone the subject land accordingly. This has resulted in changes to the zoning table to permit a wider range of land uses within the Mixed Use zone and has made the majority of additional uses redundant as discussed in part 6.9 above.

Within clause 32 for the Mixed Use zone, provisions to restrict Office and Consulting Rooms at the ground floor and references to active frontages are no longer considered appropriate. Land use restrictions in clause 32 have been lifted, with discretion for Residential at the ground floor retained. References to active frontages and tenancy depth have been removed as it is considered more appropriate to include such provisions in the local planning

policy framework where requirements for visual engagement between the building and street for a ground floor tenancy can be more suitably controlled.

The provisions that apply to built form within this zone have also been refined as described in part 6.1 of this report. Clarity around the provisions that apply has been introduced so that there are standard zone based provisions, predicated on the ability for an LDP to be introduced and if necessary precinct controls introduced into clause 33 to give scheme weight to LDP precinct based provisions.

6.10.2 Recommended changes to advertised Scheme

28. Rezone properties on Stirling Highway, Broadway, Monash Avenue and Leura Street to Mixed Use zone.
29. Review zone objectives, zoning table and additional uses to meet Strategy objectives.
30. Standardise built form controls within clause 32 and clause 33 to be consistent with operation of the Scheme.

6.10.3 Reference in Schedule of Modifications

Map 1, 2, 5 – 8, 10 – 13, 15, 17 – 20, 22 – 24, 26 – 30, 32 & 33
Text 8, 9, 20 & 21 and Map 1 – 6, 9, 11 – 14, 16 & 26
Text 31 & 40

6.11 Key Issue: Local Centre zone

Points raised	Administration Comment
<ol style="list-style-type: none"> a) Repetition and conflict between Clause 32 provisions b) Object to prohibiting offices and consulting rooms at ground floor c) Assurance sought that height limit under TPS2 will be carried over into LPS3 d) Provision to facilitate R60 development standards should either be deleted or changed to R-AC0 e) Proposed primary and secondary street setbacks are excessive and should be reduced f) Other setback requirements should either be clarified or revert back to setback standards in TPS2 	<ol style="list-style-type: none"> a) Provisions have been simplified within clause 32 to remove repetition and area specific provisions moved to clause 33 to avoid conflict. b) Land use permissibility in conjunction with Clause 32 has been modified to permit Office and Consulting rooms at ground level. c) Clause 33 provides for a maximum wall height of 10.5m and building height of 12m as per current TPS2 requirements to be applied to specific areas where appropriate d) R-AC0 has been designated for those sites where appropriate to introduce LDP requirements. Clause 33 controls have also been introduced to ensure heights established in TPS2 are carried over into any new LDP. Where area specific controls are not required, reference to the R60 code is necessary. e) Clause 32 provisions have been modified to facilitate built form design in keeping with Local Centre / Main Street

	<p>design principles.</p> <p>f) Other setbacks for the Local Centre zone are prescribed in Clause 32 or alternative provisions can be considered as part of a Local Development Plan.</p>
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6.11.1 Discussion

The retail hierarchy specified in the Strategy for the City of Nedlands is as follows:

- i. Neighbourhood Centres
- ii. Local Centres
- iii. Other Centres/Mixed Business/Industrial Areas

Local Centre sites are not considered a priority for increasing residential density. Opportunities to increase retail floorspace for Local Centre sites will also be limited. The Strategy notes the importance of ensuring differentiation between Neighbourhood and Local Centres from a retail hierarchy perspective with Local Centres being clearly subservient to Neighbourhood Centres, and amenity being of particular importance.

In this regard, the Strategy notes:

- No individual tenancy, other than a supermarket or similar should exceed 150m² in a local centre.
- Minimal off-street parking for new or established local centres of 150m² or less is required.
- Single large-format shop/retail activities with a non-local catchment are not considered appropriate in local centres and will not be permitted.
- A mix of land uses such as offices, community services are encouraged as well as adjacent or integrated higher density residential development, despite not necessarily being required for a local centre.
- The scale and character of nonretail development and uses in local centres should be consistent with the intended role of a local centre.

The Local Centre zoned sites identified in the advertised version of LPS3 align with the sites identified in the Local Planning Strategy. No change to the hierarchy or application of the zones to any sites is required. It is noted, the zoning of the Neighbourhood Centre along Waratah Avenue and Hampden Road has been changed to a Local Centre zone in response to Council's Resolution, from the Ordinary Meeting of Council held 22 May 2018, on the Motion relating to LPS3, which is further discussed in part 7.

Issues have been raised in submissions regarding the provisions that apply to the Local Centre zone. These issues relate to the operation of clause 32 including conflicting provisions present in the advertised version of the Scheme, the land use permitted within the zone, and the built form controls proposed.

The first issue relating to the operation of clause 32 has been discussed under the part 6.1. As discussed previously, standardised provisions have been applied to the Local Centre zone in order to provide certainty with respect to the applicable development standards. Where area specific provisions are required, the Scheme provides for an LDP to be prepared with inclusion of precinct specific height requirements specified in clause 33.

The issue of permitted land uses has been addressed by removing land use controls (beyond those prescribed in the zoning table) other than continuing to prohibit Residential from the ground floor.

Finally, the built form controls have been modified to follow a consistent format across all zones and the provisions themselves reflect main street design principles for local centres. This addresses the issues raised and ensures the existing amenity of these centres is continued rather than altered at the broad scheme level. Should more specific alternative controls be required for an individual centre, the adoption of an LDP is the appropriate mechanism by which to achieve this.

6.11.2 Recommended changes to advertised Scheme

31. Review zone objectives, zoning table and additional uses to meet Strategy objectives.
32. Standardise Additional requirements within clause 32 and clause 33 to be consistent with operation of the Scheme.
33. Insert R-Codes reference on Scheme Map.

6.11.3 Reference in Schedule of Modifications

Text 10 – 12, 20

Text 32 & 40

Map 141 – 154

6.12 Key Issue: Neighbourhood Centre zone

Points raised	Administration Comment
a) Dalkeith Hall and Nedlands Community Centre zoning not supported - land should be zoned Neighbourhood Centre	a) Application of the Neighbourhood Centre zone across the City has been revised. Zone objectives, zoning permissibility and built form controls modified accordingly.
b) The Neighbourhood Centre zone should be extended to all of the Captain Stirling Hotel precinct to reflect current development intentions, thus removing Residential R160 from these lots and replacing with Neighbourhood Centre	The Local Centre zone has been applied to the Dalkeith Hall and Nedlands Community Centre consistent with the adjacent sites.
c) Requests focus on development of a Town Centre	b) The Neighbourhood Centre zone is proposed to be extended to encompass some additional properties to the rear of the Captain Stirling Hotel site.
d) Concerns with office being	c) Land use permissibility in conjunction with Clause 32 has been modified. Office and Consulting rooms at ground level no

<p>prohibited at ground level in LPS3 given that an office current operates from the premises at ground level</p> <p>e) Concerns with 1000m² minimum site area being too restrictive</p> <p>f) Request to modify extent of active frontage requirement as a proportion of overall frontage given the difficulty in delivering an active frontage across the entirety of the site</p> <p>g) Laneway requirement should not be necessary as access from Waratah Avenue should be sufficient.</p> <p>h) Concerns with overdevelopment of the Captain Stirling site, lack of coordination between the site and the adjacent Aldi site, traffic congestion and overshadowing.</p>	<p>longer restricted.</p> <p>d) Clauses amended to provide flexibility to develop to a high standard in keeping with the objectives of the zone irrespective of the lot size, frontage or tenancy depth.</p> <p>e) References to Active ground floor use and Active Frontages have been removed from the Scheme, however it is important that the Neighbourhood/Local Centre zone, and Mixed-Use zone mandate the development of non-residential uses on the ground floor.</p> <p>f) It is anticipated a future ACP/LDP will provide for built form design (incl. frontage and tenancy).</p> <p>g) It is anticipated a future ACP/LDP will include laneway provisions</p> <p>h) Future ACP/LDP will provide for a holistic implementable development framework to be provided for key development areas that carry the R-AC0 code.</p>
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6.12.1 Discussion

The Strategy sets out the following with regard to Centres that is pertinent to this discussion:

- The retail hierarchy is as follows:
 - i. Neighbourhood Centres
 - ii. Local Centres
 - iii. Other Centres/Mixed Business/Industrial Areas
- The City should facilitate the maintenance and expansion of the Captain Stirling Neighbourhood Centre (and nearby civic facilities such as City of Nedlands Administration and Library) as the main Town Centre. Plan for this centre to be the largest and most complex mixed-use activity centre in the hierarchy of centres.
- The City should take a proactive role in encouraging and facilitating improvements to existing activity centres through initiatives aimed at improvements to the public domain.
- The City should be willing to consider any development or change of use proposal that would improve the condition and/or performance of an existing local activity centre.
- Encourage SPP 4.2 'mix of land use' provisions, in neighbourhood and local activity centres where practicable, even though they are not specifically required for these classes of centre by SPP 4.2.

Given the revision of the Mixed Use zone and its application, discussed under part 6.10, it is appropriate to re-evaluate the Neighbourhood Centre zone and its role within LPS3. The Mixed Use and Neighbourhood Centre zones should be complementary and work harmoniously with all other zones of the Scheme to deliver on the intentions of the Strategy. Given the changes to the Mixed Use zone, the Neighbourhood Centre zone will need a new objective, land use permissibility and development control provision review.

As discussed in part 6.10, a number of sites have been changed from a Neighbourhood Centre zone to the Mixed Use zone. Given the direction of the Strategy to focus on the Captain Stirling Hotel 'Town Centre' as the largest and most complex centre in the City, it is appropriate that the Centre be further defined in this manner. The removal of the Neighbourhood Centre zone from other areas along Stirling Highway is therefore considered appropriate.

With regards to the application of the Neighbourhood Centre zone, a submission was received requesting the boundary of the zone to be extended to cover four additional lots to the rear of the Captain Stirling Hotel site.

Many submissions also requested focus on development of a Town Centre Node for the City and remarked that the Neighbourhood Centre zone application on the Highway stretched too far to facilitate this outcome.

A review of the Neighbourhood Centre zone has been undertaken in response to these submissions and it is considered appropriate to contract the zone to focus more closely on the existing Captain Stirling Neighbourhood Centre. This results in the two western most street blocks (bound by Mount Joy Road and Dalkeith Road, and Baird Avenue and Dalkeith Road) being rezoned to Mixed Use, and two (of the four requested) sites behind the Captain Stirling Hotel being rezoned to Neighbourhood Centre.

The Neighbourhood Centre zoned lots on the northern side of Stirling Highway (bound by Baird Avenue and Kinninmont Avenue) are proposed to be retained with this zoning in keeping with the objectives of the Local Planning Strategy. Some submissions were received suggesting that the Neighbourhood Centre zone should be confined to the southern side of the Highway. It is considered the area defined for the zone is required as a minimum to create the mixture of uses and built form outcomes envisaged by the Strategy, facilitated by the zone provisions.

It was not anticipated the remaining Neighbourhood Centre zoned locations in Waratah Avenue and Hampden Road be re-evaluated or rezoned in terms of their position in the centres hierarchy, however, these Centres have been changed to a Local Centre zone in accordance with Council's Resolution, from the Ordinary Meeting of Council held 22 May 2018, on the Motion relating to LPS3, which is further discussed in part 7.

The built form controls that apply to those Centres should be cognisant of the local context which will be very different to that of other local centres in the Scheme area. Thus, the R-AC0 code that applies is still appropriate and it will be necessary to ensure the LDP provisions can have effect through reference in clause 32.

To respond to the modified application of the zone along Stirling Highway, and to address issues regarding land use, the zoning table has been revised and the zone generally designed to allow a mix of land uses as supported by the Strategy. Land use provisions within clause 32 have also been removed, with exception of Residential where it is not appropriate on the ground floor within Centres.

The Scheme has also been modified to respond to issues regarding the built form provisions. As discussed under planning process and operation of the Scheme, the same approach has been applied, in that clause 32 contains standardised built form controls with the ability for an LDP to provide for more bespoke provisions that respond to the local context to be adopted. Where appropriate, area specific LDP provisions considered to need the weight and effect of the Scheme have been moved to clause 33.

6.12.2 Recommended changes to advertised Scheme

34. Refocus zone around Captain Stirling Neighbourhood Centre.
35. Rezone Dalkeith Hall to match Centre zone applicable to surrounding properties.
36. Review zone objectives, zoning table and additional uses to meet Strategy objectives.
37. Standardise built form controls within clause 32 and clause 33 to be consistent with operation of the Scheme.

6.12.3 Reference in Schedule of Modifications

Map 8, 20 & 21

Map 134

Text 13 – 16 & 20

Text 33 & 40

6.13 Key Issue: Light Industry zone and Service Commercial zone

Points raised	Administration Comment
a) Recommend deleting Light Industry zone (amalgamate with Service Commercial), as few lots are zoned Light Industry. Reducing number of zones aligns with State policy.	a) The Light Industry zone has been removed and sites zoned Service Commercial to more approximately reflect the desired character of those areas.
b) The triangle lots at the intersection of Selby Street and Stubbs Terrace should be Urban Development, rather than the proposed Light Industry which does not reflect the	b) These sites have been rezoned to Service Commercial which more approximately reflects the land uses currently on site.
	c) Clause 32 has been amended to apply

<p>land uses currently on site.</p> <p>c) Request building height be clarified with a maximum height and guidance for the exercise of discretion where additional height is proposed.</p> <p>d) Guidance in relation to car-parking standards is also required, which need to reflect the considerable diversity of land uses that are permissible within the light industry zone.</p> <p>e) Zoning table permissibility's should facilitate operation of existing land uses.</p>	<p>standardised development standards.</p> <p>d) Clause 32 will refer to parking standards being set out in the Local Planning Policy in accordance with best practice, thus providing flexibility and certainty to consider car parking requirements on a case by case basis</p> <p>e) With the expansion of the zone, it is appropriate that its land use permissibility also be expanded.</p>
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6.13.1 Discussion

The Strategy states the following specifically in regard to Carrington Street:

- The precinct has evolved from a service industrial area into a highly diverse mixed business area, which still contains many service industrial uses as well as non-industrial uses. The suggested strategy for Carrington Street is to continue to let it evolve, but to zone it "Mixed Business" or similar rather than "Light Industry" in order to more formally acknowledge the transition taking place and encourage a reasonably high standard of redevelopment.

A submission was received from a planning consultant on behalf of a landowner looking to develop in the near future. The submission stated the Light Industry zone was consistent with the characteristics of the site and thus supported the Light Industry zone for that property.

Another submission recommended the removal of the Light Industry zone from three sites in Stubbs Terrace due to the incompatibility of the land uses and existing uses on site.

Further, a submission recommended the Light Industry zone be deleted in its entirety, given the small number of effected lots and the similarity with the permitted uses in the Service Commercial zone.

In reviewing the zone, it is appropriate that the three sites on Stubbs Terrace be rezoned to more closely reflect their current land uses and desired future character. In this regard, the Service Commercial zone is more appropriate.

In doing so it is necessary to review the land uses permitted in the zone and redefine the zoning table, as discussed previously in the Zoning Table section.

Having reviewed the land uses, it is apparent that the only remaining Light Industry zoned site would also fit the Service Commercial zone. The intentions of the owner for this site are known and accordingly, the Service Commercial

zone is not considered to be unreasonably restrictive or incompatible for the potential future development of that site.

The scheme has also been modified to respond to issues regarding the built form provisions. As discussed under part 6.1, the same approach has been applied in that clause 32 contains standardised built form controls.

Given the limited application of this zone and its relatively homogenous nature, it is considered that the Scheme through clause 32 can adequately operate for defining the built form outcomes. Should variation to these be sought, they can be applied for through the DA process and assessed accordingly.

6.13.2 Recommended changes to advertised Scheme

38. Remove the Light Industry zone and apply the Service Commercial zone.
39. Review Service Commercial zone objectives, zoning table and additional uses to meet Strategy objectives.
40. Standardise built form controls within clause 32 to be consistent with operation of the Scheme.

6.13.3 Reference in Schedule of Modifications

Text 18, 19, 34 and Map 157 & 158
 Text 16, 17, 19, 20, 33 and Map 139
 Text 34

6.14 Key Issue: Private Community Purpose zone

Points raised	Administration Comment
a) Request for current residential zoning in TPS2 being retained as the proposed Private Community Purpose zone in LPS3 will not reflect future intentions b) Request Urban Development zone be applied instead of proposed Private Community Purposes zone which limits the range and permissibility of land uses in the context of any future redevelopment c) Urban Development zone will enable current use for AIM to continue, but will allow future bespoke solution through a structure plan	a) Having regard to the future intentions of the Church, carrying the current Residential R35 zone from TPS2 into LPS3 in lieu of the proposed Private Community Purpose zone is appropriate and in keeping with the surrounding context b) The subject site is zoned R20 in TPS2, and LPS3 proposes to assign the Private Community Purposes zone to the site which allows for land uses that are more consistent with its current and expected use c) Development standards should be established through the LDP process in order to adequately assess the impact of any built form proposals prior to a DA being received

6.14.1 Discussion

The Private Community Purpose zone has been used to identify those sites that are privately owned and operated yet perform a community purpose, generally recreation, institutions or places of worship.

It is noted however that there are two places of worship where issues have been raised with the application of the Private Community Purpose zone. The two properties are surrounded by the Residential zone and are of the same lot size, shape and configuration as the residential properties that surround. A return of these properties to the Residential zone (as they exist in TPS2) with the same R-Code as those properties that surround would be in keeping with the character of the area, as set out in the Strategy and therefore can be supported.

The other issue raised is in relation to the application of the Private Community Purpose zone to the AIM site in Floreat. In this instance, it is not considered appropriate to rezone the site to Urban Development. The application of the Urban Development zone to this site would not be consistent with the objectives of the zone which are to require comprehensive planning.

It is considered that this site could proceed to be developed at a site-specific scale with a local development plan setting out site level development provisions. The ability to proceed to adopt a local development plan is provided for in clause 32 as discussed under 6.1.

The land use permissibility for the private community purpose zone has also been reviewed in light of its application, as discussed in the Zoning Table section, with modification made in line with the zone objectives and Strategy.

6.14.2 Recommended changes to advertised Scheme

41. Rezone Private Community Purpose sites in Waratah Ave and Watt St to Residential.
42. Update land use table in line with objectives of the zone.
43. Remove R-Codes from the Scheme map.

6.14.3 Reference in Schedule of Modifications

Map 133 & 155

Text 20

Map 159 - 161

6.15 Key Issue: Special Use zone

Key Issue	Points raised	Administration Comment
Special Use zone provisions	Request modifications to Special Use zone provisions to insert additional built form standards (height and setbacks) to provide more certainty on what is considered appropriate prior to preparation of Activity Centre Plan or Local Development Plan	Requested built form standards relating to height exceed height previously contemplated in currently approved masterplans. Proposed additional uses beyond those currently listed could be appropriate and consistent with the range of uses approved to date under each masterplan.
	Request additional uses to be listed in zoning provisions which are consistent with the primary use of the site	An ACP or LDP will provide the appropriate forum to consider the issue of height, particularly given the proposed wall heights being sought exceed the maximum heights set out in the currently approved masterplan.
	Request Urban Development zone	
	Request modified definition of wall height from LPS3 to respond to site specific topography considerations	An ACP or LDP will provide the appropriate forum to consider parking arrangements, particularly where the number of car bays proposed is at variance with LPS3 and the applicable LPP.
	Object to proposed car parking rate for certain uses	

6.15.1 Discussion**6.15.1.1 SU 1 & SU 2 – Hollywood Hospital and Hollywood Village**

The Local Planning Strategy notes that there are three hospitals located within or adjacent to the City of Nedlands (QEII MC, Graylands Hospital and Hollywood Private Hospital) all of which are significant attractors of visitors. Medical institutions also attract a regular stream of visiting academics and professionals in addition to patients and friends and families of patients.

The Strategy sets out that, in appropriate and identified locations within the Monash Precinct, consideration should be given to a range of uses (particularly knowledge based uses) and accommodation types that complement the Health/Education/Research function of the UWA-QEII Specialised Centre on a scale that will not detract from other centres in the hierarchy.

The built form provisions being requested are in excess of those currently approved for the sites. It would be premature to insert height controls for the site without considering the built form outcomes for the entirety of the site. The most appropriate mechanism by which to do this would be through an ACP or LDP.

The submissions request the reinsertion of the LDP trigger in an expanded format in addition to detailed development standards relating to setbacks and height in the absence of an LDP being in place.

This is appropriate, however the heights and setbacks requested will be not be inserted, instead the existing approved heights and setbacks established under the current approved masterplan will be used.

Submissions also requested a broader range of incidental and discretionary use classes which are considered reasonable for the Hospital and Village sites.

6.15.1.2 SU4 & SU 5 – UWA/HBF Sporting Precinct & Bedbrook Place

A total of 6 submissions were received (all supportive of draft LPS3) from a variety of sources including landowners affected by draft LPS3 zoning changes to Special Use zone SU4/SU5 and Water Corporation as the owners of the nearby Subiaco Waste Water Treatment Plant (WWTP).

The Local Planning Strategy notes that the HBF/UWA sporting precinct (SU4) contains leisure amenities providing recreation opportunities within the City that may attract non-resident visitors, and that these facilities should be maintained and enhanced.

In terms of the Shenton Park precinct where SU5 is situated, the Local Planning Strategy provides that comprehensive planning should occur to prevent the encroachment of sensitive land uses within the Subiaco WWTP buffer, and to resolve land use, desired built form and reservations.

In relation to the SU4 zone, the landowner has suggested that the current conditions limit the development potential of the subject site and as such, it would be more appropriate to zone the precinct Urban Development. Under the deemed provisions contained in the Local Planning Scheme Regulations, any development occurring within the Urban Development zone would need to be in accordance with a Structure Plan. The Urban Development zone and concomitant Structure Plan requirement provides a more flexible approach for the consideration of future development and is considered appropriate under the circumstances. This proposed zoning is also consistent with the current 'Development' zoning in TPS2.

In relation to the SU5 zone, a portion of the precinct is the subject of a current amendment (Amendment 208) to TPS2. The proponent of the amendment has suggested some minor changes to the wording of the SU5 conditions to reflect the provisions set out in Amendment 208 notably an increase in the allowable height to from 16m to 18m and clarification of the WWTP buffer.

Various submissions received on draft LPS3 by affected landowners within the SU5 area outside of the Amendment 208 area request an Urban Development zoning in lieu of the Special Use zone based on similar reasons to the SU4 submission above. Modifying the SU5 zone (excluding the Amendment 208 area) to Urban Development will also ensure the zoning of

this area is contiguous with the Urban Development zone proposed to the west and the north under draft LPS3.

Concerns regarding the SSWRP and WWTP buffer were raised, but this issue has been addressed in the preceding section.

6.15.1.3 SU 6, SU 7 & SU 8 – Lisle Lodge, Melvista Lodge and Regent Park Estate

Issues raised in submissions suggests that the Special Use zone for Lisle Lodge be expanded to adjoining properties along Adderley Street to 'square the site' and allow for expanded redevelopment.

The Local Planning Strategy advocates that the Nedlands community will have easy access to quality health and community facilities that are well integrated within their surrounding context. The Strategy also aims to facilitate greater diversity of accommodation types to accommodate changes in population trends.

The realignment of the SU zone for Lisle Lodge is not supported as it would give rise to the zone being expanded to properties currently developed with single houses by individual landowners who are not associated in any way with Lisle Lodge.

A potential redevelopment on this or any of these sites is however an issue as there are currently no provisions that would guide development on these sites as the WAPC required the removal of the proposed Local Development Plan trigger that Council had in the adopted draft LPS3.

Where the existing R-code is known to satisfy current and future operation of these sites it is appropriate to refer to that R-Code and allow development under the codes to proceed in that fashion. Where the future potential of the site is unknown it would be premature to insert controls for these sites without considering the built form outcomes for the entirety of the site. The most appropriate mechanism by which to do this would be through an LDP. The reinsertion of the LDP trigger in a revised format will be needed for this scenario.

6.15.2 Recommended changes to advertised Scheme

44. Insert provision for Structure Plan, Local Development Plan and/or Activity Centre Plan to guide future development with additional built form controls where appropriate.
45. Show R-Code on the Scheme map for Lisle Lodge and Regent Park Estate.
46. Rezone SU4 to Urban Development.
47. Rezone SU5 to Urban Development except for the area that current Amendment 208 applies and insert provisions in SU5 in line with proposed Amendment 208.

6.15.3 Reference in Schedule of Modifications

Text 23

Map 169 – 171

Text 23 (g) (m) – (q) and Map 164

Text 23 (h) – (k) and Map 162

6.16 Key Issue: Subiaco Strategic Water Resource Precinct

Points raised	Administration Comment
Request to apply Special Control Area over Subiaco Strategic Water Resource Precinct	Transfer of SSWRP from Clause 33 to Special Control Area is consistent with the SPP 4.1 and the draft SPP 4.1 – Industrial Interface.
Request for more flexible LPS3 provisions to consider land uses falling within odour buffer	Minor modifications to the conditions applicable to the SCA will provide more flexibility whilst maintaining adequate safeguards to preclude sensitive land uses within the SSWRP.

6.16.1 Discussion

A submission received from Water Corporation seeks to reinstate a Special Control Area (SCA) in line with the Council adopted LPS3.

A submission on behalf of the CSIRO suggests some minor wording changes to the advertised form of wording for clause 33.1 which generally seeks to provide that a structure plan, activity centre plan, local development plan and/or scheme amendment proposal could provide a current odour modelling technical report which would review and confirm the boundaries of the odour buffer, thereby allowing for sensitive land uses to be introduced into the SCA precinct.

The City of Nedlands Local Planning Strategy sets out to:

- Prevent the encroachment of sensitive land uses and residential development within the Subiaco WWTP odour buffer area.
- As a priority, comprehensively plan for the precinct to resolve land use within and surrounding the Subiaco WWTP odour buffer.
 - With urgency, comprehensively plan for land in proximity to the Shenton Park Hospital Redevelopment site and Lot 4 Underwood Avenue, and Bedbrook Place to resolve land use, desired built form and reservations.

Further investigation of the Water Corporation's submission indicates that the Special Control Area provisions provide the most appropriate statutory mechanism to identify and regulate land use and development in and around the SSWRP. The appropriateness of the SCA has also been confirmed through subsequent discussions with WAPC officers. Given the direction of

the Strategy, the reinstatement of the SSWRP as an SCA is appropriate and is also in line with the adopted practice for the statutory treatment of industrial buffers as set out in State Planning Policy 4.1 – Industrial Interface (this position is reinforced by draft State Planning Policy 4.1).

Whilst the submission received from the CSIRO was predicated on the retention of proposed clause 33, the suggested wording is considered to have some merit by being more responsive to the surrounding planning context. The ability to have the odour buffer assessed on a case by case basis is recognised by the EPA Guidance Statement – Environmental Assessment Guideline for Separation Distances between Industrial and Sensitive Land Uses, this the rewording of the SCA provision is appropriate and as such, the provisions under the SCA shall be adapted accordingly.

6.16.2 Recommended changes to advertised Scheme

48. Subiaco Strategic Water Resource Precinct Special Control Area be reinstated in the Scheme text and scheme maps with modifications to the Scheme text to allow for odour modelling to demonstrate the buffer area.

6.16.3 Reference in Schedule of Modifications

Text 43 and Map 165

6.17 Key Issue: Land use definitions

Points raised	Administration Comment
a) Bulky goods showroom definition in LPS3 is inconsistent with Model provisions listed in the Local Planning Schemes Regulations and should be modified to be consistent with the Regulations, particularly as the specification of a 300m ² minimum area requirement is overly restrictive b) Bulky goods showroom is listed as a prohibited use for the Mixed Use zone in LPS3 and this should be modified so that the use is discretionary	a) It is appropriate for this definition to be reviewed given realignment of other related definitions with the model scheme text. b) Bulky goods showroom as a discretionary land use in the Mixed Use zone would not be inconsistent with the Local Planning Strategy or the objectives for the Mixed Use zone as set out in LPS3, thus is appropriate as a 'D' use in that zone.

6.17.1 Discussion

The issue raised in relation to the bulky goods definition stems from the City's previous attempts to ensure that fine-grain retail outlets were permitted in certain areas whilst restricting large retail outlets from being permitted in the same zones.

There were a series of retail, commercial and food outlet land use definitions that were augmented in the scheme by differentiating between outlets greater or less than 300m² that relied on one another or were assigned separate land use definitions. These land use definitions were modified by the WAPC back to the model scheme text, except for the Bulky goods showroom definition which was permitted to be advertised.

Nonetheless, the 300m² minimum area requirement is considered unnecessary given the realignment of all the other related definitions and as such reference to an area greater than 300m² within the definition can be removed.

If the definition was modified as set out in the model scheme text, a large shop selling retail goods and accessories would be considered a bulky goods showroom via compliance with (b)(ii) alone. Due to the definition of shop relying on firstly not being captured by the bulky goods showroom this would mean a supermarket would be classified as a bulky goods showroom and not a shop as intended.

To overcome this, the inclusion of 'and' in place of 'or' between parts (i) and (ii) means that a large shop must also sell goods that require a vehicle for the purpose of collection. It emphasises that it is the size of the good that is bulky which defines the land use.

6.17.2 Recommended changes to advertised Scheme

49. Reword land use definition for Bulky goods showroom to match the model scheme text and insert the word 'and' instead of 'or' between part (b)(i) and (b)(ii).

6.17.3 Reference in Schedule of Modifications

Text 46

7.0 Motions resolved by Council

Two Motions were put to Council at its May and June meetings, each adopted in different manners and containing varying instructions for Administration to follow in drafting the Scheme. The adoption Motions are listed at the beginning of this report under chapter Previous Council Resolutions and the full Motions put to Council along with their respective justifications and Administrations comment can be found in the Council Minutes.

7.1 May Council Meeting

The Motion carried from 22 May is as follows:

"Council gives direction to the CEO with respect to Local Planning Scheme No. 3 (LPS3) as follows:

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

7.1.1 Discussion

Administration makes the following comment about the interpretation and application of the carried Motion:

Due to the wording of the second part referencing 'other than those renamed in a) and b) above'. Part "a" refers to a motion to rename the Captain Stirling Neighbourhood Centre to Town Centre and to redefine its location to just two street blocks south of the highway. This was not carried by Council and as such the Neighbourhood Centre in that location has only been modified to address issues raised in submissions, as has been discussed under the chapter Neighbourhood Centre zone and provisions. However, by being referenced in the second part of the motion that was carried, it is excluded from being rezoned to Mixed use.

Rezoning Waratah Ave to Local Centre is not consistent with the Local Planning Strategy.

The Captain Stirling Neighbourhood Centre should remain as the most intense and complex centre for the City. The rezoning of other centres along Stirling Highway is supported and has been discussed under parts 6.11 & 6.12.

Hampden Road as a Local Centre is not consistent with the Local Planning Strategy.

Removal of the Light Industry zone is supported as discussed under part 6.13.

7.1.2 Changes to advertised Scheme

Due to the wording of the Motion resolved by Council the Scheme has been modified as follows:

50. The Waratah Avenue Neighbourhood Centre has been rezoned to Local Centre.
51. Neighbourhood Centre zones have been rezoned to Mixed Use except for the following:
 - a. Captain Stirling Neighbourhood Centre remains Neighbourhood Centre
 - b. Waratah Ave Neighbourhood Centre rezoned as Local Centre
 - c. Hampden Road has been rezoned to Local Centre

52. Light Industry sites rezoned to Service Commercial

7.1.3 Reference in Schedule of Modifications

Map 135

Map 31

Text 19, 20 & 34 and Map 157 & 158

7.2 June Council Meeting

The Motion resolved by Council states the following:

“Council Resolution

Council provides guidelines to the CEO in the analysis of LPS3 submissions with respect to:

1. *City freehold land with potential for redevelopment;*
2. *Whether the scheme is to allow open car parking on lots adjoining Stirling Highway when they are redeveloped;*
3. *The provision of landscaping on residential and non-residential zoned lots;*
4. *The provision of basement and upper floor setbacks – front, side and rear – on all residential zoned lots and*
5. *Whether the scheme is to include developer contributions requirements as a prerequisite to significant increases in residential density.”*

7.2.1 Discussion

The Motion carried at Council June meeting is slightly, but importantly, different. The operative part of the motion states that it is to give guidelines rather than a directive with respect to the Scheme.

7.2.2 Changes to advertised Scheme

Given the guidance offered by the Motion, Administration has made the following changes to the Scheme:

53. City Library and Administration sites zoned Mixed Use as discussed under Mixed Use zone chapter. Dalkeith Hall rezoned Neighbourhood Centre as per adjoining land, however resolution on Motion from 22 May rezones entire centre Local Centre.

No scheme change made. Specific built form and design provisions are suited to LDP.

54. Clause inserted to require Landscaping to be in accordance with a Landscaping Plan for non-residential zones. Already occurs for Multiple Dwellings as a requirement of the R-Codes. Changes to Open Space

requirement considered more effective for Single and Grouped developments.

Introduction of specific controls to apply to all developments that are not responsive to individual design is not appropriate. No changes made.

Clause 27 of the Scheme already reads in the Developer Contribution SPP. There are specific processes to follow in order to introduce a DCP into the Scheme. No changes made.

7.2.3 Reference in Schedule of Modifications

Map 22 & 134

Text 31 – 33 & 36

8.0 Conclusion

The City has progressed through the adoption, modification and consultation of draft Local Planning Scheme 3 and is now deliberating on proposed modifications to address the issues raised in the, more than 1,000, submissions received on the Scheme.

The issues have been discussed through the prism of the Local Planning Strategy with recommended changes to the Scheme proposed so to resolve the issues and bring the scheme into alignment with the Local Planning Strategy.

It is considered that the proposed modifications to the Scheme are all appropriate in addressing the issues raised through submissions.

The support of Council for these modifications will result in a significant step towards the finalisation of a modern Scheme for the City of Nedlands.

Declaration of Closure

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

Attachment 1
Schedule of Submissions

No.	Name and Address of Submitter	Description of property affected by LPS3	Summary of Submission	Response and recommendation
1	Robert Edis 97 Thomas Street, Nedlands	N/A	a) Suggest subdivision of corner lots be permitted to achieve density targets b) R-Code changes along Broadway near Nedlands PS not supported due to creating increased traffic congestion	a) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes. b) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.
2	Megan & Arthur Criddle 49 Viewway NEDLANDS	N/A	a) R-Code changes near Nedlands PS and Uniting Church in Viewway not supported due to traffic and parking congestion	a) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.
3	MRA GPO Building	N/A	a) No comment	a) Noted.
4	Daina Bruers 95 Broadway	95 Broadway	a) R-Code changes near Broadway supported b) Mixed Use zone should be increased to allow more commercial development i.e. shops, cafes etc to enhance the area noting good access to public transport	a) Noted. b) The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population.
5	Anne Gribble 75 Florence Road	N/A	a) General support for higher densities however areas nominated for higher densities in LPS3 not supported due to impact on local roads/traffic b) Bicycle and pedestrian infrastructure along higher density routes should be incentivised	a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor

				<p>upgrades being undertaken to key intersections in the future.</p> <p>b) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works.</p>
6	Andrew Pearce 35 Viewway	35 Viewway	<p>a) Object to densities in surrounding area around Nedlands PS due to increased traffic and risk to student safety</p> <p>b) Higher densities in other areas away from school e.g. Bruce Street supported</p>	<p>a) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p> <p>It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>b) Noted.</p>
7	Shaun Day 19 Bedford Street	19 Bedford Street	<p>a) Support LPS3 including higher density on Bedford Street due to proximity to infrastructure and major transport corridor, providing choice of housing for diverse demographic, and to reduce urban sprawl</p> <p>b) Normal R-Codes should be applied to provide certainty/transparency</p>	<p>a) Noted.</p> <p>b) New developments will be controlled through the planning framework including the proposed LPS3 provisions, R-codes and future Local Planning Policy and Local Development Plan provisions.</p>
8	Siew Lian Yiap 5 Edward Street	N/A	<p>a) Support increased densities close to Stirling Highway and UWA which will support improvements in infrastructure and public transport and make these areas more vibrant</p>	<p>a) Noted.</p>
9	Cynthia Wong 49 Bruce Street	N/A	<p>a) Support LPS3, including proposed densities to provide for housing diversity and opportunities for families to continue to live in the area as they age, and housing needs evolve</p> <p>b) Support R40 densities around schools to allow families with a greater range of ages to buy/stay in area/create more vibrancy</p>	<p>a) Noted.</p>
10	Pat Keady 14 Viewway	N/A	<p>a) Object to increased densities (R40 and R60) due to encroachment into quiet suburban neighbourhoods including Nedlands PS</p>	<p>a) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p> <p>The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
11	Andrew Rose 14A Karella Street	N/A	<p>a) LPS3 not supported due to increased densities beyond capacity of Stirling Highway leading to massive upgrade needs</p>	<p>a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>

			<ul style="list-style-type: none"> b) Transport corridors/hubs proposed in LPS3 not required as alternative transport methods will not significantly change in 50 years c) Higher densities (R160) will alter the amenity and community structure, contrary to resident wishes 	<p>It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future</p> <ul style="list-style-type: none"> b) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. c) The Amenity impacts associated with new developments will be adequately controlled through the planning framework including the proposed LPS3 provisions, the R-Codes, and future Local Planning Policy and Local Development Plan provisions.
12	Rob Bunning 103 Clement Street SWANBOURNE	N/A	<ul style="list-style-type: none"> a) Support LPS3 b) Sprawl unsustainable, owners should be able to subdivide, density will increase affordability and reduce time and costs for commuting from outer suburbs 	<ul style="list-style-type: none"> a) Noted. b) Noted.
13	Ben Chia 37 Watkins Road	N/A	<ul style="list-style-type: none"> a) Object to LPS3 b) Low densities should be retained as not many suburbs left with R10 	<ul style="list-style-type: none"> a) Noted. b) Low densities are proposed to be largely retained with the majority of low density areas in the City of Nedlands being unaffected by the proposed density changes.
14	Shuang Ren 62 Vincent Street	62 Vincent Street	<ul style="list-style-type: none"> a) Not support draft LPS3 b) Increase in traffic volumes along Vincent Street. c) R40 rezoning in Dalkeith will change existing residential character and lifestyles. 	<ul style="list-style-type: none"> a) Noted. b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. c) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.
15	Weiping Ren 24 Neville Road	N/A	<ul style="list-style-type: none"> a) Not support draft LPS3 as it will change lifestyles and character of the area. 	<ul style="list-style-type: none"> a) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.
16	Bonnie 15 Bruce Street	N/A	<ul style="list-style-type: none"> a) Not support draft LPS3 increased densities as there is not sufficient facilities to support expansion and will create traffic congestion. 	<ul style="list-style-type: none"> a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting

				further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.
17	Tom 21 Verdun Street	21 Verdun Street	a) Not support R-Code change of the Hollywood area from R10 to R60.	a) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy.
18	Paul Turner 7 Ulster Road	N/A	a) Support R-Code changes between Aberdare Road and Verdon Street to R60 as it is near the hospital precinct. b) Ageing properties in the area can be redeveloped into high quality residential houses to meet the needs of people seeking smaller lots but wish to remain in the area.	a) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy b) Noted.
19	Jayne Berkin 28 Meriwa Street	N/A	a) Not support draft LPS3 as it will change Nedlands from a residential, family-based suburb into a CBD like apartment environment with no existing character, residential form, usage or community aims. b) Not support Hollywood Ward R-Code changes this will destroy the safe, green, connected, family environment that prevails. c) Increased traffic volumes and movement around Hampden Road, Monash Avenue and Aberdare Street is due to dramatically increase with the opening of the Perth's Children's Hospital. d) Good urban planning principles for diversity must include existing suburbs with lower density housing, schools, parks, greenery and space, to meet a variety of community needs. e) Increasing densities in Nedlands will detract from areas like Perth City, West Perth and Northbridge becoming vibrant living/working areas.	a) The Amenity impacts associated with new developments will be adequately controlled through the planning framework including the proposed LPS3 provisions, the R-Codes, and future Local Planning Policy and Local Development Plan provisions. b) It is proposed to reduce densities along Leura/Clifton/Meriwa Street/Williams Road to respond to submissions received and having regard to the Local Planning Strategy. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. d) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. e) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.
20	Ian Vereker 2 Ord Street	2 Ord Street	a) Would like to have property included in rezoning (to R25 or R30) as a corner lot, with two access points, near Carrington Street.	a) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.
21	Jenny McCallum 68A Broome Street	N/A	a) Support draft LPS3. b) Support high density dwellings close to major transport routes and nearby amenities. c) Support appropriate infill so avoid sprawl.	a) Noted.
22	Christine Lamont 1 Dalkeith Road	1 Dalkeith Road	a) R60 for Hollywood Precinct is too high to be supported by the current facilities in the area. b) High level of traffic on Dalkeith Road towards the shops on Stirling Highway and issues with parking.	a) It is proposed to reduce densities along Leura/Clifton/Meriwa Street/Williams Road to respond to submissions received and having regard to the Local Planning Strategy.

			<ul style="list-style-type: none"> c) Increase in dwellings would create issues accessing local shops and schools. d) People are using local routes as a thoroughfare to cut through traffic, this would become worse with major changes to the Highway. e) Chose to live in Nedlands for large clocks, close to the City with mature trees and "small community" vibe. Infill development would change this. 	<ul style="list-style-type: none"> b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. c) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population. d) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy. e) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.
23	John Taylor 11 Webster Street	11 Webster Street	<ul style="list-style-type: none"> a) Not support increase densities (Webster Street to R60) due to the degradation of the living environment – traffic density, congestion, pollution which would result from this scale of density 	<ul style="list-style-type: none"> a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.
24	Bruce Thomson 3 Kingston Street	3 Kingston Street	<ul style="list-style-type: none"> a) Not support Hollywood Precinct rezoning to R60 and advocate for staged limited and more fair distribution of rezoning. b) It would change the area from leafy suburban family home area to rows and rows of multi-storey apartment complexes. c) Increase in density would result in more traffic which will be worsen with the new hospital. d) Other areas of Nedlands have been predominantly untouched, with suggestion that density should be spread to the southern side of Stirling Highway. This would increase density while still maintaining the look and feel of the neighbourhood and keep traffic reasonable. e) Suggest more areas rezoned R20 and R30 as a middle ground. This would achieve a staged approach, to be reviewed in 10-20 years to see if it has materialised. Current proposal goes from low density to maximum density without any consideration of overall impact. 	<ul style="list-style-type: none"> a) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy. b) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. d) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.

				e) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.
25	Jamie Loh 56 Stirling Highway	N/A	a) Land around Nedlands Library should be acquired by Council and rezoned to allow Mixed Use development to allow for the expansion of the Library.	a) Land around the library has been changed to Mixed Use in response to submissions.
26	Jennifer Ledden 1/2B Thomas Street	1/2B Thomas Street,	a) Property is located lower than adjoining lots so would be significantly impacted by high rise development, particularly over-shadowing, and visual privacy.	a) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.
27	Andrew Pratt 19 Viewway	9 Viewway	a) Do not support increased densities to R40 and R60 around Viewway, Bruce Street and Kingsway area. b) Purchased in the area for single residential streetscape. Increase densities will impact on noise, amenity, visual privacy, overshadowing, traffic congestion and the transformation of the built form into high density building environment. c) No objection to zoning for Broadway as a significant thoroughfare and commercial activity street for Nedlands.	a) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to topographical constraints b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. c) Noted.
28	Captain Stirling Local Hub Steering Committee 71 Stirling Highway	71 Stirling Highway	a) Submitted minutes of meeting. b) Request additional Scheme Aim [Cl. 9] relating to Captain Stirling NC: 'Develop an integrated, vibrant town centre to provide for the needs of Nedlands' residents.' c) Request additional Zone (Town Centre), and objectives as follows; <ul style="list-style-type: none"> - To provide a community focal point for people, services, employment and leisure that are highly accessible and do not adversely impact on adjoining residential areas. - To provide for daily and weekly household shopping needs, community facilities and a small range of other convenience services. - To provide a broad range of employment opportunities to encourage diversity within the Centre. - To ensure a mix of commercial and residential development, which provides for activity and accessibility at the street level and supports the provision of public transport and pedestrian links. - To provide for range of quality medium and high density residential development, to meet the diverse needs of the community. - To ensure non-residential active uses are located at street level which are compatible with adjoining residential uses and other non-active uses on upper levels. - To allow for the development of a mix of varied but compatible land uses such as housing, professional offices, business services, medical centres, 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. - To provide a focal point for the arts. d) Different zone required for Captain Stirling NC to ensure centre type activities are concentrated, not dispersed along highway.	a) Noted. b) The objectives of the Neighbourhood Centre zone as provided in LPS3 are consistent with the Local Planning Schemes Regulations and the Local Planning Strategy. c) A 'Town Centre' zone is not recognised in the Local Planning Scheme Regulations, with the objectives and land use permissibility for a 'Town Centre' being reflected in the Neighbourhood Centre zone. d) The Neighbourhood Centre zone has been contracted and focused generally around the Captain Stirling site. All other Neighbourhood Centre zones have been changed to Mixed Use. e) Fast Food Outlet uses are only permissible in the Mixed Use and Neighbourhood Centre zone, and where such development occurs, it is likely to be integrated into a larger development with its impacts appropriately managed. f) Noted. g) Future development within the Neighbourhood Centre zone will be subject to an ACP/LDP where development standards including setbacks, landscaping, vehicle access will be more appropriately considered. h) Noted.

			<p>e) Remaining Centre - Neighbourhood zone on highway should be zoned Mixed Use.</p> <p>f) Supplied Land Use Permissibility's for Town Centre zone, no recommendation for permissibility of Fast Food.</p> <p>g) Request Cl. 32 additional requirements for land zoned Town Centre as follows;</p> <ul style="list-style-type: none"> - Requirement for Structure Plan. - Land use to be predominantly residential. - 2m setback from Stirling Hwy. - Access requirements/restrictions for Dalkeith/Stanley/Florence. - Landscaping requirements for roof. - Public art requirement. <p>h) Attached Map showing extent of recommended Town Centre zone.</p>	
29	Dianne Heldt 37 Loftus Street	N/A	a) Support draft LPS3 without modifications.	a) Noted.
30	Craig Richardson 31 Tilton Terrace	N/A	a) Suggest properties along Alfred Road in Mount Claremont should be rezoned from R25 to a higher density that would permit 3-4 dwellings as it faces a main road with good public transport and walking distance to schools and has a rear laneway. This would support broader socio-economic accessibility into the suburb.	a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.
31	Ranjeet Sekhon 67 Williams Road	N/A	<p>a) Support draft LPS3 due to proximity to Perth City and the access to public transport, particularly for those properties within 200m distance from Stirling Highway.</p> <p>b) Many owners would not choose to subdivide but this would permit the option for those that do want to subdivide.</p> <p>c) Increased zoning in Hollywood Ward would improve the streetscape.</p> <p>d) Zoning in Dalkeith should change to R20 and extend to a larger area instead of a small area with high density of R60/R40 that is proposed.</p>	<p>a) Noted.</p> <p>b) Noted.</p> <p>c) It is proposed to reduce densities along Leura/Clifton/Meriwa Street/Williams Road to respond to submissions received and having regard to the Local Planning Strategy.</p> <p>d) Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
32	Brendon Riley 45 Portland Street	45 Portland Street	<p>a) Draft LPS 3 provisions conflict with the objective in Section 9 of the Scheme "(a) Protect and enhance local character and amenity". Rezoning areas to R160 and R60 is a significant departure from current character and amenity of these areas.</p> <p>b) Not support the location of R160 next to R60. All properties from Stirling Highway to the next street back from Stirling Highway should be zoned the same. The street would provide the separation needed between the density codes.</p> <p>c) Suggest alternative to increase R-Code of every property by one category i.e. R10 to R12.5, R12.5 to R20 etc. and update scheme more frequently.</p>	<p>a) The Amenity impacts associated with new developments will be adequately controlled through the planning framework including the proposed LPS3 provisions, the R-Codes, and future Local Planning Policy and Local Development Plan provisions.</p> <p>b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>c) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>

33	Keith Brand 19 Watkins Road	N/A	<ul style="list-style-type: none"> a) Increased densities will reduce play area for children, increase noise and pollution, create congestion and dangerous streets with excess car parking everywhere. b) Draft LPS3 aims state “(a) Protect and enhance local character and amenity”. Increased dwellings will result destroy the character of the area, with increased traffic, conflicts in building heights, overlooking and overshadowing. c) “(b) Respect the community vision for the development of the district”. Historically small-scale development has not sold well in the area, demonstrating that people do not want high density living. 	<ul style="list-style-type: none"> a) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. b) The Amenity impacts associated with new developments will be adequately controlled through the planning framework including the proposed LPS3 provisions, the R-Codes, and future Local Planning Policy and Local Development Plan provisions. c) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.
34	Janaki Chandraratna 8 Adderley Street	N/A	<ul style="list-style-type: none"> a) Support draft LPS3. b) Provides flexibility to realise full potential of land. c) Support removal of split coding in Mount Claremont as this was unequitable with some people allowed to redevelop to R20. d) Past surveys indicated 70% support for subdivision, yet this was not implemented. e) Large lots serviced by rear laneways are suitable for subdivision. f) Redevelopment would allow smaller houses for people to age in place. g) Many suburbs will smaller lots (i.e. Floreat, St Johns Wood, Wembley) have not experienced traffic congestion. h) Maintaining large blocks without any development potential is unfair with the City is burdened with maintaining sprawl of more than 150km at an exorbitant cost. 	<ul style="list-style-type: none"> a) Noted. b) Noted. c) Rationalising the outdated zoning mechanism (1 in 5 split coding) in Mt Claremont West was identified in the Local Planning Strategy. In response to submissions, the R20 zoning is proposed to be retained for the precinct. d) Noted. e) Noted. f) Noted. g) Noted. h) Noted.
35	Cath Bellemore 80 The Avenue	N/A	<ul style="list-style-type: none"> a) Support draft LPS3 as it would allow downsizing for people on large lots. b) Large lots are not environmentally friendly and unsustainable for future generations. 	<ul style="list-style-type: none"> a) Noted. b) Noted.
36	Gary Jeffrey 28 Mayfair Street	28 Mayfair Street	<ul style="list-style-type: none"> a) Not support draft LPS3. b) Suggest decrease coastal ward areas to R10 as opposed to R20 in areas that are dual coded R10/20. c) Increasing densities would increase population and car density and would decrease the amenity of the community. 	<ul style="list-style-type: none"> a) Noted. b) Rationalising the outdated zoning mechanism (1 in 5 split coding) in Mt Claremont West was identified in the Local Planning Strategy. In response to submissions, the R20 zoning is proposed to be retained for the precinct. c) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy.

37	Angus Jeffrey 36 Mayfair Street	36 Mayfair Street	a) Not support draft LPS3. b) Suggest decrease coastal ward areas to R10 as opposed to R20 in areas that are dual coded R10/20. c) Increasing densities would increase population and car density and would decrease the amenity of the community.	a) Noted. b) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. c) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy.
38	Helen Wilcox 19 Bedford Street	19 Bedford Street	a) Support high densities near Stirling Highway and the rail line. b) Specifically support Bedford Street at higher density of R60.	a) Noted. b) Noted.
39	Rodney Greaves 62 Loftus Street	N/A	a) Support WAPC modifications to draft LPS3 including the height restrictions.	a) Noted.
40	Tourism WA GPO Box X2261	N/A	a) No comment. b) Highlight interest in supporting tourism development projects such as potential to create a hot spring at Tawarri site on Nedlands foreshore	a) Noted. b) Noted.
41	Department of Education 151 Royal Street	N/A	a) No comment	a) Noted.
42	David Bent 85 Bruce Street	85 Bruce Street	a) Not support draft LPS3. b) Increased densities between Bruce Street and Broadway will negatively impact on character of the area, increased traffic and increased danger to children walking to the Nedlands Primary school. c) There is inadequate public transport to services in the City of Nedlands.	a) Noted. b) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. c) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.
43	Susan Trumble 26 Brockman Avenue	N/A	a) Not support draft LPS3. b) Dalkeith is a leafy area increased density will result in apartments in the removal of trees, rubbish and increased traffic.	a) Noted. b) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development. Until gazettal of this Policy the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City's waste collection service can accommodate the increased densities contemplated in LPS3. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.

44	Ivan Lee 20 Springside Avenue	N/A	<ul style="list-style-type: none"> a) Support draft LPS3. b) Higher density living is needed in the future to cope with growing population in inner city areas, such as Nedlands, close to Perth City, major private schools and UWA. 	<ul style="list-style-type: none"> a) Noted. b) Noted.
45	Mark & Jane Kane 78 Dalkeith Road	N/A	<ul style="list-style-type: none"> a) Not support draft LPS3. b) Chose to purchase in the area based as it is an older established area with large back yards, trees and less population. 	<ul style="list-style-type: none"> a) Noted. b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.
46	Eric Tai 27 Leon Road	N/A	<ul style="list-style-type: none"> a) Support draft LPS3 as a scaled back form of that advertised. b) Support increased densities around Stirling Highway and Waratah Avenue Shops and primary schools as it would boost student numbers. 	<ul style="list-style-type: none"> a) Noted. b) Noted.
47	Ida Ma 132 Waratah Avenue	132 Waratah Avenue	<ul style="list-style-type: none"> a) Support increased densities in pockets of Dalkeith around transport and shops, with priority given to both sides of Waratah Avenue from Robert Street to Adelma Road. b) Density needs to be carefully managed to enquire high quality-built form. c) Height restriction of 20m should be increased to encourage quality development. d) Not support large scale density increase throughout Dalkeith. 	<ul style="list-style-type: none"> a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. b) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. c) LPS3 contemplates a default height limit of between 11m to 14.5m for properties along Stirling Highway, with potential to increase the height to 28.5m to 35.5m subject to satisfying planning criteria set out in future local development plans and the local planning policy framework. d) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.
48	Lee nugawela 15 Lisle Street	N/A	<ul style="list-style-type: none"> a) Not support draft LPS3. b) Will change the quiet character of the area. c) Increased densities will have an impact on infrastructure and amenities to serve population. Road cannot service the proposed population. 	<ul style="list-style-type: none"> a) Noted. b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. c) It is acknowledged that future population increases will place increased demand on existing road infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development. LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy.
49	Mark 13 Strickland Street	N/A	<ul style="list-style-type: none"> a) Support changes in zoning and subdivision, as it would allow the demolition of old properties and construction of new ones. b) This would improve the image of the suburb. c) Changes zoning would increase rates as a benefit to the City of Nedlands 	<ul style="list-style-type: none"> a) Noted. b) Noted. c) Noted.

50	John & Cheryl Henstridge 38 Kanimbla Road	N/A	a) Support proposed LPS 3 as it brings consistency and recognises development over the past 50 years.	a) Noted.
51	Ron & Karen Edenburg 17 Croydon Street	17 Croydon Street	a) Support zoning changes in Nedlands, however consider R60 (Hollywood Precinct) is too extreme impacting on the existing character. b) Suggest rezone to R40 as an alternative (Hollywood Precinct). This would give owners opportunity to subdivide, downside and remain in the area.	a) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy b) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.
52	Emilie Claire Young 48 Weld Street	N/A	a) Support draft LPS 3 rezoning as advertised. b) Support increased densities around UWA to provide housing for students, particularly those from rural areas and internationally. There is currently not enough housing to provide for student needs and will only get worse in the coming years. c) Nedlands already has the infrastructure to support higher density living. Currently public transport is underutilised and there is scope for influx of users. d) Traffic congestion will not result as an issue with rezoning. The benefits of the rezoning would far outweigh disruptions to traffic during peak hours. More residents would utilise public transport available. e) Nedlands is well served with public and private schools to cater for an influx of residents. f) Nedlands is served by the Children's Hospital, QEII, Sir Charles Gardiner Hospital and KEMH near Subiaco. There is capacity to accommodate a large influx of residents. g) There are sufficient commercial areas along the highway (and surrounding suburbs i.e. Claremont and Floreat) which have vacancies. There is scope for the utilisation of these spaces which will come from increased density of housing. h) Increased housing will increase the rate payments and will have an improved impact on the Nedlands Council. i) Nedlands has an aging population, changes need to be made to allow for younger people to move into the area. Increased housing will make Nedlands more affordable which will have the benefit of stimulating local economy and keep local schools filled with children. j) If parking was to be made underground where possible, car parking would not be a concern. k) Increased zoning will have a wider benefit for the State Government meeting their density target needs.	a) Noted. b) Noted. c) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. d) Noted. e) Noted. f) Noted. g) Noted. h) Noted. i) Noted. j) It is appropriate that adequate discretion is provided within the planning framework to consider car parking requirements on a case by case basis, including the location where car parking areas are provided within the development having regard to the circumstances of the proposed development and surrounding context. k) Noted.
53	Jacob Kendall 15 Erica Avenue	N/A	a) Mount Claremont is well serviced with schools, parks and public transport; these are however not being utilised with the current zoning for the area. b) The area has two train stations, 10 bus stops and capacity for the area to support more people. c) Suggest Mount Claremont area should be zoned R40 with restriction to have a minimum lot area of 2,500m ² , open space and other controls. It would ensure good planning and community outcome d) It is unlikely that any development will occur in the next five to ten years given the age of the current housing stock and size of the land. It would be in 10 to 20 years when the area needs more residential land that there isn't a bureaucratic barrier to achieve more housing stock in the area, better utilising facilities.	a) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. b) Noted. c) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. d) Noted.

54	Shirley O'Keeffe 10 Cygnet Crescent	N/A	<ul style="list-style-type: none"> a) Nedlands has a unique lifestyle community, transport options and location. b) Draft LPS 3 changes would mean this character is under threat. c) Not support draft LPS 3 for the preservation of the area for future generations. 	<ul style="list-style-type: none"> a) Noted. b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. c) Reduction to the extent of the proposed density changes, introduction of minimum lot size requirements and Local Planning Policy provisions are considered to protect character and amenity of areas proposed for increased density as further discussed.
55	Trevor & Angela Whittington 20 Carrington Street	N/A	<ul style="list-style-type: none"> a) General support for draft LPS3. b) Consider draft LPS3 balanced, fitting state government objectives and retaining most large single residential lots. c) Support higher density near Stirling Hwy and UWA-QEII precinct. d) Support high quality design/built form/streetscapes. e) Support transitioning between high and low density. 	<ul style="list-style-type: none"> a) The comments in this submission have been noted and recorded.
56	Elaine Tang 31 Circe Circle	31 Circe Circle	<ul style="list-style-type: none"> a) Attached Map associated with WAPC modifications. b) Object to R40 for Circe Circle and adjacent streets. c) General objection to density changes in Dalkeith. d) Purchased property due to low density coding. e) Concerned about resulting congestion in the street including parking issues. f) Request views of those directly affected/living in the lots proposed to be rezoned are prioritised. g) Increased traffic congestion around Dalkeith and along Stirling Highway. h) Lack of public transport to accommodate proposed density. i) Impact to amenity. j) Impact on property prices/investment. k) Lack of demand for apartments. l) Demand on schools. m) Demand on infrastructure and services. 	<ul style="list-style-type: none"> a) Noted. b) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. c) It is proposed to reduce densities in the Avenue precinct in response to submissions received and having regard to the Local Planning Strategy d) Noted. e) The Local Planning Strategy identifies existing parking shortfalls and parking demand in centres and high-trip generating areas which will need to be managed. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. f) Every submission received on LPS3 is considered on equal merit. g) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy. h) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport. i) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. j) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.

				<p>k) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>l) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>m) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development. The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading.</p>
57	Nicholas Masters 145 Stirling Hwy	145 Stirling Hwy.	<p>a) Attached map highlighting subject lots (Lots fronting Stirling Highway - Robinson St to Weld St, Marita Rd to Doonan Rd)</p> <p>b) Query subject lots proposed Residential zoning.</p> <p>c) Request 'Commercial' or Mixed-Use zoning as this reflects current buildings/use.</p>	<p>a) Noted.</p> <p>b) Noted.</p> <p>c) Modification of the proposed Residential R160 zone to Mixed Use and/or extending the Mixed-Use zone as requested will mitigate the prospect of rendering existing non-residential uses as non-conforming</p>
58	Dept. of Water and Environmental Regulation 7 Ellam Street	N/A	<p>a) Comments relate only to water resource matters (due to public service amalgamations).</p> <p>b) Recommend implementation of Water Sensitive Urban Design through development and renewal projects, and in retrofitting existing infrastructure. Provided link to guidance note.</p> <p>c) Improved water management can lead to improved natural features and use of public open space, enhanced recreational opportunities and reduced flooding risk.</p> <p>d) Encourage consideration of water availability.</p> <p>e) Recommend floodplain management strategy/development control.</p> <p>f) Ensure waterways management in accordance with SPP 2.9</p>	<p>a) Noted.</p> <p>b) (comments b to f) Under the Local Planning Schemes Regulations, in considering an application for development approval, the Council is automatically obliged to consider a range of factors as including any approved State Planning Policy, and a range of environmental and water management related matters.</p>
59	David Scott 3 Burwood Street	3 Burwood Street	<p>a) Support proposed higher density for Burwood Street.</p>	<p>a) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy.</p>
60	Dept. of Fire and Emergency Services 20 Southport Street	N/A	<p>a) Bushfire risk should be considered.</p> <p>b) A BHL assessment is required subject to Policy Measure 6.3 of SPP 3.7.</p> <p>c) A BHL assessment should be prepared for all areas designated as bushfire prone and identified for land use intensification within the Scheme (if any).</p>	<p>a) Development proposals that fall within a designated bushfire prone area are required to undertake bushfire hazard level assessments in accordance with State Planning Policy 3.7.</p>
61	TPG PO Box 7375 Cloisters Square	33 Williams Road	<p>a) Supportive of an updated scheme with increased residential densities.</p> <p>b) Support for subject lot on Williams Street density increase to R40 to allow subdivision into three lots.</p> <p>c) Higher density aligns with Perth & Peel @ 3.5million.</p> <p>d) Subject lot's proximity to UWA-QEII Specialised Centre makes it suitable for infill dwellings.</p> <p>e) Subject lot is identified in Local Planning Strategy as within UWA-QEII Immediate Catchment. This area should accommodate increased residential density.</p>	<p>a) Noted.</p> <p>b) It is proposed to reduce densities along Williams Road to respond to topographical constraints.</p> <p>c) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>d) Noted.</p> <p>e) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local</p>

			<ul style="list-style-type: none"> f) Appropriate land use controls required to respond to differences in built form of Regis Nedlands and adjoining residential lots. g) Request consideration of higher density than advertised to respond to scale of Regis Nedlands and provide appropriate transition. h) Examples provided of higher density-built form outcomes; McHenry Lane, Nedlands; Darbon Cres, Subiaco; Bunbury Cres, East Perth. 	<p>and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <ul style="list-style-type: none"> f) Noted. g) Noted. h) Noted.
62	Samali de Tissera 103 Hardy Road	103 Hardy Road	<ul style="list-style-type: none"> a) Has received approval for short stay accommodation on property. b) Support for short stay accommodation policy. c) Support short stay accommodation near QEII, UWA, Captain Stirling due to services and facilities nearby. d) Support for sound management of short stay accommodation. e) Do not support fees to run short stay accommodation. f) Short stay accommodation does not generate extra rubbish. 	<ul style="list-style-type: none"> a) Noted. b) Noted. c) Noted. d) Noted. e) Any additional planning provisions that fall outside of the model provisions framework under the regulations will be incorporated in local planning policy. f) The City's waste collection service can accommodate increased the increased densities contemplated in LPS3.
63	Brian & Patricia Young 10/49 Broome Street	N/A	<ul style="list-style-type: none"> a) Support for draft LPS3. b) Increased opportunity for student-appropriate accommodation, that is cheaper and better access to public transport. c) Villa developments (existing or potential) provide choice, have diverse residents and small environmental footprint. d) Increased density can help with providing public transport if does well (Subiaco is a good example) and reduce car dependency. e) A range of housing will attract people to live and work locally. f) More services/amenities/commercial development will attract people. g) More efficient use of existing infrastructure and services. h) Increased density has environmental advantage as reduces the need to clear land for new housing. 	<ul style="list-style-type: none"> a) Noted. b) Noted. c) Noted. d) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. e) Noted. f) Noted. g) The utility providers have advised the City that the current level of utility services will support future development. h) Noted.
64	Wen Chih Isou (Jean) 82 Smyth Road	82 Smyth Road	<ul style="list-style-type: none"> a) Support idea of increased density. b) Proposed density is too high/concentrated and will result in negative traffic and safety impacts. c) Smyth Rd already too congested. d) Proposed density will affect existing residents and result in poor visual amenity. e) Recommend allowing R10/12.5 lots to subdivide into two or three, to allow downsizing and intergenerational opportunities. f) Support a different solution to providing well designed increased density. 	<ul style="list-style-type: none"> a) Noted. b) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. It is acknowledged that future population increases will place increased demand on existing road infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development. c) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. d) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.

				<p>e) Introducing special provisions in LPS3 to permit subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p> <p>f) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
65	Dr Hock Lai Ong 15 Kingsway	N/A	<p>a) Do not support advertised draft LPS3.</p> <p>b) Support version adopted by Council as reasonable and protecting existing amenity.</p> <p>c) Advertised draft LPS3 is drastic and draconian.</p> <p>d) Will result in noise, health, mental health and traffic issues.</p> <p>e) Risk to property values.</p>	<p>a) Noted.</p> <p>b) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects. Modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>c) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>d) Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local government shall have due regard to when considering an application for development approval. It is acknowledged that future population increases will place increased demand on existing road infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development.</p> <p>e) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p>
66	Gisela Gmeinder P.O Box 54	N/A	<p>a) Proposed additional 9000 dwellings will lead to a deterioration in the living environment.</p> <p>b) Against commercial uses in residential zones which may include fast food outlets.</p> <p>c) Insufficient open spaces for community use and recreation.</p> <p>d) No emphasis or guidance on landscaping.</p> <p>e) No consideration for a town centre or heritage protection.</p> <p>f) No mention of energy or water conservation.</p> <p>g) No requirement for tree cover for health, environmental and aesthetic reasons.</p> <p>h) No promotion of cycle ways to reduce car usage.</p> <p>i) The plan lacks cohesion and vision and has one goal of achieving density which results in heat, concrete, congestion, crowding, noise and social problems.</p> <p>j) Reduce the density to a more manageable level and pay attention to heritage and the character of Nedlands.</p> <p>k) Include requirements for streetscape, tree cover, open spaces, heat load, encouraging public transport, cycle paths and community parks and meeting spaces.</p>	<p>a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>b) Fast Food Outlet uses are only permissible in the Mixed Use and Neighbourhood Centre zone, and where such development occurs, it is likely to be integrated into a larger development with its impacts appropriately managed.</p> <p>c) The Local Planning Strategy has identified that the City lacks adequate local Public Open Space, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>d) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this</p>

				<p>Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans.</p> <p>e) The existing State and local planning framework with respect to the protection of heritage and character will be maintained as LPS3 has no effect on the status quoThe City's Heritage List and Municipal Inventory will be unaffected by LPS 3. Additional heritage provisions in the Scheme are not proposed.</p> <p>f) The current State Planning Policy framework mandates water sensitive urban design principles being incorporated into the design of stormwater drainage systems, thus incorporating such design principles within LPS3 may create unnecessary duplication.</p> <p>g) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local government shall have due regard to when considering an application for development approval.</p> <p>h) The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works.</p> <p>i) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>j) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>k) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments will can be addressed in proposed Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. There is no correlation between LPS3 and the issue of verge trees. The City has an established Street Tree Policy which will</p>
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				still be in effect in relation to trees in the verge. Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal
67	Geoffrey & Shelagh Read 92 Louise Street	N/A	<ul style="list-style-type: none"> a) Higher densities should be restricted to locations adjoining train stations and substantial transport hubs and corridors to reduce congestion, parking and emission problems. In Nedlands this is Loch Street station and the Stirling Highway corridor. b) Do not support higher densities around Waratah Avenue and Broadway as transport routes are sparse and streets are too narrow to cope with increased traffic (specifically Philip and Watkins Roads). c) Aberdare Road/Hollywood is also not well served by public transport and is not supported for rezoning. d) Enjoy the character of Nedlands and do not wish to lose the amenity. The draft Scheme will reduce the amenity of the neighbourhood. Want to see requirements to create consistent streetscapes included so character streets from 1920's and 1930's are maintained. e) Object to rezoning around Peace Memorial Rose Gardens as it will reduce the amenity of the park to its users. f) Object to rezoning around the Esplanade and foreshore. g) Object to increased densities and heights in the area around Nedlands Primary Scheel (Bruce Street, Kingsway & Viewway). This will result in traffic congestion, overshadowing of the Scheel. h) The School also has no room for expansion. i) Object to rezone 4 lots on Gallop Road to high density. Inconsistent and out of character with surrounding area. j) Object to rezoning of area around Edna Road to R40/60. k) Supportive of the version of the Scheme prepared by Council. Do not support WAPC modifications. l) Want to keep R10 and R12.5 zoning and restrict rezoning to 50m either side of Stirling Highway with few exceptions for retail and aged care. 	<ul style="list-style-type: none"> a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. b) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. An R60 density for the subject sites is proposed to be retained as transition from the Mixed-use zone. Given the topography of this area an R60 density is considered appropriate. It is acknowledged that future population increases will place increased demand on existing road infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development. c) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy. d) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. e) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. f) Some proposed densities in the advertised LPS3 are to be reduced following further assessment, having regard to submissions received and having regard to the Local Planning Strategy g) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. h) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. i) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. j) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.

				<p>k) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects. Modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>l) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
68	Dept. Biodiversity Conservation & Attractions Locked Bag 104	N/A	<p>Parks and Wildlife Service:</p> <p>a) The Department of Biodiversity Conservation and Attractions has no comments on the draft Local Planning Scheme.</p> <p>Rivers and Estuaries Branch:</p> <p>b) Clause 9: Aims of the Scheme - Aim K should be amended to state 'to maintain, protect and enhance natural resources.'</p> <p>c) Clause 14: Local Reserves - Under 'Environmental Conservation' the first dot point should be amended as follows: 'To identify areas with biodiversity and conservation value, and to protect those areas from development or subdivision'.</p> <p>d) Under 'Foreshore' the following additional objective should be included: 'to identify and create ecological linkages that provide connectivity between public open spaces'.</p> <p>e) Clause 32: Additional Site and Development requirements. - Within table 7 insert the following clause: 'stormwater management systems are to be designed to enhance the environmental quality of the Swan River using water sensitive urban design'</p>	<p>a) Noted.</p> <p>b) Expanding the aims of the scheme to include the protection of natural resources in addition to maintaining and enhancing is not considered necessary.</p> <p>c) Error noted in the objectives set out in LPS3 for Environmental Conservation reserve. Should read: "subdivision and development".</p> <p>d) The objectives set out in LPS3 for Foreshore reserves makes adequate provision to identify and create ecological linkages.</p> <p>e) The current State Planning Policy framework mandates water sensitive urban design principles being incorporated into the design of stormwater drainage systems, thus incorporating such design principles within LPS3 may create unnecessary duplication.</p>
69	Mark Collins 5 Quadrangle PI	N/A	<p>a) Do not support LPS 3.</p> <p>b) Increased traffic and increased noise.</p> <p>c) Concern for increased traffic around Aberdare Road due to the proposed R60 density.</p> <p>d) Concern for proposed increased density without appropriate traffic management.</p> <p>e) Existing traffic issues due to road and intersection layout.</p> <p>f) Existing traffic issues from unit development on Quadrangle Place.</p>	<p>a) Noted.</p> <p>b) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion.</p> <p>c) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>d) It is acknowledged that future population increases will place increased demand on existing road infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development.</p> <p>e) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion.</p> <p>f) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for</p>

				residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion.
70	Dr Chris Lang & Alison Jackson 11 Hotchin Street	N/A	<p>a) Believes the original version for LPS 3 adequately accommodates increased density whilst maintaining the existing amenity.</p> <p>b) The proposed LPS 3 would strip the area of its unique personality.</p> <p>c) Stirling Highway and the narrow roads in the locality will not be able to cope with additional traffic.</p> <p>d) There aren't sufficient state schools to accommodate increased numbers.</p> <p>e) Concern for increased street parking resulting in streets becoming inaccessible.</p> <p>f) Removal of the tree canopy and greenery for concrete and paving will cause areas to become hot. The tree canopy is also important for the Carnaby Cockatoos.</p> <p>g) Local parks, paths and facilities will be overused and eroded.</p> <p>h) Reduction of front setbacks will remove green areas that provide shade.</p> <p>i) Concern for the strain on facilities such as sewer from an increased number of residents.</p> <p>j) Should not support fast food outlets which promote unhealthy diets. Obesity and diabetes is a huge issue in Australia.</p> <p>k) There are alternative areas along the coastline to expand existing developments to accommodate density. A train line should be built between Bunbury and Perth which would offer opportunities to develop this region.</p> <p>l) Options to build upwards for low level apartments rather than rezoning existing suburbs.</p> <p>m) Included following links relating to the impacts from a loss of tree canopy as part of urban infill developments:</p> <ul style="list-style-type: none"> - http://news.curtin.edu.au/media-releases/lack-trees-serious-health-concern-perth/ - https://www.perthnow.com.au/news/environment/one-in-six-trees-lost-in-was-concrete-jungle-suburbs-ng-b88731596z - http://joannenova.com.au/2013/12/land-clearing-responsible-for-most-of-rainfall-decline-in-south-west-western-australia - https://www.perth.wa.gov.au/sites/default/files/City%20of%20Perth%20Urban%20Forest%20Plan_0.pdf 	<p>a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects. Modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>b) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development.</p> <p>d) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>e) The Local Planning Strategy identifies existing parking shortfalls and parking demand in centres and high-trip generating areas which will need to be managed. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>f) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments will can be addressed in proposed Local Planning Policy.</p> <p>g) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>h) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge. Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>i) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy</p>

				<p>identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p> <p>j) Fast Food Outlet uses are only permissible in the Mixed Use and Neighbourhood Centre zone, and where such development occurs, it is likely to be integrated into a larger development with its impacts appropriately managed.</p> <p>k) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>l) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>m) Noted.</p>
71	Don & Barbara Hopkins 12 Robert Street	N/A	<p>a) Object to the proposed changes around Waratah Avenue.</p> <p>b) The increase to traffic will not be safe for children and older residents.</p> <p>c) Trees will be cut down which will reduce shade and increase temperatures.</p> <p>d) The parks in the area will be destroyed by this proposal.</p> <p>e) The shopping centre and cafes will become overrun.</p>	<p>a) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future</p> <p>c) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments will can be addressed in proposed Local Planning Policy. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>d) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>e) The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population.</p>
72	Sheila & Simon Price 28 Neville Road	N/A	<p>a) Opposition to modifications proposed by the WAPC for rezoning of Waratah Avenue and surrounding streets in this area.</p> <p>b) The proposed densities will result in removal of gardens and greenery which are key to quality of life.</p>	<p>a) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.</p>

			<ul style="list-style-type: none"> c) The rezoning will potentially multiply the population by three which will increase vehicle traffic. There are limited public transport options and other services available to accommodate the population increase. d) Dalkeith Village Centre is a meeting place for residents. Concern that fast-food outlets and other convenience retailers would move in and destroy the village feel. e) Question the need for units in Dalkeith as new units recently built on Waratah Avenue remain unsold. f) Priority should be given to brownfield sites and under-utilised opportunities, such as Claremont Showgrounds which is ideally placed next to a railway station. g) High density accommodation should be restricted to areas where infrastructure and services are supportive such as near train lines, and major bus routes. 	<ul style="list-style-type: none"> b) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments will can be addressed in proposed Local Planning Policy. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. The provision of public transport services is outside the ambit of LPS3. d) Fast Food Outlet uses are only permissible in the Mixed Use and Neighbourhood Centre zone, and where such development occurs, it is likely to be integrated into a larger development with its impacts appropriately managed. e) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. f) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. g) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.
73	Peggy Munslow-Davies 19 Croydon Street	N/A	<ul style="list-style-type: none"> a) Support the density increase to R60 in the area bounded by Aberdare Road, Gairdner Drive, Verdun Street and Kitchener Street. b) Support removal of restrictions for the occupancy of ancillary dwellings. c) If Main Roads only wishes to reserve 4m on the southern side of Aberdare Road for potential road widening, the City should be required to return the monetary value of the other 5m which landowners conceded in exchange for duplex zoning. d) The 9m front setback needs to be reduced, particularly with the proposed increase in housing density. e) Support for a building height limit of 3 storeys in the R60 zoned areas (with basement parking and storage). f) Supports density increases around UWA and hospitals 	<ul style="list-style-type: none"> a) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy. b) Noted. c) Aberdare Road is a local road managed by the City and is not subject to any widening requirements. d) The 9m front setback will remain in lower density areas to maintain the current streetscape. e) Noted. f) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.

74	Lyall Munslow-Davies 9 Kitchener Street	N/A	<ul style="list-style-type: none"> a) Support the density increase to R60 in the area bounded by Aberdare Road, Gairdner Drive, Verdun Street and Kitchener Street. b) Support removal of restrictions for the occupancy of ancillary dwellings. c) If Main Roads only wishes to reserve 4m on the southern side of Aberdare Road for potential road widening, the City should be required to return the monetary value of the other 5m which landowners conceded in exchange for duplex zoning. d) The 9m front setback needs to be reduced, particularly with the proposed increase in housing density. e) Support for a building height limit of 3 storeys in the R60 zoned areas (with basement parking and storage). f) Supports density increases around UWA and hospitals 	<ul style="list-style-type: none"> a) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy. b) Noted. c) Aberdare Road is a local road managed by the City and is not subject to any widening requirements. d) The 9m front setback will remain in lower density areas to maintain the current streetscape. e) Noted. f) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.
75	Betty McGorriery 13 Lisle Street	13 Lisle Street	<ul style="list-style-type: none"> a) Wishes to subdivide the property within Mt Claremont. 	<ul style="list-style-type: none"> a) Rationalising the outdated zoning mechanism (1 in 5 split coding) in Mt Claremont West was identified in the Local Planning Strategy. In response to submissions, the R20 zoning is proposed to be retained for the precinct.
76	Andrew Sawyer 16 Leon Road	N/A	<ul style="list-style-type: none"> a) We have owned this property since 2007 and in 2014 undertook a major renovation to maintain the original look and feel of the property. b) I express my extreme dissatisfaction with the proposed changes to the Local Planning Scheme. c) I accept some need for density, but this should be contained to Waratah Ave & Stirling Highway. d) This is a unique and beautiful area and it would be a tragedy if this heritage were irreversibly damaged by reckless planning rules. 	<ul style="list-style-type: none"> a) Noted. b) Noted. c) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. d) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.
77	Ian Munslow-Davies 19 Croydon Street	N/A	<ul style="list-style-type: none"> a) Agree with R60 for the area bounded by Aberdare Rd, Gairdner Dr, Verdun St & Kitchener St. b) Agree with removal of restrictions for Ancillary Accommodation. c) Agree with increased density to R60 for properties fronting Aberdare Rd. d) The 9m front setback needs to be reduced, particularly where densities have been increased. e) There should be a 3-storey height limit in the R60 areas (with basement and storage also permitted). 	<ul style="list-style-type: none"> a) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy. b) Noted. c) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy. d) The 9m front setback will remain in lower density areas to maintain the current streetscape. e) The Residential Design Codes set a height limit of 3 storeys for areas coded R60.
78	Louise Sparrow 80 Mountjoy Road	N/A	<ul style="list-style-type: none"> a) Wholeheartedly disagree with the high-density increases. b) They may be of benefit along railway lines however the treed landscape of Nedlands would be hugely diminished. c) Traffic and noise along roads like Broadway, Princess, Vincent & Smyth would be even worse – it is already precarious for cyclists & pedestrians. d) The Waratah development is ugly and out of place and the setback & green space should be more substantial. e) More blocks of concrete like this uglify the city and increase the heat in urban areas. 	<ul style="list-style-type: none"> a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. b) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City

			<p>f) Say no to more development until realistic plans and numbers are agreed by ratepayers.</p>	<p>indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>d) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>e) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments will can be addressed in proposed Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans.</p> <p>f) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
79	Fiona & Brendan Cocks 56 Archdeacon Street	56 Archdeacon Street	<p>a) We are concerned about the changes around Nedlands Primary School.</p> <p>b) This is already busy with a lot of parked cars, fast drivers and areas where students are required to cross the road.</p> <p>c) Tripling or quadrupling dwellings in this area will create a significant increase in traffic.</p> <p>d) Larger buildings with larger footprints will also reduce visibility and sightlines for children crossing roads.</p> <p>e) We would be very disappointed to see the number of trees in our neighbourhood reduce to facilitate increased density.</p> <p>f) Trees provide shade and improve the overall amenity of the suburb.</p> <p>g) We know Council takes the health and appearance of trees very seriously and would be surprised to see Council approve a plan which jeopardises the greenery of our area.</p> <p>h) We are not opposed to density in Nedlands as such, and believe it is valuable for an aging population, however allowing two dwellings per block would be sufficient to do this.</p> <p>i) We would prefer to see this lower density allowance spread throughout the suburb rather than focused on certain corridors.</p>	<p>a) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p> <p>b) Noted.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>d) Noted.</p> <p>e) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments will can be addressed in proposed Local Planning Policy.</p> <p>f) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>g) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions</p>

				<p>in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>h) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>i) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p>
80	Ian Kaye-Eddie 55 Napier Street	N/A	<p>a) Support all the comments made by the Mayor in his letter dated 23 Jan 2018.</p> <p>b) Proposed LPS3 will destroy the residential nature of the suburb.</p> <p>c) Current infrastructure will not be able to cope.</p> <p>d) Traffic on Stirling Highway is so high at busy times that it is difficult to access the highway from side streets.</p> <p>e) Building heights will invade residential privacy and destroy all greenery.</p> <p>f) Noise levels will increase dramatically with traffic and people in closer confines.</p> <p>g) I recognise that with the increase in population the r-codes need modifying, surely 6 storeys would be preferable.</p> <p>h) It would not be preferable for 16units and 32 cars on 1000m2.</p> <p>i) I object to the current LPS3.</p> <p>j) A modified plan limiting high rise would enable Nedlands to remain a prime residential suburb, otherwise it will follow the pattern of West & South Perth.</p>	<p>a) Noted.</p> <p>b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p> <p>d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>e) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>f) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy.</p> <p>g) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>

				<p>h) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>i) Noted.</p> <p>j) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p>
81	Robert Davis 56 Waratah Avenue	N/A	<p>a) I am generally supportive of the changes, with concerns noted below.</p> <p>b) The changes (or similar) are inevitable, so please get on with it.</p> <p>c) I want to live in the area longer term and need a smaller block.</p> <p>d) You should really look at corner lot subdivision. Big corner verges are not always well maintained or if they are become water wasters.</p> <p>e) Look into parking requirements when allowing development of smaller blocks. Parking problems are caused by not enough parking for residents, staff and customers.</p>	<p>a) Noted.</p> <p>b) Noted.</p> <p>c) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>d) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p> <p>e) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p>
82	Susan Neo 62 Gallop Road	62 Gallop Road	<p>a) I would have 12 houses if the zoning went through.</p> <p>b) I enjoy my space, privacy and sunlight and do not want to be overlooked by 12 houses.</p> <p>c) Parking would increase.</p> <p>d) Hazardous for small children crossing the road.</p> <p>e) I would lose value from my property.</p> <p>f) I recommend making it R20 for the whole street if anything.</p>	<p>a) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>b) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>c) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>d) Noted.</p> <p>e) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>f) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.</p>
83	Dr Diane Jeffrey 28 Mayfair Street	28 Mayfair Street	<p>a) I strongly oppose the proposed increase in density, particularly in Mt Claremont. I have opposed increased density in Mt Claremont since moving here 30 years ago.</p> <p>b) Higher densities have already been implemented in Mt Claremont over the years with R20 on major roads and in a proportion of properties.</p> <p>c) Council has gone to great lengths to accept thousands of additional residences to meet Government requirements. Further increases in density will worsen problems already occurring.</p> <p>d) Loss of trees increases heat and reduces wildlife</p> <p>e) Increased traffic</p>	<p>a) Rationalising the outdated zoning mechanism (1 in 5 split coding) in Mt Claremont West was identified in the Local Planning Strategy. In response to submissions, the R20 zoning is proposed to be retained for the precinct</p> <p>b) Noted.</p> <p>c) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>d) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged.</p>

			<ul style="list-style-type: none"> f) Loss of privacy when residences built close together g) Loss of green, leafy quiet character h) Schools already at capacity (e.g. Shenton College) i) Increased noise from houses and traffic j) I am also concerned by the permissive nature of the LPS3 that allows discretion to vary requirements. k) Changes to granny flats being larger and not occupied by family members is increased subdivision by subterfuge. l) It appears there is a capacity for greatly excessive increases in density in some areas. 	<p>Incentives for tree retention within private property for new developments will can be addressed in proposed Local Planning Policy.</p> <ul style="list-style-type: none"> e) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. f) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. g) The Amenity impacts associated with new developments will be adequately controlled through the planning framework including the proposed LPS3 provisions, the R-Codes, and future Local Planning Policy and Local Development Plan provisions. h) The Department of Education has no comments or objections to the increased densities contemplated in LPS3 that will impact upon the current public-school network. i) Noise is governed by the Environmental Protection (Noise) Regulations. j) The proposed LPS3 provisions are consistent with the model provisions for local planning schemes as set out in the Local Planning Scheme Regulations 2015. k) Noted. l) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.
84	Dr Angus Jeffrey 26 Mayfair Street	26 Mayfair Street	<ul style="list-style-type: none"> a) I strongly oppose the proposed increase in density, particularly in Mt Claremont. Higher densities have already been implemented in Mt Claremont over the years with R20 on major roads and in a proportion of properties. b) Council has gone to great lengths to accept thousands of additional residences to meet Government requirements. Further increases in density will worsen problems already occurring. c) Loss of trees increases heat and reduces wildlife. d) Increased traffic. e) Loss of privacy when residences built close together. f) Loss of green, leafy quiet character. g) Schools already at capacity (e.g. Shenton College). h) Increased noise from houses and traffic. i) I am also concerned by the permissive nature of the LPS3 that allows discretion to vary requirements. 	<ul style="list-style-type: none"> a) Rationalising the outdated zoning mechanism (1 in 5 split coding) in Mt Claremont West was identified in the Local Planning Strategy. In response to submissions, the R20 zoning is proposed to be retained for the precinct b) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. c) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments will can be addressed in proposed Local Planning Policy. d) It is acknowledged that future population increases will place increased demand on existing road network

			<ul style="list-style-type: none"> j) Changes to granny flats being larger and not occupied by family members is increased subdivision by subterfuge. k) It appears there is a capacity for greatly excessive increases in density in some areas. l) I beg the State Government to reconsider the Plan, especially where the economy and population are not increasing as it was. 	<p>however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <ul style="list-style-type: none"> e) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. f) The Amenity impacts associated with new developments will be adequately controlled through the planning framework including the proposed LPS3 provisions, the R-Codes, and future Local Planning Policy and Local Development Plan provisions. g) The Department of Education has no comments or objections to the increased densities contemplated in LPS3 that will impact upon the current public-school network. h) Noise is governed by the Environmental Protection (Noise) Regulations. i) The proposed LPS3 provisions are consistent with the model provisions for local planning schemes as set out in the Local Planning Scheme Regulations 2015. j) Noted. k) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. l) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects. Modifications are proposed to bring LPS3 into closer alignment with the Strategy.
85	Steve Crocker 22 Meriwa Street	N/A	<ul style="list-style-type: none"> a) Against the high densities proposed by the WAPC. b) Demand on road infrastructure. c) Demand on services. d) Proposed changes will change the character of the area and that is unpalatable to most who have chosen to live in the area. e) Young families and older residents' safety will be adversely affected by greater volumes of traffic. f) There is a prejudice against Nedlands and the western suburbs. g) It seems unlikely that the WAPC can be stopped, such rezoning should be preceded by an improvement of the entire infrastructure affected. 	<ul style="list-style-type: none"> a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.

				<ul style="list-style-type: none"> c) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. d) It is proposed to reduce densities along Leura/Clifton/Meriwa Street/Williams Road to respond to submissions received and having regard to the Local Planning Strategy. e) Noted. f) Noted. g) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.
86	Choon Hua Eu 69 Bruce Street	69 Bruce Street	<ul style="list-style-type: none"> a) Do not support R40 for Bruce St. b) Request zoning remain R12.5. 	<ul style="list-style-type: none"> a) It is proposed to reduce densities along Bruce Street to respond to topographical constraints. b) As above,
87	Murray Pitsikas 1 / 124 Broadway	1/124 Broadway	<ul style="list-style-type: none"> a) Do not support draft LPS3. b) Broadway already congested (buses, trucks, private vehicles). c) Taller developments will block sunlight. d) Increase in number of garages. e) Increases in illegal parking. f) UWA developments already too much. g) Lack of consultation with City of Perth. h) Increased traffic congestion on Broadway. 	<ul style="list-style-type: none"> a) Noted. b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. c) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. d) Noted. e) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. f) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. g) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. h) The City has previously commissioned a traffic assessment as part of the preparation of the Local

				Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on traffic.
88	Margaret Reid 34 Browne Avenue	N/A	<ul style="list-style-type: none"> a) Support density to take advantage of underutilised roads, parks. b) 1000m2 lots are being used inefficiently. c) Large number of children attending private schools reduces pressure on public schools. d) Support R20 for lots over 1000m2 and abutting laneways. 	<ul style="list-style-type: none"> a) Noted. b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. c) The Department of Education has no comments or objections to the increased densities contemplated in LPS3 that will impact upon the current public-school network. d) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.
89	David Whitehead 34 Bruce Street	N/A	<ul style="list-style-type: none"> a) Support for draft LPS3 as adopted by Council. b) Do not support draft LPS3 as advertised. c) Proposal would fundamentally change character of neighbourhood. d) Increased traffic congestion in Broadway – Bruce St area from increased density, with no planned infrastructure improvements. e) Increased on street and verge parking. f) Existing trees provide cooling effect and amenity, significant established trees will be removed, with negative impacts. g) There is heritage value in many houses in Viewway/Kingsway/Bruce St area that should be preserved. h) Broadway redevelopment should have predominantly residential, 'village' feel. i) Height should be limited on Broadway to reduce overlooking and bulk. j) Broadway development should be limited to avoid overwhelming traffic on Broadway. k) Stirling Highway height should be limited to five storeys. l) Existing infrastructure is insufficient for proposed density increase. m) Proposal not wanted by many, who wish to continue living in area. n) Proposal will reduce standard of living in Nedlands. 	<ul style="list-style-type: none"> a) Noted. b) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects. Modifications are proposed to bring LPS3 into closer alignment with the Strategy. c) The Amenity impacts associated with new developments will be adequately controlled through the planning framework including the proposed LPS3 provisions, the R-Codes, and future Local Planning Policy and Local Development Plan provisions. d) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. e) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. f) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions

				<p>in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>g) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p> <p>h) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>i) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>j) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>k) LPS3 contemplates a default height limit of between 11m to 14.5m for properties along Stirling Highway, with potential to increase the height to 28.5m to 35.5m subject to satisfying planning criteria set out in future local development plans and the local planning policy framework.</p> <p>l) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p> <p>m) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>n) The Amenity impacts associated with new developments will be adequately controlled through the planning framework including the proposed LPS3 provisions, the R-Codes, and future Local Planning Policy and Local Development Plan provisions.</p>
90	Katie Wiltshire 26 Mayfair Street	26 Mayfair Street	<p>a) Oppose proposed density increase, particularly in Mt Claremont. Higher densities already available in Mt Claremont.</p> <p>b) Will result in large trees being removed, increasing heat and loss of birdlife.</p> <p>c) Increased traffic congestion, especially crossing railway.</p> <p>d) Loss of privacy, increased noise.</p> <p>e) Schools have not been planned to meet needs.</p>	<p>a) Rationalising the outdated zoning mechanism (1 in 5 split coding) in Mt Claremont West was identified in the Local Planning Strategy. In response to submissions, the R20 zoning is proposed to be retained for the precinct</p> <p>b) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions</p>

			<ul style="list-style-type: none"> f) Concern about discretion in building requirements. g) Concerned with size and occupation of granny flats as this will increase density. h) Population is not increasing as it was. i) House/apartment prices are more stable. 	<p>in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <ul style="list-style-type: none"> c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. d) Noise is governed by the Environmental Protection (Noise) Regulations. e) The Department of Education has no comments or objections to the increased densities contemplated in LPS3 that impact upon the current public-school network. f) The proposed LPS3 provisions are consistent with the model provisions for local planning schemes as set out in the Local Planning Scheme Regulations 2015 g) Noted. h) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. i) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.
91	Jan Macpherson 96A Monash Avenue	96A Monash Avenue	<ul style="list-style-type: none"> a) Parking related to UWA-QEII is already difficult, will be worse with increased density. b) Monash Ave traffic currently difficult, will be more dangerous with increased density. c) Micrantha Lane unsuitable for increased traffic volume. d) Infrastructure unsuitable for increased density. e) Concern that increased density will decrease property value. f) Concern area will no longer be safe. 	<ul style="list-style-type: none"> a) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. c) The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on traffic. d) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy

				<p>identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p> <p>e) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>f) There is no correlation between LPS3 and crime rates.</p>
92	Andy Bills 36 Kinninmont Avenue NEDLANDS	N/A	<p>a) Oppose draft LPS3.</p> <p>b) Oppose the process of WAPC producing advertised LPS3.</p> <p>c) Concern removal of controls will result in loss of trees and inconsistent streetscapes.</p> <p>d) R-Codes do not indicate true density.</p> <p>e) Draft LPS3 lacks direction on hubs/retail precincts.</p> <p>f) Oppose long commercial strip development of Stirling Hwy.</p> <p>g) No provision for increased school requirement.</p> <p>h) No provisions for increased open space or community facilities.</p> <p>i) Support draft LPS3 as approved by Council.</p> <p>j) Change should be restricted to 50m either side of Stirling Hwy.</p> <p>k) Issues of traffic and noise will need to be addressed.</p> <p>l) Concern for loss of community.</p> <p>m) Loss of amenity.</p> <p>n) Demand on infrastructure and services (power, sewer, roads).</p> <p>o) Impact on property values.</p> <p>p) Loss of privacy from new developments.</p> <p>q) Concern for poor quality buildings that will impact character and streetscape.</p>	<p>a) Noted.</p> <p>b) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects. Modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>c) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>d) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>e) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>f) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>g) The Department of Education has no comments or objections to the increased densities contemplated in LPS3 that impact upon the current public-school network.</p> <p>h) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>i) Noted.</p> <p>j) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>k) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting</p>

				<p>further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>l) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>m) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>n) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p> <p>o) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>p) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>q) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p>
93	Leslie Snashall 30 Loftus Street	N/A	a) Support R-Code changes for Nedlands/Dalkeith area.	a) Noted.
94	Max Hipkins 36 Minora Road	N/A	<p>a) Recommend, prior to adoption of LPS3, traffic studies for Stirling Hwy and feeder roads.</p> <p>b) R160 should be the highest density code and result in maximum 160 dwellings per hectare.</p> <p>c) Future non-residential floor space be limited to ground and first floor only (Stirling Hwy).</p> <p>d) No density increase for lots in heritage precincts or adjoining schools.</p> <p>e) No density increase for Waratah Ave area.</p> <p>f) Could support Mt Claremont R20.</p> <p>g) Adopt precinct planning as per the <i>Regulations</i>.</p> <p>h) Policy and scheme requirements should be specific to each precinct character.</p> <p>i) Establish developer contribution scheme.</p> <p>j) Provided detail on background of TPS2, Strategy and advertising version of LPS3.</p> <p>k) No explanation accompanies advertised draft LPS3.</p>	<p>a) The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on traffic.</p> <p>b) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>c) Land use mix within future development along Stirling Highway are subject to the exercise of Council discretion LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p>

			<p>l) Non-residential use on Stirling Hwy requires density increase to move into existing low-density suburbs.</p> <p>m) Provided images of example development issues.</p> <p>n) R-Code density 'number' does not translate to number of dwellings per hectare.</p> <p>o) Provided background on Aria development.</p> <p>p) Unknown impacts of higher density for suburbs of existing lots in individual private ownership.</p> <p>q) Conflicts of scale will occur with advertised density codes.</p> <p>r) Rezoning's should occur incrementally.</p> <p>s) Landscaping is required for higher density near Stirling Hwy.</p> <p>t) Concern for congestion on Stirling Hwy and access roads.</p> <p>u) No heritage protection in scheme, heritage places will be removed due to increased density.</p> <p>v) Increased parking pressure in UWA-QEII precinct.</p> <p>w) Proposed density increases will divide community and result in blight.</p> <p>x) Infrastructure/facility requirements are not addressed.</p> <p>y) Higher density should be considered more carefully, not widespread.</p> <p>z) Provided examples of high density with quality landscaping.</p> <p>aa) Recommend adding provision to replace R-Codes deemed to comply requirements for R10-20 lots, for new buildings. Specific requirements provided relating to setbacks, car parking, landscaping.</p> <ul style="list-style-type: none"> - Provided background in relation to operation and development of R-Codes. - Provided background information on recent development applications and building trends, including photo examples and Council decision making. Background information provided on the operation of R-Codes and flaws/gaps in development control. - Provided examples of tree canopy loss of newly developed private lots. - Council requires comprehensive set of residential development requirements for low density codes specific to upper income western suburbs. Detailed supporting arguments and discussion of issues in this regard are provided. Topics discussed are setbacks, retaining local identity/character, landscaping and landscaping definitions, natural light, privacy, retention of mature trees, discretion, carports, open space, car parking, parking/storage of recreational vehicle/boats/trailers, non-residential uses in residential zone, retaining of land and advertising signs in residential areas. - Diagrams setting out recommendations are provided. - Attached proposed policy instrument for issues described above. <p>bb) Attached recommended development controls for Stirling Highway (Residential and Mixed Use)</p> <p>cc) Request deleting Neighbourhood Centre zone and</p> <ul style="list-style-type: none"> - NC on Hampden-Broadway to Local Centre. - NC on Stirling Hwy to Mixed Use or Residential. 	<p>e) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>f) Rationalising the outdated zoning mechanism (1 in 5 split coding) in Mt Claremont West was identified in the Local Planning Strategy. In response to submissions, the R20 zoning is proposed to be retained for the precinct.</p> <p>g) The proposed LPS3 provisions are consistent with the model provisions for local planning schemes as set out in the Local Planning Scheme Regulations 2015.</p> <p>h) The proposed LPS3 provisions are consistent with the model provisions for local planning schemes as set out in the Local Planning Scheme Regulations 2015.</p> <p>i) Developer Contributions requirements are referred to in Clause 27 of LPS3, and the City will investigate the feasibility and need to prepare a formal developer contribution plan upon approval and gazettal of LPS3 when all of the scheme provisions are formalised.</p> <p>j) Noted.</p> <p>k) Noted.</p> <p>l) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>m) Noted.</p> <p>n) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>o) Noted.</p> <p>p) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>q) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p>
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			<p>dd) Request adding Town Centre zone (south side of Stirling Hwy, Windsor Cinema to Stanley Street).</p> <p>ee) In Mixed Use zone, any use on ground floor within reason.</p> <p>ff) Request key development provisions are in Scheme, not policy.</p> <p>gg) Recommend deleting Light Industry zone (amalgamate with Service Commercial), as few lots are zoned Light Industry. Reducing number of zones aligns with State policy.</p> <p>hh) Recommend Fast Food an X use in all zones.</p> <ul style="list-style-type: none"> - TPS2 allows Fast Food only in Development zone, resulted in appropriate takeaway food outlets in the City of Nedlands. - Draft LPS3 has Fast Food as an A use in some zones. Council or DAP could approve or could be subject to SAT appeal. - Fast Food on Hampden/Broadway/Stirling Hwy would result in traffic issues. - Fast Food does not promote healthy lifestyle. - Attached supporting news articles for restricting Fast Food. <p>ii) Recommend inclusion of general development requirement to require contribution to public art (for developments >\$4million or >4 units).</p> <ul style="list-style-type: none"> - CoN has history of numerous art installations. Inclusion of relevant provision will promote arts in private sector for public enjoyment. - Mirrors requirements for public construction projects. - Provided detail on possible program details (e.g. policy statements). <p>jj) Recommend adding a Reserve (Priority Non-Vehicular Route) with objective; To set aside land required for a pedestrian pathway and/or cycleway being classified as a Principal Shared Path or Safe Active Street by the Department of Transport. Update Scheme Map to show Jenkins/Elizabeth/Dalkeith (part) as this reserve type.</p> <ul style="list-style-type: none"> - Safe bikeways and walkways often requested by residents. Existing footpath network extensive. Shared paths are installed to connect destinations. - Attached map showing concept non-vehicle routes. - Provided detail on current Safe Active Street project and School Circuit program. - Strategy should be updated to improve recognition of walking and cycling. - Scheme maps should show priority non-vehicle routes (planned and existing). - This aligns with P&P@3.5million. <p>kk) Recommend 25m front setback for lots on Brockway Rd between Quintilian and Underwood to facilitate a long-term freeway link (Stock Rd – Stephenson Ave).</p> <ul style="list-style-type: none"> - This link identified in 1950-60s. - Reference to this link in Transport@3.5 million documents. 	<p>r) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>s) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans.</p> <p>t) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>u) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. Additional heritage provisions in the Scheme are not proposed.</p> <p>v) The Local Planning Strategy identifies existing parking shortfalls and parking demand in centres and high-trip generating areas which will need to be managed. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. Cash in lieu options for constructed parking has been explored and appropriate planning mechanisms will be in place once LPS3 has been finalised.</p> <p>w) There is no correlation between LPS3 and property maintenance.</p> <p>x) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p> <p>y) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>z) Noted.</p> <p>aa) LPS3 together with the current state and local planning policy framework facilitates the consideration of the factors identified in the submission.</p> <p>bb) Development controls identified in LPS3 together with the current state and local planning policy framework</p>
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			<ul style="list-style-type: none"> - Tunnel would reduce traffic on other river crossings. - Provided further detail and associated maps on tunnel/freeway link project. - Would require changes to Strategy map, and text to acknowledge long term plan. - Setback requirement recommended only affects government owned land. - Accepting a Primary Distributor route will align with P&P@3.5million, limited impacts as it will only surface next to government land and will likely be used when electric vehicles are the norm. <p>II) Recommend addition of development requirements to address/mitigate effects of climate change.</p> <ul style="list-style-type: none"> - Specify minimum FFL for habitable rooms on land subject to flooding. - Require bushfire management plans and building requirements for property in vicinity of known bushfire risk. - Scheme provision to require energy efficient homes, rooftop solar and electric vehicle wiring. - Mandatory requirements for landscaping of large car parks, roof areas of high density buildings and incentives for tree retention on private residential buildings. - Car park landscaping requirements to be in Scheme, not policy. - The above aligns with P&P@3.5million. <p>mm) Reproduce deemed provisions in scheme text.</p> <p>nn) Require Structure Plans for sites adjoining Stirling Hwy, Waratah Ave, Monash Ave and elsewhere.</p> <p>oo) Scheme should implement Aims.</p> <p>pp) Scheme should address Reserve objectives.</p> <p>qq) Add Reserve objectives relating to commercial use on reserves.</p> <p>rr) Specific comments provided relating to various zone objectives.</p> <p>ss) Specific comments provided relating to land use definitions, permissibility's.</p> <p>tt) Remove Additional Uses, change zoning table to allow.</p> <p>uu) Remove Restricted Uses.</p> <p>vv) Re-address Special Use zones as precincts in other zones.</p> <p>ww) Attached specific controls suggested for Bedbrook Place area.</p> <p>xx) Specific comments relating to Clause 32, recommending various changes.</p> <p>yy) Recommend changes to Schedule E to allow grading of sensitive uses.</p> <p>zz) Delete Cl. 34 (2) and 35 (1).</p> <p>aaa) Add Schedules A-E as SCAs and update table accordingly.</p> <p>bbb) Attached specific recommended Scheme Map changes, relating to submission points.</p>	<p>facilitates the consideration of the issues identified in the submission.</p> <p>cc) Modifications to LPS3 to remove and replace the Neighbourhood Centre zone with Mixed Use along Stirling Highway have been implemented in response to submissions. Replacing with other Centres with Local Centre zones is not supported.</p> <p>dd) The Neighbourhood Centre zone has been contracted and focused generally around the Captain Stirling site. All other Neighbourhood Centre zones on Stirling Highway have been changed to Mixed Use.</p> <p>ee) The mixed use zone permits a wide range of uses consistent with the scheme objectives for the zone.</p> <p>ff) The proposed LPS3 provisions are consistent with the model provisions for local planning schemes as set out in the Local Planning Scheme Regulations 2015. Any additional planning provisions that fall outside of the model provisions framework under the regulations will be incorporated in local planning policy.</p> <p>gg) Light Industry zone has been deleted from LPS3 in response to submissions.</p> <p>hh) Fast Food Outlet uses are only permissible in the Mixed Use and Neighbourhood Centre zone, and where such development occurs, it is likely to be integrated into a larger development with its impacts appropriately managed.</p> <p>ii) Provision of public art for major developments will be investigated and considered as part of a future local planning policy.</p> <p>jj) The implementation of the Department of Transport Safe Active Streets program falls outside the ambit of LPS3.</p> <p>kk) This link is no longer identified in the State Government's Perth and Peel Sub-Regional Planning Frameworks.</p> <p>ll) LPS3 together with the current state and local planning policy framework facilitates the implementation of measures to address the issues raised in the submission</p> <p>mm) Deemed provisions are automatically adopted into, and read in conjunction with LPS3, thus obviating the need for replication.</p> <p>nn) Neighbourhood Centre/Local Centre/Mixed Use zones in LPS3 have been assigned with an R-AC0 code which mandates the requirement for an LDP to be considered.</p> <p>oo) The proposed LPS3 provisions are consistent with the model provisions for local planning schemes as set out in the Local Planning Scheme Regulations 2015.</p> <p>pp) The proposed LPS3 provisions are consistent with the model provisions for local planning schemes as set out in the Local Planning Scheme Regulations 2015.</p>
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				<p>qq) Reserve objectives listed in LPS3 align with the Local Planning Scheme Regulations 2015.</p> <p>rr) Noted.</p> <p>ss) Noted</p> <p>tt) Zoning table permissibility categories have been expanded to facilitate Council discretion for a wider range of uses, and making the additional uses generally redundant</p> <p>uu) Response as for tt) above</p> <p>vv) Special Uses zones and provisions listed in LPS3 align with the Local Planning Strategy.</p> <p>ww) Response as for vv) above</p> <p>xx) Noted.</p> <p>yy) In response to submissions received, a Special Control Area is to be provided in LPS3 for the Subiaco Strategic Resource Precinct, together with specific criteria for land uses within the SCA to align with EPA and State Planning Policy for industrial buffers.</p> <p>zz) Clauses 34 and 35 of LPS3 are to be retained to ensure alignment with the Local Planning Schemes Regulations.</p> <p>aaa) Schedules have been modified and/or deleted in response to submissions received.</p> <p>bbb) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
95	Graham Kirvan 41 Leon Road	N/A	<p>a) Concerned WAPC are not considering the local government.</p> <p>b) Support subdivision of corner lots to spread impacts.</p> <p>c) High-rise development will be very disruptive and greatly increase traffic.</p> <p>d) Large scale development only near railway and arterial roads.</p> <p>e) Support Council.</p>	<p>a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects. Modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>b) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>d) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and</p>

				neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy e) Noted.
96	Craig & Marianne Potts Unit 14/87 Waratah Avenue	N/A	<ul style="list-style-type: none"> a) The number of dwellings that will result from the proposal is unacceptable. b) The proposed changes in the Philip Road area will impact on amenity and result in overshadowing. c) The proposal will reduce greenery and increase traffic congestion. 	<ul style="list-style-type: none"> a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. b) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. c) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.
97	Alex Scaife Canberra, ACT	35 Leura Street	<ul style="list-style-type: none"> a) Objection to the proposed re-zoning of Hollywood ward to higher density. b) The changes will result in a sterile and unaccommodating urban area of traffic congestion that lacks social and environmental amenity. c) Need an approach that will retain the character of the area. 	<ul style="list-style-type: none"> a) It is proposed to reduce densities along Leura/Clifton/Meriwa Street/Williams Road to respond to submissions received and having regard to the Local Planning Strategy. It is also proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy. b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. c) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.
98	John Emerson 19 Archdeacon Street	N/A	<ul style="list-style-type: none"> a) Support the Council version of LPS 3. b) No mention of increasing school capacity. c) The plan will ruin the character of the area being large lots and trees. d) The area has narrow streets and is not designed for an increase to traffic. 	<ul style="list-style-type: none"> a) Noted. b) The Department of Education has no comments or objections to LPS3 and are aware of the increased

			e) Support submission No. 190.	<p>densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>c) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>e) Refer to the response for submission 190.</p>
99	Sam Scaife 35 Leura Street	N/A	<p>a) Objection to the proposed re-zoning of Hollywood ward to higher density.</p> <p>b) The changes will result in a sterile and unaccommodating urban area of traffic congestion that lacks social and environmental amenity.</p> <p>c) Need an approach that will retain the character of the area.</p>	<p>a) It is proposed to reduce densities along Leura/Clifton/Meriwa Street/Williams Road to respond to submissions received and having regard to the Local Planning Strategy.</p> <p>b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>c) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p>
100	Payton Adelaide 30 Adderley Street	30 Adderley Street	<p>a) Would like to be able to subdivide the property.</p> <p>b) The property is close to public transport, a doctor, and shops.</p> <p>c) Want to stay in the area but need less land and garden to look after.</p>	<p>a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>b) Noted.</p> <p>c) Noted.</p>
101	Russel Thomson 31 Hobbs Avenue	N/A	<p>a) Concerned WAPC is overriding the locally elected Council decision.</p> <p>b) Support Council's LPS 3 version.</p>	<p>a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft</p>

				<p>LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects. Modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>b) Noted.</p>
102	Laura Fender 37 Leon Road	N/A	<p>a) LPS 3 as proposed does not meet the needs of the community today or in the future.</p> <p>b) Objection to the rezoning around Dalkeith Primary School due to:</p> <ul style="list-style-type: none"> - issues with increased road side parking, safe circulation and increase of traffic; - The proposed R40 density is not aimed at young families that will use the school; - Benefit to the amenity of the area <p>c) Traffic:</p> <ul style="list-style-type: none"> - The current plan centres high density in clusters consolidating traffic and parking issues. - There are only 3 exit points to Stirling Highway from Dalkeith and Nedlands. These already experience large traffic build up at peak periods. The plan fails to address transport for the increased population without direct access to Stirling Highway in the future. <p>d) Protecting the character of the area:</p> <ul style="list-style-type: none"> - Recently built single dwellings have not been sympathetic to the local character. The plan does not offer reassurances to maintain design standard. - Paramount importance should be given to green spaces and landscaping. <p>e) Tree canopy and Environment:</p> <ul style="list-style-type: none"> - A mature tree canopy enhances the attractiveness of a suburb, potentially increases real estate prices and has environmental advantages, such as cooler air temperatures. - Increased density will adversely affect the existing canopy and green space in the suburbs. <p>f) Future needs of the community</p> <ul style="list-style-type: none"> - The plan does not provide suitable accommodation for different cohorts of the community. - It is unclear why R40 would be beneficial in Dalkeith with limited public transport and no railway accessibility. This does not accommodate families. - Comments on economic viability of elderly residents purchasing a subdivided block. - Should look at innovative ways to accommodate the older population such as living spaces with shared communal areas. <p>g) Local Facilities</p> <ul style="list-style-type: none"> - No additional provision for improved local facilities to meet the growing population. - The waratah av development has failed to use the street front retail space to enhance the area. 	<p>a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>b) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>c) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy. The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on traffic.</p> <p>d) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans.</p> <p>e) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>f) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and</p>

			<ul style="list-style-type: none"> - It is unclear if there are provisions for this in the new proposed apartment developments. 	<p>neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>g) The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population.</p>
103	Sharne Cranston 93 Meriwa Street	N/A	<p>a) Street parking is a major issue due to university student parking and visitors to the commercial businesses on Stirling Highway. Additional cars and increased traffic would exacerbate this.</p> <p>b) Stirling Highway is already congested with no provision for any extra traffic.</p> <p>c) Overshadowing from neighbouring R160 coded lots would affect privacy, solar panels and general enjoyment of the home.</p> <p>d) Removing trees and reducing setbacks from increased density will make the area an urban heat centre.</p> <p>e) Comments on the process of approval.</p>	<p>a) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>c) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>d) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>e) The proposed LPS3 provisions are consistent with the model provisions for local planning schemes as set out in the Local Planning Scheme Regulations 2015.</p>
104	Helen Forbes 36 Langham Street	N/A	<p>a) Increased traffic to the area which will already increase once the PC Hospital opens.</p> <p>b) Size and scale of buildings, over shadowing of adjoining properties.</p> <p>c) Loss of green space and tree canopy.</p> <p>d) Loss of privacy.</p> <p>e) Parking problems.</p> <p>f) Change to character of the area from loss of trees, traffic and parking.</p>	<p>a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>b) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>c) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address</p>

				<p>landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>d) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>e) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>f) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p>
105	Tom and Lin McVee 24 Kingsway	24 Kingsway	<p>a) Loss of privacy due to increase density as well as significant height allowances on Broadway.</p> <p>b) Increase in traffic will reduce the safety on our street (commuting to and from the local primary school).</p> <p>c) Congestion on Broadway for access to Stirling Highway.</p> <p>d) Impact on amenity.</p> <p>e) Kingsway and Broadway (South of Edward Street and north of Elizabeth Street) should remain unchanged.</p> <p>f) If not, the zoning should be R40 and Broadway should be R40 or R60 and not R160.</p>	<p>a) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>b) Noted.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>d) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>e) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p> <p>f) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>

106	John Shields & Diane Singra 46 Jutland Parade	N/A	<ul style="list-style-type: none"> a) Comments are made for the four properties that are owned (Nardina Crescent, Colin Street, Alexander Road & Jutland Parade). b) Lack of consideration for traffic, parking, safety in the proposed expansion of commercial and retail use along Stirling Highway. c) Do not support the high-density zonings – including Dalkeith. d) Concern for loss of character, amenity and green space. e) Lack of requirements for open space and setbacks to protect privacy and greenery. f) Building bulk should be constrained. g) Do not support additional fast food outlets. h) Mandatory height limited should remain. i) Should consider corner lot development. 	<ul style="list-style-type: none"> a) Noted. b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. c) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. d) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. e) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. f) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. g) Fast Food Outlet uses are only permissible in the Mixed Use and Neighbourhood Centre zone, and where such development occurs, it is likely to be integrated into a larger development with its impacts appropriately managed. h) Height limits are noted in LPS3. i) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.
107	Alisa Fassetta 33 Goldsmith Road	N/A	<ul style="list-style-type: none"> a) LPS 3 does not align with community expectations. b) Concern for loss of amenity. c) Impact on property values. d) Increased traffic. e) Social Issues. f) Demand on infrastructure. 	<ul style="list-style-type: none"> a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. b) Amenity impacts associated with new developments will be controlled through the planning framework including

			g) Amenity issues – privacy, overlooking.	<p>the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>c) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>e) There is no correlation between LPS3 and crime rates.</p> <p>f) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p> <p>g) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p>
108	John & Margaret Shaw 15 Bedford Street	N/A	<p>a) Concern for traffic increase</p> <p>b) Loss of trees and gardens – increase in temperatures</p> <p>c) Safety concerns for increased numbers of children in the area.</p> <p>d) Increased crime rates.</p> <p>e) Developers selling to a single race of people.</p>	<p>a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>b) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.</p> <p>c) Noted.</p> <p>d) There is no correlation between LPS3 and crime rates.</p> <p>e) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p>
109	John Nash 61b Esplanade	N/A	<p>a) Object to LPS 3</p> <p>b) Impacts on amenity.</p> <p>c) Absence of major transport infrastructure.</p>	<p>a) Noted.</p> <p>b) Amenity impacts associated with new developments will be controlled through the planning framework including</p>

			d) Increase in traffic – already a bottleneck at peak hours.	<p>the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>a) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p>
110	Chris & Mary Hurst 90 Monash Avenue	90 Monash Avenue	<p>a) Insufficient open space in Hollywood.</p> <p>b) Loss of tree cover and reduce open space – environmental and wildlife impacts.</p> <p>c) Existing heavy traffic on Monash Avenue.</p> <p>d) Impact on road infrastructure.</p> <p>e) Safety concerns for Hollywood Primary School due to increased traffic.</p> <p>f) Demand on Local Schools.</p> <p>g) Increased traffic on Aberdare, Railway Road and Winthrop avenue.</p> <p>h) Stirling Highway intersections (Smyth, Dalkeith, Hampden).</p> <p>i) Amenity impacts on single houses (privacy, overshadowing, impact on solar panels).</p> <p>j) Impact on Streetscape of Monash Avenue.</p> <p>k) Hollywood provides a mix of dwelling types.</p>	<p>a) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>b) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>d) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p> <p>e) Noted.</p>

				<p>f) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>g) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>h) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion.</p> <p>i) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>j) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>k) Noted.</p>
111	Michael & Donna Monaghan 16 Martin Avenue	N/A	<p>a) Support LPS 3.</p> <p>b) There is a need to accommodate population through infill.</p> <p>c) Wish to remain in the area and rebuild a single storey home to accommodate mobility needs.</p> <p>d) Smaller lots should be accommodated.</p>	<p>a) The comments received in this submission have been noted and recorded.</p>
112	Craig Hutchinson 51 Mayfair Street	N/A	<p>a) Support LPS 3.</p>	<p>a) The comments received in this submission have been noted and recorded.</p>
113	John Passmore 8 Kingston Street	8 Kingston Street	<p>a) The subject site is proposed to be zoned R60 within the Aberdare Precinct.</p> <p>b) Object to the proposed zoning.</p> <p>c) Loss of mature vegetation (wildlife and environmental impacts)</p> <p>d) Increased street parking – existing issues.</p> <p>e) Increased traffic.</p> <p>f) Demand on road infrastructure.</p> <p>g) Loss of amenity.</p>	<p>a) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>b) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>c) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>d) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>e) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets</p>

				<p>identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>f) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p> <p>g) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p>
114	Martin Murphy 34 Kirwan Street	N/A	<p>a) Object to LPS 3</p> <p>b) Concern for democratic process.</p> <p>c) Support Council's version of LPS 3.</p> <p>d) Influence of developers in the process.</p>	<p>a) Noted.</p> <p>b) The proposed LPS3 provisions are consistent with the model provisions for local planning schemes as set out in the Local Planning Scheme Regulations 2015.</p> <p>c) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects. Modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>d) 3) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
115	Faron Mengler 2 Loftus Street	N/A	<p>a) Suggest a transport plan to accompany density changes.</p> <p>b) Changes to R-60 are not supported except for areas between Aberdare and Verdun (proximity to hospital precinct).</p> <p>c) Keep the R-Code changes along Stirling Highway from spreading too far north and south – look at the topography to help set the R-Codes (hills/hollows) – not distance from the highway spine.</p> <p>d) Consider recent proposals to modify R-Codes around the Loch Street train station and apply R-Codes within the 800m catchment of this train station that allow the area to develop as a Transport Oriented Development (TOD) seamlessly across both LGA boundaries.</p> <p>e) The Dalkeith R-Codes are just plain weird and are not supported by good public transport options. Nor are they supported by a main road / traffic strategy.</p> <p>f) Increases in density near the Swan River are sensible as future ferry services may make these areas better for dense living and mixed use.</p> <p>g) Increases in R-Codes along Hampton Road and Broadway spine make sense due to the university (south end) and hospitals (north end).</p>	<p>a) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.</p> <p>b) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>c) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>d) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p>

				<ul style="list-style-type: none"> e) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. f) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. g) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.
116	Philip Tissiman PO Box 74	61 Aberdare Road	a) Support the rezoning of Aberdare Road to R60	a) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy.
117	Sharyn Ingarfield 90 Dalkeith Road	N/A	<ul style="list-style-type: none"> a) Object to general increase in housing density proposed. b) Objection to the increased housing density being significantly extended from Stirling Highway and Broadway. c) Potential for the character of the immediate area to be changed adversely, including increased traffic, parking and noise. d) Reduction in vegetation cover with reduced open space. e) Reduced setbacks would result in a change to the architectural character of the area. f) Object to increased density around primary schools, due to traffic and parking issues. 	<ul style="list-style-type: none"> a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. c) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. d) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. e) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.

				f) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.
118	I V & M R Albany 28 Clifton Street	N/A	<ul style="list-style-type: none"> a) Objection on grounds of process (local determination of local issues). b) Negative impact on the character and environment of the area. c) Increased traffic congestion. d) Increased demands on current infrastructure. e) Increased noise. 	<ul style="list-style-type: none"> a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects. Modifications are proposed to bring LPS3 into closer alignment with the Strategy. b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. d) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. e) Noise is governed by the Environmental Protection (Noise) Regulations.
119	Geoffrey & Marion Cahif 8B Alexander Road	N/A	<ul style="list-style-type: none"> a) The homes in the surrounding area proposed to be rezoned are new and will not be redeveloped soon. b) Increased parking and traffic issues – difficult access to Stirling Highway. c) Loss of tree canopy. d) No market for density as new neighbouring apartment development has not sold. e) Increased demands on utilities and infrastructure which will result in increased costs. f) Impact to character of the area. 	<ul style="list-style-type: none"> a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. b) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. c) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address

				<p>landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>d) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles.</p> <p>e) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p> <p>f) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p>
120	Michael & Carine Collins 5 Kitchener Street	N/A	<p>a) Objection to WAPC changes to LPS 3.</p> <p>b) Impacts to amenity of the area from increased density.</p> <p>c) Increased traffic and insufficient off-road parking.</p> <p>d) Increased rental properties.</p> <p>e) Objection to larger footprints, and reduced boundary setbacks and over-looking restrictions.</p> <p>f) Reasonings for locations of rezoning should be made transparent and objectively. It is unclear why other areas of Nedlands is not affected.</p>	<p>a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects. Modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>b) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>d) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p>

				<p>e) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>f) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p>
121	Edith & Makhan Khangure 18 Kingston Street	N/A	<p>a) Objection to density increase to R60 in the Aberdare Road area.</p> <p>b) Impacts on streetscape and amenity.</p> <p>c) Loss of trees and garden area resulting in increased temperatures.</p> <p>d) Lack of public open space which is not address in LPS 3.</p> <p>e) Increased overshadowing and reduced privacy.</p> <p>f) Overcrowding of schools.</p> <p>g) Increased damn of infrastructure and utilities resulting in increased household cost.</p> <p>h) Increased traffic, with narrow streets resulting in dangerous roads.</p> <p>i) Public transport is currently inadequate.</p> <p>j) Objection to process – WAPC overriding Council</p> <p>k) LPS 3 does not support the WAPC mission statement.</p>	<p>a) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>b) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>c) Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>d) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>e) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>f) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p>

				<p>g) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p> <p>h) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>i) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.</p> <p>j) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects. Modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>k) The proposed LPS3 provisions are consistent with the model provisions for local planning schemes as set out in the Local Planning Scheme Regulations 2015.</p>
122	Molly Anderson 34 Robinson Street	N/A	<p>a) Impact to character and amenity of Nedlands</p> <p>b) Increased traffic, noise, and parking,</p> <p>c) Overlooking and privacy issues.</p> <p>d) Loss of tree canopy which will affect wildlife</p>	<p>a) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. Noise is governed by the Environmental Protection (Noise) Regulations. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>c) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low</p>

				<p>intensity which would interface with the existing suburban areas.</p> <p>d) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p>
123	Nicole Telford 34 Robinson Street	N/A	<p>a) Impact to character and amenity of Nedlands</p> <p>b) Increased traffic, noise, and parking,</p> <p>c) Overlooking and privacy issues.</p> <p>d) Loss of tree canopy which will affect wildlife</p>	<p>a) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. Noise is governed by the Environmental Protection (Noise) Regulations. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>c) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>d) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p>
124	Marina Eftos 42 Brockman Avenue	N/A	<p>a) LPS 3 will detrimentally affect the amenity and character of the neighbourhood.</p> <p>b) The submission by Nedlands Council seems reasonable without affecting the fabric of the area.</p> <p>c) New developments will result in removal of trees that make the area attractive.</p>	<p>a) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p>

			<ul style="list-style-type: none"> d) High-rise developments will bring transient residents who are less likely to become involved in the community. e) Insufficient infrastructure to support an increase in the population, including schools. 	<ul style="list-style-type: none"> b) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects. Modifications are proposed to bring LPS3 into closer alignment with the Strategy. c) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. d) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types. e) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.
125	Glenn Rodin 24 Viewway	N/A	<ul style="list-style-type: none"> a) As a state we need to put a halt to urban sprawl and do our bit and plan for density changes. b) Increased density must be staged to follow demand to maintain unity in the built form and of the occupants of the dwellings. E.g. A unit development in Viewway will look out of place for 20 years until demand catches up. c) Impact on value of properties from adhoc development in a street. 	<ul style="list-style-type: none"> a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. c) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.
126	Gavin & Natalie Hill 10 Landon Way	10 Landon Way	<ul style="list-style-type: none"> a) No changes proposed under LPS for the corner lot address in Landon Way. b) The area bounded by Cleland St, Beecham Rd, and Agonis Lane is R12.5 with lot sizes ranges from 645m2 to 1120m2. c) Would like to have the property rezoned to R20. 	<ul style="list-style-type: none"> a) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.

				<p>b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>c) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
127	Dr Byrne & Peppi Sharrin Redgrave 37A The Avenue	N/A	<p>a) Increased traffic congestion along the Avenue, Broadway and Bruce Street. The maps do not consider existing traffic from UWA and high density living in Crawley. Density increases are not tenable until traffic management issues have been resolved.</p> <p>b) Limited public primary school availability. Nedlands Primary School is already at near capacity and has no room to expand.</p> <p>c) Increased traffic and limited parking availability around Nedlands Primary School. The State Government will need to purchase land around the School to allow for parking.</p> <p>d) Increased traffic congestion on Stirling Highway.</p> <p>e) Parking issues in neighbouring streets – already an issue from UWA and density in Crawley.</p> <p>f) Increased density should only occur along Stirling Highway after it has been widened.</p>	<p>a) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>b) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>d) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion.</p> <p>e) Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. Cash in lieu options for constructed parking has been explored and appropriate planning mechanisms will be in place once LPS3 has been finalised.</p> <p>f) The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on traffic.</p>

128	B J Cobb 41 Clifton Street	N/A	<ul style="list-style-type: none"> a) Concerned the proposal will significantly increase the population density in the Hollywood Ward. b) Increased density will adversely affect the amenity of the area. c) Increase in traffic and parking issues. On-street parking will increase congestion. d) Lack of public transport options. e) Impact of taller buildings on adjoining properties – privacy and overshadowing. 	<ul style="list-style-type: none"> a) It is proposed to reduce densities along Leura/Clifton/Meriwa Street/Williams Road to respond to submissions received and having regard to the Local Planning Strategy. b) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. d) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport. e) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.
129	Amanda Stokes 40 Clifton Street	N/A	<ul style="list-style-type: none"> a) Increase in traffic and parking issues. Safety concerns due to increased traffic and narrow streets. Existing facilities within Nedlands already generates significant traffic – hospitals, cemetery, army barracks, Ronald McDonald house. b) Existing shortfall in parking around business and Hollywood Primary School. c) Loss of trees and vegetation will have an impact on the environment and personal well-being/health. Impact on the character of the area. d) Concern for lack of amenities to support additional population. e) Negative impact on the value of properties. 	<ul style="list-style-type: none"> a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. b) 37) The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on parking.

				<p>c) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>d) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population.</p> <p>e) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p>
130	Annette Pedersen 97 Meriwa Street	N/A	<p>a) Increased traffic congestion and parking.</p> <p>b) Loss of community.</p> <p>c) Loss of greenscape.</p> <p>d) Loss of character.</p>	<p>a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>b) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p> <p>c) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access</p>

				<p>will mitigate the need for additional crossovers and street tree removal.</p> <p>d) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p>
131	Garry Mills 8 Genesta Crescent	8 Genesta Crescent	<p>a) Support rezoning of the subject property on Genesta Crescent and others surrounding the Rose garden to R160.</p> <p>b) Support for TPS 3 in general and for the surrounds of the Waratah shopping precinct.</p> <p>c) Parking should be permitted in the verge next to the rose garden.</p>	<p>a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>b) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>c) Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. Cash in lieu options for constructed parking has been explored and appropriate planning mechanisms will be in place once LPS3 has been finalised.</p>
132	Johannes Schoombee 30 Circe Circle	30 Circe Circle	<p>a) There is no justification for the R40 zoning in this area (Waratah Av precinct).</p> <p>b) The rezoning will destroy the character of the neighbourhood.</p> <p>c) Negatively affect property prices.</p> <p>d) The proposal is irrational and dissimulatory with abutting properties not affected.</p> <p>e) At most 2 dwellings should be permitted. There is no shortage of available houses in Perth.</p> <p>f) Implementation of R40 will lead to vegetation loss and take away the character.</p> <p>g) Overlooking and privacy issues.</p> <p>h) Increase in traffic and street parking in the area and around Dalkeith Primary School.</p>	<p>a) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>b) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>c) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>d) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>e) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>f) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>g) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a</p>

				<p>transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>h) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p>
133	Jane Meneghello 67 Doonan Road	N/A	<p>a) Concern regarding development of Melvista Nursing home.</p> <p>b) Concern that the sale of properties by the Council was not done fair or transparently.</p> <p>c) Inconsistencies with the maps for LPS 3 that were distributed regarding the zoning of the site.</p> <p>d) Concern developers have been assured rezoning will go head for this land.</p>	<p>a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>b) The proposed LPS3 provisions are consistent with the model provisions for local planning schemes as set out in the Local Planning Scheme Regulations 2015.</p> <p>c) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects. Modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>d) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
134	Josephine Gibbon 4 Martin Avenue	N/A	<p>a) Concern higher density will impact on the character of the neighbourhood.</p> <p>b) Loss of trees and gardens will affect amenity and the environment.</p>	<p>a) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>b) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p>

135	Alan Loveland 120a Waratah Avenue	120A Waratah Avenue	<ul style="list-style-type: none"> a) Objection to the proposed rezoning of parts of Nedlands and Dalkeith. b) The house is one of two strata units subject to an over 55's requirement. Concern the other unit can remove this requirement under the proposed re-zoning. c) Issues of overlooking, noise, increased traffic and loss of trees and gardens which will generate heat, because of the rezoning. 	<ul style="list-style-type: none"> a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy. b) An aged persons accommodation use cannot be varied without approval from Council irrespective of the residential density code. c) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. Noise is governed by the Environmental Protection (Noise) Regulations. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.
136	Ray van Kempen & Ann Kosonen 41 Leura Street	41 Leura Street	<ul style="list-style-type: none"> a) Comments relate to park at 42 Leura St, Nedlands. b) Lot is currently open space and playground, proposed to be rezoned R160. c) Concerned this signals intention to sell, resulting in loss of community asset. d) No other playground/park within bounds of Stirling Hwy – Aberdare Rd – Smyth Rd – Winthrop Ave. e) Park is well utilised. f) Park will be more important if density increases. g) Request lot be reserved (Public Open Space or Recreation). h) Additional comments provided. i) Understand the need for higher density and infill and support the City's acceptance of the planned 4400 additional dwellings. j) Opposed to LPS 3 which proposes a too concentrated density. k) There are large land parcels where the state government can facilitate development of planned medium and high density living such as Claremont Showgrounds, Army Barracks, and PMH. 	<ul style="list-style-type: none"> a) Noted. b) Noted. c) The City has no intention of changing the use of this property from public recreation. d) Noted e) Noted f) Noted g) Refer to response c) above h) Noted i) Noted j) Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy. k) Noted

137	David Joseph 37 Strickland Street	37 Strickland Street	<ul style="list-style-type: none"> a) Support proposed changed. b) Support increased residential density, particularly for Strickland St. c) Existing split coding unfair. d) Would like to redevelop existing lot into two lots. 	<ul style="list-style-type: none"> a) Noted. b) Noted. c) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. d) Noted.
138	Robin Scalfe 35 Leura Street	35 Leura Street	<ul style="list-style-type: none"> a) Oppose proposed rezoning of Hollywood ward. b) Live, work and used schools locally. c) Existing small blocks promote daily interaction and strong community. d) Hampden Rd has had increased development with ample commercial offerings. e) Loss of recreation areas already occurred. f) Housing diversity already exists in area. g) Dispute Hampden Rd is major transport hub that warrants higher density. h) Commercial areas patronized by local residents and local workers. i) Current state meets needs of community and works well for residents and businesses. j) Higher density will introduce traffic congestion, noise, loss of privacy and conflict of scale. k) Leura Street is relatively high density and has traffic issues which are exacerbated from proximity to UWA and SCGH. l) Loss of trees and vegetation. m) Request greatly curbing proposed increased housing density. n) Request Leura Street is reduced from R160 to R40 or R60. 	<ul style="list-style-type: none"> a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. b) Noted. c) Noted. d) Noted. e) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. f) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. g) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. h) Noted. i) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. j) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. Noise is governed by the Environmental Protection (Noise) Regulations. Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. k) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion.

				<ul style="list-style-type: none"> l) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. m) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. n) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.
139	Yvette Hanikeri 18 Viewway	18 Viewway	<ul style="list-style-type: none"> a) Oppose draft LPS3, in particular in Kingsway, Viewway, Bruce, Elizabeth, Edward area. b) Proposal would change character of area. c) Trees in area are generally well established and valued, proposal will result in removal of trees. d) Increased density around Nedlands Primary School will create unsafe traffic environment. e) Many character homes in area are unique in the metropolitan context and would be lost. f) Housing diversity already exists in area, considering area between Broadway and UWA. g) Topography of the area acts as transition between Broadway and low-density residences. h) Broadway should retain village feel, predominantly residential with some commercial. i) Kingsway should not be overlooked by bulky buildings, retain existing Broadway height limits. j) Broadway cannot accommodate much additional traffic from increased development. k) Concerned about congestion on Broadway. l) Concern about increased noise, transient demographic, increased cars and parking, increased litter, reduced privacy. m) Concern for protection of green space, amenity, safety and transport infrastructure. n) If density is required, it should be spread more broadly across the City, around busier roads and public transport. o) Support higher density on Stirling Highway. p) Attached letter from resident ten-year-old, also opposing increased density in the area. Raised concerns regarding traffic, loss of community, safety, privacy, noise and loss of trees. 	<ul style="list-style-type: none"> a) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. b) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. c) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. d) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. e) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. Additional heritage provisions in the Scheme are not proposed. f) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. g) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. h) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use /

				<p>Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>i) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>j) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>k) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion.</p> <p>l) Noise is governed by the Environmental Protection (Noise) Regulations. The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. The City's waste collection service will accommodate the increased densities contemplated in LPS3. Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>m) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and</p>
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				<p>future Local Planning Policy and Local Development Plan provisions. It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p> <p>n) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>o) Noted.</p> <p>p) Noted.</p>
140	Victoria Burbank 37 Williams Road	N/A	<p>a) Do not support draft LPS3, particularly Hollywood.</p> <p>b) Area currently high amenity, well maintained, well-treed, community-minded and active.</p> <p>c) Higher density will reduce trees and garden space.</p> <p>d) Parking will be insufficient and create dangerous roads.</p> <p>e) Concern about impact of absent owners and short-term accommodation.</p> <p>f) Concern apartments will not be well built and will not provide sufficient landscaped areas.</p> <p>g) Concerned higher density will impact on health and wellbeing of community.</p>	<p>a) It is proposed to reduce densities along Leura/Clifton/Meriwa Street/Williams Road to respond to submissions received and having regard to the Local Planning Strategy.</p> <p>b) Noted.</p> <p>c) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>d) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>e) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p> <p>f) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address</p>

				<p>landscaping through Local Planning Policy and Local Development Plans.</p> <p>g) Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local government shall have due regard to when considering an application for development approval.</p>
141	Dina Lewis 102 Monash Avenue	N/A	<p>a) Object to draft LPS3.</p> <p>b) Appreciate current green spaces, concern these will decrease with higher density.</p> <p>c) Hollywood area already accommodating QEII traffic and parking.</p> <p>d) Increased density will add to traffic/parking congestion.</p> <p>e) Increased density will result in loss of sense of community.</p> <p>f) Infrastructure cannot service increased density.</p> <p>g) Concerned with loss of privacy and extensive overshadowing.</p> <p>h) No safe bicycle routes.</p>	<p>a) Noted.</p> <p>b) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>c) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion.</p> <p>d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>e) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>f) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p> <p>g) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>h) The addition of new, and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works.</p>
142	Anthony & Jane McKenzie 19 Neville Road	N/A	<p>a) Do not support draft LPS3.</p> <p>b) Specific to R40 in Leon Rd area:</p>	<p>a) Noted.</p>

			<ul style="list-style-type: none"> - R-Codes setbacks impact existing R10 residential character and established streetscape. - Overshadowing implication of R40 next to R10. - Increased building bulk, reduced trees/landscaping. - Increased traffic congestion on local streets and Stirling Hwy. - Density should not change R10 to R40 on a boundary without additional provisions to facilitate transition. <p>c) General scheme concerns:</p> <ul style="list-style-type: none"> - Proposed density changes will destroy distinctive character. - Additional pressure on existing infrastructure (roads, schools, public open space). - Increased traffic and parking. - Too much change in one scheme, density changes should be planned with long term, staged approach. 	<p>b) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>c) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p>
143	Janice & William Goddard 59 Napier Street	59 Napier Street	<p>a) Support R160 on Napier St due to proximity to Stirling Highway.</p> <p>b) Support diversity of housing and affordability.</p>	<p>a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>b) Noted.</p>
144	Jill Wood 1B Thomas Street	N/A	<p>a) Loss of local identity.</p> <p>b) Loss of trees.</p> <p>c) Traffic congestion accessing Stirling Hwy.</p> <p>d) Concern with who will oversee project.</p> <p>e) Preference residences over shops.</p> <p>f) Support having height restrictions.</p>	<p>a) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>b) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local</p>

				<p>Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>d) The proposed LPS3 provisions are consistent with the model provisions for local planning schemes as set out in the Local Planning Scheme Regulations 2015.</p> <p>e) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>f) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p>
145	Ron & Gloria Davison 25 Circe Circle	25 Circe Circle	<p>a) Do not support draft LPS3 in Circe Circle area.</p> <p>b) There are more suitable areas for increased density than around Dalkeith Primary.</p> <p>c) Investment in existing dwellings means many will not redevelop.</p> <p>d) Attached map showing predominant housing types in Circe Circle area.</p> <p>e) Increased density will require children have adult supervision to get to school.</p>	<p>a) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>c) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>d) Noted.</p> <p>e) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. There is no correlation between LPS3 and crime rates.</p>
146	Rowe Group L3, 369 Newcastle Street	76 Birkdale Street	<p>a) General support for intent of draft LPS3 for subject site.</p> <p>b) Request greater flexibility for site by zoning 'Urban Development'.</p> <p>c) Site operates as Australian Institute of Management over 1.5ha.</p> <p>d) Intention to operate as-is until redevelopment in medium-longer term.</p> <p>e) Current layout and condition of buildings not suitable long term.</p> <p>f) Part or all of the site may not be required in the future.</p> <p>g) Includes description of relevant provisions under TPS2.</p>	<p>a) Noted.</p> <p>b) The subject site is zoned R20 in TPS2, and LPS3 proposes to assign the Private Community Purposes zone to the site which allows for land uses that are more consistent with its current and expected use.</p> <p>c) Noted.</p> <p>d) Development standards should be established through the LDP process in order to adequately assess the</p>

			<ul style="list-style-type: none"> h) Draft LPS3 designates Private Community Purpose zone. i) CI 32.11 refers to LDP however no mechanism to allow LDP to be applied is provided in LPS3. Suggest including reference to allow City to apply provisions of LDP. j) Notes standards that apply if no LDP exists. k) Potential future redevelopment details unknown. l) Proposed draft LPS3 recognises current use only, limits range and permissibility of land uses, and zoning is limited in the context of any future development. m) Site has unique characteristics and potential. n) Urban Development zone and objectives are appropriate and maintains flexibility, detail provided in Structure Plan. o) Structure Planning is appropriate for site and facilitates bespoke solution. p) Minor development can be considered without Structure Plan. q) Current use can continue if zoned Urban Development. 	<ul style="list-style-type: none"> e) Any significant change to the land uses permitted on this site should proceed through the Scheme Amendment process in order to enable community awareness and input f) f)-q) The comments in this submission have been noted and recorded
147	Michelle Huang & Michael Wu 72 Philip Road	N/A	<ul style="list-style-type: none"> a) Object to increased density. b) Streets will not cope with increased traffic. c) Value space and leafy streetscapes. d) Apartments are better suited to other locations. e) Sense of community is strong and will be lost if density increases. f) Support retaining unique character of Nedlands. 	<ul style="list-style-type: none"> a) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. c) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. d) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. e) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types. f) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.
148	Stella Lin & Jester Huang 51 Leura Street	N/A	<ul style="list-style-type: none"> a) Object to increased density. b) Streets will not cope with increased traffic. c) Value space and leafy streetscapes. d) Apartments are better suited to other locations. 	<ul style="list-style-type: none"> a) It is proposed to reduce densities along Leura/Clifton/Meriwa Street/Williams Road to respond to submissions received and having regard to the Local Planning Strategy.

			<p>e) Sense of community is strong and will be lost if density increases.</p> <p>f) Support retaining unique character of Nedlands.</p>	<p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>c) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>d) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>e) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p> <p>f) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p>
149	Barry Nunn (on behalf of Nedsavers) 16 Webster Street	N/A	<p>a) Community group initially established in response to Captain Stirling scheme amendment.</p> <p>b) Support concept of renewal and development in Nedlands.</p> <p>c) Accept some density increase and need to update Captain Stirling NC.</p> <p>d) Support Town Centre concept for increase in services and focus for community activity.</p> <p>e) Accept major supermarket if it is consistent with Town Centre character and contributes to amenity of wider area.</p> <p>f) Major concerns as follows;</p> <ul style="list-style-type: none"> - Over-development of the Captain Stirling site - Lack of cooperative planning between Woolworths and Aldi - Traffic and access problems resultant from the emergence a major retail site in the Stirling Highway corridor. - Greatly increased traffic on surrounding suburban streets. - Increased residential traffic in addition to that generated by the shopping complex. - Shadowing of residential blocks by development on the highway. <p>g) Support Town Centre not general activity centre.</p>	<p>a) Noted.</p> <p>b) Noted.</p> <p>c) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>d) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>e) Noted.</p> <p>f) Development controls identified in LPS3 together with the current state and local planning policy framework facilitates the consideration of the issues identified in the submission.</p> <p>g) Noted</p> <p>h) Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy.</p> <p>i) Noted</p> <p>j) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading.</p>

			<p>h) Do not support density increase in advertised draft LPS3 (number of dwellings or distribution).</p> <p>i) Traffic and parking congestion.</p> <p>j) No provision for additional infrastructure in draft LPS3.</p> <p>k) Recommend the following changes;</p> <ul style="list-style-type: none"> - Reduce density increase to align with dwelling targets. - Town Centre zone for Captain Stirling NC. - Density increase only for lots identified in Council adopted LPS3. - No density increases around schools. - Plan for traffic increase. - Plan for adequate parking. - Plan for cycling and walking. - Significant accessible open/green space to be included in any high-density developments to ensure the areas remain attractive. - Infrastructure, particularly school capacity, must accompany the proposed significant increase in dwellings. 	<p>k) Refer to response c) above</p>
150	Michael Lewis 102 Monash Avenue	N/A	<p>a) Do not support advertised LPS3.</p> <p>b) Will result in less trees.</p> <p>c) Not enough parks to support increased density.</p> <p>d) Lack of planning for increased public transport.</p> <p>e) Increased traffic congestion will be dangerous for all road users.</p> <p>f) Parking will become more difficult.</p> <p>g) Overshadowing will impact solar panels and privacy.</p> <p>h) Loss of gardens/private open space.</p> <p>i) Loss of habitat for birds.</p> <p>j) Negative impacts from uncoordinated development within street block.</p> <p>k) Unique character of suburb will be lost.</p>	<p>a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>b) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>c) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>d) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.</p> <p>e) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor</p>

				<p>upgrades being undertaken to key intersections in the future.</p> <p>f) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>g) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>h) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.</p> <p>i) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>j) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc.</p> <p>k) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p>
151	Caroline Scotford 34 Napier Street	N/A	<p>a) Proposal will destroy the character of the area.</p> <p>b) Increased traffic and parking problems, Safety concerns for children who travel to nearby schools.</p> <p>c) Removal of trees and gardens which will impact on birds and wildlife and increase temperatures.</p> <p>d) Issues of overlooking, overshadowing, and increased noise pollution.</p> <p>e) Concern over distribution of the rezoning on the northern side of the Highway compared to the southern side.</p>	<p>a) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>c) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning</p>

				<p>Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>d) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local government shall have due regard to when considering an application for development approval.</p> <p>e) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p>
152	Peter Brockhoff & Prue Dunbar 17 Loftus Street	N/A	<p>a) Increased density will reduce the number of public open spaces.</p> <p>b) Removal of trees and bush which will reduce the aesthetic value of the property.</p> <p>c) Traffic issues – particularly on Aberdare and Hampton Road. The increased density will increase traffic on Stirling Highway which is already at capacity. Narrow streets and increased street parking results in congestion.</p> <p>d) Concern regarding overlooking, overshadowing and reduced privacy from high rise buildings.</p> <p>e) Reduced value in the suburb.</p> <p>f) Concern for availability of a freestanding houses on larger lots.</p>	<p>a) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>b) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>d) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low</p>

				<p>intensity which would interface with the existing suburban areas.</p> <p>e) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>f) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
153	Patrick Berry 11 Burwood Street	N/A	<p>a) Proposed changes in the north Hollywood Ward are excessive, inappropriate and ill-considered.</p> <p>b) Existing parking problems in residential streets from the QEII, UWA medical facilities, Hollywood Hospital, PMH and KEMH. Due to this there are parking restrictions or prohibited parking in a number of streets. An increase in density (between Verdun St and Aberdare Road – which have no laneways or rear access) would require street parking to be reinstated to accommodate visitors which would result in hospital staff and visitors swamping it.</p> <p>c) The concentration of hospital uses on the same site has been made without implementation of a traffic and public transport plan. The current attempts to protect amenity using cul de sacs or Local Traffic Only signs aim to encourage traffic onto Verdun Street. In recent years the traffic situation has deteriorated with traffic backing up. PMH, Regis and KEMH have yet to impact. The increased density is not viable with the present road system and potential population increase.</p> <p>d) Increased housing density will require upgrades to infrastructure which will be at substantial cost to the community.</p> <p>e) There is an inadequacy of supporting facilities for a population increase. The local shops do not have sufficient parking. There is no plan that demonstrated local schools will be able to accommodate the proposed increase in population.</p> <p>f) Loss of amenity from overshadowing, loss of privacy, noise and loss of tree cover.</p> <p>g) Impact to the environment. Loss of tree cover increases heat absorption. Trees in Hollywood provide roosting sites for Carnaby Cockatoos. Loss of vegetation cover would diminish the effectiveness of the existing 'Greenway' as described in the WAPC Bush Forever, linking Kings Park to Bold Park via Karrakatta Cemetery, Shenton Bushland, Underwood Bushland and Perry Lakes.</p> <p>h) Loss of property value.</p> <p>i) Included two articles from the Post Newspaper titled 'Perthites won't give up cars' and 'It's back to the future in Shenton Park Streets'.</p>	<p>a) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>b) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. Cash in lieu options for constructed parking has been explored and appropriate planning mechanisms will be in place once LPS3 has been finalised.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>d) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p> <p>e) The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population. The Local Planning Strategy identifies existing parking shortfalls and parking demand in centres and high-trip generating areas which will need to be managed. The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>f) Noise is governed by the Environmental Protection (Noise) Regulations. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access</p>

				<p>will mitigate the need for additional crossovers and street tree removal.</p> <p>g) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans.</p> <p>h) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>i) Noted.</p>
154	Stacey Vermeersch 5 Loftus Street	N/A	<p>a) Increase to parking problems in the area.</p> <p>b) There is a lack of green space.</p> <p>c) The proposed density is too high.</p> <p>d) Stirling Highway is too busy, and more housing will impact on this making it busier.</p>	<p>a) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>b) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>c) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>d) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p>
155	Grant Keady 14 Viewway	14 Viewway	<p>a) Both sides of a street should have the same zoning to achieve a harmonious streetscape. The western side of Viewway is R40 while the eastern side R60.</p> <p>b) It is appropriate to keep Viewway's housing suitable for families.</p> <p>c) There a few parks in the area so children play with their friends in home gardens. Therefore, preserving trees and gardens here is desirable.</p> <p>d) Proposes that houses within 200m of a primary school, that are not on a major road, and not within the 800m of railway stations or 400m of a frequent bus service should only be sold to families with school aged children.</p> <p>e) Council could offer rates concessions to the families with children living near the school to publicise that the area is good for children.</p> <p>f) Also include requirements to ensure gardens and trees are maintained.</p> <p>g) If Viewway and Kingsway must be rezoned, it should be no more than R30.</p> <p>h) Referenced 'Bankwest Curtin Economics Centre (BCEC) Perth's Infill Housing Future' regarding implementation of Multi-Unit Housing Code in 2010 for properties R30 and above and provision of additional requirements.</p>	<p>a) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p> <p>b) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p> <p>c) Noted.</p> <p>d) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p> <p>e) Rates concessions fall outside the ambit of LPS3.</p> <p>f) Incentives for tree retention within private property for new developments can be addressed in Local Planning</p>

				<p>Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>g) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>h) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
156	David & Teena Townsend 4 Broome Street	N/A	<p>a) Lack of public open space in Nedlands North. The plan does not address the lack of open space. Hollywood reserve has poor visibility and is fenced off for periods throughout the year.</p> <p>b) Lack of tree cover. Concerned with the extent of the density increases in Hollywood.</p> <p>c) Increase to traffic, especially with the expansion of Hollywood hospital and Regis Nedlands Village. Where are the traffic studies done by the WAPC to support the proposal? WAPC traffic studies should be available as part of an open and transparent government.</p> <p>d) Impact on amenity and character of the area from loss of privacy, overshadowing and overlooking.</p> <p>e) Concerned about the proportion of density increases in Hollywood ward compared to other areas. Only 24% of Hollywood ward is available for residential development.</p>	<p>a) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>b) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>d) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>e) Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy. The proposed LPS3 zonings, densities, and planning</p>

				provisions are consistent with the adopted Local Planning Strategy.
157	Rowe Group L3, 369 Newcastle Street	4 Hillway, Nedlands	<p>a) The subject site and immediate adjoining properties are proposed to be R60. Views that additional density is appropriate for the sites given their location. A Neighbourhood Centre (NC) is located immediately to the east with a density of AC0. The land to the north of the NC is zoned R160.</p> <p>b) The maximum wall height proposed for the NC is 14.5m and 17.5m maximum building height. It is considered that the NC could accommodate additional height without a detrimental impact on the amenity of the locality.</p> <p>c) It is noted the R160 along Broadway has a greater building height than the NC (15m wall height and 18m overall). It is considered the NC should have a greater building height to create a focal point and neighbourhood landmark. It is noted Steve's Hotel Development has a building height of seven stories. The NC could accommodate a similar height.</p> <p>d) It is requested the density for the subject sites be increased to R80 for the following reasons:</p> <ul style="list-style-type: none"> - The site adjoins the NC on Broadway. Additional density will assist in promoting the use and vitality of this NC. - The site is located within 250m of Transperth Bus Route 97 which is a high frequency bus route. Increasing residential density will assist in promoting use of public transport. - The level of the subject site is 'lower' than the land located on the northern side of Hillway. The photographs in attachment 2 illustrates dwellings on the northern side sit approximately one storey above the level of the road, whereas residences on the southern side site below the road level. Therefore, the impact of additional building height is reduced. - A Development Approval was granted by the Development Assessment Panel in November 2015 for a six-storey multiple dwelling development consisting of twenty-two multiple dwellings. Although the site falls outside of the City's boundary, the proposed development is less than 80m from the subject site. The approval indicates that additional building height can be accommodated within the existing street scape. <p>e) It is requested that additional building height of 15m (external wall), 16m wall height (concealed roof) and 18m to top of pitched roof is applied to street numbers 2 to 4 Hillway with building height transitioning to three storeys (in accordance with R80 density code) for lots immediately west as an interface with adjoining single Residential dwellings.</p> <p>f) Modelling of building heights with an indicative building form was undertaken – image attached. The model illustrates a four-storey building height along the boundary with the NC, stepping down to three storeys in the east as an interface with properties to the south-west. The stepping down of height graduates scale and density from the NC, transitioning into the adjoining residential area.</p>	<p>a) Default height limits which apply to the Neighbourhood Centre zone (modified to Mixed Use zone) have the potential to be increased subject to satisfying planning criteria set out future local development plans and the local planning policy framework</p> <p>b) An R60 density for the subject sites is proposed to be retained as transition from the Mixed-use zone. Given the topography of this area an R60 density is considered appropriate</p> <p>c) Mixed Use zone is appropriate for the area in lieu of Residential R160</p> <p>d) Default development standards have been prescribed in LPS3 and will be further expanded through future Local Development Plans and Local Planning Policy</p> <p>e)-f) The comments in this submission have been noted and recorded.</p>
158	Alan Harvey 16 Ord Street	N/A	<p>a) Do not support LPS 3.</p> <p>b) Impact on local amenities, parks, serious traffic congestion, loss of privacy, and likely loss of trees which will affect the environment, change the water table.</p>	<p>a) Noted.</p> <p>b) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. It is</p>

			<p>c) Rezoning that permits some increased density in a slightly extended zone either side of Stirling Highway might be a compromise.</p>	<p>acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>c) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p>
159	Matthew Kailis 42 Brockman Avenue	N/A	<p>a) The character of Nedlands is worth preservation.</p> <p>b) Preserving large lots, high landscaping to building ratios, and ensuring infrastructure is not placed under further pressure is essential.</p> <p>c) Large developments resulting in increased density would change the dynamic of the community.</p>	<p>a) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>b) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans.</p> <p>c) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p>
160	Katherine Ng 59 Meriwa Street	N/A	<p>a) Concern for increased street parking. Visually unappealing and safety issue.</p>	<p>a) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking</p>

				patterns can be monitored, and restriction options are available i.e. timed, paid etc.
161	Pam & Gerard Doney 8 Burwood	N/A	a) Potential development increases property values.	a) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.
162	Michael Zotti 48 Meriwa Street	N/A	a) Support LPS 3 as modified by WAPC. b) LPS 3 as adopted by Council does not provide sufficient diversity. c) The Waratah Avenue precinct should be included in the rezoning. d) The changes for Stirling Highway, Broadway and Hampden Road need to be more evenly distributed. e) Nedlands location and proximity to services makes it suitable for increased density. f) Options to downsize and choices for young families and young professionals	a) Noted. b) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy. c) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. d) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. e) Noted. f) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.
163	W.S. Andrew 49 Ord Street	N/A	a) Does not support the proposed density. b) Nedlands is a diverse community and offers opportunity to live and recreate. c) Does not support density near the highway. Pedestrians wait long periods to cross due to traffic. An increase to traffic is a safety issue. d) Fully services communities should be created elsewhere than in the inner suburbs.	a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. b) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types. c) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.

				d) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.
164	Elaine Jacoby 29 Jutland Parade	N/A	<p>a) Concern for the consultation and engagement process undertaken by the City and comments made by State Government representatives.</p> <ul style="list-style-type: none"> - Attached City of Nedlands Community Consultation Policy pamphlet with annotations. <p>b) Transport issues including public transport, congestion, parking, safety and limited access to the main arterial roads.</p> <ul style="list-style-type: none"> - The public transport system currently serving Dalkeith is inadequate. This will need to be improved to service additional population, such as the inclusion of an improved 'feeder service' to Claremont or a railway station to the City. There are no plans to address the increase in transport infrastructure that is required with increased density. - Question as to why land around the railway hasn't been investigated for density. - Density will increase traffic congestion which is already an issue, including difficult access to Stirling Highway. - Parking availability is an issue as high-rise developments do not accommodate parking for all occupants. This will result in increased street parking. - UWA students parking on both sides of the street is already a safety issue and multistorey parking should be provided at the University. - Do not support increased density around the schools as this will create a safety issue for children. - There are no plans for cycleways in LPS 3. Jenkins Road should be made into a dedicated cycleway. <p>c) Amenity and lifestyle impacts</p> <ul style="list-style-type: none"> - Loss of privacy due to overlooking from large developments. - Increased noise. - Overshadowing from multi storey dwellings affecting amenity and sustainable use of the property. Setbacks in TPS 2 are not required under LPS 3 thus increasing the impact of overshadowing. - Issues for rubbish collection in large developments - Reduction in property value from rezoning. - Loss of amenity from reduced tree canopy. Significant increase in temperatures and suburban hot spots resulting in increased use of air conditioners. There is little space for landscaping in high density developments. <p>d) Greater use of parks and amenities such as libraries. There are no plans to create new amenities or maintain existing ones. Question developer contributions. Why has the requirement for 10% open space been overlooked in existing suburbs?</p> <p>e) Loss of character areas. Putting large high density (R40, R60, R80 & 160) developments next to historically significant parks, churches, and halls destroys amenity. Importance of protecting the few historic sites Nedlands has such as</p>	<p>a) The proposed LPS3 provisions are consistent with the model provisions for local planning schemes as set out in the Local Planning Scheme Regulations 2015. Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>b) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport. The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works.</p> <p>c) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. Noise is governed by the Environmental Protection (Noise) Regulations. The application of the proposed densities ensures an adequate transition</p>

			<p>Dalkeith Village Tudor buildings, Rose Gardens, Windsor Theatre, Captain Stirling Hotel area, Uniting Church, St Andrews, The Holy Rosary, St Lawrence.</p> <p>f) Planners need to look to successful good quality interstate or overseas examples. Developments with rubbish shoots to collection skips (rather than 3 bins per unit), well managed complex community living spaces, outdoor roof gardens.</p> <p>g) Supports an alternative proposal which incorporates the requirements of TPS 2 such as height, privacy, and restricting non-residential uses in suburbs streets.</p> <p>h) Concern for the planning process, no third-party appeal rights, mis-use of Development Assessment Panels, and lack of community consultation in general.</p> <p>i) Higher densities do not accommodate the older population who require more living space, garden areas and a good public transport system. A R20/30 density duplex zoning is more appropriate.</p> <p>j) Comments on market demand for apartments in Dalkeith given lack of development and sales for existing recent developments.</p> <p>k) Changes in Demographics</p> <ul style="list-style-type: none"> - Higher density is provided for people aged 18-35 who expect uses that are not appropriate in Dalkeith – late night cafes, clubs, fast-food which are more appropriate along major transport routes. - Concern for foreign investment and vacant units. <p>l) Social behaviour</p> <ul style="list-style-type: none"> - It is well documented by Sociologists that high density housing is known to breed anti-social behaviour. Also results in increased crime, road rage, and damage to property. <p>m) Concern for oversupply of 'active shop frontages' along Stirling Highway, Broadway and Hampton Road which cannot be used for chemists, offices, art galleries, consulting rooms or residential accommodation.</p> <p>n) Concern for commercial vacancy rates as the demand for shop retail space will not meet what is planned in LPS 3 due to competition with online retailers.</p> <p>o) The ground floor uses permitted in mixed use developments will cause friction with tenants living above (nigh clubs, fish and chip shop, restaurants). Such as what has been seen in Steve's Bar and Old Swan Brewery development.</p> <p>p) Active shop frontages extending into quiet suburban streets destroys the amenity of the area.</p> <p>(took infrastructure comments from part one down to here)</p> <p>q) Infrastructure Strain</p> <ul style="list-style-type: none"> - Strain on existing infrastructure such as power, sewer, street lighting, roads, and water. Concern for how this will be addressed and that there is little information provided to date. - Question whether developers will be required to make contributions. - Concern for extra costs placed on ratepayers to fund upgrades to infrastructure services. <p>r) Requests focus on development of a Town Centre as proposed in Council's version of LPS 3 – not an activity centre as currently proposed.</p> <p>s) Queries changes from Council's version of LPS 3 and doubling of density given Council's previous community consultation to prepare it.</p>	<p>between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. The City's waste collection service will accommodate the increased densities contemplated in LPS3. The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration. The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>d) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. Developer Contributions requirements are referred to in Clause 27 of LPS3, and the City will investigate the feasibility and need to prepare a formal developer contribution plan upon approval and gazettal of LPS3 when all of the scheme provisions are formalised.</p> <p>e) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>f) Noted.</p> <p>g) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>h) The proposed LPS3 provisions are consistent with the model provisions for local planning schemes as set out in the Local Planning Scheme Regulations 2015.</p> <p>i) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>j) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use /</p>
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				<p>Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>k) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p> <p>l) There is no correlation between LPS3 and crime rates.</p> <p>m) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>n) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>o) Development controls identified in LPS3 together with the current state and local planning policy framework facilitates the consideration of the issues identified in the submission.</p> <p>p) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>q) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. Developer Contributions requirements are referred to in Clause 27 of LPS3, and the City will investigate the feasibility and need to prepare a formal developer contribution plan upon approval and gazettal of LPS3 when all of the scheme provisions are formalised.</p> <p>r) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>s) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects</p>
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				and modifications are proposed to bring LPS3 into closer alignment with the Strategy.
165	Jan Lord 21 Alexander Road	21 Alexander Road	<p>a) With reference to subject site and street block proposed to be rezoned to R40/R60 in Dalkeith.</p> <p>b) Traffic issues</p> <ul style="list-style-type: none"> - Congestion due to increased number of vehicles on the roads - Longer trip times. - Limited parking for visitors and tradespeople resulting in additional street parking. - Increased air pollution for the area – reference to ABC news article regarding electric car usage <p>c) Demand for public transport options</p> <ul style="list-style-type: none"> - Lack of public transportation to major shopping precincts such as Claremont. - Due to road widths there is no capacity to create bus lanes. - Creation of bus stop bays would require the reclaiming of green space on verges and removal of trees. - Query whether Main Roads and the Public Transport Authority have been consulted on the proposed density increases. - Reference to article listing number of vehicles per capita. <p>d) Loss of amenity from future developments</p> <ul style="list-style-type: none"> - Ad-hoc development of multi-storey buildings amongst standard family homes. - Long construction phase and associated disturbance. - Increase of paved surfaces and resulting increase in temperatures – referenced article in The Age regarding urban heat related deaths. - Overlooking and lack of privacy. - Loss of mature trees, verges and garden areas. - Overshadowing and disruption of solar power generators. <p>e) School size and capacity is adequate for current students but will not be able to serve an increased population without expansion.</p> <p>f) Increased pressure on hospital services – reference to two articles in the West Australian regarding average waiting times and decrease in health spending.</p> <p>g) Infrastructure upgrades</p> <ul style="list-style-type: none"> - Concern for increased costs for upgrade of services. - There is a lack of footpaths in Leon Road between Alexander Road and Robert Street. Increased traffic will mean footpaths will need to be constructed to ensure safety. <p>h) Whilst not completed opposed to moderate increase in density in Dalkeith Ward, strongly opposed to the scale of the proposed changes. Would support rezoning to R20 for corner lots.</p> <p>i) Principles in Liveable Neighbourhoods which are suitable for a cleared area are not appropriate for a long-established area of existing buildings, infrastructure and thoroughfares.</p>	<p>a) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>b) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>c) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.</p> <p>d) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>e) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>f) Noted.</p> <p>g) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy</p>

			<ul style="list-style-type: none"> j) Queried whether state government will seek to develop open space in Dalkeith ward such as Dalkeith and Melvista ovals and the Victoria Avenue river reserve which are close to existing bus routes. k) Queried how the above concerns are consistent with sound planning principles. l) Queried whether the state government is trying to attract more people to regional cities to develop them accordingly. 	<ul style="list-style-type: none"> h) identifies that this infrastructure is generally expected to support future development with manageable upgrading. LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. i) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. j) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. k) The comments received in this submission have been noted and recorded. l) The development of Regional Centres is beyond the ambit of LPS3.
166	Alan & Kerry Barker 56 Strickland Street	56 Strickland Street	a) Would proceed with subdivision when approved.	a) Noted.
167	Natasha Lie 13 Burwood Street	N/A	<ul style="list-style-type: none"> a) Concern for overshadowing from neighbouring developments. b) Chose Nedlands for large block sizes and green streets. c) Included Perth Now article 'One in six trees lost in concrete jungle suburbs'. 	<ul style="list-style-type: none"> a) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy. Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. c) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.
168	Susan Heyes 43 Beatrice Road	N/A	<ul style="list-style-type: none"> a) Concern for property value. b) Concern for increased traffic and congestion and associated safety issues for pedestrians and cyclists. c) The area between Hollywood hospital and Stirling Highway needs more green space and not more dwellings. d) Oppose density proposed around Waratah Avenue due to increased traffic. e) The density should be proposed at the showgrounds and not in the suburbs. 	<ul style="list-style-type: none"> a) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration. b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting

				<p>further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works.</p> <p>c) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>d) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>e) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
169	Simon Venn 72 Riley Road	N/A	<p>a) The higher density zonings should be reduced in favour of permitting corner lot subdivision.</p> <p>b) High density zonings will not work in Nedlands and Dalkeith for socio-economic reasons.</p>	<p>a) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p> <p>b) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
170	Kim Venn 72 Riley Road	N/A	<p>a) Request Council negotiates with WAPC to reduce the higher zonings adjacent to Nedlands and Dalkeith Schools by allowing corner lots to be subdivided. This will create a greater variety of housing options for the community.</p>	<p>a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy. Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p>
171	Robert Forbes 36 Langham Street	N/A	<p>a) Objections of the grounds of increased traffic.</p> <p>b) Loss of greenspace and tree canopy.</p> <p>c) Parking problems</p> <p>d) Resulting oversize high-rise development and resulting overshadowing and loss of privacy.</p>	<p>a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor</p>

				<p>upgrades being undertaken to key intersections in the future.</p> <p>b) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>c) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. Cash in lieu options for constructed parking has been explored and appropriate planning mechanisms will be in place once LPS3 has been finalised.</p> <p>d) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p>
172	Thomas Forbes 36 Langham Street	N/A	<p>a) Objections of the grounds of increased traffic.</p> <p>b) Loss of greenspace and tree canopy.</p> <p>c) Parking problems</p> <p>d) Resulting oversize high-rise development and resulting overshadowing and loss of privacy.</p>	<p>a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>b) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p>

				<p>c) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. Cash in lieu options for constructed parking has been explored and appropriate planning mechanisms will be in place once LPS3 has been finalised.</p> <p>d) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p>
173	Michael Forbes 36 Langham Street	N/A	<p>a) Objections of the grounds of increased traffic.</p> <p>b) Loss of greenspace and tree canopy.</p> <p>c) Parking problems</p> <p>d) Resulting oversize high-rise development and resulting overshadowing and loss of privacy.</p>	<p>a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>b) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>c) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. Cash in lieu options for constructed parking has been explored and appropriate planning mechanisms will be in place once LPS3 has been finalised.</p> <p>d) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. Proposed increased densities are</p>

				consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.
174	David Venn 20 Boronia Avenue	N/A	<ul style="list-style-type: none"> a) Council has resisted the normal infill requirements as required by WAPC resulting in the imposed zoning increases. b) Request Council negotiates with WAPC to reduce the higher zonings adjacent to Nedlands and Dalkeith Schools by allowing corner lots to be subdivided 	<ul style="list-style-type: none"> a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. b) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.
175	Stephen & Jennepher Stockwell 3 Martin Avenue	N/A	<ul style="list-style-type: none"> a) The increase to local housing and population density would affect the quality of life for residents. b) Put significant strain on local infrastructure and amenities (e.g. roads, cycleways, parking, parks, utilities (including gas, water, power, sewerage, telecommunications), hospitals and schools). c) Adversely affect health and safety for the local population (e.g. more traffic, stress and more accidents). d) Adversely affect the environment (e.g. more pollution - including noise and light pollution, fewer trees and less shade and green spaces). e) Adversely affect privacy (e.g. high-rise overlooking neighbours) and the ambiance and amenity of the local area (e.g. overcrowding). f) Impact on property values. g) Lack of demand for high density living. 	<ul style="list-style-type: none"> a) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. b) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works. The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. c) Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local government shall have due regard to when considering an application for development approval. d) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.

				<p>e) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>f) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>g) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
176	Martine Venn 33 Bulimba Road	N/A	<p>a) Opposed to density increases around Nedlands and Dalkeith schools.</p> <p>b) Supports subdivision of corner lots which is accepted by the community.</p>	<p>a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>b) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p>
177	Andrew Venn 33 Bulimba Road	N/A	<p>a) Council has resisted the normal orderly development as required by WAPC to accommodate future housing diversity.</p> <p>b) Request the higher zonings adjacent to Nedlands and Dalkeith Schools is reduced in exchange for subdivision of corner lots.</p>	<p>a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p>
178	Peter Spruce 12 Adderley Street	N/A	<p>a) Increase traffic to the area.</p> <p>b) Parking problems.</p> <p>c) Size and scale of buildings, overshadowing of adjoining properties, loss of privacy.</p> <p>d) Loss of green space and tree canopy.</p> <p>e) Loss of community.</p>	<p>a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>b) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>c) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low</p>

				<p>intensity which would interface with the existing suburban areas.</p> <p>d) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>e) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p>
179	Moreen Spruce 12 Adderley Street	N/A	<p>a) Increase traffic to the area.</p> <p>b) Parking problems.</p> <p>c) Size and scale of buildings, overshadowing of adjoining properties, loss of privacy.</p> <p>d) Loss of green space and tree canopy.</p> <p>e) Loss of community.</p>	<p>a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>b) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>c) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>d) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>e) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p>

180	Mark Onslow 88 Monash Avenue	N/A	<ul style="list-style-type: none"> a) Does not believe there is a need for a change to housing density. b) Bought into the area for the large lots and green environment. c) The proposal will reduce space for trees and general greenery. d) Concern for overshadowing and privacy issues. e) Increased parking and traffic issues. f) The plan needs to be addressed to retain the character of the area. 	<ul style="list-style-type: none"> a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. b) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. c) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. d) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. e) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. f) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.
181	Malcolm Jacoby 29 Jutland Parade	N/A	<p>General comments</p> <ul style="list-style-type: none"> a) Concern for assessment of submissions that do not address specific principles. b) Concern for consultation process and availability of clear mapping and information provided by the City. c) Proposals to increase density around Dalkeith primary school 10 years ago were defeated due to community opposition. d) There is no demand for apartments given the sales for the existing development on Waratah Av is slow. e) Concern regarding the planning process, final densities after development of multiple dwellings, DAPS, and lack of third party appeal rights. f) Transport issues 	<ul style="list-style-type: none"> a) Noted b) The LPS3 consultation process, and materials available to the public during the consultation period were undertaken and provided in accordance with the Local Planning Schemes Regulations. c) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy d) As above e) Noted

			<ul style="list-style-type: none"> - Safe access onto Stirling Highway – only Dalkeith Road and Broadway. - Additional street parking around streets close to UWA. UWA should provide additional parking on-site. - Traffic congestion around schools. <p>g) Waratah Avenue Precinct</p> <ul style="list-style-type: none"> - Density around the Waratah Avenue precinct should be confined to the existing commercial zones. - Fast food outlets in this precinct should not be discretionary due to proximity to the school. - Objection to the proposed density behind the mixed-use sites on Philip Road (R80). <p>h) Public Open Space</p> <ul style="list-style-type: none"> - There are no requirements for the provision of additional open space in infill developments. The existing POS will become degraded and require additional Council maintenance. Development contributions for POS. <p>i) Infrastructure Costs</p> <ul style="list-style-type: none"> - Developers are not faced with costs to upgrade sewer, underground power, street lighting, new roads, water mains, drainage. <p>j) Population diversity</p> <ul style="list-style-type: none"> - Apartments will bring in younger population with different lifestyle choices (fast food, bars, clubs) which will impact on the amenity of the area. <p>k) Active frontages</p> <ul style="list-style-type: none"> - The requirement for ground floor commercial development on the highway has displaced residential densities further into the suburbs away from transport routes under WAPC modifications. - There is no demand for further commercial development given the existing commercial vacancy rates. - Question why the Capitan Stirling /Windsor Theatre Centre has not been included as a major hub as per Council's LPS 3. <p>l) Landscaping</p> <ul style="list-style-type: none"> - Removal of gardens and lack of landscaping in new developments. - Tree loss will create urban hot spots increasing use of air conditioners <p>m) Lack of cycle paths proposed</p>	<p>f) The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on traffic and parking</p> <p>g) Refer to response c) above. Fast Food Outlet uses are only permissible in the Mixed Use and Neighbourhood Centre zone, and where such development occurs, it is likely to be integrated into a larger development with its impacts appropriately managed.</p> <p>h) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>i) Developer Contributions requirements are referred to in Clause 27 of LPS3, and the City will investigate the feasibility and need to prepare a formal developer contribution plan upon approval and gazettal of LPS3 when all of the scheme provisions are formalised. The utility providers require developers to pay headworks fees for upgrading of utilities identified by the submission.</p> <p>j) Noted</p> <p>k) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. Commercial tenancy demand factors are not a valid planning consideration. The advertised LPS3 maps illustrate the Captain Stirling Hotel precinct as a Neighbourhood Centre in line with the Local Planning Strategy.</p> <p>l) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>m) The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of</p>
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				Nedlands Bike Plan as part of a necessary array of future infrastructure works.
182	Kelvin & Trudy McAuliffe 2 Watkins Road	N/A	<p>a) Support the proposals with two provisions:</p> <ul style="list-style-type: none"> - No subdivision of blocks immediately adjacent to primary schools. Instead propose all corner lots over 600m2 be zoned R20. - Height restriction in Dalkeith to be no higher than the new apartments on Waratah Avenue. <p>b) Benefits of the plan</p> <ul style="list-style-type: none"> - Creation of dwelling diversity for older residents who can move into a smaller home and stay in the area. - Affordability for younger couples creates a diversity of age groups in the community. - Families able to subdivide their properties for parents to live next door – benefit to children and older generation. - The tree canopy can be maintained, and missing trees can be replaced. - Vertical and roof gardens should be considered in medium to high rise developers, with a requirement for verge planting. - Larger population will create more employments and business opportunities. - Increased population will increase frequency and quality of public transport. - Smaller gardens mean households can reduce their water use which is an important issue. 	<p>a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes. Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>b) The comments received in this submission have been noted and recorded.</p>
183	Keith Forbes PO Box 1071	N/A	<p>a) Increased traffic in Monash Avenue.</p> <p>b) Loss of greenspace.</p> <p>c) Parking problems.</p> <p>d) Overshadowing, loss of privacy and size of high-rise developments.</p>	<p>a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>b) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>c) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>d) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p>

184	Barbara Forbes PO Box 1071	N/A	<ul style="list-style-type: none"> a) Increased traffic in Monash Avenue. b) Loss of greenspace. c) Parking problems. d) Overshadowing, loss of privacy and size of high-rise developments. 	<ul style="list-style-type: none"> a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. b) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. c) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. d) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.
185	Dr Katherine Barton 24 Kincardine Crescent	N/A	<p>General comments</p> <ul style="list-style-type: none"> a) LPS 3 does not align with WAPC planning framework documents (State Planning Strategy 2050, Directions 2031 and beyond, Central Sub-regional Planning Framework - Towards Perth and Peel @ 3.5 Million, Perth and Peel Development outlook 2011/12) and the principles laid out within them, especially with respect to Liveable Cities and Neighbourhoods. b) Concern for lack of community engagement. c) Does not believe there is a short-medium economic driver for changes, in the Hollywood ward in particular. Infill needs to be based on real and published demand and capacity figures. d) Supportive of urban infill if it is planned and executed in a robust and sympathetic manner to protect amenity of existing properties and enhance community outcomes. e) Supportive of 4,400 dwellings predominantly along Stirling Highway, Hampton Road, Broadway and the old Royal Perth Hospital Site. f) Listed Aims of the Scheme. Within the Hollywood and Melvista Ward, the proposal fails on aims a, b, c, e, f, g, h, k, and m and is questionable at best on d, j, l for reasons stated below. g) Loss of amenity in the Stirling and Melvista Wards <ul style="list-style-type: none"> - Large areas of R60 does not produce high quality developments. - Changes to streetscape and inconsistent and incompatible developments. - Suggests a minimum front setback of 5m is applies to reduce impact on existing properties. 	<ul style="list-style-type: none"> a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy. b) Community consultation for LPS3 was undertaken in accordance with the Local Planning Schemes Regulations. c) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. d) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. e) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. f) The aims of LPS3 are in alignment with the Local Planning Strategy and the model provisions in the Local Planning Schemes Regulations.

			<ul style="list-style-type: none"> - Supportive of medium-rise development along Stirling Highway and Hampton Road. Want a transition from AC-0 to R50/60 within 150m from Stirling Highway/Hampton Road and a second transition 400-500m from Stirling Highway for two lot subdivision/development. - Recommend a maximum building height of 6 storeys within Nedlands and written into the Scheme. - Recommend any development R60 and above have a refuse management plan signed off by the City. - Supportive of other methods to increase density such as subdivision of all corner lots in the City of Nedlands. - Recommend precinct plans are developed for the Capitan Stirling, Hampton Road and Broadway precinct areas as the R-codes do not provide sufficient guidance from brownfield development. <p>h) Capital Stirling site</p> <ul style="list-style-type: none"> - Develop a City Centre and actively plan a moderate 'City Square'. - Quotas for apartment diversity (1, 2 or 3 bed). - Address the barrier effect of Stirling Highway. - Provide sufficient parking for the development – particularly supermarkets. <p>i) Hampton Road</p> <ul style="list-style-type: none"> - Use this precinct to encourage medical professionals to invest in medical rooms next to QEII. - Ensure development contains sufficient parking and includes traffic management and parking plans. - Medium-high rise developments have quotas for apartment diversity with emphasis on 1 or 2 bedrooms for student population. <p>j) Green space</p> <ul style="list-style-type: none"> - New development will remove greenspace on private property with little existing POS in the Hollywood ward. Numerous environmental impacts from a loss of tree-scape. - This can be addressed by requiring a higher proportion of greenspace in developments R40+ through use of rooftop/vertical gardens and greater front setbacks. <p>k) Infrastructure</p> <ul style="list-style-type: none"> - Needs to be demonstrated that infrastructure and services can meet the needs of the proposed expansion e.g. Water, sewer, stormwater run-off, electricity, gas, internet and telephones. <p>l) Climate change</p> <ul style="list-style-type: none"> - Support removal of the current requirements in TPS (Clause 5.5.2) excluding materials other than brick, stone or concrete. <p>m) Education</p> <ul style="list-style-type: none"> - The schools are at capacity and there is no space to increase them. <p>n) Health</p> <ul style="list-style-type: none"> - Higher density in Hollywood will result in poorer mental health outcomes. <p>o) Crime</p>	<p>g) Refer to responses c) and d) above.</p> <p>h) Development controls identified in LPS3 together with the current state and local planning policy framework facilitates the consideration of the issues identified in the submission.</p> <p>i) Refer to response h) above.</p> <p>j) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>k) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading.</p> <p>l) Noted.</p> <p>m) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>n) There is no correlation between LPS3 and mental health</p> <p>o) There is no correlation between LPS3 and crime rates</p>
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			<ul style="list-style-type: none"> - Increase in crime rate with population increase. This can be mitigated with a mix of alternative activities such as additional green space, sporting activities, bars and restaurants. 	
186	Duncan Barton 24 Kincardine Crescent	N/A	<p>General comments</p> <p>a) LPS 3 does not align with WAPC planning framework documents (State Planning Strategy 2050, Directions 2031 and beyond, Central Sub-regional Planning Framework - Towards Perth and Peel @ 3.5 Million, Perth and Peel Development outlook 2011/12) and the principles laid out within them, especially with respect to Liveable Cities and Neighbourhoods.</p> <p>b) Concern for lack of community engagement.</p> <p>c) Does not believe there is a short-medium economic driver for changes, in the Hollywood ward in particular. Infill needs to be based on real and published demand and capacity figures.</p> <p>d) Supportive of urban infill if it is planned and executed in a robust and sympathetic manner to protect amenity of existing properties and enhance community outcomes.</p> <p>e) Supportive of 4,400 dwellings predominantly along Stirling Highway, Hampton Road, Broadway and the old Royal Perth Hospital Site.</p> <p>f) Listed Aims of the Scheme. Within the Hollywood and Melvista Ward, the proposal fails on aims a, b, c, e, f, g, h, k, and m and is questionable at best on d, j, l for reasons stated below.</p> <p>g) Loss of amenity in the Stirling and Melvista Wards</p> <ul style="list-style-type: none"> - Large areas of R60 does not produce high quality developments. - Changes to streetscape and inconsistent and incompatible developments. - Suggests a minimum front setback of 5m is applies to reduce impact on existing properties. - Supportive of medium-rise development along Stirling Highway and Hampton Road. Want a transition from AC-0 to R50/60 within 150m from Stirling Highway/Hampton Road and a second transition 400-500m from Stirling Highway for two lot subdivision/development. - Recommend a maximum building height of 6 storeys within Nedlands and written into the Scheme. - Recommend any development R60 and above have a refuse management plan signed off by the City. - Supportive of other methods to increase density such as subdivision of all corner lots in the City of Nedlands. - Recommend precinct plans are developed for the Capitan Stirling, Hampton Road and Broadway precinct areas as the R-codes do not provide sufficient guidance from brownfield development. <p>h) Capital Stirling site</p> <ul style="list-style-type: none"> - Develop a City Centre and actively plan a moderate 'City Square'. - Quotas for apartment diversity (1, 2 or 3 bed). - Address the barrier effect of Stirling Highway. - Provide sufficient parking for the development – particularly supermarkets. <p>i) Hampton Road</p>	<p>a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>b) Community consultation for LPS3 was undertaken in accordance with the Local Planning Schemes Regulations.</p> <p>c) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>d) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>e) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>f) The aims of LPS3 are in alignment with the Local Planning Strategy and the model provisions in the Local Planning Schemes Regulations.</p> <p>g) Refer to responses c) and d) above.</p> <p>h) Development controls identified in LPS3 together with the current state and local planning policy framework facilitates the consideration of the issues identified in the submission.</p> <p>i) Refer to response h) above.</p> <p>j) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated</p>

			<ul style="list-style-type: none"> - Use this precinct to encourage medical professionals to invest in medical rooms next to QEII. - Ensure development contains sufficient parking and includes traffic management and parking plans. - Medium-high rise developments have quotas for apartment diversity with emphasis on 1 or 2 bedrooms for student population. <p>j) Green space</p> <ul style="list-style-type: none"> - New development will remove greenspace on private property with little existing POS in the Hollywood ward. Numerous environmental impacts from a loss of tree-scape. - This can be addressed by requiring a higher proportion of greenspace in developments R40+ through use of rooftop/vertical gardens and greater front setbacks. <p>k) Infrastructure</p> <ul style="list-style-type: none"> - Needs to be demonstrated that infrastructure and services can meet the needs of the proposed expansion e.g. Water, sewer, stormwater run-off, electricity, gas, internet and telephones. <p>l) Climate change</p> <ul style="list-style-type: none"> - Support removal of the current requirements in TPS (Clause 5.5.2) excluding materials other than brick, stone or concrete. <p>m) Education</p> <ul style="list-style-type: none"> - The schools are at capacity and there is no space to increase them. <p>n) Health</p> <ul style="list-style-type: none"> - Higher density in Hollywood will result in poorer mental health outcomes. <p>o) Crime</p> <ul style="list-style-type: none"> - Increase in crime rate with population increase. This can be mitigated with a mix of alternative activities such as additional green space, sporting activities, bars and restaurants. 	<p>access will mitigate the need for additional crossovers and street tree removal.</p> <p>k) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading.</p> <p>l) Noted.</p> <p>m) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>n) There is no correlation between LPS3 and mental health</p> <p>o) There is no correlation between LPS3 and crime rates</p>
187	Bevan E. Lawrence & Helen M Walsh 35 Waratah Avenue	35 Waratah Avenue	<p>a) Request an R-code of R15 to subdivide the subject property.</p> <p>b) The property is on a corner, on a main street, opposite a bus stop, opposite a park, and 600m from the shopping centre.</p> <p>c) Support for corner lot subdivision and/or subdivision of larger lots.</p> <p>d) An alternative would be for increased density to extend on both sides of waratah Av eastwards from the planned cut off at Curlew Road to Wavell Road where the street widens and its character changes quite dramatically.</p> <p>e) Supportive of retaining character of Dalkeith by agree with increased density around the shopping village to ensure its vitality.</p> <p>f) Feel the density changes around the shopping centre have extended too far and will affect streetscape.</p> <p>g) Attached map of Dalkeith with areas marked for suggested increased density.</p> <p>h) Support densities along Waratah Avenue between Adelma Road and Alexander Road which allows unit development of the type recently completed on the north side of the street.</p> <p>i) Height restrictions should apply to retain the character of the area.</p> <p>j) Attached a map of historical subdivision (50's, 60's and 70's) in the Dalkeith area showing subdivision of large lots and corner lots. There were 14 oversized lots</p>	<p>a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>b) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>c) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p> <p>d) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>e) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions</p>

			subdivided, 8 on corner lots. There are 4 corner lots left over 1500m2 that are not subdivided and LPS3 has not provided opportunity to consider subdivision.	<p>contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>f) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>g) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>h) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>i) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>j) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p>
188	Kenneth Eastwood 7 Alexander Place	N/A	<p>a) Objections to the WAPC modifications resulting in 9000+ additional dwellings. Supports Council's proposal for the approved target of 4,400 dwellings.</p> <p>b) The proposal lacks quantitative or qualitative research in support on its conclusions.</p> <p>c) It fails to meet the WAPC's own vision.</p> <p>d) It fails to provide any analysis of the cost impacts on traffic flow, parking, capacity of schools, and other infrastructure such as sewerage, drainage, power, water and how these costs will be met.</p> <p>e) Rather than concentrate infill, high density around high usage activity centres it has distributed these developments across the City.</p> <p>f) The proposed density will negatively impact streetscape and amenity.</p> <p>g) Council's version of LPS 3 included creation of a new town centre node which has community benefit, yet this was removed in WAPC modifications.</p> <p>h) Concern for assessment of submission against planning principles without guidance.</p>	<p>a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>b) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>c) The proposed LPS3 provisions are consistent with the model provisions for local planning schemes as set out in the Local Planning Scheme Regulations 2015.</p> <p>d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. The Department of Education has no comments or objections to LPS3 and are aware of the increased</p>

				<p>densities contemplated in LPS3 that will impact upon the current public-school network. It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p> <p>e) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>f) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>g) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>h) The proposed LPS3 provisions are consistent with the model provisions for local planning schemes as set out in the Local Planning Scheme Regulations 2015.</p>
189	Kaye Eastwood 7 Alexander Place	N/A	<p>a) Loss of character and amenity.</p> <p>b) The LPS developed by Council meets the projected population increases as required by the WAPC.</p> <p>c) A town centre was proposed which would include the cinema, and appropriate retail, restaurants and open spaces. The Current proposal allows development only as an activity centre.</p> <p>d) Believes density has been extended to far.</p> <p>e) Traffic problems associated with extending density into the suburbs.</p> <p>f) Traffic safety issues for increasing density around schools.</p> <p>g) Concern for increased street parking.</p> <p>h) Concern for cost of infrastructure upgrades.</p> <p>i) Significant open/green space should be included in any high-density developments.</p>	<p>a) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>b) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>c) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>d) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>e) It is acknowledged that future population increases will place increased demand on existing road network</p>

				<p>however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>f) Noted.</p> <p>g) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>h) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p> <p>i) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p>
190	Andrew J M Murray 20 Archdeacon Street	N/A	<p>a) Concern for unequal distribution of increased density across the City.</p> <p>b) Proposed density, number of dwellings, and resulting bulk and scale in Archdeacon Street (and adjacent streets) between Stirling Highway and Edward Street will change the character of the area and is not supported.</p> <p>c) Concerns also relate to all streets running between Stirling Highway and Edward Street/Jenkins Avenue, and Stirling Highway and Gordon Street/Carrington Street/Bedford Street and areas adjacent to Hampton Road and Broadway, and broad relevance to the City as a whole.</p> <p>d) Impact on amenity of the area from high density bulk, scale, height, street alignment, setbacks, overshadowing and loss of privacy.</p> <p>e) The current housing stock adds to the variety available in Perth.</p> <p>f) Concern for impact on property values</p> <ul style="list-style-type: none"> - Queried whether compensation is offered. - Queried why an impact and risk assessment has not been undertaken. <p>g) Increased traffic flow, congestion, and resulting safety issues.</p> <ul style="list-style-type: none"> - Local road widths are too narrow to accommodate increased traffic. <p>h) Increased parking issues.</p> <ul style="list-style-type: none"> - Increase to road widths to accommodate on-street parking is not supported should trees be required to be removed. 	<p>a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>b) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>c) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p> <p>d) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>e) Noted</p>

		<p>i) Adverse environmental impacts due to loss of gardens, trees and greenery producing greater heat.</p> <p>j) Concern for lack of documentation assessing environmental, social, infrastructure and cost impact to residents. Concern for the validity of assumptions and processes which have generated LPS 3.</p> <p>k) Concern the proposal does not align with the aims and purposes of the Scheme to protect character and respect community vision.</p> <p>l) Attached a map summarising proposed zoning for Melvista Ward.</p> <p>m) Summarised the proposed zoning for the area in terms of number of dwellings, setbacks and height in an attachment.</p> <p>n) Proposes the following changes for Archdeacon Street:</p> <ul style="list-style-type: none"> - Blocks facing Stirling Highway – change to R60. - No.1, 2, 4, & 6 - change to R35. - No. 3, 5, 8 & 10 – Change to R 25. - No 7 to 19 and No 12 to 24 – remain unchanged at R12.5. - No. 21, 23, 26, & 28 - change to R25. <p>o) This approach would potentially lead to 111 dwellings from current 48, with the greatest increase adjoining Stirling Highway.</p> <p>p) Transition zones – to avoid abrupt changes in height/bulk/scale of developments, a more moderate approach should be applied with gradual steps in the R-codes when moving away from the highway.</p> <p>q) Negative health impacts – noise, increased stress, anxiety, loss of lifestyle benefits.</p> <p>r) Security – increased risks to people and property from a more transient population.</p> <p>s) Increase in short term-accommodation uses are not desirable.</p> <p>t) Demand on schools which are already at capacity.</p> <p>u) Demand on infrastructure and associated costs.</p> <p>v) Concern for uses which are required to support apartment living – shops, restaurants and bars being in close proximity to residential properties.</p> <p>w) Inconsistencies between the Local Planning Strategy's vision, principles and intentions and proposed LPS 3 in terms of retention of character and amenity, location of increased densities and community vision.</p> <p>x) Concern for lack of appeal rights to planning decisions and further legal action available.</p> <p>y) Concern for the consultation process</p> <ul style="list-style-type: none"> - proportion of people being represented by the submissions given the low response rate. - Concern for the complexity of planning information available during the consultation process resulting in a lack of response or engagement from the community. - Concern there was no guidance provided on how to make a submission or how it would be assessed. <p>z) Recommend the following changes to incorporate into LPS 3:</p> <ul style="list-style-type: none"> - Retain characteristics that draw people to the area; 	<p>f) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>g) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>h) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>i) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans.</p> <p>j) All of the issues raised in the submission have been addressed in the Local Planning Strategy. The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>k) Refer to response j) above.</p> <p>l) Noted</p> <p>m) Noted</p> <p>n) Refer to response j) above</p> <p>o) Noted</p> <p>p) Refer to response b) above</p> <p>q) Noted</p> <p>r) There is no correlation between LPS3 and security/crime rates.</p> <p>s) LPS3 does not contemplate any changes to the permissibility in residential areas for short term accommodation uses as currently provided for in TPS2</p> <p>t) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>u) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading.</p>
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			<ul style="list-style-type: none"> - Retain high quality low-rise low-density development; - Accommodate the precautionary principle; - Population targets should reflect a vision for the City of Nedlands which is based on evidence-based projections; - Update the Local Planning Strategy to included sufficient detail to act as a solid foundation for the final LPS 3; - Re-focus urban growth areas to large sites near railway stations rather than Stirling Highway; - A more balanced approach to density increases and incorporation of planning controls that include building height along Stirling Highway, Hampton Road, and Broadway to 3 or 4 storeys, retaining 9m front setbacks, and careful development of fast food outlets and other proposals. - Impact and risk assessments carried out for alternative proposals (e.g. corner lot subdivision). 	<ul style="list-style-type: none"> v) Refer to responses a) – d) above. w) Refer to responses a) and b) above. x) Noted. y) The consultation process for LPS3 has been undertaken in accordance with the Local Planning Schemes Regulations. z) Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy. LPS3 together with the current state and local planning policy framework facilitates the consideration of the factors identified in the submission. Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.
191	Patricia Murray 20 Archdeacon Street	N/A	<ul style="list-style-type: none"> a) Chose Nedlands for large blocks and character. b) Proposal will result in a loss of trees, vegetation and bird life, leading to higher temperatures and increased air conditioning use. c) Safety issues from reduced block size and private open space. d) Reduced verge sizes. e) Increased traffic and parking issues. f) Lack of environmental or social impact assessment conducted. g) Support increasing density sensible, but this plan would impact the character. 	<ul style="list-style-type: none"> a) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density. b) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. c) There is no correlation between LPS3 and safety. d) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. e) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. f) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. g) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions

				contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.
192	Steven Curtis 18 Archdeacon Street	N/A	a) As per submission 190	a) Refer to response to submission 190.
193	Avis & Bill Edgar 101 Hardy Road	101 Hardy Road	a) Support increased density and ability to develop the property.	a) Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy.
194	Bob & Ros Stott 18 Portland Street	18 Portland Street	a) Nearby properties have been rezoned but not the subject address on Portland Street. b) The address is a corner site and not proposed to be rezoned under LPS 3. c) Wishes to subdivide the property to downside. d) Supports corner lot subdivisions which provides benefits to streetscapes and surveillance to the street.	a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. b) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone c) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. d) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.
195	David Van der Walt 45 Watkins Road	45 Watkins Road	a) Respect that density is something that is needed. b) Concerned for proposed density within Watkins & Waratah precincts. c) Watkins road currently has traffic issues and speeding. d) Requests a reconsideration of the proposed density and a traffic management assessment. e) Suggests Watkins Road could be closed off at one end.	a) Noted. b) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. d) The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on traffic. e) The comments received in this submission have been noted and recorded.
196	Dr Elizabeth Jackson 6/36 Megalong Street	N/A	a) Reduced tree cover affecting amenity. b) Increased traffic on Monash Avenue, Hampden Road and Stirling Highway. c) Proposal will have adverse impacts on the existing streetscape. d) Lack of demand for additional housing.	a) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local

				<p>Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>c) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>d) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
197	Garth Scotford 34 Napier Street	N/A	<p>a) Concern for unequal distribution of density affecting Hollywood ward.</p> <p>b) Increased traffic and congestion and resulting safety issues.</p> <p>c) Lack of public open space.</p> <p>d) Appreciate the need to accommodate an increasing population but the proposal is out of proportion to the present population and facilities.</p> <p>e) Developments resulting in overshadowing, overlooking and loss of privacy, increased noise, and unappealing streetscape.</p> <p>f) Loss of trees and gardens increase temperatures, affect wildlife and affect amenity.</p>	<p>a) Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>c) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>d) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>e) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p>

				f) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.
198	Gary Jorgensen 9 Lupin Hill Grove	N/A	<ul style="list-style-type: none"> a) Refer to lots extending from Kitchener Street to Gairdner Drive proposed for R60. b) In favour of higher density to accommodate growth but feels R30 is more suitable. c) A R30 density would fit the character of the area and not overly burden existing facilities. d) Resulting parking issues from higher density than R30, e) Concern for demand on infrastructure. 	<ul style="list-style-type: none"> a) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy. b) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. c) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. d) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. e) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.
199	Joan Robins 12 Edward Street	N/A	<ul style="list-style-type: none"> a) Concern for the scope of density changes and impact on existing residents and character of the area. b) Objects to level of change to densities (i.e. from R10 to R40/60). c) Proposed densities will result in overlooking, noise, and increased traffic. d) Objection to density proposed around Nedlands Primary School. – traffic and safety. e) Increased traffic and safe access onto Stirling Highway. f) Removal of trees and gardens and environmental impacts. 	<ul style="list-style-type: none"> a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. b) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. c) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor

				<p>upgrades being undertaken to key intersections in the future.</p> <p>e) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy.</p> <p>f) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p>
200	Matthew Oud 14 Burwood Street	N/A	<p>a) Increases to local traffic, safety issues and lack of planning.</p> <p>b) Feel Burwood Street should be made into a cul de sac.</p> <p>c) Decrease in tree cover and impact to amenity and environment (loss of biodiversity).</p> <p>d) Overlooking, overshadowing.</p> <p>e) Support increased density along Stirling Highway where existing commercial development is located.</p>	<p>a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>b) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>c) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>d) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>e) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p>

201	Mike Falconer 16 Viewway	N/A	<ul style="list-style-type: none"> a) Support density around UWA, the Children's hospital, and medical precinct of Sir Charles Gardiner Hospital. b) Density and redevelopment will revitalise and diversify the community by bringing in younger residents. c) Smaller properties are important for an ageing population. d) Infill allows the city to gain a greater number of rate payers to support business and enterprise. e) Urban sprawl is unsustainable. f) Density is required around the university to support students and staff. g) Supports increased density on Bruce Street. h) No.37 Clark Street should be considered for R80. 	<ul style="list-style-type: none"> a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. b) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types. c) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types. d) Noted. e) Noted. f) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. g) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. h) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.
202	Peter Galvin 10 Doonan Road	N/A	<ul style="list-style-type: none"> a) Supportive of a greater level of density in appropriate locations in the City of Nedlands. b) Not supportive of the changes proposed by the WAPC. c) The R160 around the rose gardens will impact the amenity of the suburb and cause overlooking issues. d) Supports density at R35/40 rather than R60+. e) Transition: f) There is little 'tiering' of the R-codes in both plans with large changes proposed. g) Recommend zoning of R20 back to Barcoo Ave and Elizabeth street. h) Support density such as R20, along Princess Road which has some transport links. i) Support corner lots being R25 or R30 to allow density without increasing battle-axe developments. j) WAPC plans will put strain on traffic infrastructure. k) Supportive of Council proposal with greater tiering from Stirling Highway. 	<ul style="list-style-type: none"> a) Noted. b) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy. c) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. d) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.

				<ul style="list-style-type: none"> e) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. f) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. g) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. h) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. i) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes. j) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. k) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc.
203	Rachel Galvin 10 Doonan Road	N/A	<ul style="list-style-type: none"> a) Supportive of a greater level of density in appropriate locations in the City of Nedlands. b) Not supportive of the changes proposed by the WAPC. c) The R160 around the rose gardens will impact the amenity of the suburb and cause overlooking issues. d) Supports density at R35/40 rather than R60+. e) Transition: f) There is little 'tiering' of the R-codes in both plans with large changes proposed. g) Recommend zoning of R20 back to Barcoo Ave and Elizabeth street. h) Support density such as R20, along Princess Road which has some transport links. i) Support corner lots being R25 or R30 to allow density without increasing battle-axe developments. j) WAPC plans will put strain on traffic infrastructure. k) Supportive of Council proposal with greater tiering from Stirling Highway. 	<ul style="list-style-type: none"> a) Noted. b) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy. c) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. d) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.

				<ul style="list-style-type: none"> e) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. f) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. g) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. h) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. i) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes. j) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. k) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc.
204	Kersh de Courtenay 19 Tyrell Street	N/A	<ul style="list-style-type: none"> a) Traffic impacts in residential and commercial zones. b) Concern for the amount of additional commercial development proposed on Stirling Highway. c) Increased on-street parking - suggest additional controls such as permits. d) Concern that land required for Stirling Highway widening will be built on. e) Concern for safe access onto Stirling Highway – traffic lights. f) Questions demand for additional housing. g) Concern for demand on services and infrastructure. 	<ul style="list-style-type: none"> a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. b) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. c) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. Cash in lieu options for constructed parking has been explored and appropriate planning mechanisms will be in place once LPS3 has been finalised.

				<ul style="list-style-type: none"> d) LPS3 does not contemplate any modifications to the Stirling Highway road reserve/widening areas. e) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. f) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. g) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.
205	Santanu Baruah 3 Viking Road	N/A	<ul style="list-style-type: none"> a) Object to R40 proposed in Dalkeith. b) Increase in traffic and on-street parking and resulting safety issues around the School. c) Impacts on local infrastructure and facilities. d) Capacity of local Schools. e) Negative effects for amenity and character of the area – views, overshadowing. f) Lack of open space requirements. g) Impact of block clearing on environment and wildlife. 	<ul style="list-style-type: none"> a) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. c) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population. d) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. e) Amenity impacts associated with the interface between higher densities and lower densities will be controlled

				<p>through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>f) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>g) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p>
206	Aparna Baruah 3 Viking Road	N/A	<p>a) Object to R40 proposed in Dalkeith.</p> <p>b) Increase in traffic and on-street parking and resulting safety issues around the School.</p> <p>c) Impacts on local infrastructure and facilities.</p> <p>d) Capacity of local Schools.</p> <p>e) Negative effects for amenity and character of the area – views, overshadowing.</p> <p>f) Lack of open space requirements.</p> <p>g) Impact of block clearing on environment and wildlife.</p>	<p>a) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population.</p> <p>d) The Department of Education has no comments or objections to LPS3 and are aware of the increased</p>

				<p>densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>e) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>f) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>g) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p>
207	Barry & Wendy Ireland 4/8 Philip Road	N/A	<p>a) Attached article in the West Australian titled 'time to slow the immigration rate'.</p> <p>b) Concern for on-street parking and traffic in Philip Street due to the road width.</p> <p>c) Amenity and streetscape impacts such as loss of privacy and safety concerns.</p> <p>d) Concern for property values.</p> <p>e) Queries final decision maker of the proposal.</p> <p>f) Concern for impact on service facilities.</p> <p>g) Question of legal steps for the community to maintain amenity and lifestyle</p>	<p>a) Noted.</p> <p>b) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>c) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>d) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>e) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p>

				<p>f) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population.</p> <p>g) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p>
208	Dr Richard & Susan Ammon 4 Loftus Road	N/A	<p>a) Concern for stress on existing infrastructure.</p> <p>b) Increase in Traffic in Nedlands and Stirling Highway.</p> <p>c) Additional street-parking in Hampson Road, Monash Avenue and Broadway.</p> <p>d) Loss of tree cover.</p>	<p>a) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>c) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>d) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p>
209	Janet & Kevin Graham 65 Smyth Road	N/A	<p>a) Opposed to infill in its current form.</p> <p>b) Loss of established homes.</p> <p>c) Loss of mature trees and green spaces.</p> <p>d) Increase in traffic congestion.</p> <p>e) Detrimental impact of density on the community.</p>	<p>a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p>

				<p>c) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>e) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p>
210	Rebecca Tan 47 Merriwa Street	N/A	<p>a) Increase to traffic volume already impacted by hospitals, university and local schools.</p> <p>b) Concern for safety due to increased traffic around schools.</p> <p>c) Loss of tree cover and gardens.</p> <p>d) Lack of public open space.</p>	<p>a) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>b) Noted.</p> <p>c) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>d) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS</p>

				strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.
211	Said Amiri Besheli & Nasrin Moradmand 14 Kurren Court	N/A	<ul style="list-style-type: none"> a) Concern for rezoning of 120 Montgomery Avenue to residential. b) Believe the land should be set aside as public open space. c) The property creates a green-link and the Banksia Bushland should be preserved. d) Potential for dangerous access onto Montgomery Avenue, should it be developed for residential. 	<ul style="list-style-type: none"> a) The proposed reserve for Public Purposes – Infrastructure Services in LPS3 for No. 120 Montgomery Avenue is reflective of the status quo in TPS2. b) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. c) The proposed reserve for Public Purposes – Infrastructure Services in LPS3 for No. 120 Montgomery Avenue is reflective of the status quo in TPS2. d) The proposed reserve for Public Purposes – Infrastructure Services in LPS3 for No. 120 Montgomery Avenue is reflective of the status quo in TPS2.
212	Stephanie Church 18 Kingsway	18 Kingsway	<ul style="list-style-type: none"> a) Comments relate to 'West Broadway' area including Kingsway, Viewway, Elizabeth Street and Edward Street. b) Proposed R160 will have an adverse impact on the amenity of the area. c) Broadway should not be imagined as a commercial centre – the amenities offered there should service local residents such as boutique shops, hair salons, cafes, coffee shops and offices for small businesses. d) Housing diversity is provided for east of Broadway. e) Traffic issues – congestions, width of Broadway. f) Development on Broadway needs to be sensitive and responsive to the architectural heritage of Nedlands. g) Due to topography of land on Broadway, low rise 5 storey development would be visually experienced as a building of 8 storeys. h) A maximum building height of 3 storeys from the pavement should apply for a village feel. i) Proposes equal distribution of density throughout the suburbs in ways that do not destroy the nature of the area. j) Development needs appropriate building controls, setbacks, heights, green space which considers traffic flow, and parking. 	<ul style="list-style-type: none"> a) Noted. b) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. c) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. d) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. e) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. f) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. Additional heritage provisions in the Scheme are not proposed. g) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc. h) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.

				<ul style="list-style-type: none"> i) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. j) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.
213	Joan Olive Hughes 12 Joyce Street	N/A	<ul style="list-style-type: none"> a) Provision of emergency services. Restoration of a police station. b) Demand on infrastructure services. c) Pedestrian safety concerns around the school. d) Increased traffic on Stirling Highway. e) Suggests rapid transit land or underground rail or tunnel. 	<ul style="list-style-type: none"> a) Provision of emergency services falls outside the ambit of LPS3 b) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. c) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. d) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. e) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.
214	Judith Fornero 2A Campsie Street	N/A	<ul style="list-style-type: none"> a) Concern for traffic increase. b) Concern for increased noise from additional buildings. 	<ul style="list-style-type: none"> a) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. It is acknowledged that future population increases will

				<p>place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>b) Noise is governed by the Environmental Protection (Noise) Regulations.</p>
215	Lorna Korten 9A Kitchener Street	N/A	a) Support LPS 3 by WAPC.	a) Noted.
216	Joan Esme Thatcher 11 Hackett Road	N/A	a) Removal of mature trees and amenity impacts.	a) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.
217	Rose-Marie Rees 77 Waratah Avenue	N/A	<p>a) Logically, density should be located along highways, existing bus and train routes and shopping areas.</p> <p>b) Has no objections to draft LPS 3.</p>	<p>a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>b) Noted.</p>
218	Yvonne Hallam 42 Hillway	42 Hillway	<p>a) Objection to increased density in residential streets such as Hillway.</p> <p>b) Density will adversely impact the amenity of the area.</p> <p>c) Concern for traffic and on-street parking.</p>	<p>a) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p> <p>b) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the</p>

				provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.
219	Johanna Dina Livingstone 21 Mayfair Street	N/A	<ul style="list-style-type: none"> a) A survey in 2006 proved that approximately 60% of residences are in favour of subdivision. b) Support subdivision in Mt Claremont area. 	<ul style="list-style-type: none"> a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. b) Noted.
220	P Loveland 120a Waratah Avenue	N/A	<ul style="list-style-type: none"> a) Opposed to increases to properties currently zoned R10 & 12.5. b) New development would cause overlooking and noise. c) Loss of trees. d) Increases to traffic. e) Proposed heights would be out of character with the existing neighbourhood. f) Impact on environment, amenity and lifestyle. 	<ul style="list-style-type: none"> a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. b) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. c) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. e) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. f) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.
221	Sue Guise & Don Gunning 100 Lucy Vic	Jenkins Avenue	<ul style="list-style-type: none"> a) The subject property on Jenkins Avenue is currently zoned R20. The property was proposed R50 by Council and was advertised R160 from WAPC modifications. 	<ul style="list-style-type: none"> a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City

			<ul style="list-style-type: none"> b) Do not support a blanket approach to re-coding areas within a certain distance of Stirling Hwy without due regard to factors like existing character, amenity and the condition of existing building stock is not supported. c) Areas of R160 (the highest density coding available in WA) should be limited to strategic locations such as activity centres (like Claremont Quarter). d) It is noted that while the WAPC has included all the properties bounded by Bulimba Road, Jenkins Ave, Taylor Road and Stirling Hwy to either "R-ACO" (commercial properties fronting Stirling Hwy) or "R160", there are many properties also on the north side of Jenkins Ave that are proposed "R60" - including three properties on the eastern side of Taylor Road. This is inconsistent. e) Support Council's proposal to re-code the subject property to "R60". It is very unlikely that the house will be demolished for many years because it was only built in 2002 and is a quality 2-storey home, however see the logic in re-coding properties north of Jenkins Ave. f) Concern for redevelopment opportunities for two large properties (over 2700m2) immediately north and east of the subject property under R160 zone and impact on character, privacy and overshadowing. R60 would be more appropriate for the character of the area. g) Concern for conflict between the proposed zonings and resulting increase in traffic with the Dept of Transport's Safe Active Streets program. 	<p>of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <ul style="list-style-type: none"> b) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. c) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. d) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy. e) Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy. f) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. g) The implementation of the Department of Transport Safe Active Streets program falls outside the ambit of LPS3.
222	Tim Russell 17 Kingsway	17 Kingsway	<ul style="list-style-type: none"> a) The objectives of the WAPC to avoid ongoing urban sprawl and to provide for additional variety in the types of housing available in the City of Nedlands are sound. b) However, the means by which the WAPC seeks to achieve these objectives in Draft LPS 3 through blanket increases in the R coding is blunt, insensitive to the locality and lacks the forward thinking that might be expected of WA's peak planning body. c) Under LPS 3, development on Kingsway will be uncoordinated and unsatisfactory. d) Impact on traffic safety, particularly in the vicinity of the Nedlands Primary School. Further, the proposal to rezone the west side of Broadway from R35 to R160 will have a substantial impact on local traffic. e) R60 zoning in Kingsway and R60 and R40 zoning in Viewway should not proceed. f) Concern for impact on amenity and character. g) Alternatives such as corner lot subdivision should be considered. h) Density needs to be distributed more evenly. 	<ul style="list-style-type: none"> a) Noted. b) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy. c) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets

				<p>identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>e) Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy.</p> <p>f) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>g) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p> <p>h) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p>
223	Peter Kilby 38 Asquith Street	N/A	<p>a) Lack of evidence to support the WAPC modifications.</p> <p>b) Concern for impact on services and facilities (infrastructure, education, utilities).</p> <p>c) Concern for no other alternative suggestion for infill.</p> <p>d) Fears a lost cause and that the process of consultation is therefore destructive to community morale which undermines faith in the local government.</p>	<p>a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>c) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>d) Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy.</p>
224	C T Alexander Road	N/A	<p>a) Questions the transparency and consistency of the City.</p> <p>b) Concern for traffic and parking congestion (Broadway, Stirling Highway).</p> <p>c) Increased noise from apartment development.</p> <p>d) The number of dwellings proposed is unclear.</p> <p>e) Concern for demand on infrastructure.</p>	<p>a) LPS3 has been prepared and advertised to the public in accordance with the Local Planning Schemes Regulations</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City</p>

				<p>indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>c) Noise is governed by the Environmental Protection (Noise) Regulations.</p> <p>d) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>e) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p>
225	Anette Schoombe 30 Circe Circle	N/A	<p>a) Concern for effect on property values and compensation.</p> <p>b) Loss of amenity.</p> <p>c) Loss of community feel – character.</p> <p>d) Increased traffic issues and street parking.</p> <p>e) Supports subdivision of properties into 2.</p>	<p>a) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration. It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>b) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>c) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. Noise is governed by the Environmental Protection (Noise) Regulations.</p> <p>d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>e) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p>

226	Suzanne Pekin & Thirza Feutrill (on behalf of Dalkeith Primary School) PO Box 5402	Dalkeith Primary School	<p>a) Dalkeith Primary School (DPS) was built to cater for up to 100 students. In the last 10 years our enrolment numbers have risen from 249 to 375 students.</p> <p>b) The DPS catchment zone currently contains 1868 dwellings.</p> <p>c) DPS is the only primary school in Dalkeith. There are no other government or non-government primary schools in our catchment area.</p> <p>d) The school site is small by WA standards being approximately 1.5ha and surrounded entirely by residential homes.</p> <p>e) Currently have issues with lack of parking and congested traffic.</p> <p>f) DPS is reaching capacity in terms of the physical classroom space and number of students accepted.</p> <p>g) Have concerns for density rezoning directly adjacent to and surrounding the school.</p> <p>h) Submits comments in relation to Development Control Policy 2.4 'School sites' (DC 2.4):</p> <ul style="list-style-type: none"> - Section 3.1.2 of the Policy recommends one school between 1500 and 1800 units which is already over capacity. - The proposed zoning around the school from R10 to R40, R60 and R80 will increase the number of dwellings from 307 to 1288, creating a total of 2849 which dramatically falls outside the recommended ratio. - DPS is well below the desirable size of 4ha (S 3.3.1) being 1.5ha. - DPS is at full capacity without physical room for expansion. - Access issues relevant to DPS are outlined in S3.5. Already experiencing pressures with current numbers. - Limited available parking on site- mostly taken up by local residents. - Lack of pedestrian ways and cycleways. - Congestion along Circe Circle and intersection at Adelma Road results in poor visibility for students crossing the road. Currently have a 'rule' for parents to travel in an anti-clockwise direction to avoid hazards. Concern for student safety. <p>i) Submits comments in relation to Directions 2031 and Draft Central Sub Regional Planning Framework (framework):</p> <ul style="list-style-type: none"> - The draft framework identifies target locations for density including Activity, Corridor, Station Precinct, Industrial Centre, or green section. - The framework makes clear in various tables under each of these features, as well as a map, that Dalkeith does not have any of those features. - Based on the Commission's own strategic planning documents, we consider there is no justification for large increases to density in Dalkeith. <p>j) Submits comments in relation to Nedlands Local Planning Strategy:</p> <ul style="list-style-type: none"> - Dalkeith is not identified in the Strategy Map as being a target for infill development. - It is proposed that the strategies for Dalkeith are to train and enhance character of this precinct and focus density in the immediate vicinity of Dalkeith Neighbourhood Centre in line with the scale of the centre. - As set out in the strategy, any R-code increases within the City should be focused around Stirling Highway activity corridor and other transport corridors. 	<p>a) a)-f) The comments received in this submission are noted and recorded</p> <p>g) Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy.</p> <p>h) DC2.4 only applies to new Greenfields subdivision areas. The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>i) Refer to response g) above.</p> <p>j) Refer to response g) above. LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p>
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			- Seek further engagement with Council/Commission prior to major decisions being made.	
227	Matthew Church 18 Kingsway	18 Kingsway	<ul style="list-style-type: none"> a) Comments relate to 'West Broadway' area including Kingsway, Viewway, Elizabeth Street and Edward Street. b) Preservation of single residential development. c) Development on Broadway needs to be sensitive and responsive to the topography and built into the slope. d) A maximum building height of 3 storeys from the pavement should apply for a village feel. e) Broadway should be developed into an attractive high street that promotes a sense of community. f) Development needs appropriate building controls, setbacks, heights, green space which considers traffic flow, and parking (particularly around Nedlands Primary school). 	<ul style="list-style-type: none"> a) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. c) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc. d) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. e) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. f) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.
228	Chad Sexton-Finck 64 Gallop Road	N/A	<ul style="list-style-type: none"> a) Increased density provides for greater housing diversity. b) Density <i>should</i> be provided in activity areas and along transit corridors. c) Councils plan failed to provide an appropriate strategy to create desirable liveable neighbourhoods and environments described in State Policy documents. d) Many of Dalkeith resident's welcome policies relating to 'age in place', 'housing diversity', 'diverse housing', and 'liveable neighbourhoods'. e) Dalkeith's activity centres are proposed for increased retail and residential development. The adjacent residential lots are required to cater for the population. A R10 density does not reflect suitable planning and urban design outcomes. An increase to R60 is considered appropriate as it will enable current owners to increase density while enhancing the character of the surrounding environment. f) Agree with the Strategy that "by acknowledging the growing population and demand for dwellings, (especially appropriate sized dwellings for an ageing population), a 'business as usual' approach will not satisfy housing requirements into the future." g) The Strategy supports the density increases proposed in Dalkeith: 	<ul style="list-style-type: none"> a) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types. b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. c) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. d) Noted. e) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.

			<ul style="list-style-type: none"> - Aims to achieve residential densities within and in the immediate vicinity of Neighbourhood Centres in line with the scale of the particular centre. - The area is within the immediate vicinity of the neighbourhood centre and is currently too low for this proximity – R60 is required. - Facilitate greater diversity, specifically higher density multiple and grouped dwellings developments to provide a diverse range of dwelling types to accommodate changes in population trends. - Current R10 classification does not promote diversity. - Develop controls to ensure key sites are not underdeveloped, thus ensuring existing residential character is protected long term and development is focused in a few specified locations. 	<p>f) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>g) The comments received in this submission have been noted and recorded.</p>
229	Colleen Mortimer Loftus Street	N/A	<p>a) Concerned for increased from R15 to R60 in the area.</p> <p>b) Lack of public open space to account for loss is garden space.</p> <p>c) Parking issues</p> <ul style="list-style-type: none"> - Concern for the width of street to accommodate parking. - Insufficient parking provided in apartment development results in parking on street. <p>d) Traffic issues</p> <ul style="list-style-type: none"> - Access onto Stirling Highway - People using neighbouring streets to avoid the Highway (rat runs). <p>e) Demand</p> <ul style="list-style-type: none"> - Apartment development does not accommodate aging population. - More appropriate to have apartment development on Stirling Highway and reduce the density back. <p>f) Loss of character</p> <p>g) Nedlands needs different densities but quadrupling of densities is unnecessary.</p>	<p>a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>b) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>c) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy.</p> <p>e) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>f) Amenity impacts associated with new developments will be controlled through the planning framework including</p>

				<p>the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>g) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles. The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc.</p>
230	Water Corporation Locked Mail Bag 2	N/A	<p>a) Protection of the Subiaco Wastewater Treatment Plant odour buffer</p> <ul style="list-style-type: none"> - The plant is a State and strategically significant infrastructure asset. - The plant odour buffer should be recognised as a Special Control Area and Strategic Resource Precinct in the new planning scheme. - The plant currently services 240,000 people and treats around 15% of the total metropolitan flow. It will be expanded to service a planned population of 290,000 by 2030 and 315,00 by 2040. - Included link to report by the Cooperative Research Centre for Water Sensitive Cities (CRCWSC) regarding contribution of the plant to ensuring climate resilience, liveability, and sustainability of urban catchment. <p>b) Attached copy of the wastewater treatment plant odour buffer and suggested wording for the Special Control Area.</p> <p>c) Infrastructure upgrades to water services to support increases in density.</p> <ul style="list-style-type: none"> - In many instances the water and waste water infrastructure have the capacity to support the proposed increase in density. In some cases, there may be need to upgrade infrastructure to support density and population increases. - Generally, once the density coding is modified, there is expected to be gradual redevelopment. This is especially the case in areas where there are multiple landowners with differing development aspirations. Water Corporation plans for and monitors water, wastewater and drainage flows and undertakes regular reviews of major infrastructure to identify the best time to stage upgrades. - In the cases of reticulated water and wastewater services, if upgrades are required, then these are generally undertaken at the cost of the developer. <p>d) Recognition of pump station sites</p> <ul style="list-style-type: none"> - There are a number of pump station sites in the Scheme area. While not essential, it would be desirable if these were recognised as LPS reserves for Infrastructure Services. - A separate map with the location of these sites will be forwarded to you. 	<p>a) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>b) Development proposals that fall within a designated bushfire prone area are required to undertake bushfire hazard level assessments in accordance with State Planning Policy 3.7.</p>
231	Nada Leonard 52 Strickland Street	N/A	<p>a) Object to process without WAPC consultation of residents.</p> <p>b) Not opposed to some density increase, more information is required on what is proposed and what impacts will result.</p> <p>c) Concerned with increased traffic congestion and traffic increase particularly at peak times.</p> <p>d) Concerned rezoning of Mt Claremont will result in multiple building sites at a time and increased traffic.</p> <p>e) Support some lots being rezoned at a time.</p>	<p>a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p>

			<p>f) Request study outlining impacts of increased density on amenity and environment.</p>	<p>b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>c) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>d) The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on traffic.</p> <p>e) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>f) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans.</p>
232	Don & Nonie Smart 35 The Avenue	35 The Avenue	<p>a) Support rezoning street block R60.</p> <p>b) Infill around Steve's Hotel is positive and creating vibrant dining options.</p> <p>c) Request traffic calming on The Avenue.</p>	<p>a) Noted.</p> <p>b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>c) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for</p>

				<p>residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on traffic.</p>
233	Ron & Bernadette Lloyd 11 Martin Avenue	N/A	<ul style="list-style-type: none"> a) Lack of Public Open Space in Hollywood ward. <ul style="list-style-type: none"> - Current deficiency (less than 10% as per Liveable Neighbourhoods) and no plans to increase POS. b) Tree cover <ul style="list-style-type: none"> - Increased building height has a negative impact on existing trees c) Lack of cycleways and impact on safety d) Increased traffic (Monash Avenue, Hampden Road, Aberdare Road and Stirling Highway) <ul style="list-style-type: none"> - Existing/compounded issues from hospital & Regis developments. - Safety issues to Hollywood Primary School. - Lack of detailed traffic assessments. e) Amenity impacts <ul style="list-style-type: none"> - Overshadowing, overlooking, impact on solar panels. f) Impact on existing streetscape <ul style="list-style-type: none"> - Impact of ad hoc development. - Impact from decreased setbacks. - Lack of uniformity. g) Hollywood offers a range of services, with only 24% of the area used for residential use. There are no brownfield/greyfield sites available. h) Current housing diversity provided in Hollywood. i) No plan has been put in place to ensure the principles of Liveable Neighbourhoods are adhered to. There is no provision made for infill development to follow this policy. j) Infill does not provide any additional amenities for the increase in population. 	<ul style="list-style-type: none"> a) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. b) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. c) The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works. d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. e) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. f) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc. Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.

				<p>g) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>h) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy.</p> <p>i) The proposed LPS3 provisions are consistent with the model provisions for local planning schemes as set out in the Local Planning Scheme Regulations 2015. Any additional planning provisions that fall outside of the model provisions framework under the regulations will be incorporated in local planning policy.</p> <p>j) The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population.</p>
234	Graham & Mary Marshall 33 Clifton Street	33 Clifton Street	<p>a) Do not support draft LPS3.</p> <p>b) Do not support Clifton St changing from R25 to R60.</p> <p>c) Lack of Public Open Space in Hollywood ward.</p> <ul style="list-style-type: none"> - Current deficiency (less than 10% as per Liveable Neighbourhoods) and no plans to increase POS. <p>d) Tree cover</p> <ul style="list-style-type: none"> - Increased building height has a negative impact on existing trees <p>e) Lack of cycleways and impact on safety</p> <p>f) Increased traffic (Monash Avenue, Hampden Road, Aberdare Road and Stirling Highway)</p> <ul style="list-style-type: none"> - Existing/compounded issues from hospital & Regis developments. - Safety issues to Hollywood Primary School. - Lack of detailed traffic assessments. <p>g) Amenity impacts</p> <ul style="list-style-type: none"> - Overshadowing, overlooking, impact on solar panels. <p>h) Impact on existing streetscape</p> <ul style="list-style-type: none"> - Impact of ad hoc development. - Impact from decreased setbacks. - Lack of uniformity. <p>i) Hollywood offers a range of services, with only 24% of the area used for residential use. There are no brownfield/greyfield sites available.</p> <p>j) Current housing diversity provided in Hollywood.</p> <p>k) No plan has been put in place to ensure the principles of Liveable Neighbourhoods are adhered to. There is no provision made for infill development to follow this policy.</p> <p>l) Infill does not provide any additional amenities for the increase in population.</p>	<p>a) Noted.</p> <p>b) It is proposed to reduce densities along Leura/Clifton/Meriwa Street/Williams Road to respond to submissions received and having regard to the Local Planning Strategy.</p> <p>c) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>d) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>e) The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works.</p> <p>f) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting</p>

				<p>further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>g) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>h) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc. Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>i) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>j) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy.</p> <p>k) The proposed LPS3 provisions are consistent with the model provisions for local planning schemes as set out in the Local Planning Scheme Regulations 2015. Any additional planning provisions that fall outside of the model provisions framework under the regulations will be incorporated in local planning policy.</p> <p>l) The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population.</p>
235	Rowe Group L3, 369 Newcastle Street	131-133 Stirling Hwy, Nedlands	<p>a) Attached copy of Submission 326 in support.</p> <p>b) Comments relate to 131 (restaurant) and 133 (beauty therapy) Stirling Hwy.</p> <p>c) Subject sites currently zoned Office/Showroom.</p> <p>d) Proposed to be rezoned R160, objectives of the Residential zone quoted.</p> <p>e) Note the sites are within Strategy Urban Growth Corridor, definition of the Urban Growth Corridor and relevant Precinct Strategies are quoted.</p> <p>f) Question Residential zoning, given unclear strategic direction and current (30+ year) use.</p> <p>g) Do not support proposed Residential zone as ongoing use of the site for commercial activities relies on non-conforming use rights. Non-conforming use rights quoted.</p> <p>h) Uncertainty in non-conforming use rights.</p>	<p>a) Refer to comments for Submission 326.</p> <p>b) (comments b-r) Modification of the proposed Residential R160 zone to Mixed Use and/or extending the Mixed-Use zone as requested will mitigate the prospect of rendering existing non-residential uses as non-conforming.</p>

			<ul style="list-style-type: none"> i) Residential zoning would affect commercial value of land. j) Commercial land uses are predominant activity in the vicinity. k) Commercial more appropriate use at ground level due to visual and noise impacts. l) Proposed rezoning of adjacent sites offers ample opportunity to address interface between Highway and residential area. m) Subject site is within a 'corridor' in the P&P@3.5million suite. n) Request Mixed Use RAC0 for subject sites, Mixed Use zone objectives quoted. o) Mixed Use would allow current use to persist or facilitate redevelopment consistent with Local Planning Strategy. p) Mixed Use zone consistent with street blocks east of Broome St and west of Robinson St. q) Note an earlier draft of LPS3 allowed commercial uses. r) Included site photographs. 	
236	Ashleigh & Graham Hahn 38 Louise Street	38 Louise Street	<ul style="list-style-type: none"> a) Recently purchased property in Louise St. b) Concerned about proposed density increases, would not have purchased home if the proposal was known beforehand. c) Support Submission No. 190. 	<ul style="list-style-type: none"> a) Noted. b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy. c) Refer to comments for Submission 190.
237	Rowe Group L3, 369 Newcastle Street	95A Waratah Avenue	<ul style="list-style-type: none"> a) Comments relate to Waratah Ave NC and adjoining residential area. b) Support concept of increased residential density in/around Waratah Ave NC. c) Includes statements relating to current use, zoning and development standards. d) Includes table comparing current height controls and draft LPS3 height controls. e) Note the density/heights for residential land around the NC have increased substantially (i.e. R80/15m and R60/12m), this will result in change to urban form and scale. f) NC height of 16.5m is proposed. Suggest height of NC should be greater relative to surrounding residential. g) Recommend 19.6m wall height and 22.5m building height [Cl.32.13(4)(i)]. h) Referenced Table 4 of R-Codes, suggest 22.5m building height is appropriate for scale of NC. i) Advertised height limits do not allow NC to develop as described in R-Codes Explanatory Guidelines (highest intensity in core of centre). j) Included diagrams of indicative building forms. 	<ul style="list-style-type: none"> a) Noted. b) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. c) Noted. d) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. e) (comments e-i) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.
238	Sanjeev Bajaj 4 Genesta Crescent	4 Genesta Crescent	<ul style="list-style-type: none"> a) Support change in zoning for Genesta Cres and Waratah Ave. b) Will assist younger people moving to the area. c) Large lawns are not sustainable. d) Local facilities can support more people. e) Rezoning will not impact green streetscapes. 	<ul style="list-style-type: none"> a) The comments received in this submission have been noted and recorded.

			f) Large blocks are hard to maintain.	
239	Charles Sinagra & Giulietta Sinagra 13 Kingsway	N/A	<ul style="list-style-type: none"> a) Object to expansion of commercial areas along Stirling Highway, due to traffic/congestion concerns. b) Object to scale of density increase particularly in Nedlands, due to loss of character, amenity and green space. c) Draft Scheme should include minimum open space, setbacks and other requirements. d) Draft Scheme does not reduce excessive building bulk. e) Do not support and additional fast food. f) Height limits should be mandatory. g) Support corner lot subdivision. h) Support subdivision for long standing residents who want to age in place, due to minimal impact. 	<ul style="list-style-type: none"> a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. b) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. c) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. d) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. e) Fast Food Outlet uses are only permissible in the Mixed Use and Neighbourhood Centre zone, and where such development occurs, it is likely to be integrated into a larger development with its impacts appropriately managed. f) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. g) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes. h) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.

240	Jeremy Mutthumani GF 72 Blue POOL	N/A	<ul style="list-style-type: none"> a) Do not support LPS 3 by the WAPC. b) The Scheme does not achieve any of its aims. c) Lack of consultation and research. d) Demand on transport infrastructure. e) Demand on utilities (electricity, sewage and water). f) Demand on open space, parks and gardens for public recreation. g) Demand on schools. h) Lack of provision for sporting facilities. i) Impact on street scape and heritage buildings. j) Loss of green canopy, currently there are a wealth of trees, foliage, which attracts wildlife (birds) and contributes to a sustainable environment (soil drainage, shade keeping temperatures down etc). 	<ul style="list-style-type: none"> a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy. b) The proposed LPS3 provisions are consistent with the model provisions for local planning schemes as set out in the Local Planning Scheme Regulations 2015. Any additional planning provisions that fall outside of the model provisions framework under the regulations will be incorporated in local planning policy. c) The consultation process for LPS3 has been undertaken in accordance with the Local Planning Schemes Regulations. d) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. e) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. f) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. g) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. h) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. i) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. j) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until
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				<p>this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p>
241	Frances Morrell 35 Thomas Street	N/A	<ul style="list-style-type: none"> a) Do not support draft LPS3. b) Traffic congestion on Stirling Hwy and Broadway is already bad and will worsen. c) Loss of tree canopy will reduce liveability and increase urban heat. d) Increased demand on utilities with no plan to address this. 	<ul style="list-style-type: none"> a) Noted. b) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. c) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. d) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.
242	Mr Lionell Sciubba 13 Baird Avenue	N/A	<ul style="list-style-type: none"> a) Do not support draft LPS3. b) Infill will change character of area, remove trees and birds. c) Traffic and congestion will increase. d) Concerned about privacy and overshadowing. e) Green spaces will be reduced. f) Crime will increase. g) Current prestigious suburb will be lost. 	<ul style="list-style-type: none"> a) Noted. b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new

			h) Hollywood ward already supports traffic of UWA-QEII, cannot accommodate proposed density.	<p>developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>d) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>e) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>f) There is no correlation between LPS3 and crime rates.</p> <p>g) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc.</p> <p>h) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy.</p>
243	Phillip & Jennifer Golding 33 Circe Circle	Waratah Avenue	<p>a) Comments relate to Waratah Ave precinct.</p> <p>b) Object to proposed increased density.</p> <p>c) Due to current housing stock, only some lots will redevelop leading to conflict of scale and overlooking/overshadowing issues.</p> <p>d) Higher density developments will not have same level of landscaping, impacts on streetscape.</p> <p>e) Draft LPS3 doesn't provide increased community amenities for increased population.</p>	<p>a) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>c) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a</p>

			<p>f) No evidence provided to support requirement for the type of development that will occur.</p> <p>g) No provision to increase size of school for increased population.</p> <p>h) Traffic increase around Dalkeith PS will result in unsafe environment.</p> <p>i) No provision in draft LPS3 for studying impacts of general traffic increase.</p> <p>j) Major density increase around Dalkeith PS is not supported.</p> <p>k) No provision for increased/improved utilities for increased population.</p> <p>l) Additional 900 dwellings will detract from current amenity and character.</p>	<p>transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>d) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>e) The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population.</p> <p>f) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p> <p>g) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>h) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>i) The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on traffic.</p> <p>j) Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy.</p> <p>k) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading.</p> <p>l) Amenity impacts associated with new developments will be controlled through the planning framework including</p>
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				the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.
244	S Sciubba 13 Baird Avenue	N/A	<ul style="list-style-type: none"> a) Do not support draft LPS3. b) Infill will change character of area, remove trees and birds. c) Traffic and congestion will increase. d) Concerned about privacy and overshadowing. e) Green spaces will be reduced. f) Crime will increase. g) Current prestigious suburb will be lost. h) Hollywood ward already supports traffic of UWA-QEII, cannot accommodate proposed density. 	<ul style="list-style-type: none"> a) Noted. b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. d) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. e) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. f) There is no correlation between LPS3 and crime rates. g) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc. h) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. Some proposed densities in the advertised LPS3 are to be reduced having regard to

				submissions received and having regard to the Local Planning Strategy.
245	Virginia & Ian Campbell 62 Goldsmith Road	N/A	<ul style="list-style-type: none"> a) Oppose many changes in advertised LPS3. b) Oppose R40 in Dalkeith area, due to loss of privacy. c) For Goldsmith Rd area, proposed density increase does not take local topography into account. R40 area will be higher than adjacent R10 area. d) R40 development on Watkins will overlook Goldsmith St. e) Current built form takes advantage of north facing living areas and rear vehicle access. f) Most Watkins Rd houses recently developed therefore not expected to redevelop, older properties will be redeveloped at higher density, resulting in conflict in scale/character. g) Recommend a street width between density changes. h) Population increase may not eventuate as previously expected. i) Public infrastructure cannot support large population increase. j) It is not certain this scale of inner city density is required. k) Scheme should operate to 5 year revisions, not 30 year. l) No explanation is provided for density increase. m) Over supply of increased density will result in devalued properties, loss of tree cover, reduced open space/landscaping and increased building bulk. n) Recent development on Waratah Ave has apartments for sale and has not resulted in improved street life. Apartments not compatible with ground floor café/restaurants. o) 'Ends' of Waratah Ave more vibrant and better for community than new developments. p) Current zoning of Waratah Ave is not supported. q) No provision for increased demand for school places. r) No provision for increased health facilities. s) No provisions for addressing traffic on/accessing Stirling Hwy, bottlenecks already exist. t) No consideration of impact on tree canopy and landscaping. 	<ul style="list-style-type: none"> a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy. b) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. c) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc. d) Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy. e) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. f) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. g) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. h) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. i) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. j) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types. k) Noted.

				<p>l) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>m) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>n) References to Active ground floor use and Active Frontages have been removed from the Scheme, however it is important that the Neighbourhood/Local Centre zone, and Mixed-Use zone mandate the development of non-residential uses on the ground floor.</p> <p>o) Noted.</p> <p>p) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>q) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>r) The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population.</p> <p>s) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor</p>
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				<p>upgrades being undertaken to key intersections in the future.</p> <p>t) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p>
246	E Sciubba 21 Bedford Street	N/A	<p>a) Do not support draft LPS3.</p> <p>b) Infill will change character of area, remove trees and birds.</p> <p>c) Traffic and congestion will increase.</p> <p>d) Concerned about privacy and overshadowing.</p> <p>e) Green spaces will be reduced.</p> <p>f) Crime will increase.</p> <p>g) Current prestigious suburb will be lost.</p> <p>h) Hollywood ward already supports traffic of UWA-QEII, cannot accommodate proposed density.</p>	<p>a) Noted.</p> <p>b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. The loss of landscaping and tree canopy as a result of infill redevelopment has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>d) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>e) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p>

				<p>f) There is no correlation between LPS3 and crime rates.</p> <p>g) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc.</p> <p>h) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy.</p>
247	Ben Tredrea 272 Onslow Road	N/A	<p>a) Previously lived in Nedlands.</p> <p>b) Plan to return to Nedlands for large block size for family.</p> <p>c) Support some increase in density (such as around train stations, major roads).</p> <p>d) Do not support advertised draft LPS3 as it will destroy leafy/green community.</p> <p>e) 24.5m height limit not supported (should be lower).</p> <p>f) Transport issues to be addressed first (Stirling Hwy, Broadway).</p> <p>g) Proposed density is beyond targets.</p> <p>h) Schools cannot support population.</p> <p>i) Density change around schools presents traffic risk to children.</p> <p>j) Diverse housing is available in close proximity/neighbouring suburbs.</p> <p>k) Large lots have been enjoyed previously and should be available in the future.</p> <p>l) Loss of mature trees (reduced CO₂ absorption, reduced shade, urban heat, reliance on aircon, habitat destruction).</p> <p>m) No plan for increasing public open space.</p> <p>n) Unique character of suburbs (in metropolitan context) should be considered.</p> <p>o) Recommend as follows;</p> <ul style="list-style-type: none"> - 17.5m height limit for Stirling Hwy. - Baseline survey of public and private trees. - Policy to encourage tree retention (e.g. rates loading). - Policy to require improved landscaping after subdivision. - Require plan for primary school upgrades. - Require plan for infrastructure upgrades. - Require study / Environmental Impact Survey. <p>p) Support density linked to new transport networks and green spaces.</p> <p>q) Note immigration may not continue as previous.</p> <p>r) Included; article related to loss of trees in infill situations, pre-election statements from Minister Saffioti, maps of current and proposed scheme.</p>	<p>a) Noted.</p> <p>b) Noted.</p> <p>c) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>d) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>e) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>f) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>g) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>h) The Department of Education has no comments or objections to LPS3 and are aware of the increased</p>

				<p>densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>i) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy.</p> <p>j) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>k) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>l) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>m) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>n) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc. The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.</p> <p>o) Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. Upgrades in relation to schools is a matter for the Department of Education.</p> <p>p) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>q) Noted.</p> <p>r) Noted.</p>
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248	David Samuel Church 16 Wattle Avenue	N/A	<ul style="list-style-type: none"> a) The proposed R160 rezoning of Broadway is out of scale and context with the established residential surroundings to the west of Broadway. b) Increased traffic issues on Broadway. c) There is scope for great facilities and appropriate boutique businesses which can benefit all stakeholders to be accommodated on Broadway. d) The section of Broadway that is south of Edward Street is the natural "village" and meeting place for residents on both sides of the street. Support the development of Broadway into a high street with low rise buildings that offer a range of amenities and diversity in housing for residents. e) To ensure protection of heritage housing, development west of Broadway which is south of Edward Street should be limited to 3 storeys from pavement level on West Broadway. Such development should be built into the side of the hill. In this way the future development of West Broadway would be in keeping with the scale and context of the residential housing on East Kingsway. f) Development of Broadway requires planning that establishes appropriate building controls, including setbacks, height and green space directives. g) Planning also needs to include consideration of traffic flow and parking with particular awareness of the safety issues in regard to Nedlands Primary School which has frontage on nearby Elizabeth Street, Kingsway and Viewway. 	<ul style="list-style-type: none"> a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. c) The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population. d) Noted. e) Building Height for Mixed Use development on Broadway will be controlled through Local Development Plan/Local Planning Policy provisions. f) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. g) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.
249	Graham Cuckow 39 Portland Street	N/A	<ul style="list-style-type: none"> a) Do not support advertised LPS3. b) Support Council adopted LPS3. c) Chose Nedlands to live as open, leafy neighbourhood. d) Increase in housing density is excessive and not aligned to the nature of the suburb. e) Loss of privacy. f) Increased traffic, congestion and street parking. g) Traffic does not appear to have been considered fully in the plans. h) Increased traffic will impact the safety of children near the schools. i) The set backs are insufficient. j) Loss of trees and grass, contributing to urban heat. k) Lead to bin-lined streets. l) No plan for parking. m) Increased pollution and noise from the increased traffic, air conditioners etc. n) Impact adversely on the environment. 	<ul style="list-style-type: none"> a) Noted. b) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy. c) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.

		<ul style="list-style-type: none"> o) Impact fauna. p) Conflicts of scale where large multi-storey buildings will overlook single storey homes. q) Already a diverse range of housing options in Hollywood. r) The current infrastructure cannot cope with increased density. s) Insufficient open space, public amenity areas and areas for children to play. t) Loss of quality of lifestyle for existing residents. u) Impact on my mental health. v) Provided links to articles relating to loss of tree canopy in infill development, concerned this will occur in Hollywood area. w) Question why dwelling targets have been doubled. x) R60 would change character of area. y) Council adopted density provided appropriate transition. z) Would support concentrating higher densities in active/accessible areas. aa) Would support sensitive transition of housing density. bb) Improve built form by applying height limits, require minimum lot size before allowing development (force amalgamation), require greater setbacks for upper storeys. 	<ul style="list-style-type: none"> d) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles. e) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. f) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. Cash in lieu options for constructed parking has been explored and appropriate planning mechanisms will be in place once LPS3 has been finalised. g) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. h) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. i) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. j) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.
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				<p>k) The City's waste collection service will accommodate the increased densities contemplated in LPS3.</p> <p>l) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. Cash in lieu options for constructed parking has been explored and appropriate planning mechanisms will be in place once LPS3 has been finalised.</p> <p>m) Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local government shall have due regard to when considering an application for development approval.</p> <p>n) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans.</p> <p>o) LPS3 has been reviewed by the EPA, which has advised that the scheme did not require formal assessment, therefore the environmental impacts associated with LPS3 can be adequately managed through the state and local planning policy framework.</p> <p>p) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>q) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p> <p>r) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p> <p>s) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>t) Amenity impacts associated with new developments will be controlled through the planning framework including</p>
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				<p>the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>u) Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local government shall have due regard to when considering an application for development approval.</p> <p>v) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge. Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>w) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>x) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles. The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc.</p> <p>y) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>z) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>aa) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p>
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				bb) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.
250	Christine Cuckow 39 Portland Street	N/A	<ul style="list-style-type: none"> a) Do not support advertised LPS3. b) Chose Nedlands to live as low density, safe, leafy neighbourhood. c) Improved home for ageing in place, retained trees in garden. d) Proposed changes would result in radical change to character of area. e) Provided links to articles relating to loss of tree canopy in infill development, concerned this will occur in Hollywood area. f) Question why dwelling targets have been doubled, without further explanation/strategy/evidence. g) Concern for loss of trees and grass, contributing to urban heat. h) Increased pollution and noise from the increased traffic. i) Council adopted density provided appropriate transition. j) Would support concentrating higher densities in active/accessible areas. k) Would support sensitive transition of housing density. l) Improve built form by applying height limits, require minimum lot size before allowing development (force amalgamation), require greater setbacks for upper storeys. m) Advertised draft LPS3 is unsustainable. 	<ul style="list-style-type: none"> a) Noted. b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. There is no correlation between LPS3 and crime rates. c) Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. d) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. e) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. f) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy. g) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.

				<p>h) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local government shall have due regard to when considering an application for development approval.</p> <p>i) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles. The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc.</p> <p>j) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>k) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>l) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>m) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p>
251	Malcolm Douglas 21 Carrington Street	N/A	<p>a) Increased traffic on the round-a-bout on the corner of Dalkeith Road and Carrington Street.</p> <p>b) Loss of green cover and trees.</p>	<p>a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>b) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be</p>

				landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.
252	Anthony Ciprian 14 Waroonga Road	N/A	<p>General comments:</p> <ul style="list-style-type: none"> a) Parking and traffic issues. <ul style="list-style-type: none"> - resulting safety issues - Current issues with street parking from tenancies on Stirling Highway. - Effect on the amenity of the area. b) Loss of green zones and trees. <ul style="list-style-type: none"> - Impact on the climate of the suburb. - Requirement for green policies or minimum planting areas for new developments and retention of mature trees. c) Loss of street amenity and privacy (from overlooking). d) Housing diversity offered elsewhere in Perth. Support brownfield redevelopment but not within existing suburbs. e) No objections to the zoning on Stirling Highway but want all parking to be accommodated on site. <p>Specific comments in relation to Jenkins Road:</p> <ul style="list-style-type: none"> f) Do not support R40, and suggestion R20 would be more appropriate on the corner lots. g) The R160 proposed on the northern side of Jenkins Roads is not supported due to amenity and traffic impacts on the surrounding area. h) Do not support R160 on the northern side of Stirling Highway as these areas are elevated and would result in privacy issues for lower areas. It is suggested that R40 would be appropriate to achieve the gradual climb to Stirling Highway zone. 	<ul style="list-style-type: none"> a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. b) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. c) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. d) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles. e) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. Cash in lieu options for constructed parking has been explored and appropriate planning mechanisms will be in place once LPS3 has been finalised.

				<p>f) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p> <p>g) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>h) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc.</p>
253	Bruce Henderson 81 Hardy Road	N/A	<p>a) Increased traffic on Monash Avenue and Smyth Road. Concern other roads will be used to avoid traffic.</p> <p>b) Inadequate provision of public transport on the Monash corridor.</p> <p>c) Safety of pedestrians around schools with increased traffic as crossing infrastructure is inadequate.</p> <p>d) Lack of green space within the Hollywood Ward.</p> <p>e) Lack of demand for density based on current population growth rates.</p> <p>f) Increase to street parking compounded by hospital parking.</p> <p>g) Loss of character due to loss of trees and development of apartments.</p> <p>h) Concern for impact on amenity – overshadowing and privacy.</p> <p>i) Reduced property values.</p> <p>j) Concern for maintenance of properties if bought by developers before redevelopment.</p>	<p>a) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>b) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.</p> <p>c) The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired</p>

				<p>a detailed appreciation of the impacts of the proposed increased densities on traffic.</p> <p>d) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>e) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy.</p> <p>f) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. Cash in lieu options for constructed parking has been explored and appropriate planning mechanisms will be in place once LPS3 has been finalised.</p> <p>g) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>h) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>i) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>j) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p>
254	John & Janet Hicks 10 Croydon Street	10 Croydon Street	<p>a) Objection to the Scheme as proposed.</p> <p>b) Support the need for higher density infill.</p> <p>c) The City of State government should develop purpose built higher density enclaves on large parcels on underdeveloped land close to the City adjacent to public transport infrastructure (showgrounds, Irwin Army barracks, PMH and Graylands hospital site).</p> <p>d) Do not support rezoning of the subject site to R60.</p>	<p>a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects</p>

			<ul style="list-style-type: none"> e) Loss of trees and garden area and the impact on biodiversity. f) Increase to traffic. g) Reduced air quality, risk of accidents, increased noise and air temperatures. h) Impact of increased stormwater runoff from paved areas/increased plot ratios. i) Impact on the psychiatric unit on Verdun Street. Currently within a safe environment with low traffic and high sense of community. 	<p>and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <ul style="list-style-type: none"> b) Noted. c) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. d) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy. e) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. f) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. g) Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local government shall have due regard to when considering an application for development approval. h) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. i) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy.
255	Fiona McLarty 20 Strickland Street, Mt Claremont	N/A	<ul style="list-style-type: none"> a) Agree the City must make planning changes to allow for infill and feel the City addressed the concerns with its proposal. 	<ul style="list-style-type: none"> a) Noted.

			<ul style="list-style-type: none"> b) Density proposed for Stirling Highway, Waratah Avenue and surrounding areas is too much. c) Loss of amenity from multiple storey development causing overshadowing and overlooking issues. d) Concern for impact on local infrastructure (sewer, water, electricity). e) Concern for increased congestion on Stirling Highway. f) The Scheme needs a middle ground – e.g. single storey duplex and triplex sites to aid infill targets. 	<ul style="list-style-type: none"> b) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. c) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. d) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. e) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. f) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.
256	Ann Goode 91 Hardy Road	N/A	<ul style="list-style-type: none"> a) The Hollywood ward was developed with smaller block sizes – around 500m2 – and is desirable for all sorts of owners and occupiers. b) Concern for lack of Heritage Protection on Hardy Road and Hollywood Ward. c) Impact on amenity from increased zonings in addition to the Hospital developments. d) Density should be accommodated within the Hollywood Village aged care precinct. e) The plan does not comply within minimum 10% open space requirement as there is less than 1% in Hollywood. f) The Scheme does not consider cycle paths, required with increased traffic. g) Concern for increased Traffic on Monash Avenue. h) Loss of mature trees. i) Impact on amenity from overlooking. j) Demand on primary and high schools with no plans to accommodate the increase. k) Requirement for infrastructure upgrades. 	<ul style="list-style-type: none"> a) Noted. b) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. c) It is proposed to reduce densities along Leura/Clifton/Meriwa Street/Williams Road to respond to submissions received and having regard to the Local Planning Strategy. d) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.

			<p>l) The vacant land at the Regis Aged Care facility should be developed for high density.</p> <p>m) Parking issues from hospital complexes will be exacerbated.</p> <p>n) LPS 3 fails to consider character of the area.</p>	<p>e) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>f) The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works.</p> <p>g) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>h) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>i) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>j) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>k) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p> <p>l) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles.</p> <p>m) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are</p>
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				<p>available i.e. timed, paid etc. Cash in lieu options for constructed parking has been explored and appropriate planning mechanisms will be in place once LPS3 has been finalised.</p> <p>n) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area. The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc.</p>
257	Jeff & Lily Feltham 13 Edward Street	N/A	<p>a) Object to inserting density into established streets.</p> <p>b) LPS 3 is inconsistent with other planning documents for the Nedlands Primary School Area.</p> <ul style="list-style-type: none"> - The strategy does not propose high density around the school. <p>c) Impact on amenity and character.</p> <ul style="list-style-type: none"> - The zoning on Kingsway and the western side of Broadway ignores local topography. - Comments specifically in relation to Kingsway, Viewway, Edward and Elizabeth Streets. Replacing all the single dwellings in this area does not protect or enhance local character and amenity which is the first aim of the Strategy. - Impact on overlooking, overshadowing, building bulk, loss of trees. <p>d) Housing options are available in neighbouring suburbs,</p> <p>e) LPS 3 is inconsistent with the community's own vision for the suburbs.</p> <p>f) Increased traffic and congestion (along Broadway)</p> <p>g) Does not provide for coordinated development and allows for ad-hoc infill development.</p> <p>h) LPS 3 does not look for alternative and innovative option to achieve density goals.</p> <p>i) Requests Council offer an alternative Scheme which preserves character and accommodates broader planning objectives which include the need to increase density, as well as offer a range of accommodation types including affordable housing.</p> <p>j) Capacity of Nedlands Primary School.</p> <p>k) Traffic increases around the school and safety issues.</p> <p>l) Public transport options around the School and surrounding areas are limited.</p> <p>m) UWA has its own land to develop to accommodate students. Land within the City should not need to do this.</p> <p>n) Support coordinated brownfield development. Karrakatta Cemetery, Karrakatta military base, the QEII Medical Centre and the Sir Charles Gairdner Hospital are all located within or near the City, taking up land which could otherwise be used for dwellings.</p>	<p>a) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area. The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc.</p> <p>b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>c) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>d) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p> <p>e) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>f) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>g) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local</p>

				<p>and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>h) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles. The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc.</p> <p>i) The proposed LPS3 provisions are consistent with the model provisions for local planning schemes as set out in the Local Planning Scheme Regulations 2015. Any additional planning provisions that fall outside of the model provisions framework under the regulations will be incorporated in local planning policy. The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>j) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>k) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>l) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.</p> <p>m) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p>
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				n) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.
258	Michael & Margaret Hunt 10 Kitchener Street	N/A	a) Traffic and safety <ul style="list-style-type: none"> - Increasing issues with the Aberdare and Railway road intersection. - Increase in noise and emissions b) Parking issues <ul style="list-style-type: none"> - Narrow streets c) Streetscape <ul style="list-style-type: none"> - Increased height and removal of trees and vegetation. 	a) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. b) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. Cash in lieu options for constructed parking has been explored and appropriate planning mechanisms will be in place once LPS3 has been finalised. c) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.
259	Magdalena Roeper 100 Monash Avenue	N/A	a) Supports proposed construction of high rise buildings in Nedlands. b) Will require an extension of public transport to alleviate the rise in demand. c) Underground parking facilities to accommodate expected number of vehicles. d) Creation of new green spaces in proportion to the built-up areas.	a) Noted. b) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport. c) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. Cash in lieu options for constructed parking has been explored and appropriate

				<p>planning mechanisms will be in place once LPS3 has been finalised.</p> <p>d) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p>
260	Jim Natt 2 Archdeacon Street	N/A	<p>a) Concern for the format of the Scheme permitting discretion at expense of character, amenity and liveability.</p> <p>b) Concern for upgrade on infrastructure (services and road infrastructure).</p> <p>c) Increased traffic and congestion, including increasing existing issues on Broadway. Potential for traffic to move into adjacent streets.</p> <p>d) UWA and QUEII are considered development precincts but have not contributed to local infrastructure and cause significant parking and traffic pressure.</p> <p>e) Impact on character and streetscape of the area from proposed densities.</p> <p>f) Concern for maintenance of properties if bought by developers before redevelopment.</p> <p>g) The transition zones do not account for changes in topography.</p> <p>h) Object to proposed R160 along Broadway. Concern for rubbish collection.</p> <p>i) Removal of trees and impact on the environment (heat sink).</p> <p>j) Lack of retail demand for ground floor active use requirements.</p> <p>Proposes the following changes for LPS 3:</p> <p>k) Kingsway, Viewway, Edward Street and Elizabeth Street should be maintained at R-10 as per the original LPS3 proposed by the Nedlands Council.</p> <p>l) Selected blocks in these streets could be considered for duplex developments (< R-20) such as larger blocks or corner locations.</p> <p>m) Broadway should not be more than R-60 to R-80 at any point.</p> <p>n) Consideration should be given to the topography of the Nedlands hill above Broadway and use this to reduce or eliminate the "transition zone" and maintain R-10 codes in the suburban streets around Nedlands Primary School.</p> <p>o) Consideration should be given to increasing the R-codes (eg. to R-20) for all corner blocks throughout Nedlands and also corner and/or larger blocks in Dalkeith to spread the density increase, while still allowing direct street access and frontage for new developments.</p> <p>p) Consideration should be given to increasing the R-codes more diffusely throughout Nedlands, particularly along actual transport routes such as Princess Road, Bruce Street, Dalkeith Road, Vincent Street, Melvista Ave, Bay Road, Waratah Ave and Smyth Road.</p> <p>q) The Safe Active Streets Program should not be considered at this time as blocking off access to Elizabeth Street from Broadway will further contribute to severe traffic congestion</p>	<p>a) The proposed LPS3 provisions are consistent with the model provisions for local planning schemes as set out in the Local Planning Scheme Regulations 2015. Any additional planning provisions that fall outside of the model provisions framework under the regulations will be incorporated in local planning policy.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p> <p>c) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>d) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>e) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>f) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles.</p> <p>g) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc.</p> <p>h) The City's waste collection service will accommodate the increased densities contemplated in LPS3.</p> <p>i) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this</p>

				<p>Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>j) References to Active ground floor use and Active Frontages have been removed from the Scheme, however it is important that the Neighbourhood/Local Centre zone, and Mixed-Use zone mandate the development of non-residential uses on the ground floor.</p> <p>k) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p> <p>l) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p> <p>m) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>n) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc.</p> <p>o) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p> <p>p) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>q) The implementation of the Department of Transport Safe Active Streets program falls outside the ambit of LPS3.</p>
261	Hilaire Natt 2 Archdeacon Street	N/A	<p>a) Concern for the format of the Scheme permitting discretion at expense of character, amenity and liveability.</p> <p>b) Concern for upgrade on infrastructure (services and road infrastructure).</p> <p>c) Increased traffic and congestion, including increasing existing issues on Broadway. Potential for traffic to move into adjacent streets.</p> <p>d) UWA and QUEII are considered development precincts but have not contributed to local infrastructure and cause significant parking and traffic pressure.</p> <p>e) Impact on character and streetscape of the area from proposed densities.</p> <p>f) Concern for maintenance of properties if bought by developers before redevelopment.</p>	<p>a) The proposed LPS3 provisions are consistent with the model provisions for local planning schemes as set out in the Local Planning Scheme Regulations 2015. Any additional planning provisions that fall outside of the model provisions framework under the regulations will be incorporated in local planning policy.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy</p>

			<p>g) The transition zones do not account for changes in topography.</p> <p>h) Object to proposed R160 along Broadway. Concern for rubbish collection.</p> <p>i) Removal of trees and impact on the environment (heat sink).</p> <p>j) Lack of retail demand for ground floor active use requirements.</p> <p>Proposes the following changes for LPS 3:</p> <p>k) Kingsway, Viewway, Edward Street and Elizabeth Street should be maintained at R-10 as per the original LPS3 proposed by the Nedlands Council.</p> <p>l) Selected blocks in these streets could be considered for duplex developments (< R-20) such as larger blocks or corner locations.</p> <p>m) Broadway should not be more than R-60 to R-80 at any point.</p> <p>n) Consideration should be given to the topography of the Nedlands hill above Broadway and use this to reduce or eliminate the "transition zone" and maintain R-10 codes in the suburban streets around Nedlands Primary School.</p> <p>o) Consideration should be given to increasing the R-codes (eg. to R-20) for all corner blocks throughout Nedlands and also corner and/or larger blocks in Dalkeith to spread the density increase, while still allowing direct street access and frontage for new developments.</p> <p>p) Consideration should be given to increasing the R-codes more diffusely throughout Nedlands, particularly along actual transport routes such as Princess Road, Bruce Street, Dalkeith Road, Vincent Street, Melvista Ave, Bay Road, Waratah Ave and Smyth Road.</p> <p>q) The Safe Active Streets Program should not be considered at this time as blocking off access to Elizabeth Street from Broadway will further contribute to severe traffic congestion</p>	<p>identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p> <p>c) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>d) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>e) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>f) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles.</p> <p>g) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc.</p> <p>h) The City's waste collection service will accommodate the increased densities contemplated in LPS3.</p> <p>i) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>j) References to Active ground floor use and Active Frontages have been removed from the Scheme, however it is important that the Neighbourhood/Local Centre zone, and Mixed-Use zone mandate the development of non-residential uses on the ground floor.</p> <p>k) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to</p>
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				<p>submissions received, topographical constraints and the Local Planning Strategy.</p> <p>l) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p> <p>m) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>n) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc.</p> <p>o) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p> <p>p) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>q) The implementation of the Department of Transport Safe Active Streets program falls outside the ambit of LPS3.</p>
262	Sonja & David Paterson 2 Portland Street	N/A	<p>a) Increased traffic issues on Monash Avenue and surrounding streets, Hampton Road, Aberdare Road, and Stirling Highway.</p> <p>b) The Hollywood ward provides wide housing diversity for higher density accommodation.</p> <p>c) Concern for disproportionate share of density in Hollywood.</p> <p>d) Removal of trees and lack of public open space.</p>	<p>a) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>b) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>c) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p>

				<p>d) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p>
263	Waroonga Road	N/A	<p>a) Change to zoning for areas other than Stirling Highway is not supported.</p> <p>b) Traffic and safety issues on streets between Stirling Highway and Princess Road. Parking and congestion around College Park Parking Precinct.</p> <p>c) Increase to street parking from commercial tenancies on Stirling Highway causing traffic obstruction.</p> <p>d) Loss of green zones causing an increase to temperatures.</p> <p>e) Requirement for green policies or minimum planting areas for new developments and retention of mature trees.</p> <p>f) Loss of street amenity and privacy (from overlooking).</p> <p>g) Housing diversity offered elsewhere in Perth. Support brownfield redevelopment but not within existing suburbs.</p> <p>h) No objections to the zoning on Stirling Highway but want all parking to be accommodated on site.</p> <p>Specific comments in relation to Jenkins Road:</p> <p>i) Do not support R40, and suggestion R20 would be more appropriate on the corner lots.</p> <p>j) The R160 proposed on the northern side of Jenkins Roads is not supported due to amenity and traffic impacts on the surrounding area.</p> <p>k) Do not support R160 on the northern side of Stirling Highway as these areas are elevated and would result in privacy issues for lower areas. It is suggested that R40 would be appropriate to achieve the gradual climb to Stirling Highway zone.</p>	<p>a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>c) Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>d) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>e) Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans.</p> <p>f) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>g) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>

				<p>h) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>i) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p> <p>j) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy.</p> <p>k) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles. The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc.</p>
264	James Shaw 9 Greenville Street	N/A	<p>a) The current R-coding system results in large residences with usually only two occupants.</p> <p>b) The Scheme should encourage residences to be designed so they can be split into up to three living units in the future, with the idea to keep the high quality treed environments and encourage future occupants to have a smaller carbon footprint.</p> <p>c) Multi-use residences have the benefit of:</p> <ul style="list-style-type: none"> - Intergenerational housing with the family support systems for the aged and babysitting. - Opportunities for aging in place. - Allowing the aged to obtain an income to support them - Maintaining strong permanent communities. - Supporting a mix of ages. <p>d) Car parking demand could become obsolete in the near future due to driverless cars. The LPS should have provision to be able to adjust as technological revolution in car usage reaches Perth.</p> <p>e) Proposed considerations:</p> <ul style="list-style-type: none"> - Current R-codes privacy requirements compromise upper floor ventilation. A solution would be to allow low level awning windows with obscure glass and restricted openings. - Support removal of material clause in the Scheme. - Proposed increased outbuilding wall heights. - Encourage the design of roof gardens. Roof gardens should have a cone of vision similar to a bedroom - i.e. 4.5m. 	<p>a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>c) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles.</p> <p>d) The Local Planning Strategy promotes a movement network that encourages non-private passenger vehicle transport modes.</p> <p>e) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access</p>

			- The extent of hard surfaces on the verges should be discouraged.	will mitigate the need for additional crossovers and street tree removal.
265	Nola de Mouncey 10 Martin Avenue	N/A	<ul style="list-style-type: none"> a) Requiring infill within the City of Nedlands is contrary to the WAPC Strategic Plan 2018-2021 which states 'OUR VISION "Creating better places to live and work for all Western Australians" and OUR MISSION "Ensuring the planning system develops policy and enables planning decisions for the long-term benefit of the Western Australian community"'. <ul style="list-style-type: none"> b) Changing character of the neighbourhood. c) Pollution (noise and environmental). d) Traffic congestion. e) Social degeneration. f) Decrease in safety and increase in crime. g) Overlooking and overshadowing h) Health impacts. i) Loss of amenity and lifestyle. j) Increased demand on infrastructure (roads, sewerage, etc). k) Increased demand on facilities (schools, libraries, shops, etc). l) Increased demand on recreational facilities both formal and informal (ovals, gymnasiums, dog exercise areas, parks, etc). m) The City's Local Planning Strategy and Our Vision 2030 documents supports the protection of local character and amenity which is not being met by the proposed infill. 	<ul style="list-style-type: none"> a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. c) Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local government shall have due regard to when considering an application for development approval. d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. e) There is no correlation between LPS3 and social degeneration. f) There is no correlation between LPS3 and crime rates. g) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. h) Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local government shall have due regard to when considering an application for development approval. i) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area. j) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. k) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. The proposed

				<p>Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population.</p> <p>l) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>m) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p>
266	Erika Keane 48A Bruce Street	N/A	<p>a) LPS 3 provides little or no detail of how increased population will affect Nedlands Primary School and surrounds. Viewway and Kingsway have no direct route to Broadway or Bruce Street.</p> <p>b) Concern for increased traffic and parking along Edward Road, Viewway and Kingsway.</p>	<p>a) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>b) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p>
267	Royal WA Historical Society 49 Broadway	49 Broadway	<p>a) The Society has been planning the erection of a Community History Centre on the property for a number of years. Under TPS 2 the property is restricted to a maximum building height of 10m which prevents constructing more than two storeys. In 2011 the Society, with the owners of the other properties on Broadway between Clark and Cooper streets, commissioned an urban designer to prepare concepts for the property which considered a 5-storey development. Since then the Society engaged an architecture firm to prepare much more detailed concepts.</p> <p>b) WAPC's Draft Central Sub-Regional Planning Framework identifies Broadway/Hampden Road as an activity corridor, notionally showing 5 storeys. The Local Planning Strategy approved also proposes 4 to 8 storeys along Broadway.</p> <p>c) The subject site is proposed to be zoned 'Mixed Use' with a R-coding of R-AC0. The subject site has an area of 820m2.</p> <p>The following modifications are requested prior to adoption:</p> <p>d) The permissible uses in the Mixed-Use zone needs review. In particular 'Club Premises' defined as 'premises used by a legally constituted club or association or other body of persons united by a common interest', is shown as 'X' (not permitted). This should be a 'P' (permitted) or 'D' (at Council's discretion) Use.</p>	<p>a) Noted.</p> <p>b) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>c) Noted.</p> <p>d) The range of permissible uses for the mixed use zone has been broadened in response to submissions received.</p> <p>e) Noted.</p> <p>f) Building heights along Broadway will be controlled through Local Development Plan/Local Planning Policy provisions to consider topography of the land.</p> <p>g) Refer to response f) above.</p> <p>h) The provisions of LPS3 as amended will enable the consideration of a public access easement in lieu of a laneway where the circumstances are warranted.</p> <p>i) Active frontages for the mixed use zone will be controlled through Local Development Plan/Local Planning Policy</p>

			<p>e) The potential uses proposed for the Society's Centre would apart from the club premises, include museum, library/archives, exhibition centre, education facilities, café, and retailing such as a book shop, offices and possibly residential/short term accommodation. The zoning table appears to allow for these uses to occur.</p> <p>f) Under Clause 32.16 (2) (i)-(iv) the site is subject to a 11m minimum wall height to the primary and secondary street. A maximum wall height of 14.5m applies to lots less than 2000m2. The strata complex on the corner of Cooper Street is 1620m2, and the two adjoining lots owned by UWA have a total area of 1620m2. As none of these lots will be jointly developed, this stretch of Broadway will have a 3 storey height limit.</p> <p>g) It is therefore requested that Clause 32.16 (20) (i) & (ii) is deleted to permit a 21.5m maximum wall height for the subject lot. An alternative would be to modify clause ii to read 'lots less than 2,000m2, unless being a corner lots, shall have a 14.5m maximum wall height and 17.5m building height', and (iii) to read 'lots with an area of 2000m2 or more, or which have a lesser area but which are a corner lot shall have a 21.5m maximum wall height and 24.5m maximum building height'.</p> <p>h) Clause 32.4 applies to all zoned land and relates to ceding of Rights-of-Way and widening of laneways. There may be situations where it is more appropriate to allow for the ceding of an easement in gross for public access under section 196 of the Land Administration Act 1997 instead of the ceding as road widening or as a Crown reserve. It is suggested that a new point (c) be added which reads 'The Council may at its discretion permit an easement in gross for public access to be ceded instead of a road widening or Crown reserve if the objective of a laneway can be satisfied'.</p> <p>i) Clause 32.6 applies to the Mixed-Use zone. 32.6 (b) states that 'buildings are to have active frontages to the primary and/or secondary street'. From a design viewpoint it is particularly difficult, if not impossible, to have active frontages on a corner site for the secondary street. It is recommended that this be reworded to allow some discretion to the secondary street, 'buildings are to have active frontages to the primary street, and where appropriate, to the secondary street.'</p> <p>j) Requests clarification that setbacks for non-residential developments abutting residential lots as per CI 32.1(3) applies only to the common boundary. Where a residential lot is separated by a laneway, it is requested that should the laneway be of a minimum 5m width, a nil rear setback be permitted and buffer landscaping under CI 32.1 (4) (b) not be required.</p> <p>k) Car parking requirements should consider proximity of the subject site to transport routes. It is recommended the parking be reviewed and provide separate figures for activity corridor/centre locations. SPP 4.2 provides considerations for reduced parking ratios.</p> <p>l) It is considered a parking ratio of 1 bay per 100m2 NLA is more appropriate for Broadway (as opposed to 1 bay for 40m2 as per LPS 3). The parking ratio for Civic Use/Community purpose/Club Premises/place of worship is very high being 1 bay per 10m2 NLA plus 1 bay per staff member. A figure of 1 bay per 150m2 would be more reasonable as these uses operate so events are after-business hours and street parking can accommodate visitors. The parking standards have not differentiated between staff and visitors/clients who are more short term and have a higher bay turn-over.</p>	<p>provisions which will provide discretion to consider how buildings address the secondary street on corner lots.</p> <p>j) The interface between residential and non-residential development within the mixed use zone including setbacks, overshadowing etc will be controlled through Local Development Plan/Local Planning Policy provisions to ensure the amenity of residential areas is not adversely affected.</p> <p>k) It is appropriate that adequate discretion is provided within the planning framework to consider car parking requirements on a case by case basis, including the location where car parking areas are provided within the development having regard to the circumstances of the proposed development and surrounding context</p> <p>l) The inclusion of development standards within the local policy framework (non-residential development, car parking) is appropriate to provide consistency and flexibility, and is in keeping with planning best practice.</p>
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268	Patrick Armstrong 18 Cooper Street	N/A	<ul style="list-style-type: none"> a) Concern for impact on amenity from adjacent building bulk, overlooking and overshadowing. b) Increased traffic and parking problems <ul style="list-style-type: none"> - Increased congestion along Broadway accessing Stirling Highway. - Neighbouring street are narrow which restricts visibility and causes safety issues. - Street-parking is already issues as a result of UWA and Hospital parking. c) Pollution and impact to health. d) Removal of trees and green space and increased building footprint and constructed surfaces. Results in environmental impacts and increased temperatures. Further impacts to biodiversity, amenity and changes to the character of the area. e) Issues of scale and proportion where multi-storey developments are constructed next to single residential buildings. f) Demand on infrastructure. g) Capacity of schools to accept new students. h) Issue with planning process that Council doesn't have final approval. 	<ul style="list-style-type: none"> a) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. c) Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local government shall have due regard to when considering an application for development approval. d) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. e) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. f) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. g) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. h) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a
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				number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.
269	G & J Kent 5 Kingston Street	N/A	<ul style="list-style-type: none"> a) Infill plans for suburbs will have to have a significant uptake if planned zoning changes are capable of meeting population demand as projected. b) Planned density along transport corridors will only work if the corridors can cope with the disruption caused by the construction phase of redevelopment and subsequent long term impact on traffic and amenity. c) What impact this has on pedestrian and cyclist movement or on the amenity and lifestyle of adjacent properties seems to be ignored. d) Query as to why remaining areas have not been proposed to R20. e) Infill development have appeared to work best on repurposed 'brownfield' sites where a large area is available for higher density dwellings which has resulted in a range of housing options for the area. There are limited examples of these sites within the City and the rather blunt instrument of rezoning by increasing the R-code for designated areas has been used. f) Concern for ad-hoc development as single lots become available and the impact this has on streetscape, character and style of an area. g) In the Hollywood precinct, the impacts to amenity from neighbouring hospital uses (noise, traffic, antisocial behaviours) was balance with the large block size and established large trees. h) Hollywood have increased population and traffic as a result of the Hollywood School redevelopment which did not result in increased amenities. A mix of housing is therefore provided in this area. i) A high volume light rail public transport system to QEII and UWA is an urgent priority. j) Concern for increased traffic on Aberdare Road, Smyth Road, Monash Avenue and Winthrop Avenue. k) Expectation that medical consultants will locate close to hospitals and create demand in this area. l) Concern for significant differences between Councils proposal and the WAPC modifications. Unclear why north Hollywood precinct has been rezoned to R60 – traffic impacts. m) Concern for demand on infrastructure (power, water, sewer, telecommunications etc.) n) Concern for capacity of schools. o) Lack of public open space and no provision for additional. p) Concern for overshadowing impact on solar panels. q) Believe the uptake of redevelopment in the north Hollywood precinct would be slow due to recently built single houses and refurbishment of existing. r) Environmental impacts from loss of trees – biodiversity. s) Believed north Hollywood should be a buffer around QEII so traffic problems don't worsen. Do not support proposed R60. A maximum of R20 should be applied. 	<ul style="list-style-type: none"> a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy. c) The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works. Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. d) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. e) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area. f) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. g) The application of the proposed densities ensures an adequate transition between the different land uses and

			<p>t) Concern for planning process – WAPC approval over Council.</p>	<p>higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>h) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>i) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.</p> <p>j) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>k) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p> <p>l) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>m) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading.</p> <p>n) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>o) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS</p>
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				<p>strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>p) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>q) Noted.</p> <p>r) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>s) Noted.</p> <p>t) The West Australian Planning Commission is the approval body in relation to LPS3.</p>
270	William Foster 33 Philip Road	33 Philip Road	<p>a) Concern for impacts on amenity and character of the area.</p> <p>b) Objection to proposed density on Philip Road.</p> <p>c) Majority of houses on Philip Road have recently been redeveloped with new single houses.</p> <p>d) The proposal will result in adhoc inconsistent development across the street.</p> <p>e) Amenity issues of reduced open space, building setbacks, and overlooking.</p> <p>f) Increased traffic and street parking.</p> <p>g) Lack of public transport options in the area.</p> <p>h) Limited private services to accommodate proposed number of residences – shops etc.</p> <p>i) Support density around Waratah Avenue shopping precinct under Council's proposal.</p>	<p>a) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>b) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>c) Noted.</p> <p>d) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc.</p> <p>e) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>f) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p>

				<p>g) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.</p> <p>h) The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population.</p> <p>i) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p>
271	Kerry & Bruce Denniss 31 Langham Street	N/A	<p>a) Impact on the amenity of the area - impact on streetscapes.</p> <p>b) Removal of trees and impact on climate change.</p> <p>c) Amenity impacts from overshadowing and overlooking from new developments.</p> <p>d) Increased traffic in Hollywood and on Stirling Highway.</p> <p>e) Lack of public open space.</p> <p>f) Concern for capacity of schools.</p> <p>g) Changes to community profile.</p> <p>h) Request consideration of developing Carrington Street light industrial area or Irwin Barrack sites.</p>	<p>a) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy.</p> <p>b) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>c) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p>

				<ul style="list-style-type: none"> e) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. f) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. g) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types. h) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.
272	Roberta Potter 80 Monash Avenue	N/A	<ul style="list-style-type: none"> a) Proposed zonings provide for housing diversity and allow residents to age in place. b) The City of Nedlands zonings were more restrictive and relied on the maximum R-code being in place or replacement of an existing building. c) Residents whose properties are affected may subdivide to lesser duplex or sell a portion of the land. d) A green garden suburb is still practical is LPS 3 required minimal garden area per lot. e) Support corner lot rezoning as a trade-off so higher densities can be reduced (e.g. R60-80 to R40). 	<ul style="list-style-type: none"> a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. c) Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy. d) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. e) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.
273	MA Brown 47 Haldane Street	N/A	<p>Infill is inevitable, but the following issues need to be addressed:</p> <ul style="list-style-type: none"> a) Overshadowing issued from new development 	<ul style="list-style-type: none"> a) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions

			<p>b) Mature trees in the area need to be protected. Space needs to be left for gardens to avoid higher temperatures.</p>	<p>contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>b) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p>
274	Diane Bowman 10 Bedford Street	N/A	<p>a) Support LPS as it gives more choices to downsize and age-in-place.</p> <p>b) All corner lots should be able to subdivide.</p>	<p>a) Noted.</p> <p>b) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p>
275	Dr S & R Jensen 24 Watkins Road	N/A	<p>a) Objection to proposed density increases at the subject site, properties in the street and properties which surround the commercial area bounded by Waratah Avenue, Alexander, Philip and Adelpa Roads.</p> <p>b) Object to the proposed increases on properties bordering Stirling Highway and in and around Bruce Street and Broadway.</p> <p>c) The unique character of Nedlands should be retained.</p> <p>d) Lack of public transport options in Dalkeith and Nedlands.</p> <p>e) Concern for ad hoc redevelopment.</p> <p>f) Adverse impacts to existing streetscapes</p> <p>g) Increased traffic.</p> <p>h) Increased street parking.</p> <p>i) Increased noise</p> <p>j) Loss of privacy, overshadowing, and increased building bulk from new developments.</p> <p>k) The neighbourhood centres on Stirling Highway and Waratah Avenue are too small to sustain a population increase.</p>	<p>a) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>b) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>c) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>d) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.</p> <p>e) The variance between the location of zoning and density transition boundaries has regard to the specific local</p>

				<p>context rather than a uniform approach across the entire LPS3 area.</p> <p>f) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles. The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc.</p> <p>g) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>h) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>i) Noise is governed by the Environmental Protection (Noise) Regulations.</p> <p>j) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>k) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p>
276	D & L Meaney 38 Dalkeith Road	N/A	<p>a) Increase in traffic and demand on road infrastructure. Safety concerns.</p> <p>b) Demand on infrastructure and services (sewer, water, power)</p> <p>c) Amenity impacts from overshadowing.</p> <p>d) Impact on property values</p> <p>e) Demand on POS.</p>	<p>a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. The utility providers have advised the City that the</p>

				<p>current level of utility services will support future development with manageable upgrading.</p> <p>c) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>d) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>e) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p>
277	AR & SM Weldon 1 Kinninmont Avenue	Boronia Avenue	<p>a) Also owners of another address on Boronia Avenue which is proposed as R160 under draft LPS 3.</p> <p>b) Amenity impacts such as overlooking, overshadowing and loss of trees.</p> <p>c) Changing culture and social dynamic of the area. Increase in antisocial behaviour.</p> <p>d) Negative effect on property values.</p> <p>e) Inadequate road system to accommodate increased traffic.</p> <ul style="list-style-type: none"> - Lack of dedicated cycle paths. - Increased traffic on Stirling Highway and safety issues for pedestrians and cyclists. - Lack of public transport considerations. <p>f) Facilities and Services</p> <ul style="list-style-type: none"> - Capacity of schools and child care facilities - No additional amenities proposed. - Impact on services such as water, gas, sewer, electricity – impact on trees 	<p>a) Noted.</p> <p>b) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>c) There is no correlation between LPS3 and crime rates.</p> <p>d) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>e) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject</p>

				<p>to minor upgrades being undertaken to key intersections in the future.</p> <p>f) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population. The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading.</p>
278	Sylvia Selvarathnami 1B Kingston Street	N/A	<p>a) Not enough public facilities for increased local population due to increased housing density.</p> <p>b) Increased traffic congestion on local streets.</p> <p>c) No increased allocation of green space.</p> <p>d) Loss of trees with affect climate changes.</p> <p>e) Impact on character of Nedlands.</p>	<p>a) The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy.</p> <p>c) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>d) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>e) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p>

279	Raymond da Silva Rosa 53 Leura Street	N/A	<ul style="list-style-type: none"> a) The existing plan allows for sufficient development to continue at a pace that will accommodate all interests. The proposed plan exceeds the rate at which change can be accommodated comfortably. b) The plan favours the interest of commercial developments while aspects of public amenity are under developed. c) No plan to manage local traffic increases. d) Increased demand on utilities. e) The plan is an example of top down planning which imposes a single set of rules on areas where the interests are too large and diverse to be adequately catered. 	<ul style="list-style-type: none"> a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. b) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. d) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. e) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.
280	Dorothy Kitto 49 Leura Street	N/A	<ul style="list-style-type: none"> a) Concern for increased street parking and impact on amenity. b) Concern for increased traffic. c) High buildings will affect amenity. 	<ul style="list-style-type: none"> a) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. c) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.
281	William Kenworth 56 Leura Street	N/A	<ul style="list-style-type: none"> a) Would like everything to be exactly as it is. b) Concern for increased street parking. c) Increased pressure of services and infrastructure. d) Increased traffic congestion (Railway Road, Aberdare Road, Monash Avenue, Smyth Road, Stirling Highway, Broadway, Thomas Street). 	<ul style="list-style-type: none"> a) The proposed LPS3 provisions are consistent with the model provisions for local planning schemes as set out in the Local Planning Scheme Regulations 2015. Any additional planning provisions that fall outside of the model provisions framework under the regulations will be incorporated in local planning policy. The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.

				<p>b) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p> <p>d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p>
282	Lizzie Moyle 31 Martin Avenue	31 Martin Avenue	<p>a) Subject site and surrounding area proposed to be R60 under LPS 3.</p> <p>b) Increased traffic, street parking</p> <ul style="list-style-type: none"> - safety concerns for the street. - Increased noise and pollution. <p>c) Impact on amenity from new developments.</p> <ul style="list-style-type: none"> - Overlooking, overshadowing, noise. <p>d) Damage to community culture.</p>	<p>a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>b) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>c) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>d) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of</p>

				the City and the demand for a diversity of occupancy types.
283	Deborah Singleton 24 Hillway	N/A	<ul style="list-style-type: none"> a) Do not support Council's version of LPS 3 as it does not meet several requirements of WAPC policy. WAPC Statement of Planning Policy No.3 'Urban Growth and Settlement' requires growth around neighbourhood centres. WAPC proposal for R40 and R60 is undesirable. Should incorporate changes to R20. b) Do not support modifications by WAPC. Proposal impacts on neighbourhood character. c) Do not support proposed R40 zones in eastern section of Dalkeith (Esplanade to Bruce Street and in Waratah Avenue. The same number of dwellings could be achieved by rezoning larger areas to R20 (attached map identifying areas). Consider rezoning all R10/R12.5 areas in the City to R20. d) Believe R20 offers a balance of providing infill and maintaining character. Also reduces potential for one area to suffer increased parking. e) Identified other areas in the City not included in the rezoning but which are close to public transport and neighbourhood centres. f) Proposed to accept density proposed by WAPC along the Stirling Highway corridor. g) The City should impose higher restrictions that the codes such as increased open space, retention of trees, maximum building heights, increased front setbacks, increased parking requirements. 	<ul style="list-style-type: none"> a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. b) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy. c) Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy. The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area. d) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. e) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles. The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc. f) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. g) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions

				contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.
284	Merran Hipkins 36 Minora Road	N/A	<ul style="list-style-type: none"> a) Support LPS 3 as adopted by Council, provided there are adequate building setbacks, landscaping and other requirements to protect the amenity of current Nedlands residents. b) Proposed growth is well in excess of population growth and unjustified. c) Traffic congestion d) Impact on services (water, sewer etc.) e) Impact on property values. f) Health and safety impacts <ul style="list-style-type: none"> - Increased heat from loss of trees. - Increased stress - Safety around schools g) Impact on amenity <ul style="list-style-type: none"> - Reduced setbacks, lack of landscaping requirements - Overlooking, overshadowing, noise h) Loss of vegetation i) Object to proposed density around Waratah Avenue shops. Lack of public transport options. j) Extent of density in Hollywood, Broadway and Stirling Highway is excessive. The density as proposed by Council is preferable. k) The plan proposed by Council provided for a City centre/hub in the Capital Stirling area which was lost in the WAPC proposal. 	<ul style="list-style-type: none"> a) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. b) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. d) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. The utility providers have advised the City that the current level of utility services will support future. e) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration. f) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local government shall have due regard to when considering an application for development approval. g) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. h) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans.

				<ul style="list-style-type: none"> i) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport. j) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy. k) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.
285	Dr Winston & Peggy Chiu 85 Monash Avenue and 64 Kingsway Road	Monash Avenue	<ul style="list-style-type: none"> a) Also owners of commercial property on Monash Avenue. b) Support density code assigned to the subject residential property. c) Believe the proposal will address population growth, demands for significant health, medial, educational, infrastructural and related commercial activities. The proposal will reduce urban sprawl and provide for a pleasant lifestyle. 	<ul style="list-style-type: none"> a) Noted. b) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. c) Noted.
286	Alice O'Connor 20 Arenga Court	N/A	<ul style="list-style-type: none"> a) The City's version of draft LPS 3 proposed to meet the targets set in Perth and Peel Green Growth Plan having considered local conditions, including topography and how it might affect overlooking and overshadowing; transport infrastructure and related traffic congestion; safety around school sites; pollution; environment and tree canopy. b) The has been no transparent justification for the WAPC modifications. The additional minimum of 970 dwellings provided under the Redevelopment IP43 are not mentioned. c) The WAPC's proposal does not provide for good urban design outcomes. d) Safety concerns around the primary school (traffic and 'strangers'). e) Removal of trees and impact on cockatoo habitat. f) Public transport – inadequate infrastructure, lack of options. g) Traffic congestion and other adverse traffic issues including access onto Stirling Highway. h) Loss of amenity from overlooking, overshadowing and loss of streetscape amenity. i) No mechanism for compensation to affected landowners. j) Support R20 density in Mt Claremont precinct. k) Loss of character. 	<ul style="list-style-type: none"> a) Noted. b) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy. c) The new proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the

				<p>future. There is no correlation between LPS3 and crime rates.</p> <p>e) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>f) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.</p> <p>g) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy. The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on traffic.</p> <p>h) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>i) The impacts of LPS3 on property values and compensation is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>j) Rationalising the outdated zoning mechanism (1 in 5 split coding) in Mt Claremont West was identified in the Local Planning Strategy. In response to submissions, the R20 zoning is proposed to be retained for the precinct.</p> <p>k) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc.</p>
287	Reuben & Deborah Kooperman 43 Portland Street	N/A	<p>a) Oppose density increase in the Hollywood area specifically and City of Nedlands generally.</p> <p>b) Historically significant houses should be preserved.</p>	<p>a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the</p>

			<ul style="list-style-type: none"> c) Impact on amenity of the area – overlooking, overshadowing and impact on streetscape. d) Lack of public open space. e) Removal of trees and vegetation – impact on birdlife. f) Increased traffic issues on Monash Avenue, Hampden Road, Aberdare Road and Stirling Highway. g) Demand of Schools h) Believe that housing diversity is already provided in the area. 	<p>Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <ul style="list-style-type: none"> b) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. Additional heritage provisions in the Scheme are not proposed. c) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. d) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. e) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. f) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. g) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.
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				h) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.
288	Theo Lampropoulos PO Box 5407	N/A	<ul style="list-style-type: none"> a) Maintaining the current scheme is not sustainable. b) Excessive zoning changes impacts the amenity of the area. c) Some rezoning needs to occur with a balance between satisfying demands and the impacts which would be caused. d) Support Councils version of LPS 3. Opposed the density s proposed by WAPC modifications. e) Concern for density proposed around UWA resulting in traffic congestion and increased street parking. 	<ul style="list-style-type: none"> a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. b) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. c) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area. d) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy. e) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.
289	CF Town Planning & Development 3/1 Mulgul Road	45 & 47 Carrington Street, Nedlands	a) Seek modification of LPS 3 to facilitate the use of 45 Carrington Street for 'child day care centre' purposes ('child care premises' under LPS 3). The subject site is within an existing light industrial/commercial development and is zoned 'light industry' under TPS 2. No. 47 Carrington street is currently developed for child day care centre purposes. Under TPS 2 a child day care centre is an 'x' (not permitted) use in the Light Industrial zone. TPS 2 provides additional use	a) (comments a-h) LPS3 provisions have been modified where the Scheme is not determined to be consistent with the Local Planning Strategy. Child Care Premises is proposed as a permissible use within the Service Commercial Zone.

			<p>permissibility for a child day care centre at 47 Carrington street which does not extend over No.45. The additional use was included as part of Amendment 154 gazetted in December 2004. Both sites are proposed to be zoned 'Service Commercial' under LPS 3. Under the Service Commercial zone, child care premises is an 'x' use.</p> <p>b) It is significant to note that the additional use for child care premises at No.47 is included within LPS 3.</p> <p>c) Propose one of two options: Option 1 – Modify entry A2 of Table 4 (Additional Use) in LPS 3 to include no.45. Option 2 – Modify the 'Zoning Table' in LPS 3 to identify 'child care premise' as a discretionary (D) use on land classified 'Service Commercial' zone.</p> <p>d) It is noted the preferred option is to include No. 45 within the additional use table.</p> <p>e) The purpose of the request is to allow for redevelopment of the site to allow for a new child care centre over both lots (no.45 and 47).</p> <p>f) The inclusion to allow a child care centre at no.45 will not have an adverse impact on the locality. A new and improved centre will ensure that a facility will continue to operate within the locality and provide a much-needed service for the community.</p> <p>g) A modification to LPS 3 will assist with expediting the future development of the site and will avoid the need to lodge a time-consuming scheme amendment once LPS 3 is gazetted.</p> <p>h) The permissibility of a 'child care premises' on land classified 'service commercial' is consistent with other local planning schemes throughout the metropolitan area</p>	
290	Colin & Marion Latchem 2 Sherwood Road	N/A	<p>a) Supports Council's version of LPS which meets the specified dwelling targets.</p> <p>b) The proposed plan does not address protection and use of the environment and provision of infrastructure including water and power supply, sewage, transport and communications.</p> <p>c) The proposal impacts on the character of Nedlands.</p> <p>d) Environmental, infrastructure and social impact assessments have not been provided.</p> <p>e) Traffic issues.</p> <p>f) Safety issues.</p> <p>g) Capacity of local schools.</p> <p>h) The proposed dwelling numbers exceed population growth.</p> <p>i) Concern for vacant retail premises from requirement of active frontages.</p> <p>j) Concern for the extend of the zoning changes.</p> <p>k) Limited public transport options in waratah avenue precinct to accommodate population increases.</p> <p>l) No buffer proposed between streets zoned R10 and in the case of Neville Road, streets that are zoned R40. Amenity impacts from new developments – overlooking and overshadowing.</p> <p>m) Councils version of LPS 3 included creation of a new multi-purpose town centre node and public-private initiative which would benefit the community. The Nedlands Town Centre precinct would have ensured orderly and consultative development of the site including accommodation of Aldi and another retail enterprise and the retention of heritage buildings such as the Windsor Cinema and Capitan Stirling Hotel.</p>	<p>a) Noted.</p> <p>b) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading.</p> <p>c) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>d) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.</p>

			<p>n) Concern for assessment of submissions which fail to follow planning principles.</p> <p>o) Lists areas currently zoned R10 in the City proposed for higher densities.</p> <p>p) Concern for discretionary provisions and Development Assessment Panel determination.</p> <p>q) Concern for changes in land-use definitions and permissibility including fast-food outlets, drive-throughs, lunch bars, shops and short-stay accommodation.</p> <p>r) Impact on amenity from development provisions in higher densities resulting in reduced front setbacks, overlooking and reduced open space.</p> <p>s) Developers should pay contributions for amenities.</p>	<p>e) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>f) There is no correlation between LPS3 and crime rates.</p> <p>g) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>h) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p> <p>i) References to Active ground floor use and Active Frontages have been removed from the Scheme, however it is important that the Neighbourhood/Local Centre zone, and Mixed-Use zone mandate the development of non-residential uses on the ground floor.</p> <p>j) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>k) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.</p> <p>l) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>m) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City</p>
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				<p>of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>n) Every submission received on LPS3 is considered on equal merit.</p> <p>o) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>p) The proposed LPS3 provisions are consistent with the model provisions for local planning schemes as set out in the Local Planning Scheme Regulations 2015. Any additional planning provisions that fall outside of the model provisions framework under the regulations will be incorporated in local planning policy.</p> <p>q) The proposed LPS3 provisions are consistent with the model provisions for local planning schemes as set out in the Local Planning Scheme Regulations 2015. Fast Food Outlet uses are only permissible in the Mixed Use and Neighbourhood Centre zone, and where such development occurs, it is likely to be integrated into a larger development with its impacts appropriately managed.</p> <p>r) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>s) Developer Contributions requirements are referred to in Clause 27 of LPS3, and the City will investigate the feasibility and need to prepare a formal developer contribution plan upon approval and gazettal of LPS3 when all of the scheme provisions are formalised.</p>
291	Andrew Brooks 13 Bedford Street	N/A	<p>a) Loss of amenity in the area.</p> <p>b) crowding of primary schools.</p> <p>c) Increase in traffic in residential and nearby transport corridors, leading to loss of safety.</p> <p>d) Increase of on-street parking.</p> <p>e) Removal of trees and greenspace impacting on amenity.</p> <p>f) Impacts from adjacent developments – loss of privacy and sense of community.</p> <p>g) Changes to the character of the area.</p> <p>h) Reduction to the diversity of larger lots.</p> <p>i) Impact on physical and mental wellbeing.</p> <p>j) Demand on utilities, roads, public amenities and services.</p> <p>k) No plans for a core city centre, focal points or diversified recreational areas.</p>	<p>a) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>b) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>c) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City</p>

				<p>indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>d) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>e) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>f) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>g) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.</p> <p>h) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p> <p>i) Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local government shall have due regard to when considering an application for development approval.</p> <p>j) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to</p>
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				<p>support future development with manageable upgrading. The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population.</p> <p>k) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
292	Gillian Brooks 13 Bedford Street	N/A	<p>a) Concern for increased traffic on surrounding roads.</p> <p>b) Loss of amenity from removal of trees and impact on streetscapes.</p> <p>c) Loss of vegetation will result in increased temperatures.</p> <p>d) Impact from adjacent developments – overshadowing, reduced privacy.</p> <p>e) Impact on property values.</p> <p>f) Demand on utilities and essential services – water, gas, electricity, sewerage.</p> <p>g) Uncoordinated rubbish collection causes visual pollution.</p> <p>h) Increased pavement and concrete areas impacting on drainage.</p>	<p>a) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>b) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.</p> <p>c) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>d) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>e) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p>

				<p>f) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading.</p> <p>g) The City's waste collection service will accommodate the increased densities contemplated in LPS3.</p> <p>h) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p>
293	Large Format Retail Ass PO Box 78	N/A	<p>a) Concern with the proposed definition for 'Bulky goods Showroom' which is inconsistent with the model definition under the Regulations.</p> <p>b) Request the City adopt the model land use definition without variation to achieve clarity, consistency and certainty between planning frameworks applicable to the Large Format Retail industry.</p> <p>c) Concern for the impact of inconsistent and rigid local requirements on businesses – zoning, floor space minimums, business mix, landscaping, parking etc.</p> <p>d) The definition produced by the Regulations was created through extensive stakeholder consultation and is strongly supported.</p> <p>e) The definition allows for innovation and evolution in the sector to accommodate large format retailing that may not be explicitly captured in the product list but genuinely require a large format showroom store (e.g. musical instrument stores).</p> <p>f) The draft LPS 3 definition constitutes an unjustified significant departure from the model definition by conjoining parts (a) and (b) making it unduly restrictive. The inclusion off a 300m2 minimum area requirement is unduly restrictive and significantly constrains the ability of 'Bulky Goods Showroom' stores to response to site specific design or integrate with other existing/new development. This particularly important within inner metro LG such as Nedlands where smaller sites and mixed-use integration requires innovative design solutions.</p> <p>g) Should a departure from the Regulations be proposed clear evidence of exceptional local circumstances warranting it should be provided.</p> <p>h) Bulky Goods showroom is nominated as a prohibited 'x' use in the Mixed-Use Zone contrary to the zone objectives. Accordingly, it is recommended it be reclassified as 'D'.</p>	<p>a) (comments a-f) The comments in this submission have been noted and recorded.</p> <p>g) It is appropriate for this definition to align with the Regulations given realignment of other related definitions with the Model Scheme Text</p> <p>h) Bulky Goods Showroom as a discretionary land use in the mixed use zone would not be inconsistent with the Local Planning Strategy or the objectives for the Mixed Use zone as set out in LPS3, thus is appropriate as a 'D' use in that zone.</p>
294	Syliva & Ian Brandenburg 33 Portland Street	N/A	<p>a) Concern for the planning process in the scale of modifications introduced by WAPC after Nedlands previous consultation with the community.</p> <p>b) Hollywood ward has insufficient parks and playgrounds.</p> <p>c) Want density sympathetic to the existing character of the area as done in the past.</p>	<p>a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p>

				<ul style="list-style-type: none"> b) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. c) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.
295	Lesley Bowman 28 Langham Street	N/A	<ul style="list-style-type: none"> a) Increased traffic. b) Increased parking problems. c) High rise development in the middle of the suburbs. 	<ul style="list-style-type: none"> a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. b) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. Cash in lieu options for constructed parking has been explored and appropriate planning mechanisms will be in place once LPS3 has been finalised. c) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.
296	Beth Schults 91 Webster Street	N/A	<ul style="list-style-type: none"> a) The area on the corner of Bruce Street and Melvista Avenue could be made available for appropriate two-storey apartments. b) There are vacant lots in the City. The owners should be given two years to build on them. c) Support for LPS 3 as adopted by Council and opposition of LPS 3 as modified by WAPC. 	<ul style="list-style-type: none"> a) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. b) The City does not have the authority to set time lines for development. c) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.
297	Rosemary & Hugh Rosario 36 Kingsway	N/A	<ul style="list-style-type: none"> a) Endorses comments made by the Mayor in relations to the concerns raised. b) Understand some increases in density are required to accommodate Perth's growing population. Acknowledge Kingsway is well placed to accommodate some increases provided issues of character and heritage can be addressed. c) Land Use and Density 	<ul style="list-style-type: none"> a) Refer to response to Submission 94. b) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.

			<ul style="list-style-type: none"> - Support the densities as designated by the City of Nedlands on the proposed draft LPS 3. - Query demand for high density in Nedlands with neighbouring areas containing apartment development. - Support a mix of densities but believe the proposal is too high and far reaching. - Believes rezoning on the northern side of highway for such a large area removed opportunities for young families. <p>d) Traffic and Public Transport</p> <ul style="list-style-type: none"> - An increase to the population will require improved public transport services which has not been addressed. - Issues with access onto Stirling Highway and Broadway. - Increase in traffic around Hampton Road and the Children's hospital. - Increased street parking. - Support light rail running down Broadway which was once proposed. - Generally there is a need for a traffic management plan to be developed to explain how increases will be managed. <p>e) Service and Amenities</p> <ul style="list-style-type: none"> - No increased provision of open space or other amenities in the area. <p>f) Heritage, character and landscape</p> <ul style="list-style-type: none"> - Concerns for change in the character of existing streets. - There are a number of significant heritage buildings which have not been considered which should be retained. - Mature trees should be retained on sites. - Concern for maintenance of properties if bought by developers before redevelopment. 	<p>c) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types. LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>d) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport. The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. Cash in lieu options for constructed parking has been explored and appropriate planning mechanisms will be in place once LPS3 has been finalised. The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on parking.</p> <p>e) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. The proposed Local/Neighbourhood Centre and Mixed Use</p>
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				<p>zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population.</p> <p>f) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. Additional heritage provisions in the Scheme are not proposed. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p>
298	Dianne Allan 4B Alexander Road	4B Alexander Road	<p>a) We have a property we were able to rezone to R20 which enabled us to remain in the area. The new lot has as much greenery as the old ¼ acre lot.</p> <p>b) Supportive on infill development if it is done to suit the area. The current proposal is excessive and will result in a number of problems.</p> <p>c) Removal of trees</p> <p>d) Privacy issues from surrounding 4 storey developments.</p> <p>e) Traffic increases and access onto Stirling Highway.</p> <p>f) Environmental impacts – removal of trees, noise, pollution.</p>	<p>a) Noted.</p> <p>b) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.</p> <p>c) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>d) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc.</p> <p>e) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor</p>

				<p>upgrades being undertaken to key intersections in the future.</p> <p>f) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local government shall have due regard to when considering an application for development approval.</p>
299	Neville Walker 6 Cavendish Rise	N/A	<p>a) Increased traffic congestion especially at the intersection of Montgomery and Stephenson Avenue.</p> <p>b) Need a roundabout in this location to provide safe access onto Montgomery Avenue.</p>	<p>a) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p>
300	City of Nedlands 71 Stirling Hwy	N/A	<p>a) 71 Stirling Highway and 110 Smyth Road – support proposed mixed use zoning of the lots. The zone provides for a continuation or expansion of the current use or establishment of a range on compatible uses.</p> <p>b) 108 Smyth Road – The proposed Residential R160 zone for the lot is not supported, it is requested the lot be zoned Mixed Use to be consistent with the adjacent parcels of land owned by the City.</p> <p>c) 67 Stirling Highway – The proposed Mixed-Use zone for the lots is supported as the zone allows for the continuation or expansion of the current use or establishment of a range on compatible uses.</p> <p>d) 60 (lots 56, 57 & 50) Stirling Highway and 2 Webster Street – Draft LPS 3 assigns a Mixed-Use zone for lots 56 & 57 Stirling Highway and Residential R160 for the remaining lots. This results in the western half of the library site and northern half of Drabble House being Mixed Use and the remainder of the lots being Residential. To have these buildings bisected by two different zones is not supported. It is requested all lots are zoned Mixed Use.</p> <p>e) 64 -66 Melvista Avenue, Dalkeith – The properties are currently used for a Child Care Premises. Draft LPS 3 proposed a Civic and Community Reserve which is not supported. It is requested the lot be zoned Residential R10 to permit the existing use and be consistent with the surrounding area.</p> <p>f) 97-99 Waratah Avenue – currently Dalkeith Hall and Nedlands Community Centre. This is not supported. It is requested the land be zoned Neighbourhood Centre to be consistent with the adjacent parcels of land. It is requested additional requirements apply to Table 7/Schedule C such as access, land use and building height. Inclusion of these lots in the Neighbourhood Centre would mean any</p>	<p>a) A Mixed Use zoning over 108 Smyth Road is not supported as this would extend the zone significantly into the street from the Highway which would be inconsistent with the application of the zone</p> <p>b) Uniform Mixed Use zoning over 60 Stirling Highway/2 Webster Street site would be appropriate and consistent with orderly planning principles</p> <p>c) Residential R10 zoning over 64-66 Melvista Avenue having regard to the current use and surrounding context would be appropriate and consistent with orderly planning principles</p> <p>d) Uniform Local Centre zone being applied over 97-99 Waratah Avenue would be appropriate and consistent with orderly planning principles</p> <p>e) Modifications to LPS3 text and maps to omit conflicting provisions and resolve technical details in line with the Local Planning Schemes Regulations, and in response to submissions received would be appropriate</p> <p>f) Light Industry zone has been removed and replaced with the Service Commercial zone</p> <p>g) The Neighbourhood Centre zone has been confined to lots central to the highway with all other lots rezoned to Mixed Use and Local Centre zone</p>

			<p>future redevelopment would be subject to the same land use and development standards as the other lots in the street for consistency.</p> <p>g) The City submits the following comments in relation to the technical aspects of draft LPS 3 such as drafting errors and inconsistent provisions the City:</p> <ul style="list-style-type: none"> - Ensure all tables, clauses, and provisions are numbered sequentially and cross referenced correctly. - Review use and provisions of Private Community Purpose Zone. - Review zoning table in relation to zone objectives to ensure consistency. - Ensure zoning table does not conflict with text provisions elsewhere in the scheme. - Review Additional and Restricted uses. - Improve description of land under special use and consider impacts on limited conditions. - Review setbacks in relation of Clause 26. - Review Clause 32 provisions (setbacks, landscaping, variations, land use controls, built form provisions, lack of controls for Local Centre, Neighbourhood Centre, Service Commercial, & light Industry zones) - Ensure text, terms, maps and schedules are consistent and correct. 	<p>h) Proposed zones and reserves illustrated in LPS3 are consistent with the Local Planning Strategy and the Model provisions for local planning schemes as per the Local Planning Schemes Regulations</p>
301	Leonie Gaston 130 Waratah Avenue	N/A	<p>a) Supports development of duplexes on bus routes and corner lots.</p> <p>b) Concern for cost to upgrade services and infrastructure.</p>	<p>a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p>
302	Ross Simpson 16 Campsie Street	16 Campsie Street	<p>a) Objection to proposed R60 for the north Hollywood precinct. Proposes LPS 3 retains an R10 density for Kitchener, Burwood, Croydon, and Campsie streets.</p> <p>b) LPS 3 is inconsistent with the Local Planning Strategy as no change was proposed for north Hollywood. North Hollywood currently provides dwelling diversity with over 50% of dwellings currently being coded higher than R10.</p> <p>c) Limited uptake in redevelopment due to the number of houses built in recent years resulting in ad hoc development.</p> <p>d) Traffic and parking issues and narrow streets.</p> <p>e) Demand on services and infrastructure.</p> <p>f) Environmental impact of canopy loss.</p> <p>g) Lack of public open space and no provision for new space.</p>	<p>a) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>b) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>c) Noted.</p> <p>d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting</p>

				<p>further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>e) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading.</p> <p>f) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>g) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p>
303	Ellis Kiel 12 Moss Vale	N/A	<p>a) Concerned increased density in waratah avenue precinct and in the Stirling Highway area will affect character.</p> <p>b) Concern for removal of SCA 7 for the Subiaco Strategic Water Resources precinct (waste water treatment plant) and impact on community from odours.</p>	<p>a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>b) Transfer of SSRP Precinct from Clause 33 to Special Control Area is consistent with the WAPC Draft State Planning Policy – Industrial Interface. Minor</p>

				modifications to the LPS3 provisions with respect to the conditions applicable to the SCA will provide more flexibility whilst maintaining adequate safeguards to preclude the development of sensitive land uses within the WWTP buffer.
304	Konstantina Karantzis 55 Leura Street	N/A	<ul style="list-style-type: none"> a) Impact on privacy from adjacent future development. b) Increase of traffic and lack of management. c) Change can be accommodated within the present set of laws and regulations. 	<ul style="list-style-type: none"> a) It is proposed to reduce densities along Leura/Clifton/Meriwa Street/Williams Road to respond to submissions received and having regard to the Local Planning Strategy. Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. c) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.
305	John Davies 16 Croydon Street	N/A	<ul style="list-style-type: none"> a) Lack of Public Open Space. i) Current deficiency and no plans to increase POS. b) Tree cover j) Increased building height has a negative impact on existing trees c) Lack of cycleways and impact on safety d) Increased traffic (Monash Avenue, Hampden Road, Aberdare Road and Stirling Highway) k) Existing issues from hospital developments. l) Safety issues to Hollywood Primary School. m) Nedlands Planning Strategy – Future Traffic Assessment found in a moderate growth scenario none of the three intersections studied on Stirling Highway functioned at a satisfactory level. The proposed 7256 units in the Stirling/Broadway/Hampden Road area will cripple traffic flow. e) Amenity impacts n) Overshadowing, overlooking, impact on solar panels. f) Impact on existing streetscape o) Impact of ad hoc development. p) Impact from decreased setbacks. q) Lack of uniformity. g) Current housing diversity h) Hollywood currently provides for a variety of housing 	<ul style="list-style-type: none"> a) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. b) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. c) The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works.

				<p>d) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>e) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc.</p> <p>f) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.</p> <p>g) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p> <p>h) Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy.</p>
306	Jean-François Cam 49 Tyrell St	N/A	<p>a) Attached a copy of Submission No. 190</p> <p>b) Supports comments made in the attached submission.</p> <p>c) Concerned about degradation of pedestrian ways, including crossings around Stirling Highway.</p> <p>d) Concerned for access onto Stirling Highway (safety and traffic).</p>	<p>a) Refer to response to Submission 190.</p> <p>b) Noted.</p> <p>c) The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works.</p> <p>d) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking</p>

				<p>and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p>
307	UWA M458 Perth WA 6009	UWA Site	<p>a) There are a number of University owned properties within the City of Nedlands.</p> <p>b) The University is broadly supportive of a Scheme that supports infill development, increased density, sustainable development and development of activity centres.</p> <p>c) The following comment are made in relation to Lot 4 Underwood Avenue, Shenton Park & Lot 201 Underwood Avenue, Mt Claremont.</p> <p>d) Requests Clause 33.1 and supplementary Schedule E - 'Subiaco Waste Water Treatment Plant odour buffer' are deleted in their entirety and Lot 4 is zoned 'Urban Development' (as proposed by LPS 3).</p> <p>r) Supportive of the proposed urban development zone and the associated requirement to prepare a structure plan. The proposed additional requirements under Clause 33.1 are not supported.</p> <p>s) Lot 4 is zoned urban under the MRS and Development under TPS 2. These zonings imply a right to develop the land for urban purposes. Clause 33.1 prevents development of residential and other sensitive land uses within the buffer of the Subiaco Waste Water Treatment Plant (SWTP). This is at odds with a deed between UWA and the Water Corporation (WC) within which WC committed to reasonably reduce odour impacts from the SWTP over time.</p> <p>t) Clause 33.1 absolves the WC from its agreed obligation to reduce the odour impacts of the SWTP and would sterilise land within the odour buffer from being developed with any sensitive land uses. This removes a previously implied right of development. Sterilising land is also inconsistent with broader strategic planning to facilitate infill development in locations with good access to transport infrastructure and amenities.</p> <p>u) A more flexible approach is therefore needed whereby development opportunities are retained where it can be demonstrated the impacts of the SWTP can be managed appropriately.</p> <p>e) Requests the 'Special Use Zone 4' (SUZ4) zoning for Lot 201 is modified to 'Urban Development' and all associated 'Special use Zone 4' textual provisions are deleted from 'Table 6 – Special use zones in the Scheme area'.</p> <p>v) The conditions of SUZ4 propose future development is consistent with the sporting and recreation function of the area and to prevent sensitive land uses from occurring based on the lands proximity to the SWTP. This is a major diminution on the development potential and ignores the temporary and non-fixed location of any odour line.</p>	<p>Shenton Park site</p> <p>a) In response to submissions received, a Special Control Area is to be provided in LPS3 for the Subiaco Strategic Water Resource Precinct, together with specific criteria for land uses within the SCA to align with EPA and State Planning Policy for industrial buffers. These provisions will provide adequate flexibility to consider site specific odour modelling studies to be undertaken as part of a future LDP. These provisions are also considered more appropriately included within a Special Control Area, in lieu of Clause 33 of LPS3.</p> <p>b) A proposed Urban Development zone is appropriate in lieu of a Special Use zone based on current uses and potential future uses which are more appropriately considered through a Structure Plan.</p> <p>Crawley Site</p> <p>c) Mixed Use (R-AC0) zone is appropriate for the area in lieu of Residential R160</p> <p>d) Default development standards have been prescribed in LPS3 and will be further expanded through future Local Development Plans and Local Planning Policy</p>

			<p>w) The land use currently used for recreational and sporting uses associated with the UWA Sports Park. The current use may not represent the best future use of the site whereas an Urban Development zoning allows for future development opportunities in a controlled and coordinated manner.</p> <p>x) The option to develop the site for future residential purposes should be preserved.</p> <p>y) In the event that the City is of the view to recommend that SUZ4 provisions proceed as per the advertised draft it is requested that residential land uses are added to the 'Special Use' column of table 6.</p> <p>z) Condition 2 of SUZ4 sterilises Lot 201 from sensitive land uses based on the impacts of the SWTP. In the event the City is of the view to recommend that the SUZ4 provisions proceed as per the advertised draft, it is requested the spatial area deemed to be affected by the SWTP be consistent with the WC mapping (attached map of the WC SWTP Buffer Distance). The current affected area is not mapped over the entire site with the western portion being outside of the affected area.</p> <p>aa) If the City is of the view to recommend that the SUZ4 provisions proceed as per the draft, it is requested 'Condition 3' is amended to remove reference to the WC as they would be providing comments as a landowner and therefore should be consulted in the same manner as any other landowner with no preferential treatment given. Instead, 'Condition 3' should be amended to refer to the Department of Water and Environmental Regulation which is the appropriate State Government agency to provide comment on our and potential impacts on development proposals.</p> <p>f) The following comments are made in relation to the Crawley campus and surrounds:</p> <p>bb) The reading of the Central and Sub-regional Planning Framework suggests that the precinct around UWA should be developed in a way to 'support urban and economic development', 'attract people to live and work', facilitate efficient movement, while maintaining high amenity.</p> <p>cc) 41 & 43 Broadway, Nedlands – the University is generally supportive of the proposed zoning change from 'Office Showroom' to 'Mixed Use R-AC0'. However, support is contingent on the scheme being modified to include density and development requirements for Mixed Use R-AC0 in this location. Alternative requirements should be included in a LPP prepared to accompany the Scheme's Gazettal.</p> <p>dd) 51 to 55 Broadway, Nedlands - the University is generally supportive of the proposed zoning change from 'Office Showroom' to 'Mixed Use R-AC0'. However, support is contingent on the scheme being modified to include density and development requirements for Mixed Use R-AC0 in this location. Alternative requirements should be included in a LPP prepared to accompany the Scheme's Gazettal.</p> <p>ee) General comments in relation to zoning along Broadway (from Edward Street to Hillway) proposed for R160. The university is supportive of the proposed density, but the transit corridor could be enhanced by more non-residential uses. The University requests the scheme be modified to show the lots as Mixed Use R160.</p>	
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308	Veris Locked Bag 9 Osborne Park	154 Stirling Highway and 3 Taylor Road	<ul style="list-style-type: none"> a) Support the draft scheme but seek modifications for the subject lots at 154 Stirling Highway and 3 Taylor Road. b) No.154 Stirling Highway is zoned Retail Shopping under TPS 2 with an additional Use for 'Shop large' and 'Bulky goods showroom'. c) No.3 Taylor Road is currently zoned Residential R35 under TPS 2. d) The Local Planning Strategy notes Stirling Highway as a growth corridor with 'Urban Growth' on either side of the highway, supported with a first and second transition zone abutting the existing residential areas. e) No.154 Stirling Highway is proposed to be zoned mixed Use under LPS 3 with an Additional Use (A6) for 'Shop large' and 'Bulky goods showroom'. It is requested that the additional use is 'D' discretionary. f) No.3 Taylor Road is proposed as R160. It is requested the zoning for this property be Mixed Use with the additional use A6. The lot has been used by the IGA and this change will bring the Scheme into line with current use. g) Reinforce position to retain the current traffic movements at the intersection of Stirling Highway and Taylor Road. A traffic assessment has been presented to the City that supports this position. 	<ul style="list-style-type: none"> a) Mixed Use zone for 3 Taylor Road is appropriate based on the use of the subject site for car parking to service the existing development b) The Mixed Use zone permits a range of uses as being discretionary in line with the uses identified in the submission
309	Catherine Sands 27 Tyrell St	N/A	<ul style="list-style-type: none"> a) Adversely affect the community. b) Loss of green canopy and landscape. c) Increased traffic, street parking and safety issues. d) Crowded public transport. e) Increased demand on utilities (water, gas, electricity, sewerage). 	<ul style="list-style-type: none"> a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. b) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. d) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.

				<p>e) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p>
310	Nigel Sands 27 Tyrell Street	N/A	<p>a) Impacts on Streetscape b) Loss of green canopy and landscape. c) Increased traffic, street parking and safety issues. d) Crowded public transport. e) Increased demand on utilities (water, gas, electricity, sewerage).</p>	<p>a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. b) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. d) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport. e) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p>
311	Catherine Reindler 95 Meriwa Street	95 Meriwa Street	<p>a) Proposed zoning of R160 for the subject site is not supported. b) Impact on character and amenity of the area. c) Overshadowing, overlooking affecting amenity. d) Potential antisocial behaviour. e) Traffic congestion on Stirling Highway, Hampden Road, and feeder streets. f) Parking problems. g) Loss of public open space, tree canopy and impacts on climate.</p>	<p>a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p>

				<ul style="list-style-type: none"> b) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area. c) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. d) There are no correlations between LPS3 and crime rates. e) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. f) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. Cash in lieu options for constructed parking has been explored and appropriate planning mechanisms will be in place once LPS3 has been finalised. g) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.
312	Merryl Alexander 108 Williams Road	N/A	<ul style="list-style-type: none"> a) Current infrastructure, facilities and amenities will not accommodate the proposed population. b) There is a lack of justification for the proposal and the impact on residents. c) Traffic and parking issues in Hollywood – existing issues from the Hospital complex. 	<ul style="list-style-type: none"> a) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. b) The proposed LPS3 provisions are consistent with the model provisions for local planning schemes as set out

			<ul style="list-style-type: none"> d) The state Government needs to fund and build a light rail network between the City and Nedlands to service the hospitals and the University. Current lack of public transport options. e) Hollywood has housing diversity. f) Hollywood has a disproportionate share of density. g) Shortage of open space in Hollywood. No provision of additional POS in the Scheme. h) Questions focus of density along Stirling Highway as it is major congestion issues. i) Loss of amenity and community. j) Overshadowing and loss of privacy from high rise development. k) Demand on services and infrastructure. 	<p>in the Local Planning Scheme Regulations 2015. Any additional planning provisions that fall outside of the model provisions framework under the regulations will be incorporated in local planning policy. The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <ul style="list-style-type: none"> c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. Cash in lieu options for constructed parking has been explored and appropriate planning mechanisms will be in place once LPS3 has been finalised. d) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport. e) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. f) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. g) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. h) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy.
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				<ul style="list-style-type: none"> i) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area. j) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. k) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.
313	Gaye Groote 35 Hillway	N/A	<ul style="list-style-type: none"> a) Impact on proposal on streetscape. b) Loss of trees c) A balanced approach is required. 	<ul style="list-style-type: none"> a) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. b) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. c) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.
314	Carolyn Cornell 6 Bishop Road	N/A	<ul style="list-style-type: none"> a) Support Council's version of LPS 3. LPS 3 as modified by WAPC is excessive and gives no indication how increased density can be accommodated. b) Neighbour issues c) Overshadowing issues, reduced setbacks and impacts on streetscapes. d) Reduced landscaping and tree canopy. e) Demand on infrastructure f) Heritage buildings being degraded g) Conflict of scale between R160 and adjacent R60. h) Increased traffic congestion, parking and noise. i) Local school concerns for traffic and safety. j) Active frontage requirements 	<ul style="list-style-type: none"> a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy. b) There is no evidence to suggest a correlation between LPS3 and neighbour issues. c) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions

				<p>contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>d) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>e) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p> <p>f) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. Additional heritage provisions in the Scheme are not proposed.</p> <p>g) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles. The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc.</p> <p>h) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. Cash in lieu options for constructed parking has been explored and appropriate planning mechanisms will be in place once LPS3 has been finalised.</p> <p>i) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>j) References to Active ground floor use and Active Frontages have been removed from the Scheme, however it is important that the Neighbourhood/Local</p>
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				Centre zone, and Mixed-Use zone mandate the development of non-residential uses on the ground floor.
315	National Trust PO Box 1162	N/A	a) Increased density particularly around major transport nodes are not objected to however it is important that heritage places and precincts as well as neighbourhood character is protected and conserved.	a) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area. The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. Additional heritage provisions in the Scheme are not proposed.
316	Peter Walton 9 Burwood Street	N/A	a) Lack of Public Open Space. e) Current deficiency and no plans to increase POS. b) Tree cover f) Increased building height has a negative impact on existing trees c) Lack of cycleways and impact on safety d) Increased traffic (Monash Avenue, Hampden Road, Aberdare Road and Stirling Highway) g) Existing issues from hospital developments. h) Safety issues to Hollywood Primary School. i) Nedlands Planning Strategy – Future Traffic Assessment found in a moderate growth scenario none of the three intersections studied on Stirling Highway functioned at a satisfactory level. The proposed 7256 units in the Stirling/Broadway/Hampden Road area will cripple traffic flow. e) Amenity impacts j) Overshadowing, overlooking, impact on solar panels. f) Impact on existing streetscape k) Impact of ad hoc development. l) Impact from decreased setbacks. m) Lack of uniformity. g) Hollywood currently provides for a variety of housing	a) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. b) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. c) The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works. d) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. e) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and

				<p>future Local Development Plan provisions. The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc.</p> <p>f) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.</p> <p>g) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p>
317	Lisa Jarvis 9 Burwood Street	N/A	<p>a) Lack of Public Open Space.</p> <p>n) Current deficiency and no plans to increase POS.</p> <p>b) Tree cover</p> <p>o) Increased building height has a negative impact on existing trees</p> <p>c) Lack of cycleways and impact on safety</p> <p>d) Increased traffic (Monash Avenue, Hampden Road, Aberdare Road and Stirling Highway)</p> <p>p) Existing issues from hospital developments.</p> <p>q) Safety issues to Hollywood Primary School.</p> <p>r) Nedlands Planning Strategy – Future Traffic Assessment found in a moderate growth scenario none of the three intersections studied on Stirling Highway functioned at a satisfactory level. The proposed 7256 units in the Stirling/Broadway/Hampden Road area will cripple traffic flow.</p> <p>e) Amenity impacts</p> <p>s) Overshadowing, overlooking, impact on solar panels.</p> <p>f) Impact on existing streetscape</p> <p>t) Impact of ad hoc development.</p> <p>u) Impact from decreased setbacks.</p> <p>v) Lack of uniformity.</p> <p>g) Current housing diversity</p> <p>h) Hollywood currently provides for a variety of housing</p>	<p>a) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>b) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>c) The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works.</p> <p>d) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. It is acknowledged that future population increases will place increased demand on existing road network</p>

				<p>however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>e) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc.</p> <p>f) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.</p> <p>g) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p> <p>h) Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy.</p>
318	Margo Webb 53A Williams Road	N/A	<p>a) Lists considerations for good building design.</p> <p>b) Environment</p> <p>w) Concern for loss of trees and impact on the environment.</p> <p>x) Maintaining trees or additional planting, rooftops or green walls is recommended.</p> <p>y) Impact on amenity from removal of trees.</p> <p>c) Economic</p> <p>z) Apartment design should consider quality of life and provision of amenities rather than purely an investment option.</p> <p>aa) Provision of infrastructure services.</p> <p>d) Parking, traffic and transport</p> <p>bb) Already substantial issues with regards to the above.</p> <p>cc) All developments should provide sufficient on-site parking.</p> <p>dd) Safety concerns</p> <p>ee) Does not support density in Dalkeith due to limited access to public transport.</p> <p>e) Population</p>	<p>a) Noted.</p> <p>b) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>c) Amenity impacts associated with new developments will be controlled through the planning framework including</p>

			<ul style="list-style-type: none"> ff) Queries how the proposed densities increase sit with the growth rate of the state and nationally. f) Social gg) Lack of public open space hh) Ad hoc development has potential to create conflict within the community. g) Health ii) Increased temperatures as a result of higher density and adverse health impacts. 	<p>the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p> <p>d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>e) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p> <p>f) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.</p> <p>g) Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local government shall have due regard to when considering an application for development approval.</p>
319	Pamela Meehan 7 Cuthbert Street	N/A	<ul style="list-style-type: none"> a) Support Council's version of LPS 3 and do not support WAPC modifications. b) Proposed density will alter character of streets. c) The proposal will reduce garden sizes and tree cover on properties. d) The site area associated with the proposed codes are between 100m2 and 120m2 which is not appropriate for families. Dwellings of this size are targeted to people in their twenties to early thirties who are generally transient residents. Families have a high stake in building up and sustaining a harmonious community with long-term goals, young singles not so much. 	<p>a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p>

			<ul style="list-style-type: none"> e) Concern for active frontages and retail vacancy rates. f) Increased traffic g) Access issues onto Stirling Highway h) Lack of public transport options. i) Design of multi-level buildings should consider the street and human scale. 	<ul style="list-style-type: none"> b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. c) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. d) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types. e) References to Active ground floor use and Active Frontages have been removed from the Scheme, however it is important that the Neighbourhood/Local Centre zone, and Mixed-Use zone mandate the development of non-residential uses on the ground floor. f) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. g) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy. The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on traffic. h) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres
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				<p>or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.</p> <p>i) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p>
320	Peter Robins 10 Edward Street	N/A	<p>a) Concern for the proposed density being above the required number of dwellings for Nedlands (4400). The proposal does not align with the Local Planning Strategy.</p> <p>b) Concern for effect on property prices.</p> <p>c) Demand on infrastructure – water, sewer, electricity, telephones, roads.</p> <p>d) Increased traffic and parking congestion</p> <p>jj) Specific to Broadway (lack of public transport options and width of road)</p> <p>kk) Concern for traffic into adjacent streets (rat run)</p> <p>e) Loss of character</p> <p>ll) Conflict of size and scale and impact on streetscape</p> <p>f) Concern for maintenance of properties if bought by developers before redevelopment.</p> <p>g) The transition zones do not account for changes in topography.</p> <p>h) Object to proposed R160 along Broadway – character, rubbish collection, traffic)</p> <p>i) Removal of trees and impact on the environment (heat sink).</p> <p>j) Lack of supporting justification for proposal – Lack of environmental, social, infrastructure impact statement.</p> <p>Proposes the following changes for LPS 3:</p> <p>k) Kingsway, Viewway, Edward Street and Elizabeth Street should be maintained at R-12.5 as per the original LPS3 proposed by the Nedlands Council.</p> <p>l) Broadway should not be more than R-60 to R-80 at any point.</p> <p>m) Consideration should be given to the topography of the Nedlands hill above Broadway and use this to reduce or eliminate the "transition zone" and maintain R-10 codes in the suburban streets around Nedlands Primary School</p> <p>n) Selected blocks in these streets could be considered for duplex developments (< R-20) such as larger blocks or corner locations. Consideration should be given to increasing the R-codes (eg. to R-20) for all corner blocks throughout Nedlands and also corner and/or larger blocks in Dalkeith to spread the density increase, while still allowing direct street access and frontage for new developments.</p> <p>o) Consideration should be given to increasing the R-codes more diffusely throughout Nedlands, particularly along actual transport routes such as Princess Road, Bruce Street, Dalkeith Road, Vincent Street, Melvista Ave, Bay Road, Waratah Ave and Smyth Road.</p> <p>p) Urban growth areas should be reassessed and located close to existing and proposed rail links and transport hubs such as Stirling Highway rather than secondary local distributors such as Broadway and Waratah Avenue.</p> <p>q) Commit to mire high density residential use on Stirling Highway rather than commercial – without the need for active frontages.</p>	<p>a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>b) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading.</p> <p>d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>e) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>f) There is no correlation between LPS3 and property maintenance.</p> <p>g) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc.</p>

			<p>r) The Safe Active Streets Program should not be considered at this time as blocking off access to Elizabeth Street from Broadway will further contribute to severe traffic congestion</p>	<p>h) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area. The City's waste collection service will accommodate the increased densities contemplated in LPS3. LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy.</p> <p>i) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>j) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>k) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p> <p>l) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>m) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc.</p> <p>n) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p> <p>o) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.</p> <p>p) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local</p>
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				<p>and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>q) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>r) The implementation of the Department of Transport Safe Active Streets program falls outside the ambit of LPS3.</p>
321	Vicki Stoddart 6 Kitchener Street	N/A	<p>a) Increased traffic on and access to Aberdare road. Safety concerns for school traffic and pedestrians.</p> <p>b) Increased on-street parking (current issues from the hospitals).</p> <p>c) Lack of public open space in Hollywood.</p> <p>d) Amenity impacts from overshadowing and overlooking.</p> <p>e) Impact to streetscapes from essential services and rubbish collection.</p>	<p>a) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>b) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. Cash in lieu options for constructed parking has been explored and appropriate planning mechanisms will be in place once LPS3 has been finalised.</p> <p>c) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>d) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>e) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. The City's waste collection service will accommodate the increased densities contemplated in LPS3.</p>
322	James Stoddart 6 Kitchener Street	N/A	<p>a) Increased traffic</p> <p>b) Lack of public open space in Hollywood – increased demand on existing.</p> <p>c) Loss of character</p>	<p>a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City</p>

			<p>d) Loss of privacy from high rise developments.</p>	<p>indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>b) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>c) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.</p> <p>d) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p>
323	Tom Robins 10 Edward Street	N/A	<p>a) Concern for the proposed density being above the required number of dwellings for Nedlands (4400). The proposal does not align with the Local Planning Strategy.</p> <p>b) Demand on infrastructure – water, sewer, electricity, telephones, roads.</p> <p>c) Increased traffic and parking congestion</p> <p>mm) Specific to Broadway (lack of public transport options and width of road)</p> <p>nn) Concern for traffic into adjacent streets (rat run)</p> <p>d) Loss of character</p> <p>oo) Conflict of size and scale and impact on streetscape</p> <p>e) Impact on property values</p> <p>f) Concern for maintenance of properties if bought by developers before redevelopment.</p> <p>g) Removal of trees and impact on the environment (heat sink). Proposes the following changes for LPS 3:</p> <p>h) Current draft does not comply with WAPC mission statement. Should revert to TPS 2 until justifiable targets in relation population and dwellings is achieved.</p> <p>i) Kingsway, Viewway, Edward Street and Elizabeth Street should be maintained at R-12.5 as per the original LPS3 proposed by the Nedlands Council.</p> <p>j) Consideration should be given to the topography of the Nedlands hill above Broadway and use this to reduce or eliminate the "transition zone" and maintain R-10 codes in the suburban streets around Nedlands Primary School</p> <p>k) Broadway should not be more than R-60 to R-80 at any point.</p> <p>l) Consideration should be given to increasing the R-codes more diffusely throughout Nedlands, particularly along actual transport routes such as Princess Road, Bruce Street, Dalkeith Road, Vincent Street, Melvista Ave, Bay Road, Waratah Ave and Smyth Road.</p> <p>m) Consideration should be given to increasing the R-codes (eg. to R-20) for all corner blocks throughout Nedlands and also corner and/or larger blocks in</p>	<p>a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>d) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions</p>

			<p>Dalkeith to spread the density increase, while still allowing direct street access and frontage for new developments.</p> <p>n) The Safe Active Streets Program should not be considered at this time as blocking off access to Elizabeth Street from Broadway will further contribute to severe traffic congestion</p>	<p>contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>e) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>f) There is no correlation between LPS3 and property maintenance.</p> <p>g) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>h) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>i) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p> <p>j) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc.</p> <p>k) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>l) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area. The City's waste collection service will accommodate the increased densities contemplated in LPS3. LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to</p>
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				<p>frequent public transport options, which is consistent with the Local Planning Strategy.</p> <p>m) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p> <p>n) The implementation of the Department of Transport Safe Active Streets program falls outside the ambit of LPS3.</p>
324	Paula & Antonio Cinanni 44 Waratah Ave	44 Waratah Avenue	<p>a) Particularly opposed to proposed density around Waratah Avenue in Dalkeith.</p> <p>b) Concern there are no height restrictions for codes above R40.</p> <p>c) Query proposed infill being required and population growth rate.</p> <p>d) Removal of trees and vegetation and impacts on climate and biodiversity.</p> <p>e) Increased traffic congestion and on-street parking. Lack of on-site parking for multi-level dwellings. Issues of safety for children, pedestrians and cyclists.</p> <p>f) Concern for zoning permitting fast food and chain stores with impacts for noise and antisocial behaviour. Impact of economic competition on small stores. Will also bring in non-local visitors.</p> <p>g) Loss of heritage and character housing stock.</p> <p>h) Health and wellbeing – health impacts of dwellings with reduced open space</p> <p>i) Amenity impacts – noise & overlooking</p> <p>j) Demand on infrastructure (services, community facilities and schools)</p> <p>k) Concern for the extent of density changes around waratah avenue.</p> <p>l) Support R20 zoning on corner lots dispersed throughout the City.</p> <p>m) Attached drawings from children depicting density changes.</p>	<p>a) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>b) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>c) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p> <p>d) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>e) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p>

				<p>Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>f) Fast Food Outlet uses are only permissible in the Mixed Use and Neighbourhood Centre zone, and where such development occurs, it is likely to be integrated into a larger development with its impacts appropriately managed. There is no correlation between LPS3 and crime rates or economic competition.</p> <p>g) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. Additional heritage provisions in the Scheme are not proposed.</p> <p>h) Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local government shall have due regard to when considering an application for development approval.</p> <p>i) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>j) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population.</p> <p>k) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>l) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p> <p>m) Noted.</p>
325	L U Broeze-Hoernemann 75 Meriwa Street	N/A	<p>a) Objection to scale of density increases.</p> <p>b) Concern for lack of open space.</p> <p>c) Impact on cohesive neighbourhoods.</p>	<p>a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed</p>

				<p>densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>b) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>c) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p>
326	Reynolds Strata Services PO Box 531 Claremont	Stirling Highway between Broome and Robinson Streets	<p>a) Comments on behalf of the owners of landholdings along Stirling Highway between Broome and Robinson Streets.</p> <p>b) The owners of Chelsea Village are concerned about the proposed zoning change to Residential 160 of the above properties despite the correct commercial nature of the majority of these landholdings.</p> <p>c) Chelsea Village has been a commercial centre for over 45 years and is currently zoned Retail/shopping with additional parking use and mixed use on the corner of Weld Street and Stirling Highway.</p> <p>d) A residential zoning would create a situation where an existing historic commercial land use would become a non-conforming use with associated future complexities and implications for any redevelopment of the site.</p> <p>e) It is requested to have this precinct bounded by both sides of Stirling Highway between Broome and Robinson Streets zoned 'Mixed Use / R-AC0' as this is the orderly and proper planning outcome for a vibrant activity corridor such as Stirling Highway.</p> <p>f) Attached list off the 60 tenancy owners of Chelsea Village.</p>	<p>a) The comments in this submission have been noted and recorded.</p> <p>b) Mixed Use zone is appropriate for the area in lieu of Residential R160</p>
327	John & Vorananta Taran 15 Campsie Street	15 Campsie Street	<p>a) Do not support LPS 3 by WAPC. Wish for the subject site to remain R10 to protect lifestyle</p>	<p>a) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy.</p>
328	Richard Charlesworth 24 Carrington Street	N/A	<p>a) Support an increase in density of housing in Nedlands.</p> <p>b) Feel both Nedlands and WAPC modifications have their shortcomings.</p> <p>c) The R60 designation for the subject lot seems excessive.</p> <p>d) Increased density has potential to improve streetscape.</p> <p>e) It makes sense to build increased density around thoroughfares and bus routes.</p> <p>f) Suggest a thorough survey of streets to produce a more targeted proposal for properties with large frontages on busier thoroughfares and bus routes.</p>	<p>a) Noted.</p> <p>b) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>c) Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy.</p> <p>d) Noted.</p> <p>e) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p>

				f) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc. The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.
329	Sharyn & Peter Baker 1 Viewway	N/A	<ul style="list-style-type: none"> a) Concern for comments that submissions must be based on planning principles. b) The aims of the scheme set out in LPS 3 are incompatible with the consequences of the proposed density changes. c) Impact to local character and amenity. d) The proposal does not represent the vision from the community. The Council provided for higher density targets which has now been broadened to include quiet residential areas. e) Density proposed in an area with a lack of public transport. f) Traffic and street parking issues. g) Concern for density proposed around Nedlands Primary School issues of traffic, congestion, safety and capacity of the school. Insufficient on-site parking provided for multiple dwellings. h) Aim (f) states to 'facilitate improved multi-modal access into and around the district'. Roads are already constructed, and no major changes can be made without expensive and difficult acquisitions of property. i) There is no free land available to create new areas for public open space. j) Loss of trees and greenery which contribute to wellbeing, help cool the environment and provide for bird and animal habitat. k) In relation to Residential zone objectives, new developments will not maintain compatibility with desired streetscapes and will have a different street alignment to existing homes. l) In relation to mixed use zone objective to 'ensure developments do not generate nuisances detrimental to the amenity', questions who will decide what a nuisance is. m) The Council should have acquired Campbell Barracks for redevelopment. n) Concern for impact on property prices and maintenance of properties. o) Documents and minutes of WAPC meetings are not publicly available. Was there any engagement with stakeholders in the preparation of WAPC modifications? 	<ul style="list-style-type: none"> a) Every submission received on LPS3 is considered on equal merit. b) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy. c) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. d) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area. e) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport. f) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. g) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. h) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy. The City has previously

				<p>commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on traffic.</p> <ul style="list-style-type: none"> i) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. j) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. k) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. l) Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local government shall have due regard to when considering an application for development approval. m) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. n) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration. There is no correlation between LPS3 and property maintenance. o) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The City was not involved with the WAPC decision making process for approval to advertise LPS3.
330	Tiki Kelsey 52 Clifton Street	52 Clifton Street	<ul style="list-style-type: none"> a) Impact on character and streetscape b) The area is proposed for the highest density increase to R60-R160. c) A report by Palassis Architects and Dr Robyn Taylor, identified this precinct as having historical value. d) Increased traffic in surrounding roads, particularly Monash Avenue and Smyth Road leading onto Aberdare Road. Additional impact from hospitals. e) Traffic on Stirling Highway, Hampden Rd, Aberdare Rd, Monash Ave and all the residential roads within this area will become deadlocked. (Nedlands Planning 	<ul style="list-style-type: none"> a) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area. b) It is proposed to reduce densities along Leura/Clifton/Meriwa Street/Williams Road to respond to submissions received and having regard to the Local Planning Strategy.

			<p>Strategy- Future Traffic Assessment (December 2016) found that in Moderate Growth scenario (just 4685 new residential units in the Stirling Highway/ Hampden Rd/ Broadway area) none of the 3 intersections servicing these areas would function satisfactorily.</p> <p>f) Lack of cycleways.</p> <p>g) Lack of public open space – less than 10 as identified by Liveable Neighbourhoods.</p> <p>h) Amenity impacts from overshadowing and on solar panels.</p> <p>i) Conflicts of scale from high rise buildings impacting streetscape and privacy.</p> <p>j) Wish to maintain the current R25 coding.</p>	<p>c) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. Additional heritage provisions in the Scheme are not proposed.</p> <p>d) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>e) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy. The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on traffic.</p> <p>f) The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works.</p> <p>g) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>h) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>i) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>j) It is proposed to reduce densities along Leura/Clifton/Meriwa Street/Williams Road to respond to submissions received and having regard to the Local Planning Strategy.</p>
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331	Felicity Zempilas 1-32 Martin Ave	1-32 Martin Avenue	<ul style="list-style-type: none"> a) Objection to the proposed R-Codes across most of Hollywood including the subject site. b) The subject site in Martin Avenue is currently zoned R35 and under LPS 3 will increase by almost 5x and those on neighbouring properties increased 16x. The significant changes have been proposed without any consideration or consultation on the impact on the ability to sustain substantially more dwellings. c) Concerns for increase in traffic congestion and street parking. Current issues with Stirling Highway commercial tenancy parking in neighbouring streets. d) Difficult access onto Stirling Highway. e) Amenity impacts from a density of R160 including noise, privacy, overshadowing and overlooking. f) No evidence of assessment on the impact of the proposed densities on individual dwellings and streets. g) Council and WAPC should take a more considered, rational and transparent approach to zoning changes and the appropriateness of imposing blanket increases in zoning from R10/35 to R160 and the impact of traffic, noise, safety, pollution and quality of community. 	<ul style="list-style-type: none"> a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. b) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc. The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. d) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy. The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on traffic. e) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. f) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. g) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft
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				LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.
332	Transperth Level 1, Public Transport Centre	N/A	<ul style="list-style-type: none"> a) Transperth is supportive of the increase in densities as part of the R-Code changes as modified by the WAPC. The summary of major changes by WAPC to council adopted LPS3 included areas/sections indicated in Map 1, 2 and 3 for increases in density which are generally within a walkable catchment to major transport corridors, activity centres or along local bus routes b) This is conducive to the operation and growth of the Transperth network and enabling the success of active and public transport. 	<ul style="list-style-type: none"> a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy. b) Noted.
333	Robyn Khorshid 26 Watkins Road	N/A	<ul style="list-style-type: none"> a) Traffic congestion and increased on-street parking. Impact of narrow streets on safety. b) Existing issues with traffic and parking at the western end of the waratah avenue shopping precinct. c) Lack of cycle paths and safety concerns. d) Loss of privacy from overlooking. e) Concern for ad hoc development amongst existing single houses. f) Loss of trees and gardens and habitat for birds and wildlife. g) Impact on property values. h) Watkins Road is not in close proximity to Waratah Avenue and the bus route is infrequent. i) The Carmelite Monastery is not proposed to be rezoned. The property is large and could house many new residents. 	<ul style="list-style-type: none"> a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. b) Cash in lieu options for constructed parking has been explored and appropriate planning mechanisms will be in place once LPS3 has been finalised. The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on parking. c) The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works. d) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. e) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.

				<p>f) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>g) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>h) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.</p> <p>i) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
334	Rohan O'Neill 48 Weld Street	N/A	<p>a) In favour of LPS 3 which will benefit the community.</p> <p>b) Even with increased zoning, the number of new homes will naturally filter the amount of increased population.</p> <p>c) Increased density along Stirling Highway will provide accommodation for the University and older residents who wish to remain in the area.</p> <p>d) The increased density will not have a negative effect on traffic and will have a positive effect on the industry along Stirling Highway helping to promote business in the area.</p>	<p>a) (comments a-d) The comments raised in the submission are acknowledged as set out in LPS3.</p>
335	Janice Mayman 66 Clifton Street	N/A	<p>a) Wish to retain the current R25 zoning of the area in north Hollywood.</p> <p>b) Increased traffic from the proposed R60 density. Traffic flow along Stirling Highway, Broadway and Dalkeith Road.</p> <p>c) Increased street parking.</p> <p>d) Impact on amenity – overlooking, overshadowing, streetscape, character and scale.</p> <p>e) Impact on property values.</p> <p>f) Impact on historic value of Hollywood inter-war housing.</p> <p>g) Removal of trees and habitat for wildlife.</p>	<p>a) It is proposed to reduce densities along Leura/Clifton/Meriwa Street/Williams Road to respond to submissions received and having regard to the Local Planning Strategy.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p>

				<ul style="list-style-type: none"> c) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. d) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. e) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration. f) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. Additional heritage provisions in the Scheme are not proposed. g) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.
336	Jonathon Ho 52 Bruce Street	N/A	<ul style="list-style-type: none"> a) Support development but feel the draft plan needs significant changes to ensure responsible development. b) Increased density will fuel rejuvenation of older homes. c) Increased density around key activity centres, schools, hospitals, shops and arterial roads makes sense and is supported. d) The culture and iconic nature of Nedlands needs to be preserved. e) Support density around the University, Broadway Fair and Nedlands Primary School. f) Support R60 proposed for Kingsway. g) R40 on Bruce Street is a bit high. Would prefer R25 for Bruce Street and R30 for Viewway for a stepped approach. h) From Bruce Street to Dalkeith Road the zoning should be increased to R17.5 which would result in approximately 10% of homes being able to subdivide. i) Critics unequal distribution of density. j) Blanketed R60 across the northern side of Stirling Highway should lack of respect to town planning principles. R60 will encourage a flurry of medium density apartment overshadowing onto neighbours, R60 should only be encouraged in core areas next to the University, shopping centres and along Stirling Highway. 	<ul style="list-style-type: none"> a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy. b) Noted. c) Noted. d) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. e) Noted. f) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to

			<p>The maximum zoning for the North side of Stirling Highway (in Nedlands) should be reduced to R40 and a stepped approach should be implemented.</p> <p>k) Wish to see more larger lots with wide frontages subdivided into two – not battle-axe development.</p>	<p>submissions received, topographical constraints and the Local Planning Strategy.</p> <p>g) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p> <p>h) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>i) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>j) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.</p> <p>k) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p>
337	May Chan 24 Archdeacon Street	N/A	<p>a) A drastic increase in density is proposed between Edward Street and Stirling Highway will adversely affect the area and neighbourhood feel.</p> <p>b) Negative effects on traffic flow.</p> <p>c) Impact on amenity from increased building bulk, height and streetscape.</p> <p>d) Increased street parking and concerns for safety.</p> <p>e) Impact on property value.</p> <p>f) Impact on local amenities (such as libraries, schools, roads social centres, public centres etc.).</p> <p>g) The Scheme does not meet aims contained within Clause 9(a) and (b).</p> <p>h) Lack of consultation for a community vision.</p> <p>i) Seek a more balanced option with respect to zoning changes.</p> <p>j) Afford the local community a method of reviewing and providing feedback on the various options proposed.</p> <p>k) Conduct impact assessments – local amenities, traffic flows, impact on schools.</p> <p>l) Support submission No. 190.</p>	<p>a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>c) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>d) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p>

				<p>e) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>f) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population.</p> <p>g) The proposed LPS3 provisions are consistent with the model provisions for local planning schemes as set out in the Local Planning Schemes Regulations 2015</p> <p>h) The proposed LPS3 provisions are consistent with the model provisions for local planning schemes as set out in the Local Planning Scheme Regulations 2015. Any additional planning provisions that fall outside of the model provisions framework under the regulations will be incorporated in local planning policy. The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>i) Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy.</p> <p>j) Extensive public consultation has been undertaken in accordance with the requirements of the Planning and Development Regulations.</p> <p>k) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population. The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on traffic.</p> <p>l) Refer to response for submission 190.</p>
338	Lukas Tan 17 Neville Road DALKEITH	17 Neville Road	<p>a) Objection to LPS 3.</p> <p>b) Comments are made with reference to SPP 4.2, R-codes and the Local Planning Strategy.</p> <p>c) Concerns are in relation to the Dalkeith area and in particular, the adverse impact on the property owners of Neville Road. The subject properties are proposed to remain R10 but the adjoining lots in Leon Road are proposed R40. Object to R40</p>	<p>a) Noted.</p> <p>b) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>c) As per response b.</p>

			<p>zoning in Leon Road as it does not provide appropriate transition between Leon Road and Neville Road.</p> <p>d) Impact on property values.</p> <p>e) Amenity impacts from neighbouring developments – setbacks, streetscape, overshadowing, visual privacy.</p> <p>f) The heritage and streetscape values and the existing and desired character of the precinct have not been taken into account in accordance with Clause 9.3.1 of the Guidelines and the Strategy.</p> <p>g) Streets should be used as the transition from densities.</p> <p>h) The topography of the Neville Road and Leon Road area has not been considered in the proposed zonings. The ground level on Leon Road is higher than the lots on Neville Road which will increase the above-mentioned impacts.</p> <p>i) Social and community issues.</p> <p>j) Loss of trees and environmental impacts such as increased temperatures.</p> <p>k) Concern for maintenance of properties after rezoning due to redevelopment potential.</p> <p>l) Concern for increased traffic on Neville and Leon Road.</p> <p>m) Lack of public transport options. Density has not been focused around high frequency routes.</p> <p>n) Increased street parking and insufficient parking being provided on development sites.</p> <p>o) The rezoning extending to the south side of Waratah Avenue and Leon Road is out of proportion to the size of the activity centre in Waratah Avenue. The rezoning that radiates from those 6 lots is similar to that which radiates from the high-level activity areas on Stirling Highway and Broadway but should be much less;</p> <p>p) The number of new dwellings in the area will mean redevelopment is unlikely to occur.</p> <p>q) The R40 zoning in Leon Road is in conflict with the City of Nedlands vision for Dalkeith and planning principals as set out in the Strategy. The Strategy only supports an increase in density in or in the immediate vicinity of the Waratah Avenue activity centre.</p> <p>r) The socioeconomic and demographic profiles of Dalkeith have not been taken into account in considering the proposed densities.</p> <p>s) There is no provision for R20 in the LPS3 for Nedlands and Dalkeith when this is most likely what is wanted by the people who want to downsize.</p> <p>t) There are other areas in Nedlands which could accommodate greater density such as Princess and Dalkeith Road with access to bus routes; the streets which run off the Carrington Street which is within an 800m radius of a train station; and Waratah Avenue as a major thoroughfare could have R20.</p> <p>u) Low density housing in Dalkeith and Nedlands adds to the mix of housing diversity.</p> <p>v) Demand on services, facilities and schools.</p> <p>w) There is a lack of population growth to support the proposal.</p> <p>x) Lack of understanding by the community of the proposed changes and impacts.</p>	<p>d) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>e) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>f) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density.</p> <p>g) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc</p> <p>h) As per response b.</p> <p>i) There is no correlation between LPS3 and social issues.</p> <p>j) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.</p> <p>k) There is no evidence to suggest a correlation between LPS3 and property maintenance.</p> <p>l) As per response b – density has been removed from the subject area.</p> <p>m) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>n) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>o) As per response b.</p> <p>p) Noted.</p> <p>q) As per response b.</p> <p>r) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p> <p>s) As per response r.</p> <p>t) Proposed increased densities are consistent with the adopted Local Planning Strategy</p> <p>u) Noted.</p> <p>v) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading.</p>
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				<p>w) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>x) Extensive public consultation has been undertaken in accordance with the requirements of the Planning and Development Regulations.</p>
339	John Babadimas 11 Archdeacon Street	N/A	a) Support submission No. 190.	a) Refer to response for submission 190.
340	Henry Esbenshade 15 Landon Way	N/A	a) Reject WAPC draft LPS 3. Encourage Council to redraft the Scheme to reflect the needs of residents and ratepayers to incorporate elements of TPS 2 that define the City of Nedlands whilst not excluding higher densities in appropriate locations.	a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.

No.	Name and Address of Submitter	Description of property affected by LPS3	Summary of Submission	Response and recommendation
341	Maria Angel 31 Weld Street	N/A	<ul style="list-style-type: none"> a) Proposal is not sensitive to the unique environment, social, cultural and heritage issues of the area. b) It will result in significant loss of amenity, health and welfare of residents. c) Does not consider loss of shade and green/natural areas and impact on mental health and biodiversity. Want to register trees used for Carnaby Cockatoo roosting sites. d) Increased demand on infrastructure such as transport, parking, schools, recreational areas, pedestrian and cycling infrastructure, hospitals, drainage, sewer. e) Lack of consideration of the cultural heritage of buildings and spaces within the city that give the City its character. f) Loss of amenity and increased noise. g) Impact on property values. 	<ul style="list-style-type: none"> a) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area. b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. c) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local government shall have due regard to when considering an application for development approval. d) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. e) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc. The variance between the location of zoning and density transition

				<p>boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area. The City's Heritage List and Municipal Inventory will be unaffected by LPS 3.</p> <p>f) Noise is governed by the Environmental Protection (Noise) Regulations.</p> <p>g) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p>
342	Peter Deveugle 12 Archdeacon Street	N/A	a) Support submission No. 190.	a) Refer to response for submission 190.
343	Larell Andrew 10 Langham Street	N/A	<p>a) Concerned about proposed density for Hollywood ward and the effect on amenity.</p> <p>b) Lack of consideration of traffic impacts.</p> <p>c) No proposal for increasing public open space.</p> <p>d) Concern for disproportionate share of density in Hollywood.</p> <p>e) Support density on Stirling Highway where residents can access public transport. Infill should only be for blocks facing the highway.</p> <p>f) The suburbs have already contributed to a higher density ratio.</p>	<p>a) Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy. Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>c) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>d) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>e) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>f) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p>
344	Karin Walford 16 Burwood Street	N/A	<p>a) Lack of public open space in Nedlands and impact on mental and physical health.</p> <p>b) Traffic and transport concerns</p> <ul style="list-style-type: none"> - Specific concerns for Aberdare Road - Limited public transport options 	a) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.

			<ul style="list-style-type: none"> - Current issues with hospital traffic and parking - Safety concerns 	<p>b) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy. Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p>
345	Paul Khoo & Mary Griffin 33 Broome Street	N/A	<ul style="list-style-type: none"> a) Impact of multi storey buildings on privacy and reduced sense of community. b) Demand on schools c) Increased traffic and lack of management, safety concerns d) Loss of tree canopy. e) No plans for provision of additional open space. f) Demand on utilities such as water, gas, electricity and sewer. 	<p>a) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>b) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>d) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>e) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p>

				f) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading.
346	Toby & Kathleen Leys 37 Philip Road	N/A	<p>a) Traffic issues</p> <ul style="list-style-type: none"> - Increased traffic congestion and lack of management - Inadequate provision of public transport - Safety issues - Inadequate parking - Noise and pollution - A traffic assessment performed in December 2016 found none of the 3 intersections studied on Stirling Hwy functioned at a satisfactory level. <p>b) Increased risk of stranger danger as a result of increased density around Schools.</p> <p>c) Demand on schools.</p> <p>d) Increased crime.</p> <p>e) Conflict of lifestyle between high density and families.</p> <p>f) Loss of tree cover and lack of landscaping requirements</p> <p>g) Demand on Playing fields</p> <p>h) Amenity impacts from multi-storey buildings – overshadowing, reduced privacy, lost efficiency of solar panels.</p> <p>i) Demand on infrastructure (power water, gas, sewer etc.)</p> <p>j) Loss of streetscape and character.</p>	<p>a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>b) There is no correlation between LPS3 and crime rates.</p> <p>c) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>d) There is no correlation between LPS3 and crime rates.</p> <p>e) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p> <p>f) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>g) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>h) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>i) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy</p>

				<p>identifies that this infrastructure is generally expected to support future development with manageable upgrading. j) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p>
347	Melissa Alder 129c Waratah Ave	N/A	<p>a) Do not support increased density in Dalkeith Village. b) Proposed density is inconsistent with the Local Planning Strategy. c) Will result in loss of amenity. d) Increase in traffic volumes. e) Support for corner lot subdivision as an alternative to the density proposed in Dalkeith. f) Request a comprehensive traffic impact assessment be prepared and distributed to the community for comment based on WAPC revised densities. g) Request increased densities from R40 to R160 within the 400m walkable catchments of Loch street station as an alternative to the density proposed in Dalkeith. h) Lack of market demand for apartments resulting in ad hoc development causing land use conflicts between single dwellings.</p>	<p>a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. b) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. c) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. e) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes. f) The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on traffic. g) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. h) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p>
348	Merran Smith 7A Vincent Street	N/A	<p>a) There are insufficient provisions to protect the amenity and other interests of residents in areas proposed for high density infill development. b) Amenity impacts from proposed zonings around the subject site such as loss of light, and privacy. c) Impact on property values.</p>	<p>a) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p>

			<ul style="list-style-type: none"> d) Requests a limit to high density infill to minimise the adverse impacts. e) Increases to traffic. f) Demand on infrastructure. g) Loss of trees and landscaping. h) Encroachment of commercial/retail activities into what are currently residential areas. 	<ul style="list-style-type: none"> b) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. c) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration. d) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. e) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. f) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. g) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. h) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.
349	Ahola Planning PO Box 1713	36 Phillip Road	<ul style="list-style-type: none"> a) Included points from Clause 5.9.12 of the Local Planning Strategy outlining infill strategies for the Dalkeith precinct. b) The draft scheme is proposing R40 and R60 surrounding the Dalkeith Neighbourhood Centre. 	<ul style="list-style-type: none"> a) Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy including the subject site. b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local

			<ul style="list-style-type: none"> c) Considers the proposed R40 density represents substantial change in dwelling density that will impact residential and streetscape amenity. It will also change the built form pattern of the area. d) Requests the Scheme be modified to change the density of land that has rear access to the north and south of Gerygone Lane to R20 only. e) Supports lots that have rear access to Shrike Lane to retain an R25 density. f) Supports R20 and R25 density for other residential cells surrounding the Dalkeith Neighbourhood Centre. g) The above changes maintain the established high-quality streetscape and residential amenity and character. This density facilitates targeted redevelopment opportunities for medium density development in accordance with the aims of the Strategy. h) Concern for increased traffic congestion. i) Little change to the public transport network. j) Demand on services (phone and internet). k) It is requested that density remain focused to areas that provide reasonable and accessible transport options – for example along Stirling Highway. l) Request any density and population increases has due regard to local and broader impacts on the existing and future transport needs. 	and neighbourhood centres, which is consistent with the Local Planning Strategy.
350	Andrea & Graeme Hatton 10 Loftus Street	N/A	<ul style="list-style-type: none"> a) The proposal have an adverse impact on quality of lifestyle & amenities. b) Do not object to development of corner lots. c) Density is better suited to Stirling Highway as per Council's version – and not in Hollywood. d) Concern for impact on the character of Nedlands. e) Impact on traffic volumes. f) Amenity impacts such as noise and overlooking issues, g) Impact on established streetscapes. 	<ul style="list-style-type: none"> a) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. b) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes. c) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. d) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area. e) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. f) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and

				<p>future Local Development Plan provisions. Noise is governed by the Environmental Protection (Noise) Regulations.</p> <p>g) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p>
351	Ronald & Mary-Louise Seman 4 Alexander Place	4 Alexander Place	<p>a) Loss of tree cover</p> <p>b) Increased overshadowing</p> <p>c) The character of Dalkeith Village has been changed by the bulk from the 5-storey apartment development and recent buildings on Alexander Road.</p> <p>d) Suggest design requirements for open space to be planted with vegetation.</p> <p>e) Concern for traffic congestion.</p>	<p>a) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>b) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>c) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>d) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans.</p> <p>e) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p>

352	John Ranasinghe 19 Broome Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Do not support LPS 3. b) None of the aims of the scheme have been satisfied. c) Concern for lack of consultation and lack of research. d) The subject property on Broome Street is proposed to be rezoned from R10 to R40. e) Demand on road infrastructure. f) Demand on utilities and services (utilities, electricity, sewage and water). g) Demand on POS. h) Demand on schools. i) Impact on streetscape and heritage buildings. j) Loss of green canopy and impact on environment (wildlife, temperatures, soil drainage). 	<ul style="list-style-type: none"> a) Noted. b) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. c) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy. d) Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy. e) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. f) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. g) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. h) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. i) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. j) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.
353	Julian Goldsworthy & Deborah Lord 8 Archdeacon Street	8 Archdeacon Street	<ul style="list-style-type: none"> a) Support submission No. 190. 	<ul style="list-style-type: none"> a) Refer to response for submission 190. b) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a

			<ul style="list-style-type: none"> b) The neighbouring land is proposed to be zoned R160 with the subject site zoned R60. Concerned for building bulk, overshadowing, privacy and amenity impacts from the development of the neighbouring site. c) Concern for increased number of cars and on street parking impacts, including loss of street trees to accommodate parking. d) Impacts to the character and amenity of the area and environment. e) Concern for property value. f) Oppose current R12.5 density being changed to a much higher density of R60 and neighbouring property being R160. g) Do not support Local Planning Scheme No. 3. 	<ul style="list-style-type: none"> c) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. d) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. e) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration. f) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. g) Noted.
354	Peter & Jill Jensen 55 Vincent Street	55 Vincent Street	<ul style="list-style-type: none"> a) Concern for increased traffic volume along Vincent street. b) Limited public transport services in and around Waratah Avenue to justify the proposed density. c) Request densities in and around Waratah Avenue commercial centre is reduced. 	<ul style="list-style-type: none"> a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. b) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport. c) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.
355	Wendy Fullerton & Neil Barclay 3 Meriwa Street	N/A	<ul style="list-style-type: none"> a) Do not support LPS 3 by WAPC. b) Increased traffic on Monash Avenue and lack of detailed traffic assessment. Cumulative impact from the hospital developments and Regis village. c) Increased traffic on Hampden Road since Hampden Lane is too narrow (<6m) and impact on businesses. d) Increased traffic on Aberdare Road and lack of assessment to the effect of a 6-fold increase in density. e) Increased traffic on Stirling Highway and impacts on traffic flow. 	<ul style="list-style-type: none"> a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.

			<p>f) Nedlands Planning Strategy – Future Traffic Assessment found in a moderate growth scenario none of the three intersections studied on Stirling Highway functioned at a satisfactory level.</p> <p>g) Loss of tree cover due to reduced open space and decreased setbacks. Overshadowing impacts from buildings to trees.</p> <p>h) Preservation of residential character from Stirling Highway to Monash Avenue and from Clifton Street to Smyth Road (2014 report by Palassis Architects and Dr Robyn Taylor).</p> <p>i) Request maintain current R25 zoning to prevent destruction of historical houses to preserve amenity and character of the area.</p>	<p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>c) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy.</p> <p>d) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>e) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion.</p> <p>f) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>g) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>h) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area. The City's Heritage List and Municipal Inventory will be unaffected by LPS 3.</p> <p>i) It is proposed to reduce densities along Leura/Clifton/Meriwa Street/Williams Road to respond to submissions received and having regard to the Local Planning Strategy.</p>
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356	Hames Sharley Level 2, 50 Subiaco Sq	N/A	<ul style="list-style-type: none"> a) Attached letter from Western Power identifying land surplus to requirements. b) Attached letter from Department of Lands, now Department of Planning, Lands and Heritage (DPLH) in support of rezoning. c) Object to the proposal to reserve the subject site for 'Public Purposes: Infrastructure Services' Under LPS 3. d) Consider the subject land is better suited to a Residential zoning which will provide benefit to the client and wider locality. e) A residential zoning would apply over the rationalised lot identified in a figure. This would be a result of a boundary realignment and land swap with the State of WA. f) The subject land is surplus to Western Power's operational requirements and therefore in accordance with the State Government Divestment Program, consideration should be given to zone the land to its highest and best use which has been determined as residential. g) A Residential R30 zone is consistent with the prevailing residential amenity of the area and is considered the highest and best use of the site by DPLH. h) Providing residential uses on site will assist in achieving state infill targets. i) The proposes use of Residential is consistent with the Urban zoning of the land under the MRS. j) The land is currently reserved for 'Public Purposes: School' under TPS 2. Purchased in 1993, Western Power has retained the land for strategic purposes for future use as a zone substation. Due to new emerging approaches to electricity supply, the previously forecast need for this site is no longer applicable. k) Any proposed reservation for public purposes and/or infrastructure services would render the land un-usable for many years to come. l) There has been previous in principle support from the City of Nedlands for a rezoning. It is understood one of the factors in Council's decision to not proceed with a Residential' zoning over the site was a view there is insufficient Public Open Space in the area and a view that Western Power has agreed to provide the subject site as POS to accommodate insufficient POS in the area. m) The included figure shows the subject site and surroundings are well serviced by POS. Western Power have indicated that there is no written agreement in place with Council which states that Western Power agreed to provide POS on the subject site. n) The proposed Residential zoning is consistent with the intent of the Local Planning Strategy to retain and enhance the character of existing residential areas and provide a mix of housing types. 	<ul style="list-style-type: none"> a) The proposed reserve for Public Purposes – Infrastructure Services in LPS3 for No. 120 Montgomery Avenue is reflective of the status quo in TPS2. Further investigation of disposal options and alternative uses for the subject site will be more appropriately canvassed in a separate scheme amendment.
357	Hemsley Planning 186 Stirling Hwy	N/A	<ul style="list-style-type: none"> a) Seek provisions contained within Scheme Amendment No.213 regarding corner lot subdivision to be incorporated within LPS 3. b) Attached initiation documentation submitted for the Scheme Amendment. 	<ul style="list-style-type: none"> a) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes. b) Noted.
358	Garry Chong 24 Archdeacon Street	N/A	<ul style="list-style-type: none"> a) Impact of proposed density between Edward Street and Stirling Highway on amenity and character. b) Concern for impact of streetscape from bulk and height of new developments. c) Increased traffic flow around Stirling Highway and lack of assessment. d) Increased street parking. e) Impact on property values. 	<ul style="list-style-type: none"> a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the

			<ul style="list-style-type: none"> f) Impact on local amenities such as the library and schools. g) Concern the proposal does not align with the aims and purposes of the Scheme to protect character and respect community vision. h) Request a more balanced approach to rezoning and an opportunity for the community to provide views on alternatives. i) Request impact assessments – local amenities (public amenities – library, social places), traffic flow, local schools. j) Concern for impact on character of the area. k) Support submission No. 190. 	<p>Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <ul style="list-style-type: none"> b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. d) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. e) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration. f) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population. g) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area. h) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. i) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population. j) Amenity impacts associated with new developments will be controlled through the planning framework including
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				the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. k) Refer to response to submission 190.
359	Mariam Yaqub Level 6, 40 The Esplanade	Shenton Park Hospital Site	<p>a) The submission is made in the context of Landcorp's development of the former Shenton Park Hospital (Montario Quarter). While the development is within an Improvement Scheme area and is not subject to TPS 2 or draft LPS3, Landcorp retains an interest in the planning for the local area to ensure the provision of appropriate interfaces and consideration of any land use conflicts.</p> <p>b) Land to the north and west of Montario Quarter is predominantly contained within a proposed Special use 5 Zone (SU 5) in the draft Scheme. While this zone accommodates a range of ad-hoc existing uses, it fails to address the potential long-term use for the lots outside the Subiaco Waste Water Treatment Plant buffer.</p> <p>c) For those lots outside of the buffer, a zoning of Urban Development is more appropriate (Lots 10149, 7964, 9073 and 9358 to the north of Ellis Griffith Avenue and Lot 9722 to the East of Bedbrook Place).</p> <p>d) While the SU 5 zone accurately reflects existing land uses on those lots, a number are earmarked for relocation. There will therefore be a number of redevelopment opportunities.</p> <p>e) An Urban Development zoning would present a better interface with the Residential R60 being developed at Montario Quarter. It could also allow for other uses which are currently prohibited within the draft Scheme (such as an aged care facility/nursing home, medical centre etc).</p> <p>f) Landcorp also believes the zoning of the triangle lots at the intersection of Selby Street and Stubbs Terrace should be Urban Development, rather than the proposed Light Industry which does not reflect the land uses currently on site or long term in a Station Precinct area.</p> <p>g) Attached Improvement Scheme map.</p> <p>h) Attached map showing identified lots.</p>	<p>a) Noted</p> <p>b) In response to submissions received, a Special Control Area is to be provided in LPS3 for the Subiaco Strategic Water Resource Precinct, together with specific criteria for land uses within the SCA to align with EPA and State Planning Policy for industrial buffers. Sensitive land uses will be automatically excluded from being developed within the Special Control Area boundaries which apply to the Subiaco Strategic Water Resource Precinct as the SCA precinct sits over the top of the zones and reserves illustrated in LPS3.</p> <p>c) A Special Use zone is to be retained in accordance with the advertised LPS3. The Special Use zone provisions enable the consideration of an LDP which will assist in coordinating future development and ensuring orderly planning outcomes.</p> <p>d) Noted</p> <p>e) Refer to response c) above</p> <p>f) The subject site will be zoned Service Commercial in LPS3.</p> <p>g) Noted</p> <p>h) Noted</p>
360	Jim & Barbara Williams 35 Portland Street	N/A	<p>a) Encourage the development of 900m2 and larger lots to accommodate two dwellings. This provides higher density housing, financial gain for existing owners and limits possibilities for high rise buildings. Such redevelopments also influence subsequent developments via socio-economic reasons determining the mix of people and ages.</p> <p>b) Also encouraged are:</p> <ul style="list-style-type: none"> - Rental accommodation for university students and staff. - Fast food outlets (such as subway). - Upgraded bus stops. - Adjacent school, sporting ovals and child care facilities. - Improved shopping mall with fast food outlets near Dalkeith Road, Taylor Road Hampden and Broadway Roads. - All aspects of living to meet the growing hospital and university populations. <p>c) Do not prefer high-rise accommodation greater than 4 floors which is generally associated with lower construction standards.</p> <p>d) Do not prefer higher densities without provision for off-street parking.</p> <p>e) Do not prefer unsuitable deciduous trees.</p>	<p>a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>b) Fast Food Outlet uses are only permissible in the Mixed Use and Neighbourhood Centre zone, and where such development occurs, it is likely to be integrated into a larger development with its impacts appropriately managed. Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport. The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new</p>

			<p>f) A location for major accommodation facilities is the Army Irwin Barracks which could be relocated without loss of function.</p>	<p>commercial uses such as shops, cafes to meet demand generated by increased population.</p> <p>c) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>d) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>e) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>f) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
361	Perth Diocesan Trustees GPO Box W2067	60 Napier Street and 58 Tyrell Street	<p>a) Support the proposed rezoning for 60 Napier Street. Would be supportive of rezoning of 58 Tyrell Street.</p>	<p>a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p>
362	David Alder 129c Waratah Ave	129 Waratah Avenue	<p>a) Does not support increased density as proposed in Dalkeith Village.</p> <p>b) Rezoning of Dalkeith Village will result in a loss of amenity through increased traffic volumes and erosion of character.</p> <p>c) The market does not support apartment development in Dalkeith Village.</p> <p>d) The proposed density is inconsistent with the Local Planning Strategy.</p> <p>e) Supportive for alternative options such as corner lot subdivision within Dalkeith and all areas south of Stirling Highway.</p> <p>f) Traffic impact onto Stirling Highway.</p> <p>g) Request traffic impact assessment be prepared based on revised densities.</p> <p>h) Support increased densities around Loch street station instead of increased densities in Dalkeith Village.</p>	<p>a) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>b) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p>

				<ul style="list-style-type: none"> c) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. d) Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy. e) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes. f) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy. g) The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on traffic. h) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.
363	Tony & Gillian Milne 38 Portland Street	N/A	<ul style="list-style-type: none"> a) Loss of amenity and character. b) Overshadowing (impact on solar panels), reduced privacy. c) Demand on limited POS with no additional proposed. d) Traffic <ul style="list-style-type: none"> - Increased traffic on Stirling Highway/Broadway/Hampden/Monash/Aberdare - Exacerbated by Hospital developments - Safety issues on streets (particularly around schools) - Increased street parking. - Lack of cycle lanes. e) Increased health and social problems. Loss of social and community harmony. f) Removal of trees and gardens. Increased temperatures. g) Impact on property values. h) Demand on services. i) Disproportionate allocation of density in Hollywood. j) Hollywood already provides housing diversity. 	<ul style="list-style-type: none"> a) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. b) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. c) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets

			<p>k) Wish to preserve historically significant houses in Hollywood. Referenced 2014 report by Palassis Architects (Heritage specialists) and Dr Robyn Taylor.</p>	<p>identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works.</p> <p>e) Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local government shall have due regard to when considering an application for development approval.</p> <p>f) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>g) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>h) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p> <p>i) Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy.</p> <p>j) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>k) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area. The City's Heritage List and Municipal Inventory will be unaffected by LPS 3.</p>
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364	Marian Hiliam 67 Tyrell Street	N/A	<ul style="list-style-type: none"> a) Values amenities and character of Nedlands and requests a plan which has much less impact. b) Density should be contained at Stirling Highway. c) Allowing subdivision of blocks further within the suburb will remove canopy and green garden areas and result in traffic impacts. d) High-rise in Waratah Avenue shopping centre would make for more vibrant communities. e) Does not support development near Nedlands Primary School. f) Requests buildings be limited to three stories on the western side of Broadway. Broadway requires appropriate building controls, including setbacks, height and green space to protect amenity. 	<ul style="list-style-type: none"> a) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. c) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. d) Noted. e) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. f) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.
365	Helene Athanasiou 63 Philip Road	N/A	<ul style="list-style-type: none"> a) Support Councils original draft LPS3. b) No not support WAPC modifications. c) Adverse impact on streetscape and loss of amenity. d) Removal of trees and greenspace. Impact on mental health. e) Conflicts in height and scale with existing single houses. Overshadowing. f) Traffic impacts. g) Concern for an influx of people who want to live in smaller residences such as childless couples and single people who will not be cognisant of the area as an established family area and will not take care of the street. h) Demand on facilities (shops etc.) i) Demand on schools. j) Lack of public transport. k) Recently developed sites will not be redeveloped to achieve density targets – creates adhoc development. 	<ul style="list-style-type: none"> a) Noted. b) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy. c) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. d) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions

				<p>in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local government shall have due regard to when considering an application for development approval.</p> <p>e) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>f) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>g) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types. There is no correlation between LPS3 and property maintenance.</p> <p>h) The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population.</p> <p>i) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>j) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.</p> <p>k) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
366	CLE PO Box 796	Lot 12241 John XXIII Avenue, Mt Claremont	<p>a) Currently Lot 12241 John XXIII Avenue, Mt Claremont is not zoned under TPS 2.</p> <p>b) LPS 3 proposes to apply a Light Industry zone to the subject site which is supported.</p> <p>c) The subject site is zoned 'Urban' under the MRS, with which the Light Industry zone is appropriate.</p>	<p>a) Light Industry zone has been removed and replaced with the Service Commercial zone</p> <p>b) 10m maximum building height has been prescribed in Clause 32 which is considered appropriate</p>

			<ul style="list-style-type: none"> d) The subject site is currently developed and used for a light industrial-type use. e) The existing use has ample separation from surrounding development and has limited impact on the amenity of the locality. f) Request building height be clarified with a maximum height and guidance for the exercise of discretion where additional height is proposed. Guidance for in relation to car-parking standards is also required, which need to reflect the considerable diversity of land uses that are permissible within the light industry zone. 	<ul style="list-style-type: none"> c) The inclusion of development standards within the local policy framework (non-residential development, car parking) is appropriate to provide consistency and flexibility and is in keeping with planning best practice based
367	Diana Blesing 63 Hardy Road	N/A	<ul style="list-style-type: none"> a) Increase to street parking, traffic and safety concerns. b) Compounded problems from hospital development traffic and parking. c) Issues on Stirling Highway, Broadway, Hampden Road, Monash Avenue and Smyth Road. 	<ul style="list-style-type: none"> a) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. b) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy. The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on traffic. c) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion.
368	Roger & Kerry Smith 7 Leura Street	N/A	<ul style="list-style-type: none"> a) Concern for traffic congestion on Stirling Highway, Thomas street intersection, Monash Avenue, Hampden Road, Aberdare Road, Smyth Road. b) Existing traffic issues from the hospital developments, Regis etc. c) Concerns for safety as a result of increased traffic. d) Increased vehicle pollution and negative impact on health. e) Reduction of tree cover and gardens – health and temperature impacts. f) Increased street parking. g) Lack of Public Open Space in the Hollywood ward. h) Amenity impacts from developments including overshadowing, loss of privacy, effect on solar panels, noise pollution, and reduced building setbacks. 	<ul style="list-style-type: none"> a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. b) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion.

				<p>c) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy. The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on traffic.</p> <p>d) Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local government shall have due regard to when considering an application for development approval.</p> <p>e) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>f) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>g) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>h) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p>
369	Margaret & Bob Adam 14 Stanley Street	N/A	<p>a) Traffic issues</p> <p>b) Loss of privacy, amenity and overshadowing from new developments on existing single houses.</p> <p>c) Loss of greenery and tree canopy and effect on the city microclimate. Contribution to global warming.</p> <p>d) Difficult access to public transport from increased traffic (i.e. to cross Stirling Highway).</p> <p>e) Demand on infrastructure (Schools, health care, public services, roads, power water etc.)</p>	<p>a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>b) Amenity impacts associated with the interface between higher densities and lower densities will be controlled</p>

				<p>through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>c) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>d) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy. The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on traffic.</p> <p>e) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. The City's waste collection service will accommodate the increased densities contemplated in LPS3. The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population.</p>
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370	Marianne McKenzie 68 Kingsway	68 Kingsway	<ul style="list-style-type: none"> a) Requests retention of Controlled Development Area provisions for the subject lot and surrounds. Object to R60 density for Kingsway and R160 on neighbouring lots on Broadway. b) Impact of building bulk, reduced setbacks, overshadowing, reduced privacy, reduced trees and open space. c) Impact of blanket upcode and high density development on character. d) Increased traffic and parking issues. e) Demand on services and infrastructure. Concern for cost of upgrade. f) Propose a combination of high and medium rise mixed use and residential buildings along Broadway at a lower code to reduce impact on surrounding areas. 	<ul style="list-style-type: none"> a) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. b) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. c) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area. d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. e) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. f) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc. The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.
371	Margaret Lefroy 30 Hilda Street	N/A	<ul style="list-style-type: none"> a) Supports rezoning along Stirling Highway, Leura Street, Monash Avenue, Hardy Road and Broadway provided 100% of tree canopy is maintained, sufficient on-site parking is provided, sufficient front setbacks provide for streetscape, and buildings are no higher than 4 storeys to prevent overshadowing and overlooking. b) Do not support increased density around schools for traffic and safety issues. c) Object to R40-R80 on Leon Road, Alexander Road, Circe Circle, Adelma Road, Edna Road, Gallop Road, Phillip Road, Watkins Road, Alexander Place. Larger lots retain trees and keep temperatures down. d) Disagree to infill south of Stirling Highway between Bruce Street and Broadway to R40-R60. e) Disagree to infill in the area bounded by Aberdare Road, Gairdner Drive, Verdun and Kitchener Street. This area should not exceed R20 to maintain tree canopy. 	<ul style="list-style-type: none"> a) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.

				<ul style="list-style-type: none"> b) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. c) Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy. d) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. e) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy.
372	John McKenzie 68 Kingsway	68 Kingsway	<ul style="list-style-type: none"> a) Object to rezoning of lots to the rear of the subject site on Broadway to Residential R160. The proposed density is contrary to the Strategy. b) Do not support rezoning of Broadway south of Princess Road. c) Request retention of Controlled Development Area provisions as a buffer to new development. d) Building heights on Broadway should consider the slope of the lot to reduce the impact on rear properties. 	<ul style="list-style-type: none"> a) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. c) Impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. d) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.
373	Margaret Williams 3 Joyce Street	N/A	<ul style="list-style-type: none"> a) Impact of increased density on loss of trees and green facilities. b) Increased noise. c) Adverse impacts on mental and physical health. d) Overshadowing, reduced privacy and blocked views from new developments. e) Traffic congestion. f) Demand on schools, infrastructure and public services. g) Believe increased density should be in less populated outer suburbs. h) Comment on profit made by increased density in Nedlands. 	<ul style="list-style-type: none"> a) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access

				<p>will mitigate the need for additional crossovers and street tree removal. The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>b) Noise is governed by the Environmental Protection (Noise) Regulations.</p> <p>c) Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local government shall have due regard to when considering an application for development approval.</p> <p>d) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>e) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>f) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works.</p> <p>g) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>h) Financial matters are not a valid planning consideration.</p>
374	R Hancock 66 Kingsway	N/A	<p>a) LPS 3 is inconsistent with other planning documents for the Nedlands school area.</p> <p>b) Detracts from character and amenity.</p> <p>c) Is inconsistent with community vision.</p> <p>d) Increased traffic around the school and safety concerns.</p>	<p>a) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p>

			<ul style="list-style-type: none"> e) LPS 3 is not justified by the needs of the UWA-QEII centre. f) Does not provide for coordinated development and allows ad hoc infill development. g) Seeks to achieve dwelling numbers based on artificial boundaries. 	<ul style="list-style-type: none"> b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. c) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. e) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. f) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area. g) Refer to response e) above.
375	J Hancock 66 Kingsway	N/A	<ul style="list-style-type: none"> a) LPS 3 is inconsistent with other planning documents for the Nedlands school area. b) Detracts from character and amenity. c) Is inconsistent with community vision. d) Increased traffic around the school and safety concerns. e) LPS 3 is not justified by the needs of the UWA-QEII centre. f) Does not provide for coordinated development and allows ad hoc infill development. g) Seeks to achieve dwelling numbers based on artificial boundaries. 	<ul style="list-style-type: none"> a) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. c) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. e) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. f) The variance between the location of zoning and density transition boundaries has regard to the specific local

				context rather than a uniform approach across the entire LPS3 area.
				g) Refer to response e) above.
376	Jennifer Campbell 3A Alexander Road	N/A	a) Increased traffic and safety concerns around schools and side streets off Waratah Avenue. b) The plan should be for divided blocks spread randomly through the suburb and not just in certain area. This would retain amenity.	a) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy. b) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.
377	Kathleen Venville 51 Clifton Street	N/A	a) Object to increased density. b) Wishes to maintain the current R25 zoning for the subject site and surrounding area to preserve historical houses and the character and amenity. c) Increased traffic, car parking and safety concerns from increased number of people.	a) Noted. b) It is proposed to reduce densities along Leura/Clifton/Meriwa Street/Williams Road to respond to submissions received and having regard to the Local Planning Strategy. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.
378	Barbara Holm 8 Karella Street	N/A	a) Demand on the road system and increased traffic. b) Loss of amenity from reduction in privacy, overshadowing and loss of tree cover. c) Demand on parks and facilities. d) Demand on utilities (gas, water, electricity etc.)	a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.

				<ul style="list-style-type: none"> b) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. c) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. d) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading.
379	Mary McHugh 39 Robinson Street	39 Robinson Street	<ul style="list-style-type: none"> a) Possible 3 to 4 storey developments will adversely affect the subject property by overshadowing, loss of privacy, increased noise pollution. b) Loss of greenery. c) Negative streetscape impacts. d) Hollywood already provides for high density. e) Negative effects on mental health. 	<ul style="list-style-type: none"> a) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. b) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. c) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. d) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. e) Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local government shall have due regard to when considering an application for development approval.
380	Chin Leng Koay 13 Archdeacon Street	N/A	<ul style="list-style-type: none"> a) Support submission No. 190. b) LPS 3 will made the place undesirable to live. c) Impact on health from increased traffic and lack of open space. d) Increased traffic and pollution. 	<ul style="list-style-type: none"> a) Refer to response for submission 190. b) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.

			<p>e) Impact on character.</p> <p>f) Lack of demand for high density living.</p>	<p>c) Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local government shall have due regard to when considering an application for development approval. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>d) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy. The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on traffic.</p> <p>e) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>f) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p>
381	Eleanor Koay 20 Tyrell Street	N/A	a) Support submission No. 190.	a) Refer to response for submission 190.
382	Seng Khee Gan 30 Archdeacon Street	N/A	a) Support submission No. 190.	a) Refer to response for submission 190.
383	Poh Choo Koay 13 Archdeacon Street	N/A	a) Support submission No. 190.	a) Refer to response for submission 190.
384	Rod Stephens 2 Campsie	N/A	<p>a) Object to the proposed R60 zoning for North Hollywood Precinct (Aberdare Road to Verdum Street).</p> <p>b) The above zoning is inconsistent with Nedlands Local Planning Strategy which proposed no change to density in this area. The changes therefore ignore and overturn extensive consultation and consideration which supported the LPS. There was no explanation or justification provided for the rezoning in this area.</p>	<p>a) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>b) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The</p>

			<ul style="list-style-type: none"> c) North Hollywood currently provides dwelling diversity with over 50% of dwellings currently being coded higher than R10. d) Limited uptake in redevelopment due to the number of houses built in recent years resulting in ad hoc development. e) Traffic and parking issues and narrow streets. f) Demand on services and infrastructure. g) Environmental impact of canopy loss. h) Lack of public open space and no provision for new space. 	<p>advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <ul style="list-style-type: none"> c) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. d) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area. e) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. Cash in lieu options for constructed parking has been explored and appropriate planning mechanisms will be in place once LPS3 has been finalised. f) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. g) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. h) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.
385	Erin O'Brien 4 Viewway	N/A	<ul style="list-style-type: none"> a) LPS 3 will remove character houses in the area. b) The proposal is inconsistent with the aims of the Scheme and detracts from local character and amenity. 	<ul style="list-style-type: none"> a) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to

			<ul style="list-style-type: none"> c) LPS 3 sits on the back of an outdated Municipal Heritage Inventory. d) Increased traffic issues. e) Demand on infrastructure. f) Housing targets are based on artificial boundaries. Nedlands already has significant diversity. g) Unequal distribution of density – impact on small number of streets without links to Stirling Highway. h) Proposed to develop the Golf course, Memorial Rose Gardens, Carrington Street Light Industrial area and the railway line precinct. i) Support an alternative plan that is sustainable, transparent, accounts for topography of the area, and unique character and heritage of the area. 	<p>submissions received, topographical constraints and the Local Planning Strategy.</p> <ul style="list-style-type: none"> b) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc. The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area. c) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. Additional heritage provisions in the Scheme are not proposed. The City will be undertaking a review of the Municipal Inventory separate to this process. d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. e) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. f) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. g) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. h) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. i) The proposed LPS3 provisions are consistent with the model provisions for local planning schemes as set out in the Local Planning Scheme Regulations 2015. Any additional planning provisions that fall outside of the model provisions framework under the regulations will be incorporated in local planning policy.
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386	Sandra Neal 21 Cleland Street	N/A	<ul style="list-style-type: none"> a) Rezoning will change the character of the area. b) Removal of trees and gardens. c) Traffic concerns for narrow streets. d) Increased street parking and associated congestion. e) A solution would be to have duplex or triplex on all corner lots where there is good transport. Support increased density close to Stirling Highway and along the railway line. 	<ul style="list-style-type: none"> a) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. b) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy. d) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. Cash in lieu options for constructed parking has been explored and appropriate planning mechanisms will be in place once LPS3 has been finalised. e) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.
387	Michaela Collingwood 69 Meriwa Street	N/A	<ul style="list-style-type: none"> a) Lack of Public Open Space in Hollywood ward. <ul style="list-style-type: none"> - Current deficiency (less than 10% as per Liveable Neighbourhoods) and no plans to increase POS. b) Tree cover <ul style="list-style-type: none"> - Increased building height has a negative impact on existing trees 	<ul style="list-style-type: none"> a) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.

			<p>c) Lack of cycleways and impact on safety</p> <p>d) Increased traffic (Monash Avenue, Hampden Road, Aberdare Road and Stirling Highway)</p> <ul style="list-style-type: none"> - Existing/compounded issues from hospital & Regis developments. - Safety issues to Hollywood Primary School. - Lack of detailed traffic assessments. <p>e) Amenity impacts</p> <ul style="list-style-type: none"> - Overshadowing, overlooking, impact on solar panels. <p>f) Impact on existing streetscape</p> <ul style="list-style-type: none"> - Impact of ad hoc development. - Impact from decreased setbacks. - Lack of uniformity. <p>g) Hollywood offers a range of services, with only 24% of the area used for residential use. There are no brownfield/greyfield sites available.</p> <p>h) Current housing diversity provided in Hollywood.</p> <p>i) No plan has been put in place to ensure the principles of Liveable Neighbourhoods are adhered to. There is no provision made for infill development to follow this policy.</p> <p>j) Infill does not provide any additional amenities for the increase in population.</p>	<p>b) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>c) The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works.</p> <p>d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>e) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>f) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc. The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.</p> <p>g) Noted.</p> <p>h) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>i) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>j) The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate</p>
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				new commercial uses such as shops, cafes to meet demand generated by increased population.
388	H Chelvanayagam 61 Waratah Ave	N/A	<ul style="list-style-type: none"> a) Issues of security and safety to residents and school children, including crime. b) Demand on services – Police, Ambulance and Fire Brigade. c) Demand on health care services (doctors and aged care) d) Demand on public transport and concerns for costs to expand. e) Traffic congestion, access onto and crossing Stirling Highway. f) Impact to amenity. g) Impact of fast food outlets on traffic and amenity. h) Loss of street trees. i) Alternative area for density in the eastern suburbs near Albany Highway. j) Seek a reconsideration to density increases and a return to a more realistic TPS 2. k) Confine high rise development to the rail road areas and not to inner suburban areas. 	<ul style="list-style-type: none"> a) There is no correlation between LPS3 and crime rates. b) Emergency services provisions are outside the ambit of LPS3. c) The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as health care facilities to meet demand generated by increased population. d) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport. e) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. f) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. g) Fast Food Outlet uses are only permissible in the Mixed Use and Neighbourhood Centre zone, and where such development occurs, it is likely to be integrated into a larger development with its impacts appropriately managed. h) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. i) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. j) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. k) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the

				Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.
389	Kaye Haddrill 1A Tyrell Street	N/A	a) Higher density infill in inner city suburbs is the correct way for Perth to grow over the foreseeable future. b) Support WAPC LPS 3.	a) The comments received in this submission have been noted and recorded. b) Noted.
390	Cindy Tang Shop 15A/88 Broadway	N/A	a) In favour of LPS3.	a) The comments received in this submission have been noted and recorded.
391	Karen Schiller 1B Tyrell Street	N/A	a) Support the WAPC LPS 3.	a) The comments received in this submission have been noted and recorded.
392	Alesha Craik Unit 17/15 Boundary Road	N/A	a) I agree with TPS 3.	a) The comments received in this submission have been noted and recorded.
393	David Bowman 10 Bedford Street	N/A	a) LPS 3 provides for more housing choices. b) Housing diversity will allow people to age in place. c) Corner lots should be able to subdivide.	a) Noted. b) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types. c) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.
394	Michael & Wendy Davis 64 The Avenue	N/A	a) There are alternatives to density such as Montario Quarter in Shenton Park which contributes 1100 dwellings. Questions why this figure is not included in meeting housing targets. b) Concern for lack of requirements for R160 density proposed on Broadway and impact on views to the river. c) Loss of tree canopy, overlooking and overshadowing. d) Issues of traffic congestion and street parking. Lack of assessment/studies. e) Access issues onto Stirling Highway. f) Public transport access needs to be improved. g) Demand on local infrastructure (roads, electricity, water, sewer). h) Do not support increased density around the school – does not provide for families, increased traffic. i) Density in Kingsway and Viewway would clash with heritage buildings in the street which will affect amenity and character.	a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. b) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. c) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity

				<p>development to low intensity which would interface with the existing suburban areas.</p> <p>d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>e) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy. The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on traffic.</p> <p>f) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.</p> <p>g) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p> <p>h) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p> <p>i) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. Additional heritage provisions in the Scheme are not proposed.</p>
395	Helene Schairer 76 Meriwa Street	76 Meriwa Street	<p>a) Redevelopment should be in keeping with the heritage character and scale of the area.</p> <p>b) Medium to high density housing on current R25 zoned areas will erode historical value.</p> <p>c) Retention of historical street character is supported by the report completed by Palassis Architects in 2014 which recommended the precincts running between Smyth Road and Leura, Hardy and Stirling Highway be protected.</p> <p>d) Increased traffic concerns in addition to those from Hospital developments.</p> <p>e) Increased street parking.</p> <p>f) Amenity impacts from high rise buildings such as loss of privacy, overshadowing.</p> <p>g) Impact on property values.</p>	<p>a) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc. The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.</p> <p>b) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p>

				<ul style="list-style-type: none"> c) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. Additional heritage provisions in the Scheme are not proposed. d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. e) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. f) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. g) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.
396	Digby Drake-Brockman 19 Bruce Street	N/A	<ul style="list-style-type: none"> a) Infill development in older suburbs such as Nedlands would result in loss of amenity. b) Traffic issues in Stirling Highway, Broadway, Hampden Road and Bruce Street. Already a large number of people coming into Nedlands for work, study or visiting due to hospital, medical and university facilities. c) Support corner lot subdivision to trade-off other parts of Nedlands. d) There is available land in other parts of Perth to facilitate reduction of sprawl. 	<ul style="list-style-type: none"> a) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. b) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. c) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes. d) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.

397	Di Drake-Brockman 19 Bruce Street	N/A	<p>a) Impact of high density and increased cars on air quality.</p> <p>b) Thousands of people in QEII and UWA effectively leads to excessive population density in the area so any increase in the local Nedlands population is not acceptable.</p>	<p>a) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion.</p> <p>b) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
398	David Indermaur 4 Viewway	N/A	<p>a) Topography</p> <ul style="list-style-type: none"> - The Local Planning Strategy identifies the slope on Broadway as a transition from Broadway to adjacent streets. - The proposed density behind Broadway will impact on the amenity of the area. LPS 3 does not address how the density will impact on the important topographical feature of the area. <p>b) Traffic</p> <ul style="list-style-type: none"> - Increased traffic on Broadway would require road widening which would cause noise and air pollution and isolate UWA campus from the rifer and commercial and residential areas to the west. - The densification in Nedlands should follow the vision of Metronet. The area is not specified in plans for Metronet or the Perth Central Area Transport Plan. <p>c) Character and amenity</p> <ul style="list-style-type: none"> - LPS 3 does not provide any evidence of plans to address protection of local character and amenity. - The Palassis Architects final report of 2014 outlines methodology required to confirm the significant heritage value. The Heritage of Western Australia Act 1990 requires local government to review their Municipal Heritage Inventory every 4 years. The MHI should be updated before any proposals are considered. <p>d) UWA</p> <ul style="list-style-type: none"> - There is space on the eastern side of Broadway to provide further accommodation and should be redeveloped as a first choice. - The proposed density around the university will affect amenity and the character of the campus. <p>e) Housing Diversity</p> <ul style="list-style-type: none"> - Nedlands contains a variety of housing types. <p>f) Density and infill</p> <ul style="list-style-type: none"> - Infill is the only development proposed in LPS 3. Nedlands has reduced capacity of infill due to the services provided (hospital developments, cemetery, Shenton College, UWA, etc.) - The proposed density increases are not equally distributed. - Support development of corner lots throughout Nedlands. <p>g) Solutions and alternatives</p> <ul style="list-style-type: none"> - Development of Nedlands Golf Course, Memorial Rose Gardens, Carrington Street Industrial area, Sunset Hospital site, grassed areas to the south of Melvista Avenue and west of Bruce Street, and properties on 	<p>a) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc.</p> <p>b) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.</p> <p>c) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. The City's Heritage List and Municipal Inventory will be unaffected by LPS 3.</p> <p>d) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>e) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p>

			<p>Dalkeith, Waratah, Vincent Street, Adelma which are serviced by public transport.</p> <ul style="list-style-type: none"> - Areas adjoining or close to the railway line are currently underdeveloped. Development around railways does not degrade existing residential areas or create traffic and infrastructure problems. - Proposes sinking the railway line between Claremont and Shenton Park for development opportunities. 	<p>f) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p> <p>g) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
399	Anne & Rowley Pennock 40 Watkins Road	N/A	<p>a) LPS 3 will have a negative impact on the environment, lifestyle, convenience and safety of Nedlands.</p> <p>b) Loss of trees and impact on views, lack of shade and wildlife.</p> <p>c) Objection to density around primary schools due to density and strangers.</p> <p>d) Increased traffic – pollution, safety concerns, congestion</p> <p>e) Amenity impacts from new developments – Loss of privacy, noise.</p> <p>f) An overall plan should be prepared for the western suburbs to find suitable sites for high-rise development.</p> <p>g) Consider permitting duplex developments.</p>	<p>a) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. There is no correlation between LPS3 and crime rates.</p> <p>b) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.</p> <p>c) There is no correlation between LPS3 and crime rates.</p> <p>d) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>e) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and</p>

				<p>future Local Development Plan provisions. Noise is governed by the Environmental Protection (Noise) Regulations.</p> <p>f) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>g) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p>
400	Norma Iredell 51 Johnson PI	N/A	a) Support the new LPS 3.	a) The comments received in this submission have been noted and recorded.
401	Joy Tillett 15 Strickland Street	N/A	<p>a) Increased traffic.</p> <p>b) Removal of tree canopy.</p> <p>c) Impact on property values.</p> <p>d) Concern for planning process and rights of Council and residents.</p>	<p>a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>b) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>c) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>d) The proposed LPS3 provisions are consistent with the model provisions for local planning schemes as set out in the Local Planning Scheme Regulations 2015. Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p>
402	Chris Blenkinsop 16 Strickland Street	16 Strickland Street	a) Infill proposed in Mt Claremont will have a significant adverse impact on the tree canopy of the area – increasing ambient temperatures and increasing demand on electricity.	a) Rationalising the outdated zoning mechanism (1 in 5 split coding) in Mt Claremont West was identified in the Local Planning Strategy. In response to submissions, the R20 zoning is proposed to be retained for the precinct

			<ul style="list-style-type: none"> b) Lack of consideration for heritage protection, bikeways, electric vehicles or climate change. c) Lack of Policy provisions for retention of trees. d) Concern for discretion permitted under LPS 3 and appeal rights to SAT. e) Concern for multiple dwelling development not matching the density of the code. f) Included PerthNow article 'One in six trees lost in concrete jungle suburbs' 	<p>The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <ul style="list-style-type: none"> b) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works. The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. c) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. d) The proposed LPS3 provisions are consistent with the model provisions for local planning schemes as set out in the Local Planning Scheme Regulations 2015. Any additional planning provisions that fall outside of the model provisions framework under the regulations will be incorporated in local planning policy. e) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. f) Noted.
403	Jeff Peter C/O Hollywood Primary School	N/A	<p>Hollywood Primary School year five class summary:</p> <ul style="list-style-type: none"> a) Impact from high-rise buildings including loss of privacy and overshadowing. b) Increase traffic and congestion impacting commuter times. Safety concerns due to traffic, narrow streets and increased street parking. Concern for the impact of traffic on emergency services response times. c) Increased demand on public open space. There are no new parks planned. d) Expansion of the school may result in playgrounds being demolished for more buildings. Concern for the capacity of the school. 	<ul style="list-style-type: none"> a) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. b) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking

			<ul style="list-style-type: none"> e) Loss of trees and impact on wildlife and temperatures. f) Increased pollution and health impacts. g) Do not support high rise development along Monash Avenue. h) Lack of public transport options. i) Concern for noise during construction. j) Concern parks will be developed. 	<p>and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <ul style="list-style-type: none"> c) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. d) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. e) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. f) Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local government shall have due regard to when considering an application for development approval. g) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. h) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport. i) Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local
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				<p>government shall have due regard to when considering an application for development approval.</p> <p>j) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p>
404	Reg Ransom 49 Philip Road	N/A	<p>a) Significant history surrounding development around Dalkeith (specifically Waratah Ave), the rise of local opposition groups and the comings and goings of Councillors and the Mayor.</p> <p>b) Question some of Councils decisions regarding redevelopment of sites when associated with any of the above-mentioned parties.</p> <p>c) Subdivision may not create more affordable housing but will offer opportunities for downsizing.</p> <p>d) Future rezoning should be restricted to major arteries and corner sites.</p> <p>e) Height limits should be imposed on Waratah Avenue to protect neighbours on Phillip Road.</p> <p>f) Dalkeith Hall should be demolished to make way for a new vibrant building for Council and ratepayers to enjoy.</p> <p>g) Effect on property values.</p> <p>h) Concern for the impact of density on character.</p>	<p>a) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>b) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>c) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>d) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p> <p>e) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>f) Noted.</p> <p>g) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>h) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.</p>
405	Robert Stoddart 22 Archdeacon Street	N/A	<p>a) Impact of the Scheme on the character of the area.</p> <p>b) Believes housing in Nedlands should be retained as an option for housing choice.</p> <p>c) Demand on local infrastructure and amenity.</p>	<p>a) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.</p> <p>b) Amenity impacts associated with new developments will be controlled through the planning framework including</p>

				<p>the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population.</p>
406	Sian Stoddart 22 Archdeacon Street	N/A	a) Impact on the amenity and character of the area.	a) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.
407	Dianne Massoudi 25 Edward Street	N/A	<p>a) Support the new Scheme.</p> <p>b) Would like the opportunity to develop the subject site.</p> <p>c) A new scheme would help to renew old housing stock.</p>	a) The comments received in this submission have been noted and recorded.
408	Leila Massoudi 1/6 Bellevue Tce	N/A	a) Support the new planning scheme.	a) The comments received in this submission have been noted and recorded.
409	Rana Massoudi 1/6 Bellevue Tce	N/A	a) Support the new planning scheme.	a) The comments received in this submission have been noted and recorded.
410	Massoud Massoudi 25 Edward Street	N/A	<p>a) Support the new planning scheme.</p> <p>b) There should be greater flexibility and choice to develop land.</p> <p>c) A new scheme would help to renew old housing stock</p>	a) The comments received in this submission have been noted and recorded.
411	Kiran Singh 9 Mercury Street	N/A	a) Support the new planning scheme.	a) The comments received in this submission have been noted and recorded.
412	Steve Charleson 4/40 Banksia Tce	N/A	a) Support Local Planning Scheme 3.	a) The comments received in this submission have been noted and recorded.
413	Evelyn Haddrill 9/472 Crawford Road	N/A	a) Support Local Planning Scheme 3.	a) The comments received in this submission have been noted and recorded.
414	Diane Kenkema 2A Tyrell Street	N/A	a) Support Local Planning Scheme 3.	a) The comments received in this submission have been noted and recorded.
415	Claire Rossen 18A Warnham Road	N/A	<p>a) Can't afford to live in Nedlands unless more units and flats are available.</p> <p>b) Please approve LPS 3.</p>	a) The comments received in this submission have been noted and recorded.
416	Beth Yagmich 9/472 Crawford Road	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
417	Carmen Lane 29 Warralong Cres	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
418	Desiree Renkema 11 Whitfeld Street	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
419	Richard Thorning 1A Tyrell Street	N/A	<p>a) Support LPS 3.</p> <p>b) Nedlands needs to accept the need for higher density housing.</p>	a) The comments received in this submission have been noted and recorded.
420	Mary Timosa 8/2 Twilight Mews	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.

421	Cherie Iredell-Singh 47 Johnson Pl	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
422	Natasha Hingston 9 Mercury Street	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
423	Tom Iredell 51 Johnson Pl	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
424	Gemma Charleson 4/40 Banksia Tce	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
425	Billy Stanley 10B/25 Victoria Ave	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
426	Hanna Allen 3D/25 Victoria Ave	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
427	Ryan Ling 134 The Strand	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
428	Andrew Noll 16 Bulimba Road	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
429	Saurabu Sharma 6 Cowes Street	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
430	Leonie Maher C/O MAS Real Estate	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
431	Jade Stanley 10D/25 Victoria Ave	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
432	Vicki Dillon 24 Michael Street	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
433	Sara Laird 9 Ainslie Crt	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
434	Elizabeth Spaan 4/9 Arthur Street	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
435	David Law 20/8 Bay Road	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
436	Lily Rossen 220 Lake Street	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
437	Vince Gallo 346A Odin Dve	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
438	Liz Rivers 25 Tibicen Road	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
439	Peter Coupland 1A May Street	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
440	John Terni 28 Bedford Street	N/A	a) Support proposed density along major transport routes. b) Increased density provides opportunities for older residents to downsize and stay in the area.	a) The comments received in this submission have been noted and recorded.
441	Will & Cathy Read 69 The Avenue	N/A	a) Consideration should be given to QEII and UWA sites in context of the Scheme. b) Existing traffic and parking issues from UWA and QEII in Nedlands and Shenton Park.	a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.

			<ul style="list-style-type: none"> c) Capacity of schools. d) Consideration should be given to the slopes of the land on Broadway. e) Concern for loss of character, heritage housing and impact from overshadowing. f) Changes to the demographic of the community and pressure for restaurants and bars – in conflict with families. g) Support Council's version of LPS 3. h) Lack of justification for the proposed density changes. 	<ul style="list-style-type: none"> b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. Cash in lieu options for constructed parking has been explored and appropriate planning mechanisms will be in place once LPS3 has been finalised. c) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. d) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc. e) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. f) The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population. g) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy. h) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the
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				Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone
442	Barbara Allen 19 Kingsway	19 Kingsway	<ul style="list-style-type: none"> a) The subject site will be adversely affected by the proposed planning scheme. Proposed R60 density for the street will result in the removal of established homes, removal of trees and increased traffic around school areas. b) Concern for increased traffic and access from Kingsway and Viewway. 	<ul style="list-style-type: none"> a) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. b) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.
443	Martin & Bronwyn Stuckey 26 Kingsway	26 Kingsway	<ul style="list-style-type: none"> a) Request Council redesign the new scheme to consider proper planning principles rather than ad hoc infill. b) The streets of Broadway, Kingsway, Viewway and Bruce Street contain many heritage dwellings, recognised by Palassis Architects, which will be destroyed by the proposed rezoning. c) Traffic issues on Broadway and access onto Stirling Highway. Safety concerns for the Bruce Street/Stirling Highway intersection. <ul style="list-style-type: none"> - The lots on Broadway have no rear access which will contribute to increased traffic flow. - Safety issues from increased traffic around Nedlands Primary School. d) Demand on Nedlands Primary School. e) Concern for the topography of the western side of Broadway and suitability of high rise development and effects on the neighbouring lots from excavation. f) Loss of green canopy resulting in increased heat and pollution. g) There is land already available on the eastern side of Broadway to provide university accommodation. h) This area for proposed infill is not near and major transport links. i) Request infill is directed around the rail network in accordance with Metronet plan. j) Density should be provided by large redevelopments such as Montario Quarter and Hollywood High School development. k) The light industry along Carrington Street would be ideal for high density development. l) Support subdivision of corner lots. m) Provide development along the river – as a transport corridor for ferries. n) Mixed use development should be considered along Stirling Highway. 	<ul style="list-style-type: none"> a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. b) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. d) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. e) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc. f) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.

			<p>o) Request Council put in place design codes and Guidelines rather than allowing development in accordance with the r-codes which has produced poor built form in the past.</p> <p>p) Request Council to recognise houses, areas or streets with heritage value.</p>	<p>g) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>h) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>i) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy.</p> <p>j) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.</p> <p>k) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>l) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p> <p>m) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.</p> <p>n) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.</p> <p>o) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>p) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. Additional heritage provisions in the Scheme are not proposed.</p>
444	Stand up for Nedlands Neighbourhood 8 Viewway	Viewway, Kingsway, Bruce Street, Edward	<p>a) Stand Up for Nedlands Neighbourhood is a group of residents representing Viewway, Kingsway, Bruce Street, Edward Street and Elizabeth Street.</p> <p>b) Zoning of streets in the School area from R10-12.5 to R40-60 is against the wishes of the majority of residents and is contrary to sound planning principles.</p>	<p>a) Noted.</p> <p>b) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p>

		Street and Elizabeth Street.	<p>c) LPS 3 is inconsistent with other planning documents for the Nedlands school area.</p> <ul style="list-style-type: none"> - The Local Planning Strategy did not endorse rezoning of the school area. - The Strategy acknowledged the 'significant east-west topography' which characterises a specific area between Edward Street and Princess Road. This slope acts as a transition zone of this area and as such no other form of planning controls are required to moderate the development of the Broadway area to the established residential streets west of Broadway. - Directions 2031 defined the boundary for the UWA-QEII specialised centre to be north of Edward Street and east of Broadway. The school, Kingsway, Viewway, Bruce street and Elizabeth Street are not part of the specialised centre and should not be rezoned. - There is no justification put forward to warrant departure from the Strategy. <p>d) Detracts from character and amenity.</p> <ul style="list-style-type: none"> - The Palassis Architects Report recommends a number of properties in the subject area for inclusion within the City's Municipal Heritage Inventory 2012, and others to be recognised for heritage value. The rezoning will likely encourage destruction of many of these properties which will adversely affect the streetscape and aesthetic of the area. - The report recommends Nedlands Primary School for inclusion on the State Register of Heritage Places. An additional inventory of significant trees is also proposed. The City is failed to adopt the recommendation made by the report leaving heritage properties exposed. - LPS 3 does not meet the aim of protecting and enhancing local character and amenity. The area is an example of early century garden suburb. The rezoning will destroy the character and amenity by requiring open space, decreasing setbacks, and removing gardens and trees. - LPS 3 does not mandate any additional parks, cycleways, recreational area, larger gardens, diverse streetscapes or public facilities to increase amenity in the area. <p>e) Is inconsistent with the second aim of the Scheme to respect community vision.</p> <ul style="list-style-type: none"> - The Catalyse Community Perception Survey commissioned by the City in 2016 found 87% of residents in the Melvista Ward are satisfied with the areas character and identity. <p>f) Concern for demand on Nedlands Primary school and limited opportunities for expansion.</p> <p>g) Increased traffic around the school and safety concerns.</p> <p>h) Increased traffic in the subject area and on Broadway.</p> <ul style="list-style-type: none"> - Nedlands Planning Strategy – Future Traffic Assessment December 2016, classed the Stirling Highway/Hampden Road/Broadway intersection as the worst level of service. The assessment found in a moderate growth scenario (4685 dwellings) none of the intersections studies on Stirling Highway functioned at a satisfactory level. The proposed increase (estimated at 7256 dwellings) would cripple traffic flow. - Concern for increased street parking and safety. <p>i) LPS 3 is not justified by the needs of the UWA-QEII centre.</p>	<p>c) Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy. The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc. The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.</p> <p>d) The Municipal Inventory will be undergoing a review separate to this process. The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density. Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>e) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>f) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>g) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>h) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking</p>
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			<ul style="list-style-type: none"> - The school area is not within the UWA-QEII specialised centre. - UWA are planning for a variety of accommodation types on the eastern side of Broadway. There is there no rationale for permitting additional high rise development on Broadway and mid-rise development in the school area, with the needs of the centre already met by development in this area and along Stirling Highway. <p>j) Does not provide for coordinated development and allows ad hoc infill development.</p> <ul style="list-style-type: none"> - LPS 3 does not attempt to provide for coordinated development through precinct planning. LPS 3 should mandate the preparation and adoption of a plan for each street block detailing how development will fit together. - Ad hoc multi-dwelling buildings within established neighbourhoods destroy character and communities. <p>k) Seeks to achieve dwelling numbers based on artificial boundaries.</p> <ul style="list-style-type: none"> - East Broadway provides for diversity in housing in the precinct which is not considered due to council boundaries. - Dwellings built as part of Montario Quarter development were added to the target with numbers changing from 2200 in Directions 2031 to 4400 in Perth and Peel 2050. - The City has features which limit the land available for more intense residential development such as the cemetery, a number of reserves, Campbell Barracks, Irwin Barracks, former Sunset Hospital. <p>l) Impact on South Broadway precinct</p> <ul style="list-style-type: none"> - R160 will impact on the village feel of the area. - LPS 3 treats Broadway inappropriately as a major transport route. A transition coming off Stirling Highway would be appropriate, tapering off at Edward Street. - Any vision for Broadway should be formulated in collaboration with the City of Perth. <p>m) Alternatives</p> <ul style="list-style-type: none"> - #designperth depicts a vision of Perth 'transformed into vibrant high streets with a mix of housing, employment opportunities and services'. This could be a vision for Broadway and South Broadway as a small high street characterised by pedestrian friendly streets, local eateries, vibrant and green, medium height of up to three storeys that are mixed use. - Redevelopment of corner lots which would lead to a more sensible distribution of increased density which offers a broader range of accommodation types. - Development of Carrington Street light industrial area. 	<p>patterns can be monitored, and restriction options are available i.e. timed, paid etc. Cash in lieu options for constructed parking has been explored and appropriate planning mechanisms will be in place once LPS3 has been finalised. The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on parking.</p> <p>i) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>j) The City has previously commissioned a detailed analysis of existing and proposed built form within the areas identified by the Local Planning Strategy as being suitable for higher densities, including Broadway.</p> <p>k) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. The Landcorp Montario Quarter project falls within the Western Australian Planning Commission Improvement Plan No.43 area, and thus the area falls outside of the City's Local Planning Strategy and LPS3 frameworks.</p> <p>l) The Local Planning Strategy identifies that Broadway is an appropriate location to provide a mix of residential and non-residential uses, with the Mixed-Use zone being the most suitable zoning to achieve the objectives of the Strategy.</p> <p>m) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes. The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
445	John Blennerhassett 32 Bulimba Road	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
446	Kelly Arfuso 38 Holden Dr	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
447	S Proctor 29 Thomas Street	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.

448	Graeme Molony 7 Grasby Gr	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
449	Kristal Molony 7 Grasby Gr	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
450	Orlando Whaanga 13 Chapman Road	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
451	Hineaka Cummins 1/26 Axford Street	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
452	Paul Read PO Box 5000	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
453	Peter Koulizos 3 Groom Mews	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
454	Con Theodoropoulos 3B Hugo Street	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
455	Tony Pugh 4/5 Clare Street	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
456	Dennis Howard 10 Eileen Street	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
457	Enrico Salaxar 72 Leach Hwy	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
458	Brenda Ipapo 8 Beckford Close	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
459	Susana Howard 10 Eileen Street	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
460	Ann Howard 52 Talgarth Way	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
461	John Percy PO Box 1450	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
462	Wendy Vojkovic 89 Broadway	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
463	Jozef Vojkovic 89 Broadway	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
464	John Dalton Shop 29/88 Broadway	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
465	Timon Andrijasevic 3D/25 Victoria Ave	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
466	Kula Karthighsu 60 Melvista Ave	121 Broadway	a) Support LPS 3. b) The submission is made in relation to No. 121 Broadway, Nedlands which is proposed to be zoned Residential R160. c) It is requested a 'Mixed Use' zoning with R-AC0 be applied to properties fronting Broadway, between Elizabeth Street and Princess Road.	a) Noted. b) Mixed Use (R-AC0) zone is appropriate for the area in lieu of Residential R160 c) Default development standards have been prescribed in LPS3 and will be further expanded through future Local Development Plans and Local Planning Policy

			<p>d) A 'Mixed Use' zoning is more appropriate having regards for the land's existing context (being located on an established activity corridor, surrounded by a mix of residential and non-residential land uses, and having regard for local topography).</p> <ul style="list-style-type: none"> - Six of the nine properties between Elizabeth Street and Princess Road currently benefit from 'Additional Use' classifications under TPS 2, supporting commercial office, hospital and retail/shop land uses which would otherwise be prohibited in the Residential zone. There is also a mix of residential and non-residential land uses on the eastern side of Broadway within City of Perth and is zoned 'Neighbourhood Mixed Use'. Broadway Fair is less than 100m away from the subject site and is also zoned 'Neighbourhood Mixed Use'. - Properties on the western site of Broadway between Elizabeth Street and Princess Road have a natural ground level consistent with street level, supporting an active ground level interface with Broadway. <p>e) A 'Mixed Use' zoning is supported by the strategic planning framework, including the City's Local Planning Strategy and Activity Centres Planning Strategy, and the State Government's Central Sub-Regional Planning Framework.</p> <ul style="list-style-type: none"> - The City's Local Planning Strategy and Activity Centres Planning Strategy identifies properties along Broadway as Urban Grown Area intended on contain multiple Dwellings, commercial and Mixed Use developments. - The Central Sub-Regional Planning Framework identifies the subject site as falling within the UWA-QEII Activity Centre which acknowledges the opportunity to combine specialised employment, residential living and education in one place. <p>f) Significantly greater local benefits can be realised through a 'Mixed Use' zoning as opposed to a Residential zoning, with respect to streetscape, public realm activation, surveillance, and logical transition of land use.</p> <ul style="list-style-type: none"> - A Mixed Use zone can produce an adaptable form of development, capable of accommodating various land uses in response to social and economic changes. - The ability to provide goods, services and amenities required to cater for the significant population increases associated with R160 residential densities. 	
467	Barbara Karthigasu 60 Melvista Ave	121 Broadway	<p>a) Support LPS 3.</p> <p>b) Attached submission in relation to No.121 Broadway, summarised in submission no. 466.</p>	<p>a) Noted.</p> <p>b) Refer to response for submission 466.</p>
468	Irving Lane 22 Brockman Ave	121 Broadway	<p>a) Support LPS 3.</p> <p>b) Attached submission in relation to No.121 Broadway, summarised in submission no. 466.</p>	<p>a) Noted.</p> <p>b) Refer to response for submission 466.</p>
469	Goldie Chong 123 Broadway	123 Broadway	<p>a) Support LPS 3 as proposed by WAPC. Do not support the City of Nedlands proposal.</p> <p>b) In relation to the subject site, proposes a variation to the Residential R160 assigned to the site to a Mixed Use zoning.</p> <p>c) It is requested a 'Mixed Use' zoning with R-AC0 be applied to properties fronting Broadway, between Elizabeth Street and Princess Road.</p> <p>d) A 'Mixed Use' zoning is more appropriate having regards for the land's existing context (being located on an established activity corridor, surrounded by a mix of residential and non-residential land uses, and having regard for local topography).</p>	<p>a) Noted</p> <p>b) Mixed Use (R-AC0) zone is appropriate for the area in lieu of Residential R160</p> <p>c) Default development standards have been prescribed in LPS3 and will be further expanded through future Local Development Plans and Local Planning Policy</p>

			<ul style="list-style-type: none"> - Six of the nine properties between Elizabeth Street and Princess Road currently benefit from 'Additional Use' classifications under TPS 2, supporting commercial office, hospital and retail/shop land uses which would otherwise be prohibited in the Residential zone. There is also a mix of residential and non-residential land uses on the eastern side of Broadway within City of Perth and is zoned 'Neighbourhood Mixed Use'. Broadway Fair is less than 100m away from the subject site and is also zoned 'Neighbourhood Mixed Use'. - Properties on the western site of Broadway between Elizabeth Street and Princess Road have a natural ground level consistent with street level, supporting an active ground level interface with Broadway. <p>e) A 'Mixed Use' zoning is supported by the strategic planning framework, including the City's Local Planning Strategy and Activity Centres Planning Strategy, and the State Government's Central Sub-Regional Planning Framework.</p> <ul style="list-style-type: none"> - The City's Local Planning Strategy and Activity Centres Planning Strategy identifies properties along Broadway as Urban Grown Area intended on contain multiple Dwellings, commercial and Mixed Use developments. - The Central Sub-Regional Planning Framework identifies the subject site as falling within the UWA-QEII Activity Centre which acknowledges the opportunity to combine specialised employment, residential living and education in one place. <p>f) Significantly greater local benefits can be realised through a 'Mixed Use' zoning as opposed to a Residential zoning, with respect to streetscape, public realm activation, surveillance, and logical transition of land use.</p> <ul style="list-style-type: none"> - A Mixed Use zone can produce an adaptable form of development, capable of accommodating various land uses in response to social and economic changes. - The ability to provide goods, services and amenities required to cater for the significant population increases associated with R160 residential densities 	
470	Peter Purchas & LM Purchas 1 Elizabeth Street	N/A	<p>a) The density as proposed by the City of Nedlands has been doubled without explanation. The WAPC must rationalise to the City of Nedlands and its community, how it calculates what is appropriate infill by 2050. Councils plan was based on wide consultation and a target of 4400 dwellings.</p> <p>b) Demand on services (sewer, water, schools).</p> <p>c) Impact on property values.</p> <p>d) Amenity impacts from new developments including overlooking.</p> <p>e) Propose that should infill be required greater than 4400 dwellings, the remained should be achieved through corner lot developments. This would provide for downsizing opportunities.</p> <p>f) Concern for the social impact of high rise development as proposed through the R160 density on Broadway.</p> <p>g) Heritage</p> <ul style="list-style-type: none"> - There are a number of character houses in the area such as those seen on Viewway, Kingsway, Edward Street, Elizabeth Street and Bruce Street which would be adversely affected by high density development – demolition and loss of character. 	<p>a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p>

			<p>h) Social Character</p> <ul style="list-style-type: none"> - Smaller dwellings accommodate single people whose lifestyle is less compatible with family life. Being near UWA, multiple dwellings would likely attract a more transient population with less interest in the amenity of their properties. Multiple dwellings are accommodated on the eastern side of Broadway. <p>i) Trees and streetscape</p> <ul style="list-style-type: none"> - Removal of trees and effect on temperatures, wildlife and aesthetics. <p>j) Increased traffic flow and congestion</p> <ul style="list-style-type: none"> - Congestion on Broadway should be considered in context of both sides of the street. - Issues with vehicle manoeuvring on the corner of Broadway and Elizabeth Street. <p>k) Parking issues – insufficient parking in the Broadway precinct area.</p>	<p>c) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>d) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>e) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p> <p>f) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>g) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. The City's Heritage List and Municipal Inventory will be unaffected by LPS 3.</p> <p>h) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p> <p>i) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>j) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor</p>
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				<p>upgrades being undertaken to key intersections in the future.</p> <p>k) It is appropriate that adequate discretion is provided within the planning framework to consider car parking requirements on a case by case basis, including the location where car parking areas are provided within the development having regard to the circumstances of the proposed development and surrounding context.</p>
471	Helen Dalton 26 Getting Street	N/A	a) Support LPS 3	a) The comments received in this submission have been noted and recorded.
472	Vivienne McManus 29 Clifton Street	N/A	<p>a) Do not support LPS 3.</p> <p>b) Housing diversity is already provided in the Hollywood ward.</p> <p>c) Decreased setbacks result in decreased space for trees and gardens.</p> <p>d) Increased street parking and insufficient parking on-site for new developments.</p> <p>e) Amenity impacts from new developments – Overlooking, loss of privacy, overshadowing and impact on solar panels.</p> <p>f) Increase in traffic – concern for impact on Carrington Street, Smyth Road, Aberdare Road and Monash Avenue. Impact from the hospital developments on traffic.</p> <p>g) Concern for the size of lots being redeveloped.</p> <p>h) Hollywood ward has a smaller percentage of residential areas but has the most increase in density proposed.</p> <p>i) High rise development should be limited to Stirling Highway, Hampden Road, Broadway and Thomas Street/Winthrop Avenue – the rest should be single residential.</p> <p>j) Council should be able to develop its own LPS.</p>	<p>a) Noted.</p> <p>b) It is proposed to reduce densities along Leura/Clifton/Meriwa Street/Williams Road to respond to submissions received and having regard to the Local Planning Strategy.</p> <p>c) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>d) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>e) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>f) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>g) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p>

				<p>h) Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy.</p> <p>i) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>j) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p>
473	Gillian Greaves 1/35 Preston St	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
474	Michelle Guyton 10 Castillo Rise	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
475	Breffni Baker 34R Leake Street	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
476	Sandra Moran 62 Loftus Street	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
477	Department of Communities Level 15, 140 William Street	N/A	<p>a) The Department of Communities is in support of the modifications made by the WAPC to LPS and provide the following comments.</p> <p>b) Support the focus of density around Stirling Highway and Waratah Avenue neighbourhood centre. ↗</p> <p>c) The existing two and three storey maisonette and townhouse style developments along Stirling Highway are positive examples of increased density that is responsive to the overall character of the City, much of which have been developed at a density greater than currently allowable under the applicable R-code. There is some development in this area that is up to six storeys.</p> <p>d) As indicated in the Local Planning Strategy, the City has a higher percentage of detached houses than Greater Perth and a lower percentage of flat, units and apartments. The data indicates that housing diversity throughout the City is relatively low.</p> <p>e) The opportunity for dwellings within the infill targeted areas will better address growth and demand for additional, diverse and affordable housing in the City.</p> <p>f) Overall, the modifications made by the WAPC provide more consistency with the R-codes and further clarity around planning and development requirements.</p> <p>g) The modifications also eliminate unnecessary changes to lower density development that would be inconsistent with the current character of the area.</p>	<p>a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>b) (comments b-h) The comments made in this submission have been noted and recorded.</p>

			h) The modified LPS3 enables benefits in terms of state strategic planning and housing objectives and are also considered to better align with the City's Local Planning Strategy housing and population targets.	
478	Krishnan Karthigasu 29 Brockman Ave	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
479	Rachel Greaves 40 Hillway	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
480	Edward Greaves 40 Hillway	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
481	Yamini Preetham 25 Leon Road	N/A	<p>a) The submission is made in opposition to draft LPS 3, in particular with respect to rezoning to R40-R80 within the Dalkeith Ward.</p> <p>b) The walkable catchment for a Neighbourhood Centre as per SPP 4.2 is 200-400m with some recoded properties being over 600m away.</p> <p>c) Traffic congestion</p> <ul style="list-style-type: none"> - Concern for increased number of vehicles as a result of density and reliance on motor vehicle transport. Density alone does not provide the richness required for increasing walking. Lack of frequent public transport options. - Don't believe Waratah Avenue and surrounding local roads will be able to manage with the increased density. <p>d) Noise pollution</p> <ul style="list-style-type: none"> - Noise transfer between outdoor environments and increased traffic flow. <p>e) Loss of trees resulting in an urban heat island effect.</p> <p>f) Loss of character</p> <ul style="list-style-type: none"> - Nedlands is unique within the wider metropolitan context. - There are affordable housing options in neighbouring areas such as Claremont. - Rezoning R40-R80 does not guarantee options for ageing in place. - Perth needs planned precincts rather than infill development. Density should be structured around major transport routes, train lines, within the City centre, and within large satellite centres. 	<p>a) Noted.</p> <p>b) 9) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.</p> <p>d) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy. The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on traffic.</p> <p>e) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>f) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing</p>

				suburban areas. LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.
482	P & K Meling 32 Philip Road	N/A	<ul style="list-style-type: none"> a) Concern for impact on the neighbourhood. b) Impact of developments on overshadowing, and reduced privacy. c) Impact on existing streetscapes and conflict of scale. d) Loss of amenity with a loss of vegetation and trees that characterise Dalkeith. e) Increased traffic and safety concerns. f) Density around schools and greater risk of stranger danger. g) Lack of information outlining how traffic will be accommodated. h) Increased demand on utilities (water, gas, electricity) i) No provision for additional POS or community spaces. j) Disappointed in lack of community consultation and Council contribution. 	<ul style="list-style-type: none"> a) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. b) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. c) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. d) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. e) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. f) There is no correlation between LPS3 and crime rates. g) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy. The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on traffic. h) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading.

				<p>i) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>j) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p>
483	Robin Chinnery 24 Philip Road	24 Philip Road	<p>a) Object to the proposed density increases including that proposed for the subject lot.</p> <p>b) Areas around the primary school should remain R10 for safety and social reasons.</p> <p>c) Increased density will result in a loss of green canopy on private lots and streets, impacting on amenity, wildlife and air quality.</p> <p>d) Increased pressure on parks and public spaces</p> <p>e) Social impacts from changing demographics.</p> <p>f) Lack of provision of social amenities including a central hub.</p> <p>g) Precincts require closer attention, including preservation/retention of streetscapes and requirements for new buildings to complement the existing context.</p> <p>h) Concern for demand on infrastructure and services.</p> <p>i) Traffic access onto Stirling Highway.</p> <p>j) Increased street parking.</p> <p>k) LPS 3 does not sufficiently include principles of good planning to retain human scale for an optimum social environment.</p> <p>l) Amenity impacts such as overshadowing, loss of privacy and possible safety issues.</p> <p>m) Rezoning that increases densities from R10, R20 and R25 to R40, R60 and R80 does not meet these criteria and should not be implemented.</p>	<p>a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>b) Noted.</p> <p>c) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>d) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>e) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p> <p>f) The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population.</p> <p>g) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions</p>

				<p>contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>h) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p> <p>i) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>j) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>k) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles.</p> <p>l) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>m) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
484	Alex Ireland 1 Alexander Road	1 Alexander Road	<p>a) Effect of rezoning on the environmental and social amenity of the City.</p> <p>b) Loss of trees and gardens.</p> <p>c) Potential overshadowing and loss of privacy,</p> <p>d) Demand on infrastructure.</p> <p>e) The subject property and others in the City should not be rezoned to R40, R60 and R80.</p>	<p>a) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>b) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access</p>

				<p>will mitigate the need for additional crossovers and street tree removal.</p> <p>c) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>d) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p> <p>e) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p>
485	Emily Rossen 2/20 Tareena Street	N/A	<p>a) Support LPS 3.</p> <p>b) Urban infill is desperately needed.</p>	a) The comments received in this submission have been noted and recorded.
486	Kun Ben Tee 503/2 Oldfield Street	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
487	Gregory Rossen 119 Broadway	119 Broadway	<p>a) Support LPS 3</p> <p>b) It is requested a 'Mixed Use' zoning with R-AC0 be applied to properties fronting Broadway, between Elizabeth Street and Princess Road, which includes the subject site.</p> <p>c) A 'Mixed Use' zoning is more appropriate having regards for the land's existing context (being located on an established activity corridor, surrounded by a mix of residential and non-residential land uses, and having regard for local topography).</p> <ul style="list-style-type: none"> - Six of the nine properties between Elizabeth Street and Princess Road currently benefit from 'Additional Use' classifications under TPS 2, supporting commercial office, hospital and retail/shop land uses which would otherwise be prohibited in the Residential zone. There is also a mix of residential and non-residential land uses on the eastern side of Broadway within City of Perth and is zoned 'Neighbourhood Mixed Use'. Broadway Fair is less than 100m away from the subject site and is also zoned 'Neighbourhood Mixed Use'. - Properties on the western site of Broadway between Elizabeth Street and Princess Road have a natural ground level consistent with street level, supporting an active ground level interface with Broadway. <p>d) A 'Mixed Use' zoning is supported by the strategic planning framework, including the City's Local Planning Strategy and Activity Centres Planning Strategy, and the State Government's Central Sub-Regional Planning Framework.</p>	<p>a) Noted.</p> <p>b) Mixed Use (R-AC0) zone is appropriate for the area in lieu of Residential R160</p> <p>c) Default development standards have been prescribed in LPS3 and will be further expanded through future Local Development Plans and Local Planning Policy</p>

			<ul style="list-style-type: none"> - The City's Local Planning Strategy and Activity Centres Planning Strategy identifies properties along Broadway as Urban Grown Area intended on contain multiple Dwellings, commercial and Mixed Use developments. - The Central Sub-Regional Planning Framework identifies the subject site as falling within the UWA-QEII Activity Centre which acknowledges the opportunity to combine specialised employment, residential living and education in one place. <p>e) Significantly greater local benefits can be realised through a 'Mixed Use' zoning as opposed to a Residential zoning, with respect to streetscape, public realm activation, surveillance, and logical transition of land use.</p> <ul style="list-style-type: none"> - A Mixed Use zone can produce an adaptable form of development, capable of accommodating various land uses in response to social and economic changes. - The ability to provide goods, services and amenities required to cater for the significant population increases associated with R160 residential densities. 	
488	Marija Vojkovic 89 Broadway	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
489	Ante Vojkovic 89 Broadway	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
490	Kwong Tek Chong 123 Broadway	123 Broadway	<p>a) Support LPS 3 as proposed by WAPC.</p> <p>b) Do not support the City of Nedlands proposal.</p> <p>c) In relation to the subject site, proposes a variation to the Residential R160 assigned to the site to a Mixed Use zoning.</p> <p>d) Attached justification summarised in submission no.469.</p>	<p>a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>b) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>c) The site is proposed to be rezoned to Mixed-Use.</p> <p>d) Refer to response for submission 469.</p>
491	Kan Yu 82A Wellington Road	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
492	Don Chee 37 Gamenya Street	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
493	Keith Barker 88 Mountjoy Road	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
494	Paul Avon-Smith 29/88 Broadway	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
495	Anne Barker 88 Mountjoy Road	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
496	Patricia Burn 7 Bickley Crescent	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
497	Peter Moeller 7 Bickley Crescent	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.

498	Eva Greten 30 Edgefield Way	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
499	Jan Sinnott 65 St Johns Boulevard	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
500	Robyn Camerer 2/4 Monash Avenue	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
501	Dina Townsend 6 Van Kleef Circuit	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
502	Jovencio Villarino 76 Davy Street	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
503	Sharon Watkins 24 Fluellen Way	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
504	Jesigil Timsoa 8/2 Twilight Mews	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
505	Winston Ipapo 8 Beckford Close	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
506	Perlyne Lunes 4 Tylee Cove	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
507	Jelly Villarino 76 Davy Street	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
508	Geraldine James 4/574 Marmion Street	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
509	Sheryl Day 56 Marcus Avenue	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
510	Anne Galliot 22 Horrocks Road	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
511	Susana Maddison 22A Spargo Street	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
512	Michael Lunes 4 Tylee Cove	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
513	Winston McNamara 40 Melvista Avenue DALKEITH	40 Melvista Avenue	<ul style="list-style-type: none"> a) All R10 lots should be rezoned to R20 to enable subdivision (particularly those on Melvista Avenue). b) Subdivision does not necessarily affect streetscape. E.g. Alexander Place. c) State Government policy supports infill within older areas with large blocks to contain suburban infrastructure costs and to improve such things as transport efficiencies and to improve the efficiency of delivering residential and other community services. d) Subdivision would enable options for downsizing, age in place and reduce maintenance. e) Financial opportunities for subdivision. 	<ul style="list-style-type: none"> a) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area. b) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. c) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the

				<p>Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>d) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>e) Financial matters are not a valid planning consideration.</p>
514	Henry Jansen 76 Monash Avenue	N/A	a) Support LPS 3.	a) The comments received in this submission have been noted and recorded.
515	Danny Meneghello 31 Philip Road	N/A	<p>a) LPS 3 conflicts with the existing amenity of Philip Road which is characterised by large single residential houses with a 9m front setback, with substantial trees and gardens.</p> <p>b) The majority of houses identified for R60 are newly built and not in need of redevelopment. This will result in conflicts between existing houses and new developments such as overlooking, reduced open space etc.</p> <p>c) The proposed density is in conflict with the vision, scheme aims and regulations with respect to retention of streetscapes and amenity.</p> <p>d) Increased traffic and parking.</p> <p>e) Lack of frequent public transport.</p> <p>f) Demand on infrastructure and services (within the shopping centre).</p> <p>g) Support some density around the Dalkeith shopping precinct as per Council's proposal.</p> <p>h) The proposal has disregard to the character of Nedlands.</p>	<p>a) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.</p> <p>b) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>c) The proposed LPS3 provisions are consistent with the model provisions for local planning schemes as set out in the Local Planning Scheme Regulations 2015. Any additional planning provisions that fall outside of the model provisions framework under the regulations will be incorporated in local planning policy. The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>e) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.</p> <p>f) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to</p>

				<p>support future development with manageable upgrading. The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population.</p> <p>g) Noted.</p> <p>h) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p>
516	Siau Huan Pan 98 Victoria Avenue	98 Victoria Avenue	a) Would like to be able to subdivide the subject property on Victoria Avenue.	a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.
517	Shaun & Prue Griffin 38 Robinson Street	N/A	<p>a) Impact on amenity.</p> <p>b) Impact on property values.</p> <p>c) Increased traffic congestion.</p> <p>- Safety concerns for pedestrian and cyclists, and children around schools.</p> <p>- Increased traffic issues on Monash Avenue, Hampden Road, Aberdare Road.</p> <p>- Lack of plans to manage traffic.</p> <p>d) Lack of public open space to the north of the highway.</p> <p>e) Lack of continuous cycle paths.</p> <p>f) Loss of trees and greenery, from reduced open space and setbacks, which provides a cooling effect in the local area.</p> <p>g) Visual impact from removal of trees.</p> <p>h) Conflict of scale, overlooking, overshadowing (including impact on solar panels).</p> <p>i) Housing diversity is provided for in Hollywood. Rezoning would remove family zoned lots.</p> <p>j) Concerned with respect to rezoning around Nedlands Primary School and lack of consideration for topography.</p>	<p>a) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>b) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>d) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>e) The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works.</p> <p>f) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>g) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this</p>

				<p>Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans.</p> <p>h) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>i) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.</p> <p>j) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc.</p>
518	Ian Birch 129-133 Waratah Avenue	129-133 Waratah Avenue	<p>a) The subject sites are proposed to be changed from 'Retail Shopping' to 'Local Centre' zone.</p> <p>b) Clarification is sought on the application of Local Centre zone requirements contained within Clauses 32.7 and 32.13, given there is repetition and conflict between the two clauses.</p> <p>c) The subject sites are identified as being within Precinct 5 under Schedule C, with CI 32.13 presumably prevailing where there is conflict with CI 32.7.</p> <p>d) Zoning/Land use</p> <ul style="list-style-type: none"> - CI 32.7 1(a) introduces restrictions on ground floor uses by excluding office and consulting rooms. CI 32.13 does not make these exclusions, so it is unclear whether CI 32.7 applies in this case. - Should it be the intention to prohibit these uses at ground floor for the subject land, it is submitted that in small, isolated centres, such a restriction is not necessary or appropriate. It is submitted that office and consulting room uses on the ground floor of the subject land (precinct 5) be permitted and this be made clear in the scheme provisions. - It is noted there are no objections to residential uses being excluded as per current TPS 2. <p>e) Building Height</p> <ul style="list-style-type: none"> - CI 32.13 reflects the current requirements in TPS 2, being 10.5m wall height and 12m overall height. Whereas CI 32.7 has a maximum 'building' height of 10m, with architectural features allowed to extend a further 1.5m. - Assurance is sought that height provisions for the subject land remain as per the current TPS 2. <p>f) Minimum Development Area</p> <ul style="list-style-type: none"> - CI 32.13 (1) stipulates a minimum lot area prior to development of 1000m². Whilst the three sites happen to be in single ownership and are likely to be 	<ul style="list-style-type: none"> - Clause 32 provisions have been simplified to remove repetition and conflict. - Clause 32 has been modified to permit Office and Consulting rooms at ground level subject to satisfying Local Planning Policy criteria including visual engagement between the building and the street being achieved. - Clause 33 provides for a maximum wall height of 10.5m and building height of 12m as per current TPS2 requirements for the subject sites, through adoption of a Local Development Plan. - RAC-0 has been designated for those sites where appropriate to introduce LDP requirements. Clause 33 controls have also been introduced to ensure heights established in TPS2 are carried over into any new LDP. - Clause 32 provisions have been modified to facilitate reduced setbacks in keeping with Local Centre / Main Street design principles. - Other setbacks for the Local Centre zone are prescribed in Clause 32 or alternatively can be considered as part of a Local Development Plan.

			<p>developed as a single parcel, Lot 1, No. 131 Waratah has a lot area of only 948m² which on strict reading suggests it can't be individually redeveloped. Apart from being unreasonable, it is questionable that such a provision is valid.</p> <ul style="list-style-type: none"> - It is submitted that CI 32.12 (1) be deleted. <p>g) R60 coding for residential</p> <ul style="list-style-type: none"> - CI 32.7 (1) (d) stipulates a density code of R60 for residential development. It is questioned whether this is intended to apply to Schedule C precincts. - If a residential coding is to be applied at all, it is considered that an R-AC coding should be applied with development standard then prescribed in Table 7 of the Scheme. - Development standard prescribed in Table 4 of the R-codes are not intended for mixed use development, would conflict with CI 32.7 and limit the achievement of desirable development form. Of particular concern in this regard is plot ratio. - It is submitted that CI 32.7 (1) (d) should either be deleted or changed to R-AC0. <p>h) Setbacks</p> <ul style="list-style-type: none"> - CI 32.7 provides setback minimum for primary and secondary streets and permits nil setbacks for side boundaries at ground floor for abutting commercial development. There is no mention of rear setbacks or side setbacks above ground floor. - CI 32.13 makes no mention of setbacks, apart from widening of the rear lane to 7m. - If CI 13.7 does not apply to Schedule C properties, what are the requirements? - It is considered that the 3m primary and secondary street setbacks are excessive for the three lots in Precinct 5. It is submitted that a setback of 2m for the primary street and nil for secondary street (as per TPS 2) are adequate. - Guidelines for upper level side and rear setbacks could be established, responding to different development scenarios. - In their absence, the current TPS 2 provisions should be retained. - It would be helpful to see whether the provisions have been modelled as they are somewhat unusual. 	
519	Margaret Simpson 16 Campsie Street	16 Campsie Street	<p>a) Objection to proposed R60 for the north Hollywood precinct.</p> <p>b) Proposes LPS 3 retains an R10 density for Kitchener, Burwood, Croydon, and Campsie streets.</p> <p>c) LPS 3 is inconsistent with the Local Planning Strategy as no change was proposed for north Hollywood.</p> <p>d) North Hollywood currently provides dwelling diversity with over 50% of dwellings currently being coded higher than R10.</p> <p>e) Limited uptake in redevelopment due to the number of houses built in recent years resulting in ad hoc development.</p> <p>f) Traffic and parking issues and narrow streets.</p> <p>g) Demand on services and infrastructure.</p> <p>h) Environmental impact of canopy loss.</p>	<p>a) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>b) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>c) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City</p>

			<p>i) Lack of public open space and no provision for new space.</p>	<p>of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>d) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>e) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.</p> <p>f) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>g) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p> <p>h) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>i) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p>
520	TPG PO Box 7375 Cloisters Square	95-101 Monash Avenue	<p>a) The following submission is made in relation to the Hollywood Hospital site at 95-101 Monash Avenue, Nedlands.</p> <p>b) Basic built form conditions should be introduced within the Special Use table to provide a level of certainty on what is considered appropriate on the site, prior to the preparation of a Structure Plan, Activity Centre Plan or Local Development Plan.</p> <p>c) The proposed built form controls generally reflect the approved Master Plan for the site, which needs revisiting.</p> <p>d) Land use and development at the site is currently governed by provisions under Schedule 5 of TPS 2. Included in the provisions is the requirement for the site to be developed in accordance with the current Master Plan. The Master Plan was</p>	<p>a) Comments provided in points a) – i) have been noted and recorded</p> <p>b) In relation to point j), the inclusion of development standards within the local policy framework (non-residential development, car parking) is appropriate to provide consistency and flexibility and is in keeping with planning best practice based on the concerns raised in the submission</p> <p>c) In relation to point l), the submission requests specific height limits above what is permitted in the approved Master Plan which are not supported. Any changes to building heights or other development standards</p>

			<p>approved by Council in 2013 and considered to be adopted as a local planning policy which is given due regard in decision making.</p> <p>e) While the Master Plan is still relevant, it is now over five years old and its detailed provisions require re-evaluation in the context of changes made to the state strategic and regulatory planning framework, in particular draft Perth and Peel @ 3.5 Million and Metropolitan Central Sub-Regional Planning Framework and the Planning and Development (Local Planning Schemes) Regulations 2015.</p> <p>f) Under Draft Perth and Peel, the site is identified as being within UWA-QEII Specialised Activity Centre. Under the Regulations, Activity Centre Plans and Local Development Plans have been introduced which may set built form controls for a site. The Regulations provide for a development application to be considered in the absence of an approved plan providing the development does not conflict with orderly and proper planning.</p> <p>g) It is considered that a plan may be prepared for the site in due course, however should LPS 3 contain basic built form provisions, this would allow development that will have minimal impact to occur in the interim.</p> <p>h) Under LPS 3, SU1 permits 'Hospital' and other associated uses provided they are 'I' uses. The land use permissibility in relation to the subject's site Special use zoning is supported.</p> <p>i) SU1 does not provide any development parameters. It is noted SU5 contains basic built form controls unless superseded by a Structure Plan, LDP and/or Activity Plan. It is considered such an approach be applied to SU1.</p> <p>j) LPS 3 proposes to increase car parking requirements for a Hospital use. There are no objections to the proposed provisions, noting the Scheme allows for Reciprocal Parking, and variations to the parking requirements can be granted pursuant to Clause 34. There exists a maximum of 1800 bays approved under the current Master Plan for the site.</p> <p>k) The following is proposed as an additional condition for SU1: Where there is no Structure Plan, Local Development Plan and/or Activity Centre Plan approved, all development must comply with the following provisions:</p> <ul style="list-style-type: none"> - a) Setbacks - Monash Avenue, Verdun Street, & Western boundary: 10m Eastern boundary: nil - b) Height – i) Maximum wall height of 31m, except in the following circumstances: - No more than 14m where development is located less than 20m from Verdun Street; and - No more than 22m where the development is located less than 20m from Monash Avenue. ii) Wall height shall be measured between natural ground level immediately below the wall to the point where the wall meets the roof or top of parapet. l) Note: the heights are based on a floor to floor height of 4.2m required for hospital developments plus a parapet of between 1 – 1.5m. The modified definition of wall height is proposed for clarity as the Scheme's definition refers to NGL at lot boundaries which is not appropriate for the site given its size and topography. 	<p>contained in the Master Plan are more appropriate for consideration in a future ACP or LDP for the site</p> <p>d) In relation to point m), the modified definition of wall height is more appropriate to include in a future ACP or LDP for the site rather than LPS3</p> <p>e) Proposed built form standards relating to height exceed height previously contemplated in approved masterplans and are to be modified to align with the approved masterplans in the absence of an approved ACP/LDP</p> <p>f) Proposed additional uses beyond those currently listed would be appropriate and consistent with the range of uses approved to date under each masterplan</p> <p>g) An ACP or LDP will provide the appropriate forum to consider the issue of wall height, particularly given the proposed wall heights being sought exceed the maximum heights set out in the applicable masterplan</p> <p>h) An ACP or LDP will also provide the appropriate forum to consider the proposed car parking arrangements, particularly where the number of car bays proposed is at variance with LPS3 and the applicable Local Planning Policy</p>
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521	Pedram Momen 71 Viking Road	N/A	<ul style="list-style-type: none"> a) Increased density along Circe Circle and around Dalkeith Primary School will result in increased traffic risk to children and increased stranger danger. b) Increased density along, north, and south of Waratah Avenue is not supported. c) Density should be focused along established transport corridors. Waratah Avenue is not a transport corridor and is not an ideal location for significant density increases. d) Increased traffic congestion from reliance on private vehicles. Access issues onto Stirling Highway. e) Density should be focused along Stirling highway. 	<ul style="list-style-type: none"> a) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. There is no correlation between LPS3 and crime rates. b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. c) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. e) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.
522	Rachel & Christopher Rees 6 Croydon Street	N/A	<ul style="list-style-type: none"> a) Lack of Public Open Space <ul style="list-style-type: none"> - Current deficiency (less than 10% as per Liveable Neighbourhoods) and no plans to increase POS. b) Tree cover <ul style="list-style-type: none"> - Increased building height has a negative impact on existing trees - Removing habitat for Carnaby cockatoos. - Increasing temperatures. c) Increased traffic (Aberdare Road and Smyth Road) <ul style="list-style-type: none"> - Existing issues from hospital developments. - Safety issues to Hollywood and Rosalie Primary Schools and Shenton College. - Lack of public transport infrastructure. - Concern for emergency vehicle response times. d) Parking Congestion e) Capacity of Schools f) Amenity impacts <ul style="list-style-type: none"> - Overshadowing, overlooking, impact on solar panels. g) Impact on property values 	<ul style="list-style-type: none"> a) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. b) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting

			<ul style="list-style-type: none"> h) Impact on existing streetscape - Impact of ad hoc development. i) Perth's population is not growing so there is no demand. Development such as Montario Quarter is supported rather than infill. 	<p>further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.</p> <ul style="list-style-type: none"> d) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. Cash in lieu options for constructed parking has been explored and appropriate planning mechanisms will be in place once LPS3 has been finalised. e) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. f) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. g) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration. h) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. i) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.
523	Deborah & Steve Wilson 29 Bruce Street	N/A	<ul style="list-style-type: none"> a) Concerned about increase in traffic. b) Safety issues for increased street parking. c) Increased noise. d) Loss of community from investment properties. 	<ul style="list-style-type: none"> a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. b) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of

				<p>on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>c) Noise is governed by the Environmental Protection (Noise) Regulations.</p> <p>d) Financial matters are not a valid planning consideration.</p>
524	Professor Simon Anderson M433	11 Baird Avenue	<p>a) Lack of supporting evidence for the proposed density increases in terms of dwelling yields.</p> <p>b) Lack of coordination with abutting local governments for development at boundaries.</p> <p>c) Lack of Nedlands-character specific provisions. The 'sense of place' of Nedlands is better preserved under Council proposal.</p> <p>d) The extent of the density changes under WAPC modifications is not supported.</p> <p>e) Increasing density in well located areas is preferred over demolishing several single houses. Support changes to Council's version to include R-AC0 to match WAPC mods, R80 where adjoining R160, increasing R50 to R60 and increasing R35 to R40.</p> <p>f) To increase density near amenity, R40 zones could be included around College Park, Melvista Reserve, and Mason Gardens. Also could be on streets such as Dalkeith Road, Smyth Road, Vincent Street, Princess Road, and Carrington Street to provide some distributed density and downsizing opportunity.</p> <p>g) Concern for impact on property values.</p> <p>h) Traffic and parking issues need to be managed.</p> <p>i) Potential for affordable housing requirements in large scale developments.</p> <p>j) The scheme needs to conserve tree cover, streetscape, and address public transport, parking and heritage.</p> <p>k) Recommend 3D visualisations of the likely built form outcomes are produced.</p>	<p>a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>c) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>d) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>e) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>f) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>g) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>h) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City</p>

				<p>indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>i) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p> <p>j) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport. The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on parking. The City's Heritage List and Municipal Inventory will be unaffected by LPS 3.</p> <p>k) Noted.</p>
525	Helen Qin & Winston Yu 55 Jenkins Avenue	55 Jenkins Avenue	a) Concern for the impact from redevelopment of neighbouring properties (to the north and east) on the subject site – loss of privacy, overshadowing.	a) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.
526	Guy Churchill & Lisa Khoo 67 Hardy Road	N/A	<p>a) Do not support LPS 3 with the following comments mainly relating to the Nedlands North area as defined in the City's Local Planning Strategy.</p> <p>b) Housing diversity</p> <ul style="list-style-type: none"> - Hollywood ward currently provides for a wide variety of housing. - LPS 3 does not leave any areas of low-rise low-density housing on modest sized lots (500m2) in the City of Nedlands for those choosing this housing type. - Lack of opportunities for aging in place as the majority of Hollywood is rezoned for 4 storeys or higher. <p>c) Character, Heritage, Streetscape</p> <ul style="list-style-type: none"> - A report completed in 2014 by Palassis Architects and Dr Robyn Taylor identified multiple residential character precincts in the Hollywood area (included map of 	<p>a) It is proposed to reduce densities along Leura/Clifton/Meriwa Street/Williams Road to respond to submissions received and having regard to the Local Planning Strategy.</p> <p>b) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>c) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. The Municipal Inventory will undergo a review separate to this process. The variance between the location of zoning and density transition</p>

			<p>properties). The report recommended Council prepare Design Guidelines and other Special Planning Controls in LPS 3 to protect character precincts. The report noted that merely listing residences on a Heritage Inventory has not been effective in preventing demolition and erosion of streetscape character. Council decided not to include character precincts in the MHI but must review this decision under threat of density increase.</p> <ul style="list-style-type: none"> - SPP 3.5 provides provisions in relation to heritage retention in formulating planning schemes and strategies. These measures should be implemented in Nedlands North. - Development should be limited in the workers cottages area adjoining Portland Street, to 2 storeys. <p>d) Traffic</p> <ul style="list-style-type: none"> - Nedlands Planning Strategy – Future Traffic Assessment found in a moderate growth scenario none of the three intersections studied on Stirling Highway functioned at a satisfactory level. The proposed 7256 units in the Stirling/Broadway/Hampden Road area will cripple traffic flow. - Increased traffic on Monash Avenue and issues at the intersection of Smyth Road and Hampden Road. - Traffic issues from hospital developments and Regis Village. - Safety concerns for students commuting to Hollywood Primary School <p>e) Increased on-street parking and safety issues.</p> <p>f) LPS 3 relies on buses for public transportation which will have issues and create congestion, LPS 3 does not increase density in areas within 800m of train stations or consider rezoning land within 800m of train stations.</p> <p>g) Concern for demand on schools – Hollywood Primary School and Shenton College (included map of catchment area for Shenton College intake).</p> <p>h) Public open space</p> <ul style="list-style-type: none"> - LPS 3 does not comply with minimum distances to POS or lot sizes of POS - It does not address the lack of POS in Nedlands North and contains no provisions to increase the current amount of POS. <p>i) Loss of tree canopy</p> <ul style="list-style-type: none"> - Increased building height has a negative impact on existing trees. - Included aerial image example of R40 density and near 100% loss of trees on private property. - Impact on Carnaby Cockatoos habitat. <p>j) Lack of Cycleways and impact on safety</p> <p>k) Amenity impacts</p> <ul style="list-style-type: none"> - Overshadowing, overlooking, impact on solar panels, noise (from residential and commercial, and resulting health impacts). <p>l) Impact on existing streetscape</p> <ul style="list-style-type: none"> - Impact of ad hoc development. - Impact from decreased setbacks. - Lack of uniformity. <p>m) There are no areas to consider greenfield/greyfield/brownfield sites. The new dwellings in brownfield site Montario Quarter were not credited.</p>	<p>boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.</p> <p>d) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>e) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>f) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>g) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>h) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>i) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access</p>
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			<ul style="list-style-type: none"> n) The rezoning has not taken the topography of Melvista into account. o) Lack of response rate cannot be considered as support. p) Issues with the consultation procedure for LPS 3 and information available. q) Lack of supporting information <ul style="list-style-type: none"> - There is no justification for the increase as WA's population growth is low. This will result in oversupply and dwelling vacancies, ad-hoc development and decrease in property values. - The WAPC assumptions about number of apartments and units do not consider the individual area and instead combine all suburbs in the City. 	<ul style="list-style-type: none"> j) The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works. k) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. l) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. m) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. n) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc. o) Noted. p) Public consultation has been undertaken in accordance with the requirements of the Planning and Development Regulations. q) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.
527	TPG PO Box 7375 Cloisters Square	105 Broadway	<ul style="list-style-type: none"> a) Submission is made in relation to No. 105 Broadway, Nedlands. b) The subject site comprises an existing two-storey commercial building used for professional offices supporting five tenants. c) Under TPS 2 the site is zoned Residential with a density of R35 and Additional Use permissibility for professional office. Neighbouring lots also have additional uses for professional offices and office. d) The property is in close proximity to Broadway Fair, zoned Neighbourhood Mixed Use under the City of Perth TPS 4. The zone provides for a number of commercial and residential uses. 	<ul style="list-style-type: none"> a) Mixed Use zone is appropriate for the area in lieu of Residential R160

			<ul style="list-style-type: none"> e) The City's Local Planning Strategy identifies Broadway as having potential to provide residential development with components of non-residential use. f) The existing commercial functions of lots along Broadway have not been recognised in the City's draft LPS 3. LPS 3 proposes to retain the existing Residential zoning that applies to the subject site, whilst increasing the density from R35 to R160. Whilst R160 is appropriate for the site, the amendment does not have regard to the existing commercial activity at the site. g) The residential zone is considered to be limiting to the site, with the existing professional office use becoming non-conforming, restricting future expansion or redevelopment incorporating a commercial component. h) Included a map of properties which will contain non-conforming uses through the proposed Residential zoning on Broadway. i) The residential zone is considered to prevent the strategy from being realised and could lead to a number of ad hoc requests for additional use rights. j) It is requested LPS 3 be amended for the subject site and lots immediately north and south to a more appropriate Mixed Use zone with an R160 density. k) A continuous Mixed Use zone along Broadway would interact with the eastern side of Broadway, which is already appropriately zoned to allow for diversity and activity. l) Attached map showing proposed zoning changes along Broadway. 	
528	Philip Andrew 10 Langham Street	N/A	<ul style="list-style-type: none"> a) LPS does not address traffic concerns or increasing POS to compensate for smaller lot size. b) Exacerbating existing traffic and parking issues in the area from hospital development. c) Support density along Stirling Highway where there is access to public transport. This should only be for the lots facing the Highway. d) Hollywood has already contributed significantly to a higher density ratio. There are other areas in the western suburb with higher capacity to increase population. 	<ul style="list-style-type: none"> a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. b) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. Cash in lieu options for constructed parking has been explored and appropriate planning mechanisms will be in place once LPS3 has been finalised. The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on parking. c) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local

				<p>and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>d) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
529	TPG PO Box 7375 Cloisters Square	11329, 12829,1283 0, 11605, 10024 and 9722 Bedbrook Place	<p>a) Submission is made in relation to lots 11329, 12829,12830, 11605, 10024 and 9722 Bedbrook Place, Shenton Park.</p> <p>b) Scheme Amendment No.208 proposing to rezone the subject land to 'Special Use' is currently being pursued following gazettal of MRS Amendment No.1311/57 which rezoned the properties to Urban (leaving the land with no zone under TPS 2). The 'Special Use' zone was considered appropriate as Schedule 5 will restrict uses that are not compatible with the Subiaco Wastewater Treatment Plant Buffer.</p> <p>c) Under LPS 3 all of the subject land is rezoned 'Special Use' No.5 (SU5) with the permissibility of land uses in accordance with the 'Private Community Purpose' zone, except for 'Hospital' and 'Light Industry' uses which will also be permitted.</p> <p>d) The permissibility of land uses within the 'Private Community Purpose' zone is supported, however it is requested minor modifications are made to proposed condition 2 of SU5, to allow residential and other sensitive uses on land within SU5 which is not impacted by the Subiaco Waste Water Treatment Buffer.</p> <p>e) In relation to the three conditions of SU5, it is requested the maximum building height is increased slightly from 16m to 18m as proposed within Scheme Amendment No. 208.</p> <p>f) Consider the land use restrictions should only be applied to land within the Treatment Buffer and request Condition 2 is worded as below:</p> <p>g) 2) No residential or other sensitive land uses, as defined by EPA Guidance Statement No. 3 (Separation Distances Between Industrial and Sensitive Land Use, June 2005) are to be located within areas of the Special Use zone contained within the odour buffer of the Subiaco Waste Water Treatment Plant'.</p>	<p>a) It is appropriate to facilitate a range of uses which are compatible with the surrounding context through the Special Use zone provisions including many of the uses permitted within the Private Community Purposes zone.</p> <p>b) It is also appropriate to ensure that the Special Use zone provisions in LPS3 are in alignment with the provisions of Amendment 208.</p> <p>c) Sensitive land uses will be automatically excluded from being developed within the Special Control Area boundaries which apply to the Subiaco Strategic Water Resource Precinct as the SCA precinct sits over the top of the zones and reserves illustrated in LPS3.</p>
530	Roberts Day L2, Murray Street	1 Underwood Avenue	<p>a) Submission is made in relation to Lot 1 Underwood Avenue, Floreat.</p> <p>b) The site is located within the Subiaco Waste Water Treatment Plant odour buffer and is zoned 'Development' under TPS 2.</p> <p>c) LPS 3 proposed to zone the site 'Urban Development' and subject to provisions in Clause 33.</p> <p>d) LPS 3 is supported as advertised with the following comments made in support of retaining control provisions of the WWTP odour buffer within Clause 33.</p> <p>e) Clause 33 required any future proposal is to have regard to the WWTP odour buffer boundary and the recommendations made by Water Corporation and Department of Environmental Regulation. These additional controls are discretionary, and can be varied under Clause 34, where a proposal can demonstrate that it will not have adverse impact. This approach is supported as it is considered more appropriate to review odour impacts as part of the structure plan process.</p> <p>f) Included details of upgrades made to the WWTP and improvement of odour emissions with new technologies and operational changes.</p> <p>g) Draft LPS 3 provides the appropriate framework where future upgrades and changes to the facility can be considered as part of a proposal through a Local Structure Plan without the need to amend the Scheme.</p>	<p>a) In response to submissions received, a Special Control Area is to be provided in LPS3 for the Subiaco Strategic Water Resource Precinct, together with specific criteria for land uses within the SCA to align with EPA and State Planning Policy for industrial buffers. These provisions will provide adequate flexibility to consider site specific odour modelling studies to be undertaken as part of a future LDP. These provisions are also considered more appropriately included within a Special Control Area, in lieu of Clause 33 of LPS3.</p>

			<p>h) The draft LPS adopted by Council contained Special Control Area provisions to secure the boundary of the odour buffer. In doing this, any changes to the odour buffer boundary would require a scheme amendment. It is considered Clause 33 appropriately triggers the need to undertake this site specific technical analysis, as part of a structure plan process.</p> <p>i) It is recommended that modifications be made to the scheme text in recognising that over time through changed conditions or advances with technology there is the need to make provision for flexibility in and around the operations of the WWTP and within the associated odour buffer area.</p> <p>j) Amendments to Clause 33.1 (1) to remove 'in the portion of the structure plan area'. And add an addition provision (3) stating 'A Structure plan, activity centre plan, local development plan and/or scheme amendment proposal is to provide a current odour modelling technical report to review and confirm boundaries of the odour buffer.</p> <p>k) It is considered that Clause 33 provides an appropriate balance to ensuring safety of the surrounding area, whilst having regards to the rights of landowners.</p>	
531	Michelle & Alex Stuckey 90 Meriwa Street	90 Meriwa Street	<p>a) Want the current R25 zoning to be maintained to protect character.</p> <p>b) Redevelopments should be in keeping with the character and scale of the suburb.</p> <p>c) Feel the height restrictions should also be maintained.</p> <p>d) High rise developments will affect historically significant houses.</p> <p>e) Amenity impacts from loss of trees, open space, views and increased traffic.</p> <p>f) A more equitable means of increasing density needs to be pursued such as corner lot development.</p>	<p>a) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>c) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>d) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc.</p> <p>e) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of</p>

				<p>supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>f) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p>
532	Fern Hon 52 Stirling Highway	N/A	<p>a) High density should be on the main street only and not in neighbouring streets.</p> <p>b) Zoning should be consistent across a street to maintain streetscape.</p> <p>c) Do not support R80 density in Dalkeith due to traffic and amenity.</p> <p>d) Density should be consistent in Genesta Street and Alexander Street.</p>	<p>a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>b) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>c) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy. Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>d) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p>
533	TPG PO Box 7375 Cloisters Square	Lots 600-601 Stirling Highway	<p>a) Submission relates to Lot 600 & 601 Stirling Highway, Nedlands.</p> <p>b) The submission relates to a number of sites that will be significantly impacted by the proposed rezoning from 'Retail shopping' and 'Office/Showroom' under TPS 2 to 'Residential' under draft LPS 3.</p> <p>c) Currently the subject sites contain two single storey commercial buildings, with one of the buildings containing a fashion clothing (retail/shop) store and the other containing a fast food outlet. Within the immediate surrounds of the subject site are a number of other existing commercial premises located along Stirling Highway, including Chelsea Village.</p> <p>d) TPS 2 currently provides for a range of commercial land uses under the 'Retail Shopping' and 'Office/Showroom' zones (included extract of zoning table).</p> <p>e) Under the Central Sub-Regional Planning Framework, the subject sites are identified as being within the Stirling Highway Activity Corridor.</p>	<p>a) The comments provided in points a) – k) have been noted and recorded</p> <p>b) Modification of the proposed Residential R160 zone to Mixed Use and/or extending the Mixed Use zone as requested will mitigate the prospect of rendering existing non-residential uses as non-conforming</p> <p>c) Applying the Mixed Use zone in lieu of the Residential R160 zone will not be contrary to the Local Planning Strategy as residential uses can still be developed within the Mixed Use zone whilst preserving the capability for non-residential uses to be maintained and developed</p> <p>d) The Mixed Use zoning provisions enable a Local Development Plan to be considered to facilitate the orderly planning of specific sites</p>

			<p>f) Under the Draft Stirling Highway Redevelopment Project (2009) the subject sites (and the majority of properties fronting Stirling Highway) were shown to be 'Mixed Use/Commercial' zoning.</p> <p>g) The Local Planning Strategy suggests the City shall 'zone for diversity and varying density of housing and community'. In this regards a mixed use zone along the entire length of Stirling Highway would allow for a diverse range of housing, employment and social land uses.</p> <p>h) The objectives of the Stirling Highway precinct within the Strategy state to 'focus compatible development around identified residential and non-residential pockets, acknowledging that the intensity of redevelopment will vary along the Highway in response to the predominant land use'. In this case the predominant land use is commercial and the proposed zoning should reflect this.</p> <p>i) Included Scheme maps comparing TPS 2 and draft LPS 3 zones along Stirling Highway.</p> <p>j) The proposed zoning of 'Residential' will made the existing commercial uses non-conforming. This will mean the existing tenancies would be extremely restricted in terms of any expansion or significant redevelopment.</p> <p>k) Included map identifying commercial properties impacted by a Residential zoning under LPS 3 resulting in non-conforming uses.</p> <p>l) It is requests that a 'Mixed Use' zone should be applied to the subject site and those lots immediately west and east of the subject site, allowing a continuous strep of 'Mixed Use' zone along this area of Stirling Highway, with a density coding of R-AC0 to allow for an appropriate development of residential to support the commercial uses.</p> <p>m) It is noted some surrounding land parcels are proposed to have 'addition use' rights under LPS 3 allowing for shops, service station and motor vehicle wash uses to occur immediately west and nearby east. These additional uses only reflect some of the existing uses taking place on the respective sites.</p>	<p>e) The Mixed Use zoning provisions permit a wide range of uses which has enabled the removal of the Additional Uses that were previously listed</p>
534	Nicholas Agnew 10 Robinson Street	N/A	<p>a) Believe there was Issues with the review process of TPS 2. The community has not been adequately consulted. Response rate of the strategy was low. The Council did not make the submission to the WAPC public until advertising of the WAPC modifications. The community was not made aware of the multiple forms of submissions acceptable.</p> <p>b) The WAPC modifications are contradictory to the City's vision.</p> <p>c) Lack of public open space north of Stirling Highway (less than 10% as per LN) and no provisions for additional POS.</p> <p>d) Limited residential land in Hollywood ward to provide increased density due to other range of uses (Hospitals, Barracks, cemetery etc.). Density should therefore be distributed evenly across the City.</p> <p>e) There is no transport plan to accompany the proposed density increased (e.g. capacity for increased bus services on Hampden Road). Land needs to be considered for Cycling and walking. Land near the rail corridor should be utilised for density.</p> <p>f) The WAPC did not consult with other government departments prior to producing the plan – (Communities, Transport, Education, Health). The plan fails to address affects impacting amenity, transport, access to POS, air quality, health impacts and impacts on local schools.</p> <p>g) Suggest the following area be developed for higher density:</p>	<p>a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>b) Modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>c) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>d) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.</p> <p>e) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres</p>

			<ul style="list-style-type: none"> - Carrington Street light industrial area – due to proximity to Loch Street Station - Cleared lots in Lemnos/Bedbrook Place, Shenton Park. - Corner of Melvista Avenue and Bruce Street – the community nursing building should be relocated for development of this site. - Tennis club on Jutland Parade, Dalkeith - Sunset hospital site in Dalkeith - Corner lots throughout the City. - Cottesloe Gold Club car park - The development of these site has potential to contribute between 2500 to 3300 dwellings. 	<p>or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport. The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works.</p> <p>f) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>g) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
535	Dr John Shepherd 2B Croydon Street	N/A	<p>a) Concern for increased traffic congestion on Aberdare Road.</p> <p>b) Unequal distribution of density changes in Hollywood ward.</p> <p>c) Increased traffic between Verdun and Aberdare road.</p>	<p>a) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>b) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p>
536	Lynette Joy Shepherd 2B Croydon Street	N/A	<p>a) Lack of public open space in Nedlands north.</p> <p>b) Concern for increased traffic congestion on Aberdare Road.</p> <p>c) Unequal distribution of density changes in Hollywood ward.</p> <p>d) Increased traffic between Verdun and Aberdare road.</p>	<p>a) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor</p>

				<p>upgrades being undertaken to key intersections in the future.</p> <p>c) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>d) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy.</p>
537	Helena Phillips 38 Napier Street	N/A	<p>a) Do not support LPS 3 by WAPC.</p> <p>b) Impacts on amenity.</p> <p>c) Loss of trees, impact on wildlife, health and amenity.</p> <p>d) Impacts on quality of life, and mental and physical health.</p> <p>e) LPS 3 does not meet aims of sustainable planning and liveable communities.</p> <p>f) Lack of consideration for solar energy generation and storage.</p> <p>g) Potential social issues.</p> <p>h) LPS 3 does not plan for healthy living (lack of social spaces and provides for fast food outlets).</p> <p>i) Concern for issues of noise in apartment developments.</p> <p>j) Lack of bike paths and safe crossings on Stirling Highway.</p>	<p>a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>c) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>d) Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local government shall have due regard to when considering an application for development approval.</p> <p>e) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles.</p> <p>f) Energy use and storage considerations fall outside the ambit of LPS3 however the provisions of LPS3 do not directly influence or preclude the deployment of alternative methods of energy use and storage.</p> <p>g) There is no correlation between LPS3 and social issues.</p> <p>h) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. Fast Food Outlet uses are only permissible in the Mixed Use and Neighbourhood Centre zone, and where such</p>

				<p>development occurs, it is likely to be integrated into a larger development with its impacts appropriately managed.</p> <p>i) Noise is governed by the Environmental Protection (Noise) Regulations.</p> <p>j) The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works.</p>
538	Louise Phillips 38 Napier Street	N/A	<p>a) Do not support LPS 3 by WAPC.</p> <p>b) Impacts on amenity and character of Hollywood area.</p> <p>c) LPS 3 does not consider changing working and living patterns moving into the 21st century.</p> <p>d) Lack of sustainability requirements for new dwellings.</p> <p>e) No provision for new schools with increasing demand.</p> <p>f) Lack of open space in Hollywood and no plans to provide additional space.</p>	<p>a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>c) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p> <p>d) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>e) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>f) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p>
539	Peter Phillips & Sonya Derry 38 Napier Street	N/A	<p>a) Do not support LPS 3.</p> <p>b) There is small percentage of residential land in Hollywood ward due to provision of other uses (hospitals, aged care research facilities, cemetery). There is already a diverse range of accommodation types in the Hollywood area.</p>	<p>a) Noted.</p> <p>b) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>

		<p>c) Impact on roads and infrastructure to cope with increased density.</p> <p>d) Unequal distribution of density within Hollywood area.</p> <p>e) The Scheme does not meet the aims contained within it.</p> <p>f) No provisions in the scheme to protect character, amenity and streetscapes. A report written in 2014 by Palassis Architects identifies areas within Hollywood of historical significant. There has been no consideration of this.</p> <p>g) The plan does not respect community vision.</p> <p>h) Lack of requirements for building high quality residential developments (e.g. minimum landscaped areas).</p> <p>i) The scheme does not address public transport and movement from within the City.</p> <p>j) No provision for additional safe footpaths or bike paths.</p> <p>k) The scheme does not provide an adequate network of open spaces. Hollywood contains less than 1% which is well below 10% under LN.</p> <p>l) The Scheme does not facilitate good health outcomes – no open spaces, lack of active transport systems, exposure to higher noise levels, limited access to local recreational facilities, resulting in poor mental and physical health.</p> <p>m) The scheme does not provide for additional schools, libraries, public recreational centres or sporting grounds.</p> <p>n) The scheme does not promote economic opportunities for long term residents who wish to remain in the community.</p> <p>o) Removal of green canopy – ignoring the impact of climate changes, liveability and energy consumption. Impact on mental and physical health and wildlife.</p> <p>p) The Scheme does not meet objectives of Liveable Neighbourhoods.</p> <p>q) Infill development has not been given the same commitment to proper planning process as brownfield developments such as Montario Quarter have been given.</p> <p>r) Impact on Infrastructure and services.</p> <p>s) Concern for maintenance of properties before redevelopment.</p> <p>t) LPS 3 does not consider changing working and living patterns moving into the 21st century.</p> <p>u) Lack of sustainability and good design requirements for new dwellings.</p> <p>v) Increased noise between neighbours. Noise conflicts between commercial and residential development. Increased traffic noise.</p> <p>w) Concern for lack of demand for housing and residential vacancy rates or short term accommodation occupation, impacting character and liveability.</p> <p>x) No provision for new schools with increasing demand.</p> <p>y) Financial impacts to residents.</p> <p>z) Additional assessment is to be provided including:</p> <ul style="list-style-type: none"> - Review of predicted work, transportation and lifestyle habits; - Review of estimated population increases. - A sustainability assessment for typical medium to high density developments. - Traffic modelling. - Review of the tree canopy and creation of a management plan for retention. - Review of educational facilities, and infrastructure. - Noise modelling of Stirling Highway traffic. 	<p>c) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p> <p>d) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>e) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>f) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. The City's Heritage List and Municipal Inventory will be unaffected by LPS 3.</p> <p>g) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>h) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>i) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.</p> <p>j) The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan</p>
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			<ul style="list-style-type: none"> - Statistics for occupancy of medium and high-density developments aa) Alternative options: <ul style="list-style-type: none"> - Relocation of the Army and SAS facilities, relocations of the sewage works (and buffer zone), relocation or reduction of the size of the Karakatta Cemetery. - Options for developments that can be planned and developed to conform to WAPC principle aims, rather than large scale infill. - Sunset hospital site. 	<p>as part of a necessary array of future infrastructure works.</p> <ul style="list-style-type: none"> k) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. l) Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local government shall have due regard to when considering an application for development approval. m) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population. n) Financial matters are not a valid planning consideration. o) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. p) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles. q) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles. r) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. s) There is no correlation between LPS3 and property maintenance. t) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types. u) Amenity impacts associated with new developments will be controlled through the planning framework including
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				<p>the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>v) Noise is governed by the Environmental Protection (Noise) Regulations.</p> <p>w) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>x) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>y) Financial matters are not a valid planning consideration.</p> <p>z) The comments in this submission have been noted and recorded.</p> <p>aa) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
540	TPG PO Box 7375 Cloisters Square	118-120 Monash Avenue	<p>a) Submission is made in relation to 118-120 Monash Avenue, on the corner of Smyth Road.</p> <p>b) Regis is going through a redevelopment phase at Hollywood with a 130+ bed Nursing Home currently nearing completion and a 300+ Multiple Dwelling Retirement Village proposed for a significant portion of the site abutting Karella Street. It is essential that Regis gain as much certainty as possible around the planning framework.</p> <p>c) In 2002, a scheme amendment was approved to facilitate the staged redevelopment of the site over a 20 year period. Amongst other provisions, the amendment introduced a mechanism whereby uses not advocated by the Scheme could be introduced to the site via a Master Plan process, rather than having to continually amend the Scheme. Included extract of TPS 2 provisions relating to the site.</p> <p>d) While the Master Plan referred to in the provisions provides a guide as to how the site could be developed, it does not lock in specific uses and is considered largely to be a policy document given there are no provisions in the Scheme relating to the approval or modification process. The only matters locked in by the Master Plan are the building height – up to 6 storeys, the location of crossover and the development standards guided by tables 2 and 3 of the Scheme.</p> <p>e) While the Master Plan contains elements still relevant, the document should be updated to reflect plans referred to under the Planning and Development (Local Planning Schemes) Regulations 2015.</p> <p>f) Under Draft Perth and Peel, the site is identified as being within UWA-QEII Specialised Activity Centre. Under the Regulations, Activity Centre Plans and Local Development Plans have been introduced which may set built form controls for a site. The Regulations provide for a development application to be considered in the absence of an approved plan providing the development does not conflict with orderly and proper planning,</p>	<p>a) Comments provided in points a) – i) have been noted and recorded</p> <p>b) In relation to point j), the inclusion of development standards within the local policy framework (non-residential development, car parking) is appropriate to provide consistency and flexibility and is in keeping with planning best practice based on the concerns raised in the submission</p> <p>c) In relation to point l), the submission requests specific height limits above what is permitted in the approved Master Plan which are not supported. Any changes to building heights or other development standards contained in the Master Plan are more appropriate for consideration in a future ACP or LDP for the site</p> <p>d) In relation to point m), the modified definition of wall height is more appropriate to include in a future ACP or LDP for the site rather than LPS3</p> <p>e) Proposed built form standards relating to height exceed height previously contemplated in approved masterplans and are to be modified to align with the approved masterplans in the absence of an approved ACP/LDP</p> <p>f) Proposed additional uses beyond those currently listed would be appropriate and consistent with the range of uses approved to date under each masterplan</p> <p>g) An ACP or LDP will provide the appropriate forum to consider the issue of wall height, particularly given the proposed wall heights being sought exceed the maximum heights set out in the applicable masterplan</p>

			<p>g) It is considered that a plan may be prepared for the site in due course, however should LPS 3 contain basic built form provisions, this would allow development that will have minimal impact to occur in the interim.</p> <p>h) Under LPS 3 the site remains with a Special Use zone. Included extract of SU2 provisions. The provisions include a list of incidental land uses which risk prohibiting other uses that may also be considered incidental to the primary Aged Care Facility/Nursing Home and Residential use. It is requested SU2 is reworded to state: '(iii) Other uses associated with the Aged Care Facility/Nursing Home and Residential are permitted provided they are 'I' incidental uses'. Provided suggested wording for the provision.</p> <p>i) This approach has been followed for SU 1 and is considered to achieve a desirable outcome. For example, it would allow for approval to be granted for a Home business, hairdresser or day spa. In addition, other uses should be permitted such as 'Market', 'Small bar', 'Convenience store', 'Restaurant/café'. Many of these uses should be open to the public and could even be encouraged to include 'Child Care Premises'.</p> <p>j) Objection to parking requirements for a Nursing Home of 1 car bay per 3 beds plus 1 bay per 2 employees. This is considered excessive. Regis typically provide 0.3-0.4 bays per bed only, which caters for employees and well as visitors. Included table comparing parking requirements for East Fremantle, Subiaco and Nedlands TPS 2. Request amendment to 1 bay per 3 beds only.</p> <p>k) Request following condition to be inserted under SU 2:</p> <p>l) The following is proposed as an additional condition for SU1: Where there is no Structure Plan, Local Development Plan and/or Activity Centre Plan approved, all development must comply with the following provisions:</p> <ul style="list-style-type: none"> - a) Height: <ul style="list-style-type: none"> - Maximum wall height of 27m, except where development is located less than 15m from Williams Road and Karella Street, where wall height shall be no more than 13m. - Maximum wall height of 17m where development is located less than 15m from Smyth Road and Monash Avenue. - Wall height shall be measured between natural ground level immediately below the wall to the point where the wall meets the roof or top of parapet. <p>m) The modified definition of wall height is proposed for clarity as the Scheme's definition refers to NGL at lot boundaries which is not appropriate for the site given its size and topography.</p>	<p>h) An ACP or LDP will also provide the appropriate forum to consider the proposed car parking arrangements, particularly where the number of car bays proposed is at variance with LPS3 and the applicable Local Planning Policy</p>
541	William & Claire Curtis 27 Lynton Street (for 18 Archdeacon Street)	N/A	<p>a) Object to LPS 3.</p> <p>b) Support submission No. 190</p> <p>c) Proposed rezoning of Archdeacon Street will impact on amenity and character.</p> <p>d) Impact on property prices and compensation.</p> <p>e) Believe a majority of residents in this area object to rezoning and support retention of the existing zoning. This can't be ignored by Council and WAPC.</p> <p>f) Included images of multi storey development abutting single residential sites.</p>	<p>a) Noted.</p> <p>b) Refer to response to submission 190.</p> <p>c) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>d) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p>

				<p>e) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>f) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p>
542	Jeffrey & Sandra Lau 17 Bruce Street	N/A	<p>a) Support submission No. 190.</p> <p>b) The subject property is proposed to be coded R60 from R12.5.</p> <p>c) Loss of amenities and character.</p> <p>d) Increased traffic flow and congestion</p> <p>e) Safety and security issues</p> <p>f) Impact on property values.</p> <p>g) Only properties closest and adjacent to Stirling Highway and streets such as Broadway and Hampden Road should accommodate higher density. Alternatively, R25 or R25 is more acceptable.</p> <p>h) Social, environmental and infrastructure impact statements have not been prepared.</p>	<p>a) Refer to response for submission 190.</p> <p>b) Noted.</p> <p>c) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>e) There is no correlation between LPS3 and crime rates.</p> <p>f) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>g) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>h) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p>
543	TPG PO Box 7375 Cloisters Square	Lots 9358, 9073, 7961 and 10149 Selby Street	<p>a) Submission is made in relation to of Lots 9358, 9073, 7961 and 10149 Selby Street, Shenton Park.</p> <p>b) The Spine and limb Foundation (Spine and Limb) are committed to the site, with active plans for the future expansion and redevelopment of its landholdings.</p>	<p>a) All comments in this submission have been noted and recorded. Modifications are proposed to LPS3 to remove the Special Use Zone from the subject site and transfer the land to the Urban Development zone.</p>

			<ul style="list-style-type: none"> c) LPS 3 proposes to rezone the subject land 'Special Use No 5' (SU 5) with the permissibility of land uses in accordance with the 'Private Community Purpose' zone, except for 'Hospital' and 'Light Industry' uses which will also be permitted. d) Included extract of the three SU 5 conditions. e) TPS 2 identifies the subject land within the 'Development' zone which also extends over land immediately north owned by UWA. f) The identification of the subject land within the SU 5 zone is not supported. The limitation of permissible land uses under SU 5, in particular, prohibiting residential and other sensitive land uses will significantly impact the redevelopment potential of Spine and Limb's land and future plans to expand their important services. g) The proposed zoning potentially results in aspects of the Spine and Limb's support services becoming non-confirming (e.g. respite and family short stay services, physiotherapy and counselling services). h) The Subiaco Waste Water Treatment Plan (WWTP) buffer does not affect Spine and Limb's landholdings so the imposition of a blanket restriction on the permissibility of sensitive land uses is onerous and unwarranted. i) The retention of the subject land within a 'Development' zone will result in a contiguous redevelopment area (incorporation the former Shenton Park Hospital and land owned by UWA. The zone will also ensure ongoing recognition of the site for redevelopment purposes and provide certainty for Spine and Limb having regard to their future aspiration to provide a range of services and facilities for people living with a disability. 	
544	Ross Horley 13 Whitney Crescent	N/A	<ul style="list-style-type: none"> a) Oppose corner lot subdivision as it leads to poor planning outcomes and lack of amenity for neighbours. b) Need requirements for including landscaping, strict setbacks, greenways, pedestrian linkages, cycleways, and design guidelines. c) Oppose density increases in Mt Claremont - insufficient infrastructure, public open space and major transport routes. d) Mt Claremont already contains housing diversity. e) Support side-by-side subdivision and not battle-axe. f) If increased density in Mount Claremont is to be considered, please centre this on a much smaller area surrounding the local shops and consider densities greater than R20 which would lead to greater housing choice. g) The two small pocket parks next to the shopping centre should be zoned as public open space. h) Zone the Western power substation site in Montgomery Avenue as public purposes or public open space. i) Protect and appropriately zone areas used for recreational purposes in the coastal ward including the land tenure issues in Swanbourne and the lack of public open space in Mount Claremont. j) Consolidate and formalise the Greenway plan down Rochdale and Strickland streets, linking regional bushland including Lake Claremont to Bold Park. k) Mount Claremont School to Sporting Circuit pathway is an important pedestrian linkage and should be included in the LPS. l) The area of Marine Parade in Swanbourne could potentially be considered and consulted upon for increased density, in line with Marine Parade Cottesloe. 	<ul style="list-style-type: none"> a) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes. b) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. c) Rationalising the outdated zoning mechanism (1 in 5 split coding) in Mt Claremont West was identified in the Local Planning Strategy. In response to submissions, the R20 zoning is proposed to be retained for the precinct d) Noted. e) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles. f) Rationalising the outdated zoning mechanism (1 in 5 split coding) in Mt Claremont West was identified in the Local

				<p>Planning Strategy. In response to submissions, the R20 zoning is proposed to be retained for the precinct.</p> <p>g) The City has no intention of changing the use of this property from public recreation.</p> <p>h) The proposed reserve for Public Purposes – Infrastructure Services in LPS3 for No. 120 Montgomery Avenue is reflective of the status quo in TPS2.</p> <p>i) The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works.</p> <p>j) Refer to response i) above.</p> <p>k) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy</p> <p>l) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p>
545	TPG PO Box 7375 Cloisters Square	93 Waratah Avenue	<p>a) Submission is made in relation to No. 93 Waratah Avenue, Dalkeith.</p> <p>b) Concerns in relation to the provisions of Clause 32.13 of LPS 3 that require specific sites to be a minimum of 1000m2 prior to any redevelopment taking place, as well as the provisions requiring vehicular access to be obtained from a rear laneway.</p> <p>c) The subject site is currently zoned 'Retail Shopping' under LPS 2 and is subject to the provisions of the Dalkeith Special Control Area as contained in Appendix VI. Immediately adjacent to the site is a four storey mixed use development that has a public access way at the rear which provides the sole vehicular access to the building. It is noted the access way is not accessible via a public road and vehicles are required to traverse a private landholding in order to gain access (being 81 Waratah Avenue).</p> <p>d) Accordingly, a previous development approval for the subject site allowed direct vehicle access from Waratah Avenue.</p> <p>e) The subject site is proposed to be rezoned to 'Neighbourhood Centre' under LPS 3 with a prescribed density code of R-AC0. Additional requirements are provided in Clause 32 and Schedule C, with Clauses 32.8 and 32.13 outlining provisions directly applicable to the 'Neighbourhood Centre' zone.</p> <p>f) The provisions contained within 32.8 and 32.13 are generally supported with exception of Clause 32.13 (1) requiring lots to be a minimum 1000m2 prior to development, and Clause 32.13 (2) regarding vehicle access.</p> <p>g) The land use provisions of Clause 32.8(1)(a) restrict Residential, office and consulting rooms from the ground floor. As an office currently operates from the ground floor this is not supported.</p> <p>h) In relation to 32.13(1), it is considered that coordinated development can occur with the site in its current configuration. It is commonplace for narrow lots to be developed for these purposes – included photo of a similar site at 37 Pakenham</p>	<p>a) Clause 32 of LPS3 has been amended to provide adequate flexibility to develop to a high standard in keeping with the objectives of the zone irrespective of the lot size</p> <p>b) It is anticipated a future ACP/LDP will mandate the provision of a dedicated rear laneway which runs between 81 – 97 Waratah Avenue and connects onto Waratah Avenue – establishing further additional driveways from Waratah Avenue is considered inappropriate.</p> <p>c) Clause 32 has been modified to permit Office and Consulting rooms at ground level subject to satisfying Local Planning Policy criteria including visual engagement between the building and the street being achieved.</p> <p>d) Clause 33 provides for a maximum wall height of 13.6m and building height of 16.5m as per current TPS2 requirements for the subject sites, through adoption of a Local Development Plan. An increase to the specified height requirements is not considered appropriate for the location.</p> <p>e) All other comments have been noted and recorded</p>

			<p>Street, Fremantle which has been redeveloped. The minimum 1000m2 does not appear to be present on other Neighbourhood Centre lots such as those on Hampden Road, where lot size is less than 1000m2. The requirement to amalgamate contradicts the objectives of the Neighbourhood Centre zone. It is requested Clause 32.13(1) is deleted.</p> <p>i) In relation to Clause 32.13(2), it is considered the provision is impractical as it relies on the landowners of the subject site being able to negotiate a legal agreement with the owners of 81 Waratah Avenue. There is no assurance that an agreement will be able to be reached on this issue. As such, the laneways depicted in Schedule C of LPS 3 may not be able to be created, making the requirement to provide land for a laneway at the rear of the site redundant. It is requested 32.13(2) is deleted.</p> <p>j) Included strategies from the Local Planning Strategy relevant to the site. In accordance with the strategies, the City needs to diversify and activate existing development located within the Precinct. This development will not take place in the foreseeable future if there are not changes made to draft LPS</p>	
546	Jennifer Brauhart 48 Lisle Street	48 Lisle Street	<p>a) Comments are in relation to the zoning to R20 in the area of Mount Claremont bounded by Haldane Road, Mayfair Street, Alfred Road and Lisle Street.</p> <p>b) The modification will only result in a minor increase in density and will result in the removal of mature trees.</p> <p>c) Concern for impacts from increased paved areas and tree loss on air quality, temperatures, biodiversity, amenity, increased energy consumption, mental and physical health impacts.</p> <p>d) Amenity impacts from overlooking and access issues.</p> <p>e) Social issues between neighbours.</p> <p>f) Regulations should be included for the retention of trees on private property.</p>	<p>a) Rationalising the outdated zoning mechanism (1 in 5 split coding) in Mt Claremont West was identified in the Local Planning Strategy. In response to submissions, the R20 zoning is proposed to be retained for the precinct</p> <p>b) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>c) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans.</p> <p>d) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>e) There is no correlation between LPS3 and social issues.</p> <p>f) Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.</p>
547	Carl Brauhart 48 Lisle Street	48 Lisle Street	<p>a) Retain the R10 zoning for the Mt Claremont area. Poor outcomes for subdivision lots if land is zoned R20.</p> <p>b) Concern for loss of trees and impact on wildlife.</p> <p>c) Impact on property values.</p>	<p>a) Rationalising the outdated zoning mechanism (1 in 5 split coding) in Mt Claremont West was identified in the Local Planning Strategy. In response to submissions, the R20 zoning is proposed to be retained for the precinct</p> <p>b) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p>

				c) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.
548	Ken Helsby 39 Jutland Parade	N/A	<ul style="list-style-type: none"> a) Support Councils LPS 3, do not support WAPC changes. b) Impact on property values. c) The plan is based on unsupported evidence and planning principles. It has not addressed concerns of the community. d) Lack of demand for housing based on population growth rates. e) Object to density around Dalkeith primary school for social security reasons. f) Object to CDA provisions being removed. The R-codes do not consider slope of sites or compatibility with existing houses. g) Do not support day-cares within residential zone, larger granny flats, granny flats not occupied by family members and Airbnb. h) Do not support fast food outlets being permitted in Waratah Avenue Neighbourhood Centre. i) Concern for increased traffic and access onto Stirling Highway. j) There is no recognition of conflicts of scale, urban heat effects, over-shadowing, overlooking and disregard of heritage. 	<ul style="list-style-type: none"> a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy. b) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration. c) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles. d) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. e) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. f) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. g) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. h) Fast Food Outlet uses are only permissible in the Mixed Use and Neighbourhood Centre zone, and where such development occurs, it is likely to be integrated into a larger development with its impacts appropriately managed. i) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.

				j) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.
549	Ben & Elle Statham 33 Mayfair Street	N/A	a) Potential impacts from neighbouring development due to land levels – impact on privacy. Potential impact on retaining walls.	a) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.
550	Alexandra Shepherd & Andrew Morrisey 83 Vincent Street	N/A	a) Request Council to consider rescinding the 'Special use condition' attached to the title of the subject property. b) The restriction has financial implications for current and future landowners. c) The development on the subject lot was approved as a means by which older residents could down-size without leaving the area and thereby provide some increased density without changing the character of the existing locale. d) Considers the development has upheld the City's planning objectives and request removal of the restriction.	a) TPS2 applies an Additional Use (A90) for 2 x senior persons dwellings for the subject site. LPS3 proposes to remove this additional use, as the current use would be permitted in the LPS3 framework, thus the Additional Use will be redundant in LPS3.
551	Eric & Julie Pegrum 59 Williams Road	N/A	a) LPS 3 does not contain any design guidelines to protect the character of the area. b) There is no mechanism to prevent high rise developments from overlooking and overshadowing. c) No provisions to protect streetscape. d) The R25 zoning needs to remain to protect the character and amenity of the area. e) Loss of amenity. f) Loss of trees and gardens (amenity, impact on environment – temperatures and wildlife). g) Lack of opportunities for trees and planting on development sites. h) Increased traffic, street parking and safety concerns. i) Demand on infrastructure and utilities. j) Lack of public transport options.	a) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. b) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. c) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area. d) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. e) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. f) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address

				<p>landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>g) Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.</p> <p>h) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>i) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading.</p> <p>j) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.</p>
552	Christie Downie Unit 2, 101 Smyth Road	N/A	<p>a) Comments relate to Stirling Highway and associated 'transition zones'.</p> <p>b) Support higher density/intensity development on and close to Stirling Highway.</p> <p>c) Do not support R-Codes alone to provide built form provisions, especially for medium density codes (R40-80).</p> <p>d) Preference to require LDPs in order to achieve higher residential density.</p> <p>e) Support Mixed Use/Centre zone only for lots with a boundary to Stirling Highway.</p> <p>f) Recommend careful consideration given to front setbacks in the area, in order to create a high amenity streetscape.</p> <p>g) Vehicle accesses must be consolidated wherever possible.</p>	<p>a) Noted.</p> <p>b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>c) Amenity impacts associated with the interface between higher densities and lower densities will be controlled</p>

				<p>through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>d) Development within the Local Centre/Mixed Use/Neighbourhood Centre zone will generally require an LDP which will set out development standards which also address dwelling yields and other development standards.</p> <p>e) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>f) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>g) Consolidated access will mitigate the need for additional crossovers and street tree removal.</p>
553	Carolyne Ryall 7 Jubaea Gardens	N/A	<p>a) Lack of public open space.</p> <p>b) Demand on infrastructure (schools, public transport, road network, utilities).</p> <p>c) Impact on climate from loss of tree canopy and reduced open space. Increased temperatures and impact on health.</p> <p>d) There is already good diversity of accommodation in the area.</p> <p>e) Financial impacts from living in apartments.</p>	<p>a) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>b) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.</p> <p>c) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p>

				<p>d) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>e) Financial matters are not a valid planning consideration.</p>
554	Charlotte Ryall 7 Jubaea Gardens	N/A	<p>a) Concern for the current capacity of public transport. Lack of alternatives. Requires additional services.</p>	<p>a) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.</p>
555	Margaret-Mary Gauci 26 Napier Street	N/A	<p>a) Opposed to the density increases proposed for the Hollywood ward.</p> <p>b) Reduced access from demand on limited public open space. There is 1% POS in Hollywood which is below the minimum 10% required for greenfield areas.</p> <p>c) Lack of holistic planning for the area - demand on infrastructure, traffic, school capacity, lack of environment or sustainability targets.</p> <p>d) There are no provisions to protect local character and amenity. Large scale developments cause overlooking and loss of community.</p> <p>e) Impact on property values and financial stress.</p> <p>f) Impact on traffic and parking.</p> <p>g) Suggest alternative options are investigated for equal distribution of increased densities across the City. Options for sites for redevelopment such as Montario Quarter – Sunset Hospital site.</p>	<p>a) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>b) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>d) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>e) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>f) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with</p>

				<p>the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>g) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
556	Robyn Thompson 15 Neville Road	15 Neville Road	<p>a) Objection to rezone the southern side of Leon Road from R10 to R40. The subject property is impacted by rezoning of neighbouring properties to the rear from R10 to R40.</p> <p>b) Do not support the dividing boundary as the boundary for the density change.</p> <p>c) Impact to property values.</p> <p>d) Concern for disproportionate impact of rezoning.</p> <p>e) Impacts on amenity – overshadowing, loss of privacy. The R40 density permits a boundary wall for three storeys in height. This height and bulk is out of scale and proportion with the abutting R10 lots.</p> <p>f) Due to the number of homes recently built, the Scheme will result in adhoc development in the street which will impact on character.</p> <p>g) The boundary for the zoning change should be a street. Support rezoning R10 properties to R20 with R10 requirements for setbacks and height. This would protect amenity and streetscapes and diffuse traffic and parking throughout Nedlands.</p> <p>h) Alternatively, Sunset Hospital site or Carrington Street could be redeveloped.</p>	<p>a) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>b) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.</p> <p>c) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>d) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>e) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>f) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc. The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.</p> <p>g) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>h) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
557	Peta Buchanan 1 Archdeacon Street	N/A	a) Support submission No. 190.	a) Refer to response for submission 190.
558	Richard Buchanan 1 Archdeacon Street	N/A	a) Support submission No. 190.	a) Refer to response for submission 190.
559	City of Perth (Siobhan Linehan) 27 St Georges Terrace	N/A	<p>a) Comment is provided from officer level and should not be considered a formal position of the Perth City Council.</p> <p>b) The key urban growth areas proposed along a major transport route, close to hospitals, and UWA is supported.</p>	<p>a) Noted.</p> <p>b) Noted.</p> <p>c) Mixed Use zone is appropriate for the area in lieu of Residential R160.</p>

			<p>c) It is recommended the area of land along Broadway situated between Edward Street and Princess Road proposed for Residential R160 is instead rezoned 'Mixed Residential' as per the draft LPS 3 adopted by Council in December 2017. This would provide some flexibility for compatible commercial land use on the ground floor level of any future development with residential above. This approach would also align more closely with the 'Neighbourhood Mix Use' zone situated within the City of Perth on the opposite side of Broadway.</p> <p>d) QEII is commencing a new master planning process over its campus with a 40 - 50-year planning horizon. It is timely for State government to consider initiating a 'Specialised Activity Centre Structure Plan' process as required by SPP 4.2.</p> <p>e) It is recommended LDP's prepared for Hampden Road and Broadway have regard to the suggested objectives which include built form, streetscape, vehicle access, and land use.</p> <p>f) Potential for a pedestrian friendly 'Town Centre' along a section of Hampden Road.</p> <p>g) Further consideration should be given to providing greater flexibility in determining appropriate land uses for ground floor within Neighbourhood Centres.</p> <p>h) Plot ratios are assigned across large parts of the City of Perth. It would be useful if plot ratio figures were included in draft LDP's and consistent development standards be produced where possible.</p> <p>i) It is recommended that three-dimensional modelling of the existing and proposed built form along Hampden Road and Broadway be undertaken to more fully understand the impact of the potential built form outcomes. Any new development should not block views to Winthrop Hall.</p> <p>j) It is recommended that a Traffic and Parking study be undertaken of the impact of the additional vehicles and access associated with the more intense residential and commercial development within the Key Growth Areas and the implications for the local road and traffic network, in addition to pedestrian movement.</p> <p>k) Consideration could be given to reducing the number of parking bays required for non-residential land uses or introducing maximum parking requirements.</p> <p>l) Parking should be provided to the rear of development and where appropriate beneath development. Parking should not be provided between the building and the street.</p> <p>m) Within Transitional areas it is important development is well coordinated and the design is of a high quality. Appropriate controls (including additional open space and landscaping requirements) need to be in place to ensure local character and amenity is respected.</p> <p>n) The City would be keen to provide further comment on any draft LDP's for Hampden Road and Broadway to ensure a coordinated and strategic approach is undertaken.</p>	<p>d) Noted.</p> <p>e) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>f) The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030.</p> <p>g) References to Active ground floor use and Active Frontages have been removed from the Scheme, however it is important that the Neighbourhood/Local Centre zone, and Mixed-Use zone mandate the development of non-residential uses on the ground floor.</p> <p>h) Noted.</p> <p>i) Noted.</p> <p>j) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on parking.</p> <p>k) Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. Cash in lieu options for constructed parking has been explored and appropriate planning mechanisms will be in place once LPS3 has been finalised.</p> <p>l) Amenity impacts associated with higher densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>m) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>n) Noted.</p>
560	Rita Brookes 54 Clifton Street	N/A	<p>a) Lack of public open space in Nedlands North.</p> <p>b) Traffic along Monash is already heavy.</p> <p>c) Infill redevelopment does not provide any additional amenities for the increase in population.</p>	<p>a) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p>

			d) Allowing high rise development will cause issues of overlooking and loss of privacy.	b) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. c) The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population. d) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.
561	Henry Kelsey 54 Clifton Street	N/A	a) Increase in traffic along Hampden Road which will have an adverse impact on businesses and amenity.	a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.
562	Nick Winnall 9 Carrington Street	9 Carrington Street	a) Increased traffic on Carrington Street. b) Lack of safe cycle way along Carrington Street. c) Impact on streetscapes. d) Removal of trees and vegetation. e) Potential privacy issues with increased density.	a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. b) The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works. c) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. d) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local

				<p>Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>e) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p>
563	Luke & Karin O'Malley 7 Archdeacon Street	7 Archdeacon Street	<p>a) Object to proposed R60 zoning. Wish to retain the R12.5 zone.</p> <p>b) Support submission No. 190.</p>	<p>a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>b) Refer to response to submission 190.</p>
564	Scott Morgan 52 Clifton Street	N/A	<p>a) Increased density will have a negative impact on traffic congestion in local and surrounding areas – Monash Avenue. Impacts from Hospital and medical centre precinct on Hampden Road. This will impact on amenity.</p> <p>b) Public open space is not provided in accordance with Liveable neighbourhoods.</p>	<p>a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>b) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p>
565	WA Museum Locked Basg 49	N/A	<p>a) The City of Nedlands has a rich natural environment and long-standing recognition of its local character and amenity, particularly through its continued attention to the natural environment.</p> <p>b) The City's attention to any negative impacts on its natural environment through the planning scheme is strongly recommended.</p> <p>c) Amongst the environment of the City there exists many older trees which serve a major role in habitat for Black Cockatoos and a large number of other species.</p> <p>d) There are also other areas of natural habitat that may be impacted upon by future development activities including wet-land areas, local urban wet areas and public open spaces.</p>	<p>a) Noted.</p> <p>b) Noted.</p> <p>c) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>d) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p>
566	URBIS Level 14, The Quadrant	Captain Stirling Hotel Site	<p>a) Supportive of the nature and intent of draft LPS 3.</p> <p>b) Support the proposal to introduce retail hierarchy as per SPP 4.2. and introduce density in appropriate locations to facilitate housing diversity.</p> <p>c) The submission is prepared in the context of the Captain Stirling Hotel site and adjoining lots (Lot 1 Stirling Highway & Lots 21, 22 Florence Road and Lots 32 & 33 Stanley).</p>	<p>a) Extending the Neighbourhood Centre zone to cover all of the proponent's landholdings will provide a consistent zone to facilitate the orderly future planning of the entire site</p> <p>b) Clause 32 has been amended to enable the proposed development standards for the Neighbourhood Centre including height, setbacks, active frontages and tenancy</p>

		<p>d) It is requested the entire subject site is included within the Neighbourhood Centre zone (removing the component of Residential R160 which currently impacts four lots), to allow for site-specific redevelopment. It is requested a R-AC0 code is applies to the entire site.</p> <p>Background</p> <p>e) Fabcot is currently pursuing Scheme Amendment 212 (SA 212) into TPS 2 to facilitate redevelopment. City of Nedlands did not support initiation of the amendment, however the Minister has indicated in-principle support to proceed with the amendment under section 76 of the P & D Act.</p> <p>f) SA 212 proposes:</p> <ul style="list-style-type: none"> - Retention and refurbishment of the Captain Stirling Hotel. - Provision of a supermarket towards the rear of the site, with sleeved specialty and restaurant/café uses to the north, to provide active uses at ground level. - A commercial/civic development on the corner of Stirling Highway and Stanley Street, providing opportunities for office and civic uses and providing a landmark element at the entrance to the town centre. - Provision of multiple dwellings above the western portion of the supermarket, overlooking Florence Road as well as townhouse/terrace lots (coded R60-80) to the rear of the site to facilitate an appropriate transition. - Basement carparking for the supermarket, speciality and commercial/civic uses to maximise the efficient use of at-grade land. - Incorporation of the rationalised Stirling Highway Reserve. - Provision of rear laneway to service residential development. - Improvements to public realm and landscaping. <p>g) Included a conceptual layout plan.</p> <p>h) SA 212 proposes to rezone the entire site Special Use zone under TPS 2. Under the Special Use provisions, all land use permissibility and development standards relating to the Neighbourhood Centre zone in draft LPS 3 have been incorporated. The inclusions of all relevant Neighbourhood Centre provisions allow the site to easily transition to LPS 3 once the new Scheme is gazetted.</p> <p>i) To accompany SA 212, a non-statutory Development Framework has been prepared. The Framework is proposed as an interim measure until such time as a local development plan is prepared by the City of Nedlands over the town centre. The Framework seeks to ensure matters such as land use, retail sustainability, transport, public realm and landscaping are considered.</p> <p>j) Included Framework as an Attachment.</p> <p>Review of LPS 3</p> <p>k) Under LPS 3 a portion of the site is proposed to be zoned 'Neighbourhood Centre', with the southern portion of the site zoned 'Residential R160'.</p> <p>l) Included objectives of the Neighbourhood Centre zone.</p> <p>m) Fabcot is comfortable with the proposed Neighbourhood Centre zone.</p> <p>n) The southern portion of the site is proposed to be zoned Residential R160. While Fabcot is not opposed to the inclusion of residential land uses on site, the</p>	<p>depth to be considered holistically as part of a future ACP/LDP</p> <p>c) Any proposed ACP/LDP will need to demonstrate the orderly planning of the site having regard to the surrounding context, including setbacks, solar access, traffic and car parking</p> <p>d) All other comments have been noted and recorded.</p>
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			<p>boundary of the Neighbourhood Centre and Residential R160 zone is problematic and not reflective of proposed development intentions.</p> <p>o) Given the constraints of the location of the Captain Stirling Hotel, the supermarket and ancillary uses are required to be setback a considerable distance from Stirling Highway which impacts its ability to be location wholly within the Neighbourhood Centre zone.</p> <p>p) It is preference the Neighbourhood Centre zone is extended to include the entire subject site which will allow for sufficient setbacks to the Captain Stirling Hotel consistent with the Conservation Management Plan while providing for sufficient carparking and vehicle/pedestrian manoeuvring.</p> <p>q) If the above request is not supported, it is requested the extent of the Neighbourhood Centre zone be extended to pick up the two lots immediately south of the Neighbourhood Centre zone (Lot 22 & 33), with the southernmost lots (23 & 32), remaining within the Residential zone.</p> <p>r) Development Requirements</p> <p>s) At a broad level, Fabcot is generally comfortable with the land use permissibility pertaining to a Neighbourhood Centre zone, with no suggested modifications.</p> <p>t) Some comments and refinements are suggested in relation to the development requirements outlines in Part 4:</p> <ul style="list-style-type: none"> - Supports inclusion of contemporary carparking rates, consistent with current practice and SPP 4.2, in relation to shop/retail uses. - Clause 32.8 (1b) – while the requirement to deliver active frontages to the primary and secondary street is understood, there should be recognition that an ‘active frontage’ cannot be delivered across entire frontages and that there needs to be some allowance for hard surfaces and services. Based on our experience, an active frontage of 60-70% is reasonable. - Clause 32.8 (1c) – it is recommended the minimum tenancy depth be reduced to 8m to allow for variation. Based on architectural advice, an 8m tenancy depth is common and suitable for a town centre environment. 	
567	CLE PO Box 796	3 Kitchener Street	<p>a) Support the objective of encouraging and facilitating quality infill development in locations with good access to service and transport infrastructure and in close proximity to employment opportunities, services and amenities, particularly when it aligns with the strategic planning framework.</p> <p>b) The subject property is within the Monash Precinct of the City’s Local Planning Strategy which draft LPS 3 proposes to rezone from R10 to R60. We note this increase is inconsistent with the strategy which does not identify this precinct as a targeted infill area.</p> <p>c) An R60 density will transform the precincts character from existing low density single residential patters of development that currently exists with regards to tree retention, proportion of paved areas, building bulk and scale and impact of car parking locations. This can be managed with the right development controls in place.</p> <p>d) A balance must be struck between providing additional housing whilst reasonably preserving resident’s amenity and suburban character.</p> <p>e) If gazetted in its current form, LPS 3 will rely on the R-codes to guide and control subdivision and development. Current Part 5 and 6 of the R-codes are incapable</p>	<p>a) Noted</p> <p>b) Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy including in this location.</p> <p>c) Refer to response b) above.</p> <p>d) Refer to response b) above.</p> <p>e) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>f) Design WA is a draft State Planning Policy which the City is automatically obliged to have due regard to under LPS3.</p> <p>g) Refer to responses e) and f) above</p> <p>h) Noted</p>

			<p>of delivering quality infill in established suburbs. Included aeries of Nollamara and Yokine depicting R40 development.</p> <p>f) This has been recognised by the WAPC through development of Design WA, the future review and updates to the R-codes and the preparation of a medium density housing code. Based on our understanding, the medium density housing code will not be in place to coincide with the gazettal of LPS3. In the mean-time the approach of delivering density through LPS 3 needs to be reviewed as a design-led approach until.</p> <p>g) We understand that the Apartment Design document will contain standards such as tree retention/planting, greater side setbacks, vehicle access and parking locations and streetscape impact and massing.</p> <p>h) To ensure poor grouped dwelling and/or subdivision outcomes cannot occur prior to the medium density code being established, an interim policy framework or alternative statutory measure is needed.</p> <p>i) Recommended Solutions:</p> <p>j) The recommended approach is a split coding of the current prevailing base code, e.g. R10 for the Monash Precinct, with the higher code, e.g. R60, resulting in an R10/60 code on the scheme map. The lower code would be the default position with the higher coding applicable when the following circumstances are met:</p> <p>e) The total area is 2500m² or greater, and;</p> <p>f) A Local Planning Policy (or Local Development Plan) exists to control built form; and</p> <p>g) The application is for multiple dwellings; or</p> <p>h) Subdivision where the dwelling has its primary frontage to the street (i.e. not battle-axe).</p> <p>k) This would allow for several development scenarios to occur such as:</p> <p>i) the amalgamation of 2-3 lots to deliver a multiple dwelling development, controlled via a LDP/LPP for a precinct and the SPP 7 Apartment Code;</p> <p>j) The amalgamation of 2-3 lots to deliver town house / terrace style lots fronting the street, in addition to a multiple dwelling development controlled via a LDP/LPP for a precinct and the SPP 7 Apartment Code; or</p> <p>k) The amalgamation of 2 – 3 lots to deliver town house / terrace style homes on a corner site or at the end of a street block, controlled via an LDP/LPP.</p> <p>l) LDP's as a prerequisite to development or subdivision would be mandated through LPS 3 to ensure coordinated outcomes that respond to a precinct's or site's context. For a precinct-based approach, or a more general suite of medium density controls, the use of LPPs could be effective but would need to be prepared and adopted by the City. Variation of certain R-code standards require approval from WAPC under Part 7. WAPC support of this approach is therefore important to establish up-front in the development of the infill framework.</p> <p>m) Consideration should be given to an appropriate minimum lot size for each density coding to ensure lots are capable of delivering the intended built form outcomes. E.g. R60 should only be possible on lots with an area of 2500m² or greater, with potential height or plot ratio bonuses applied where land is amalgamated to achieve development sites that are 3000m² or greater.</p>	<p>i) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>j) Refer to above responses which address points j) – n)</p> <p>k) This has been considered in the allocation of higher densities in LPS3</p> <p>l) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans.</p> <p>m) The optimum time to commence preparing a DCP will be when all the proposed zonings, densities and scheme provisions are confirmed through Ministerial approval and gazettal of LPS3. This will provide a higher degree of certainty that at present and will enable further local planning policy development to be undertaken which will identify whether the implementation of a DCP will be necessary.</p>
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			<p>n) Grouped dwellings should only be capable of occurring on lots greater than 2500m² and require a Local Development Plan as a prerequisite to development/subdivision in order to address site-specific and localised issues.</p> <p>o) Preventing battle-axe development from being the default housing typology is critical to ensure better infill outcomes. Outcomes where street frontages for all dwellings can be achieved should be advocated.</p> <p>p) Tree retention/planting - Scheme provisions could be included that require significant trees on site to be retained or where none exist, on site planting to be undertaken as part of the development. This could be included in an LDP or LPP for the developing precinct.</p> <p>q) Consideration should be given to the establishment of a Development Contribution Area in accordance with SPP 3.6 in order to fund the necessary upgrades to infrastructure – supported by an appropriate service infrastructure, traffic and community needs analysis.</p>	
568	John Storey 104 Thomas Street	N/A	<p>a) Object to LPS 3.</p> <p>b) Increased traffic congestion and safety concerns (Stirling Highway and Broadway). Demand on road infrastructure.</p> <p>c) Increased street parking and existing issues from UWA students.</p> <p>d) Impact on amenity and lifestyle.</p>	<p>a) Noted.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>c) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>d) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p>
569	Main Roads WA PO Box 6202	N/A	<p>a) Main Roads WA key issues relate to access, traffic lights, function and capacity of the Road Network and pedestrian and vehicular conflict.</p> <p>b) From a planning perspective Main Roads would prefer an off highway town centre to be developed. Ribbon development along the Stirling Highway is not encouraged, as it limits the service ability of allotments (in terms of access), encourages traffic congestion, decreases capacity of the road network and reduces options for the future access to public transport. The preference would be to extend and focus development away from the Stirling Highway in order to develop a civic heart/town centre. To this end, the intent being a more concentrated arrangement around specific nodes which will enhance walkability and provide greater opportunity to service lots with appropriate access.</p>	<p>a) Noted</p> <p>b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p>

			<p>c) Concern is raised regarding the potential impact upon traffic signals along the Stirling Highway, as a result of the increased demands generated by the rezoning and development outcomes encouraged by Draft LPS 3.</p> <p>d) Main Roads seeks to rationalise and minimise number of traffic lights on the Stirling Highway to ensure efficiency of movement and meet agreed KPI's.</p> <p>e) It is strongly recommended a robust TIA (Traffic Impact Assessment) and SIDRA model (SIP files) are provided to enable Main Roads to review, and determine the impact upon the state controlled road network.</p> <p>f) It is strongly recommended Main Roads base line data be reviewed as part of any background documents (e.g. TIA, traffic study or modelling) supporting the Draft Nedlands Local Planning Scheme. It is noted the current traffic modelling is based on a 4,400 dwelling yield not the actual dwelling yield of 8,800 proposed by the draft LPS. This should be revised to enable the true impact of the changes proposed in the draft LPS to be understood and reviewed. Main Roads has verbally offered access to models developed by Main Roads for Stirling Highway to assist in this process.</p> <p>g) Main Roads preference is for allotments to not have direct access onto the Primary Regional Road. This position is reflected within Development Control Policy 5.1 Regional Roads (vehicular Access). Main Roads formally requests that the City introduces a statutory clause requiring lots that front a Primary Regional Road to access via a laneway, easement, PAW or the like. Where no such access currently exists then provision to be made to enable that access to be achieved through development of the subject and adjacent sites.</p> <p>h) Pedestrian Access north and south of the highway requires further investigation.</p>	<p>d) LPS3 does not proposed any additional traffic lights along Stirling Highway.</p> <p>e) The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on traffic.</p> <p>f) This data has been reviewed by the City's traffic consultant noting that some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy.</p> <p>g) Direct access is not proposed onto Stirling Highway by any new developments. Future Local Development Plans will mandate access being provided from a rear laneway for new developments abutting Stirling Highway.</p> <p>h) Noted.</p>
570	Tracy Deveugle-Frink 12 Archdeacon Street	N/A	<p>a) Support submission No. 190.</p>	<p>a) Refer to response for submission 190.</p>
571	Department of Transport 140 William Street	N/A	<p>a) Reference is made to Schedule F – Car Parking. Department of Transport (DoT) is on the opinion that this approach is no longer an effective way of controlling the provision for non-residential developments.</p> <p>b) DoT recommends the City considers comprehensively revising the parking related provisions to</p> <p>l) Simplify the number of categories for non-residential parking (maximum of say 6 broad categories).</p> <p>m) TO explicitly allow the City to vary any parking standards and to encourage that particularly when there is shared parking between various uses.</p> <p>n) Prepare a public parking supply and management plan and designate those areas in the Scheme where the City will require and or accept cash in lieu of parking.</p> <p>o) Require any parking provision a developer wishes to supply in excess of the minimum must be supplied as publicly managed parking unless the provision is less than say 4 bays.</p> <p>p) Establish a park one principle and consider introducing a provision for larger developments, or those in specific precincts, to be required to supply and manage a set minimum percentage of parking as public parking. The maximum ratios of public parking in other areas range from 25% to 50%.</p>	<p>a) The inclusion of development standards within the local policy framework (non-residential development, car parking) is appropriate to provide consistency and flexibility, and is in keeping with planning best practice</p> <p>b) Options for the provision and management of car parking areas will be further investigated once LPS3 has been finalised alongside the appropriateness of public management of car parking situated on privately owned land, autonomous and shared vehicle trends etc.</p> <p>c) Noted.</p>

			<p>q) Consider a requirement for large developments to demonstrate the ability to convert 50% of proposed parking structures to other uses once they may not be required due to the uptake of shared autonomous vehicles.</p> <p>r) Consider a requirement for pick up and drop off areas in the proximity of every significant development to accommodate existing demands and trends toward ride sharing and future autonomous vehicles.</p> <p>c) Attached a copy of Town of Vincent Parking provisions.</p>	
572	Liam Heldt 37 Loftus Street	N/A	a) Support the proposed Local Draft Planning Scheme No. 3 without modifications.	a) The comments made in this submission have been noted and recorded.
573	Courtenay Heldt 37 Loftus Street	N/A	a) Support the proposed Local Draft Planning Scheme No. 3 without modifications.	a) The comments made in this submission have been noted and recorded.
574	Sijja Pung 25 Meriwa Street NEDLANDS	N/A	a) Do not support an increase in density in the City.	a) The comments made in this submission have been noted and recorded.
575	Brian O'Donnell 41 Watkins Road DALKEITH	N/A	<p>a) Impact on property values.</p> <p>b) A more graduated system of R40 being adjacent to R20, then R20 being adjacent to R10, would be much fairer.</p> <p>c) Increased traffic, street parking and safety issues. Philip and other streets will need to be widened to four lanes, and all rezoned properties are required to include off street parking for at least two cars per dwelling.</p>	<p>a) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>b) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p>
576	Simone Eley 16 Kitchener Street NEDLANDS	N/A	a) I am opposed to the proposed local planning scheme No 3 as it relates to the area between Aberdare Rd & Verdun St, Nedlands.	a) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy.
577	Andrew White 9 Bedford Street NEDLANDS	N/A	<p>a) Support LPS 3.</p> <p>b) Density is good for housing diversity and sustainability.</p> <p>c) Rezoning to higher densities does not force the land holder to further sub-divide, it only provides the opportunity.</p>	a) The comments in this submission have been noted and recorded.
578	Sonia Willey 35 Haldane Street MOUNT CLAREMONT	N/A	<p>a) Lack of population growth to support density increases.</p> <p>b) Trees and lawns will be removed affecting the amenity and aesthetics of these areas.</p> <p>c) Monetary gains for property developers.</p>	<p>a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>b) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address</p>

				<p>landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>c) Financial matters are not a valid planning consideration.</p>
579	Ben Park 8 Bedford Street NEDLANDS	N/A	a) I agree with the modifications that the WAPC has made to the council's proposal.	a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.
580	Joe Zhou 65 Vincent Street	N/A	a) Support corner block subdivision. It will achieve the infill numbers with minimum impact on Nedlands area. It will provide options for downsizing. It will improve sustainability reducing areas of grassed lawn. Subdivision will refresh housing stock and bring in a livelier feeling into the community.	a) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.
581	Ryan Polla 5B Taylor Road	N/A	a) Agree with the increased density proposed immediately behind the commercial zones along Stirling Highway. Support an increase in residential density in the first block adjacent to Stirling Highway while keeping the traditional single dwelling larger blocks further from the highway. Keeping these blocks further from the highway as single dwellings will keep the same feel the suburb has always had.	a) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.
582	Andy Antoci 16 Curlew Road DALKEITH	16 Curlew Road	<p>a) Object to using the street as the boundary between zones of different housing densities. Propose to use the rear property boundaries as the boundary between zones of different densities, ensuring that the street has the same housing density on both sides.</p> <p>b) The subject property on Curlew Street is the boundary between R40 and R10 zones. This will result in one side of the street with high density houses whilst the other side of the street will remain with large single dwelling houses. This is a very unappealing streetscape with absolutely no balance between the two sides of the street.</p>	<p>a) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.</p> <p>b) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.</p>
583	Lucy Antoci 16 Curlew Road DALKEITH	N/A	<p>a) Object to the proposed zoning changes for Dalkeith.</p> <p>b) Impact on character and streetscape.</p> <p>c) Increased traffic, street parking and resulting safety issues.</p>	<p>a) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting</p>

				further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.
584	Robert Cameron Mackenzie 29 Mayfair Street	N/A	a) Support the changes to all zoning proposed under the new town planning scheme especially in relation to the subject property in Mayfair street.	a) The comments in this submission have been noted and recorded.
585	Andrew Browne 32 Dalkeith Road NEDLANDS	N/A	a) Support Local Planning Scheme No. 3 and specifically, the proposed rezoning of the subject property on Dalkeith Road from R10 to R60.	a) The comments in this submission have been noted and recorded.
586	William Wong 72 Louise Street NEDLANDS	N/A	a) Support the proposed Scheme. b) Support population increase in Nedlands. c) Increased population and development brings in rate revenue. d) More facilities and amenities would benefit all surrounding land owners. e) Would support current R10 blocks, in particular to all corner lots, to be upgraded to R20 and to be included in the Scheme for consideration too.	a) Noted. b) Noted. c) Noted. d) The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population. e) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.
587	Rachel Palmer 69 Kingsway NEDLANDS	69 Kingsway	a) I don't support re-zoning blocks on Kingsway, Viewway, Bruce Street and some parts of Elizabeth and Edward Streets to R40 and R60 in order to enable medium density housing in Nedlands. b) It will change the character of the suburb, increase already congested roads and parking, decrease green spaces and will negatively impact the standard of living for those in the affected areas. c) Support an increase in density along Stirling Highway.	a) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. c) Noted.
588	Richard Malcolm 8 Tyrell Street NEDLANDS	N/A	a) The Plan lacks a transport solution and will impact on the character and amenity of Nedlands. b) Impact on property values. c) There are a number of ideal locations for high density housing located on and adjacent to the Fremantle-Perth rail line that can provide efficient transport, minimal disruption and cost-effective outcomes, but it requires local council, State and Commonwealth to work together.	a) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy. Transperth advise increased densities within a walkable catchment to major

				<p>transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.</p> <p>b) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>c) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
589	Darryl Poulsen 47 Weld Street NEDLANDS	N/A	a) I fully support the Local Town Planning Scheme No 3, as modified by WAPC, in its entirety.	a) The comments in this submission have been noted and recorded.
590	ferry 71 Circe Circle DALKEITH	N/A	a) I am fully supportive of LPS 3.	a) The comments in this submission have been noted and recorded.
591	Jenny 37 Thomas Street NEDLANDS	N/A	<p>a) I understand the need for increasing density in Perth. Value must still be attributed to maintaining open spaces and green suburbs with a lot of wildlife.</p> <p>b) Concern for traffic and safety around schools.</p> <p>c) I am supportive of increasing densification along exiting urban corridors (eg Broadway and Stirling Hwy) but do not support increasing density in these suburbs generally and especially near schools and public places such as ovals and parks.</p> <p>d) Do not support rezoning of Alexander Road and other street off Waratah Avenue - especially the current proposed level of density. This should be limited to along Waratah Avenue only where there is plenty of scope for high-rise.</p>	<p>a) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>b) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy.</p> <p>c) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>d) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.</p>
592	Brian Eley 16 Kitchener Street NEDLANDS	N/A	<p>a) Object to LPS 3 in the area of Nedlands bounded by Verdun Street and Aberdare Road. The proposed change is too extreme and will unfairly impact the amenity of the residents in the area.</p> <p>b) The area is not well served by public transport, with the nearest train station 15 to 20 minutes walk away, and the bus routes available on Aberdare Road are far from comprehensive. The area is already subject to adverse road traffic issues and rezoning as per the proposal would likely exacerbate this.</p> <p>c) Concern for retention of character with the development of apartments in the area.</p>	a) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy.
593	Matthew Negus 10 Philip Road DALKEITH	N/A	<p>a) I support the Local Planning Scheme Number 3 as advertised because it provides for much needed housing diversity around local and neighbourhood centres whilst leaving the majority of the city untouched.</p> <p>b) I do not support the City using any resources to fight the state via legal means.</p>	a) The comments in this submission have been noted and recorded.
594	Paul Jenkins 125 Dalkeith Road NEDLANDS	N/A	a) Request corner block subdivision on all corner blocks over 900 square meters, without requiring reduction of the size of the existing home on the block.	a) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the

			b) In the alternative, allow for corner block subdivision for all corner block owner occupiers who wish to remain in their current home but who wish to downsize their property holding.	Local Planning Strategy and will result in ad-hoc planning outcomes.
595	Alex Williams 42 Strickland Street	42 Strickland Street	a) Object to rezoning Mount Claremont from R10 to R20. b) Impacts of the character of the area. c) Increase in congestion and traffic problems. d) Impact on property values. e) Concern for removal of trees and gardens.	a) Rationalising the outdated zoning mechanism (1 in 5 split coding) in Mt Claremont West was identified in the Local Planning Strategy. In response to submissions, the R20 zoning is proposed to be retained for the precinct b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. d) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration. e) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.
596	Ashley McIntosh 59 Mayfair Street MOUNT CLAREMONT	59 Mayfair Street	a) Do not support zoning changes in Mt Claremont. b) Adverse impacts on amenity and quality of life. c) Concern for traffic increase.	a) Rationalising the outdated zoning mechanism (1 in 5 split coding) in Mt Claremont West was identified in the Local Planning Strategy. In response to submissions, the R20 zoning is proposed to be retained for the precinct b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.
597	Brian McGregor 25 Landon Way	N/A	a) Do not support legal advice or legal action at the expense of all the ratepayers to fight the proposal.	a) The comments in this submission have been noted and recorded.

	MOUNT CLAREMONT		b) There is a need to increase density to allow younger people to buy into the area, and to allow older residents to downsize and remain in the City of Nedlands. Concurrently there needs to be the development of facilities to cater to both groups. The ability to subdivide land will not lead to a rapid increase in density.	
598	Lara Clarke 103 Rochdale Road	103 Rochdale Road	a) Support the rezoning of blocks on Rochdale Road. b) Believe that subdivision will not be detrimental to the area. There are many beautifully developed larger blocks which will remain as they are, but older houses should be given the opportunity to develop and allow more people into the area.	a) The comments in this submission have been noted and recorded.
599	Warrick & Joanne Turton 3 Elizabeth Street NEDLANDS	N/A	a) Object to Draft LPS No. 3. b) Impact to amenity and character of the area by plans to increase zoning to extremes of R60 and R160 in the Melvista Ward. c) Potential increase in crime and social issues. d) Concerned for traffic and safety around Nedlands Primary School. e) Concern for increased demand on schools. f) Concern for impact on heritage character houses.	a) Noted. b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. c) There is no correlation between LPS3 and crime rates. d) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. e) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. f) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3.
600	dominic 32 Clark Street NEDLANDS	N/A	a) Support LPS 3 which will cater for the future growth of the suburb.	a) The comments in this submission have been noted and recorded.
601	Jeff Moorcroft 38 Strickland Street MOUNT CLAREMONT	38 Strickland Street	a) Do not support rezoning in Mt Claremont. b) Impact on the character and amenity of the area.	a) Rationalising the outdated zoning mechanism (1 in 5 split coding) in Mt Claremont West was identified in the Local Planning Strategy. In response to submissions, the R20 zoning is proposed to be retained for the precinct. b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.
602	Paul and Prue Wallace 64 Mayfair Street MOUNT CLAREMONT	64 Mayfair Street	a) Support subdivision of the subject property on Mayfair Street in Mt Claremont.	a) The comments in this submission have been noted and recorded.
603	Clare Rossiter 14 Martin Avenue NEDLANDS	14 Martin Avenue	a) Do not support the R-code change to R60 for the subject property on Martin Avenue. b) Support LPS 3 as adopted by Council.	a) The comments in this submission have been noted and recorded.
604	gillian michael 15 Stanley Street NEDLANDS	N/A	a) I support the LPS3 as modified by WAPC over that adopted by Council of Nedlands/Dalkeith. The WAPC approach provides certainty to property owners and a consistent approach to higher density.	a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft

			<ul style="list-style-type: none"> b) Additionally, the council's inconsistent approach in applying densification results in numerous "island" blocks surrounded by greater densification, but themselves unchanged. c) The impact on traffic congestion on Stirling Highway and various feeder roads should be addressed. 	<p>LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <ul style="list-style-type: none"> b) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.
605	marco meloni melo@chl.net.au	N/A	<ul style="list-style-type: none"> a) Other than Stirling Highway and Broadway, do not support changes in density. b) Concern for impact to the amenity of the area from cheap builds. 	a) The comments in this submission have been noted and recorded.
606	Laura Triglavcanin 10 Watkins Road DALKEITH	N/A	<ul style="list-style-type: none"> a) Do not support the proposed density increase to the subject property on Watkins Road. b) Increased density in this area will adversely affect traffic, access to local shopping areas, put increased pressure on the local schools and completely impact on the green spaciousness of our suburb. c) Density should be solely focused along Stirling Highway. 	<ul style="list-style-type: none"> a) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. c) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.
607	Ian Ripley 15 Hynes Road DALKEITH	N/A	<ul style="list-style-type: none"> a) Proposed density in Dalkeith with negatively affect amenity and quality of living. 	a) The comments in this submission have been noted and recorded.
608	Ben Ware 17 Kitchener Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Do not support LPS 3. b) Increased congestion - the roads during peak hour in this area are already stretched. Adding this significant increase in density would make accessibility horrific. c) Increasing density will increase rates of crime in the area. d) Increasing the population in this area will put a huge amount of pressure on the schools and local facilities. e) Streetscape - the proposal would result in a massive reduction in the amount of trees. 	<ul style="list-style-type: none"> a) Noted. b) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy. c) There is no correlation between LPS3 and crime rates. d) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.

			f) Impacts on the character of the area from demolition of heritage and architecturally unique houses.	e) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. f) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.
609	Ming 20 Wavell Road	N/A	a) Density should not extend into the suburbs of Nedlands and Dalkeith. b) Supportive of higher density, for instance R12.5-R25 to areas in these suburbs, but by introducing R40 and higher, we will see small units and apartments appear which will destroy the fabric, feel and look of the area. c) I would support larger blocks (+800sqm) to be subdivided into up to 2 dwellings. d) Concern for cheap building development and changes to socioeconomics of the area. e) Support an increased number of single houses in Dalkeith and Nedlands, not units/apartments.	a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. c) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area. d) Noted. e) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.
610	Kim Livingstone unit 43 36 QUEEN	21 Mayfair Street	a) Support LPS 3 which will allow for infill and greater population density. b) Support the change to a R20 zone in Mayfair Street.	a) The comments in this submission have been noted and recorded.
611	Pao-Yu Chou py_chou@hotmail.com	N/A	a) I do not support the high density proposed in the Nedlands/Dalkeith area which will result in apartment development. b) To achieve the target number of dwellings, I would prefer to see all of Nedlands/Dalkeith be rezoned to say up to R20.	a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. b) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.
612	Pei-wen 58 Browne Avenue DALKEITH	N/A	a) Properties not included in the rezoning still have to deal with increased traffic. b) Support a rezone of all properties by a smaller amount. e.g. all R10 become R15, and all R20 become R30 etc.	a) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy. b) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.
613	Christine Tan 3 Kingston Street NEDLANDS	N/A	a) Do not support LPS 3. b) Increasing the population density will ruin the amenity of the street. c) Concern for increased traffic, street parking and safety issues.	a) Noted. b) Amenity impacts associated with new developments will be controlled through the planning framework including

				<p>the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p>
614	Martin and Clare Smith 42 Philip Road DALKEITH	N/A	<p>a) Higher density impacts on amenity and quality of life.</p> <p>b) Increased density should be in the Perth CBD where people have chosen that inner-city lifestyle.</p> <p>c) There is no plan for supporting infrastructure, transport or amenities that an increase in population would require.</p>	<p>a) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>b) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population.</p>
615	Don Maskew 34 Strickland Street MOUNT CLAREMONT	N/A	<p>a) Object to the zoning of the area bounded by Haldane, Mayfair, Alfred and Lisle to the higher density of R20.</p> <p>b) This area is not near major transport corridors and only has one bus route through it.</p> <p>c) There is already a parking problem in the streets, particularly around the shopping centre on the corner of Strickland and Asquith. If higher density codes are adopted this will only become more of a problem.</p> <p>d) The higher density will mean many of the mature trees that exist in the area will be removed. This will have a detrimental effect on the bird life in the area. It will also mean that the cooling effect of the existing vegetation will be removed making the area hotter.</p> <p>e) Housing diversity should include options for larger lots.</p> <p>f) Impact on character and amenity of the area.</p> <p>g) Object to rezoning corner of Asquith and Rochdale to commercial. This is the only park residents can take their children and dogs to play in a safe environment with a fence around it.</p>	<p>a) Rationalising the outdated zoning mechanism (1 in 5 split coding) in Mt Claremont West was identified in the Local Planning Strategy. In response to submissions, the R20 zoning is proposed to be retained for the precinct.</p> <p>b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>c) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>d) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions</p>

				<p>in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>e) Noted.</p> <p>f) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>g) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
616	William John Franklin 3A Lisle Street	N/A	<p>a) We are concerned for the demand on infrastructure.</p> <p>b) Concern for demand on road traffic, public transport, parks, schools and increased need for police, medical and social services.</p> <p>c) Related social issues that arise from high density living.</p>	<p>a) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport. The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. The provision of emergency services is outside the ambit of the LPS3.</p> <p>c) There is no correlation between LPS3 and social issues.</p>
617	Alexander James 40 Portland Street NEDLANDS	N/A	<p>a) Support the changes made by WAPC which include the subject property on Portland Street.</p> <p>b) Do not support the Scheme as proposed by Council and the boundaries for changes in density.</p> <p>c) The changes made by WAPC ensures that the Scheme is consistent with the original Strategy document which did include Portland Street up to Gordon Street.</p> <p>d) Increased zoning means more affordability with a wider offering of smaller (and therefore) lower cost housing. Development of these sites means increased employment and more money into the economy. More people can mean more sustainable restaurants, cafes etc.</p> <p>e) Importantly, residents being closer to the city means less fuel use meaning less damage to the environment.</p>	<p>a) Noted.</p> <p>b) Noted.</p> <p>c) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>d) Noted.</p> <p>e) Noted.</p> <p>f) Noted.</p>

			f) The WAPC proposed changes will also mean more people with children are in close vicinity to the new children's hospital as well as making more accommodation available to UWA students which is a short walk.	
618	Ata Jafar 9 Tyrell Street NEDLANDS	N/A	a) Support LPS 3 and the R60 zoning proposed for the subject property on Tyrell Street.	a) The comments in this submission have been noted and recorded.
619	Mr B Emmerson 3 Adderley Street CLAREMONT	N/A	a) Support LPS 3. b) The densities proposed by the Council are too little. c) Support WAPC modification for R160. d) Do not support 9m setback - 6-7 metres would be fine, because it mirrors proportionally the high density demands. e) Support change from R10 to R20 in Mt Claremont. Blocks of 500m2 are large enough to create green environments and to avoid heat sinks. f) Along with the planned and increased density there should be creations of more and larger public open spaces. g) Council needs to prepare better house building guidelines to produce diverse, good quality buildings e.g. prefab houses, light building materials, use of passive design, use of light, heat and solar. h) Included the following link for Tiny Houses - https://www.formhomes.com.au	a) Noted. b) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy. c) Noted. d) Noted. e) Noted. f) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. g) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. h) Noted.
620	Lee Albert 1/1 Kingsway NEDLANDS	N/A	a) I am opposed to the Draft Local Planning Scheme No. 3 in its current form. Although density in the inner city needs to increase to curb urban sprawl and associated habitat destruction, increasing density, without simultaneously dramatically reducing car usage and ownership, and increasing public green space, will be a disaster for our quality of life. b) Impact of high density developments on existing neighbourhood. c) Density should be more evenly dispersed. d) Adverse impact on community and character e) Impact on traffic and congestion on Broadway and Stirling Highway. f) There is no additional infrastructure proposed to accommodate the density increases. g) Increased street parking. h) Impact on trees (environmental and aesthetic) and streetscape. i) Traffic congestion around Nedlands primary school and safety concerns. j) More cycle lanes need to be provided to discourage car usage – cycle parking needs to be provided in the scheme. k) Impact on heritage and character houses. l) There is already significant housing diversity in the area. m) Topography - the significant slope that leads up from Broadway to Edward, Elizabeth and Princess Roads to Kingsway is characteristic of the area. The slope also allows for a transition from the higher buildings on Broadway to the residential part of the area.	a) Noted. b) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. c) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. d) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. e) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets

			<p>n) Broadway - Redevelopment and rezoning of Broadway must be sensitive to the village feel of the area. The proposed R160 could see buildings of 9 storeys which would ruin the character of Broadway and result in amenity impacts to surrounding landowner – overlooking. A 5 storey limit is more appropriate.</p>	<p>identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>f) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p> <p>g) Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>h) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>i) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>j) The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works.</p> <p>k) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3.</p> <p>l) Noted.</p> <p>m) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p> <p>n) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p>
621	Philip and Sandra Oates 28 Philip Road DALKEITH	28 Philip Road	<p>a) Support Council's version of LPS 3 and object to WAPC modifications.</p> <p>b) Do not support density increases on Philip Road.</p> <p>c) Impacts on the streetscape.</p>	<p>a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects</p>

				<p>and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>c) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p>
622	Travis Hydzik 48 Robinson Street	N/A	<p>a) I support the WAPC recommendations for density code changes.</p> <p>b) Increased land values due to increased development potentiality.</p> <p>c) Higher densities encourage more diverse developments and infill solutions.</p> <p>d) Development and rejuvenation of existing dwellings due to increased options, increasing overall streetscape.</p>	<p>a) The comments in this submission have been noted and recorded.</p>
623	Gemma Wyatt 10 Loneragan Street NELDANDS	N/A	<p>a) Concern for increase in traffic in the area.</p> <p>b) I urge more traffic surveys done to see how this problem that we have right now can be improved let alone in the future.</p>	<p>a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p>
624	Jasmine Henry 19 Leon Road DALKEITH	N/A	<p>a) Opposed to the densification of certain areas of the City of Nedlands. Areas which are currently zoned R10 should not be zoned to allow for 4,6,8, and 16 times the residences than are currently permitted.</p> <p>b) Concern for increased traffic and parking issues.</p> <p>c) Loss to the amenity from removal of established trees.</p> <p>d) Does not support densification around schools.</p> <p>e) Ideally there should be further densification of area where there is good public transport and a variety of shops i.e. close to Stirling Highway, Princess Road, Hampden Road and Aberdare Road.</p>	<p>a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>c) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>d) Noted.</p> <p>e) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local</p>

				and neighbourhood centres, which is consistent with the Local Planning Strategy.
625	Shane Morley 7 Meriwa Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Support the modified changes by to WAPC to LPS 3. b) Higher density will improve the "high street" appeal of Hamden Rd, Broadway, Stirling Highway and Waratah Ave. Improved choice and quality of retail outlets, services, bars, restaurants, public transport, etc. c) We have a responsibility as an inner suburb to help stop the urban sprawl of Perth 	<ul style="list-style-type: none"> a) The comments in this submission have been noted and recorded.
626	Brendon grylls 83 Smyth Road	N/A	<ul style="list-style-type: none"> a) I support the changes as proposed by the WAPC to LPS 3 b) I support the growth of our city and the proposed increases in density. c) I do not support the R-code changes as adopted by Nedlands Council. 	<ul style="list-style-type: none"> a) The comments in this submission have been noted and recorded.
627	Jan Grimoldby 20 Godetia Gardens	N/A	<ul style="list-style-type: none"> a) Concern for the proposed change in status of the Subiaco Strategic Water Resources Precinct. b) The activities currently in place on this land (waste water treatment, waste transfer) are not activities which work well with residential land use. c) To remove the current requirements to allow housing infill will ultimately drive out those industries already in place. 	<ul style="list-style-type: none"> a) LPS3 does not propose any change in the status of the precinct b) The proposed Special Control Area provisions for the precinct preclude the development of sensitive uses i.e. residential c) Refer to response b) above
628	Greg Locke 112 Dalkeith Road	N/A	<ul style="list-style-type: none"> a) Concerned about the effects LPS3 will have to my neighbourhood. b) Increased traffic and lack of traffic management in the area. c) Increased street parking. d) Safety issues for pedestrians. e) Large demand on Nedlands to provide in fill when there are other areas in the Western Suburbs which are appropriate for development. 	<ul style="list-style-type: none"> a) Noted. b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. c) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. d) Noted. e) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.
629	Susan Macmillan 60 Narla Road SWANBOURNE	N/A	<ul style="list-style-type: none"> a) Support rezoning of whole of Mt Claremont, from split R10/R20, to R20 throughout. b) Do not support keeping the area R10. 	<ul style="list-style-type: none"> a) Rationalising the outdated zoning mechanism (1 in 5 split coding) in Mt Claremont West was identified in the Local Planning Strategy. In response to submissions, the R20 zoning is proposed to be retained for the precinct.
630	Stephen Amsha 60A Archdeacon Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Impact on the community and character. b) Increased stress due to congestion, noise, traffic, crime and loss of environmental aesthetics. c) Increased traffic and congestion on Broadway and access issues onto Stirling Highway d) Increased parking issues in the area – already issues from UWA students. e) Increased traffic congestion around Nedlands Primary School. Safety concerns for children commuting to school. 	<ul style="list-style-type: none"> a) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. b) Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local government shall have due regard to when considering

				<p>an application for development approval. There is no correlation between LPS3 and crime rates.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>d) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>e) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p>
631	Alex Majri 51 Kingsway Nedlands	N/A	<p>a) Implementing the planning scheme will enable land to be better utilised.</p> <p>b) Nedlands is a prime location and being able to develop more infrastructure on the land will only prove to be beneficial to both myself as an individual and for all those in the surrounding area.</p>	a) The comments in this submission have been noted and recorded.
632	Davidm 51 Kingsway Nedlands	N/A	a) I believe it time to have these big blocks subdivided to accommodate the rising population due to the fact that the infrastructures already exist.	a) The comments in this submission have been noted and recorded.
633	Laura Franco 37 Jutland Parade DALKEITH	N/A	<p>a) The planning scheme needs to be updated to make the City a more vibrant, exciting place to live. I think apartments, small bars, boutique restaurants/cafes, galleries and retail shops will help improve the ambiance of the current City.</p> <p>b) This needs to occur whilst retaining the character of the area (large lots).</p> <p>c) Support City of Nedlands proposal as it is a more balanced way of modernizing the area as well as keeping the intrinsic feel of the area intact.</p> <p>d) The WAPC proposed amendments go too far and will alter the amenity and character of the area</p>	<p>a) Noted.</p> <p>b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>c) Noted.</p> <p>d) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p>
634	Varughese Komattu Mathews 104 Monash Avenue NEDLANDS	N/A	<p>a) Support the WAPC modified plan.</p> <p>b) Concern for traffic on Monash Avenue and lack of planning.</p> <p>c) Higher density developments are already approved on the opposite side of Monash Avenue and the retirement village side of the Monash Ave. Development should not be limited on the southern side.</p> <p>d) Developments should be permitted to the heights provided for the hospital and retirement village sites.</p>	a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.

				<ul style="list-style-type: none"> b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. c) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. d) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.
635	Ian Hord 26 Taylor Road NEDLANDS	N/A	<ul style="list-style-type: none"> a) Believe the changes proposed by WAPC to the proposed planning scheme contradict the planning strategy which WAPC endorsed. Densities are significantly higher, and the modifications clearly do not align with the strategy and its intent. b) The proposal undermines the consultative process and value of community engagement processes. c) Loss of character and amenity. d) A shift to higher densities will encourage, large commercial developments, piecemeal subdivisions, excessive on road car parking, noise, concrete landscapes, reflected and retained heat, road hazards. e) Concern for difficult access onto Stirling Highway from Taylor Road. f) Additional density will make the planned cycle along Jenkins Street more hazardous for cyclists. 	<ul style="list-style-type: none"> a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy. b) Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy. c) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. d) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. e) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy. The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on traffic.

				f) The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works.
636	Paris Bovell 59a Adderley Street MOUNT CLAREMONT	N/A	a) Concern for increased traffic and safety issues. b) Opposed to an increase in fast food outlets being permitted along Stirling highway as this has been shown to affect the adversely health adversely of people that live in close proximity to them.	a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. b) Fast Food Outlet uses are only permissible in the Mixed Use and Neighbourhood Centre zone, and where such development occurs, it is likely to be integrated into a larger development with its impacts appropriately managed.
637	Edward Goodchild 33 Browne Avenue DALKEITH	N/A	a) Impact on amenity. b) Demand on Infrastructure and services. c) Increased traffic on Stirling Highway and local streets. Issues with crossing the Highway. Issues with access onto the Highway. d) There is housing diversity already provided. The proposal will reduce options for larger lots. e) Reduced sense of community, social, crime and health issues. f) Query demand for density given the current market in Perth. g) Loss of trees and vegetation – increased temperatures, reduced amenity and impacts on wildlife.	a) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. b) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. d) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. e) There is no correlation between LPS3 and crime rates or social issues.

				<p>f) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>g) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p>
638	Tina Lee 19 Portland Street NEDLANDS	N/A	a) Increased traffic congestion and safety issues around Hollywood primary school.	a) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.
639	cavil singh c/o Morgan Sudlow 93A	20 Rockton Road	<p>a) The subject property has sufficient land area for a duplex zoning. Hence a request for a rezoning of the property from single residential to a duplex zoning is requested.</p> <p>b) This would ensure that sufficient, reasonably-sized housing is available for both the growing elderly population and the growing student population that have a need to live close to the University of WA.</p>	<p>a) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>b) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
640	Marilyn A McCutcheon 3 Campsie Street NEDLANDS	3 Campsie Street	<p>a) The subject site on Campsie Street is proposed from R10 to R60.</p> <p>b) Concern for increased traffic, street parking and safety issues.</p> <p>c) There is already zoning for duplex houses on the corner blocks facing Aberdare road.</p> <p>d) A change in zoning would change the character and amenity of our area.</p>	<p>a) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the</p>

				<p>future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>c) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>d) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.</p>
641	Charles Bro 145 Stirling Highway NEDLANDS	N/A	a) Support the WAPC changes to LPS3.	a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.
642	Inclusivechange 22 Mountjoy Road	N/A	<p>a) Traffic and pedestrian and cyclist safety.</p> <p>b) Safety issues from increased traffic – lack of footpaths/cycleways</p> <p>c) No access to Stirling Highway from new high-density developments</p> <p>d) The setup of the streets around the Hampden Road restaurant area should also encourage people to walk or ride.</p> <p>e) Education of community required to emphasise pedestrian right of way over cyclists and motorists.</p> <p>f) Concerns regarding bicycle safety and education for cyclists required.</p>	<p>a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works.</p>

				<p>c) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion.</p> <p>d) Noted.</p> <p>e) Noted.</p> <p>f) The Local Planning Strategy promotes a movement network that encourages non-private passenger vehicle transport modes.</p>
643	Nicki 37 Florence Road NEDLANDS	N/A	<p>a) Concerns regarding Captain Stirling Shopping Centre and an Aldi changing the built form and function of the centre</p> <p>b) The Aldi will cause more congestion and make the roads around Nedlands more dangerous. An increase in the size and frequency of deliveries will have a negative impact on the local streets.</p> <p>c) New development for this site must</p> <ul style="list-style-type: none"> - maintain a community feel to the area; - not have a wholesale size premises; and - make provision for other speciality shops, cafes, newsagent, hairdresser, pharmacy etc. on the site. <p>d) Also access for deliveries should be allowed from Stirling Highway or Dalkeith road only and Dalkeith and Florence roads should have size/weight restrictions for vehicles, to prevent large lorries using them.</p>	<p>a) The site is identified as a mixed use activity centre in the City's Local Planning Strategy.</p> <p>b) A traffic management plan will be required for any proposed re-development of the site to ensure traffic can be managed to an acceptable level without adversely impacting the surrounding local streets</p> <p>c) The Neighbourhood Centre zone which is proposed for the site reflects the objectives of the Local Planning Strategy to create mixed use Town Centre orientated development.</p> <p>d) Refer to response b) above.</p>
644	Dr Frank Brennan 137 Victoria Avenue DALKEITH	N/A	<p>a) I support higher density housing and development particularly up to 5-6 floors.</p> <p>b) Along the Stirling Highway seems appropriate as it places people close to public transport.</p> <p>c) Greater density living supports a more vibrant community and use of public transport will help limit greenhouse gases.</p> <p>d) A European style of development with high ground floor ceilings is supported.</p>	<p>a) The comments in this submission have been noted and recorded.</p>
645	Michael Woodliff 18 Zamia Street MOUNT CLAREMONT	N/A	<p>a) High density (R160) should not be located in residential streets.</p> <p>b) Hardy Rd is a residential street and a lower zoning is more appropriate.</p>	<p>a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>b) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p>
646	Veronica Bellemore-Thomas 82 The Avenue NEDLANDS	N/A	<p>a) I'm in favour of the Draft Local Planning Scheme No. 3</p> <p>b) We would like to stay in the area and down-size.</p> <p>c) Good public transport in area</p> <p>d) Our property is a corner lot and great for future development</p>	<p>a) The comments in this submission have been noted and recorded.</p>

647	Lorraine Ironside 15 Viewway NEDLANDS	N/A	<ul style="list-style-type: none"> a) Increases in density to respect character, identity, heritage, sense of community and capacity of infrastructure. b) The area bordered by Edward, Broadway, Bruce and Princess Streets is inappropriate for increased density c) Concerns regarding traffic: s) Access to Stirling Highway difficult t) Congestion in streets u) Width of existing streets v) Safety issues from increased traffic – primary school w) Lack of public transport options and distribution x) No rear access to support the higher density – pushing traffic onto local streets y) No frequent bus route in immediate area z) Safe active streets program for Elizabeth and Jenkins Ave reduces speed to 30kmp/h inappropriate for high density; d) Concerns regarding character/amenity of the area aa) Overlooking from higher density development bb) Overshadowing from new high-density developments due to topography cc) Negative impact from loss in trees and increased activity on local flora and fauna dd) Safety and family friendly quality of area to be diminished by density ee) Loss of heritage/character housing ff) Diversity of housing is already met in this area 	<ul style="list-style-type: none"> a) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. b) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport. The implementation of the Department of Transport Safe Active Streets program falls outside the ambit of LPS3. d) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.
648	Alan Nicoll 15 Viewway NEDLANDS	N/A	<ul style="list-style-type: none"> a) Increases in density to respect character, identity, heritage, sense of community and capacity of infrastructure. b) The area west of Broadway inappropriate for increased density c) Concerns regarding in-fill in an area with aging infrastructure. d) The transition zone behind Broadway is unnecessary for the purpose of reducing the impact of building bulk as the topography does this e) The current plan does not meet the Planning Principles of the City of Nedlands Local Planning Strategy endorsed by the WAPC in September 2017 f) Concerns regarding traffic: gg) Access to Stirling Highway difficult hh) Congestion in streets ii) Width of existing streets jj) Safety issues from increased traffic – primary school kk) Lack of public transport options and distribution ll) No rear access to support the higher density – pushing traffic onto local streets 	<ul style="list-style-type: none"> a) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. b) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. c) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low d)

			<p>mm) Proposed reduced vehicle speeds along Elizabeth and Jenkins Ave inappropriate for high density;</p> <p>g) Support low-rise, mixed-use along Broadway.</p> <p>h) The Council should explore the possibilities of using land on the Sunset Hospital site, the Carmelite Convent site, the Memorial Rose Gardens etc., as greenfield infill sites in lieu of increased density in a transition zone.</p>	<p>intensity which would interface with the existing suburban areas.</p> <p>e) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>f) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport. The implementation of the Department of Transport Safe Active Streets program falls outside the ambit of LPS3.</p> <p>g) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>h) Noted.</p>
649	Nat 107 Dalkeith Road NEDLANDS	N/A	<p>a) Traffic</p> <p>nn) Access onto Stirling Highway from local streets more congested</p> <p>oo) Congestion in local streets</p> <p>pp) Width of existing streets</p> <p>qq) Safety issues from increased traffic – lack of footpaths/cycleways</p> <p>rr) Lack of public transport options and distribution</p> <p>ss) Increased pollution</p> <p>tt) No public transport support for increased density along Waratah Avenue</p> <p>b) Need a masterplan for the area to address the lack of town/village centre</p> <p>uu) Include provisions to address community lifestyle, public transport and traffic management</p> <p>vv) Ad hoc redevelopment concerns</p> <p>c) Support the area around Broadway being rezoned as there are several access roads with traffic lights leading to the city and existing commercial development.</p>	<p>a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.</p> <p>b) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>c) Noted.</p>

650	Kwong Lew 20 Leon Road DALKEITH	20 Leon Road	<ul style="list-style-type: none"> a) Objection to density code change along Leon Road. b) Wish to retain single dwelling development in the area. c) Increased density will ruin the character of the road and area. d) Increase in density will increase traffic around the primary school. 	<ul style="list-style-type: none"> a) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. b) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. c) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. d) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy.
651	Jane Niedinger 48 Louise Street	N/A	<ul style="list-style-type: none"> a) Object to LPS 3. b) Capacity and traffic for Nedlands primary school. c) Traffic and Car Parking ww) Access to Stirling Highway is congested xx) Safe Street scheme would not work with the additional traffic as a result of high densities. yy) Parking overflow into local roads making traffic incidents more likely and attractive for crime. d) Character/Amenity zz) Fast food outlets are not within the character of the area nor suit the demographic. aaa) Need to maintain character of Nedlands – high density available elsewhere in Perth. 	<ul style="list-style-type: none"> a) Noted. b) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy. c) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. d) Fast Food Outlet uses are only permissible in the Mixed Use and Neighbourhood Centre zone, and where such development occurs, it is likely to be integrated into a larger development with its impacts appropriately managed. The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.

652	Amanda Swift 33 Birrigon Loop SWANBOURNE	N/A	<ul style="list-style-type: none"> a) Objection to LPS 3. b) Impact on property values. c) Increase in traffic congestion 	<ul style="list-style-type: none"> a) Noted. b) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.
653	Wayne Thompson 16 Lovegrove Close MOUNT CLAREMONT	N/A	<ul style="list-style-type: none"> a) Support higher density and believe even greater density than what is proposed it can be accommodated. b) Promote housing diversity and supporting small businesses from increased patronage. c) Ideally located to amenities. d) Capacity and capability to increase public transport. e) NIMBY mentality is not a long-term reality. 	<ul style="list-style-type: none"> a) The comments in this submission have been noted and recorded.
654	Susan Hartley 33 Lisle Street MOUNT CLAREMONT	N/A	<ul style="list-style-type: none"> a) Support R20 zoning changes in Mt Claremont. b) One in five are already subdivided. c) Rear laneways to provide access. d) Higher use of existing amenities including established schools. e) Support subdivision for battle-axe only as side-by-side changes streetscape character and removed established gardens. 	<ul style="list-style-type: none"> a) The comments in this submission have been noted and recorded.
655	Cheng Huang 16 Rene Road	N/A	<ul style="list-style-type: none"> a) Object to additional density. b) Local roads in poor condition – not able to accommodate additional density. c) Increase already bad congestion and difficulty in access to Stirling Highway. 	<ul style="list-style-type: none"> a) Noted. b) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.
656	Ming Yew/ Siaw Ling Chai 75 Waratah Avenue DALKEITH	N/A	<ul style="list-style-type: none"> a) Object to increased density as proposed by WAPC. b) Increase traffic and reduce amenity of area. c) Already bad congestion in locality. 	<ul style="list-style-type: none"> a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects

				<p>and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>c) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion.</p>
657	Richard young 12 Judaea Gardens MOUNT CLAREMONT	N/A	<p>a) The increase in density is excessive in area and density.</p> <p>b) The extent of change proposed will alter the landscape of the suburb significantly.</p> <p>c) No information provided addressing the provision of additional infrastructure and services such as schools for population increases.</p> <p>d) Not enough public transport (namely train accessibility) in the area to warrant increased density – will cause more congestion on the roads.</p>	<p>a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>b) Rationalising the outdated zoning mechanism (1 in 5 split coding) in Mt Claremont West was identified in the Local Planning Strategy. In response to submissions, the R20 zoning is proposed to be retained for the precinct.</p> <p>c) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>d) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.</p>
658	Amber Banfield 31 Mayfair Street MOUNT CLAREMONT	31 Mayfair Street	<p>a) Object to WAPC density changes in Mt Claremont.</p> <p>b) Already increases in density in the area (Swanbourne High School).</p> <p>c) Increased traffic and safety.</p> <p>d) Loss of tree canopy, biodiversity and natural assets as a result of additional development.</p> <p>e) Reduced community safety.</p> <p>f) Density should be around activity centres.</p> <p>g) Community should determine nature of area for the future.</p>	<p>a) Rationalising the outdated zoning mechanism (1 in 5 split coding) in Mt Claremont West was identified in the Local Planning Strategy. In response to submissions, the R20 zoning is proposed to be retained for the precinct.</p> <p>b) Noted.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting</p>

				<p>further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>d) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>e) There is no correlation between LPS3 and crime rates.</p> <p>f) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>g) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
659	Paul Erfemeijer 78 Meriwa Street NEDLANDS	N/A	<p>a) Object to density changes.</p> <p>b) Increases in density to have negative impact of amenity of locality.</p> <p>c) Increased traffic and congestion.</p> <p>d) Parking problems in local streets.</p> <p>e) Safety (crime and traffic) around schools.</p> <p>f) Impact on property values.</p>	<p>a) Noted.</p> <p>b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>d) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>e) There is no correlation between LPS3 and crime rates.</p> <p>f) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p>
660	Richard Stratton 10 Williams Road	N/A	<p>a) Value bigger blocks, open space, gardens and parks.</p> <p>b) Nedlands knows as a leafy suburb.</p> <p>c) Additional traffic cannot be accommodated as the roads are not able to be widened.</p> <p>d) Further pressure on the roads from the Perth Children Hospital and Regis development on Monash Ave.</p>	<p>a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>b) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p>

				<p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>d) The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on traffic.</p>
661	Elaine Crane 22 Adderley Street MOUNT CLAREMONT	N/A	<p>a) Support subdivision in Mt Claremont.</p> <p>b) Wishes to stay in the area close to amenities.</p> <p>c) Subdividing would not change the character of the area.</p> <p>d) LPS 3 provides for mixed density and affordable housing in the area which favours a greater choice and a diversity of generations.</p>	<p>a) The comments in this submission have been noted and recorded.</p>
662	Patricia Price 5 Carrington Street NEDLANDS	N/A	<p>a) Agree that the housing density must increase in Nedlands over a reasonable period of time.</p> <p>b) There is no consideration of increase in traffic, the need for further schools, the loss of tree cover etc.</p> <p>c) There is also no provision for new initiatives in transport (bike paths, charging of electric vehicles, increased public transport).</p> <p>d) Smaller blocks require more public open space - there is no additional POS proposed.</p> <p>e) Lack of requirements for planting of trees on development sites.</p>	<p>a) Noted.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>c) The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works. Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.</p> <p>d) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS</p>

				<p>strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>e) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans.</p>
663	daniel miller 27 Clark Street NEDLANDS	N/A	<p>a) Support LPS 3 to reduce impacts caused by urban sprawl.</p> <p>b) The increased density will also provide additional revenue for council.</p>	a) The comments in this submission have been noted and recorded.
664	Jeanne Scaife 35 Leura Street NEDLANDS	N/A	<p>a) Oppose re-zoning of the Hollywood ward for higher density housing.</p> <p>b) Impact on the character of the area.</p> <p>c) Increased traffic congestion</p> <p>d) Conflict of scale with existing development.</p> <p>e) Hollywood already provides housing diversity.</p> <p>f) Density should be focused in more suitable areas of the City such as Dalkeith</p>	<p>a) It is proposed to reduce densities along Leura/Clifton/Meriwa Street/Williams Road to respond to submissions received and having regard to the Local Planning Strategy.</p> <p>b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>d) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>e) Noted.</p> <p>f) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p>
665	Jennifer Fisher 32 Napier Street	32 Napier Street	<p>a) Oppose LPS 3 relating to all wards in the City.</p> <p>b) The subject property on Napier Street is proposed from a R10 zone to R60. Believe R60 is excessive and should not occur in this residential area.</p> <p>c) The increase zonings have been extended too far away from Stirling Highway and there is no reasonable justification for this.</p> <p>d) Concern for increased traffic on Stirling Highway and peripheral roads (Carrington St, Loch St, Hampton Rd, Broadway, Alfred Rd etc.)</p>	<p>a) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.</p> <p>b) Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy.</p>

			<ul style="list-style-type: none"> e) Removal of trees and gardens will impact on amenity and temperatures. f) Apartment development will impact on the character of the area. g) Increase in Crime - bringing thousands of more residents into Nedlands increases the crime ratio. Many of these people will have mental health issues and also drug problems, especially if they are single. Currently Nedlands is full of families and is a safe place to live. h) There is no need to concentrate our density in residential suburbs. Perth has so much room we can spread out. i) Increased density around schools will increase traffic and cause safety concerns. j) Amenity impacts from neighbouring developments such as overlooking and overshadowing. k) Concern for demand on infrastructure. l) There is an oversupply of apartments in the market and Perth doesn't need any more. m) Concern for commercial vacancy rates. n) Impact on property values. 	<ul style="list-style-type: none"> c) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. e) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. f) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. g) There is no correlation between LPS3 and crime rates. h) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. i) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy. j) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. k) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy
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				<p>identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p> <p>l) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>m) Commercial tenancy demand factors are not a valid planning consideration.</p> <p>n) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p>
666	Sue Skull 13 Tyrell Street NEDLANDS	N/A	<p>a) I am opposed to the LPS3.</p> <p>b) Increased traffic congestion, narrow streets, increased street parking and safety issues.</p> <p>c) Current issues on Tyrell Street will worsen.</p> <p>d) Decreased green space and open space – impact on health.</p> <p>e) Loss of trees and canopy. Lack of requirements for planting.</p> <p>f) Loss of privacy.</p> <p>g) Loss of character – heritage/character homes and areas should be protected.</p> <p>h) Highway or Edward St end, we must go back into our driveway, as there is nowhere for the incoming car to pull over adequately.</p> <p>i) Concern for demand on schools.</p>	<p>a) Noted.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>c) Noted.</p> <p>d) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>e) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>f) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p>

				<p>g) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>h) It is appropriate that adequate discretion is provided within the planning framework to consider car parking requirements on a case by case basis, including the location where car parking areas are provided within the development having regard to the circumstances of the proposed development and surrounding context.</p> <p>i) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p>
667	Jonathan Carapetis 13 Tyrell Street NEDLANDS	N/A	<p>a) Do not support LPS 3. It does not have the correct balance between infill and retention of amenity and character.</p> <p>b) Loss of character housing and amenity impacts from battle-axe development.</p> <p>c) Concern for demand on schools.</p> <p>d) Increased parking and traffic congestion. Safety issues.</p> <p>e) Sufficient parking is required to be provided on-site.</p> <p>f) Character buildings should be required to be retained.</p>	<p>a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>c) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on parking.</p> <p>e) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>f) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. Additional heritage provisions in the Scheme are not proposed.</p>

668	Lloyd Edmunds 25 Webster Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Believe the Council adopted LPS3 met the objectives of the infill programme without the extreme impacts the WAPC version will cause. b) Concern for increased traffic and parking. Lack of traffic impact assessment for WAPC proposal. c) Impact on character and amenity. d) Heights of the buildings should be controlled as per the Council LPS3 to ensure visual amenity. 	<ul style="list-style-type: none"> a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy. b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on parking. c) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. d) Height limits are noted in LPS3.
669	Dean Cameron 35 Verdun Street	N/A	<ul style="list-style-type: none"> a) Very happy with the consultative process the Council went through with the original scheme. b) Not happy with any State government changes unless the people in the Council are happy with them. c) Any increase in population should be put into high rises at activity nodes and not into backyards. 	<ul style="list-style-type: none"> a) Noted. b) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy. c) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.
670	Patricia Hewson 12 Boronia Avenue NEDLANDS	N/A	<ul style="list-style-type: none"> a) Object to LPS3 b) Increase in traffic. c) Impact on mental health. d) Anti-social behaviour. 	<ul style="list-style-type: none"> a) Noted. b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City

			<p>e) Increased density will decrease tree canopy and increase heat in an already overheated climate.</p>	<p>indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>c) Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local government shall have due regard to when considering an application for development approval.</p> <p>d) There is no correlation between LPS3 and crime rates.</p> <p>e) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p>
671	Chris Harrap 50 Williams Road NEDLANDS	N/A	<p>a) Whilst I understand the need for infill in our inner suburbs, the proposed scheme goes way too far.</p> <p>b) Increased traffic and parking issues.</p> <p>c) Loss of trees and open space will impact amenity.</p> <p>d) Loss of character housing.</p>	<p>a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>c) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>d) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3.</p>

672	Lorna Stewart 34 Louise Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Planning based objections to proposed TPS3 as affecting Nedlands residents near the Stirling Highway. b) Impact on property values. c) Increased street parking due to insufficient parking being provided on site. d) Increased parking congestion at the Stirling Highway end of Nedlands streets. e) Additional traffic in local streets adjacent and leading to and from Stirling Highway; creation of new 'rat runs'. f) Increased congestion at the local shopping and other services to the detriment of residents adjacent to these facilities, reducing safety for local residents, including school children and the elderly. g) More fast food outlets along the Highway would increase congestion on a main arterial route in / out of Perth. h) Concern for commercial vacancy rates and potential for graffiti. i) Reduction in social amenity: j) Loss of character and amenity. 	<ul style="list-style-type: none"> a) Noted. b) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration. c) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. d) Cash in lieu options for constructed parking has been explored and appropriate planning mechanisms will be in place once LPS3 has been finalised. The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on parking. e) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. f) The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population. g) Fast Food Outlet uses are only permissible in the Mixed Use and Neighbourhood Centre zone, and where such development occurs, it is likely to be integrated into a larger development with its impacts appropriately managed. h) Commercial tenancy demand factors are not a valid planning consideration. There is no correlation between LPS3 and crime rates. i) There is no correlation between LPS3 and social issues. j) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.
673	Angus Baird 17 Webster Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Impact on the safety b) Impact on environmental amenity. 	<ul style="list-style-type: none"> a) Noted. b) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions

			<ul style="list-style-type: none"> c) Traffic increases on both main roads, but most particularly will force rat run short cuts through the back streets. d) It will also destroy the character of this predominantly 1930's characterful suburb. e) Lack of focus of density around transport hubs such as the railway. 	<p>in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <ul style="list-style-type: none"> c) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy. d) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. e) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.
674	Kim Tai Law 36 Leon Road	36 Leon Road	<ul style="list-style-type: none"> a) Support rezoning to R20. b) Potential negative impact on property values for higher zoning. 	<ul style="list-style-type: none"> a) Noted. b) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.
675	Melissa Foulkes 21 Waroonga Road NEDLANDS	N/A	<ul style="list-style-type: none"> a) The impacts from the scale of LPS 3 has not been considered. b) Heating up of the surrounding area due to loss of trees c) Loss of amenity from new developments. d) Lack of on-site parking and increased issues of on-street parking from commercial tenancy visitors. e) Increased traffic congestion on Stirling Highway and pressure on neighbouring streets. f) We believe R40 or R60 would provide the right balance between providing more dwellings whilst keeping the neighbourhood integrity and soul. 	<ul style="list-style-type: none"> a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. b) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. c) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. d) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of

				<p>on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>e) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>f) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.</p>
676	Alfred Henry 2A Thomas Street NEDLANDS	2a Thomas Street	<p>a) The subject site is proposed to be zoned R160.</p> <p>b) Increased traffic along Thomas Street.</p> <p>c) Increased street parking.</p> <p>d) This increase in traffic will also increase air toxicity, pollution and traffic noise.</p> <p>e) Amenity impacts from neighbouring developments – overlooking, overshadowing, loss of trees, building bulk, lack of ventilation.</p> <p>f) Increased noise pollution.</p>	<p>a) Noted.</p> <p>b) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>c) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>d) Noted.</p> <p>e) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>f) Noted.</p>
677	Peter Vermeersch 5 Loftus Street NEDLANDS	N/A	<p>a) Objection to proposed LPS 3.</p> <p>b) Increased Traffic on Stirling Highway.</p> <p>c) There is a lack of green space already in the area.</p>	<p>a) Noted.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City</p>

			<p>d) The close proximity to UWA is likely to increase student numbers sharing accommodation in the area and this could lead to more vehicles, when parking in our street is already an issue.</p>	<p>indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>c) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>d) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. Cash in lieu options for constructed parking has been explored and appropriate planning mechanisms will be in place once LPS3 has been finalised.</p>
678	Peter Livingstone 21 Mayfair Street MOUNT CLAREMONT	N/A	<p>a) Support LPS 3 – will create more options available for both young and older generations. The demographics of the City and modern living standards are changing, and we need a Town planning scheme that can cater for this now.</p>	<p>a) The comments in this submission have been noted and recorded.</p>
679	ROD WHITE 59 Kingsway NEDLANDS	N/A	<p>a) Increased traffic.</p> <p>b) Increased street parking.</p> <p>c) Safety concerns.</p> <p>d) Issues with access onto Stirling Highway from Broadway.</p> <p>e) Density should be more equally distributed across the City.</p> <p>f) The proposal will fundamentally change the composition and character of the neighbourhood.</p> <p>g) Increase in a transient demographic with less interest in the amenity of their properties.</p> <p>h) Loss of trees impacting streetscape and environment.</p> <p>i) Increased density around the school will increase traffic and impact safety for children walking to school.</p> <p>j) Loss of character houses - many of the character houses on Viewway, Kingsway, Edward, Elizabeth and Bruce streets (some of which are over one hundred years old) are amongst the remaining few in Perth that punctuate a point of difference in Perth's increasingly homogenous landscape.</p> <p>k) Housing diversity in the area already exists</p> <p>l) The significant slope that leads up from Broadway to Edward, Elizabeth and Princess Roads to Kingsway is characteristic of the area. The slope also allows for a transition from the higher buildings on Broadway to the residential part of the area. This has not been considered in the densities proposed.</p> <p>m) The R160 zoning on Broadway will impact on the character of Broadway and result in many residents in Kingsway and Viewway looking onto, and being overlooked by, large-scale apartment buildings.</p> <p>n) Keeping Broadway to existing height limits would avoid these issues.</p>	<p>a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>b) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. Cash in lieu options for constructed parking has been explored and appropriate planning mechanisms will be in place once LPS3 has been finalised.</p> <p>c) Noted.</p> <p>d) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. It is acknowledged that future population increases will place increased demand on existing road network</p>

				<p>however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>e) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>f) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.</p> <p>g) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p> <p>h) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>i) Noted.</p> <p>j) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. The City's Heritage List and Municipal Inventory will be unaffected by LPS 3.</p> <p>k) Noted.</p> <p>l) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc.</p> <p>m) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to topographical constraints.</p> <p>n) Building heights along Broadway will be controlled through Local Development Plan/Local Planning Policy provisions to consider topography of the land.</p>
680	Drew Banfield 31 Mayfair Street	31 Mayfair Street	<p>a) Oppose the rezoning of Mayfair street to R20.</p> <p>b) Increased traffic – the Mayfair St and Alfred Road intersection is already extremely dangerous, particularly trying to exit Mayfair Street west into Alfred Road.</p> <p>c) Loss of tree canopy, biodiversity and natural assets.</p>	<p>a) Rationalising the outdated zoning mechanism (1 in 5 split coding) in Mt Claremont West was identified in the Local Planning Strategy. In response to submissions, the R20 zoning is proposed to be retained for the precinct.</p>

			<p>d) Concern for community safety.</p>	<p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>c) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>d) There is no correlation between LPS3 and crime rates.</p>
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No.	Name and Address of Submitter	Description of property affected by LPS3	Summary of Submission	Response and recommendation
681	Jinzhu Xia 18 Philip Road DALKEITH	N/A	<ul style="list-style-type: none"> a) Support LPS 3 as it is consistent with the State planning principles. b) In particular, the proposed rezoning and housing density increase in and around the Dalkeith Activity Centre should be supported. c) The changes will correct a serious planning anomaly and conflict of scale for R10 properties abutting up to 5 storeys in the Dalkeith Activity Centre; d) Provide housing diversity in Dalkeith; e) Help ageing residents retire in Dalkeith; f) Provide opportunities for more young people to live in Dalkeith; g) Maintain the traditional character for the majority of Dalkeith. 	<ul style="list-style-type: none"> a) The comments in this submission have been noted and recorded.
682	Stuart Stirling 46 Langham Street NEDLANDS	46 Langham Street	<ul style="list-style-type: none"> a) Do not support LPS3 rezoning the subject property on Langham Street from R12.5 to R60 and neighbouring property to R160. b) Impacts to amenity including loss of privacy and increased stress. c) Increased traffic congestion on Stirling Highway. d) Demolition of heritage buildings and loss of character. e) Perhaps you should consider a different approach and look to develop a new vibrant town centre with the Stirling highway passing underneath. 	<ul style="list-style-type: none"> a) Noted. b) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. d) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. e) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.
683	Jacqui Zorzi 50 Gallop Road DALKEITH	N/A	<ul style="list-style-type: none"> a) Would like to see some subdivisions for smaller housing. Duplexes, 3 or 4 units, but not high rise or high-density development in the Dalkeith area. In areas near the shops and commercial area of Broadway etc. b) Heritage housing needs to be protected. 	<ul style="list-style-type: none"> a) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. b) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3.
684	Robyn Drury 139 Melvista Avenue NEDLANDS	139 Melvista Avenue	<ul style="list-style-type: none"> a) Concerns relate to the Melvista Ward. b) Demand on infrastructure and schools. c) Impact on lifestyle and amenity. 	<ul style="list-style-type: none"> a) Noted. b) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. The Department of Education has no comments or objections to LPS3 and are aware of the increased

				<p>densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>c) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.</p>
685	gloria negus 10 Philip Road DALKEITH	N/A	a) Support LPS 3 as modified by the WAPC, particularly with respect to the increased density transitioning from the Dalkeith neighbourhood centre.	a) The comments in this submission have been noted and recorded.
686	Yannick Livingstone 21 Mayfair Street	N/A	a) Support LPS 3.	a) The comments in this submission have been noted and recorded.
687	Anna Ciffolilli 10 Loretto Street SUBIACO	169 Stirling Highway	<p>a) Comments relate to 169 Stirling Highway. The proposed zoning change from showroom to mixed use is supported.</p> <p>b) Council should ensure that for existing developments, requirements such as minimum parking bays either not apply or be relaxed. With existing developments such as ours, it may not be possible to have the minimum parking bays, given the location of the existing development (it's a different situation of course for a new development).</p> <p>c) Accordingly, request that the scheme document specifically refer to such flexibility. There may be other requirements that may restrict the use, and this too should be subject to discretion.</p>	<p>a) Noted</p> <p>b) It is appropriate that adequate discretion is provided within the planning framework to consider car parking requirements on a case by case basis, including the location where car parking areas are provided within the development having regard to the circumstances of the proposed development and surrounding context</p> <p>c) The inclusion of development standards within the local policy framework (non-residential development, car parking) is appropriate to provide consistency and flexibility, and is in keeping with planning best practice</p>
688	Dr Robin Collin 83 Birdwood Parade DALKEITH	N/A	<p>a) Adverse impact to liveability.</p> <p>b) Examples of adverse effects are the increased vehicle traffic, decreased tree canopy and green landscaping both public and private, increase in built environment with concomitant increase in urban island heat capacity.</p> <p>c) The proposals to increase urban density by changing R coding adversely affects the goals of improving the resilience of the environment to mitigate the affects of climate change and will adversely affect social cohesion, which is usually noticeably less in high rise residential buildings.</p>	<p>a) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p>

				c) The comments in this submission have been noted and recorded.
689	R Cubitt and P Coghlan 37 Bulimba Road NEDLANDS	N/A	<ul style="list-style-type: none"> a) Wish to have the option of subdividing the subject property on Bulimba Road so that we can "age in place". b) We would be happy with much higher densities in Nedlands as proposed by WAPC. c) We don't want to see people living any further from the CBD than necessary. The urban sprawl is unsustainable. d) Currently, Nedlands lacks a lot of services which will only come with a greater population. e) Nedlands needs housing options to suit all age groups right across the wards. 	<ul style="list-style-type: none"> a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. b) Noted. c) Noted. d) Noted. e) The comments in this submission have been noted and recorded.
690	Uniting Church 2 Watt Street SWANBOURNE	2 Watt Street	<ul style="list-style-type: none"> a) The subject property on Watt street is zoned Residential with additional use for a Church. Under LPS 3 the site is proposed for a Private Community Purpose zone, removing the residential use. b) The church on site is closing down with the owner considering options for site. c) The site comprises three titles. The most likely scenario for the church is to demolish the existing building and sell the three lots as individual residential lots. d) Requests the lots retain the Residential zoning under LPS 3. 	a) Having regard to the future intentions of the Uniting Church, carrying the current Residential R35 zone from TPS2 into LPS3 in lieu of the proposed Private Community Purpose zone is appropriate and in keeping with the surrounding context
691	Christian Foyle 132 Waratah Avenue DALKEITH	132 Waratah Avenue	<ul style="list-style-type: none"> a) We have recently purchased a house on Waratah Avenue and believe that subdivision will be good for the area, especially the area around our house as it will add to diversity and positively impact the surrounding areas. b) Many of the houses surrounding our house are very old and need replacement. 	a) The comments in this submission have been noted and recorded.
692	Sydney Hall 130 Dalkeith Road	N/A	<ul style="list-style-type: none"> a) Concern for state government involvement in local issues. b) Demand on services and infrastructure (roads, sewage, etc.) 	<ul style="list-style-type: none"> a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy. b) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.
693	Zhaohui Wang 18 Philip Road DALKEITH	N/A	<ul style="list-style-type: none"> a) Support the proposed LPS 3. b) Support proposed rezoning around the Dalkeith activity centre. c) The 5-storey developments in this Dalkeith Waratah Avenue commercial precinct are directly overlooking the abutting R10 properties on Philip Road and creating significant negative impact on the lives of the residents. It has taken too long for this serious conflict of scale to be corrected. d) The proposed rezoning will allow redevelopment opportunities that are better adapted to the surrounding environment with the 5-storey developments in the Dalkeith activity centre, so the negatively affected Philip Road residents can protect their privacy and quality of life. e) The proposed rezoning around the Dalkeith activity centre will make its fair share of contribution to urban infill. f) It improves housing diversity in Dalkeith. 	a) The comments in this submission have been noted and recorded.

			g) It will also help maintain the traditional character for the majority of Dalkeith.	
694	Michael D'Souza 104 Archdeacon Street NEDLANDS	N/A	a) Objection to LPS 3. b) Impacts on character amenity and traffic. c) Increased congestion on Stirling Highway. d) I believe the proposal is excessive	a) Noted. b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. c) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. d) Noted.
695	Stewart Reid 27/29 Woods Street DARWIN	N/A	a) Support subdivision within Mt Claremont. b) Improvements to the quality of residential construction and area aesthetic; c) Modernisation of supporting infrastructure as a result of greater council revenues (e.g. parks, paths & laneways). d) Urbanisation of the area leading to more economically viable enterprise (cafe's, restaurants, retail), improving the quality of living for surrounding residents.	a) The comments in this submission have been noted and recorded.
696	Bree Darwin	106 Rochdale Road	a) Support LPS 3 and proposal for Rochdale Road. b) Allowing increased density (including subdivision of 1000sqm blocks, such as ours) would revitalise the community and living standards, improve standard and aesthetics of dwellings/properties (fewer eyesores of run down and dilapidated gardens and old houses) and increase populations of young families. c) This would also improve the local economy with more ratepayers, support small developments in infrastructure and benefit New and existing small businesses such as small cafes and retail.	a) The comments in this submission have been noted and recorded.
697	Renae 21 Napier Street NEDLANDS	N/A	a) Do not support LPS 3. b) Increased traffic on Stirling Highway and difficulties crossing. c) Lack of traffic studies to assess the effect of 6 times the increase in housing density around the Aberdare Road. d) Amenity issues of overlooking and loss of privacy. e) Lack of cycleways or bike lanes. A separate bicycle path needs to be provided if cycling is to be encouraged. We need to encourage and provide safe alternatives for our children to get to and from schools.	a) Noted. b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. c) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy. d) Amenity impacts associated with the interface between higher densities and lower densities will be controlled

				<p>through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>e) The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works.</p>
698	Andrew D'Souza 50 The Avenue NEDLANDS	N/A	<p>a) Support LPS 3.</p> <p>b) Housing diversity for an aging population.</p> <p>c) Provides housing affordability.</p> <p>d) Increased density will result in increased amenities such as public transport.</p> <p>e) Increased sustainability to combat sprawl.</p> <p>f) The changes will be gradual with the uptake of development.</p>	<p>a) The comments in this submission have been noted and recorded.</p>
699	Ben & E Jane White 25 Loftus Street NEDLANDS	N/A	<p>a) Object to LPS 3.</p> <p>b) Lack of traffic assessments.</p> <p>c) Increased street parking.</p> <p>d) Amenity impacts such as over-looking.</p> <p>e) Lack of public open space.</p> <p>f) Unequal distribution of density in the Hollywood ward.</p> <p>g) Lack of information to prove demand.</p> <p>h) Increased public transport is required which has not been considered.</p> <p>i) There is also a need for integrated cycle paths and footbridges across the Stirling Highway.</p>	<p>a) Noted.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>c) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>d) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>e) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>f) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>g) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>h) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and</p>

				<p>growth of the Transperth network, enabling success of active and public transport.</p> <p>i) The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works.</p>
701	Sally Simpson 77 Florence Road NEDLANDS	N/A	a) I disagree with the proposed zoning changes within Nedlands. High density living is too extensive and should be limited. I do not agree with changing from R15 to R60.	a) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.
702	Anne Gilkes 16 Archdeacon Street	16 Archdeacon Street	<p>a) Comments are made in relation to Archdeacon Street in the section from Stirling Highway to Edward Street.</p> <p>b) I oppose the proposed change from R12.5 to the much higher density of R60 and R160 in our street.</p> <p>c) Support submission No. 190.</p> <p>d) Impact on character and amenity from loss of heritage housing and open space.</p> <p>e) Impact on property values.</p> <p>f) Increased traffic and street parking.</p> <p>g) Loss of trees. The overall effect will be to raise the use of air conditioning, restrict the children of the neighbourhood to playing inside, loss of the shady pavements and the charm of Archdeacon Street will be lost forever.</p> <p>h) R60 and R160 is too much.</p> <p>i) Do not see the advantages of concentrated high-density re-zoning and leaving the rest of the neighbourhood unchanged. A general re-zoning to a more moderate change of R25 or R30 would spread the infill throughout Nedlands, retain the nature of the street, and meet the needs of long term residents.</p>	<p>a) Noted.</p> <p>b) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>c) Refer to response to submission 190.</p> <p>d) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>e) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>f) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>g) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address</p>

				<p>landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>h) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>i) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p>
703	Peter Scott 35 Broome Street	N/A	<p>a) Do not support LPS 3.</p> <p>b) Increased traffic on Stirling Highway. Lack of traffic assessment.</p> <p>c) Demand on infrastructure and services such as sewer.</p> <p>d) Concern development is not suitable for children and there will be less families.</p>	<p>a) Noted.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p> <p>d) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p>
704	BRIAN PULHAM 20 Florence Road NEDLANDS	20 Florence Road	<p>a) Object to LPS 3.</p> <p>b) Do not support the high-density zones (R160, R60 and R40) in close proximity to the subject site on Florence Road.</p> <p>c) Loss of amenity and impact on the character of the neighbourhood.</p> <p>d) The zoning changes will cause significant traffic management and parking issues on Florence Road and other local streets. This issue has not been addressed at all in the proposed Scheme. Concern for narrow streets and increased traffic.</p> <p>e) Increased noise from the greatly increased commercial centre.</p>	<p>a) Noted.</p> <p>b) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>c) Amenity impacts associated with new developments will be controlled through the planning framework including</p>

				<p>the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>e) Noise is governed by the Environmental Protection (Noise) Regulations.</p>
705	Fred and Nikki Wehr 73 Louise Street	N/A	<p>a) This plan seems extreme and has potential to alter the character of Nedlands.</p> <p>b) Since this plan will be revisited every five years, it would be better to take a more gradual approach to increasing population density.</p> <p>c) Support something more along the line of the original council submission.</p>	<p>a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>c) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p>
706	David Commander 10 Viewway Nedlands	N/A	<p>a) Support LPS 3.</p> <p>b) Support density increases along major transport routes and close to existing commercial centres, and not randomly, as has occurred in other suburbs.</p> <p>c) Greater density of population will lead to increased services for all residents in terms of retail, hospitality and transport.</p> <p>d) The scheme's relatively narrow corridors of high density along transport routes allows the majority of the area to maintain the single residential – leafy suburb – atmosphere.</p> <p>e) Whereas the University of WA may be strictly outside the boundary of the Scheme area, it is a significant hub which should be recognised in this scheme, and around which housing and commercial density should increase.</p>	<p>a) The comments in this submission have been noted and recorded.</p>

707	Kathryn Pickup 46 Loch Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Do not support LPS 3. b) Loss of tree cover and impact on climate change and temperatures. Trees and other vegetation provide natural noise barriers and positive health effects. c) Amenity impacts from developments such as overshadowing and privacy. Overshadowing of solar panels. 	<ul style="list-style-type: none"> a) Noted. b) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge. Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. c) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.
708	Rajah Vettivelu Senathira 57 Mountjoy Road NEDLANDS	N/A	<ul style="list-style-type: none"> a) Support Ancillary Dwellings no longer being restricted to family members. b) Adoption of LPS3 as advertised will bring the City in line with the rest of the State (or at least most of the local governments), and I therefore support the adoption of LPS 3. c) To offset community fears, the Council could offer a compromise solution - reduce the larger R-codes, and instead increase the number of properties that have R-20 assigned to them. d) The increase in population will be slow, and that is something we need to learn to live with. 	<ul style="list-style-type: none"> a) Noted. b) Noted. c) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. d) Noted.
709	Dr Scott Davies 98 Monash Avenue NEDLANDS	98 Monash Avenue	<ul style="list-style-type: none"> a) Bought the subject property on Monash Avenue with the intention of applying for commercial rezoning, to be able to allow a Medical doctor in the property, such as a GP or Specialist as an extension of the Hollywood / QEMC / PCH complex patient services. b) No intention to change the external structure of the buildings. c) Support the Council's proposition to multizone Monash Avenue properties. 	<ul style="list-style-type: none"> a) The comments in this submission have been noted and recorded.
710	Rod Durston 34 Kinninmont Avenue	N/A	<ul style="list-style-type: none"> a) The City and the ratepayers went through a long consultation process which has been disregarded. b) Do not support the WAPC modifications. c) Impact on property values. d) Loss of tree coverage. This will increase the energy use by households. e) Increased traffic. f) Demand on infrastructure and services (power, water, schools). g) Lack of public open space – does not meet minimum 10%. h) I have no problems with increased density provided it is done in harmony with the suburb and does not cause division in the community. A divided community is no good for anyone. 	<ul style="list-style-type: none"> a) Public consultation has been undertaken in accordance with the requirements of the Planning and Development Regulations. b) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.

				<p>c) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>d) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.</p> <p>e) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>f) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading.</p> <p>g) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>h) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p>
711	Matthew Zed 20 Vincent Street NEDLANDS	N/A	<p>a) Concern for densities proposed along the Stirling Highway corridor. Support the densities proposed by the Council which sees the density of most residential blocks near the corridor increased to between R35 and R40. Higher R80 and R-AC0 codes adjacent to the highway are also a suitable option for the precinct, however, R160 coding is not supported.</p> <p>b) Support medium density (duplex, triplex, terrace townhouses between R40 and R50) with retail lining suburban transport corridors.</p> <p>c) Lack of market for apartments.</p>	<p>a) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the</p>

				<p>Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>c) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
712	Caleb and Catherine Jones 92 Kingsway	N/A	<p>a) Object to LPS 3.</p> <p>b) Do not support significantly increased housing density</p> <p>c) Concern for increased traffic and amenity issues surrounding and adjacent to Nedlands Primary School.</p> <p>d) Safety concerns for children due to increased traffic flow.</p> <p>e) A review of the proposed scheme which allows for reduced R codes around the immediate streets of the school into the low-density range would be a far safer plan to implement for all current and future residents concerned.</p> <p>f) Any decision making and planning for the locality would also be greatly improved by active collaboration with Nedlands PS Administration and Board, as well as the Department of Education to strategically plan necessary increases to local school provisions for a significantly increasing local population.</p>	<p>a) Noted.</p> <p>b) Noted.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>d) Noted.</p> <p>e) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p> <p>f) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p>
713	M T & T H Tran 16 Vincent Street NEDLANDS	16 Vincent Street	<p>a) Support LPS 3 as adopted by the council for the proposed rezoning of the subject property on Vincent Street to R35.</p>	<p>a) The comments in this submission have been noted and recorded.</p>
714	Paul Baster 80 The Avenue NEDLANDS	N/A	<p>a) Support higher density along corridors proposed by WAPC.</p> <p>b) Environmental benefits.</p> <p>c) Greater opportunities for residents to downsize their homes and stay in the area.</p> <p>d) Results in most of the suburb unchanged.</p> <p>e) With greater numbers of people in the area, it is most likely services will improve.</p> <p>f) Allows younger people to buy into the area. This will help lower the average age of suburb and give greater vibrancy to the area</p>	<p>a) The comments in this submission have been noted and recorded.</p>
715	Scorviana McWilliams 52 Viewway	N/A	<p>a) Do not support LPS 3.</p> <p>b) Density should be distributed more evenly across Nedlands.</p> <p>c) Changes to the composition and character of the neighbourhood.</p> <p>d) If streets like Kingsway and Viewway were rezoned, they would be likely to attract a more transient demographic with less interest in the amenity of their properties.</p> <p>e) Increased traffic, street parking and congestion. The proposals do not account for this, with no additional infrastructure proposed to accommodate the density increases.</p> <p>f) Loss of trees impacting on environment, temperatures, amenity, streetscape and property values.</p> <p>g) Increase to traffic around Nedlands Primary School and safety concerns.</p> <p>h) Housing diversity in the area already exists – particularly on the eastern side of Broadway.</p>	<p>a) Noted.</p> <p>b) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>c) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>d) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of</p>

				<p>the City and the demand for a diversity of occupancy types.</p> <p>e) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>f) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>g) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p> <p>h) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
716	Denise Breen 36 Archdeacon Street	36 Archdeacon Street	<p>a) The proposed increased density on Archdeacon and Bruce Streets will mean increased traffic and parking in the area.</p> <p>b) This will substantially impact amenity.</p> <p>c) Capacity of schools.</p> <p>d) The increased density will substantially affect the character of the suburb.</p> <p>e) The density originally proposed by the City of Nedlands is far more sustainable and desirable.</p>	<p>a) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p>

				<p>c) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>d) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>e) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p>
717	David Huang 62 Thomas Street	N/A	a) I support the proposed LPS3.	a) The comments in this submission have been noted and recorded.
718	Fiona Harris Secure Parcel Box 5	N/A	<p>a) Support LPS3 as amended by the WA Planning Commission.</p> <p>b) All parts of Perth need to play their part in reducing the need for continuing urban sprawl by increasing the densities of their developments, particularly along public transport arteries and in other select areas.</p> <p>c) This will also provide increased opportunity for those of us who want to age within our existing community to do so.</p>	a) The comments in this submission have been noted and recorded.
719	Indrajith Withanage 45 Circe Circle DALKEITH	N/A	<p>a) Increased traffic congestion.</p> <p>b) Loss of trees and impact on amenity</p> <p>c) Overshadowing from neighbouring developments.</p> <p>d) Loss in property values.</p>	<p>a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>b) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>c) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>d) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p>

720	Kanchuka Withanage 45 Circe Circle DALKEITH	N/A	<ul style="list-style-type: none"> a) Loss of green canopy b) Demand on public open space with no additional areas proposed. c) Increased traffic and safety concerns. d) Impact on property values. e) Amenity impacts from overlooking and overshadowing. 	<ul style="list-style-type: none"> a) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge. Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. b) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. d) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration. e) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.
721	Robin Hill 16 Kurren Court MOUNT CLAREMONT	120 Montgomer y Avenue	<ul style="list-style-type: none"> a) Comments are made in relation to 120 Montgomery Avenue. b) Oppose rezoning of the site for residential development. c) I believe this land should be set aside as a "green space" and potentially administered by Bold Park. d) The site should be POS to preserve native Banksia Bushland for fauna/flora. e) The site creates a green-link between the much-improved native flora verges along Montgomery Ave and the Reserve created by Cambridge Council, adjacent to, and west of, the MT Claremont Community Centre. f) Potential safety issues with access onto Montgomery Ave. g) We strongly encourage the council to resist any attempts by Western Power to sell the land for housing BUT encourage them to consider donating/gifting the land as 'Green Space'. 	<ul style="list-style-type: none"> a) Noted. b) As above. c) The proposed reserve for Public Purposes – Infrastructure Services in LPS3 for No. 120 Montgomery Avenue is reflective of the status quo in TPS2 and is to be retained in LPS3. d) Noted. e) Noted. f) Noted. g) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.
722	Annabelle Purser 51 Mountjoy Road NEDLANDS	N/A	<ul style="list-style-type: none"> a) Support the WAPC draft LPS3. b) Would like the option of being able to subdivide and remain in the area. c) I am in favour of increasing to R20/30 for the majority of the area with keeping R10 around schools. 	<ul style="list-style-type: none"> a) Noted. b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.

				c) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.
723	Stephen Shelton 40 Stanley Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Agree to density along Stirling Highway, but object to higher density in surrounding streets and adjacent to local schools. b) The proposed rezoning is not in line with the wishes of the community c) Lack of consideration or assessment of road safety and traffic and parking issues. d) Existing issues with street parking and congestion on Stirling Highway. 	<ul style="list-style-type: none"> a) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. b) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. d) Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. Cash in lieu options for constructed parking has been explored and appropriate planning mechanisms will be in place once LPS3 has been finalised.
724	Rachael Romano 58 Napier Street	N/A	<ul style="list-style-type: none"> a) Concern for density proposed on Napier Street and congestion issues onto Stirling Highway. b) More development adjacent to the railway stations makes better long-term transport sense. c) Impact on property values. d) Amenity issues of overshadowing and privacy. e) Loss of character. f) Concern for planning process of state government approval. 	<ul style="list-style-type: none"> a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. b) Noted. c) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration. d) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. e) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area. f) Noted.
725	Judith Maskew 34 Strickland Street	N/A	<ul style="list-style-type: none"> a) I would like to register my objection to changing the zoning of the area bounded by Haldane, Mayfair, Alfred and Lisle Streets to the higher density of R20. 	<ul style="list-style-type: none"> a) Rationalising the outdated zoning mechanism (1 in 5 split coding) in Mt Claremont West was identified in the Local

	MOUNT CLAREMONT		<ul style="list-style-type: none"> b) The area is not near any major transport corridors & has only one bus route through it servicing our diverse community. c) Street parking is already a problem in & around the shopping village of Mt Claremont (corner of Asquith & Strickland Streets). If the higher density codes are adopted this will only become more of a problem. d) The layout & width of our roads are already compromised with the number of vehicles travelling near the shopping village making it unsafe for locals. e) Object to the park (corner of Roachdale & Asquith Streets) being zoned for commercial. f) Increased density will remove housing choice for larger lots in the area. g) Impact to amenity and character. h) Removal of trees and impact on environment and temperatures. 	<p>Planning Strategy. In response to submissions, the R20 zoning is proposed to be retained for the precinct.</p> <ul style="list-style-type: none"> b) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport. c) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. Cash in lieu options for constructed parking has been explored and appropriate planning mechanisms will be in place once LPS3 has been finalised. d) Noted. e) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. f) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. g) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. h) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.
726	Zoe Henham 16 Wattle Avenue DALKEITH	N/A	<ul style="list-style-type: none"> a) The proposed R160 rezoning of Broadway is out of scale and context with the established residential surroundings to the west of Broadway. b) Increased traffic issues on Broadway. c) There is scope for great facilities and appropriate boutique businesses which can benefit all stakeholders to be accommodated on Broadway. d) The section of Broadway that is south of Edward Street is the natural "village" and meeting place for residents on both sides of the street. Support the development of Broadway into a high street with low rise buildings that offer a range of amenities and diversity in housing for residents. e) To ensure protection of heritage housing, development west of Broadway which is south of Edward Street should be limited to 3 storeys from pavement level on West Broadway. Such development should be built into the side of the hill. In this way the future development of West Broadway would be in keeping with the scale and context of the residential housing on East Kingsway. 	<ul style="list-style-type: none"> a) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. c) Noted. d) Noted.

			<ul style="list-style-type: none"> f) Development of Broadway requires planning that establishes appropriate building controls, including setbacks, height and green space directives. g) Planning also needs to include consideration of traffic flow and parking with particular awareness of the safety issues in regard to Nedlands Primary School which has frontage on nearby Elizabeth Street, Kingsway and Viewway. 	<ul style="list-style-type: none"> e) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to topographical constraints. f) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. g) Noted.
727	J Mahe 45 Leura Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Support draft LPS3. 	<ul style="list-style-type: none"> a) The comments in this submission have been noted and recorded.
728	Eric tapping 3 Boronia Avenue	N/A	<ul style="list-style-type: none"> a) Support LPS 3. b) More choices to downsize and age in place. 	<ul style="list-style-type: none"> a) The comments in this submission have been noted and recorded.
729	Peter Ryall 7 Jubaea Gardens	N/A	<ul style="list-style-type: none"> a) Do not support LPS 3. b) Lack of justification for the proposed rezoning. c) Much of the proposed additional housing is not near a transport hub, resulting in increased traffic. d) Lack of traffic assessments undertaken to assess the impact of additional housing. e) Demand on infrastructure and services (water, power, electricity). f) Demand on schools and health care facilities. g) Lack of open space in Hollywood ward. h) Loss of tree cover and impact on temperatures. i) Loss of amenity. j) It would be better to progressively rezone in blocks as the demand for housing grows and control the expansion in a controlled manner. 	<ul style="list-style-type: none"> a) Noted. b) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. c) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. e) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. f) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. The provision of health care facilities is outside the ambit of LPS3. g) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. h) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for

				<p>new developments can be addressed in Local Planning Policy.</p> <p>i) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>j) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
730	Christine Buck 4a Genesta Crescent DALKEITH	N/A	<p>a) Support proposed changes to Genesta Crescent and Waratah Avenue.</p> <p>b) LPS 3 will not detract from the history and character of the area but rather restore its vitality and charm.</p> <p>c) The planning changes to Dalkeith and Nedlands, coupled with the area's property prices and proximity to the city will attract a greater array of residents, particularly young professionals with disposable income. An increase in non-discretionary spend in the area will lead to stronger local business and in turn create a stronger and more united local community and active town centre.</p> <p>d) A change in the dynamic of the area's population will also provide an increase in members of local clubs and activities; there will more people joining the tennis clubs, using the library, attending school fetes and being involved in local events.</p> <p>e) The proposed development will do nothing to detract from the area's leafy green streets and public spaces, more over the increased council revenue that the changes will generate can be applied to upgrading current green spaces and creating new ones. Further, changes to the current planning scheme will allow for enhancement of the area's existing streetscape and facility.</p> <p>f) The planning changes will allow for houses to be built on smaller blocks in the area. Many older residents living in the area don't want to leave Dalkeith and Nedlands however they are often forced to because the size of their blocks, particularly as their gardens become too much for them to manage.</p>	<p>a) The comments in this submission have been noted and recorded.</p>
731	Jemma Henderson 16 Adderley Street	16 Adderley Street	<p>a) I support draft LPS3 because I will have the option to subdivide my property on Adderley Street.</p>	<p>a) The comments in this submission have been noted and recorded.</p>
732	Graham Walker 89 Tyrell Street NEDLANDS	N/A	<p>a) Increased street parking, transportation and traffic congestion issues.</p> <p>b) Loss of tree cover.</p> <p>c) Capacity of primary schools.</p> <p>d) Loss of amenity.</p> <p>e) Do not support the extent of change proposed over such a short time frame.</p>	<p>a) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>b) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.</p>

				<p>c) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>d) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>e) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
733	Ed Kopsen 59 Dalkeith Road NEDLANDS	N/A	<p>a) Concern for loose height restrictions on multi-storey developments and loss of privacy for existing properties.</p> <p>b) Demand on infrastructure and services. Provision of more schooling, better traffic control measures and improved public transport.</p> <p>c) Creating a city centre on the brow of the hill on Stirling Highway near Smyth Rd will dramatically increase traffic accident risk in a spot where there are already many accidents.</p> <p>d) I am concerned about service vehicles and other trucks delivering goods to new commercial properties in the vicinity of the Captain Stirling Hotel and nearby shopping centre.</p> <p>e) Increased traffic on Dalkeith Road and safety concerns.</p>	<p>a) LPS3 contemplates a default height limit of between 11m to 14.5m for properties along Stirling Highway, with potential to increase the height to 28.5m to 35.5m subject to satisfying planning criteria set out in future local development plans and the local planning policy framework.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.</p> <p>c) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor</p>

				<p>upgrades being undertaken to key intersections in the future.</p> <p>d) The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on traffic.</p> <p>e) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy.</p>
734	Jan Jackson 15 Cygnet Crescent DALKEITH	N/A	<p>a) Objection to the degree of infill/high-rise proposed for the general area.</p> <p>b) Quarter acre blocks should be able to be subdivided to one eighth of an acre, but height of buildings should be no more than three storeys</p> <p>c) Increased parking issues.</p> <p>d) Impact on amenity.</p>	<p>a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>b) Introducing special provisions in LPS3 to permit all quarter acre lots to be subdivided is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes and will not assist in achieving density targets. Higher densities in LPS3 are targeted to areas abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres.</p> <p>c) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>d) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p>
735	Rafferty Fox 16 Adderley Street MOUNT CLAREMONT	N/A	<p>a) Support draft LPS3 most notable that of the rezoning R20 in Mount Claremont.</p> <p>b) Increased services and affordability.</p> <p>c) Provision of a greater diversity of housing giving residents the ability to age-in-place.</p>	<p>a) The comments in this submission have been noted and recorded.</p>
736	Denise Hangchi 36 Archdeacon Street	N/A	<p>a) Impact to amenity and character of the neighbourhood</p> <p>b) increased traffic.</p> <p>c) Whilst limited increased density on Waratah Avenue may be desirable, the WAPC's proposal is too extreme.</p>	<p>a) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p>

				c) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.
737	Angelika Sexton-Finck 64 Gallop Road DALKEITH	N/A	<p>a) Support WAPC 'density' amendments to LPS 3 in general and the Dalkeith amendments in particular.</p> <p>b) Previous community consultation expressed a desire for change with regard to residential development around the Dalkeith Neighbourhood Centre.</p> <p>c) The proposal is consistent with State Planning Framework and the City of Nedlands Local Planning Strategy.</p> <p>d) Dalkeith is predominantly a residential precinct. Housing density is very low, with substantial dwellings set on large lots, nearly all of which are at least 1,012sqm in area. It has an ageing population in the senior brackets and many of the residents have lived in Dalkeith for over 15 years. Many Dalkeith residents welcome the policies relating to 'age in place', 'diverse housing' and 'liveable neighbourhoods'.</p> <p>e) The subject property on Gallop Rd is close to two significant transport corridor roads in Dalkeith. R10 zoning does not reflect suitable planning and urban design outcomes given the property's location. An increase in classification to R60 is considered as an ideal solution to this issue, as current owners of land within the subject area will have the ability to increase residential density while enhancing the character of the surrounding environment.</p> <p>f) The strategies outlined in the Local Planning Strategy and the response for the Subject Area include:</p> <ul style="list-style-type: none"> - Aim to achieve residential densities within and in the immediate vicinity of Neighbourhood Centres in line with the scale of the particular centre. The Subject Area should be considered within the immediate vicinity of the neighbourhood centre as it is currently at a density far too low for association with both a local and neighbourhood centre. R60 is required. - To facilitate greater diversity, specifically higher density multiple and grouped dwelling developments in targeted infill areas to provide a diverse range of dwelling types to accommodate changes in population trends. The current R10 classification of the property does not promote diversity nor an opportunity to facilitate higher density or grouped dwellings, given an expected increase to the population trend. R60 is more appropriate. - Develop controls to ensure key sites are not underdeveloped, thus ensuring existing residential character is protected long term and development is focused in a few specified locations. An increase of the density to an R60 classification stands as a suitable control to ensure the Activity Centre and its immediate surroundings do not become underdeveloped. This resolution would protect the residential character, as an R60 coding will enable high quality diverse housing/grouped dwellings with a build form not out of scale or character to the surrounding area. 	<p>a) The comments in this submission have been noted and recorded. It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.</p>
738	Manishkumar Barot 2 Napier Street NEDLANDS	N/A	<p>a) Do not support LPS 3.</p> <p>b) Noise</p> <p>c) Traffic</p> <p>d) Environmental impact – Landscape, Trees and pollution</p> <p>e) Safety of Children and overall community</p>	<p>a) Noted.</p> <p>b) Noise is governed by the Environmental Protection (Noise) Regulations.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road network</p>

			<ul style="list-style-type: none"> f) Demand on education facilities g) Privacy – less space for open area and Garden h) Minimum plot size should be around 500m2. 	<p>however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <ul style="list-style-type: none"> d) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. e) There is no correlation between LPS3 and crime rates. f) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. g) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. h) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.
739	Shanee Sekhon 101 Circe Circle DALKEITH	N/A	a) Subdivision should be allowed and decided by landowner.	a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.
740	Su-Lin Chan 20 Wavell Road DALKEITH	N/A	<ul style="list-style-type: none"> a) Against high density and units in Nedlands and Dalkeith. b) I would like to see increased dwellings achieved by making all corner blocks subdivisible into R20 which will significantly increase the number of potential dwellings, significantly improve housing options in the area, provide downsizing options on a decent sized block, while preserving the streetscape of the area. 	<ul style="list-style-type: none"> a) Noted. b) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.
741	Ming Hong Su 20 Louise Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Do not support any more apartments in Nedlands and Dalkeith. b) Apartments are available in other suburbs. Lack of demand for apartments in these suburbs. c) Higher density can be better achieved by allowing subdivision of all corner blocks in Nedlands and Dalkeith. 	<ul style="list-style-type: none"> a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local

				<p>and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>c) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p>
742	Djohan Salim 55 Viewway	N/A	<p>a) Support the higher density as proposed by WAPC for the subject property on Viewway.</p> <p>b) Increasing the density and infill has the potential to minimise price rise for housing purchase and rent, minimise cost in infrastructure spending, utilities capital works programmes, providing education, and health.</p>	<p>a) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p> <p>b) Noted.</p>
743	Elizabeth Johnson 56 Beatrice Road DALKEITH	N/A	<p>a) Opposed to the scale of density proposed in Dalkeith. Specifically, I am opposed to any density south of Waratah Avenue.</p> <p>b) Concern for increased traffic congestion and parking issues around the school.</p> <p>c) Dalkeith has not been identified as appropriate for any large increases in density such as that in LPS3. State and local government planning policies such as Directions 2031 and the City of Nedlands Local Planning Strategy do not allocated density to Dalkeith. The area lacks public transport and is not an activity or industrial centre.</p> <p>d) All increases in density should be concentrated around Stirling Highway as is indicated in all relevant strategic planning documents.</p> <p>e) Demand on the primary school.</p> <p>f) Whilst a small amount of density around the village centre on Waratah Avenue is justified the extent of the rezoning will result in loss of amenity.</p>	<p>a) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>c) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>d) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>e) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>f) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.</p>
744	Byron Williams 28 Leon Road DALKEITH	N/A	<p>a) Prefer infill to be achieved by allowing all owners of corner blocks to subdivide, which will have a much lower impact on the suburb.</p> <p>b) No objection to proposed zonings provided that height restrictions are strictly kept.</p> <p>c) Object to site cover that single premises are being permitted to cover.</p> <p>d) Object to treating fake roof gardens as open space.</p>	<p>a) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p> <p>b) Noted.</p> <p>c) The development standards for site coverage (open space) for residential development are contained in the R-Codes, and these provisions are unable to be varied without the express approval of the WAPC.</p>

				d) LPS3 contains provisions which exclude roof gardens and the like from being counted towards the provision of open space.
745	Per tap Singh Sekhon 101 Circe Circle	N/A	a) Support increase in density in Nedlands, but also propose that all residents be given a right to subdivide if they wish to rather than being restricted to few areas, at least from R10 to R 20. In this way increased density is distributed evenly.	a) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.
746	Anant Hegde 6B Waroonga Road NEDLANDS	N/A	a) Reject the City's Draft LPS3 and support the earlier LSP3 which was WAPC approved	a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.
747	Farida Abu-Amsha 59 Bruce Street NEDLANDS	N/A	a) Object to LPS 3. b) Impact on character and amenity. c) Increased crime d) Increase traffic congestion. e) Increased traffic congestion around Nedlands Primary School and safety concerns.	a) Noted. b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. c) There is no correlation between LPS3 and crime rates. d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. e) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.
748	Noelene Clarke 37A Haldane Street	N/A	a) Object to LPS 3. b) Demand on infrastructure. c) Impacts during construction – noise, dust, traffic. d) Removal of established trees. e) Traffic increases on Stirling Highway.	a) Noted. b) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. c) Noise is governed by the Environmental Protection (Noise) Regulations. d) Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate

				<p>the need for additional crossovers and street tree removal.</p> <p>e) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p>
749	Rhett Brans 9 Shannon Rise MOUNT CLAREMONT	N/A	<p>a) Believe we should be allowing higher density subdivisions than the stance the council seems to be adopting.</p> <p>b) All suburbs should allow higher density to prevent sprawl.</p>	<p>a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>b) Noted.</p>
750	Erica Allan 53 Esplanade	N/A	<p>a) There is insufficient diversity of zoning. I would like to see more opportunity to purchase blocks of 350-400m2.</p> <p>b) There must always be sufficient parking on each site with street trees being preserved and traffic access being protected. I happily accept parking indented in to the verges, but trees must be retained or replaced.</p> <p>c) I support the higher density near the river as some of the houses being built in this vicinity are already large enough to block winter sun and over-shadow neighbours. R40 will be no worse and will offer more people the opportunity to appreciate the river precinct.</p> <p>d) More specified areas of R35 should be provided for downsizers. These areas should be within walking distance of transport and/or shops.</p>	<p>a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>b) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>c) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>d) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p>
751	Christine Bache 63 Riley Road DALKEITH	N/A	<p>a) Object to LPS 3. Don't support any changes.</p> <p>b) Do not support corner lot subdivision.</p> <p>c) Loss of trees</p> <p>d) Increased traffic and parking issues.</p> <p>e) I also do not wish to see Captain Stirling Hotel go nor its site redeveloped for housing or shops.</p>	<p>a) Noted.</p> <p>b) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p> <p>c) Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.</p> <p>d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p>

				e) The Neighbourhood Centre zone which is proposed for the Captain Stirling Hotel precinct reflects the objectives of the Local Planning Strategy to create mixed use Town Centre orientated development.
752	NJ & A-ML McNaughton 8 Florence Road	8 Florence Road	a) Support submission No.149. b) Increased traffic and parking issues in Florence Street near Stirling Highway. c) Transport studies should have been transparently aired for public consideration during this consultation period. d) There has been no commitment that public transport. e) Concern that tree-lined streets will be replaced by wider streets and street-parking resulting in loss of character. f) The subject property on Florence Street is proposed to be rezoned from R10 to R160 under the LPS3. Amenity impacts including from overshadowing. g) The WAPC-proposed LPS3 has consequences far in excess than the Nedlands Council original submission, which was developed with thorough community consultation.	a) Refer to response to submission 149. b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. c) The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on traffic. d) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport. e) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. f) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. g) 55) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.
753	Samuel Kloppe 125 North Street	N/A	a) Support LPS 3 & infill development. b) Focussing infill development on urban corridors limits the impact on lower density areas, encourages development in stalled areas and adds value to the affected owners, mitigating negative impacts.	a) Noted. b) Noted. c) Noted. d) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in

			<p>c) However, concerned that medium density will result in battle axe or villa developments. The city should consider specifically forbidding rear lot developments.</p> <p>d) To respond to community concerns the council should actively encourage amalgamation of lots, this will allow for greater separation between develop lots, more green spaces within developments and avoid the battle-axes. This could also resolve concerns about transitions, the council could zone land R-80, but only for lots over 1000sqm, for example.</p>	protecting the character and amenity of areas proposed for increased density.
754	Ian Swingler 8 Stanley Street NEDLANDS	8 Stanley Street	<p>a) Concerned for large retail developments affecting diversity in the local businesses.</p> <p>b) Concern for rezoning of 4 & 6 Florence and 7 & 9 Stanley Street to Commercial.</p> <p>c) Concern for oversupply of rental properties. Suggest a staged approach rezoning.</p> <p>d) If the Captain Stirling Shopping Centre and Hotel sites are redeveloped a further change in the zoning of 2-10 Stanley Street to support ground floor retail development beneath the R160 (higher) density residential development would be beneficial.</p>	<p>a) There is no correlation between LPS3 and economic competition.</p> <p>b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>c) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p> <p>d) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p>
755	Bernadeta Nowak 89 Smyth Road NEDLANDS	89 Smyth Road	<p>a) Objection to the subject site on Smyth Road and those surrounding being zoned R60.</p> <p>b) Increase to traffic, parking issues and congestion.</p> <p>c) Concern for privacy due to topography of the area and proposed densities.</p> <p>d) Concern for removal of trees and impact on the environment including native wild life.</p> <p>e) Loss of character due to demolition of heritage houses.</p>	<p>a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>c) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc.</p> <p>d) Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.</p> <p>e) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3.</p>

756	Justin Robson 28 Circe Circle DALKEITH	N/A	<ul style="list-style-type: none"> a) Objection to LPS 3 in its current form. b) In principal I understand the need for urban infill and I do not object to the idea. However, in the current format the plan will negatively affect amenity and character. c) Concern for increased traffic, parking and safety issues for students of Dalkeith Primary School. d) The plan contradicts the aims of the scheme in terms of respect for community vision, to facilitate good public health outcomes, and to facilitate efficient supply and use of essential infrastructure. e) The proposed R40 density around the school does not accommodate families. f) Concern for loss of trees and lack of requirements for landscaping and open space. 	<ul style="list-style-type: none"> a) Noted. b) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. d) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. e) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. f) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.
757	Mei Lai LUY 15 Webster Street NEDLANDS	15 Webster Street	<ul style="list-style-type: none"> a) Disagree with R160 zoning proposed for the subject property on Webster Street. Maybe a R30 or lower would be acceptable. b) I agree the properties along Stirling Highway should be able to have a R160. 	<ul style="list-style-type: none"> a) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. b) Noted.
758	Gordon Howard 39 Browne Avenue DALKEITH	N/A	<ul style="list-style-type: none"> a) Proposed R40 zonings are too concentrated and should be included around the City in smaller zoned areas adjacent to POS, shopping and river precincts. b) Proposed R40 should be reduced to R20 where feasible. c) As an example, the area bounded by Gallop/Circe Circle/ Curlew/ Roberts should be zoned R10/R20 with minimal R40. 	<ul style="list-style-type: none"> a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the

			<ul style="list-style-type: none"> d) R40 Zones created adjacent to Dalkeith oval, College Park, Mason's Gardens Bishop Rd, River frontage Melvista oval etc. R20 zoning to precincts served by suitable rear access lanes and include guidelines for rear parking access and front streetscapes. e) A traffic assessment should be undertaken to demonstrate how an increase can be managed. 	<p>different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <ul style="list-style-type: none"> b) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. c) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. d) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc. e) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.
759	Mathew Smith 15 Archdeacon Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Do not support LPS 3 b) Support submission No. 190. c) Increased traffic, access issues onto Stirling Highway, safety issues. d) Impact on property values. e) Impact on amenity and character. f) Lack of assessments on traffic, infrastructure and schools. 	<ul style="list-style-type: none"> a) Noted. b) Refer to response for submission 190. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. d) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration. e) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. f) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. It is acknowledged that future population increases will place increased demand on existing road

				and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.
760	John Woodford 1 Glengariff Drive FLOREAT	N/A	a) Support LPS 3. b) Support proposal for the subject property on Kirwan Street.	a) The comments in this submission have been noted and recorded.
761	SHAHRYAR SAEBI 13 Rockton Road NEDLANDS	N/A	a) Impact to heritage and character. b) Increased issues accessing Stirling highway. c) Increased street parking, d) Reduced safety and security issues e) Overlooking issues.	a) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. c) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of sufficient on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. d) There is no correlation between LPS3 and crime rates. e) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.
762	Karsten Juengling 6 Grove End RIDGE	N/A	a) Support the subject site on Grove End Ridge is not included in rezoning. b) There is already housing diversity in the area. c) Impact on infrastructure and services. d) Compounded traffic issues from Claremont Oval, Perry Lakes, and Montario Quarter developments.	a) Noted. b) Noted. c) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.
763	Scott Banister- Jones 15797	N/A	a) Support alternatives to single houses to combat sprawl. b) Provision of housing diversity is important for ageing population.	a) Noted. b) Noted.

	Megalong Street NEDLANDS		<ul style="list-style-type: none"> c) Do not support restricting higher densities to Stirling Highway. d) An effective public transport network needs to be provided incorporating safe cycling and walking routes. 	<ul style="list-style-type: none"> c) LPS3 contemplates a default height limit of between 11m to 14.5m for properties along Stirling Highway, with potential to increase the height to 28.5m to 35.5m subject to satisfying planning criteria set out in future local development plans and the local planning policy framework. d) The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works. Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.
764	Rodney Mansfield 12A Peirse Way MARMION	N/A	<ul style="list-style-type: none"> a) Support LPS 3 with comment. b) Support subdivision of corner lots. c) Some densities on the Highway may be too high however, the proposals will take many years to eventuate. 	<ul style="list-style-type: none"> a) Noted. b) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes. c) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.
765	Greg Breen 36 Archdeacon Street	N/A	<ul style="list-style-type: none"> a) The proposal will substantially change the character of our neighbourhood b) Increases to traffic congestion in the area. c) Increased pressure on amenities including public transport and local schools. 	<ul style="list-style-type: none"> a) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. c) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport. The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.

766	Natasha Chandra 37 Broome Street NEDLANDS	N/A	a) Concern for building heights impacting neighbouring blocks.	a) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.
767	Andrea Bok 24 Lisle Street MOUNT CLAREMONT	N/A	a) Support housing diversity being provided by the Scheme. b) Community is about attracting a range of demographics.	a) The comments in this submission have been noted and recorded.
768	Chris Warrick 48 Viewway NEDLANDS	N/A	a) Increased traffic in the area around the school. b) Support lots greater than 600m2 to be able to have two houses built. This would provide infill and maintain amenity.	a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. b) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.
769	Annna Marie Wilson 27 Robinson Street NEDLANDS	N/A	a) Support corner lot subdivision. b) Lack of planning for additional parks and open spaces. c) Options need to be provided for crossing Stirling Highway.	a) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes. b) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.
770	Ian Lawrance 21 Archdeacon Street	N/A	a) A more balanced approach to zoning changes needs to be taken before the planning scheme is finalised. b) This would include complete and formal impact and risk assessment studies being incorporated into the plan.	a) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy. b) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.

771	Clifford Miller 7 Lisle Street MOUNT CLAREMONT	N/A	a) The proposed change will allow each property owner to sub-divide should they wish to do so. Not every property owner in Mt Claremont will chose to sub-divide, but at least the proposed change will make it fair for every property owner.	a) The comments in this submission have been noted and recorded.
772	Lynne Leys 18 Goldsmith Road CLAREMONT	N/A	a) Understand the need for diverse housing and proximity to transport. b) Suggest spreading density by considering corner block subdivision.	a) Noted. b) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.
773	Jahna Spielmanns 8 Cygnet Crescent DALKEITH	N/A	a) Impact on property values. b) Demand on local schools. c) Increase to traffic. d) Concern for loss of character and amenity.	a) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration. b) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. d) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.
774	Nicholas Wambeek 22 Viewway NEDLANDS	N/A	a) Concerned for increased density around the Nedlands primary school precinct and safety issues relating to student movement and traffic. b) My concerns for rezoning in this area also include the key issues of: transport, proximity to services and other amenities, utility infrastructure and heritage. c) There are many houses of significant heritage value in this area which will be put at risk by the proposed R40 and R60 zoning. d) Concern for ad hoc infill development and impact on amenity. e) Lack of planning for additional POS.	a) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. c) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. d) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. e) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.
775	Douglas Murray Unit 6 (1-3) Martia Road NEDLANDS	N/A	a) Concern for traffic issues. b) Concern for increase noise levels in the area from increased commercial. c) Overshadowing impacts from new developments on the Highway.	a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City

				<p>indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>b) Noise is governed by the Environmental Protection (Noise) Regulations.</p> <p>c) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p>
776	Jasmine Lian 76 Tyrell Street NEDLANDS	N/A	<p>a) Density will provide for diversity and affordability.</p> <p>b) Support LPS 3</p>	<p>a) The comments in this submission have been noted and recorded.</p>
777	Peter Barratt 68 Williams Road NEDLANDS	68 Williams Road	<p>a) Do not support the proposed R40 density for the subject property on Williams Road.</p> <p>b) The blocks along the east side of Williams Road are substantially smaller than those to the west and an increase to R40 will lead to significant overcrowding.</p> <p>c) Increased street parking issues.</p>	<p>a) It is proposed to reduce densities along Leura/Clifton/Meriwa Street/Williams Road to respond to submissions received and having regard to the Local Planning Strategy.</p> <p>b) Noted.</p> <p>c) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of sufficient on-site parking for residents and visitors.</p>

778	John Correia 4 Campsie Street	N/A	<ul style="list-style-type: none"> a) Concern for the density proposed and resulting traffic in Campsie Street. b) Do not support R160 proposed for Monash Avenue due to traffic concerns. c) The proposed infill in the Clifton Street corridor cannot cope with increased traffic. d) Concern for increased congestion on Stirling Highway. e) Lack of POS in Hollywood – less than 10% as required by Liveable Neighbourhoods. 	<ul style="list-style-type: none"> a) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy. b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. c) It is proposed to reduce densities along Leura/Clifton/Meriwa Street/Williams Road to respond to submissions received and having regard to the Local Planning Strategy. d) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. e) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.
779	Andrew Lian Suite 5 61 Hampden Road NEDLANDS	N/A	<ul style="list-style-type: none"> a) Support density to provide housing diversity. b) High rise dwellings all along Hampden Road and along Broadway will create a dense urban and vibrant University Town that will offer affordable accommodation. c) These streets should allow for bicycles, trams and public transport that will make it easy for people to live there without any reliance on cars. 	<ul style="list-style-type: none"> a) The comments in this submission have been noted and recorded.
780	Mark Abbotsford 51 Circe Circle DALKEITH	N/A	<ul style="list-style-type: none"> a) Concern for loss of character and community feel. b) Concern for increased traffic around the School and safety issues for students. 	<ul style="list-style-type: none"> a) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. b) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to

				frequent public transport options, which is consistent with the Local Planning Strategy.
781	Julian Mather 35 Florence Road	N/A	<ul style="list-style-type: none"> a) Lack of population growth to support the proposal. b) Effect on property values. c) Demand on infrastructure. d) Traffic congestion. Lack of traffic modelling. e) Impact on amenity. f) Support putting in a better transport system and decentralising. 	<ul style="list-style-type: none"> a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. b) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration. c) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. e) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. f) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.
782	Lawrence Prestage 59 Gallop Road DALKEITH	N/A	<ul style="list-style-type: none"> a) Support LPS 3. b) Support infill to reduce sprawl. 	<ul style="list-style-type: none"> a) The comments in this submission have been noted and recorded.
783	Brad Ryan 19 Campsie Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Given the development of the hospital in Hollywood and the proximity to the University, the zoning in surrounding areas is insufficient. b) LPS 3 is at least a step in the right direction. 	<ul style="list-style-type: none"> a) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. b) Noted.
784	Bruce Belling 20 Jutland Parade DALKEITH	N/A	<ul style="list-style-type: none"> a) Impact on the amenity of the area. b) Increased traffic, safety concerns and health impacts from pollution. c) Loss of trees and vegetation – environmental (wildlife) and amenity impacts. d) The purpose of LPS 3 is to increase land values. 	<ul style="list-style-type: none"> a) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. b) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion.

				<p>It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>c) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>d) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p>
785	Steve Martin 16 Circe Circle DAKEITH	N/A	<p>a) Impact on amenity and character of the area.</p> <p>b) The proposal will change the demographic of the area.</p> <p>c) Increased traffic and parking issues.</p> <p>d) Impact on property values.</p> <p>e) Demand on infrastructure.</p>	<p>a) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>b) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of sufficient on-site parking for residents and visitors.</p> <p>d) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>e) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p>
786	Karen Robinson 17 Strickland Street MOUNT CLAREMONT	N/A	<p>a) Do not support LPS 3 density changes for Mt Claremont.</p> <p>b) Increased demand on the local shopping centre and infrastructure.</p> <p>c) Increased traffic and impact on local streets.</p> <p>d) Loss of trees and impact on climate change, hot spots, energy use etc.</p>	<p>a) Noted.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy</p>

			e) Loss of community.	<p>identifies that this infrastructure is generally expected to support future development with manageable upgrading. The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>d) Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.</p> <p>e) There is no correlation between LPS3 and community issues.</p>
787	Mike Tolmie 58 Strickland Street MOUNT CLAREMONT	58 Strickland Street	<p>a) Would like to down size from the subject property on Strickland Street and stay in the area but there are limited options in the area.</p> <p>b) An R20 zoning in Mt Claremont will not have a dramatic impact on the streetscape.</p> <p>c) Parking is unlikely to be an issue.</p> <p>d) Subdivision provides affordability.</p> <p>e) Supports a change to the demographic to improve the sense of community.</p>	a) The comments in this submission have been noted and recorded.
788	Nedlands Primary School 35 Kingsway	35 Kingsway	<p>The following comments are made by Nedlands Primary School Board.</p> <p>a) The Board does not formally hold a position as to whether LPS 3 is appropriate for the area, but instead has encouraged school families with an interest to present their personal views in submissions to the City</p> <p>b) Attached map of Nedlands Primary Schools Intake Area.</p> <p>c) The majority of the intake area is currently zoned R10 and R12.5. The proposed rezoning for the area in direct proximity to the school is R12.5, R40 and R60, with many sites throughout the school's intake area proposed to be significantly increased in density.</p> <p>d) Whilst it is unlikely that all sites will be redeveloped to the maximum number of dwellings and the future composition of these households is unknown, it is prudent to table the following current and future challenges facing the school.</p> <p>Key issues are:</p> <p>e) Increased student enrolments in a school already at 'capacity'.</p> <p>f) Limited options to accommodate new enrolments.</p> <p>g) Limited site size for play spaces if enrolments increase.</p> <p>h) Traffic and safe access concerns.</p> <p>i) Parking for current staff and any arising demand from increased enrolments which will increase teaching numbers.</p> <p>j) Strategic planning that would be required to allow the Department of Education and the school to promptly address issues as and before they arise. This is</p>	<p>a) Noted.</p> <p>b) Noted.</p> <p>c) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p> <p>d) Noted.</p> <p>e) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>f) See response e) above.</p> <p>g) See response e) above.</p> <p>h) Noted.</p> <p>i) Noted.</p> <p>j) See response e) above.</p> <p>k) See response e) above.</p> <p>l) See response e) above.</p> <p>m) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport</p>

			<p>particularly pertinent in the context of large scale capital works which may be required to accommodate any resultant increase in demand, as such works typically require comprehensive budgeting, planning and approvals processes involving a number of stakeholders.</p> <p>k) Student numbers at Nedlands Primary School have been consistently operating at building capacity. There is a shortage of classroom availability. For the past 3 years we have had to restrict Kindergarten places for local families as a result of pressure from compulsory aged Pre-Primary students and no further teaching rooms available.</p> <p>l) Any increase in population in Nedlands would result in a larger number of student enrolments, meaning the school must accommodate all students who enrol from within the local intake area. The school would therefore require additional infrastructure. As a "land-locked" site of 1.9 hectares, the school would be unable to accommodate new additional students and staff on the existing two sites. Whilst additional infrastructure on-site is feasible with the possibility of second-storey buildings, delays in approvals and construction during periods of increasing student numbers could begin to compromise safe, external play spaces.</p> <p>m) Traffic congestion and parking issues come hand in hand with an increased population. Nedlands Primary School currently faces issues surrounding traffic and parking, particularly with the busy neighbouring streets of Princess Road, Broadway and Bruce Street – as well as long traffic queues on the school borders of Kingsway, Viewway and Elizabeth Streets before and after school. Concern for the safety of children in getting to and from school due to traffic on surrounding roads. In addition, there is currently not enough parking for teaching staff, visitors, or parents at drop off, pick up, school events or appointments. Again, these are issues that we believe will require significant consideration, planning and collaboration between state and local governments and the local community when considering the impact of the proposed zoning changes.</p>	<p>to assist in minimising the impacts of traffic congestion. It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. Cash in lieu options for constructed parking has been explored and appropriate planning mechanisms will be in place once LPS3 has been finalised.</p>
789	Chris Antill 25 Robinson Street NEDLANDS	N/A	<p>a) I generally support draft LPS3 as advertised.</p> <p>b) Support the move towards greater housing choice.</p> <p>c) The current Scheme does not reflect the change in demographics and social structures.</p> <p>d) Nedlands needs to contribute to housing supply and choice, as all metro local authorities are required to do.</p> <p>e) There are currently limited options for downsizing in the area.</p> <p>f) I believe the proposed Scheme strikes a sensible balance between protecting existing large areas of character dwellings on large lots, whilst encouraging redevelopment for new housing types and commerce where appropriate.</p>	<p>a) The comments in this submission have been noted and recorded.</p>
790	Clare Frances Madelin 50 Archdeacon Street NEDLANDS	N/A	<p>a) I agree in principle with an increase in residential density in Nedlands and was happy with the Council's previous Local Planning Strategy. However, I should like to raise the following concerns and/or objections in respect of the updated LPS 3.</p> <p>b) LPS 3 proposes to extend high density into large areas which detract from the character and amenity.</p> <p>c) Increased density will increase traffic and on road parking which will detract from amenity for current residents.</p>	<p>a) Noted.</p> <p>b) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and</p>

			<p>d) It is requested that the council revert to the previous planning scheme to allow up to 4,400 additional units, or failing that, LPS 3 be replaced with a lower density plan which excludes higher density development on the West side of Bruce Street to the South of Edward Street.</p> <p>e) Concern for overlooking, noise and overshadowing from neighbouring developments.</p> <p>f) It is requested that the setback from rear boundaries be set at 5m, or failing that, the requirements of paragraph 32.1 (2) be applied to all sides of a building, including the rear, and, in order to maintain the privacy of properties to the rear of developments, that rear facing windows should not be permitted to be higher than rear boundary walls.</p> <p>g) LPS 3 permits the construction of serviced apartments in residential areas at the discretion of local government (zoning symbol "D"). As serviced apartments are a commercial business I believe that residents should be given notice in order to have the opportunity to raise concerns for consideration by the Council. This would be consistent with other uses which similarly involve paying guests, such as Bed and Breakfast and Holiday Accommodation. It is therefore requested that the zoning symbol for serviced apartments in residential areas be amended from "D" to "A" so that notice must be given in accordance with clause 64 of the deemed provisions.</p>	<p>future Local Planning Policy and Local Development Plan provisions.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of sufficient on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>d) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy.</p> <p>e) Noise is governed by the Environmental Protection (Noise) Regulations. Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>f) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>g) Serviced Apartment is to be specified as a prohibited 'X' use in the zoning table to as this use is not generally compatible with the Residential zone.</p>
791	peter massey 48 Kingsway NEDLANDS	N/A	<p>a) I support LPS3 including higher densities near Nedlands Primary.</p> <p>b) Nedlands needs to be a part of the whole strategy of limiting the growth of Perth and fulfilling our obligation to meet meaningful infill targets.</p>	<p>a) The comments in this submission have been noted and recorded.</p>
792	Marina Dunne 7 Kingsway NEDLANDS	N/A	<p>a) The LPS3 lacks consideration for the local geography, infrastructure and character of the City of Nedlands.</p> <p>b) The scale of the proposed changes is not supported due to the impacts on existing residents, amenity and the established character of the area.</p> <p>c) The proposal is not consistent with the population growth rate of Perth</p> <p>d) Impact on property values and investment.</p> <p>e) The conflict of size of properties will immediately impact on the streetscape.</p> <p>f) Concern for maintenance of properties in rezoned areas awaiting redevelopment</p>	<p>a) The variance between the location of zoning and density transition boundaries has regard to the specific local context rather than a uniform approach across the entire LPS3 area.</p> <p>b) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p>

			<p>g) LPS 3 provides for developers rather than the community.</p> <p>h) Concern for lack of consultation.</p> <p>i) Demand on infrastructure and services and concern for costs on the community.</p> <p>j) Increased traffic and congestions and inadequate road infrastructure.</p> <p>k) Compounded issues from traffic from UWA and the QEII Medical Centre on the surrounding area.</p> <p>l) Concern for the R-160 code proposed for Broadway, which is excessive, impractical and totally out of character for a single lane road with no rear laneway, and difficult access and egress. Issues of traffic on Broadway (including neighbouring local streets) and access onto Stirling Highway.</p> <p>m) Concern for rubbish collection issues from large developments from Broadway due to lack of rear access.</p> <p>n) Lack of consideration of the environmental impact of the proposed changes. Loss of trees and vegetation. The flow-on effects of the "heat sink" when vegetation is lost and not required to be included in developments. The WAPC needs to pay heed to the findings in the report commissioned from the CSIRO in 2014 named "Urban Forest of Perth and Peel" and the protection of tree-lined streets and gardens is not only important, but imperative.</p> <p>o) Lack of consideration of topography in transition from Broadway. The topography of the Nedlands hill removed the need for the transition zone.</p> <p>p) Concern for retail vacancy's due to active frontage requirements.</p> <p>q) Concern for increased density around Nedlands Primary school. And safety of streets used by children and parents walking/cycling to and from the school.</p> <p>Suggestions:</p> <p>r) Kingsway, Viewway, Edward Street and Elizabeth Street should be maintained at R-10 as per the original LPS3 proposed by the Nedlands Council.</p> <p>s) Broadway should not be more than R-60 to R-80 at any point.</p> <p>t) Consideration should be given to the topography of the Nedlands hill above Broadway and use this to reduce the "transition zone" and maintain R-10 codes in the suburban streets around Nedlands Primary School.</p> <p>u) Consideration should be given to increasing the R-codes more diffusely throughout Nedlands, rather than creating small pockets of high density. Small scale increases in density should be considered along actual transport routes such as Princess Road, Bruce Street, Dalkeith Road, Vincent Street, Melvista Ave, Bay Road, Waratah Ave and Smyth Road.</p> <p>v) The option of increasing density by way of zoning increases for corner blocks throughout the City should be considered.</p>	<p>c) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>d) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>e) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>f) There is no correlation between LPS3 and property maintenance.</p> <p>g) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>h) Public consultation has been undertaken in accordance with the requirements of the Planning and Development Regulations.</p> <p>i) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p> <p>j) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>k) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy.</p> <p>l) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>m) The City's waste collection service will accommodate the increased densities contemplated in LPS3.</p>
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793	Janette Offermann 45 Viewway NEDLANDS	N/A	<p>a) LPS 3 does not consider established streetscapes.</p> <p>b) Concern for environmental and heritage character off the area.</p> <p>c) Do not support greater densities around Kingsway and Viewway in Nedlands through rezoning to R40.</p> <p>d) Increase in traffic and safety issues.</p> <ul style="list-style-type: none"> - Increased traffic on Broadway. - Access issues onto Stirling Highway. <p>e) An increase in density will lead to a change in demographic– affecting community values. Stranger danger around schools.</p>	<p>a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>c) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to</p>

			<ul style="list-style-type: none"> f) Loss of heritage value which adds cultural significance to the area g) Concern for increased demand on infrastructure and services. h) Loss of trees and gardens. i) Increased demand on schools. 	<p>submissions received, topographical constraints and the Local Planning Strategy.</p> <ul style="list-style-type: none"> d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. e) There is no correlation between LPS3 and crime rates or community values. f) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. g) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading. h) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge. Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. i) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.
794	Mark Leathersich 50 Archdeacon Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Agree in principle to an increase in residential density in Nedlands. b) Support Council's Local Planning Strategy and Scheme which provided opportunity for densification across the City. The original Scheme by Council also allows time to see how densification will impact other services (transport, POS, local facilities etc.). c) Do not support LPS 3. d) LPS 3 aims to extend high density into large areas which will detract from the character of the City of Nedlands. e) Increased density will also increase traffic and on-road parking, which will further detract from amenity for current residents. f) Concern for noise and overlooking from new developments. g) Specifically, do not support increased density on the west side of Bruce Street as this will impact directly on our amenity. 	<ul style="list-style-type: none"> a) Noted. b) Western Australian Planning Commission approval was required to advertise LPS3, which was conditional on a number of modifications being implemented to the draft LPS3 as adopted by Council in December 2016. The advertised LPS3 is inconsistent with the approved City of Nedlands Local Planning Strategy in several respects and modifications are proposed to bring LPS3 into closer alignment with the Strategy. c) Noted. d) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.

				<p>e) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of sufficient on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. Cash in lieu options for constructed parking has been explored and appropriate planning mechanisms will be in place once LPS3 has been finalised.</p> <p>f) Noise is governed by the Environmental Protection (Noise) Regulations. Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>g) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p>
795	Julian Blythe 7 Kingsway NEDLANDS	7 Kingsway	<p>a) Comments relate to the subject property on Kingsway.</p> <p>b) Concern for increase in density of Kingsway between Edward and Elizabeth Streets to R60.</p> <p>c) Loss of amenity, character and reduced safety from increased density in this area.</p> <p>d) Do not support increased density around the school, with the associated increase in vehicular traffic and safety implications.</p> <p>e) Concern for impact on streetscape from poorly maintained properties proposed for redevelopment.</p> <p>f) Requests the zoning of Kingsway remain as R10.</p>	<p>a) Noted.</p> <p>b) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p> <p>c) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>d) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy.</p> <p>e) There is no correlation between LPS3 and property maintenance.</p> <p>f) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p>

796	Robert Kosky 1 Kingston Street NEDLANDS	1 Kingston Street	<ul style="list-style-type: none"> a) Comments are made in relation to the proposed zoning of Kingston Street (and surrounding streets) from R10 to R60. b) The area is located adjacent to two significant hospitals and is in proximity to the UWA and Shenton College, and also close to high frequency bus routes, so it appears to be a logical place to increase density. c) However, the existing condition of this area is one of very high amenity evidenced by its open spaces, intact streetscapes, low rise developments, traffic and parking control and a significant canopy of mature trees. d) The proposed change from R10 to R60 will diminish this amenity for residents. e) Request requirements are imposed in the R60 area so that development does not overshadow more than 25 per cent of the site area of an adjacent undeveloped lot. f) It is requested a register of the significant trees for this area is prepared by the City of Nedlands and that the removal of significant trees is prohibited, unless that tree is deemed unhealthy by an independent arborist report. In the event that a significant tree needs to be removed a new tree is to replace it with sufficient deep soil zone to allow that tree to mature significantly. LPS 3 should refer to or incorporate Sections 3.3 and 3.4 of the WAPC Apartment Design Policy Draft into LPS 3 regarding the retention of significant trees and the provisions of deep soil zones. g) LPS 3 should refer to, or incorporate, Section 3 in totality of the WAPC Apartment Design Policy Draft regarding siting of new development such that the design of new developments gives due regard to analysing and responding to the site context, interface with neighbours and the public domain, as well as measures to achieve quality open spaces and maximising residential amenity. It should be used by all parties designing, submitting or assessing development proposals. h) LPS 3 should require new developments to give due regard to and comply with, the requirements of WAPC Apartment Design Policy Draft which will deliver high quality and high amenity developments. i) Request the City to appoint a professional and independent Design Advisory Panel to assess and advice on the quality and merit of new developments. j) Traffic and parking for the area are issues for concern. k) Demand on schools needs to be addressed. 	<ul style="list-style-type: none"> a) Noted. b) Noted. c) Noted. d) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. e) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. f) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. g) Design WA is a draft State Planning Policy which the City is automatically obliged to have due regard to under LPS3. h) See response g) above i) Design WA proposes that the local government appoints a design review panel, and this committee arrangement will be implemented when LPS3 comes into effect. j) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of sufficient on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. k) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.
797	Murray Williams 7 Mayfair Street	N/A	<ul style="list-style-type: none"> a) Support LPS 3. 	<ul style="list-style-type: none"> a) The comments in this submission have been noted and recorded.

	MOUNT CLAREMONT			
798	David Purshouse 11 Stanley Street NEDLANDS	11 Stanley Street	<ul style="list-style-type: none"> a) Support R160 proposed under LPS 3 for the subject property on Stanley Street and not R60 as previously proposed. b) The density is supported due to proximity to the proposed Neighbourhood Centre and proposed Nedlands Town Centre from Florence Road. Support neighbouring properties being R160 to facilitate a development from amalgamation. c) Support density proposed in close proximity to amenities and services. Given the topology of Stanley Street increased bulk would not have an adverse impact on the streetscape as viewed from the Highway. d) Density in close proximity to amenities and public transport provides opportunities for aged population to remain in the area. 	<ul style="list-style-type: none"> a) The comments in this submission have been noted and recorded.
799	E Rohr 53 Ord Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Increased traffic on Stirling Highway and neighbouring streets from higher density cannot be accommodated. b) Safety concerns from increased traffic and congestion. c) Concern for increased noise such as from cars and air conditioners. d) Concern for overshadowing and privacy impacts from new developments. e) Increased crime and social issues. f) Loss of amenity and streetscape. 	<ul style="list-style-type: none"> a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. b) Noted. c) Noise is governed by the Environmental Protection (Noise) Regulations. d) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. e) There is no correlation between LPS3 and crime rates or social issues. f) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.
800	Brett Barns 9 Wavell Road DALKEITH	N/A	<ul style="list-style-type: none"> a) Objection to the proposed density increases from Stirling Highway to Edward Street in Nedlands, Broadway and Hillway/Viewway in Nedlands. b) Do not support increased density on Philip Road in Dalkeith. c) Concern or increased traffic and congestion. 	<ul style="list-style-type: none"> a) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. Remaining density increases are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. b) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City

				indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.
801	Simon Michael 15 Stanley Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Support LPS 3. b) Provides for the development of a vibrant community in the longer term and supports advance of infrastructure and services to enable progress. 	<ul style="list-style-type: none"> a) The comments in this submission have been noted and recorded.
802	Kellie Hasluck 49 Kingsway NEDLANDS	N/A	<ul style="list-style-type: none"> a) Chose to live in the area due to character, heritage, lot size, and community. b) Object to LPS 3 and increasing density in established streets. c) LPS 3 is inconsistent with other planning documents for the Nedlands Primary School area. <ul style="list-style-type: none"> - The City's Local Planning strategy retained low density around the school precinct - The Strategy acknowledged the "significant east-west topography" particularly around south of west Broadway between Edward St and Princess Rd. This slope allows for a "Transition Zone" between any development on Broadway and the established residential streets of the area. The zoning proposed for Kingsway and the western side of Broadway by LPS3 ignores the local topography. d) LPS 3 does not achieve its stated objective of enhancing character and amenity and instead will actively detract from them. <ul style="list-style-type: none"> - Loss of trees (and environmental impacts) - Loss of character houses - Reduced setbacks and open space e) LPS 3 is inconsistent with the community's own vision for their suburb. f) Concern or increased traffic around Nedlands Primary School. g) Concern for increased traffic congestion along Broadway. <ul style="list-style-type: none"> - Access issues onto Stirling Highway. h) The proposed density is not justified by the needs of the UWA-QEII specialised centre; i) LPS 3 does not provide coordinated development but instead allows ad hoc infill development; j) Requests Council to offer an alternative LPS which meets the needs of local residents whilst preserving the School area's unique character, k) There are existing options in close proximity for people to age in place such as Subiaco, Shenton Park, Crawley, Claremont and City of Perth. l) There is already dwelling diversity provided on the eastern side of Broadway. m) LPS 3 does not consider dwellings provided in neighbouring areas which add to density of the area. n) Increased demand on Nedlands Primary school which is already at capacity. o) Increased traffic management and parking problems around the school. p) Lack of public transport in area proposed for higher density. q) There is sufficient land owned by UWA to provide student accommodation. 	<ul style="list-style-type: none"> a) Noted b) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. c) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. d) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. e) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. f) As per C), densities are being reduced from around Nedlands Primary School. g) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. h) Noted. i) The use of split density codes where the application of the higher code is predicated on a prescribed minimum lot size is proposed to facilitate coordinated development, noting that split codes are used extensively in other local authority areas to mitigate against ad hoc development. j) Noted.

			<ul style="list-style-type: none"> r) Support development of brownfield sites which have a Masterplan that considers the community's needs in terms of transport, road networks, parks and services. s) Queries why the new Montario Quarter development, which will add 1100 and 1600 dwellings is not included in the dwelling target numbers t) Stirling Highway should be investigated for greater density. 	<ul style="list-style-type: none"> k) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. l) Noted. m) Noted. n) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network o) As per C), densities are being reduced from around Nedlands Primary School. p) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport. q) Noted. r) Noted. s) The Landcorp Montario Quarter project falls within the Western Australian Planning Commission Improvement Plan No.43 area, and thus the area falls outside of the City's Local Planning Strategy and LPS3 frameworks. t) Densities proposed along Stirling Highway have considered the transition required from high intensity development to low intensity which would interface with the existing suburban areas.
803	Chris Smart 61 Hardy Road NEDLANDS	N/A	<ul style="list-style-type: none"> a) Support LPS 3. b) Will provide benefits for residents, businesses & visitors. 	<ul style="list-style-type: none"> a) Noted. b) Noted.
804	Stephen John Gibson 50 Robinson Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Do not support LPS 3. b) Do not support changes from R15 to R60 over the subject property on Robinson Street, and from R35 to R160 between the site and Stirling Highway c) Lack of notice of proposed changes from the City. d) The desired increase in residential density can be achieved with lower density R-codes. e) Concern for amenity impacts from high density developments such as loss of privacy, noise. f) Social issues and loss of community. g) Loss of trees and green space. h) Impact on streetscape from lack of requirements. i) Impact on property values. j) Lack of provision for increased public open space or green canopy across the Ward. k) Concern for increased traffic and on-street parking. All new developments need to provide sufficient parking. Concern for demand on road infrastructure and width of existing streets. l) We strongly urge Council to pursue the redevelopment of Stirling Highway and to seriously consider locating through traffic underground with the surface kept 	<ul style="list-style-type: none"> a) Noted. b) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. c) Community consultation for LPS3 was undertaken in accordance with the Local Planning Schemes Regulations, with the duration of the advertising period being 3 months. d) Low density infill is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes and will not assist in achieving density targets. e) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. f) There is no correlation between LPS3 and social issues.

			<p>for green ways and local vehicle traffic, bus and cycle lanes and pedestrian footpaths.</p> <p>m) Endorse the re-development of the Captain Stirling area into a Nedlands Neighbourhood Centre, as listed in draft LPS 3, and would endorse Nedlands Council being an Anchor tenant in its own building within the Centre.</p>	<p>g) Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.</p> <p>h) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>i) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>j) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>k) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of sufficient on-site parking for residents and visitors</p> <p>l) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>m) Noted.</p>
805	A Pearson 22 Philip Road DALKEITH WA 6009	N/A	<p>a) Support LPS 3</p> <p>b) Support development in Waratah Avenue precinct.</p> <p>c) Provided upgrades to existing shops.</p> <p>d) Large lots are unsustainable.</p> <p>e) With the advent of driverless cars, there will be a decrease in pollution and traffic problems.</p>	<p>a) Noted.</p> <p>b) Noted.</p> <p>c) Noted.</p> <p>d) Noted.</p> <p>e) Noted.</p>
806	DAVE ALLAN 53 Esplanade NEDLANDS	N/A	<p>a) Support LPS 3.</p> <p>b) Currently few options to downsize in the area.</p> <p>c) Rezoning should also occur throughout the suburb.</p> <p>d) Support the proposed rezoning of the subject property on the Esplanade.</p>	<p>a) Noted.</p> <p>b) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p> <p>c) Introducing provisions in LPS3 to permit subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p>

				d) Noted.
807	Graham Williams 3 Joyce Street	N/A	<ul style="list-style-type: none"> a) Concern for loss of character and amenity. b) Do not support 4400 additional dwellings or WAPC modifications. c) Concern for increase in traffic on Stirling Highway and Broadway. d) Demand on schools and services (Hospitals, public buildings). There is no provision for additional services in the proposal. e) There is no provision for increased POS. f) Concern for loss of vegetation and impact on wildlife. g) With specific reference to the WAPC Map 2 changes: h) Concern for adhoc redevelopment. i) Do not support rezoning of the Waratah Ave area – impact on amenity and traffic. Impact on safety around Dalkeith Primary School from increased traffic. 	<ul style="list-style-type: none"> a) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. b) Noted. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. d) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. e) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. f) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. g) Noted. h) The use of split density codes where the application of the higher code is predicated on a prescribed minimum lot size is proposed to facilitate coordinated development, noting that split codes are used extensively in other local authority areas to mitigate against ad hoc development. i) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.
808	Ping Williams 22B Philip Road DALKEITH	N/A	<ul style="list-style-type: none"> a) Support LPS 3. b) Lack of downsizing options in the area. c) Support a vision of a mix neighbourhood where the young, middle-aged and elderly, can live in the same community. d) Suggest restrictions for the number of trees being removed. e) Sufficient on-site parking should be provided for all developments. 	<ul style="list-style-type: none"> a) Noted. b) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of

				<p>the City and the demand for a diversity of occupancy types.</p> <p>c) Noted.</p> <p>d) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.</p> <p>e) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of sufficient on-site parking for residents and visitors.</p>
809	Helen Anderson 28 Lisle Street MOUNT CLAREMONT	N/A	<p>a) Support rezoning in Mt Claremont.</p> <p>b) Rear laneways in the area provide for good access.</p> <p>c) Rezoning will provide options for downsizing.</p>	<p>a) Noted.</p> <p>b) Noted.</p> <p>c) Noted.</p>
810	Peter Young 100 Circe Circle DALKEITH	N/A	<p>a) Support LPS 3 as adopted by Council. Oppose the modifications to LPS 3 made by WAPC (other than the modifications affecting parts of Mt Claremont changing the R Code from R10 to R20).</p> <p>b) Concern for demand on road infrastructure, traffic and access onto Stirling Highway.</p> <p>c) Loss of character and amenity.</p> <p>d) Do not support increased density around Waratah Avenue. Loss of amenity and increased traffic.</p> <p>e) Support an R20 density along established thoroughfares (e.g. parts of Dalkeith Road, parts of Waratah Avenue which already has duplex blocks, Bruce Street) and within say 200 metres either side of Stirling Highway and Broadway, Nedlands.</p> <p>f) Housing diversity is provided in the area – on the eastern side of Broadway.</p> <p>g) Density should be focused around the rail line from Perth to Fremantle to reduce traffic congestion.</p>	<p>a) Noted.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>c) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>d) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>e) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>f) Noted.</p> <p>g) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p>
811	Lyn Martin 19 Arenga Court MOUNT CLAREMONT	N/A	<p>a) There is a need for high density buildings close to UWA and the hospitals for accommodation.</p> <p>b) There should be medium density housing all through the City of Nedlands.</p> <p>c) There is a need for food outlets and a more supermarkets on Stirling Highway.</p>	<p>a) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p> <p>b) Introducing provisions in LPS3 to permit subdivision throughout the City is inconsistent with the Local</p>

				<p>Planning Strategy and will result in ad-hoc planning outcomes.</p> <p>c) Fast Food Outlet uses are permissible in the Mixed Use and Neighbourhood Centre zone, and where such development occurs, it is likely to be integrated into a larger development with its impacts appropriately managed.</p>
812	John Herron 61 Lyons Street SWANBOURNE	N/A	<p>a) Support concentration of development on the Sterling Highway transport corridor, and surrounding areas, for access to transport facilities and amenities.</p> <p>b) Do not support increases in density within the remainder of the Nedlands area, closest to the river, where existing households are already too reliant on the use of the private car to access services, such as south of Princess Road and west of Bruce Street.</p> <p>c) Loss of vegetation and aesthetics.</p> <p>d) Concern for increased traffic and safety on cyclists.</p> <p>e) Concern for loss of amenity.</p>	<p>a) Noted.</p> <p>b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>c) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.</p> <p>d) The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on traffic.</p> <p>e) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p>
813	Catherine Beahan 5 Archdeacon Street NEDLANDS	N/A	<p>a) Object to LPS 3.</p> <p>b) Support Submission 190.</p> <p>c) Concern for loss of trees and impact on environment and temperatures.</p> <p>d) Loss of amenity from overshadowing and loss of open space.</p> <p>e) Concern for impact on streetscape.</p> <p>f) Support relocation of the cemetery for residential development.</p>	<p>a) Noted.</p> <p>b) Noted.</p> <p>c) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.</p> <p>d) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>e) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>f) Noted.</p>
814	Bruce G McGeorge 2 Rene Road DALKEITH	N/A	<p>a) Support Council's version of LPS 3. Do not support WAPC modifications.</p> <p>b) The density proposed will result in loss of character and amenity.</p> <p>c) Low density areas in Nedlands and Dalkeith should be maintained.</p>	<p>a) Noted.</p>

				<p>b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>c) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p>
815	Dr Lucien Koch 14 Archdeacon Street NEDLANDS	14 Archdeacon Street	<p>a) Object to LPS 3.</p> <p>b) Concerned for the proposed changes in Archdeacon Street between Stirling Highway and Edward Street.</p> <p>c) Support submission 190.</p> <p>d) Object to the subject property being rezoned from R12.5 to R60.</p> <p>e) There has been insufficient public consultation</p> <p>f) lack of assessment of impacts such as noise, pollution, traffic congestion and amenity.</p> <p>g) A more balanced and measured approach to zoning changes is required which would not alter the character of the community.</p>	<p>a) Noted.</p> <p>b) The use of split density codes where the application of the higher code is predicated on a prescribed minimum lot size is proposed to facilitate coordinated development, noting that split codes are used extensively in other local authority areas to mitigate against ad hoc development.</p> <p>c) Noted.</p> <p>d) Noted.</p> <p>e) Public consultation has been undertaken in accordance with the requirements of the Planning and Development Regulations.</p> <p>f) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>g) Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy</p>
816	Louise Stan-Bishop 92 Meriwa Street NEDLANDS	92 Meriwa Street	<p>a) Object to LPS 3.</p> <p>b) The subject property on Meriwa Street is proposed to be increased to R160.</p> <p>c) Impact of development on overshadowing and overlooking.</p> <p>d) Increased traffic and lack of public transport.</p> <p>e) Increased rates for the property.</p> <p>f) Loss of trees and heritage buildings will impact character.</p> <p>g) Environmental impacts from loss of trees such as increased temperatures and air quality.</p> <p>h) Health impacts for children from reduced private open space.</p>	<p>a) Noted.</p> <p>b) Noted.</p> <p>c) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>d) is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p>

				<ul style="list-style-type: none"> e) The impacts of LPS3 on rates is not a valid planning consideration. f) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. g) Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. h) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.
817	David Blythe 7 Kingsway NEDLANDS	N/A	<ul style="list-style-type: none"> a) The LPS3 lacks consideration for the local geography, infrastructure and character of the City of Nedlands. b) The scale of the proposed changes is not supported due to the impacts on existing residents, amenity and the established character of the area. c) The proposal is not consistent with the population growth rate of Perth d) Impact on property values and investment. e) The conflict of size of properties will immediately impact on the streetscape. f) Concern for maintenance of properties in rezoned areas awaiting redevelopment g) LPS 3 provides for developers rather than the community. h) Concern for lack of consultation. i) Demand on infrastructure and services and concern for costs on the community. j) Increased traffic and congestions and inadequate road infrastructure. k) Compounded issues from traffic from UWA and the QEII Medical Centre on the surrounding area. l) Concern for the R-160 code proposed for Broadway, which is excessive, impractical and totally out of character for a single lane road with no rear laneway, and difficult access and egress. Issues of traffic on Broadway (including neighbouring local streets) and access onto Stirling Highway. m) Concern for rubbish collection issues from large developments from Broadway due to lack of rear access. n) Lack of consideration of the environmental impact of the proposed changes. Loss of trees and vegetation. The flow-on effects of the "heat sink" when vegetation is lost and not required to be included in developments. The WAPC needs to pay heed to the findings in the report commissioned from the CSIRO in 2014 named "Urban Forest of Perth and Peel" and the protection of tree-lined streets and gardens is not only important, but imperative. o) Lack of consideration of topography in transition from Broadway. The topography of the Nedlands hill removed the need for the transition zone. p) Concern for retail vacancy's due to active frontage requirements. q) Concern for increased density around Nedlands Primary school. And safety of streets used by children and parents walking/cycling to and from the school. Suggestions: r) Kingsway, Viewway, Edward Street and Elizabeth Street should be maintained at R-10 as per the original LPS3 proposed by the Nedlands Council. s) Broadway should not be more than R-60 to R-80 at any point. 	<ul style="list-style-type: none"> a) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. c) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. d) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration. e) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. f) There is no evidence to suggest a correlation between LPS3 and property maintenance. g) Noted. h) Public consultation has been undertaken in accordance with the requirements of the Planning and Development Regulations. i) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. j) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.

			<p>t) Consideration should be given to the topography of the Nedlands hill above Broadway and use this to reduce the "transition zone" and maintain R-10 codes in the suburban streets around Nedlands Primary School.</p> <p>u) Consideration should be given to increasing the R-codes more diffusely throughout Nedlands, rather than creating small pockets of high density. Small scale increases in density should be considered along actual transport routes such as Princess Road, Bruce Street, Dalkeith Road, Vincent Street, Melvista Ave, Bay Road, Waratah Ave and Smyth Road.</p>	<p>k) As per response J)</p> <p>l) Development will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions which will address site specific considerations of Broadway.</p> <p>m) Rubbish collection is considered as part of the development application process.</p> <p>n) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. In addition, the City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.</p> <p>o) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p> <p>p) Visual engagement for ground floor tenancies is proposed to be implemented through Local Planning Policy.</p> <p>q) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street which includes around Nedlands Primary School.</p> <p>r) As per response P).</p> <p>s) Building heights along Broadway will be controlled through Local Development Plan/Local Planning Policy provisions to consider topography of the land.</p> <p>t) As per response P).</p> <p>u) Introducing provisions in LPS3 to permit subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p>
818	Gaomai Trench 61 Louise Street NEDLANDS	N/A	<p>a) Do not support LPS 3.</p> <p>b) Concern for loss of culture, history and character.</p> <p>c) Concern for traffic increase.</p>	<p>a) Noted.</p> <p>b) LPS3 identifies higher densities in close proximity to major roads/public transport, leaving the majority of Nedlands low density residential areas unchanged thus retaining character, consistent with the Local Planning Strategy.</p> <p>c) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p>

819	Ray Gibson 14 Louise Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Concern for traffic congestion and street parking. Increased traffic on Stirling Highway and pressure on surrounding streets (Rat runs) b) Lack of public transport options. c) Increased street parking has amenity and safety issues. d) The number of subdivisions should be restricted. 	<ul style="list-style-type: none"> a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. b) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport. c) Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. d) Subdivision applications are lodged to and approved by the Western Australian Planning Commission. Subdivisions are subject to meeting the requirements of LPS3 and the Residential Design Codes.
820	Andrew Lindsay 25 Taylor Road NEDLANDS	25 Taylor Road	<ul style="list-style-type: none"> a) Concern for increased traffic and safety issues. b) Request a form of traffic slowing initiative on Taylor and Florence Roads. 	<ul style="list-style-type: none"> a) The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on traffic. b) Traffic calming infrastructure considerations fall outside the ambit of LPS 3. The City works closely with the community to identify solutions to vehicle use in our streets that can adversely impact on neighbourhood quality of life and safety towards residents and visitors through its ongoing program to identify and target traffic and parking hot spots throughout the City.
821	Christine Hedges 20 Walpole Street SWANBOURNE	N/A	<ul style="list-style-type: none"> a) Support higher density in Nedlands. b) Support subdivision of corner lots. 	<ul style="list-style-type: none"> a) Noted. b) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.
822	Vivian Zotti 48 Meriwa Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Support LPS 3. b) Accommodation is needed for the teaching hospitals, medical centres, university and other learning centres. c) Housing diversity will be provided to enable downsizing for aging residents. 	<ul style="list-style-type: none"> a) Noted. b) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types. c) Noted.

823	Matthew Kohler 9/28-34 Stirling Highway NEDLANDS	9/28-34 Stirling Highway	<ul style="list-style-type: none"> a) Support increased density along Stirling Highway, including the subject site. b) The Scheme should allow for more uses for the subject property. c) The density for lots directly behind those on Stirling Highway should be reduced from R160 to R80 and the R60 to R40 to lessen the impact on R10 and R12.5 lots. d) Do not support R40 lots along Edward Street or Jenkins Ave or any other streets in a similar location. e) Do not support R160 lots along Broadway as there is not planned increase to infrastructure including traffic management. There is already traffic problems at the Broadway and Stirling Highway lights. 	<ul style="list-style-type: none"> a) Noted. b) The Zoning Table has been modified to provide more flexibility in use class permissibility. c) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc. Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. d) Density has been amended to be contained to the northern side of the street block. e) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future
824	Catie Robins 10 Edward Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) The Scheme does not comply with the aims. b) Concern for the format of the Scheme permitting discretion at expense of character, amenity and liveability. c) Concern for upgrade on infrastructure (services and road infrastructure). d) Increased traffic and congestion, including increasing existing issues on Broadway. Potential for traffic to move into adjacent streets. e) UWA and QUEII are considered development precincts but have not contributed to local infrastructure and cause significant parking and traffic pressure. f) Impact on character and streetscape of the area from proposed densities. g) Concern for maintenance of properties if bought by developers before redevelopment. h) The transition zones do not account for changes in topography. i) Object to proposed R160 along Broadway. Concern for rubbish collection. j) Removal of trees and impact on the environment (heat sink). k) Lack of retail demand for ground floor active use requirements. Proposes the following changes for LPS 3: l) Kingsway, Viewway, Edward Street and Elizabeth Street should be maintained at R-10 as per the original LPS3 proposed by the Nedlands Council. m) Selected blocks in these streets could be considered for duplex developments (< R-20) such as larger blocks or corner locations. n) Broadway should not be more than R-60 to R-80 at any point. o) Consideration should be given to the topography of the Nedlands hill above Broadway and use this to reduce or eliminate the "transition zone" and maintain R-10 codes in the suburban streets around Nedlands Primary School. p) Consideration should be given to increasing the R-codes (eg. to R-20) for all corner blocks throughout Nedlands and also corner and/or larger blocks in 	<ul style="list-style-type: none"> a) Noted. b) The proposed LPS3 provisions are consistent with the model provisions for local planning schemes as set out in the Local Planning Scheme Regulations 2015. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. d) The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on traffic. e) Noted. f) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. g) There is no evidence to suggest a correlation between LPS3 and property maintenance.

			<p>Dalkeith to spread the density increase, while still allowing direct street access and frontage for new developments.</p> <p>q) Consideration should be given to increasing the R-codes more diffusely throughout Nedlands, particularly along actual transport routes such as Princess Road, Bruce Street, Dalkeith Road, Vincent Street, Melvista Ave, Bay Road, Waratah Ave and Smyth Road.</p>	<p>h) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p> <p>i) Rubbish collection will be considered as part of the development application process for any new development.</p> <p>j) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.</p> <p>k) References to Active ground floor use and Active Frontages have been removed from the Scheme, however it is important that the Neighbourhood/Local Centre zone, and Mixed-Use zone mandate the development of non-residential uses on the ground floor.</p> <p>l) Supported. It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p> <p>m) As per response l)</p> <p>n) Building heights along Broadway will be controlled through Local Development Plan/Local Planning Policy provisions to consider topography of the land.</p> <p>o) As per response l)</p> <p>p) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p> <p>q) Introducing provisions in LPS3 to permit subdivision throughout the City is inconsistent with the Local Planning Strategy.</p>
825	Barry Rudd 45 Langham Street NEDLANDS	N/A	<p>a) Opposed to any rezoning in Nedlands.</p> <p>b) Housing diversity is already provided.</p> <p>c) Lack of public open space proposed.</p> <p>d) Concern for overshadowing and privacy issues from new developments.</p> <p>e) Concern for increased traffic (Stirling Highway, Broadway, Hampden Road, Monash Ave & Aberdare Road).</p>	<p>a) Noted.</p> <p>b) Noted.</p> <p>c) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>d) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions</p> <p>e) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City</p>

				indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.
826	Anna Purton 21 Bruce Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Opposed to LPS3. b) The increased density close to Stirling Highway (R160 and R60) is out of character for Nedlands. c) Support small increase in zoning such as R25 across Nedlands as a whole. d) Impact on property values. e) Concern for increased traffic congestion, f) Loss of trees, increased pollution and thermal mass. 	<ul style="list-style-type: none"> a) Noted. b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. c) Introducing provisions in LPS3 to permit subdivision throughout the City is inconsistent with the Local Planning Strategy. d) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration. e) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. f) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.
827	Brendan Arundell 9 Grove End Ridge MT CLAREMONT	N/A	<ul style="list-style-type: none"> a) All the residual lots within Mt.Claremont currently zoned R12.5 should be changed to R20 in line with the rest of the suburb. b) This will provide development consistency and assist in attaining infill targets. 	<ul style="list-style-type: none"> a) The proposed LPS3 densities, are consistent with the adopted Local Planning Strategy. b) As above.
828	Noel Youngman 1 Colin Street 247	N/A	<ul style="list-style-type: none"> a) Increased vehicular traffic. Access issues onto Stirling Highway. b) Do not support mixed used development due to impacts on amenity. c) Increased pollution from number of vehicles. d) Concern for road accidents and pedestrian safety. e) Increased traffic issues on Broadway, Edward Street, Princess Road, The Avenue and Melvista Avenue. f) Lack of public transport options and frequency to discourage private vehicle use. g) Increased street parking and safety concerns for school children. h) Demand on Schools. <ul style="list-style-type: none"> - Lack of correspondence with the Department of Education and Training. i) Loss of trees and impact on environment (temperatures, wildlife, pollution), amenity and mental health. 	<ul style="list-style-type: none"> a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.

			<ul style="list-style-type: none"> j) Lack of space in high density developments for tree planting and landscaping. k) Amenity impacts from new developments such as loss of privacy and increased noise. l) Do not support battle-axe developments which impact on amenity. m) Lack of public open space proposed on the northern side of Stirling Highway. n) Suggests the cliff along from the Sunset Hospital site through Gallop House could be developed. Increased density on Birdwood Parade. 	<ul style="list-style-type: none"> c) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy. d) Noted. e) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. f) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport. g) Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. h) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. i) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. j) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. k) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. l) Noted. The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density.
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				<p>m) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>n) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p>
829	Adrian Kong 17 Broome Street NEDLANDS	17 Broome Street	<p>a) Do not support LPS 3.</p> <p>b) Increase traffic in Broome Street due to higher density. - A detailed traffic assessment should have been done for Broome Street before the increase in density.</p> <p>c) Increase traffic in Carrington Street, Smyth Road and Monash Avenue, existing demand on traffic from school and hospital traffic.</p> <p>d) Increase traffic in Stirling Highway. Nedlands Planning Strategy – Future Traffic Assessment found in a moderate growth scenario none of the three intersections studied on Stirling Highway functioned at a satisfactory level.</p> <p>e) - Traffic Assessment estimated that an increase of only 2799 new residential units could be accommodated for the Stirling Highway intersections to function at a satisfactory level of service. Adjustments to the intersections and median along Stirling Highway were also required. The proposed increase of 7256 new residential units in the Stirling Hwy/Broadway/ Hampden Road area would cripple the traffic flow through Stirling Highway.</p> <p>f) Allowing high density and high-rise development in neighbourhoods consisting of mainly single storey houses will cause issues amenity impacts including overlooking and loss of privacy.</p> <p>g) Impact on existing streetscape and adhoc development.</p> <p>h) Concerned for temperature increases.</p> <p>i) Hollywood currently provides for a variety of housing. The rezoning will remove choices for larger lots.</p> <p>j) Increased demand on primary schools.</p> <p>k) Lack of POS in Nedlands North with no provisions for addition areas of POS.</p>	<p>a) Noted.</p> <p>b) The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on traffic.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>d) As per response c)</p> <p>e) As per response c)</p> <p>f) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>g) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density.</p> <p>h) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.</p> <p>i) Noted.</p> <p>j) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>k) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS</p>

				strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.
830	Rainer Offerman 45 Viewway NEDLANDS	N/A	<ul style="list-style-type: none"> a) Object to LPS 3. b) Environmental impacts - loss of trees and wildlife habitat. c) Demand on infrastructure and services. d) Disagree with planning process of WAPC decision making. e) Loss of character and culture from demolition of heritage housing. f) Impact on community. Change to socioeconomic make up. Increase in renters and stranger danger. g) Increased traffic. h) Demand on schools. 	<ul style="list-style-type: none"> a) Noted. b) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. c) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. d) Noted. e) LPS3 identifies higher densities in close proximity to major roads/public transport, leaving the majority of Nedlands low density residential areas unchanged thus retaining character, consistent with the Local Planning Strategy. f) There is no correlation between LPS3 and crime rates. g) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. h) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.
831	Rob Buckler 5 Archdeacon Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Object to rezoning b) Refer to submission 190 c) Loss of mature treesAs above d) Reduction in garden space e) Loss of habitat for wildlife (including native birds) f) Loss of shade g) Increase in urban heat effect h) Lack of planning information around Stirling Highway streetscape i) There will be no sense of a village precinct. j) Possibility of Sunset hospital redevelopment to accommodate large apartment development should be explored 	<ul style="list-style-type: none"> a) Noted. b) Refer to response 190. c) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy d) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. e) As above.

				<ul style="list-style-type: none"> f) As above. g) As above. h) Development standards for developments on Stirling Highway will be controlled through future Local Planning Policy and Local Development Plan. i) The Neighbourhood Centre zone which is proposed for the Captain Stirling Hotel precinct reflects the objectives of the Local Planning Strategy to create mixed use Town Centre orientated development. j) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.
832	John Day P O Box 86	N/A	<ul style="list-style-type: none"> a) Generally supportive of LPS3 b) Waratah Avenue – Dalkeith local activity centre is considered to be medium density c) Will allow greater housing diversity in the Dalkeith locality whilst maintaining the broader character of the suburb. d) Greater choice for residents to downsize within the area; e) Relieve urban expansion pressure f) The area is close to the Perth CBD, UWA and health facilities. g) Design in high density to be controlled to ensure high quality outcomes 	<ul style="list-style-type: none"> a) Noted. b) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. c) Noted. d) Noted. e) Noted. f) Noted. g) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.
833	Julie Waller 5 Circe Circle DALKEITH	N/A	<ul style="list-style-type: none"> a) Object to LPS 3. b) Increased density will destroy the character and amenity of Dalkeith Impact on character and amenity. c) Increase in population and traffic. d) Impact on property prices e) Traffic safety around Dalkeith Primary School already a concern f) Removal of mature trees to facilitate subdivision 	<ul style="list-style-type: none"> a) Noted. b) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. d) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration. e) Refer to response b) f) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.

834	Danielle Wright 60 Kingsway	60 Kingsway	<ul style="list-style-type: none"> a) Do not support density changes along Broadway or Kingsway for the following reasons. b) Infill requirements can be met by the proposed densities along Stirling Hwy which has better public transport connections. c) R160 on a residential neighbourhood road in close proximity to a primary school is not good planning. d) The local roads are not designed to accommodate more traffic. e) Higher density dwellings are already being supplied in the vicinity around UWA f) Kingsway is a quiet residential area. g) Roads around Kingsway already suffer traffic congestion from UWA and the primary school. h) The proposed densities would have a significant negative impact on amenity and increase over-shadowing. 	<ul style="list-style-type: none"> a) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. b) As above. c) Noted. d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. e) Noted. f) Noted. g) Refer to response a) h) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions
835	Lesley Shaw 9 Greenville Street SWANBOURNE	N/A	<ul style="list-style-type: none"> a) In principle support for LPS 3. Support all the purposes and aims of this Scheme, particularly to protect and enhance local character and amenity and respect the community vision for the development of the district. b) Investment in public transport is urgent - higher density will require alternative modes of transport. c) Support the "Safe Active Street Program - Elizabeth Street and Jenkins Avenue" vision proposed but the densities proposed do not support it. d) Support retention of reserves for open space. In relation to the Deemed Provisions: e) Friends of Allen Park wish to restore cottage at 118 Wood Street in Allen Park, Swanbourne. The cottage is integral to the Heritage Precinct. The building is almost 100 years old, has quite a history and a lot of character. I urge the City to add the cottage to the list of Heritage places. f) There are zoning issues still to be resolved in Swanbourne, including freehold Lots 150 and Lot 1 under the current Local Planning Scheme. Lot 1 is zoned "Environmental Conservation", and lot 150 is zoned residential. I support the incorporation of Lot 150 into the adjacent reserve. Request State Government support to reclassify the Walkway (reserve 353) to A- Class reserve status. g) Support higher density on the Stirling Highway, as there is maximum access to public transport. Passive solar design should be incorporated. 	<ul style="list-style-type: none"> a) Noted. b) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport. c) The implementation of the Department of Transport Safe Active Streets program falls outside the ambit of LPS3. d) Noted. e) The City's Municipal inventory contains Tom Fricker Cottage, Tom Collins House, Mattie Furphy House and Friends of Allen Park cottage. f) Lot 150 is owned by the City in freehold. g) Noted.
836	Richard Keeves 34 Loch Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Do not support LPS3. b) The R60 transition zone north of Stirling Highway should not extend as far as proposed and should stop closer to Stirling highway. c) Increased parking and traffic would be a major problem. d) Loch St is a relatively narrow street, and is already very busy with traffic. e) The street cannot cope with the current car parking and traffic with an R15 density code with numerous traffic collisions and parking issues prevalent currently. 	<ul style="list-style-type: none"> a) Noted. b) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City

			<ul style="list-style-type: none"> f) Overshadowing and loss of privacy from development with an R60 density coding will be extensive in an area with little public open space. g) There will be extra heat from buildings and reduction in trees and green space around the buildings. h) Potential impact on mental health. i) Lack of cycles ways. j) Impact on primary school – safety of children in terms of crime and traffic. k) The extra heat from buildings, the lack of amenity, lack of cycle ways, reduction in greenery and trees all add up to the potential for major mental health problems. l) LPS3 appears to lack vision and an understanding of the area. 	<p>indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <ul style="list-style-type: none"> d) As per response c. e) As per response c. f) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions g) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. h) Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local government shall have due regard to when considering an application for development approval. i) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion. j) There is no correlation between LPS3 and crime rates. k) As per response h. l) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.
837	Ian Dick 40 Allen Street EAST	N/A	<ul style="list-style-type: none"> a) Object to LPS 3. b) Large change and sudden change in zoning in low density area. c) Not a large amount of public open space north of highway – open space in backyards. d) Traffic is already bad in the area with difficulty feeding onto Stirling Highway and other major roads (Carrington Street, Monash Ave, Hampden Rd and Aberdare Rd). e) Cycleways to help with congestion have not yet been provided. f) Stirling highway not proposed to be widened in foreseeable future. g) Concern for lack of maintenance of properties. h) Impact on property values. 	<ul style="list-style-type: none"> a) Noted. b) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. c) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to

				<p>minor upgrades being undertaken to key intersections in the future.</p> <p>e) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion.</p> <p>f) As per response d.</p> <p>g) There is no correlation between LPS3 and property maintenance.</p> <p>h) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p>
838	Vicki 13 Bruce Street NEDLANDS	N/A	<p>a) The WAPC plan is short sighted and irreversible</p> <p>b) Impact on property values.</p> <p>c) Proposal will negative impact the amenity of the locality.</p> <p>d) Already car parking and traffic problems in the locality (Bruce Street) from UWA, cannot accommodate additional car parking in the streets.</p>	<p>a) Noted.</p> <p>b) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>c) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density.</p> <p>d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p>
839	Edward Lacey 92 Bruce Street NEDLANDS	N/A	<p>a) In general, I am favour of Local Planning Scheme no. 3. with few exceptions:</p> <p>b) Higher density (>R40) housing be restricted to immediate areas of Stirling Highway, the Hospital and University including the first city block back from each, as well as service roads such as Broadway.</p> <p>c) Medium density (<R40) housing should be restricted to only streets immediately on bus routes.</p> <p>d) All other streets should remain with current zoning until such time the effects of 1. and 2. are realised and review further zoning changes at a later date.</p> <p>e) Need more medium density in all Council wards to allow downsizers to stay on the same property (i.e. subdivided off the backyard only)</p> <p>f) Its logical to have higher density housing close to service areas</p> <p>g) Reducing infrastructure costs is important however growth must be managed and staged.</p> <p>h) There is a tolerance for increased traffic in the locality during peak hours.</p>	<p>a) Noted.</p> <p>b) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p> <p>c) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>d) As per response b.</p> <p>e) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>f) Noted.</p> <p>g) Noted.</p> <p>h) It is acknowledged that future population increases will place increased demand on existing road network</p>

				however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.
840	Thomas Donaldson 12 Bedford Street NEDLANDS	N/A	<p>In support of greater density with comment as follows:</p> <ul style="list-style-type: none"> a) Increased density based on distance to arterial public transport and walking distance to amenities and conveniences; b) 50% of the suburb should be preserved as with large blocks; c) Hampden Rd, Broadway, Stirling Highway, Waratah Ave and The Esplanade should become village centres. d) Broadway and Hampden Rd should encourage student housing e) Nedlands Jetty precinct should become High Density supported by a ferry service to the City and Fremantle. f) Change densities at significant streets or other geographic boundaries rather than within a street block. g) Carrington Street Park desperately requires expanding. h) Length of consultation and process is excessive and caused delay in decision to either renovate, extend, move or demolish. This is common concern for residents – decide as soon as possible. i) Council to make decision for all residents – not their own agendas 	<ul style="list-style-type: none"> a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. b) Proposed increased densities are consistent with the adopted Local Planning Strategy. c) Noted. d) Noted. e) Noted. f) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc. g) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. h) Public consultation has been undertaken in accordance with the requirements of the Planning and Development Regulations. i) Noted.
841	William Kendall 39 Esplanade	39 Esplanade	<ul style="list-style-type: none"> a) Support higher density for the subject property on the Esplanade than that assigned, with a caveat that the developer must achieve several selection criteria. b) Height restrictions should be relaxed for the properties further up the hill. These requirements will ensure a good planning and community outcome will be achieved. c) The planning of high density housing should include land aggregation and that is only possible if the density allowed makes the process financially attractive. 	<ul style="list-style-type: none"> a) New developments will be controlled through the planning framework including the proposed LPS3 provisions, R-codes and future Local Planning Policy and Local Development Plan provisions. b) As per response a. c) The use of split density codes where the application of the higher code is predicated on a prescribed minimum lot size is proposed to facilitate coordinated development. This provision incentivises land aggregation although it is noted that financial matters are not a valid planning consideration.
842	Vignesh Raja 56 Goldsmith Road DALKEITH	N/A	<ul style="list-style-type: none"> a) Do not support rezoning in Dalkeith. b) Impact on property value. c) Increased traffic and increased pollution. d) Safety concerns for children from increased traffic. 	<ul style="list-style-type: none"> a) Noted b) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor

				<p>upgrades being undertaken to key intersections in the future.</p> <p>d) The City has previously commissioned a traffic assessment as part of the preparation of the Local Planning Strategy, and to this end, the City has acquired a detailed appreciation of the impacts of the proposed increased densities on traffic</p>
843	Geoff Hee 49 Esplanade	N/A	a) Increased density will impact the character of the area.	a) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density.
844	Shin I Tang 49 Esplanade	N/A	a) Wish to keep the current density for the area.	a) Proposed increased densities are consistent with the adopted Local Planning Strategy
845	Sue Stan-Bishop 92 Meriwa Street NEDLANDS	N/A	<p>a) Increased traffic and street parking issues.</p> <p>b) Impact on the character of the area.</p> <p>c) Loss of trees and vegetation will result in increased noise, heat and emission pollution</p> <p>d) Amenity impacts from neighbouring developments – overlooking and overshadowing.</p> <p>e) Demand on infrastructure and services.</p> <p>f) Potential increase in crime rates.</p> <p>g) Do not support an increase in density to the area.</p>	<p>a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>b) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density.</p> <p>c) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.</p> <p>d) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>e) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading.</p> <p>f) There is no correlation between LPS3 and crime rates.</p> <p>g) Noted.</p>
846	Shivani Singh 54 Gallop Road DALKEITH	N/A	<p>a) Object to LPS 3.</p> <p>b) Impact on property values.</p>	<p>a) Noted.</p> <p>b) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p>

847	Jill Anderson 31 Leon Road DALKEITH	N/A	<ul style="list-style-type: none"> a) Increases in density will increase traffic congestion and create car parking issues. b) Reduced open space and overshadowing. c) Increase in traffic congestion along Stirling Highway. d) Loss of trees impacting amenity and temperatures. e) Increase in facilities such as bars, fast food outlets to support higher density will impact on amenity. f) Concern for demand on schools. g) Loss of heritage character housing. 	<ul style="list-style-type: none"> a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. c) As per response a. d) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. e) The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population. f) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. g) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. Additional heritage provisions in the Scheme are not proposed. The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density
848	Zakari Blythe 31 Hillway	N/A	<ul style="list-style-type: none"> a) Object to LPS 3. b) The proposal is inconsistent with other planning documents for the Nedlands School area. c) Does not achieve its stated objective of enhancing character and amenity and instead detracts from them. d) Inconsistent with the community's vision. e) Increased traffic around the school and safety concerns. f) Increased traffic congestion along Broadway. g) The density is not justified by the needs of the UWA-QEII specialised centre. h) Does not provide coordinated development but instead allows ad hoc infill development. i) Seeks to achieve dwelling numbers based on artificial boundaries. 	<ul style="list-style-type: none"> a) Noted. b) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. c) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density. d) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles.

			<p>j) The proposed LPS3 will destroy Nedlands' distinctive character.</p>	<p>e) As per response b. f) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. g) Noted. h) The use of split density codes where the application of the higher code is predicated on a prescribed minimum lot size and consolidated vehicle access arrangement is proposed to facilitate coordinated development and mitigate against ad-hoc development outcomes. i) Proposed increased densities are consistent with the adopted Local Planning Strategy. j) As per response c.</p>
849	Paula Everett 27 Neville Road DALKEITH	27 Neville Road	<p>a) Comments are made with reference to SPP 4.2, R-codes and the Local Planning Strategy. b) Concerns are in relation to the Dalkeith area and in particular, the adverse impact on the property owners of Neville Road. The subject properties are proposed to remain R10 but the adjoining lots in Leon Road are proposed R40. c) Object to R40 zoning in Leon Road as it does not provide appropriate transition between Leon Road and Neville Road. d) Impact on property values. e) Amenity impacts from neighbouring developments – setbacks, streetscape, overshadowing, visual privacy. f) The heritage and streetscape values and the existing and desired character of the precinct have not been taken into account in accordance with Clause 9.3.1 of the Guidelines and the Strategy. g) Streets should be used as the transition from densities. h) The topography of the Neville Road and Leon Road area has not been considered in the proposed zonings. The ground level on Leon Road is higher than the lots on Neville Road which will increase the above-mentioned impacts. i) Social and community issues. j) Loss of trees and environmental impacts such as increased temperatures. k) Concern for maintenance of properties after rezoning due to redevelopment potential. l) Concern for increased traffic on Neville and Leon Road. m) Lack of public transport options. Density has not been focused around high frequency routes. n) Increased street parking and insufficient parking being provided on development sites. o) The rezoning extending to the south side of Waratah Avenue and Leon Road is out of proportion to the size of the activity centre in Waratah Avenue. The rezoning is similar to that which radiates from the high-level activity areas on Stirling Highway and Broadway but should be much less;</p>	<p>a) Noted. b) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. c) As per response b. d) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration. e) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. f) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density. g) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc h) As per response b. i) There is no correlation between LPS3 and social issues. j) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. k) There is no evidence to suggest a correlation between LPS3 and property maintenance. l) As per response b – density has been removed from the subject area.</p>

			<p>p) The number of new dwellings in the area will mean redevelopment is unlikely to occur.</p> <p>q) The R40 zoning in Leon Road is in conflict with the City of Nedlands vision for Dalkeith and planning principals as set out in the Strategy. The Strategy only supports an increase in density in or in the immediate vicinity of the Waratah Avenue activity centre.</p> <p>r) The socioeconomic and demographic profiles of Dalkeith have not been taken into account in considering the proposed densities.</p> <p>s) There is no provision for R20 in the LPS3 for Nedlands and Dalkeith when this is most likely what is wanted by the people who want to downsize.</p> <p>t) There are other areas in Nedlands which could accommodate greater density such as Princess and Dalkeith Road with access to bus routes; the streets which run off the Carrington Street which is within an 800m radius of a train station; and Waratah Avenue as a major thoroughfare could have R20.</p> <p>u) Low density housing in Dalkeith and Nedlands adds to the mix of housing diversity.</p> <p>v) Demand on services, facilities and schools.</p> <p>w) There is a lack of population growth to support the proposal.</p> <p>x) Lack of understanding by the community of the proposed changes and impact</p>	<p>m) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>n) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>o) As per response b.</p> <p>p) Noted.</p> <p>q) As per response b.</p> <p>r) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p> <p>s) As per response r.</p> <p>t) Proposed increased densities are consistent with the adopted Local Planning Strategy</p> <p>u) Noted.</p> <p>v) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading.</p> <p>w) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>x) Extensive public consultation has been undertaken in accordance with the requirements of the Planning and Development Regulations.</p>
850	Vincent Bauch 39 Williams Road	N/A	<p>a) Impact on character</p> <p>b) Increase in traffic</p> <p>c) Increase in street parking.</p> <p>d) Do not support any density increase.</p>	<p>a) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>c) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>d) It is proposed to reduce densities along Leura/Clifton/Meriwa Street/Williams Road to respond to</p>

				submissions received and having regard to the Local Planning Strategy
851	Swanson, Tom 98 Florence Road NEDLANDS	N/A	a) Support LPS 3 as proposed by Council. b) Do not support WAPC modifications.	a) Noted. b) Noted.
852	Bery Goonewardene 29 Baird Avenue	N/A	a) Impact assessment should be provided to predict implications on physical and mental health, injury and road safety, natural environment, transport, personal and property b) Impact on Environment: Drainage, Temperature etc c) Increased infrastructure demands (roads, gas, electricity, internet). d) Prospective increase in crime and violence. Reduced security and safety. e) Increased traffic and concerns for pedestrian safety. f) Much research and modelling and statistical analysis and impact assessment and reporting to residents, business owners and others involved is needed before serious consideration of higher density living is proposed. g) Increased problems impact on health, social and natural environment associated with increased population densities in cities and suburban communities. h) Impact on health – pollution, reduced open space. i) Demand on schools j) Demand for public transport options. k) Reduced public and private open space. Lack of POS. l) Increased street parking.	a) The adopted Local Planning Strategy is a strategic planning document that sets out the long-term vision, objectives and actions for land use planning within the City of Nedlands. The Local Planning Strategy covers topics such as Population and Housing, Transport, Access and Parking, Economy and Employment, Community Facilities, Recreation and Open Space, Urban Design, Character and Heritage, Environment and Sustainability and Infrastructure Services. The Local Planning Strategy is a link between regional and local planning and must demonstrate how the city will meet the State Government's metropolitan planning strategy, <i>Perth and Peel@3.5million</i> . LPS3 provides the statutory framework to implement the strategic objectives and actions identified in the Local Planning Strategy. b) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. c) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. d) There is no correlation between LPS3 and crime rates. e) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future f) As per response a. g) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. h) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. i) The Department of Education has no comments or objections to LPS3 and are aware of the increased

				<p>densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>j) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.</p> <p>k) As per response h.</p> <p>l) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc</p>
853	Mary Swanson 98 Florence Road NEDLANDS	N/A	<p>a) Support increase in density in Nedlands.</p> <p>b) Support Councils adopted plan but do not support changes near the school. Concern for increased traffic and safety issues.</p> <p>c) Increased street parking.</p>	<p>a) Noted</p> <p>b) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p> <p>c) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc</p>
854	Peter & Denise Plaisted 22 Vincent Street NEDLANDS	N/A	<p>a) Support development of corner lots.</p> <p>b) Multi-storey apartments or intensive residential developments near Schools is inappropriate and unacceptable.</p>	<p>a) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes</p> <p>b) Noted.</p>
855	SANDRA YEK 26 Loftus Street	N/A	<p>a) Higher density will increase congestion due to more traffic and more street parking.</p> <p>b) Loss of character.</p> <p>c) Demand on infrastructure and services (utilities and schools)</p> <p>d) There is poor public transport and lack of amenities particularly in the Dalkeith ward, for high density rezoning.</p>	<p>a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>b) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density.</p> <p>c) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p>

				d) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.
856	Catherine Pennock 40 Watkins Road DALKEITH	N/A	a) Loss of character. b) Increase traffic congestion and street parking. c) Insufficient public transport options or frequency of services. d) Housing diversity is already provided. e) The proposal supports developers and not the community. f) Demand on infrastructure.	a) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density. b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. c) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport. d) Noted. e) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles. f) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading.
857	J.L.Tytherleigh A.J.Young 35 Mayfair Street MOUNT CLAREMONT	N/A	a) Do not support density changes in Mt Claremont. b) Impact on property values.	a) Rationalising the outdated zoning mechanism (1 in 5 split coding) in Mt Claremont West was identified in the Local Planning Strategy. In response to submissions, the R20 zoning is proposed to be retained for the precinct b) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.
858	L Poulsen 47 Weld Street NEDLANDS	N/A	a) Existing amenity impacts from neighbouring developments. b) Support infill to save bushland in other areas.	a) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. b) Noted.
859	CG 14 Baird Avenue NEDLANDS	N/A	a) Oppose idea of zoning of Nedlands and Dalkeith as it will affect neighbourhood. b) Impact on property prices. c) Direct effect on traffic. d) Increased noise.	a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. b) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.

				<p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>d) Noise is governed by the Environmental Protection (Noise) Regulations.</p>
860	Peter Charles 83 Hardy Road	N/A	<p>a) Increase in traffic.</p> <p>b) Lack of public open space in Hollywood. Demand on existing spaces and no provision for additional areas.</p> <p>c) Increased street parking issues – current demand from hospital developments.</p> <p>d) Monash Road, Clifton Road, Williams Road, Hardy Road and Hampden Road are heavily pedestrianised streets with poor walkways and traffic visibility. Safety concerns due to increased traffic.</p> <p>e) There is no provision for a cycleway in Nedlands North. Increased density will make the quiet roads less safe for cycling.</p>	<p>a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>b) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>c) Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>d) It is proposed to reduce densities along Leura/Clifton/Meriwa Street/Williams Road to respond to submissions received and having regard to the Local Planning Strategy.</p> <p>e) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion.</p>
861	Megan Summerlin 85 Dalkeith Road NEDLANDS	N/A	<p>a) Object to LPS 3.</p> <p>b) Support some increase in residential density and diversity however, the proposed density will add to greater traffic congestion, particularly in trying to access Stirling Highway from the south.</p> <p>c) The subject site is proposed to remain R10 with the neighbouring property being R40. Feel a progression from R10 to R20 would be more fitting if any change was imposed.</p> <p>d) Concern for amenity impacts – overshadowing, overlooking.</p> <p>e) Impact on property values.</p> <p>f) The proposed Safe Active Street project proposed for Jenkins Avenue would deliver a safe street with the increases in traffic volume that would follow from the proposed increased density along its length and in the streets between Jenkins Avenue and Stirling Highway.</p> <p>g) Lack of consideration for more schools, open spaces or other facilities.</p>	<p>a) Noted.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>c) The neighbouring site has been changed back to R10, with density changes being contained to the northern side of Jenkins Avenue.</p> <p>d) Amenity impacts associated with new developments will be controlled through the planning framework including</p>

				<p>the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>e) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>f) The implementation of the Department of Transport Safe Active Streets program falls outside the ambit of LPS3.</p> <p>g) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p>
862	Iain Summerlin 85 Dalkeith Road NEDLANDS	N/A	<p>a) The proposed densities are too great for the amenities in the area to support.</p> <p>b) Increase in traffic – Stirling Highway. Vehicle accidents and pedestrian safety.</p> <p>c) Increased demand on POS and lack of additional space proposed.</p> <p>d) Demand on schools.</p> <p>e) The increased density goes against the Nedlands Council plan for a safe street along Edward and Jenkins.</p> <p>f) Smaller levels of increased housing density would be acceptable so that this lifestyle could be maintained on a smaller, more manageable block.</p> <p>g) Increased occupancy close to Stirling Highway has long been accepted as the future of this suburb, very highly increased occupancy within the suburb will require a lot more planning than just painting the lots in a different colour.</p>	<p>a) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>c) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>d) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>e) The implementation of the Department of Transport Safe Active Streets program falls outside the ambit of LPS3.</p> <p>f) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>g) As per response f.</p>
863	Angus and Melina Argyle 23 Louise Street	23 Louise Street	<p>a) We are supportive of the LPS 3 in our area but propose the R-code for our property to be R30 rather than R60.</p> <p>b) We believe this block is only suitable for R30. This would maintain the current feel of Nedlands, but at the same time increase population density around the highway.</p>	<p>a) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>b) Noted.</p>

864	Grant Cullen 10 Clifton Street NEDLANDS	10 Clifton Street	<ul style="list-style-type: none"> a) Objection to the increase in density on Clifton Street and Hardy Road, affecting the subject property. b) Impact on amenity – overshadowing and loss of privacy. c) Increased traffic on Hardy Road and Clifton St. d) Loss of available street parking for existing residents. e) Loss of tree cover and character of the neighbourhood. f) Adverse effect on streetscape. Specifically, from the scale and bulk of buildings, and decrease in setbacks. g) Loss of historical buildings along Clifton St and Hardy Rd. h) Increased traffic on Monash Ave and Hampden Rd will decrease amenity of the neighbourhood with particular concern about the safety of children near Hollywood Primary School. 	<ul style="list-style-type: none"> a) It is proposed to reduce densities along Leura/Clifton/Meriwa Street/Williams Road to respond to submissions received and having regard to the Local Planning Strategy. b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. d) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. e) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. f) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density. g) As per response a. h) As per response c.
865	Thomas O'Gorman 13 Campsie Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Object to the proposed R60 zoning for North Hollywood Precinct (Aberdare Road to Verdum Street). b) The above zoning is inconsistent with Nedlands Local Planning Strategy which proposed no change to density in this area. The changes therefore ignore and overturn extensive consultation and consideration which supported the LPS. c) There was no explanation or justification provided for the rezoning in this area. d) North Hollywood currently provides dwelling diversity with over 50% of dwellings currently being coded higher than R10. e) Limited uptake in redevelopment due to the number of houses built in recent years resulting in ad hoc development. f) Traffic and parking issues and narrow streets. g) Demand on services and infrastructure. h) Environmental impact of canopy loss. i) Lack of public open space and no provision for new space. 	<ul style="list-style-type: none"> a) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy. b) As per response a. c) Noted. d) Noted. e) The use of split density codes where the application of the higher code is predicated on a prescribed minimum lot size and consolidated vehicle access arrangement is proposed to facilitate coordinated development and mitigate against ad-hoc development outcomes. f) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor

				<p>upgrades being undertaken to key intersections in the future</p> <p>g) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading.</p> <p>h) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.</p> <p>i) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p>
866	Mohan Raghavan 46 Viking Road DALKEITH	N/A	<p>a) Proposed changes will lead to increased congestion within the City.</p> <p>b) Loss of trees.</p> <p>c) Impact on character and amenity.</p>	<p>a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>b) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.</p> <p>c) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density.</p>
867	Erica Jensen 33 Tyrell Street NEDLANDS	N/A	<p>a) Objection to LPS 3.</p> <p>b) Concern for increased density in proximity to the subject property on Tyrell street - between Bruce Street and Broadway, and Edwards St and Stirling Highway.</p> <p>c) Concern for safety of school children commuting to school.</p> <p>d) Loss of character and amenity. Demolition of character homes and reduced setbacks.</p> <p>e) Increase in traffic density in and around the Broadway, Hampton Road and Stirling Highway intersection creating traffic issues.</p> <p>f) We would look favourably upon a scheme where number of properties with proposed change in R Codes is significantly reduced from that shown in Scheme No. 3, and also the size of increases is reduced e.g. from R10 is changed to R40, rather than R60.</p>	<p>a) Noted.</p> <p>b) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone</p> <p>c) Noted.</p> <p>d) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density.</p> <p>e) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City</p>

				<p>indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>f) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p>
868	Teck Cheng 51 Goldsmith Road DALKEITH	N/A	<p>a) Objection to LPS 3 and proposed changes to Dalkeith.</p> <p>b) Impact on property values.</p> <p>c) Change to demographics of the suburb.</p> <p>d) Increased traffic congestion.</p> <p>e) Demand on infrastructure and services (sewer, water etc.)</p> <p>f) The decision is driven by governments who will benefit from the extra revenue/taxes raised from the high-density decision.</p>	<p>a) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy</p> <p>b) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>c) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p> <p>d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>e) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading.</p> <p>f) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
869	Ian Singleton 24 Hillway NEDLANDS	N/A	<p>a) Do not support LPS 3.</p> <p>b) Recommend all current R10 zoning be changed to R20. This would equally distribute density and not impact on character of the area.</p> <p>c) Concern for impacts on local amenity, particularly traffic and schools.</p> <p>d) Existing access issues to turn right on Stirling Hwy/Mounts Bay Road towards Perth CBD. The Broadway/Stirling Hwy traffic lights are a considerable bottleneck for traffic turning right towards Perth CBD at all times of day.</p> <p>e) Prefer density increase north of Stirling Highway as it's easier for residents to turn left onto the highway towards Perth CBD, avoiding these bottlenecks.</p> <p>f) An improved bus system is required to run along Princess Road and Hackett Drive into Perth CBD.</p>	<p>a) Noted.</p> <p>b) Introducing special provisions in LPS3 to permit subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p> <p>c) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density.</p> <p>d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City</p>

				<p>indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>e) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>f) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.</p>
870	Ian Chan 75 Viking Road	N/A	<p>a) Object to LPS 3 changes in Waratah Avenue area from R10 up to R60.</p> <p>b) Demand on schooling, transport, security.</p>	<p>a) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>b) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p>
871	Andrew Chan 147 Victoria Avenue DALKEITH	N/A	a) Do not support change in zoning from R10 to R60 in some areas in the suburb.	a) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.
872	Marcus chin 23 Circe Circle NORTH	N/A	a) Do not support LPS 3.	a) Noted.
873	Ravinder Dhillon 39A Aberdare Road	N/A	<p>a) Object to LPS 3.</p> <p>b) Impact on character of the area.</p>	<p>a) Noted.</p> <p>b) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density.</p>
874	avis edgar 101 Hardy Road NEDLANDS	101 Hardy Road	<p>a) The subject property on Hardy Road is close to hospital, university and transport facilities.</p> <p>b) Wishes to develop the property with 7 stories (6 apartments) with rear entrance from Micrantha Lane.</p> <p>c) Front setbacks of 2m and rear setbacks of 1.5m for all properties allows easy parking access.</p>	<p>a) Noted.</p> <p>b) It is proposed to reduce densities along Hardy Road to respond to submissions received and having regard to the Local Planning Strategy.</p> <p>c) New developments will be controlled through the planning framework including the proposed LPS3 provisions, R-codes, and future Local Planning Policy and Local Development Plan provisions</p>

875	MURTHY 74 Hobbs Avenue DALKEITH	N/A	<ul style="list-style-type: none"> a) Currently the subject property is zoned as R20. Under TPS 3 it is going to be rezoned as R160. b) Support the change of zoning to the properties. 	<ul style="list-style-type: none"> a) Noted. b) Noted.
876	Jane Vos 14 Campsie Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Object to the proposed R60 zoning for North Hollywood Precinct (Aberdare Road to Verdum Street). b) The above zoning is inconsistent with Nedlands Local Planning Strategy which proposed no change to density in this area. The changes therefore ignore and overturn extensive consultation and consideration which supported the LPS. c) There was no explanation or justification provided for the rezoning in this area. d) North Hollywood currently provides dwelling diversity with over 50% of dwellings currently being coded higher than R10. e) Limited uptake in redevelopment due to the number of houses built in recent years resulting in ad hoc development. f) Traffic and parking issues and narrow streets. g) Demand on services and infrastructure. h) Environmental impact of canopy loss. i) Lack of public open space and no provision for new space. 	<ul style="list-style-type: none"> a) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy. b) As per response a. c) Noted. d) Noted. e) Noted. f) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. g) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. h) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. i) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.
877	IMELDA RIANA DJAJASEPUTRA 65 Waratah Avenue DALKEITH	N/A	<ul style="list-style-type: none"> a) Do not support LPS 3. b) The proposed changes will increase the traffic, the crime rate and decrease the value of the property. 	<ul style="list-style-type: none"> a) Noted. b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. There is no correlation between LPS3 and crime rates. The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.
878	Craig Carter 38 Bulimba Road NEDLANDS	N/A	<ul style="list-style-type: none"> a) The densities proposed along Stirling Highway are too high. b) Increased traffic and congestion. The option of widening the highway is unacceptable, as it will degrade the highway streetscape and result in the removal of many good existing buildings and trees. 	<ul style="list-style-type: none"> a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.

			<ul style="list-style-type: none"> c) Demand on infrastructure and services. d) Amenity impacts for existing low-density housing. e) No provision for additional open space near the highway to service the high density. f) Loss of trees and lack of space for planting in new developments. Increased temperatures. g) Demand on schools. h) Increased noise. i) The densities should be reduced, and corner lot subdivision should be considered. j) The State Government should be trying to grow the state's regional cities, which are comparatively too small. k) Above comments also apply to the other proposed areas of high density in LPS No. 3. 	<ul style="list-style-type: none"> b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. c) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. d) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. e) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. f) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. g) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. h) Noise is governed by the Environmental Protection (Noise) Regulations. i) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes. j) Noted. k) Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy
879	JEFTA MUCHSIN AFIAT 65 Waratah Avenue DALKEITH	N/A	<ul style="list-style-type: none"> a) Do not support LPS 3. b) Don't want any changes to occur. c) The proposal will increase traffic. d) Increased crime rates. e) Amenity impacts from developments such as noise, loss of privacy, and reduced setbacks. f) Demand on infrastructure. g) Increased rates. h) Impact on property values. 	<ul style="list-style-type: none"> a) Noted. b) Noted. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor

			<ul style="list-style-type: none"> i) Impact on character of the area. j) Increased pollution. 	<ul style="list-style-type: none"> upgrades being undertaken to key intersections in the future. d) There is no correlation between LPS3 and crime rates e) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. f) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. g) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration. h) As per response g. i) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density. j) Noted.
880	BRANDON JOSHUA AFIAI 65 Waratah Avenue DALKEITH	N/A	<ul style="list-style-type: none"> a) Do not support LPS 3. b) Don't want any changes to occur. c) The proposal will increase traffic. d) Increased crime rates. e) Amenity impacts from developments such as noise, loss of privacy, and reduced setbacks. f) Demand on infrastructure. g) Increased rates. h) Impact on property values. i) Impact on character of the area. j) Increased pollution. 	<ul style="list-style-type: none"> a) Noted. b) Noted. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. d) There is no correlation between LPS3 and crime rates e) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. f) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. g) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration. h) As per response g. i) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density. j) Noted.

881	Caroline Woodford 1 Glengariff Drive FLOREAT	1 Glengariff Drive	a) Agree to any proposal for mixed use on the subject site	a) The subject site is within the Town of Cambridge and not affected by LPS 3.
882	BRIANNA CAROLINE AFIAT 65 Waratah Avenue DALKEITH	N/A	a) Do not support LPS 3. b) Don't want any changes to occur. c) The proposal will increase traffic. d) Increased crime rates. e) Amenity impacts from developments such as noise, loss of privacy, and reduced setbacks. f) Demand on infrastructure. g) Increased rates. h) Impact on property values. i) Impact on character of the area. j) Increased pollution.	a) Noted. b) Noted. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. d) There is no correlation between LPS3 and crime rates e) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. f) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. g) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration. h) As per response g. i) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density. j) Noted.
883	Charter Mathison 9 Jubaea Gardens MOUNT CLAREMONT	N/A	a) The new duplex development on Jacaranda Avenue in Mount Claremont is a bad example of infill development. b) Impact on streetscapes from increased paved driveways, building bulk, increased street parking and reduced vegetation. c) Reduced outdoor living space is not suitable for families. d) Increased temperatures and energy usage. e) Overshadowing impacts from new developments. f) Infill housing does not guarantee affordability. g) Requirements relating to plot ratios, setbacks, and height, size and bulk need to be reassessed and enforced to minimise negative impacts on existing residents. h) Quantitative analysis of recent infill is needed to determine whether it is successful in population increase.	a) Noted. b) The use of split density codes where the application of the higher code is predicated on a prescribed minimum lot size and consolidated vehicle access arrangement is proposed to facilitate coordinated development and mitigate against ad-hoc development outcomes. c) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. d) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS

				<p>strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>e) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>f) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p> <p>g) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density.</p> <p>h) Proposed increased densities are consistent with the adopted Local Planning Strategy.</p>
884	Robert Gilkes 16 Archdeacon Street NEDLANDS	N/A	<p>a) Support submission 190.</p> <p>b) Support corner lot subdivision which will preserve local amenity and provide many opportunities for downsizing.</p>	<p>a) Refer to submission 190 response.</p> <p>b) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p>
885	Susan Gazia 79 Kingsway NEDLANDS	N/A	<p>a) Object to LPS 3.</p> <p>b) Increased density is not evenly dispersed. Support R20 development of corner and dual street frontage properties across the whole suburb.</p> <p>c) Stirling Highway is suited for multi storey residential and commercial premises. Narrow residential streets such as Kingsway and Viewway are not designed to carry the considerable extra traffic that would be created. Lack of public transport in this area.</p> <p>d) Increased street parking and congestion and safety issues.</p> <p>e) Loss of trees and demolition of heritage houses will reduce the amenity of the area.</p>	<p>a) Noted.</p> <p>b) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p> <p>c) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p> <p>d) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>e) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.</p> <p>It is noted, the City's Heritage List and Municipal Inventory will be unaffected by LPS 3</p>
886	Donald Latchem 11 Neville Road DALKEITH	N/A	<p>a) Objection to LPS 3.</p> <p>b) Comments are made with reference to SPP 4.2, R-codes and the Local Planning Strategy.</p>	<p>a) Noted.</p> <p>b) Noted.</p> <p>c) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.</p>

			<p>c) Concerns are in relation to the Dalkeith area and in particular, the adverse impact on the property owners of Neville Road. The subject properties are proposed to remain R10 but the adjoining lots in Leon Road are proposed R40.</p> <p>d) Object to R40 zoning in Leon Road as it does not provide appropriate transition between Leon Road and Neville Road.</p> <p>e) Impact on property values.</p> <p>f) Amenity impacts from neighbouring developments – setbacks, streetscape, overshadowing, visual privacy.</p> <p>g) The heritage and streetscape values and the existing and desired character of the precinct have not been taken into account in accordance with Clause 9.3.1 of the Guidelines and the Strategy.</p> <p>h) Streets should be used as the transition from densities.</p> <p>i) The topography of the Neville Road and Leon Road area has not been considered in the proposed zonings. The ground level on Leon Road is higher than the lots on Neville Road which will increase the above-mentioned impacts.</p> <p>j) Social and community issues.</p> <p>k) Loss of trees and environmental impacts such as increased temperatures.</p> <p>l) Concern for maintenance of properties after rezoning due to redevelopment potential.</p> <p>m) Concern for increased traffic on Neville and Leon Road.</p> <p>n) Lack of public transport options. Density has not been focused around high frequency routes.</p> <p>o) Increased street parking and insufficient parking being provided on development sites.</p> <p>p) The rezoning extending to the south side of Waratah Avenue and Leon Road is out of proportion to the size of the activity centre in Waratah Avenue. The rezoning that radiates from those 6 lots is similar to that which radiates from the high-level activity areas on Stirling Highway and Broadway but should be much less;</p> <p>q) The number of new dwellings in the area will mean redevelopment is unlikely to occur.</p> <p>r) The R40 zoning in Leon Road is in conflict with the City of Nedlands vision for Dalkeith and planning principals as set out in the Strategy. The Strategy only supports an increase in density in or in the immediate vicinity of the Waratah Avenue activity centre.</p> <p>s) The socioeconomic and demographic profiles of Dalkeith have not been taken into account in considering the proposed densities.</p> <p>t) There is no provision for R20 in the LPS3 for Nedlands and Dalkeith when this is most likely what is wanted by the people who want to downsize.</p> <p>u) There are other areas in Nedlands which could accommodate greater density such as Princess and Dalkeith Road with access to bus routes; the streets which run off the Carrington Street which is within an 800m radius of a train station; and Waratah Avenue as a major thoroughfare could have R20.</p> <p>v) Low density housing in Dalkeith and Nedlands adds to the mix of housing diversity.</p> <p>w) Demand on services, facilities and schools.</p> <p>x) There is a lack of population growth to support the proposal.</p> <p>y) Lack of understanding by the community of the proposed changes and impacts</p>	<p>d) As per response b.</p> <p>e) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>f) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>g) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density.</p> <p>h) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc</p> <p>i) As per response b.</p> <p>j) There is no correlation between LPS3 and social issues.</p> <p>k) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.</p> <p>l) There is no evidence to suggest a correlation between LPS3 and property maintenance.</p> <p>m) As per response b – density has been removed from the subject area.</p> <p>n) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>o) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>p) As per response b.</p> <p>q) Noted.</p> <p>r) As per response b.</p> <p>s) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p> <p>t) As per response r.</p> <p>u) Proposed increased densities are consistent with the adopted Local Planning Strategy</p> <p>v) Noted.</p>
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887	Raymond Chan 80 Philip Road DALKEITH	N/A	<ul style="list-style-type: none"> a) Do not support density increased in Dalkeith. b) Concern for lack of consultation in relation to the proposed R40 to R60 and R80 sections of Philip Road and nearby streets in Dalkeith. c) Increase in traffic and safety concerns. d) Increased noise. e) Increased street parking issues. f) Security issues from increased number of strangers. g) Demand on infrastructure, services and schools. h) Request zoning be capped at R20. 	<ul style="list-style-type: none"> a) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. b) Extensive public consultation has been undertaken in accordance with the requirements of the Planning and Development Regulations. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. The City works closely with the community to identify solutions to vehicle use in our streets that can adversely impact on neighbourhood quality of life and safety towards residents and visitors through its ongoing program to identify and target traffic and parking hot spots throughout the City. d) Noise is governed by the Environmental Protection (Noise) Regulations. e) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. f) There is no correlation between LPS3 and crime rates. g) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. h) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Local Centre zone and the Residential zone.

888	Hella Hollyock 149 Rochdale Road MOUNT CLAREMONT	N/A	<ul style="list-style-type: none"> a) The subject property was included in previous rezoning. b) Concern for increased number of renters and impact on community. c) Loss of trees and vegetation and impact on environment. d) On-street parking issues. e) Comments on property valuations. 	<ul style="list-style-type: none"> a) Noted. b) There is no correlation between LPS3 and social issues. c) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. d) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. e) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.
889	Jacqueline Steens 11 Philip Road DALKEITH	N/A	<ul style="list-style-type: none"> a) Concern for level of density proposed in Dalkeith – including surrounding the subject site in Philip Road. b) Increase in traffic/parking. c) Loss of trees and greenery. d) Reduced privacy and noise issues. 	<ul style="list-style-type: none"> a) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. c) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. d) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.
890	Anna Cornell 35 Rockton Road NEDLANDS	N/A	<ul style="list-style-type: none"> a) Support Council's version of LPS 3. b) Do not support LPS 3 modifications. c) Neighbourhood conflict. d) Amenity impacts such as overshadowing issues, reduced setbacks, loss of streetscape. e) Diminished landscaping and tree canopies. f) Demand on infrastructures. g) Impact and loss of heritage buildings, impacting character. h) Conflict of scale, with R160 adjacent to R60 and R80. i) Increased traffic congestion, parking and noise issues. j) Concerns for student safety from increased traffic. k) Do not support active frontage requirements due to changing shopping habits. 	<ul style="list-style-type: none"> a) Noted. b) Noted. c) There is no correlation between LPS3 and neighbour issues. d) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. e) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans.

				<ul style="list-style-type: none"> f) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. g) City's Heritage List and Municipal Inventory will be unaffected by LPS 3. h) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. i) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. j) The City works closely with the community to identify solutions to vehicle use in our streets that can adversely impact on neighbourhood quality of life and safety towards residents and visitors through its ongoing program to identify and target traffic and parking hot spots throughout the City. k) References to Active ground floor use and Active Frontages have been removed from the Scheme, however it is important that the Neighbourhood/Local Centre zone, and Mixed-Use zone mandate the development of non-residential uses on the ground floor.
891	Cheryl Barbitta 6 Viewway	6 Viewway	<ul style="list-style-type: none"> a) I am fully against rezoning in our area. b) We don't want any more parking problems and more traffic in the area. c) The Primary school is just down the street and we want to keep it safe from more traffic. d) We love our streets how they are and want it kept that way. e) There a lot of beautiful old houses that we want to keep the way they are as well. 	<ul style="list-style-type: none"> a) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. c) As per response a. d) As per response a. e) As per response a.

892	Rhys Bellinge 71 The Avenue	N/A	<ul style="list-style-type: none"> a) Object to increased density in the suburb. b) Increased traffic and access issues on Stirling Highway. c) Support increased density along the Broadway strip is an ideal solution, and/or along Stirling Hwy. d) Concern for loss of character. e) Lack of demand for apartment developments. 	<ul style="list-style-type: none"> a) Noted. b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. c) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. d) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density. e) Proposed increased densities are consistent with the adopted Local Planning Strategy.
893	brunobarbiotta@big pond.co 6 Viewway	N/A	<ul style="list-style-type: none"> a) Object to increased density around Nedlands Primary school b) Increased street parking issues. c) Refer to City of Nedlands proposal for safe active streets program. 	<ul style="list-style-type: none"> a) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. b) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. c) The implementation of the Department of Transport Safe Active Streets program falls outside the ambit of LPS3.
894	Susan Swift 38 Meriwa Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Wish to maintain the current zoning of R25 in our area. b) Demand on infrastructure. c) Loss of character, space, privacy, greenery d) Loss of history and cultural significance from loss of heritage buildings. e) Support LPS3 as adopted by Council and not WAPC modifications including: <ul style="list-style-type: none"> - Removal of the Mixed Residential Zone - Residential density codes changes - Ancillary Accommodation - Special Control areas - Requirements for Local Development plan removed - Land Use definitions and permissibility changes - Additional development requirements for R10 Residential 	<ul style="list-style-type: none"> a) It is proposed to reduce densities along Leura/Clifton/Meriwa Street/Williams Road to respond to submissions received and having regard to the Local Planning Strategy. b) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. c) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. d) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. Additional heritage provisions in the Scheme are not proposed. e) Noted.
895	James Jordan 57 Bruce Street NEDLANDS	57 Bruce Street	<ul style="list-style-type: none"> a) Objection to LPS 3. The subject property on Bruce Street is proposed R40. b) Unequal distribution of destiny changes. c) Already substantial traffic along Bruce Street. d) Increased street parking, pedestrian accidents and safety concerns. 	<ul style="list-style-type: none"> a) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.

			<ul style="list-style-type: none"> e) Amenity impacts such as noise and overlooking. f) Loss of heritage houses. g) Do not support subdivision of corner lots. 	<ul style="list-style-type: none"> b) Proposed increased densities are consistent with the adopted Local Planning Strategy. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. d) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. e) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. f) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. g) Noted.
896	Desley Beattie 4 Baird Avenue NEDLANDS	N/A	<ul style="list-style-type: none"> a) Objection to LPS 3. b) Impact on property values. c) Increased in traffic. d) Increased street parking. 	<ul style="list-style-type: none"> a) Noted. b) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. d) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.
897	Patricia Ng 7 Bellevue Avenue	N/A	<ul style="list-style-type: none"> a) LPS 3 will adversely affect the amenity of the area. 	<ul style="list-style-type: none"> a) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.
898	Paul Vos 14 Campsie Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Object to the proposed R60 zoning for North Hollywood Precinct (Aberdare Road to Verdum Street). b) The above zoning is inconsistent with Nedlands Local Planning Strategy which proposed no change to density in this area. The changes therefore ignore and overturn extensive consultation and consideration which supported the LPS. c) There was no explanation or justification provided for the rezoning in this area. d) North Hollywood currently provides dwelling diversity with over 50% of dwellings currently being coded higher than R10. 	<ul style="list-style-type: none"> a) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy. b) As per response a. c) Noted. d) Noted. e) Noted.

			<ul style="list-style-type: none"> e) Limited uptake in redevelopment due to the number of houses built in recent years resulting in ad hoc development. f) Traffic and parking issues and narrow streets. g) Demand on services and infrastructure. h) Environmental impact of canopy loss. i) Lack of public open space and no provision for new space. 	<ul style="list-style-type: none"> f) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future g) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. h) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. i) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.
899	Joshua Hastie 59 Florence Road NEDLANDS	N/A	<ul style="list-style-type: none"> a) Concern for increase in traffic and on-street parking b) Florence road, Stanley street, Mountjoy road and similar should be blocked off south of Edward street and Jenkins avenue. This would effectively redirect traffic onto Dalkeith road which has better controlled access onto Stirling Highway and Princess Road. c) Increased demand on amenities and services such as the schools, library and green spaces. d) Support redevelopment of the Captain Stirling site. Any development near the sites should connect the hotel, shopping centre and Windsor cinema sites via pedestrian access to create a town centre to be enjoyed by all. 	<ul style="list-style-type: none"> a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. b) As per response a. c) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. d) New developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.
900	Amanda Waddington 57 Bruce Street NEDLANDS	57 Bruce Street	<ul style="list-style-type: none"> a) Objection to LPS 3. The subject property on Bruce Street is proposed R40. b) Unequal distribution of destiny changes. c) Already substantial traffic along Bruce Street. d) Increased street parking, pedestrian accidents and safety concerns. e) Amenity impacts such as noise and overlooking. f) Loss of heritage houses. g) Do not support subdivision of corner lots. 	<ul style="list-style-type: none"> a) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. b) Proposed increased densities are consistent with the adopted Local Planning Strategy. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets

				<p>identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>d) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>e) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>f) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3.</p> <p>g) Noted.</p>
900	Amanda Waddington 57 Bruce Street NEDLANDS	57 Bruce Street	<p>a) Objection to LPS 3. The subject property on Bruce Street is proposed R40.</p> <p>b) Unequal distribution of destiny changes.</p> <p>c) Already substantial traffic along Bruce Street.</p> <p>d) Increased street parking, pedestrian accidents and safety concerns.</p> <p>e) Amenity impacts such as noise and overlooking.</p> <p>f) Loss of heritage houses.</p> <p>g) Do not support subdivision of corner lots.</p>	<p>a) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p> <p>b) Proposed increased densities are consistent with the adopted Local Planning Strategy.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>d) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>e) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>f) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3.</p> <p>g) Noted.</p>

No.	Name and Address of Submitter	Description of property affected by LPS3	Summary of Submission	Response and recommendation
901	Pradeep Jayasuriya 56 Bruce Street	N/A	<ul style="list-style-type: none"> a) Support density to remain in the area and enable access to a greater range of services to the community. b) The changes proposed provide the opportunity for a more vibrant and thriving community. 	<ul style="list-style-type: none"> a) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. b) Noted.
902	Annika Andrew 43 Weld Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Concern for density proposed in the Hollywood Ward effect on the liveability of our neighbourhood and its general amenity. b) Lack of consideration of traffic concerns and increasing public space to compensate for smaller block size and reduced greenery. c) Lack of POS in the areas with no plans to increase it. d) Concern for unequal distribution of density in Hollywood. e) Concern for safety with increased traffic. f) Increased congestion on Stirling Highway. g) Hollywood already provides housing diversity and a range of other uses. 	<ul style="list-style-type: none"> a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. c) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. d) Proposed increased densities are consistent with the adopted Local Planning Strategy e) The City works closely with the community to identify solutions to vehicle use in our streets that can adversely impact on neighbourhood quality of life and safety towards residents and visitors through its ongoing program to identify and target traffic and parking hot spots throughout the City. f) As per response b. g) Noted.
903	Dugald McCallum 3 Watkins Road DALKEITH	N/A	<ul style="list-style-type: none"> a) The transport hubs described are infrequent and insufficient. b) Lack of amenities in Dalkeith. c) Concern for amenity impacts and ad hoc developments. d) Concern for increased traffic, street parking and resulting noise increase. 	<ul style="list-style-type: none"> a) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport. b) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. c) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. The use

				<p>of split density codes where the application of the higher code is predicated on a prescribed minimum lot size and consolidated vehicle access arrangement is proposed to facilitate coordinated development and mitigate against ad-hoc development outcomes.</p> <p>d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p>
904	Jenny Kan 17 Neville Road DALKEITH	N/A	<p>a) Objection to LPS 3.</p> <p>b) Comments are made with reference to SPP 4.2, R-codes and the Local Planning Strategy.</p> <p>c) Concerns are in relation to the Dalkeith area and, the adverse impact on the property owners of Neville Road. The subject properties are proposed to remain R10 but the adjoining lots in Leon Road are proposed R40.</p> <p>d) Object to R40 zoning in Leon Road as it does not provide appropriate transition between Leon Road and Neville Road.</p> <p>e) Impact on property values.</p> <p>f) Amenity impacts from neighbouring developments – setbacks, streetscape, overshadowing, visual privacy.</p> <p>g) The heritage and streetscape values and the existing and desired character of the precinct have not been considered in accordance with Clause 9.3.1 of the Guidelines and the Strategy.</p> <p>h) Streets should be used as the transition from densities.</p> <p>i) The topography of the Neville Road and Leon Road area has not been considered in the proposed zonings. The ground level on Leon Road is higher than the lots on Neville Road which will increase the above-mentioned impacts.</p> <p>j) Social and community issues.</p> <p>k) Loss of trees and environmental impacts such as increased temperatures.</p> <p>l) Concern for maintenance of properties after rezoning due to redevelopment potential.</p> <p>m) Concern for increased traffic on Neville and Leon Road.</p> <p>n) Lack of public transport options. Density has not been focused around high frequency routes.</p> <p>o) Increased street parking and insufficient parking being provided on development sites.</p> <p>p) The rezoning extending to the south side of Waratah Avenue and Leon Road is out of proportion to the size of the activity centre in Waratah Avenue. The rezoning that radiates from those 6 lots is similar to that which radiates from the high-level activity areas on Stirling Highway and Broadway but should be much less;</p> <p>q) The number of new dwellings in the area will mean redevelopment is unlikely to occur.</p>	<p>a) Noted.</p> <p>b) Noted.</p> <p>c) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>d) As per response b.</p> <p>e) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>f) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>g) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density.</p> <p>h) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc</p> <p>i) As per response b.</p> <p>j) There is no correlation between LPS3 and social issues.</p> <p>k) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.</p> <p>l) There is no evidence to suggest a correlation between LPS3 and property maintenance.</p> <p>m) As per response b – density has been removed from the subject area.</p> <p>n) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p>

			<ul style="list-style-type: none"> r) The R40 zoning in Leon Road is in conflict with the City of Nedlands vision for Dalkeith and planning principals as set out in the Strategy. The Strategy only supports an increase in density in or in the immediate vicinity of the Waratah Avenue activity centre. s) The socioeconomic and demographic profiles of Dalkeith have not been taken into account in considering the proposed densities. t) There is no provision for R20 in the LPS3 for Nedlands and Dalkeith when this is most likely what is wanted by the people who want to downsize. u) There are other areas in Nedlands which could accommodate greater density such as Princess and Dalkeith Road with access to bus routes; the streets which run off the Carrington Street which is within an 800m radius of a train station; and Waratah Avenue as a major thoroughfare could have R20. v) Low density housing in Dalkeith and Nedlands adds to the mix of housing diversity. w) Demand on services, facilities and schools. x) There is a lack of population growth to support the proposal. y) Lack of understanding by the community of the proposed changes and impacts. 	<ul style="list-style-type: none"> o) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. p) As per response b. q) Noted. r) As per response b. s) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types. t) As per response r. u) Proposed increased densities are consistent with the adopted Local Planning Strategy v) Noted. w) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. x) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. y) Extensive public consultation has been undertaken in accordance with the requirements of the Planning and Development Regulations.
905	Tamsin Senders 92 Thomas Street	N/A	<ul style="list-style-type: none"> a) Object to LPS3 for increased density immediately surrounding schools. b) Existing parking issues. c) Loss of tree canopy. d) Impact on property values. 	<ul style="list-style-type: none"> a) Noted b) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. c) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. d) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.
906	Ross Hunter 21 Tareena Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Concern for increased traffic volumes on Monash Avenue. b) Increased traffic volumes on Hampden Road – compounded by other uses in the area (hospital schools etc.). c) Safety and amenity impacts from increased traffic. d) Increased traffic on Aberdare Road. e) Removal of trees and gardens. 	<ul style="list-style-type: none"> a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor

			<p>f) Traffic Stirling Highway - there are 7256 proposed new residential units in the Stirling Hwy/Broadway/Hampden Rd area which is going to cause an already heavily congested.</p>	<p>upgrades being undertaken to key intersections in the future.</p> <p>b) Refer to response a.</p> <p>c) The City works closely with the community to identify solutions to vehicle use in our streets that can adversely impact on neighbourhood quality of life and safety towards residents and visitors through its ongoing program to identify and target traffic and parking hot spots throughout the City.</p> <p>d) Refer to response a.</p> <p>e) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans.</p> <p>f) Refer to response a.</p>
907	Marc Senders 92 Thomas Street	N/A	<p>a) Loss of trees and character.</p> <p>b) Do not support the extent of the density changes.</p> <p>c) Safety concerns.</p>	<p>a) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.</p> <p>b) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density.</p> <p>c) The City works closely with the community to identify solutions to vehicle use in our streets that can adversely impact on neighbourhood quality of life and safety towards residents and visitors through its ongoing program to identify and target traffic and parking hot spots throughout the City.</p>
908	Michael Swift 38 Meriwa Street NEDLANDS	N/A	<p>a) Increased density should be limited to the main arterial roads (Stirling Highway, Broadway, Hampden Road and Monash Ave).</p> <p>b) Loss of character.</p> <p>c) Support the Draft LPS 3 adopted by council.</p> <p>d) Do not support LPS 3 approved by WAPC in all categories.</p>	<p>a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>b) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density.</p> <p>c) Noted. It is proposed to reduce densities along Leura/Clifton/Meriwa Street/Williams Road to respond to submissions received and having regard to the Local Planning Strategy.</p> <p>d) Noted.</p>
909	E.Gibson 41 Louise Street NEDLANDS	N/A	<p>a) Loss of character and trees.</p> <p>b) Concern for demand on schools.</p>	<p>a) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for</p>

			<ul style="list-style-type: none"> c) Do not believe Nedlands needs a designated town centre or any fast food outlets in the City. d) Concern for demand on Ashton Avenue Bridge from increased traffic. 	<ul style="list-style-type: none"> b) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. c) Fast Food Outlet uses are only permissible in the Mixed Use and Neighbourhood Centre zone, and where such development occurs, it is likely to be integrated into a larger development with its impacts appropriately managed. d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.
910	Tom Donaldson 67 Hampden Road NEDLANDS	67 Hampden Road	<ul style="list-style-type: none"> a) Support higher densities along Hampden Road and Broadway. b) Given the proximity of Hampden Road and Broadway to UWA consideration should be given to establishing these areas as a University Precinct with increased housing options and amenities. 	<ul style="list-style-type: none"> a) Noted. b) Noted.
911	Bronn Donaldson 12 Bedford Street	N/A	<ul style="list-style-type: none"> a) We are in favour of greater housing diversity in Nedlands, including greater density. b) Areas should be identified for increased densities based on distance to arterial public transport and walking distance to conveniences. c) Some areas should be preserved as traditional Nedlands large blocks. d) Areas of special amenity, such as Hampden Rd, Broadway, Stirling Highway, Waratah Ave, The Esplanade etc should become village centres. e) Broadway and Hampden Rd should become a special University precinct of student housing diversity. f) Do not change densities significantly along common boundaries (i.e. fence lines). Change densities at significant streets or other geographic boundaries. g) Carrington Street Park desperately requires expanding. 	<ul style="list-style-type: none"> a) Noted. b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. c) The majority of Nedlands low density lots are unaffected by LPS 3 changes. d) The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population. e) Noted. f) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc. g) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.
912	Jean-Paul Orsini 15 Hooley Street SWANBOURNE	N/A	<ul style="list-style-type: none"> a) Loss of trees and impacts on environment (wildlife). b) Loss of quality of life. c) Increased cost of living, with an increase in radiant heat. d) Increase in traffic and congestion and commute times. e) Demand on infrastructure and local services such as shops. 	<ul style="list-style-type: none"> a) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.

				<p>c) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans.</p> <p>d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>e) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population.</p>
913	Dirk Belling 66 Bruce Street NEDLANDS	N/A	<p>a) Lack of consideration for additional open space.</p> <p>b) Concern for traffic increased and safety issues.</p> <p>c) Increased street parking and congestion.</p> <p>d) Impact on health.</p>	<p>a) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>c) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>d) Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local government shall have due regard to when considering an application for development approval.</p>
914	LENA YONG 19 Leura Street NEDLANDS	N/A	<p>a) Traffic and increased parking – concern for safety and accidents.</p> <p>b) Amenity issues from new developments – overlooking and overshadowing (also impact on solar panels)</p> <p>c) Safety risk for children commuting due to increased traffic.</p> <p>d) Increased traffic on Stirling Highway.</p> <p>e) Loss of trees and impact on trees from overshadowing.</p>	<p>a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor</p>

				<p>upgrades being undertaken to key intersections in the future.</p> <p>b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>c) The City works closely with the community to identify solutions to vehicle use in our streets that can adversely impact on neighbourhood quality of life and safety towards residents and visitors through its ongoing program to identify and target traffic and parking hot spots throughout the City.</p> <p>d) Refer to response a.</p> <p>e) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.</p>
915	Kevin Seaton 14 Florence Road NEDLANDS	14 Florence Road	<p>a) Do not support high densities proposed adjacent to the subject site on Florence Road.</p> <p>b) Increased traffic flow and pedestrian danger on our footpaths.</p> <p>c) Increased noise levels.</p> <p>d) Increased crime rates.</p> <p>e) Overshadowing and loss of privacy and amenity.</p> <p>f) Increased traffic on Stirling Highway and demand on road infrastructure.</p> <p>g) Unequal distribution and impact of density.</p> <p>h) Loss of character.</p> <p>i) Support duplex or triplex sites throughout Nedlands.</p> <p>j) Lack of assessment of traffic issues.</p> <p>k) Only support high density immediately along Stirling Highway.</p> <p>l) Do not support expansion the shops at Captain Stirling Centre, large liquor store or fast food outlets.</p> <p>m) Support corner lot development/subdivision.</p>	<p>a) Noted.</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>c) Noise is governed by the Environmental Protection (Noise) Regulations.</p> <p>d) There is no correlation between LPS3 and crime rates.</p> <p>e) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>f) Refer to response b.</p> <p>g) The proposed increased densities are consistent with the adopted Local Planning Strategy.</p> <p>h) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density.</p> <p>i) Introducing special provisions in LPS3 to permit subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p> <p>j) Refer to response b.</p> <p>k) Noted.</p>

				<p>l) The Neighbourhood Centre zone which is proposed for the Captain Stirling Hotel precinct reflects the objectives of the Local Planning Strategy to create mixed use Town Centre orientated development.</p> <p>m) Fast Food Outlet uses are only permissible in the Mixed Use and Neighbourhood Centre zone, and where such development occurs, it is likely to be integrated into a larger development with its impacts appropriately managed.</p>
916	Alan Park 17/50 Aubin Street NEUTRAL BAY	N/A	<p>a) Support LPS 3.</p> <p>b) Support subdivision of corner lots.</p> <p>c) Widen the area for higher density to allow a more gradual transition in heights from the major transit routes</p> <p>d) Consider acquisition of property to provide more recreation areas north of Stirling Highway.</p> <p>e) The City should prepare a plan and supporting community education material to provide the community with a picture of how they would like the City to look in terms of streetscape (consistent with the WAPC publications).</p>	<p>a) Noted.</p> <p>b) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p> <p>c) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>d) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>e) The adopted Local Planning Strategy is a strategic planning document that sets out the long-term vision, objectives and actions for land use planning within the City of Nedlands. The Local Planning Strategy covers topics such as Population and Housing, Transport, Access and Parking, Economy and Employment, Community Facilities, Recreation and Open Space, Urban Design, Character and Heritage, Environment and Sustainability and Infrastructure Services. The Local Planning Strategy is a link between regional and local planning and must demonstrate how the city will meet the State Government's metropolitan planning strategy, <i>Perth and Peel@3.5million</i>. LPS3 provides the statutory framework to implement the strategic objectives and actions identified in the Local Planning Strategy. New developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p>
917	Matt Davis 109 Bruce Street NEDLANDS	N/A	<p>a) Concern for demand on infrastructure.</p> <p>b) Increased traffic and parking problems.</p> <p>c) Existing problems with student parking from UWA.</p> <p>d) The width of roads does not provide for increased traffic.</p>	<p>a) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City</p>

				<p>indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>c) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc</p> <p>d) Refer to response b.</p>
918	Usha Arunasalam 90 Circe Circle S	N/A	<p>a) Oppose LPS 3.</p> <p>b) Impact on property values.</p> <p>c) Impact on amenity.</p>	<p>a) Noted.</p> <p>b) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>c) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions</p>
919	Ian Bellinge 8 Cygnet Crescent DALKEITH	N/A	<p>a) Object to LPS 3.</p> <p>b) Increased demand on schools.</p> <p>c) Increased demand on traffic – increased pollution.</p> <p>d) Impact on property values.</p>	<p>a) Noted.</p> <p>b) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>d) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p>
920	J Hunt 95 Hardy Road NEDLANDS WA 6009	95 Hardy Road	<p>a) The subject property on Hardy Road is proposed Residential R160.</p> <p>b) Support the principle of infill development along major transport routes and around community hubs.</p> <p>c) Support subdivision of corner lots.</p> <p>d) Accept the location of the property is suitable for density – proximity to medical services.</p> <p>e) Accept R20-40 for the property and surrounds.</p> <p>f) Do not support the scale of the proposed LPS 3 of R160.</p> <p>g) The scale is inappropriate for the area.</p> <p>h) Concern for increased traffic and safety for school children.</p> <p>i) Existing traffic issues on Monash Av, Smyth Rd, Aberdare Road.</p>	<p>a) It is proposed to reduce densities along Hardy Road to respond to submissions received and having regard to the Local Planning Strategy.</p> <p>b) Noted.</p> <p>c) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes</p> <p>d) Noted.</p> <p>e) Refer to response a.</p> <p>f) Refer to response a.</p> <p>g) Refer to response a.</p>

			<p>j) Council should consider resident privacy, community safety, cycleways, safe crossing points, buffer zones from traffic and retention of Post-World War 1 character homes.</p> <p>k) Referenced report by Palassis Architects and Dr Robyn Taylor.</p>	<p>h) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>i) Refer to response h.</p> <p>j) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works.</p> <p>k) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. Additional heritage provisions in the Scheme are not proposed.</p>
921	Carl Gazia 79 Kingsway	N/A	<p>a) Object to LPS 3.</p> <p>b) Unequal distribution of density.</p> <p>c) Do not support increases in density around the Nedlands Primary School which will create safety issues.</p> <p>d) Concern for increased traffic and width of streets around Kingsway.</p> <p>e) Lack of public transport options.</p> <p>f) Loss of trees and greenspaces and impact on environment and health.</p>	<p>a) Noted.</p> <p>b) Proposed increased densities are consistent with the adopted Local Planning Strategy.</p> <p>c) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p> <p>d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>e) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.</p> <p>f) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.</p>

922	L Brasington 13 Neville Road DALKEITH	N/A	<ul style="list-style-type: none"> a) Objection to LPS 3. b) Comments are made with reference to SPP 4.2, R-codes and the Local Planning Strategy. c) Concerns are in relation to the Dalkeith area and in particular, the adverse impact on the property owners of Neville Road. The subject properties are proposed to remain R10 but the adjoining lots in Leon Road are proposed R40. d) Object to R40 zoning in Leon Road as it does not provide appropriate transition between Leon Road and Neville Road. e) Impact on property values. f) Amenity impacts from neighbouring developments – setbacks, streetscape, overshadowing, visual privacy. g) The heritage and streetscape values and the existing and desired character of the precinct have not been taken into account in accordance with Clause 9.3.1 of the Guidelines and the Strategy. h) Streets should be used as the transition from densities. i) The topography of the Neville Road and Leon Road area has not been considered in the proposed zonings. The ground level on Leon Road is higher than the lots on Neville Road which will increase the above-mentioned impacts. j) Social and community issues. k) Loss of trees and environmental impacts such as increased temperatures. l) Concern for maintenance of properties after rezoning due to redevelopment potential. m) Concern for increased traffic on Neville and Leon Road. n) Lack of public transport options. Density has not been focused around high frequency routes. o) Increased street parking and insufficient parking being provided on development sites. p) The rezoning extending to the south side of Waratah Avenue and Leon Road is out of proportion to the size of the activity centre in Waratah Avenue. The rezoning that radiates from those 6 lots is similar to that which radiates from the high-level activity areas on Stirling Highway and Broadway but should be much less; q) The number of new dwellings in the area will mean redevelopment is unlikely to occur. r) The R40 zoning in Leon Road is in conflict with the City of Nedlands vision for Dalkeith and planning principals as set out in the Strategy. The Strategy only supports an increase in density in or in the immediate vicinity of the Waratah Avenue activity centre. s) The socioeconomic and demographic profiles of Dalkeith have not been taken into account in considering the proposed densities. t) There is no provision for R20 in the LPS3 for Nedlands and Dalkeith when this is most likely what is wanted by the people who want to downsize. u) There are other areas in Nedlands which could accommodate greater density such as Princess and Dalkeith Road with access to bus routes; the streets which run off the Carrington Street which is within an 800m radius of a train station; and Waratah Avenue as a major thoroughfare could have R20. v) Low density housing in Dalkeith and Nedlands adds to the mix of housing diversity. 	<ul style="list-style-type: none"> a) Noted. b) Noted. c) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. d) As per response b. e) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration. f) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. g) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density. h) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc i) As per response b. j) There is no correlation between LPS3 and social issues. k) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. l) There is no evidence to suggest a correlation between LPS3 and property maintenance. m) As per response b – density has been removed from the subject area. n) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. o) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. p) As per response b. q) Noted. r) As per response b. s) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types. t) As per response r.
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923	AMARASH DAYANANDAN 90 Circe Circle DALKEITH	N/A	<ul style="list-style-type: none"> a) Objection to LPS 3. b) Adverse impacts on the environment. c) Demand on infrastructure with regard to traffic. Stirling Highway and Waratah Road are already impacted from the University and Claremont. 	<ul style="list-style-type: none"> a) Noted. b) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.
924	Victoria Rogers 44 Ord Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Object to LPS 3. b) Does not support the density increase proposed for the subject property on Ord Street. c) Increase to traffic. d) Amenity impacts such as noise and reduced privacy. e) Demand on POS. Lack of POS. f) Unequal distribution of density in Hollywood ward. g) Loss of heritage housing and impact on character. 	<ul style="list-style-type: none"> a) Noted. b) Noted. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. d) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. e) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. f) Proposed increased densities are consistent with the adopted Local Planning Strategy.

				g) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density.
925	Clive McIntyre 19 Vincent Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Support density along Stirling highway with access to the transport corridor. b) Infrastructure upgrades are required – suppliers should be consulted. c) Do not support ad hoc development. d) A railway line should be provided down Stirling highway. e) Encourage the forced amalgamation of the blocks of land so that larger better planned buildings can be built with adequate green space between the buildings. f) I strongly disagree with allowing any subdivision in the middle of the Dalkeith area including Watkins, Philip, Edna Waratah and Circe Circle area. Increase traffic. g) Suggest that the underground train line down Stirling highway should have provision for a branch line that travels under the Waratah hub to connect under the river to an above ground train line down the middle of Stock Road in the future. 	<ul style="list-style-type: none"> a) Noted. b) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. c) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes. d) The provision of public transport facilities falls outside the ambit of LPS3. e) The use of split density codes where the application of the higher code is predicated on a prescribed minimum lot size and consolidated vehicle access arrangement is proposed to facilitate coordinated development and mitigate against ad-hoc development outcomes. f) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. g) The provision of public transport facilities falls outside the ambit of LPS3.
926	Bridget Wambeek 22 Viewway	22 Viewway	<ul style="list-style-type: none"> a) Objection to LPS 3. b) Comments relate to streets around Nedlands Primary School, specifically Kingsway, Viewway, Bruce, Edward and Elizabeth streets. c) The area is not well serviced by roads or public transport. d) Increased traffic, child safety and congestion. <ul style="list-style-type: none"> - Increased congestion around Nedlands Primary School - Congestion for access onto Stirling Highway from Broadway. e) Effects on local character and amenity. No measures have been put in place to protect character and amenity. Loss of open space. f) Loss of trees and increase in temperatures g) Demand on infrastructure and services. h) Listed aims of the Local Planning Strategy. i) There has been no respect for the community vision. j) No mention is made of transport systems or improving multi modal access in and around the district. 	<ul style="list-style-type: none"> a) Noted. b) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. c) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport. d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. e) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density.

				<ul style="list-style-type: none"> f) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. g) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. h) Noted. i) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. j) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion.
927	Nick Thomas 3 Dalkeith Road NEDLANDS	N/A	<ul style="list-style-type: none"> a) Lack of consideration of local characteristics. b) There are a number of areas that are not appropriate for high levels of development such as around Dalkeith Primary School. school c) Concern for ad hoc development. d) Concern for poor quality development. e) Impact on property values. 	<ul style="list-style-type: none"> a) Proposed increased densities are consistent with the adopted Local Planning Strategy b) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy c) The use of split density codes where the application of the higher code is predicated on a prescribed minimum lot size and consolidated vehicle access arrangement is proposed to facilitate coordinated development and mitigate against ad-hoc development outcomes. d) New developments will be controlled through the planning framework including the proposed LPS3 provisions, R-codes and future Local Planning Policy and Local Development Plan provisions. e) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.
928	Sarah Commander 50 Colombo Street VICTORIA PARK	26 Marita Road	<ul style="list-style-type: none"> a) Objection to LPS 3. b) Loss of character. c) Impact on local business from redevelopments. d) Lack of consideration for heritage buildings. e) Additional landscaping requirements are required to avoid excessive paved area. f) The loss of tree canopy without being replaced will increase temperatures. g) Increase in traffic, street parking and resulting safety issues for pedestrians, cyclists etc. h) Rezoning on Marita Road should not allow for more than two storeys as the street is on a downward slope from Stirling Highway. Anything above two storeys will be imposing to the whole street and overlook neighbouring houses. i) Do not support building up to property boundaries. Current regulations for setbacks should be enforced and kept. j) Concern for capacity of schools. 	<ul style="list-style-type: none"> a) Noted. b) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density. c) Economic competition is not a valid planning consideration. d) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. Additional heritage provisions in the Scheme are not proposed. e) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address

			<ul style="list-style-type: none"> k) Impact on property values. l) Community issues – transient residents. 	<p>landscaping through Local Planning Policy and Local Development Plans.</p> <ul style="list-style-type: none"> f) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. g) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. h) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. i) New developments will be controlled through the planning framework including the proposed LPS3 provisions, R-codes and future Local Planning Policy and Local Development Plan provisions. j) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. k) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration. l) There is no correlation between LPS3 and community issues.
929	Charlotte Solomon 35a Archdeacon Street	N/A	<ul style="list-style-type: none"> a) Increased traffic (issues already from hospitals, university). b) Loss of heritage housing. c) Demand on schools. d) Increased street parking. e) Demand on infrastructure. 	<ul style="list-style-type: none"> a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. b) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. Additional heritage provisions in the Scheme are not proposed. c) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.

				<p>d) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>e) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading.</p>
930	Chris Payne 132 Rochdale Road MOUNT CLAREMONT	N/A	<p>a) Lack of supporting information provided how the proposed changes form an integral part of an overall long-term plan for Perth.</p> <p>b) Demand on infrastructure (roads, public transport, water, sewerage, power, waster disposal, schools, hospitals and open spaces).</p> <p>c) The phasing of changes.</p> <p>d) Demand on road infrastructure and traffic.</p> <p>e) How mature trees will be protected.</p> <p>f) Building regulations and guidelines to ensure energy efficiency, water retention and green spaces are maximised in new developments.</p>	<p>a) The adopted Local Planning Strategy is a strategic planning document that sets out the long-term vision, objectives and actions for land use planning within the City of Nedlands. The Local Planning Strategy covers topics such as Population and Housing, Transport, Access and Parking, Economy and Employment, Community Facilities, Recreation and Open Space, Urban Design, Character and Heritage, Environment and Sustainability and Infrastructure Services. The Local Planning Strategy is a link between regional and local planning and must demonstrate how the city will meet the State Government's metropolitan planning strategy, <i>Perth and Peel@3.5million</i>. LPS3 provides the statutory framework to implement the strategic objectives and actions identified in the Local Planning Strategy.</p> <p>b) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading.</p> <p>The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>c) Noted.</p> <p>d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>e) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.</p>

				f) New developments will be controlled through the planning framework including the proposed LPS3 provisions, R-codes and future Local Planning Policy.
931	Hazel Cole 45 Langham Street NEDLANDS	N/A	a) Lack of open space in Nedlands north. b) Densities can be achieved through splitting all lots throughout Nedlands. c) Concern for increase in traffic on Stirling Highway. d) There is already housing diversity in this area. e) Loss of tree coverage.	a) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. b) Introducing special provisions in LPS3 to permit subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. d) Noted. e) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.
932	Shirley Brostek 34 Philip Road DALKEITH	N/A	a) Support LPS 3 and changes proposed for the subject property on Philip Road. b) There is a strong demand in Dalkeith and Nedlands for some smaller blocks for those who want to live in the area but don't want a large block or an apartment. c) The character of the suburb should be maintained. Planting of trees and landscaping requirements should be imposed.	a) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. b) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types. c) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans.
933	Tracy Burke 148 Herbert Road SHENTON	N/A	a) Impact on property values. b) Increased traffic on Aberdare Road (also from QEII) and safety issues. c) Increased on-street parking.	a) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.

			<ul style="list-style-type: none"> d) Increased crime. e) Demand on infrastructure. 	<ul style="list-style-type: none"> b) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy. c) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. d) There is no correlation between LPS3 and crime rates. e) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading.
934	Nicole Duncan 8 Viewway	N/A	<ul style="list-style-type: none"> a) Object to LPS 3. b) LPS 3 is not justified by the needs of the UWA-QEII centre. <ul style="list-style-type: none"> - The school area is not within the UWA-QEII specialised centre. - UWA are planning for a variety of accommodation types on the eastern side of Broadway. There is there no rationale for permitting additional high rise development on Broadway and mid-rise development in the school area, with the needs of the centre already met by development in this area and along Stirling Highway. c) Viewway and Kingsway do not connect directly to Stirling Highway, are not within close proximity to public transport, and have issues with existing traffic on Broadway. d) The topography of Broadway and Kingsway provides for an appropriate transition zone to prevent overshadowing, and to transition from the higher density on Broadway down to residential low density on Viewway. Topography has not been considered. e) Proposed R60 is not supported and is out of character. Would support an increase to R20 at the maximum, to allow residents to subdivide their property into two smaller houses and protect amenity and character of the area. Support development of corner lots. is destroyed. f) Concern for loss of heritage housing in the areas and impact on character. g) Increased density should be provided on greenfield sites, rather than ad-hoc infill on residential streets. Lack of development uptake in the area. h) Higher density residences need close access to major transport routes, and the possibility of making planned areas of green space, parking, amenities etc. These areas should be chosen adjacent to the train line or Stirling Highway. For example, Karrakatta Cemetery contains a massive landholding, and long-term planning could co-opt some of these spaces for future residential areas. Other areas adjacent to Shenton College appear more sensible, with access to secondary schools, train lines and other amenities. i) Concern for capacity of local schools. j) Traffic around schools and safety concerns. 	<ul style="list-style-type: none"> a) Noted b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. c) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. d) Refer to response c. e) Refer to response c. f) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. Additional heritage provisions in the Scheme are not proposed. g) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. h) Refer to response b. i) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. j) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.
935	Rachael Annan 15 Haldane Street MOUNT CLAREMONT	N/A	<ul style="list-style-type: none"> a) Do not agree with proposed density for the area. b) Development should go at the Army Reserve Training Barracks. c) Lack of traffic studies undertaken for the area. d) Lack of demand for housing due to the economy and population growth rate. e) Increased traffic, street parking and safety issues. 	<ul style="list-style-type: none"> a) Rationalising the outdated zoning mechanism (1 in 5 split coding) in Mt Claremont West was identified in the Local Planning Strategy. In response to submissions, the R20 zoning is proposed to be retained for the precinct.

			<ul style="list-style-type: none"> f) Loss of trees. g) Using the rear lanes in Mt Claremont as access to rear properties is not a realistic proposition due to their condition and width. h) Impact on community. i) Demand on facilities. j) Amenity impacts from reduced setbacks and increased site cover. k) Creation of battle-axe development would mean the front lot will have no back yard. 	<ul style="list-style-type: none"> b) Proposed increased densities are consistent with the adopted Local Planning Strategy. c) is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. d) Proposed increased densities are consistent with the adopted Local Planning Strategy. e) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc. f) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. g) The upgrading of laneways is a standard development approval requirement in circumstances where the development requires vehicle access from a laneway, and the laneway requires upgrading to accommodate this. h) There is no correlation between LPS3 and community issues. i) development with manageable upgrading. j) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. k) Subdivisions configuration is subject to meeting the requirements of the Residential Design Codes.
936	Mary Sabatini 9 Neville Road DALKEITH	9 Neville Road	<ul style="list-style-type: none"> a) Object to LPS 3. b) Under LPS 3 the subject site on Neville Road is to remain R10 with the adjoining lot on Leon Road zoned R40. c) Impact on property values. d) Impact on amenity – overlooking, reduced setbacks, overshadowing, ventilation. e) Zonings should be separated from the next level of density by a street, a lane or green space in order to protect properties from overlooking, overshadowing and noise. f) Social issues. g) Loss of trees and environmental issues. h) Lack of public transport. i) Increased traffic. 	<ul style="list-style-type: none"> a) Noted. b) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. c) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration. d) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.

			<ul style="list-style-type: none"> j) Increased street parking. k) The rezoning extending to the south side of Waratah Avenue and Leon Road is completely out of proportion to the size of the activity centre in Waratah Avenue. l) The R40 zoning in Leon Road is in conflict with the City of Nedlands vision for Dalkeith and planning principals as set out in the Strategy. The Strategy only supports an increase in density in or in the immediate vicinity of the Waratah Avenue activity centre. m) The socioeconomic and demographic profiles of Dalkeith have not been taken into account in LPS 3 for housing choice. n) There is no provision for R20 in the LPS3 for Nedlands and Dalkeith when this is most likely what is wanted by the people who want to downsize. 	<ul style="list-style-type: none"> e) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc f) There is no correlation between LPS3 and social issues g) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. h) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport. i) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. j) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. k) As per response b. l) As per response b. m) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types. n) Proposed increased densities are consistent with the adopted Local Planning Strategy
937	Elizabeth Michael 91 Melvista Avenue NELANDS	N/A	<ul style="list-style-type: none"> a) Support corner lot subdivision. This would provide for evenly distributed density across the City which would reduce traffic issues, b) Corner lot subdivision would provide for affordable housing. c) Would be more sustainable especially with water by reducing the excessive grass areas corner blocks have. d) Minimise the loss of council trees. e) Provide for housing for aged persons. 	<ul style="list-style-type: none"> a) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes. b) Refer to response a. c) Refer to response a. d) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy e) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate

				the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.
938	Ann Whelan 10A Portland Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Do not support LPS 3. b) Impact on traffic and parking availability. c) Poor retail conditions. d) Support LPS 3 as proposed by Council. 	<ul style="list-style-type: none"> a) Noted. b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. c) References to Active ground floor use and Active Frontages have been removed from the Scheme, however it is important that the Neighbourhood/Local Centre zone, and Mixed-Use zone mandate the development of non-residential uses on the ground floor. d) Noted.
939	John Van Vliet 90 Kingsway	N/A	<ul style="list-style-type: none"> a) Object to LPS 3. b) Increased noise and light pollution. c) Risk of ad hoc development affecting streetscape. d) Increased traffic congestion on Broadway and Kingsway. e) Loss of trees and gardens and increased temperatures. f) Demand on infrastructure and services (water, electricity). g) LPS 3 does not consider the impact from the eastern side of Broadway. h) There are no bicycle paths in the streets currently or planned. i) There is no direct access to trains. j) Density should be more evenly spread across the City zones of Dalkeith, Nedlands, Mt Claremont and Shenton Park to relieve congestion ect. k) Density should be focused along major pubic transport routes, Stirling highway and train lines. l) Kingsway and the southern areas should be retained as is as it already has a diverse mix if ages. 	<ul style="list-style-type: none"> a) Noted. b) Noise is governed by the Environmental Protection (Noise) Regulations. c) The use of split density codes where the application of the higher code is predicated on a prescribed minimum lot size and consolidated vehicle access arrangement is proposed to facilitate coordinated development and mitigate against ad-hoc development outcomes. d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. e) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. f) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. g) Noted. h) The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan

				<p>as part of a necessary array of future infrastructure works.</p> <ul style="list-style-type: none"> i) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. j) Introducing provisions in LPS3 to permit subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes. k) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone l) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.
940	Stephen Gordon 22 Stanley Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Impact on heritage character, b) Impact on amenity and environment from loss of trees and open space. c) Loss of community, d) Increased street parking. e) Amenity impacts from noise and reduced privacy. f) Increased traffic. g) Change in demographic of the community and social issues. 	<ul style="list-style-type: none"> a) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density. b) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy c) There is no correlation between LPS3 and loss of community. d) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. e) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. f) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. g) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this

				regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.
941	Chew Ngoh Yew 80 Philip Road DALKEITH	80 Philip Road	<ul style="list-style-type: none"> a) Objection to LPS 3. Objection to R40 to R80 rezoning for Philip Roads and nearby streets. b) Impact on environment, streetscape, characteristics and heritage of the suburb. c) Increased traffic d) Increased street parking and safety concerns. e) Social and health problems f) Density should be more evenly distributed. g) Rezoning should be capped at R20 across the suburb. 	<ul style="list-style-type: none"> a) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. b) new developments will be controlled through the planning framework including the proposed LPS3 provisions, R-codes and future Local Planning Policy. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. d) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. e) Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local government shall have due regard to when considering an application for development approval. f) Proposed increased densities are consistent with the adopted Local Planning Strategy. g) Introducing provisions in LPS3 to permit subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.
942	Sheila Renfrey 83 Meriwa Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Object to LPS 3. b) Impact to the area and streetscapes. Loss of character precincts in Hollywood. c) There is housing diversity provided in Hollywood. d) Impact on amenity from adjacent developments (privacy, light). e) Demand on infrastructure f) Increased traffic and parking. g) Loss of trees and impact on temperatures. 	<ul style="list-style-type: none"> a) Noted. b) It is proposed to reduce densities along Leura/Clifton/Meriwa Street/Williams Road to respond to submissions received and having regard to the Local Planning Strategy. c) Noted. d) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. e) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. f) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting

				<p>further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>g) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy</p>
943	Trina Russell 17 Kingsway	N/A	<p>a) Listed aims of the Scheme.</p> <p>b) The planning Minister and Mr Lumsden have acknowledged that the most appropriate place for infill development, particularly in the so-called heritage suburbs, is along the railway line or major transport arteries.</p> <p>c) As a resident of Kingsway, Nedlands, I would like to highlight that Draft Scheme No. 3 fails to meet several of the aims stated by the Scheme and priorities outlined by the Minister and Chair of the WAPC in relation to the area surrounding the Nedlands Primary School.</p> <p>d) For the purpose of this submission, the area is defined as being the area south of Edward St, west of Broadway, east of Bruce St and north of Melvista Avenue. Central to this area is the Nedlands Primary School.</p> <p>e) Draft Planning Scheme No. 3 fails to consider a number of important factors by proposing high density R-codes for Broadway (R160) and medium density R-codes (R40 and R60) for other streets in the School Precinct.</p> <p>f) Character and amenity</p> <p>g) Impact on heritage and streetscape from use of blanket R-code for the street.</p> <p>h) LPS 3 does not provide any evidence of plans to address protection of local character and amenity. The Palassis Architects final report of 2014 outlines methodology required to confirm the significant heritage value. The Heritage of Western Australia Act 1990 requires local government to review their Municipal Heritage Inventory every 4 years. The MHI should be updated before any proposals are considered. Nedlands Council has failed to adopt the recommendations of the report, leaving few protections in place for many residence of heritage value.</p> <p>i) Loss of mature trees will impact amenity.</p> <p>j) Traffic congestion and safety</p> <p>k) Traffic and congestion and safety issues around the school.</p> <p>l) Lack of public transport options.</p> <p>m) Increased issues for traffic and congestion on Broadway.</p> <p>n) Nedlands Planning Strategy – Future Traffic Assessment December 2016, classed the Stirling Highway/Hampden Road/Broadway intersection as the worst level of service. The assessment found in a moderate growth scenario (4685 dwellings) none of the intersections studies on Stirling Highway functioned at a satisfactory level. The proposed increase (estimated at 7256 dwellings) would cripple traffic flow.</p> <p>o) Pressures on adjacent local roads (risk of rat run).</p> <p>p) Increased street parking.</p>	<p>a) Noted.</p> <p>b) Noted.</p> <p>c) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>d) Noted.</p> <p>e) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p> <p>f) Building heights along Broadway will be controlled through Local Development Plan/Local Planning Policy provisions to consider topography of the land.</p> <p>g) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. Additional heritage provisions in the Scheme are not proposed.</p> <p>h) Where density increases are proposed, the introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density.</p> <p>i) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.</p> <p>j) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>k) Refer to response e.</p> <p>l) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and</p>

			<p>q) The transition zones do not account for changes in topography.</p> <p>r) Scheme fails to meet stated objectives; (b) Respect the community vision for the development of the district.</p> <p>s) There is already housing diversity in the area. There is a lack of demand for apartments.</p> <p>t) Housing targets are based on artificial boundaries. Nedlands already has significant diversity on the eastern side of Broadway. The following alternatives are suggested:</p> <p>u) Focus density on areas with access to good public transport infrastructure</p> <p>v) With the introduction of Metronet, all options for adding density along railway lines should be explored before introducing high and medium densities to suburban sections of heritage suburbs.</p> <p>w) #designperth depicts a vision of Perth 'transformed into vibrant high streets with a mix of housing, employment opportunities and services'. This could be a vision for Broadway and South Broadway as a small high street characterised by pedestrian friendly streets, local eateries, vibrant and green, medium height of up to three storeys that are mixed use. In addition to Broadway, the concept could be similarly applied to the retail area on the corner of Dalkeith Road and Princess Rd as well as the Carrington St area.</p> <p>x) Support redevelopment of corner lots to provide more equal distribution of density across the City.</p> <p>y) Areas more suitable for intensive residential development should be investigate such as Carrington Street light industrial area</p> <p>z) LPS3 should mandate the preparation and adoption of a plan for each street block that details how the development will fit together before any development can happen, and which should not allow subdivision to occur prior to redevelopment.</p> <p>aa) Provisions should be included which protect mature trees and encourage quality landscaping of new developments are essential.</p> <p>bb) The Municipal Inventory should be updated to adopt the recommendations made in the report prepared by Palassis Architects (see Final Draft Rev. A. February 2014). Heritage and greenery are at the heart of the first aim of the Draft LPS 3 (a) Protect and enhance local character and amenity. Without its renowned heritage and greenery, the true local character and amenity of Nedlands will be lost.</p>	<p>growth of the Transperth network, enabling success of active and public transport.</p> <p>m) Refer to response j.</p> <p>n) Refer to response j.</p> <p>o) Refer to response j.</p> <p>p) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>q) Refer to response e.</p> <p>r) Proposed increased densities are consistent with the adopted Local Planning Strategy.</p> <p>s) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p> <p>t) Noted.</p> <p>u) Refer to response c.</p> <p>v) Refer to response c.</p> <p>w) Noted. Broadway has been changes to Mixed Use to facilitate a mix of commercial and residential uses in accordance with the Local Planning Strategy. New developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>x) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p> <p>y) Proposed increased densities are consistent with the adopted Local Planning Strategy.</p> <p>z) The use of split density codes where the application of the higher code is predicated on a prescribed minimum lot size and consolidated vehicle access arrangement is proposed to facilitate coordinated development and mitigate against ad-hoc development outcomes</p> <p>aa) Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans.</p>
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				bb) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. Additional heritage provisions in the Scheme are not proposed.
944	Jane Storey 104 Thomas Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Object to LPS 3. b) Lack of transport infrastructure. c) Increased traffic and congestion of Stirling Highway and Broadway. d) Impact on character and amenity. 	<ul style="list-style-type: none"> a) Noted. b) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. d) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.
945	Derry and Jim Dick 6 Martin Avenue NEDLANDS	N/A	<ul style="list-style-type: none"> a) Do not support LPS 3. b) Concerns relate to density proposed in the Hollywood ward. c) This area is traditionally low density and the proposed Local Planning Scheme will result in a loss of the character of Nedlands. d) Concerns regarding the lack of recreational facilities, which are already very limited in Nedlands and will be even more under pressure with higher housing densities. e) Increased traffic and street parking - Carrington, Smyth and Aberdare roads in particular. f) We note the almost complete lack of cycle paths in Nedlands to help cope with the increase in traffic. g) Loss of trees and environmental impact. 	<ul style="list-style-type: none"> a) Noted. b) Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy. c) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. d) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. e) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. f) The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works. g) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged.

				Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy
946	G McQueen 163 Rochdale Road MOUNT CLAREMONT	N/A	<ul style="list-style-type: none"> a) Support options for battle-axe development where appropriate. b) Concern for the speeds permitted in laneways. c) Concern for construction of the existing laneways with regards to increased traffic. d) As Mayfair Street has been blocked at Asquith St, Kennedia Lane between Mayfair and Rochdale is used by some Mayfair Street Residents as a short cut to avoid the Rochdale/Alfred Road lights. I would suggest opening up Mayfair Street at Asquith or blocking it on the other side of Asquith Street. 	<ul style="list-style-type: none"> a) Noted. b) Laneway speeds falls outside the ambit of LPS3. c) Providing laneway access to developments assists in reducing vehicle movements and congestion along the primary street. d) The City works closely with the community to identify solutions to vehicle use in our streets that can adversely impact on neighbourhood quality of life and safety towards residents and visitors through its ongoing program to identify and target traffic and parking hot spots throughout the City.
947	Emma Rose 21 Mountjoy Road NEDLANDS	N/A	<ul style="list-style-type: none"> a) Do not support LPS3. b) Do not support the increased density around the Rose Garden (Stirling highway, Louise street, Vincent Street) to R160. This zoning around the Park and should be reduced to the proposed R35 to protect character and amenity. c) Do not support the scale of the density proposed. The R-code does not relate to the end density which is developer. d) I do not support the increased density loadings that have been applied by WAPC increasing areas between Stirling Highway and Jenkins street (currently R10, new LPS proposal is for R60). This will fundamentally change the nature of the area. e) Loss of trees and impact on the environment. f) Support LPS 3 as proposed by the Council. g) There is no comment about decreasing zoning again once the targets have been reached. The end result could be Infill far above the quota. It would be better to stage the changes. h) Do not support the removal of the SCA around the Subiaco Water Resource Precinct. This control was put in place so that the wastewater treatment plant, which we all need and rely on, was protected. It also protected the community by not allowing activities in the area which were incompatible. 	<ul style="list-style-type: none"> a) Noted. b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. c) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. d) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas. The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density. e) Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. f) Noted. g) The proposed increased densities are consistent with the adopted Local Planning Strategy. The City has undertaken a dwelling yield analysis to anticipate growth factoring in various scenarios. h) In response to submissions received, a Special Control Area is to be provided in LPS3 for the Subiaco Strategic Resource Precinct, together with specific criteria for land uses within the SCA to align with EPA and State Planning Policy for industrial buffers.

948	Sarah Lovegrove 10 Baird Avenue NEDLANDS	N/A	<ul style="list-style-type: none"> a) Object to LPS 3. b) Support increased density to prevent continued urban sprawl and note the initial proposal by the City of Nedlands allowed for increased housing density along established transport corridor routes and in areas reserved for mixed use development. c) Any proposal to increase housing density in the City of Nedlands should be respectful of the existing streetscape, the environment, the established trees and green spaces, and the wishes of the community who reside in Nedlands. d) Increased housing density along established transport corridor routes could be established with building design reflecting the existing suburban streetscape. There should be a progression in housing density from the highest density along corridor routes and then a gradual reduction in density along the neighbouring streets. e) LPS 3 does not address local character and amenity. f) Lack of provisions to protect established environmental biodiversity (established trees and wildlife) and increase public open space and resulting health concerns. g) Concern for conflicts of scale and built form between established dwellings and new developments along the same street. h) Particular comments are made in relation to the area north of Bedford Street up to Carrington Street being rezoned to a higher density. The significant proposed change in R-code zoning will result in piecemeal built form, conflicts of scale along each residential street, a significant loss of greenery with the loss of established trees and destruction of the valued suburban streetscape of this area. i) Object to the proposed changes to housing density, and in particular the proposals affecting the Hollywood Ward area between Bedford Street and Carrington Street. 	<ul style="list-style-type: none"> a) Noted. b) Noted. c) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. d) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. e) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density. f) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. g) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions. h) Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy. i) Density increases north of Bedford Street have been removed having regard to submissions received and having regard to the Local Planning Strategy.
949	Heather Bragg 52 Napier Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Do not support LPS 3. b) Opposed to the proposed increased density North of the Highway as far as Bedford Street. c) Do not support the wide band of R160 density would result in a dramatic change from single dwellings mostly of one storey to multi-storey blocks of apartments. d) Impact of the proposed R60 on streetscape, trees, open space, overshadowing. e) Lack of larger lot sizes remain as an option. f) Insufficient parking on-site and increased street parking. g) Demand on public open space and lack of additional space proposed. h) Increased traffic on Stirling Highway and issues for pedestrians crossing. i) Unequal distribution of density within the Hollywood ward. Should be more spread out across the City. 	<ul style="list-style-type: none"> a) Noted. b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. c) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. d) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density.

				<ul style="list-style-type: none"> e) The majority of Nedlands low residential areas remain unaffected by LPS density changes. f) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. g) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. h) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. i) Proposed increased densities are consistent with the adopted Local Planning Strategy.
950	A Guster 49 Beatrice Road DALKEITH	N/A	<ul style="list-style-type: none"> a) Do not support LPS 3. b) Increased pressure on local traffic, schools and facilities in the area. 	<ul style="list-style-type: none"> a) Noted. b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.
951	Michael Lovegrove 10 Baird Avenue NEDLANDS	N/A	<ul style="list-style-type: none"> a) Increased urban density is required to combat urban sprawl b) Concern for impact on character and amenity. c) Density should be restricted to established corridors. d) Loss of vegetation and health impacts. e) Increased traffic on Stirling Highway. f) Demand on infrastructure and services. 	<ul style="list-style-type: none"> a) Noted. b) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density. c) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. d) Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local

				<p>government shall have due regard to when considering an application for development approval.</p> <p>e) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>f) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading.</p>
952	Don and Josie Pridmore 86 Dalkeith Road	N/A	<p>a) Recognise the need to increase density but would like the character of the suburb to be maintained.</p> <p>b) Support increased dwelling density and greater than 1 story developments close to the highway and commercial centres and arterial roads.</p> <p>c) Request larger blocks through the area be zoned to include just 'granny' flats ie single level developments.</p>	<p>a) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density.</p> <p>b) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>c) Ancillary Dwelling requirements are contained within the Residential Design Codes.</p>
953	Elizabeth Swanson 43 Viewway WA	N/A	<p>a) Object to LPS 3 as proposed by the WAPC.</p> <p>b) Support LPS 3 as adopted by the Council.</p> <p>c) The proposed densities are too great.</p> <p>d) Concern for densities proposed around Nedlands Primary School (Kingsway and Viewway) and Dalkeith Primary School (Circe Circle and Adelma Road). The proposed density levels have the potential to impact local traffic levels and increase road safety concerns.</p> <p>e) Lack of control over building height limits and size of building footprint on an individual block. Resulting in loss of tree canopy and amenity impacts.</p>	<p>a) Noted.</p> <p>b) Noted.</p> <p>c) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p> <p>d) Refer to response c.</p> <p>e) All new developments are controlled through the planning framework including the proposed LPS3 provisions, R-codes and future Local Planning Policy and Local Development Plan provisions.</p>
954	Matthew Monkhouse 50 Colombo Street VICTORIA PARK	N/A	<p>a) Object to LPS 3.</p> <p>b) Included following articles regarding heat island effect: http://www.watoday.com.au/wa-news/western-suburbs-notsoleafy-nedlands-loses-12-hectares-of-tree-cover-20160217-gmwg2u.html https://www.perthnow.com.au/news/environment/one-in-six-trees-lost-in-was-concrete-jungle-suburbs-ng-b88731596z</p> <p>c) Impact on character.</p> <p>d) Increased traffic and reduced safety.</p> <p>e) Demand on infrastructure.</p> <p>f) Concern for school capacities.</p> <p>g) Increased street parking density than what is proposed in Nedlands. Timing restrictions would be inevitable directly impacting the ability for me or my visitors to park on the street.</p>	<p>a) Noted.</p> <p>b) Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans.</p> <p>c) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density.</p>

			<ul style="list-style-type: none"> h) All buildings need to be restricted to two storeys. Nedlands needs to preserve its low density, low bulk character. i) All blocks in Nedlands need to retain a high percentage of area that has no development and not 'open space' which can be paved for car parking etc. j) Strongly oppose grouped and multiple dwelling developments. k) Impact on property values. l) Multiple and grouped dwellings will decrease safety as it will bring a more transient population where no one will know who their neighbours are. m) Zoning should be kept as close as possible to what it is now as there is no reason why it should be increased. n) Character and heritage homes in Nedlands need to be preserved. Increasing density will cause a clash with this character. o) No building up to property boundaries. Current regulations for setbacks should be enforced and kept. p) No amalgamation of blocks should be allowed. q) Buildings need to be kept in style with current built form. r) There is only Dalkeith Rd and Broadway to be able to turn right onto Stirling Highway which is already a congestion issue and could not cope with increased traffic which would occur with higher density. s) Nedlands should be protected as a green and open area. Too much character and greenery has changed and been lost elsewhere that it needs protecting regardless. 	<ul style="list-style-type: none"> d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. e) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. f) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. g) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. h) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. i) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. j) Medium and High density developments are required to meet density targets identified in Perth and Peel 2050. LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. k) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration. l) There is no correlation between multiple and grouped dwelling developments and crime rates/social issues. m) The Local Planning Strategy is a link between regional and local planning and must demonstrate how the city will meet the State Government's metropolitan planning strategy, <i>Perth and Peel @ 3.5million</i>. LPS3 provides the statutory framework to implement the strategic objectives and actions identified in the Local Planning Strategy.
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955	Djordjije Basanovic 25 Brockman Avenue DALKEITH	N/A	<ul style="list-style-type: none"> a) Support LPS 3. b) Greater diversity of housing will be provided than proposed by the City of Nedlands and provide the ability for residents to age-in-place. 	<ul style="list-style-type: none"> a) Noted. b) Noted.
956	Jennifer Willis 57 Kingsway 6009	N/A	<ul style="list-style-type: none"> a) Want a lot of around 300 to 400 sq meters to downsize to. b) Ratepayers have previously request corner lot subdivision for downsizing opportunities. c) I welcome the rezoning of the subject property on Kingsway in the hope I can move into a house that meets my needs. 	<ul style="list-style-type: none"> a) Noted. b) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes. c) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.
957	Diarmuid Pigott 83 Meriwa Street	N/A	<ul style="list-style-type: none"> a) Concern for overshadowing and privacy impacts. b) While mindful of the need for infill, the blocks in Hollywood Ward are not massive, and the area already has considerable density of population. c) Increase in traffic. d) Concern for drainage problems from increased runoff. e) Greater quantities of high-rise dwellings increases the ambient heat - Nedlands has an admirable micro-climate, increasing the density and the roof size (with the concomitant decrease in tree cover) will affect this adversely. f) Outer suburbs were developed to accommodate additional dwellings. g) Impact on property values. 	<ul style="list-style-type: none"> a) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. b) It is proposed to reduce densities along Leura/Clifton/Meriwa Street/Williams Road to respond to submissions received and having regard to the Local Planning Strategy. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor

				<p>upgrades being undertaken to key intersections in the future.</p> <p>d) It is acknowledged that future population increases will place increased demand on existing road and drainage infrastructure however the Local Planning Strategy identifies that this infrastructure is generally expected to support future development with manageable upgrading.</p> <p>e) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans.</p> <p>f) Noted.</p> <p>g) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p>
958	Matthias (Matt) Stichnoth 11 Croydon Street NEDLANDS	N/A	<p>a) Do not support LPS 3 by the WAPC.</p> <p>b) Do not support proposed R60 for the subject property on Croydon Street.</p> <p>c) Concern for planning process and approvals outside of Council.</p> <p>d) The move from R10 to R60 in our neighbourhood will result in a considerable and irreversible shift in the amenity of our street and neighbourhood.</p> <p>e) Will result in deep disparity between built form and building bulk of new and existing dwellings, affecting the streetscape and detracting from the neighbourhood amenity.</p> <p>f) Will cause issues of overlooking from redeveloped neighbouring properties, and a significant loss of our privacy.</p> <p>g) Loss of trees – impact on wildlife, shade and energy consumption for air conditioning.</p> <p>h) An increase in population is proposed without a plan to increase POS.</p> <p>i) Increased traffic, street parking and safety concerns.</p>	<p>a) Noted.</p> <p>b) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>c) Planning decision making for LPS3 is governed by the Local Planning Schemes Regulations, with the WAPC and Minister for Planning having the final approval authority.</p> <p>d) Refer to response b.</p> <p>e) Refer to response b.</p> <p>f) Refer to response b.</p> <p>g) Refer to response b.</p> <p>h) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>i) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p>
959	Simon Freitag 73 Bruce Street NEDLANDS	N/A	<p>a) Support Council's version of LPS 3.</p> <p>b) Oppose WAPC modifications.</p> <p>c) Concern for adverse effect on amenity.</p> <p>d) Increased traffic.</p>	<p>a) Noted.</p> <p>b) Noted.</p> <p>c) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p>

				<p>d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p>
960	Christine Chin 10 Taylor Road NEDLANDS	N/A	<p>a) Support the draft scheme but lacks allowance of rezoning for lesser number of dwellings (e.g. from 1 to 2).</p> <p>b) Suggest considerations for buildings on blocks with an east-west orientation to have set backs on the south side that minimize shading (in winter) on the northern aspect of the property on the south side.</p>	<p>a) Proposed increased densities are consistent with the adopted Local Planning Strategy</p> <p>b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p>
961	Phillippa Farrell 11 Croydon Street NEDLANDS	11 Croydon Street	<p>a) Do not support LPS 3 by the WAPC.</p> <p>b) Do not support proposed R60 for the subject property on Croydon Street.</p> <p>c) Concern for planning process and approvals outside of Council.</p> <p>d) The move from R10 to R60 in our neighbourhood will result in a considerable and irreversible shift in the amenity of our street and neighbourhood.</p> <p>e) Will result in deep disparity between built form and building bulk of new and existing dwellings, affecting the streetscape and detracting from the neighbourhood amenity.</p> <p>f) Will cause issues of overlooking from redeveloped neighbouring properties, and a significant loss of our privacy.</p> <p>g) Loss of trees – impact on wildlife, shade and energy consumption for air conditioning.</p> <p>h) An increase in population is proposed without a plan to increase POS.</p> <p>i) Increased traffic, street parking and safety concerns.</p>	<p>a) Noted.</p> <p>b) It is proposed to reduce densities in the Aberdare Road precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>c) Planning decision making for LPS3 is governed by the Local Planning Schemes Regulations, with the WAPC and Minister for Planning having the final approval authority.</p> <p>d) Refer to response b.</p> <p>e) Refer to response b.</p> <p>f) Refer to response b.</p> <p>g) Refer to response b.</p> <p>h) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>i) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p>
962	Hilary Martin 57 Napier Street NEDLANDS	57 Napier Street	<p>a) LPS 3 will have a detrimental effect on the subject property on Napier Street, local traffic and parking.</p> <p>b) Lack of demand for apartment style development.</p> <p>c) The current proposals provide no additional green space or improvements in local infrastructure.</p> <p>d) I am not opposed to any rezoning at all - rezoning to enable subdivision of blocks within Nedlands region to allow smaller 1-2 story residences to be built where previously 1 residence stood, spread across the Nedlands area would be a preferable approach to the current proposal, and provide a more even spread of the increased density across the region.</p>	<p>a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>b) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a</p>

				<p>transition from high intensity development to low intensity which would interface with the existing suburban areas.</p> <p>c) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>d) Introducing provisions in LPS3 to permit subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p>
963	Stephen Reiffer 45 Boronia Avenue	N/A	<p>a) Lack of supply of quality townhouses, apartments or units is virtually nil.</p> <p>b) We would love to see some high-quality alternatives to these 40-year-old villas and express our full support for proposed density changes.</p> <p>c) Market forces will dictate rate of development not zoning and many properties cannot be developed due to complexity of existing strata ownership. The reality is that development will proceed at a steady but not alarming rate.</p>	<p>a) Noted.</p> <p>b) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p> <p>c) Noted.</p>
964	Roger Martin 23 Neville Road	23 Neville Road	<p>a) Object to R40 zoning in Leon Road as it does not provide appropriate transition between Leon Road and Neville Road.</p> <p>b) Impact on property values.</p> <p>c) Amenity impacts from neighbouring developments – setbacks, streetscape, overshadowing, visual privacy.</p> <p>d) The heritage and streetscape values and the existing and desired character of the precinct have not been taken into account in accordance with Clause 9.3.1 of the Guidelines and the Strategy.</p> <p>e) Streets should be used as the transition from densities.</p> <p>f) The topography of the Neville Road and Leon Road area has not been considered in the proposed zonings. The ground level on Leon Road is higher than the lots on Neville Road which will increase the above-mentioned impacts.</p> <p>g) Social and community issues.</p> <p>h) Loss of trees and environmental impacts such as increased temperatures.</p> <p>i) Concern for maintenance of properties after rezoning due to redevelopment potential.</p> <p>j) Concern for increased traffic on Neville and Leon Road.</p> <p>k) Lack of public transport options. Density has not been focused around high frequency routes.</p> <p>l) Increased street parking and insufficient parking being provided on development sites.</p> <p>m) The rezoning extending to the south side of Waratah Avenue and Leon Road is out of proportion to the size of the activity centre in Waratah Avenue. The rezoning that radiates from those 6 lots is similar to that which radiates from the high-level activity areas on Stirling Highway and Broadway but should be much less;</p>	<p>a) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>b) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>c) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>d) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density.</p> <p>e) The transition between different densities has been carefully considered having regard to the local context e.g. topography, street block length etc</p> <p>f) As per response b.</p> <p>g) There is no correlation between LPS3 and social issues.</p> <p>h) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.</p> <p>i) There is no evidence to suggest a correlation between LPS3 and property maintenance.</p>

			<ul style="list-style-type: none"> n) The number of new dwellings in the area will mean redevelopment is unlikely to occur. o) The R40 zoning in Leon Road is in conflict with the City of Nedlands vision for Dalkeith and planning principals as set out in the Strategy. The Strategy only supports an increase in density in or in the immediate vicinity of the Waratah Avenue activity centre. p) The socioeconomic and demographic profiles of Dalkeith have not been considered in considering the proposed densities. q) There is no provision for R20 in the LPS3 for Nedlands and Dalkeith when this is most likely what is wanted by the people who want to downsize. r) There are other areas in Nedlands which could accommodate greater density such as Princess and Dalkeith Road with access to bus routes; the streets which run off the Carrington Street which is within an 800m radius of a train station; and Waratah Avenue as a major thoroughfare could have R20. s) Low density housing in Dalkeith and Nedlands adds to the mix of housing diversity. t) Demand on services, facilities and schools. u) There is a lack of population growth to support the proposal. v) Lack of understanding by the community of the proposed changes and impacts. 	<ul style="list-style-type: none"> j) As per response b – density has been removed from the subject area. k) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. l) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. m) As per response b. n) Noted. o) As per response b. p) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types. q) As per response r. r) Proposed increased densities are consistent with the adopted Local Planning Strategy s) Noted. t) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. u) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. v) Extensive public consultation has been undertaken in accordance with the requirements of the Planning and Development Regulations.
965	Peter Stevens 17 Beatrice Road DALKEITH	N/A	<ul style="list-style-type: none"> a) Object to LPS 3. b) LPS 3 does not achieve any of its stated planning aims. The plan appears to be an inadequate response to the planning needs of present and future residents of the City of Nedlands. c) This will make roads more dangerous for all residents, particularly children and the elderly. d) There will be problems with parking extra vehicles which will also spread throughout the City of Nedlands streets curb side and on the verges. e) To greatly increase density around the City's primary schools will cause enormous risk to children attending the schools, by the tremendous increase in traffic as a result. f) The verges, particularly around the schools, would become parking areas. g) Will harm the environment for all residents in the City of Nedlands by increasing pollution from traffic as well as reducing the green space in the area. h) It has nothing to say about the importance of protecting or even increasing tree canopy in all wards. 	<ul style="list-style-type: none"> a) Noted. b) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. c) The City works closely with the community to identify solutions to vehicle use in our streets that can adversely impact on neighbourhood quality of life and safety towards residents and visitors through its ongoing program to identify and target traffic and parking hot spots throughout the City. <p>All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p>

			<p>i) The proposed LPS3 does not contain any provision for additional infrastructure to support the increased population.</p> <p>j) The WAPC proposed housing density is far in excess of that required by the WAPC projections for growth of dwellings in the Nedlands Local Government Area.</p> <p>k) The concept of a Town Centre is seen as contributing to the amenity of the area (not included in the WAPC proposal).</p> <p>l) Increases in R-rating should be limited to the residential blocks along Stirling Highway as designated in the original Council LPS3.</p> <p>m) Increase of the R-ratings around the primary schools should not occur.</p> <p>n) Significant remedial and new road planning will be required to ensure that Nedlands is spared the chaos of a gridlocked Stirling Highway and intense traffic in suburban streets not designed in either load-bearing or width for the likely traffic mix and density.</p> <p>o) Adequate parking to be provided for the considerable increase in the number of vehicles both accessing and located in the area.</p> <p>p) Adequate traffic control and parking arrangements in suburban streets that are the means of access to the higher density areas.</p> <p>q) The built environment must be conducive to pedestrian traffic and the use of bicycles as alternative modes of transport.</p> <p>r) Significant accessible open/green space should be included in any high-density developments to ensure the areas remain attractive.</p> <p>s) The proposed WACP LPS 3 building codes are too extreme for the City of Nedlands and need to be modified to maintain the character and amenities of the area.</p> <p>t) It will result in a reduction of the amenities, attractions and lifestyle for both current and future residents</p>	<p>d) Proposed densities around Dalkeith and Nedlands primary schools in the advertised LPS3 are to be reduced having regard to submissions received and to the Local Planning Strategy.</p> <p>e) Refer to response e.</p> <p>f) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans.</p> <p>g) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.</p> <p>h) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading.</p> <p>i) Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy.</p> <p>j) The Neighbourhood Centre zone has been contracted in proximity to the Captain Stirling site to create mixed use Town Centre orientated development.</p> <p>k) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>l) Refer to response e.</p> <p>m) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>n) Refer to response d.</p> <p>o) Refer to response d.</p> <p>p) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion.</p> <p>q) New developments will be controlled through the planning framework including the proposed LPS3</p>
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				provisions, R-Codes and future Local Planning Policy and Local Development Plan provisions. r) Refer to response j. s) Refer to response j.
966	Dean Duncan 8 Viewway	8 Viewway	<ul style="list-style-type: none"> a) Objection to LPS 3. b) Our streets of Viewway and Kingsway do not connect directly to Stirling Highway, and are not sufficiently close to the transport corridor of Stirling Highway to meet the criteria for higher density. c) Since Broadway is not a major transport route, and is severely congested already, a proximity to Broadway does not justify our increased density. d) The specialised activity centre of QEII/UWA does not include our quiet residential streets of Kingsway, Viewway and Bruce Street, but someone we have been coopted into this region with mid-rise medium density housing. e) The eastern side of Broadway should be considered in identifying and increasing housing density. This area can already provide for student accommodation. f) The steep slope as you progress up Elizabeth or Edward Street from Broadway past Kingsway serves to provide the appropriate transition zone to prevent overshadowing, and to transition from the higher density on Broadway down to residential low density on Viewway. g) The proposed R60 is not in keeping with the current housing type of typically R12.5. h) Would support an increase to R20 at the maximum, to allow residents to subdivide their property into two smaller houses, but only where the setbacks, % of green space, and existing heights etc are not modified so that older residents can choose to subdivide, and stay in their own street. i) This idea of splitting a block in two would also work very well on any corner block, but this idea is constantly blocked by the council, and I believe should be allowed. j) Density beyond R20 is inconsistent with the existing character. k) The streets of Viewway and Kingsway include some beautiful older homes with significant heritage value, but there is absolutely no protection for these houses or to stop developers from ripping them down to build three or four storey flats. l) The beautiful heritage aspect of Nedlands strongly deserves protecting, and Nedlands City Council would not be doing its job if it doesn't protect some of these older homes. m) Support density being provided via greenfield sites and not infill. The areas should be chosen adjacent to the train line or Stirling Highway. n) Capacity of schools o) Parking and traffic issues around Nedlands Primary School. 	<ul style="list-style-type: none"> a) Noted b) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. c) Refer to response b. d) Refer to response b. e) Proposed increased densities are consistent with the adopted Local Planning Strategy. f) Refer to response b. g) Refer to response b. h) Refer to response b. i) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes. j) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density. k) Refer to response b. The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. Additional heritage provisions in the Scheme are not proposed. l) Refer to response k. m) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. n) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. o) Refer to response b.
967	Jessie Prestage 59 Gallop Road DALKEITH	N/A	<ul style="list-style-type: none"> a) Support LPS 3. b) I realise that this will change the face of Nedlands forever but it is happening across the whole of the metropolitan area and it is something we will have to get used to. 	<ul style="list-style-type: none"> a) Noted. b) Noted.
968	Andrew Mangano 51 Minora Road DALKEITH	N/A	<ul style="list-style-type: none"> a) Oppose the Draft LPS3. b) Support Council retaining TPS2. c) Increased traffic d) Increased parking issues e) Impact on schools f) Impact on utilities 	<ul style="list-style-type: none"> a) Noted. b) Noted. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting

			<p>g) Impact on adjoining properties due to changes in bulk/scale (overshadowing etc)</p> <p>h) There is no driver for density increases due to reduced population growth</p> <p>i) In the long term, urban decay in strata type developments</p> <p>j) Purchasers of strata properties leaving them vacant (zombie apartments)</p> <p>k) Loss of tree canopy</p> <p>l) Loss of properties suitable for families with most increases in density to be R40.</p>	<p>further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>d) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>e) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>f) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading.</p> <p>g) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>h) The Local Planning Strategy is a link between regional and local planning and must demonstrate how the city will meet the State Government's metropolitan planning strategy, <i>Perth and Peel@3.5million</i>. LPS3 provides the statutory framework to implement the strategic objectives and actions identified in the Local Planning Strategy.</p> <p>i) The terms 'urban decay' and 'zombie apartments' are subjective and non-planning related comments for which there is no correlation with the proposed zoning changes in LPS3 and strata properties.</p> <p>j) There is no correlation between LPS3 and vacancy rates.</p> <p>k) Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.</p> <p>Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans.</p> <p>l) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p>
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969	Steven Jongenelis 47 Leura Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) The Hollywood precinct with its access to transport and proximity to key social infrastructure can readily sustain increased residential density. b) This would in turn provide opportunity for new residents to access the services and amenity available in this wonderful area and enhance a sense of shared community. 	<ul style="list-style-type: none"> a) Noted. b) Noted.
970	Helen Park 17/50 Aubin Street NEUTRAL	N/A	<ul style="list-style-type: none"> a) Support draft LPS3. b) It could be improved by widening the area of higher density in return for lowering the R60/R80 zonings around the Stirling Highway. 	<ul style="list-style-type: none"> a) Noted. b) Proposed increased densities are consistent with the adopted Local Planning Strategy.
971	Joanna Donaldson 80 Circe Circle SOUTH	N/A	<ul style="list-style-type: none"> a) Do not support LPS 3. b) Amenity impacts such as overlooking and overshadowing. c) Noise impacts. d) Traffic congestion and inadequate public transport. e) Lack of parking around Dalkeith school. f) Proposed density in Dalkeith is inconsistent with Directions 2031 and the draft Central Sub Regional Planning Framework, and the various factors set out there. g) Dalkeith is not an activity or industrial centre and has not been identified as one. It would make far more sense to concentrate density around Stirling Highway and/or Broadway, as is indicated in all relevant strategic planning documents. h) Demand on primary schools. i) Loss of trees and gardens. j) Loss of heritage character housing. k) Demand on infrastructure (sewer). l) Lack of demand for additional commercial development on Waratah Avenue. m) We note the R Code changes proposed by the Council and thought they were a sensible solution to the need to find more additional units and we would support a version of that original draft. 	<ul style="list-style-type: none"> a) Noted. b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. c) Noise is governed by the Environmental Protection (Noise) Regulations. d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport. e) It is proposed to reduce densities around Dalkeith Primary School in response to submissions received and having regard to the Local Planning Strategy. f) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. g) Refer to response f. h) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. i) Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. j) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. k) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading.

				<p>l) The Local Centre zone provides for commercial redevelopment with the option to develop at the landowner's discretion.</p> <p>m) Noted.</p>
972	Richard Stallard 80 Kingsway	80 Kingsway	<p>a) There should be a limit to the discretionary building height permitted in residential areas.</p> <p>b) I am concerned about the significant increase in allowed densities in the area surrounding the subject property on Kingsway, and their likely, detrimental effect of the existing character of the residential neighbourhood.</p> <p>c) The introduction of R40 and R60 zonings will seriously degrade the existing neighbourhood.</p> <p>d) The performance of City of Nedlands has been very poor in terms of facilitating a shift away from private car use to sustainable modes of transport such as walking and cycling.</p> <p>e) There needs to be a fundamental change in the design of roads to cater for cycling, in particular, to support the proposed higher densities without a corresponding increase in motor vehicle use and associated problems.</p> <p>f) Large areas of City of Nedlands, including the older areas of Dalkeith and Nedlands currently provide quite good conditions for on-road cycling. Virtually all of the problem areas are where the roads have been altered by poorly thought out traffic calming.</p>	<p>a) Building Height is controlled by the Residential Design Codes and is determined by the density assigned to a property. Councils discretion is required to exceed the prescribed building heights.</p> <p>b) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p> <p>c) Refer to response b.</p> <p>d) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion.</p> <p>e) The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works.</p> <p>f) The City works closely with the community to identify solutions to vehicle use in our streets that can adversely impact on neighbourhood quality of life and safety towards residents and visitors through its ongoing program to identify and target traffic and parking hot spots throughout the City</p>
973	MONIQUE MYERS 14 Edward Street NEDLANDS	N/A	<p>a) This scheme will totally destroy the character of the area. Single residence character homes will be replaced with multi-storey buildings.</p> <p>b) Being so close to UWA, will most likely mean that most of these buildings will be rental properties for students and itinerant community rather than home owners. By their nature, they will not take care of their properties/gardens as we do.</p> <p>c) A major impact will be increased traffic.</p> <p>d) The proposed density/in-fill scheme will remove this green-scape and associated bird-life to make way for buildings.</p> <p>e) From a practical perspective, the roads that run west from Broadway are very steep (Edward, Elizabeth, Princess) and this would surely make this intense redevelopment more difficult.</p> <p>f) It is totally unfair that density proposals are concentrated in our area rather than being spread across Nedlands. There are other areas like the semi-industrial zone near Karrakatta and Carrington Street that would make more sense to redevelop.</p> <p>g) Our home could be surrounded by multi-storey buildings. This is our retirement fund and we are worried that we will lose its value due to the drastic density changes proposed in the current Scheme.</p>	<p>a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>b) There is no correlation between LPS 3 and property maintenance.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>d) Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site</p>

				<p>to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans.</p> <p>e) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street, south of Edward Street, to respond to submissions received, topographical constraints and the Local Planning Strategy.</p> <p>f) Introducing provisions in LPS3 to permit subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p> <p>g) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p>
974	Trevor and Faye BLYTHE, 8 Garland Road DALKEITH	N/A	<p>a) Any increase in density, especially multi storied buildings, will swamp the current road infrastructure.</p> <p>b) We accept with population there needs to be some increase in dwelling density.</p> <p>c) We support the Council's submission approved in September 2017.</p> <p>d) Increased density around Nedlands Primary School and Dalkeith Primary School and safety concerns.</p> <p>e) Loss of trees and gardens (impact on climate and health).</p>	<p>a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>b) Noted.</p> <p>c) Noted.</p> <p>d) Some proposed densities in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy.</p> <p>e) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy</p>
975	Ashley McDonald 21 Mountjoy Road	N/A	<p>a) Impacts to character, amenity and functionality of the area.</p> <p>b) Accommodating R160 density will involve significantly high buildings which will obscure light and wind-flow.</p> <p>c) The sheer scale of buildings that will likely exceed six storeys is not well understood or appreciated by the community. These will be monstrous structures that will inevitably tower over existing residences.</p> <p>d) Density should be distributed throughout the City.</p> <p>e) Demand on infrastructure.</p> <p>f) Loss of character and heritage buildings. There is value in preserving a suburb's inherent character.</p>	<p>a) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles. The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density.</p> <p>b) Amenity impacts associated with new developments will be controlled through the planning framework including</p>

			<ul style="list-style-type: none"> g) Congestion for parking in the streets will be further worsened with the proposed dramatic increase in density. h) Increased traffic flow will increase risk to general traffic and pedestrians. i) Changes from R10 to R160 is drastic. A staged or more measured approach would allow for the suburb to more sensibly adapt. 	<p>the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <ul style="list-style-type: none"> c) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone. d) Introducing provisions in LPS3 to permit subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes. e) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. f) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. The use of split density codes where the application of the higher code is predicated on a prescribed minimum lot size and consolidated vehicle access arrangement is proposed to facilitate coordinated development and mitigate against ad-hoc development outcomes. g) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. h) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. i) Proposed increased densities are consistent with the adopted Local Planning Strategy in that they apply a transition from high intensity development to low intensity which would interface with the existing suburban areas.
976	Rod Griffiths 30 Swansea Street SWANBOURNE	N/A	<ul style="list-style-type: none"> a) LPS3 is being driven by a single figure projection of population. b) The solution is to position for the future rather than plan for it. This means setting out differing and plausible alternatives as to how the future might unfold, and to do so with more insight than "low, medium or high". c) LPS3 as originally submitted by the City of Nedlands is closer to the mark on this, though something more modest may in fact suffice. d) The risk in adopting the amended LPS3 is creating an unstoppable dynamic of unintended consequences or worse, an unintended mess. No-one wants that. 	<ul style="list-style-type: none"> a) The adopted Local Planning Strategy is a strategic planning document that sets out the long-term vision, objectives and actions for land use planning within the City of Nedlands. The Local Planning Strategy covers topics such as Population and Housing, Transport, Access and Parking, Economy and Employment, Community Facilities, Recreation and Open Space, Urban Design, Character and Heritage, Environment

				<p>and Sustainability and Infrastructure Services. The Local Planning Strategy is a link between regional and local planning and must demonstrate how the city will meet the State Government's metropolitan planning strategy, <i>Perth and Peel@3.5million</i>. LPS3 provides the statutory framework to implement the strategic objectives and actions identified in the Local Planning Strategy.</p> <p>b) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles.</p> <p>c) Areas proposed for increased density in the advertised LPS3 are to be reduced having regard to submissions received and having regard to the Local Planning Strategy.</p> <p>d) The revised LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
977	Sheila Crawford 14 Cuthbert Street SHENTON	N/A	<p>a) Do not support rezoning in Hollywood Ward.</p> <p>b) Increased traffic on Monash, Aberdare and Smyth Roads.</p> <p>c) A traffic assessment should have been done for this area.</p>	<p>a) Noted</p> <p>b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>c) Refer to response b.</p>
978	Vanessa Torres 32 Hillway	N/A	<p>a) Disproportionate increase in density.</p> <p>b) Strain on local services and schools.</p> <p>c) Detract from the character of Nedlands, Dalkeith and surroundings.</p> <p>d) The version for comment also does not consider long term implications in terms of environment as well as sustainability.</p> <p>e) There is enough land for development in the Perth metropolitan area which would benefit communities for further development so there is no social case for increasing Nedlands density.</p> <p>f) Please consider scrapping the new planning scheme or, at least, revert to the version originally drafted by the council.</p>	<p>a) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles.</p> <p>b) The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population. The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>c) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density.</p> <p>d) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address</p>

				<p>landscaping through Local Planning Policy and Local Development Plans.</p> <p>e) The Local Planning Strategy is a link between regional and local planning and must demonstrate how the city will meet the State Government's metropolitan planning strategy, <i>Perth and Peel @ 3.5million</i>. LPS3 provides the statutory framework to implement the strategic objectives and actions identified in the Local Planning Strategy.</p> <p>f) The revised zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles.</p>
979	Juliana Torres 32A Hillway	N/A	<p>a) I oppose the current version as it would change the character of the neighbourhood.</p> <p>b) The streetscape will be altered and the historical significance of Nedlands and Dalkeith will be drastically diminished.</p> <p>c) This neighbourhood is one of the very few in the Perth metropolitan area that still preserves its original architectural and urban design, as well as a flagship of Perth as a great place to live - just like the premium suburbs in Sydney and Melbourne, like Mosman and Toorak.</p> <p>d) I suggest the current version is abandoned and the original council version submitted for further consultation and enhancement.</p>	<p>a) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles.</p> <p>b) The use of split density codes where the application of the higher code is predicated on a prescribed minimum lot size and consolidated vehicle access arrangement is proposed to facilitate coordinated development and mitigate against ad-hoc development outcomes.</p> <p>c) Noted.</p> <p>d) Modifications have been made to the proposed densities having regard to submissions received and having regard to the Local Planning Strategy.</p>
980	Beverly Innes 117 Monash Avenue NEDLANDS	Hollywood School	<p>a) The views expressed below are endorsed by the School Board on behalf of the wider Hollywood School Community.</p> <p>b) On already stressed streets, parks and car parks our school community cannot see how the City has planned for the anticipated massive increase in traffic flow, need for recreation facilities, the impact of high density living on our current amenity without provision for public open space and increased car parking bays.</p> <p>c) At Hollywood School we have seen an increase in student enrolments of 3% between 2016 and 2017 followed up with a dramatic increase of 14 % from 2017 to 2018.</p> <p>d) While an increase in student numbers is desirable, the potential enormous increase in residents as outline in LPS 3 will fill our school well beyond current capacity and require extensive capital works to add extra classrooms and play facilities from an already cash-strapped Department of Education (DoE).</p> <p>e) LPS3 indicates such high density within our school catchment areas will fill our school, and our parent body is concerned that their parenting considerations will become much more complicated.</p> <p>f) Implementation of LPS 3 will increase population density and with that comes increased cars. There is no provision for increased cycle ways, or pedestrian crossings with neither lights nor priority road markings where arterial streets join major carriageways.</p> <p>g) As LPS 3 will increase our population, Safety is compromised and the consequences of such high density will impact on our community's ability to allow our young children to walk or cycle to school, both accompanied and independently.</p>	<p>a) Noted.</p> <p>b) It is proposed to reduce densities around Nedlands Primary School to respond to submissions received, topographical constraints and the Local Planning Strategy.</p> <p>c) Noted.</p> <p>d) When referred by the City, the Department of Education had no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>e) Refer to response b.</p> <p>f) The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works.</p> <p>g) Refer to response b.</p> <p>h) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion.</p>

			<p>h) There will be an increased need for onsite or adjacent parking (e.g. in Highview Park) for before- and after-school care facilities, to avoid bussing children off site (which would add to traffic impacts) or walking them across busy roads to other facilities (risk to safety).</p> <p>i) Increased population density will require increased open space for families, children and youth to stretch out, exercises and commune with nature.</p> <p>j) Predicted that our school facilities will be used as public open space, a purpose for which they currently are used at a manageable level but at an increased level will likely result in increased vandalism and anti-social behaviour. This is not the amenity the school community desires for their school.</p> <p>k) Our current stable school community questions the proximity of planning allowance for more flexible and short term accommodation to a Primary School.</p>	<p>Also, all new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. Street parking patterns can be monitored, and restriction options are available i.e. timed, paid etc.</p> <p>i) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>j) Refer to response i.</p> <p>k) Refer to response b.</p>
981	Daniel Czechowski 102 Williams Road NEDLANDS	N/A	<p>a) Do not support the current Local Planning Scheme 3.</p> <p>b) There is a lack of Public Open Space in Nedlands North.</p> <p>c) Hollywood Reserve cannot be considered usable open space. The dense bush results in poor line of sight, poor passive surveillance which is a safety concern, and it's fenced off at certain times.</p> <p>d) The Liveable Neighbourhood Policy says the Public Open Space contribution should be at least 10% of the area. These small parks represent less than 1% of the area of Nedlands North</p> <p>e) The residential density has been increased in this area by more than 3 times with no plan to address Lack of Public Open Space.</p> <p>f) Nedlands is often referred to as a "leafy green suburb". We will lose many trees and gardens if the density in the area is increased.</p> <p>g) High rise buildings will have a negative effect on access to sunlight and health of the remaining trees.</p> <p>h) There is not proper continuous safe bicycle network in Nedlands North.</p> <p>i) The increase in density will result in increased traffic volume (street and driveways) making some of the quieter streets currently used by cyclists less safe.</p> <p>j) Bike lanes or a separate bicycle path need to be provided if cycling is to be encouraged.</p> <p>k) Traffic along Monash Ave is already heavy especially at peak hour and school pick up and drop off.</p> <p>l) Traffic is soon to be further increased by Perth Children's Hospital (300 visitor carparks entry off Hospital Ave near corner with Monash Ave; staff carpark entry off Winthrop Ave near corner with Monash Ave)</p> <p>m) Will increase the traffic on Monash Ave (rear lane [Micrantha Lane is not usable for traffic).</p> <p>n) A detailed Traffic Assessment should have been done for Monash Avenue before the increase in density.</p> <p>o) Increase in traffic along Monash Ave and neighbourhood streets will put children commuting to Hollywood Primary School at risk.</p> <p>p) Increase in traffic from increase in density will be directed along Hampden Rd since Hampden Lane is too narrow to be trafficable (<6m) (Liveable Neighbourhoods Policy). Adverse effect on businesses along Hampden Road</p>	<p>a) Noted.</p> <p>b) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>c) Refer to response b.</p> <p>d) Refer to response b.</p> <p>e) Refer to response b.</p> <p>f) Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.</p> <p>Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans.</p> <p>g) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>h) The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works.</p> <p>i) The City's long-term goal as identified in the Local Planning Strategy is to increase opportunities for residents, businesses and visitors to use cycling, walking and public transport as the preferred mode of transport to assist in minimising the impacts of traffic congestion.</p> <p>j) Refer to response h.</p> <p>k) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City</p>

		<p>q) Daily traffic jams on Aberdare Road at peak hour especially at corner with Smyth Rd and Railway Rd. No traffic studies to assess effect of 6 times increase in housing density</p> <p>r) Nedlands Planning Strategy – Future Traffic Assessment (December 2016) found that in Moderate Growth scenario (just 4685 new residential units in the Stirling Highway/Hampden Road/Broadway area) none of the 3 intersections studied on Stirling Highway functioned at a satisfactory level. The proposed increase of 7256 new residential units in the Stirling Hwy/Broadway/ Hampden Road area would cripple the traffic flow through Stirling Highway.</p> <p>s) Traffic studies of other areas have not been done (to our knowledge).</p> <p>t) Will cause issues of overlooking and loss of privacy. Also cause overshadowing and decrease effectiveness of solar panels and health of gardens</p> <p>u) Reduced privacy/loss of social & community harmony /potential for disputes and disharmony as owner's property values drop., while others sell out to developers.</p> <p>v) Interspersing high density and high rise development amongst neighbourhoods consisting of mainly single storey houses will detract from the pleasant streetscape.</p> <p>w) Disparity between built form and building bulk of old and new</p> <p>x) Adverse effects on streetscape by decrease in setbacks allowed in higher density (State Planning Policy 3.1). Less than 50% uptake expected so streetscape will never be uniform again</p> <p>y) Hollywood ward currently already provides wide housing diversity. Rezoning all small blocks with small houses and large open space will remove this type of housing for families who seek it. i.e. decreasing housing diversity.</p> <p>z) No plan has been put in place to ensure that the principles in the Liveable Neighbourhoods Policy are adhered to.</p> <p>aa) Infill redevelopment does not provide any additional amenities for the increase in population.</p> <p>bb) May result in blackouts, blow-backs in sewerage etc. as the antiquated system will be unable to cope with the increased use and demand</p> <p>cc) The proposed R160 zoning is way too high and will create undesirable and enormous conflicts of scale.</p> <p>dd) R160 would allow tall apartment blocks to be built right next door to smaller homes. The impact of this will create a gross loss of privacy, extensive over shadowing, climatic effects (hot spots/wind tunnels), and annihilation of present street scape with concrete monoliths</p> <p>ee) Will negatively impact property values of neighbouring properties.</p> <p>ff) With R60 zoning, it will be possible to build small apartment units on each block of land under the current guidelines, where anything above R40, a plot ratio is used to determine the number of dwellings. This would be a ridiculous outcome if this scheme allowed an apartment blocks to be built on 480 square metre blocks</p> <p>gg) Loss of amenity</p> <ul style="list-style-type: none"> - resultant anonymity of high rise units - loss of sense of neighbourhood - over use and degradation of existing green open space - loss of tree lined streets 	<p>indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>l) Noted.</p> <p>m) Refer to response k.</p> <p>n) Refer to response k.</p> <p>o) The City works closely with the community to identify solutions to vehicle use in our streets that can adversely impact on neighbourhood quality of life and safety towards residents and visitors through its ongoing program to identify and target traffic and parking hot spots throughout the City.</p> <p>p) It is proposed to reduce densities along Leura/Clifton/Meriwa Street/Williams Road to respond to submissions received and having regard to the Local Planning Strategy</p> <p>q) Refer to response k.</p> <p>r) Refer to response k.</p> <p>s) Refer to response k.</p> <p>t) Refer to response g.</p> <p>u) Refer to response g.</p> <p>v) Refer to response p.</p> <p>w) The use of split density codes where the application of the higher code is predicated on a prescribed minimum lot size and consolidated vehicle access arrangement is proposed to facilitate coordinated development and mitigate against ad-hoc development outcomes.</p> <p>x) Refer to response w.</p> <p>y) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p> <p>z) Liveable Neighbourhoods is a policy that guides the structure planning and subdivision for greenfield and large brownfield (urban infill) sites.</p> <p>aa) Developer Contributions requirements are referred to in Clause 27 of LPS3, and the City will investigate the feasibility and need to prepare a formal developer contribution plan upon approval and gazettal of LPS3 when all of the scheme provisions are formalised.</p> <p>bb) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading.</p>
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			<ul style="list-style-type: none"> - busy traffic snarled main thoroughfares - delayed over used crowded public transport - no design for a city centre hub to give a sense of community 	<p>cc) The application of the proposed densities ensures an adequate transition between the different land uses and higher densities between the Mixed Use / Neighbourhood Centre / Local Centre zone and the Residential zone.</p> <p>dd) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>ee) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>ff) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>gg) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal. The use of split density codes where the application of the higher code is predicated on a prescribed minimum lot size and consolidated vehicle access arrangement is proposed to facilitate coordinated development and mitigate against ad-hoc development outcomes. Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.</p>
982	Jake Lowther 27 Boronia Avenue	N/A	<p>a) The City of Nedlands has not revised the town planning scheme in Nedlands since 1985.</p> <p>b) Urban sprawl within the Perth CBD is not sustainable and needs the pressure to be relieved on the infrastructure costs that this sprawl is placing on our governments.</p> <p>c) Will address some of these pressure points by allowing greater density by infill methods offering affordable options for renewable housing for many potential home owners, and those wishing to rent in mature and local suburbs close to the Perth CBD.</p> <p>d) The area surrounding the University of Western Australia, the new Children's Hospital and the medical precinct of Sir Charles Gairdner Hospital and its immediate vicinity require immediate support to provide adequate housing for its temporary, permanent and its international staff and service providers.</p> <p>e) Property ownership unaffordable for the younger generation.</p> <p>f) Greater infill of housing allows for the city to gain greater numbers of rate payers to share the load of increasing management cost across the board. It also gains</p>	<p>a) The comments in this submission have been noted and recorded.</p>

			a greater local population to support local business and enterprise within the Nedlands precinct which will be a good result for all concerned.	
983	Cerina Triglavcanin 58 Philip Road DALKEITH	N/A	<ul style="list-style-type: none"> a) Agree that there is an opportunity for an increase in residential densities within the City of Nedlands. b) Council's original proposal for such is much more relevant and appropriate along Stirling Highway and Hampden Road and Broadway for the following reasons: <ul style="list-style-type: none"> - Accessibility from these properties is provided for via Stirling Highway and controlled traffic light intersections without the need to drag traffic through Dalkeith; - It makes sense that the existing and future commercial properties will provide suitable medical, office and shopping opportunities for an increase in neighbouring residents; and - The existence of a good public transport system along Stirling Highway will continue to cater for an increase in population. c) Object to the random increase in the residential densities ranging from R80 adjacent Dalkeith Village, R60 surrounding it and R40 sprawling in all directions, for the following reasons: d) The WAPC has not carried out a Traffic Impact Study to justify its proposal to cope with the addition of carparking, car traffic numbers, the addition of cyclists and their co-existence. e) Conflict of scale with adjoining densities, overshadowing, overlooking, absence of landscaping and garden which the suburb is renowned for. f) Demand on infrastructure and services. g) A mass rezoning will result in urban blight where old buildings are left to decline until such time as there is a demand for redevelopment. These buildings then tend to be rented which in itself can cause neighbour conflict; h) Higher residential densities do not allow for the provision of gardens. i) If there must be an increase in density surrounding Dalkeith Village, then it should be made incrementally and at a pace where the demand matches the supply. j) There is the opportunity to rezone corner properties. 	<ul style="list-style-type: none"> a) Noted b) LPS3 identifies higher densities abutting and in close proximity to major roads, and within local and neighbourhood centres which have good access to frequent public transport options, which is consistent with the Local Planning Strategy. c) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy. d) Noted. e) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. f) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. g) There is no correlation between LPS 3 and property maintenance. h) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. i) Noted. Refer to response c. j) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.
984	Peter Rattigan 24 Portland Street NEDLANDS	24 Portland Street	<ul style="list-style-type: none"> a) Retaining a pocket of R12.5 zoning bounded by Portland St to the east Karella St to the North Dalkeith St to the West and Gordon St to the South is not logical. The zoning for this area should be consistent with the surrounding area i.e. either R40 or R60. b) The current zoning of R12.5 does not take into account the housing needs of today's society. c) The staff at the nearby hospitals, aged care facilities and university require modern easy-care accommodation of modest proportion. Retaining a pocket of R12.5 does not meet this need. 	<ul style="list-style-type: none"> a) Densities north of Gordon Street are proposed to be reduced to respond to submissions received and having regard to the Local Planning Strategy. b) Noted. c) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles.
985	GORDON DAVIES 28948 Waratah Avenue DALKEITH	N/A	<ul style="list-style-type: none"> a) LPS3 doesn't detail items such as height restrictions, setbacks overshadowing, overlooking, car parking or easy access to transport routes. b) Impact to character and amenity of the suburbs. c) Increased traffic d) Loss of trees and gardens. e) Amenity impacts such as overlooking and overshadowing. 	<ul style="list-style-type: none"> a) Residential design requirements are contained in the Residential Design Codes. b) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions, R-Codes, and future Local Planning Policy and Local Development Plan provisions.

			<ul style="list-style-type: none"> f) Impact on property values, and resulting loss in land tax and stamp duty, rates and taxes. g) Support City of Nedlands version of LPS 3. h) Concern for safety impacts on children as a result of density and increased traffic. 	<ul style="list-style-type: none"> c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. d) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. e) Refer to response b. f) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration. g) Noted. h) The City works closely with the community to identify solutions to vehicle use in our streets that can adversely impact on neighbourhood quality of life and safety towards residents and visitors through its ongoing program to identify and target traffic and parking hot spots throughout the City.
986	Gisela Birch 90 Kingsway	N/A	<ul style="list-style-type: none"> a) Objection to LPS 3. b) Does not retain character and amenity. c) Inconsistent with the community's vision for the City of Nedlands. d) Increased traffic density in Kingsway – issues from width of the street and existing parking problems. e) Increased traffic congestion along Broadway and at intersection of Stirling Highway. f) Lack of requirements relating to coordinated redevelopment allowing ad hoc infill subdivision and redevelopment. g) Dwelling targets sought are based on artificial boundaries. h) Increased traffic around schools and safety concerns. i) Density should be more equally spread across the City such as in Carrington Street, Hampden Road which have already multi-storey building should be strongly considered. j) The LPS3 proposal would result in smaller lots and multiple dwellings, which is out of character for the area. k) Change in community composition – increased renters/students. l) There are already opportunities for accommodation and housing diversity on the eastern side of Broadway. m) Lack of public transport options in the area. n) Loss of trees impacting on streetscape, environment and health. o) LPS 3 does not achieve the d aims of LPS3 or Directions 2031. 	<ul style="list-style-type: none"> a) Noted b) The zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles. c) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. e) Refer to response d. f) The use of split density codes where the application of the higher code is predicated on a prescribed minimum lot size and consolidated vehicle access arrangement is proposed to facilitate coordinated development and mitigate against ad-hoc development outcomes.

				<p>g) The Local Planning Strategy is a link between regional and local planning and must demonstrate how the city will meet the State Government's metropolitan planning strategy, <i>Perth and Peel@3.5million</i>. LPS3 provides the statutory framework to implement the strategic objectives and actions identified in the Local Planning Strategy.</p> <p>h) Density has been removed from around Nedlands Primary School in response to submissions with regard to the Local Planning Strategy.</p> <p>i) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles.</p> <p>j) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>k) The Local Planning Strategy recognises the need to provide a greater mix of housing types to accommodate the changing demographics of the area and in this regard, LPS3 responds to the changing demographics of the City and the demand for a diversity of occupancy types.</p> <p>l) Noted.</p> <p>m) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.</p> <p>n) Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans.</p> <p>o) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p>
987	John McCarter 68 Stirling Highway NEDLANDS	N/A	<p>a) Support WAPC modifications for Stirling Highway.</p> <p>b) Disagree with amendment made at Council's Special Council Meeting of 13 December 2016 that: 'Residential Zoning on Stirling Highway (map 4 of 5) - at least all TPS2 Residential Zoning for lots fronting Stirling Highway is to be retained in LPS3'.</p> <p>c) The amendment does not provide for uniform development along the Highway.</p> <p>d) If WAPC modifications are implemented, it would allow for cohesive, uniform development along Stirling Highway, clustered around nominated activity centres.</p>	<p>a) Noted.</p> <p>b) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles.</p> <p>c) New developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>d) Noted.</p>

988	Pam Ryan 24 Portland Street NEDLANDS	24 Portland Street	<ul style="list-style-type: none"> a) Request rezoning for the length of Portland Street. b) All areas north of Stirling Highway should be zoned at least medium density i.e. R60 or at a minimum R40. c) An increase in density will lead to better public transport being provided to the suburb. d) As the area is close to several hospitals and the university increased density will allow staff to live close to their work place so that they can either walk or cycle to work. 	<ul style="list-style-type: none"> a) Densities are proposed to be reduced north of Gordon Street to respond to submissions with regard to the Local Planning Strategy. b) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles. c) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. d) Noted.
989	Karolina Czechowski 102 Williams Road NEDLANDS	N/A	<ul style="list-style-type: none"> a) Do not support LPS 3. b) Existing undersized POS and overall lack of POS in Nedlands North, below Liveable Neighbourhoods 10%. Lack of provision for additional POS. c) Loss of trees and impact on tree health - Reduced open space on lots, decreased setbacks, increased overshadowing. d) Lack of Cycleway and impact on safety e) Increased traffic (Monash Avenue, Hampden Road, Aberdare Road and Stirling Highway) <ul style="list-style-type: none"> - Issues from traffic relating to Hollywood Primary School, Hollywood Private Hospital, parts of QEII Medical Centre, Ronald MacDonald House and Activity Centre on Hampden Road, Regis Nedlands Village, Hollywood Private Hospital Expansion - Safety issues to Hollywood Primary School. - Nedlands Planning Strategy – Future Traffic Assessment found in a moderate growth scenario none of the three intersections studied on Stirling Highway functioned at a satisfactory level. The proposed 7256 units in the Stirling/Broadway/Hampden Road area will cripple traffic flow. f) Amenity impacts <ul style="list-style-type: none"> - Overshadowing, overlooking, impact on solar panels. g) Impact on existing streetscape <ul style="list-style-type: none"> - Impact of ad hoc development. - Impact from decreased setbacks. - Lack of uniformity. h) Hollywood currently provides for a variety of housing i) Infill does not comply with liveable neighbourhoods. j) Demand on infrastructure and services (water, electricity etc.) k) Conflict of scale between proposed R160 and existing dwellings. l) Do not support R60 on smaller lots. m) Loss of community. n) Increased demand on public transport system. o) Loss of tree lined streets. 	<ul style="list-style-type: none"> a) Noted. b) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS. c) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. Current State Planning Policy (Design WA) mandates the provision of minimum percentage of site to be landscaped as part of any future development – until this Policy is gazetted, the City intends to address landscaping through Local Planning Policy and Local Development Plans. d) The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works. e) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. f) Refer to submission b. g) The use of split density codes where the application of the higher code is predicated on a prescribed minimum lot size and consolidated vehicle access arrangement is proposed to facilitate coordinated development and mitigate against ad-hoc development outcomes. h) Noted.

				<ul style="list-style-type: none"> i) Liveable Neighbourhoods is a policy that guides the structure planning and subdivision for greenfield and large brownfield (urban infill) sites. j) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. k) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density. l) Noted. m) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles. n) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport. o) The City has an established Street Tree Policy which will still be in effect in relation to trees in the verge Provisions in relation to consolidated access will mitigate the need for additional crossovers and street tree removal.
990	C Xu 79 Dalkeith Road NEDLANDS	N/A	<ul style="list-style-type: none"> a) Support LPS 3. b) It will bring vibrancy and much needed activity to Nedlands. c) Support density which provides for smaller boutique developments rather than multi story apartments. 	<ul style="list-style-type: none"> a) Noted b) Noted c) Noted
991	J Xu 69a Williams Road NEDLANDS	N/A	<ul style="list-style-type: none"> a) Support LPS 3. b) It will bring vibrancy and much needed activity to Nedlands. c) Support density which provides for smaller boutique developments rather than multi story apartments. 	<ul style="list-style-type: none"> a) Noted b) Noted c) Noted
992	E Remedios 56 Jenkins Avenue NEDLANDS	N/A	<ul style="list-style-type: none"> a) Support LPS 3. b) It will bring vibrancy and much needed activity to Nedlands. c) Support density which provides for smaller boutique developments rather than multi story apartments. 	<ul style="list-style-type: none"> a) Noted b) Noted c) Noted
993	Emily Davasher 24 Bedford Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Do not support LPS 3. b) LPS 3 does not achieve the aim of protecting character and amenity. c) Loss of trees. d) Density should be located on Stirling Highway only. e) Concern for increase in traffic. Lack of traffic assessment. f) Demand on schools. g) Demand on services. 	<ul style="list-style-type: none"> a) Noted. b) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. c) Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. d) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. e) It is acknowledged that future population increases will place increased demand on existing road network

				<p>however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>f) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>g) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading.</p>
994	Michael Davasher 24 Bedford Street	N/A	<p>a) Do not support LPS 3.</p> <p>b) LPS 3 does not achieve the aim of protecting character and amenity.</p> <p>c) Loss of trees.</p> <p>d) Density should be located on Stirling Highway only.</p> <p>e) Concern for increase in traffic. Lack of traffic assessment.</p> <p>f) Demand on schools.</p> <p>g) Demand on services.</p>	<p>a) Noted.</p> <p>b) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy.</p> <p>c) Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.</p> <p>d) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>e) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>f) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>g) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading.</p>
995	Lip Teh 8 Nardina Cr	N/A	<p>a) Object to LPS 3.</p> <p>b) Impact on character of the area.</p> <p>c) Increase in traffic.</p> <p>d) Low quality multiple dwellings.</p> <p>e) Increased crime in the area.</p>	<p>a) Noted</p> <p>b) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles.</p> <p>c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets</p>

				<p>identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>d) New developments will be controlled through the planning framework including the proposed LPS3 provisions, R-codes and future Local Planning Policy and Local Development Plan provisions.</p> <p>e) There is no correlation between LPS and crime rates.</p>
996	Juli Bellinge 71 The Avenue	N/A	<p>a) Impact on amenity of the area.</p> <p>b) Increased street parking.</p> <p>c) Loss of community.</p> <p>d) Increase in crime and safety concerns.</p> <p>e) Loss of heritage.</p> <p>f) Concern for lack of demand.</p>	<p>a) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>b) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>c) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles.</p> <p>d) There is no correlation between LPS 3 and crime rates.</p> <p>e) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3.</p> <p>f) The Local Planning Strategy is a link between regional and local planning and must demonstrate how the city will meet the State Government's metropolitan planning strategy, <i>Perth and Peel@3.5million</i>. LPS3 provides the statutory framework to implement the strategic objectives and actions identified in the Local Planning Strategy.</p>
997	Kaye Brooks 26a Baird Avenue NEDLANDS	N/A	<p>a) Concerned for the proposed density increases.</p> <p>b) The neighbouring properties to the side and rear of the subject site on Baird Avenue are proposed R160.</p> <p>c) Concern for amenity impacts such as overshadowing and overlooking.</p> <p>d) Commercial vehicles servicing the tenancies on Stirling Highway frequently cause issues in the street.</p> <p>e) Increased street parking, traffic and safety concerns.</p> <p>f) Loss of heritage buildings.</p> <p>g) Increased traffic and issues for access to Stirling Highway.</p> <p>h) Support alternative means of density such as corner lot subdivision.</p> <p>i) Attached Photos of corner lot development.</p>	<p>a) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles.</p> <p>b) Noted</p> <p>c) Amenity impacts associated with the interface between higher densities and lower densities will be controlled through the planning framework including the provisions contained within Clause 32 of LPS3, the R-Codes, and future Local Development Plan provisions.</p> <p>d) Noted.</p> <p>e) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>f) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3.</p> <p>g) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets</p>

				<p>identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>h) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p> <p>i) Noted.</p>
998	L L Proksch 7 Martin Avenue NEDLANDS	N/A	<p>a) Do not support Councils version of LPS 3 or the WAPC modifications which focuses density along Stirling Highway, Hampton Road and Broadway.</p> <p>b) Lack of public space and other public amenities.</p> <p>c) Concern for amenity impacts on existing residents.</p> <p>d) Increased traffic in Aberdare Road, Monash Avenue, Hampden Road and Stirling Highway.</p>	<p>a) Noted.</p> <p>b) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>c) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p>
999	J Scaddan 160 Melvista Avenue NEDLANDS	N/A	<p>a) Object to LPS 3</p> <p>b) Object to ad hoc infill density due to impact on established streets and existing residents.</p> <p>c) LPS 3 is inconsistent with other planning documents for the Nedlands Primary School area;</p> <p>d) does not achieve its stated objective of enhancing character and amenity and instead will actively detract from them;</p> <p>e) Is inconsistent with the community's own vision for their suburb;</p> <p>f) Concern for traffic around Nedlands primary School and safety concerns.</p> <p>g) Increased traffic congestion along Broadway, The Avenue, Hillway and Melvista Avenue and Princess Rd.</p> <p>h) Increased street parking and congestion.</p> <p>i) The proposal is not justified by the needs of the UWA-QEII specialised centre.</p> <p>j) Does not provide coordinated development but instead allows ad hoc infill development.</p> <p>k) Seeks to achieve dwelling numbers based on artificial boundaries.</p> <p>l) does not look for alternative and innovative options to achieve density goals.</p> <p>m) LPS3 contradicts other planning documents for this area</p> <p>- The City of Nedland's Local Planning Strategy (Strategy) was endorsed by the WAPC in September 2017. This Strategy retained low density around the school precinct to preserve residential character, streetscape and heritage.</p>	<p>a) Noted.</p> <p>b) The use of split density codes where the application of the higher code is predicated on a prescribed minimum lot size and consolidated vehicle access arrangement is proposed to facilitate coordinated development and mitigate against ad-hoc development outcomes.</p> <p>c) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.</p> <p>d) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>e) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles.</p> <p>f) Refer to response b.</p> <p>g) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets</p>

			<ul style="list-style-type: none"> - The Strategy acknowledged the “significant east-west topography” particularly around south of west Broadway between Edward St and Princess Rd. This slope allows for a “Transition Zone” between any development on Broadway and the established residential streets of the area. The zoning proposed for Kingsway and the western side of Broadway by LPS3 ignores the local topography. <p>n) Impact on local character and amenity</p> <ul style="list-style-type: none"> - Does not meet the aim of LPS3 to protect and enhance local character and amenity - Loss of single house development to be replaced with multiple dwellings is not in the character of the area <p>o) There is housing diversity provided in the area, including on the eastern side of Broadway.</p> <p>p) Loss of tree impacts character and amenity.</p> <p>q) Capacity of Nedlands Primary School.</p> <p>r) Increased traffic volumes around the school and safety concerns for children.</p> <p>s) Density is proposed in areas with poor public transport access.</p> <p>t) Increase in street parking.</p> <p>u) Increased traffic on Broadway and access onto Stirling Highway.</p> <p>v) Land owned by UWA on the eastern side of Broadway is sufficient or student accommodation.</p> <p>w) Density should be provided through Brownfield sites with a masterplan that considers the community's needs in terms of transport, road networks, parks and services. The city has limited options available for this type of development.</p> <p>x) Query why Montario Quarter development, is not included in the density targets.</p> <p>y) Greater density should be focused on Stirling Highway.</p> <p>z) Loss of amenity through uncoordinated development.</p> <p>aa) Concern for lack of property maintenance.</p>	<p>identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>h) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>i) Noted.</p> <p>j) The use of split density codes where the application of the higher code is predicated on a prescribed minimum lot size and consolidated vehicle access arrangement is proposed to facilitate coordinated development and mitigate against ad-hoc development outcomes.</p> <p>k) The Local Planning Strategy is a link between regional and local planning and must demonstrate how the city will meet the State Government's metropolitan planning strategy, <i>Perth and Peel@3.5million</i>. LPS3 provides the statutory framework to implement the strategic objectives and actions identified in the Local Planning Strategy.</p> <p>l) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles.</p> <p>m) Refer to response b.</p> <p>n) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density.</p> <p>o) Noted.</p> <p>p) Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.</p> <p>q) The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>r) Refer to response b.</p> <p>s) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>t) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>u) Refer to response g.</p> <p>v) Noted.</p> <p>w) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles.</p>
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				<ul style="list-style-type: none"> x) The Landcorp Montario Quarter project falls within the Western Australian Planning Commission Improvement Plan No.43 area, and thus the area falls outside of the City's Local Planning Strategy and LPS3 frameworks. y) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. z) The use of split density codes where the application of the higher code is predicated on a prescribed minimum lot size and consolidated vehicle access arrangement is proposed to facilitate coordinated development and mitigate against ad-hoc development outcomes aa) There is no correlation between LPS 3 and property maintenance.
1000	Anne and Ian Love 70 Kingsway	N/A	<ul style="list-style-type: none"> a) Understand the need for diversity in accommodation types and the need for an ongoing increase in density into the future. However, LPS 3 is not in line with community vision. b) The subject site on Kingsway is proposed from R10 to an R60 zoning. c) Concern or increased street parking. d) Loss of trees and greenery impact on amenity and environment (temperatures) e) Impact on property values. f) Impact on amenity – privacy issues. g) Lack of public transport in the area. h) Concern for increased traffic on Broadway. i) Do not support increased density around schools – capacity and traffic. j) Loss of heritage character. 	<ul style="list-style-type: none"> a) The proposed LPS3 zonings, densities, and planning provisions are consistent with the adopted Local Planning Strategy. b) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. c) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors. d) Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. e) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration. f) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. g) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport. h) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.

				<ul style="list-style-type: none"> i) Density has been reduced around Nedlands primary School in response to submissions with regard to the Local Planning Strategy. j) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density.
1001	John Barry Maund 28 Robinson Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Accept change is required to provide accommodation for older residents. b) Concern for increased traffic. c) The future of the Loch Street Railway station needs to be assured. The area surrounding the station should provide density. 	<ul style="list-style-type: none"> a) Noted. b) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. c) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles.
1002	Katie Dunkley / Colebatch 27 Portland Street NEDLANDS	N/A	<ul style="list-style-type: none"> a) Do not support LPS 3. b) Our family have owned this property since 1957 c) Increased traffic coupled with hospital and UWA traffic. d) Demand on infrastructure and services. e) Do not support rezoning of the subject property on Portland Street. f) Underground power should be more of a priority. 	<ul style="list-style-type: none"> a) Noted. b) Noted. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. d) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. e) Densities are proposed to be reduced north of Gordon Street in response to submissions with regard to the Local Planning Strategy. f) The Underground Power project falls outside the ambit of LPS3.
1003	Fergus Bennett 133 Broadway	133 Broadway	<ul style="list-style-type: none"> a) Do not support multi-story residential along Broadway. b) I do not support WAPC modifications. c) The properties between Kingsway and Broadway have significant Heritage and Environmental value that has not been protected by the City of Nedlands lacking a tree or heritage policy. d) Oppose mixed use that will allow fast food stores. e) Concern for increased crime rates. f) Do not support high rise development around Nedlands primary school. g) Impact on heritage buildings and amenity (overshadowing, loss of trees, ventilation, views) 	<ul style="list-style-type: none"> a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. b) Noted. c) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy.

			<ul style="list-style-type: none"> h) Loss of trees and environmental impacts. i) Density should be focused along the Perth to Fremantle railway line. j) Lack of demand for apartment development. k) The agenda to force higher density along Broadway is about tiny student apartments for foreign students driven by UWA and luxury apartments with a river view for property developers. l) Three storey town houses would be more appropriate along Kingsway and no more than six storey along Broadway including an adequate basement for carparking. m) Anything larger than a six-storey apartment will also severely disrupt the hydrogeology with groundwater close to the surface and in close interaction with saline river water. Excavation for the foundations of a large development will dewater causing tree deaths, n) Concern for construction traffic and noise. 	<p>The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. Additional heritage provisions in the Scheme are not proposed.</p> <ul style="list-style-type: none"> d) Fast Food Outlet uses are only permissible in the Mixed Use and Neighbourhood Centre zone, and where such development occurs, it is likely to be integrated into a larger development with its impacts appropriately managed. e) There is no correlation between LPS 3 and crime rates. f) It is proposed to reduce densities around Nedlands Primary School to respond to submissions received having regard to the Local Planning Strategy. g) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. h) Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. i) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles. j) Noted. k) The Local Planning Strategy is a link between regional and local planning and must demonstrate how the city will meet the State Government's metropolitan planning strategy, <i>Perth and Peel@3.5million</i>. LPS3 provides the statutory framework to implement the strategic objectives and actions identified in the Local Planning Strategy. l) Building heights along Broadway will be controlled through Local Development Plan/Local Planning Policy provisions to consider topography of the land. m) Building Heights are subject to meeting LPS 3 requirements. n) Noise is governed by the Environmental Protection (Noise) Regulations.
1004	Christine Potts 23 Mountjoy Road NEDLANDS	N/A	<ul style="list-style-type: none"> a) Low population growth and lack of demand for housing. b) Demand on infrastructure and services (power, water, gas, electricity). c) Loss of trees and environmental impacts (temperatures and wildlife). d) Increased traffic on Stirling Highway. e) Loss of heritage buildings and character. f) Health impacts of density. g) Amenity impacts such as reduced privacy and increased noise. h) Increased pollution. i) Increased traffic congestion. j) Demand on private services (Shops, Parking). 	<ul style="list-style-type: none"> a) The Local Planning Strategy is a link between regional and local planning and must demonstrate how the city will meet the State Government's metropolitan planning strategy, <i>Perth and Peel@3.5million</i>. LPS3 provides the statutory framework to implement the strategic objectives and actions identified in the Local Planning Strategy. b) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading.

				<ul style="list-style-type: none"> c) The loss of landscaping and tree canopy as a result of infill re-development has been widely acknowledged. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. d) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. e) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. f) Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local government shall have due regard to when considering an application for development approval. g) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. h) Noted. i) Refer to response d. j) The proposed Local/Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 can accommodate new commercial uses such as shops, cafes to meet demand generated by increased population.
1005	Joy Hill 27 Hillway	N/A	<ul style="list-style-type: none"> a) Support Nedlands version of LPS 3. b) Do not support changes for R10 to R40 and R60. c) The proposed density south of Stirling Highway between Bruce Street and Broadway is not in close proximity to public transport or amenities. d) Lack of demand for subdivision in this area. e) Concern or increased traffic and street parking (Broadway).. f) Lack of consideration or local circumstances. 	<ul style="list-style-type: none"> a) Noted. b) It is proposed to reduce densities along Viewway/Kingsway/Bruce Street to respond to submissions received, topographical constraints and the Local Planning Strategy. c) Refer to response b. d) Refer to response b. e) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. f) Refer to response b.

1006	Gaynor Ott 2 Boronia Avenue NEDLANDS	N/A	<p>a) Not against increased density if it provides better utility and improved lifestyle for the people in our suburb.</p> <p>b) Do not support increased density around Nedlands Primary School</p> <p>c) Concern impact of increased density on heritage, character and aesthetics of the neighbourhood.</p> <p>d) Proposed zoning has a lack of consideration of local character and services.</p> <p>e) It is a good idea to increase the density along Broadway and Hampton Rd and provide for shops and cafes</p> <p>f) Concern for impact of height on street scape,</p> <p>g) Support a hotel on Hampton or Broadway.</p> <p>h) Support development of a village at the Southern End of Broadway. This area would be fine with mid-level apartment blocks with shops and cafes below. It would be in keeping with the apartments on the Crawley side is close to amenities provided near the river (parks, ovals). Support increasing density from the Esplanade up to Hillway to provide the required density to support a village lifestyle.</p> <p>i) Support density being provided around POS. Density near the subject property on Boronia Avenue, close to Nedlands reserve, is fine as long as it would not affect the neighbourhood at large.</p> <p>j) Increased density should be considered for density would be Birdwood Parade Melvista Avenue and Bostock Road.</p> <p>k) Lack of POS on the northern side of Stirling Highway. Accessible parks should be provided.</p> <p>l) Stirling Highway is not an appropriate location for a town centre due to traffic and noise.</p> <p>m) Increased traffic on Kingsway and Viewway at peak times. Congestion around intersection of Viewway and Princess Rd.</p> <p>n) Concern for asbestos in houses being demolished near the school and impacts on students.</p> <p>o) Increased noise from construction workers impacting school.</p> <p>p) Density around the school should be relocated.</p> <p>q) Impact on character of the neighbourhood.</p> <ul style="list-style-type: none"> - Battle-axe development should be avoided. - Concern for removal of verge trees for new crossovers. - Loss of trees and vegetation - Support terrace houses or low rise apartment developments with smaller footprints. - Another option would be to increase the density of houses which have ROWS at the back of the blocks. There are areas in Dalkeith that have had no change to density with the proposed density changes which already have the infrastructure in place to avoid increased pavements for car access to residences. 	<p>a) Noted.</p> <p>b) Density has been reduced around Nedlands Primary School in response to submissions having regard to the Local Planning Strategy.</p> <p>c) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>d) Refer to response b.</p> <p>e) Noted.</p> <p>f) Building heights along Broadway will be controlled through Local Development Plan/Local Planning Policy provisions to consider topography of the land.</p> <p>g) Noted.</p> <p>h) Noted.</p> <p>i) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>j) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles.</p> <p>k) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>l) The proposed Neighbourhood Centre and Mixed Use zoned areas identified in LPS3 are consistent with the Local Planning Strategy.</p> <p>m) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>n) Asbestos removal is controlled by the Health (Asbestos) Regulations 1992.</p> <p>o) Noise is governed by the Environmental Protection (Noise) Regulations.</p> <p>p) Refer to response b.</p> <p>q) The use of split density codes where the application of the higher code is predicated on a prescribed minimum lot size and consolidated vehicle access arrangement is proposed to facilitate coordinated development and mitigate against ad-hoc development outcomes.</p>
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1007	Therese Sundblad 7 Dalkeith Road	N/A	<ul style="list-style-type: none"> a) Concentration of density does not consider increased traffic, reduced greenery, increased pressure on schools or amenity of the area. b) Health impacts of permitting fast food restaurants in Nedlands. 	<ul style="list-style-type: none"> a) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network. Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions. b) Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local government shall have due regard to when considering an application for development approval.
1008	Mark Leonhardt 7 Dalkeith Road	N/A	<ul style="list-style-type: none"> a) LPS 3 fails to deliver a community conscious village vision in the Hollywood precinct that would provide varied housing density contained to an area around the village hub and transport route. b) Do not support the extent of the proposed density changes. c) Increased traffic. d) Demand on existing road infrastructure and traffic congestion on Stirling highway e) Demand on infrastructure and services (power, water, schools) f) Loss of vegetation and trees. g) Loss of character. h) Queried requirement to increase the number of dwellings beyond Council's proposal i) Allowing all corner blocks or blocks over a certain size to be subdivided in Nedlands would suffice. 	<ul style="list-style-type: none"> a) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy. b) Density is proposed to be reduced North of Bedford Street in response to submissions with regard to the Local Planning Strategy. c) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future. d) Refer to response c. e) The utility providers have advised the City that the current level of utility services will support future development with manageable upgrading. f) Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy.

				<p>g) The introduction of minimum lot size requirements and additional Local Planning Policy provisions will assist in protecting the character and amenity of areas proposed for increased density.</p> <p>h) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles.</p> <p>i) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with the Local Planning Strategy and will result in ad-hoc planning outcomes.</p>
1009	Sally Lawrenson 17 Louise Street	N/A	<p>a) Understand and support the need for development and infill in the City.</p> <p>b) Opposed to the proposed changes to the LPS in its current form.</p> <p>c) Opposed to the rezoning of the blocks around the Memorial Rose Gardens to R160 – impact on amenity, parking and traffic.</p> <p>d) Impact on property values.</p> <p>e) Increased traffic and safety concerns.</p> <p>f) Would be more supportive of rezoning to lower density duplex or triplex blocks.</p> <p>g) Support higher density along Stirling highway itself as there is existing traffic flow there but concerned for increase in traffic on Louise Street.</p>	<p>a) Noted.</p> <p>b) Noted.</p> <p>c) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles.</p> <p>d) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p> <p>e) It is acknowledged that future population increases will place increased demand on existing road network however a traffic study commissioned by the City indicates that the road network is capable of supporting further development based on the density targets identified in the Local Planning Strategy subject to minor upgrades being undertaken to key intersections in the future.</p> <p>f) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles.</p> <p>g) Refer to response e.</p>
1010	andrew Ong 96 Meriwa Street NEDLANDS	N/A	<p>a) Support LPS 3.</p> <p>b) City of Nedlands must have vision for the future not only just for Nedlands but also for the macro environment of Perth Metropolitan regions.</p> <p>c) In Nedlands there are many areas identified which fit in for rezoning such as those located near and along Stirling highway, very old houses and unconforming use.</p> <p>d) This will improve the aesthetic look of the suburb.</p> <p>e) Increased options to downsize to remain in the area.</p> <p>f) Keeping the status quo is short sighted.</p> <p>g) Nedlands should develop into a vibrant city, embrace difference cultures and academic, business, culinary, art and artistic and demographic diversity.</p>	<p>a) The comments raised in the submission are acknowledged as set out in LPS3.</p>
1011	Kendrick Ling 29 Weld Street NEDLANDS	29 Weld Street	<p>a) Proposed changes from R15 to R60 (including Weld Street) will change the character of the area.</p> <p>b) Parking</p> <p>c) Pollution</p> <p>d) Health impacts</p>	<p>a) The use of split density codes where the application of the higher code is predicated on a prescribed minimum lot size and consolidated vehicle access arrangement is proposed to facilitate coordinated development and mitigate against ad-hoc development outcomes.</p>

			<p>e) Concerned increased density around Nedlands Primary School will impact safety.</p>	<p>b) All new developments are required to comply with the R-Codes and Local Planning Policies for the provision of on-site parking for residents and visitors.</p> <p>c) Noted.</p> <p>d) Clause 67 of the Deemed Provisions for Local Planning Schemes requires the impact on public health (where this impact can be measured) as an issue that the local government shall have due regard to when considering an application for development approval.</p> <p>e) Densities are proposed to be reduced around Nedlands Primary School in response to submissions having regard to the Local Planning Strategy.</p>
1012	Stephen Lipple 30 Lynton Street SWANBOURNE	N/A	<p>a) Generally supportive of LPS 3 overall, with some comments.</p> <p>b) concerns relate to preserving the scant heritage-like buildings along Stirling Highway (even though not formally listed),</p> <p>c) better protection and allocation of land for green space and bushland conservation,</p> <p>d) and better use of micro-precincts relative to transport, shops and other facilities.</p> <p>e) Concerning Stirling Highway, this is a complex zone beyond time for me to adequately comment but I do urge Administration and Council to protect the natural and cultural amenity that makes the Nedlands stretch of the highway interesting and enjoyable. To this end it would be sensible to make appropriate exemptions to sites along the highway from the very high-density proposals.</p> <p>f) Waratah Avenue</p> <ul style="list-style-type: none"> - Support R40 zoning along Waratah Avenue between Roberts and Alexander Roads. However, suggest that at least the commercial portion in 129-131 Waratah be permitted to be developed to three storeys for mixed use and have a zoning of R60. - Prefer that residential development for the remaining portion of this section of Waratah (both sides) be also permitted to develop to three storeys. - Redevelopment should make best use of the transport, shops and other facilities in the area. - Additional accommodation would make a significant contribution to facilitating an aging-in-place lifestyle for local residents. <p>g) Cleland Street</p> <ul style="list-style-type: none"> - Suggest rezoning of Cleland Street to R25 where there is abundant green space opposite and panoramic perspective. Portions of redevelopment adjacent to the street be permitted to go to three storeys, tapering to two storeys adjacent to the northern properties. - The extra accommodation should increase scope for local retirement and 'down-sizing'. <p>h) Lisle and Leaweena Lodges</p> <ul style="list-style-type: none"> - LP3 is a strategic opportunity to foster the redevelopment of these two retirement sites. 	<p>a) Noted.</p> <p>b) Noted.</p> <p>c) The Local Planning Strategy has identified that the City lacks adequate local POS, and, in this regard, a POS strategy will be prepared once LPS3 has been finalised to identify land for future acquisition to provide POS.</p> <p>d) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>e) New developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>f) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>g) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles.</p> <p>h) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles.</p> <p>i) Rationalising the outdated zoning mechanism (1 in 5 split coding) in Mt Claremont West was identified in the Local Planning Strategy. In response to submissions, the R20 zoning is proposed to be retained for the precinct.</p> <p>j) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>k-n) The subject sites/areas are not identified for increased density in the Local Planning Strategy</p>

			<ul style="list-style-type: none"> - If development to four storeys generally along the Alfred Road frontage (5-6 at the Lisle Street corner), tapered down to 2 storeys where abutting the private residences on the north. - Suggest that the sites be coded at least R80. - The envelope of Lisle Lodge should be expanded to include the east side of Adderley Street from Alfred Road north to 54 Adderley (thus squaring the site) and have the same taper from the east from four to two storeys on the Adderley frontage. The lower terrain along Alfred Road would allow 2-3 storeys to be hidden from the outlook of residential houses on the plateau to the north. - Installation of native vegetation including tuarts along the road reserves would create a local ambience and impart a sense of scale. <p>i) Mayfair Street, Mt Claremont</p> <ul style="list-style-type: none"> - Concern for loss of trees under R25 proposal. This pocket should be retained at R10 with the exception of 66-68 Mayfair and 167 Alfred being rezoned R30 and permitted to have three storey development tapering to two along the northern boundary. <p>j) Iolanthe - Jameson Streets, Swanbourne</p> <ul style="list-style-type: none"> - A similar situation of topographic depression next to extensive green space exists at the corner of 20 Iolanthe and 2-6 Jameson Streets which could therefore accommodate three storey development on an R35 zoning. - In addition, as part of a conservation strategy regarding Allen Park, it would be timely to create a new lot at R35 from Jones Park on the south side of, and overlooking the drainage sump and opposite 4 Jameson Street (approx.). With landscaping of the sump, such a lot could provide significant revenue to offset a parallel move to add Lot 150 at 11 Sayer Street, owned freehold by the City into the adjacent A Class Reserve, thus making the latter at least revenue neutral for Nedlands. <p>k) Narla Road - Birrigon Loop, Swanbourne</p> <p>The vacant blocks of 1,2, 5 Narla Road and those adjoining on Birrigon Loop would be more productively used if developed at R40. This is a site next to the Swanbourne Primary School, on bus transport and abundant green space within easy walking to Lake Claremont and the golf course.</p> <p>l) Mission Australia Early Learning site, 50 Sayer Street</p> <ul style="list-style-type: none"> - It would be very beneficial if the Mission Australia site, together with 47-55 Seaward Avenue lots were zoned for R35 housing, including provision for a component of three storey development, though tapered down to the R20 neighbours. - If achieved, the Early Learning Centre could be relocated to the front of Seaward Village on a new R40 lot to be created east of 4 Seaward Avenue (and sold to the army) with design guidelines to protect the tree buffer with 4 Seaward. Such a move should improve army security, make the centre more accessible as a community facility, and contribute to City revenue. <p>m) Lot 150 and 139, 11-12 Sayer Street, Swanbourne</p> <ul style="list-style-type: none"> - It is strongly urged that LP3 take advantage of this opportunity to add these two lots to the adjoining A Class Reserve and make a marked improvement in the configuration of the bushland corridor from Jones to Allen Park, 	
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			<p>provide for improved army security, avoid bushland loss through the necessary firebreaks contingent on any housing development and provide a major community blessing in finally securing the two parcels for conservation purposes.</p> <ul style="list-style-type: none"> - Such a strategy would be congruent with community and (it is understood) Council's desire to add Lot 353 to the A Class Reserve. Simultaneously the C Class reserve at 9 Sayer Street should also be added to the adjoining A Class Reserve. Such achievement would be a milestone in the City of Nedlands history of conservation management and community partnership. For these reasons I oppose the proposed R25 zoning. <p>n) North Street, Swanbourne</p> <ul style="list-style-type: none"> - In the context that North Street is broad, serviced with public transport and within a reasonable pedshed of Swanbourne station, has local shops and abundant green space, this represents a good opportunity for aging in place accommodation by the proposed R35 zoning which overall I support. - However, suggest that a greater density is appropriate for the 38-40 and 46-48B lots on Clement Street and 59-61 and 65-67 North Street which would be advantageously rezoned at R50 as mixed use and be made able to development to three storeys to facilitate the development of a business, shop and living village hub. - The proposed rezoning of North Street east of Walpole Street of R25 is inconsistent with that to the west. The eastern end of North Street is closer to the Swanbourne shops and rail transport while having all the advantages of the strip further west. Significantly, in addition it is in another topographic hollow so that several storeys may be accommodated without impacting on the perspective of housing on Knutsford Street. - Suggest that east of Walpole be zoned at R35 but that portion 1A-7 North and the backing 6-14 Knutsford Street lots be zoned at R40 with four storeys permitted facing North Street tapering to three storeys (still on a level with two storeys on the north side of Knutsford) facing Knutsford Street. This location is a good site to contribute to the Liveable Cities aspiration. However, it is important to maintain the variety in density by retaining the island of R10 on Walpole-James Street. 	
1013	Judith Herring 20 Lynton Street SWANBOURNE	N/A	<p>a) In principle support for LPS 3. Support all the purposes and aims of this Scheme, particularly to protect and enhance local character and amenity and respect the community vision for the development of the district.</p> <p>b) Investment in public transport is urgent - higher density will require alternative modes of transport.</p> <p>c) Support the "Safe Active Street Program - Elizabeth Street and Jenkins Avenue" vision proposed but the densities proposed do not support it.</p> <p>d) Support retention of reserves for open space. In relation to the Deemed Provisions:</p> <p>e) Friends of Allen Park wish to restore cottage at 118 Wood Street in Allen Park, Swanbourne. The cottage is integral to the Heritage Precinct. The building is almost 100 years old, has quite a history and a lot of character. I urge the City to add the cottage to the list of Heritage places.</p> <p>f) There are zoning issues still to be resolved in Swanbourne, including freehold Lots 150 and Lot 1 under the current Local Planning Scheme. Lot 1 is zoned</p>	<p>a) Noted.</p> <p>b) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport.</p> <p>c) The implementation of the Department of Transport Safe Active Streets program falls outside the ambit of LPS3.</p> <p>d) Noted.</p> <p>e) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3 and additional heritage provisions in the Scheme are not proposed. Further consideration of heritage matters falls outside the ambit of LPS3 and will need to be considered separately.</p>

			<p>"Environmental Conservation", and lot 150 is zoned residential. I support the incorporation of Lot 150 into the adjacent reserve. Request State Government support to reclassify the Walkway (reserve 353) to A- Class reserve status.</p> <p>g) Support higher density on the Stirling Highway, as there is maximum access to public transport. Passive solar design should be incorporated.</p>	<p>f) Lot 150 is owned by the City of Nedlands I freehold.</p> <p>g) Noted.</p>
1014	Martyn Gilbert 111 Circe Circle SOUTH	N/A	<p>a) Loss of amenity and character form high density development.</p> <p>b) Demand on infrastructure and services (public transport, schools, etc.)</p> <p>c) Impact on property values and rates.</p>	<p>a) Amenity impacts associated with new developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>b) Transperth advise increased densities within a walkable catchment to major transport corridors, activity centres or local bus routes is conducive to the operation and growth of the Transperth network, enabling success of active and public transport. The Department of Education has no comments or objections to LPS3 and are aware of the increased densities contemplated in LPS3 that will impact upon the current public-school network.</p> <p>c) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p>
1015	Xavier Braud 29 Hillway	N/A	<p>a) Support density increase in Nedlands due to proximity to the City.</p> <p>b) I strongly support higher density.</p> <p>c) I would support a strengthening of design rules which would help keeping a good feeling and a visual unity in the suburb.</p> <p>d) Potential property price changes.</p>	<p>a) Noted.</p> <p>b) Noted.</p> <p>c) New developments will be controlled through the planning framework including the proposed LPS3 provisions and future Local Planning Policy and Local Development Plan provisions.</p> <p>d) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.</p>
1016	Caitlin Farrell 48 Meriwa Street	N/A	<p>a) Support density to provide for diversity in the community.</p> <p>b) Nedlands has the location, infrastructure and facilities (cafes, restaurants, local shops) to support and encourage new, long-term residents.</p>	<p>a) Noted.</p> <p>b) Noted.</p>
1017	Jayant Kumar 14 Hynes Road DALKEITH	N/A	<p>a) Support LPS 3.</p> <p>b) Support increased density to combat sprawl and along Stirling Highway and Broadway is advisable but request the following changes.</p> <p>c) Increased density along Waratah Avenue. I would increase the proposed R-80 zone to R-160. I would increase the R-40 zone between Alexander Drive and Roberts Rode to R-80, and the same for the zone between Curlew Road and Adelma Road.</p> <p>d) Increased density along Alfred Road, to try and improve passenger use of the Karrakatta Train Station, which has extremely low patronage (one of the lowest on the entire train network – http://www.abc.net.au/news/2018-03-13/perth-least-and-most-used-train-stations-seaforth/9540522).</p> <p>e) Increased density along Princess Road, to try and make the small shopping precinct at the corner of Princess and Dalkeith road more fiscally robust and</p>	<p>a) Noted.</p> <p>b) Noted.</p> <p>c) It is proposed to reduce densities in the Waratah Avenue precinct in response to submissions received and having regard to the Local Planning Strategy.</p> <p>d) The proposed zoning and density changes contemplated in LPS3 are consistent with the Local Planning Strategy and orderly planning principles.</p> <p>e) LPS3 identifies higher densities abutting, and in close proximity to major roads/public transport, and within local and neighbourhood centres, which is consistent with the Local Planning Strategy.</p> <p>f) Introducing special provisions in LPS3 to permit corner lot subdivision throughout the City is inconsistent with</p>

			diverse. I don't think the R80 zoning at the old Ampol service station site is enough. f) Support corner lot subdivision.	the Local Planning Strategy and will result in ad-hoc planning outcomes.
1018	Pedram Imani 31 Napier Street NEDLANDS	N/A	a) Do not support LPS 3. b) Object to rezoning proposed for the subject site in Napier street. c) Impact on amenity. d) Impact on property values.	a) Noted. b) Noted. c) The use of split density codes where the application of the higher code is predicated on a prescribed minimum lot size and consolidated vehicle access arrangement is proposed to facilitate coordinated development and mitigate against ad-hoc development outcomes. d) The impacts of LPS3 on property values is subjective and it is noted that financial matters are not a valid planning consideration.
1019	John Thurtell 16 Strickland Street MOUNT CLAREMONT	N/A	a) Concern for pressure of infill from Federal and State Government. b) Loss of tree canopy. c) Lack of new bike paths. d) Lack of protection of heritage buildings.	a) The Local Planning Strategy is a link between regional and local planning and must demonstrate how the city will meet the State Government's metropolitan planning strategy, <i>Perth and Peel@3.5million</i> . LPS3 provides the statutory framework to implement the strategic objectives and actions identified in the Local Planning Strategy b) Incentives for tree retention within private property for new developments can be addressed in Local Planning Policy. c) The addition of new and upgrading of existing cycleways and footpaths has been identified in the City of Nedlands Our Vision 2030 and the draft City of Nedlands Bike Plan as part of a necessary array of future infrastructure works. d) The City's Heritage List and Municipal Inventory will be unaffected by LPS 3. Additional heritage provisions in the Scheme are not proposed

Modifications to Scheme Maps

Number	Property address	Advertised	Recommended
Modifications to zones and Additional Use notations – Stirling Highway, Hampden Road and Broadway			
1	Land in Neighbourhood Centre zone bound by Loch Street, Stirling Highway and Loftus Street	Neighbourhood Centre R-AC0 Additional Use 4 & 5	Mixed Use R-AC0 Delete Additional Use notations
2	Land in Neighbourhood Centre zone bound by Loftus Street, Stirling Highway and Napier Street	Neighbourhood Centre R-AC0 Additional Use 5	Mixed Use R-AC0 Delete Additional Use notation
3	Land in Mixed Use zone bound by Napier Street, Stirling Highway and Ord Street	Mixed Use R-AC0 Additional Use 5	Mixed Use R-AC0 Delete Additional Use notation
4	Land in Mixed Use zone bound by Ord Street, Stirling Highway and Robinson Street with Additional Use 5	Mixed Use R-AC0 Additional Use 5	Mixed Use R-AC0 Delete Additional Use notation
5	Lot 123 (141) & Lot 64 (145) Stirling Highway	Residential R160 Additional Use 7	Mixed Use R-AC0 Delete Additional Use notation
6	Lot 318 (127), Lot 317 (129), Lot 37 (131), Lot 3 (133), Lot 601 (135), & Lot 600 (139) Stirling Highway	Residential R160 Additional Use 8 over Lot 318 (127) & Lot 317 (129) Stirling Highway	Mixed Use R-AC0 Modify Additional Use numbering over Lot 318 (127) & Lot 317 (129) Stirling Highway to 'A1'
7	Lot 500 (26) Broome Street	Residential R160 & Mixed Use R-AC0	Whole of property to be Mixed Use R-AC0
8	Land in Neighbourhood Centre zone bound by Martin Street, Stirling Highway and Baird Avenue	Neighbourhood Centre R-AC0	Mixed Use R-AC0
9	Lot 500 (105) Stirling Highway	Additional Use 9	Delete Additional Use notation
10	Lot 11 (47-49) & Lot 10 (45) Stirling Highway	Residential R160	Mixed Use R-AC0
11	Land in Neighbourhood Centre zone bound by Stirling Highway and Rockton Road to the east	Neighbourhood Centre R-AC0 Additional Use 5	Mixed Use R-AC0 Delete Additional Use notation
12	Land in Neighbourhood Centre zone bound by Rockton Road, Stirling Highway and Waroonga Road	Neighbourhood Centre R-AC0 Additional Use 5	Mixed Use R-AC0 Delete Additional Use notation
13	Land in Neighbourhood Centre zone bound by Waroonga Road, Stirling	Neighbourhood Centre R-AC0 Additional Use 5	Mixed Use R-AC0 Delete Additional Use notation

	Highway and Bulimba Road		
14	Land in Mixed Use zone bound by Bulimba Road, Stirling Highway and Taylor Road	Mixed Use R-AC0 Additional Use 5 & 6	Mixed Use R-AC0 Delete Additional Use notation
15	Lot 45 (3) Taylor Road, Nedlands	Residential R160	Mixed Use R-AC0
16	Land in Mixed Use zone bound by Taylor Road, Stirling Highway and Marita Road with Additional Use 5	Additional Use 5	Delete Additional Use notation
17	Lot 111 (142), Lot 86 & 87 (136) Stirling Highway	Residential R160	Mixed Use R-AC0
18	Lot 5 (134) Stirling Highway	Residential R160	Mixed Use R-AC0
19	Lot 151 (114) & Lot 152 (112) Stirling Highway	Residential R160	Mixed Use R-AC0
20	Lot 153 (110), Lot 154 & 155 (108) Stirling Highway	Neighbourhood Centre R-AC0	Mixed Use R-AC0
21	Lot 22 (4) Florence Road & Lot 33 (7) Stanley Street	Residential R160	Neighbourhood Centre R-AC0
22	Lot 50 & 62 (60) Stirling Highway, Lot 1 (56) Stirling Highway, Lot 2 (1A) Thomas Street, Lot 59 & 60 (1B) Thomas Street, & Lot 61 (2) Webster Street	Residential R160	Mixed Use R-AC0
23	Lot 364 (14), Lot 365 (12), Lot 366 & 367 (8-10), Lot 368 (6) & Lot 12 (4) Stirling Highway	Neighbourhood Centre R-AC0	Mixed Use R-AC0
24	Lot 420 D/P302803 Smyth Road	Residential R160	Mixed Use R-AC0
25	Lot 76 (7) Thomas Road	Residential R60	Residential R160
26	Lot 888 (7), Lot 3 (11), Lot 2 (15), Lot 373 (19), Lot 374 (29) & Lot 66 Broadway	Neighbourhood Centre R-AC0 Additional Use 10 over Lot 888 (7) Broadway	Mixed Use R-AC0 Modify Additional Use numbering over Lot 888 (7) Broadway to 'A2'
27	Lot 13 (17) Cooper Street	Residential R160	Mixed Use R-AC0
28	Lot 1 (31) Broadway	Neighbourhood Centre R-AC0	Mixed Use R-AC0
29	Land in Residential R160 zone adjacent to Broadway, bound by Edward Street and Hillway	Residential R160	Mixed Use R-AC0
30	Land in Neighbourhood Centre zone bound by Hillway, Broadway and The Avenue	Neighbourhood Centre R-AC0	Mixed Use R-AC0
31	Land in Neighbourhood Centre zone bound by Monash Avenue,	Neighbourhood Centre R-AC0	Local Centre R-AC0

	Hampden Road and Gordon Street, including 61 & 63 Hardy Road		
32	Land on the eastern side of Leura Street bound by Hardy Road and Gordon Street	Residential R160	Mixed Use R-AC0
33	Land adjacent to Monash Avenue bound by Williams Road and Lot 248 (60) Monash Avenue inclusive	Residential R160	Mixed Use R-AC0
Modifications to Stirling Highway – R160, R60 & R40 (changes to transition codes)			
34	Lot 58 (32), Lot 59 (34), & Lot 60 (36) Loch Street	R60	R15/40
35	Lot 26 (29), Lot 25 (31) & Lot 100 (33) Loftus Street	R60	R15/40
36	Lot 122 (30), Lot 123 (32) & Lot 124 (34) Loftus Street	R60	R15/40
37	Lot 93 (29), Lot 92 (31) & Lot 91 (33) Napier Street	R60	R15/40
38	Lot 188 (30), Lot 189 (32) & Lot 190 (34) Napier Street	R60	R15/40
39	Lot 159 (29), Lot 158 (31) & Lot 157 (33) Ord Street	R60	R15/40
40	Lot 249 (30), Lot 250 (32) & Lot 251 (34) Ord Street	R60	R15/40
41	Lot 220 (29), Lot 219 (31) & Lot 218 (33) Robinson Street	R60	R15/40
42	Lot 304 (30), Lot 305 (32) & Lot 306 (34) Robinson Street	R60	R15/40
43	Lot 275 (29), Lot 274 (31) & Lot 273 33 Weld Street	R60	R15/40
44	Lot 356 (30), Lot 357 (32) & Lot 358 (34) Weld Street	R60	R15/40
45	Lot 328 (32) Bedford Street, Lot 327 (31) & Lot 326 (33) Broome Street	R60	R15/40
46	Lots on northern side of Bedford Street bound by Broome Street and Dalkeith Road including Lot 88 (17) Baird Avenue	R60	R10/40
47	Lot 239 (24), Lot 240 (22) & Lot 241 (20) Carrington Street & Lot 242 (27) Boronia Avenue	R60	R10/40
48	Lot 243 (30) Boronia Avenue, Lot 244 (14), Lot 245 (12) Carrington Street & Lot 246 (29) Kinninmont Avenue	R60	R10/40

49	Lot 247 (28) Kinninmont Avenue, Lot 248 (6) Carrington Street, Lot 1 (83) & Lot 2 (85) Smyth Road	R60	R10/40
50	Lot 17 (92) & Lot 18 (94) Smyth Road	R60	R12.5/40
51	Lot 40 (33) & Lot 39 (35) Langham Street	R60	R12.5/40
52	Lot 73 (34) & Lot 74 (36) Langham Street	R60	R12.5/40
53	Lot 94 (33) & Lot 93 (35) Portland Street	R60	R12.5/40
54	Lot 127 (34) & Lot 128 (36) Portland Street	R60	R12.5/40
55	Lot 147 (65) & Lot 146 (67) Williams Street	R60	R12.5/40
56	Lot 6 (3), Lot 1 & Lot 2 (5) & Rockton Road	R160	R35/60
57	Land bound by Rockton Road, Jenkins Avenue & Waroonga Road advertised R160	R160	R20/60
58	Lot 1 (6A), Lot 2 (6B), Lot 1 (8) & Lot 2 (8A) Waroonga Road	R160	R20/60
59	Lot 27 (9), Lot 1 (7B) & Lot 2 (7A) Bulimba Road & Lot 6 (55) & Lot 5 (53) Jenkins Avenue	R160	R20/60
60	Lot 2 (4) Bulimba Road	R160	R35/60
61	Lot 1 (7) Taylor Road	R160	R35/60
62	Lot 107 (1A), Lot 108 (1B), Lot 109 (1C), Lot 84 (3), Lot 831 (5) & Lot 832 (5A) Doonan Road	R60	R160
63	Lot 301 (2A), Lot 302 (2B), Lot 303 (2C), Lot 1 (4), Lot 2 (4A), Lot 1 (6A) & Lot 2 (6) Doonan Road	R60	R160
64	Lot 46 (16), Lot 1 (18) & Lot 2 (18A) Stanley Street	R60	R10/40
65	Lot 49 (17), Lot 48 (19), Lot 68 (20) & Lot 69 (22) Webster Street	R60	R10/40
66	Lot 71 (17), Lot 92 (18), Lot (70) 19 & Lot 93 (20) Thomas Street	R60	R10/40
67	Lot 95 (17), Lot 94 (19) Tyrell Street	R60	R10/40
68	Lot 117 (18) Lot 118 (20), & Lot 119 (22) Tyrell Street	R60	R12.5/40
69	Lot 122 (17), Lot 121 (19), Lot 120 (21), Lot 146 (22),	R60	R12.5/40

	Lot 147 (24) & Lot 148 (26) Archdeacon Street		
70	Lot 151 (21), Lot 150 (23) & Lot 149 (25) Bruce Street	R60	R12.5/40
Modifications to Stirling Highway and Broadway – R160, R60 & R40 (Remaining split codes for R40 & R60 transition)			
71	Land bound by Loch Street, Bedford Street, Broome Street and Stirling Highway advertised R60 excluding those lots subject to modifications 34-45	R60	R15/60
72	Land bound by Broome Street, Bedford Street, Dalkeith Road, and Stirling Highway advertised R60 excluding Lot 1 (26) & Lot 2 (26A) Baird Street	R60	R10/60
73	Lot 1 (26) & Lot 2 (26A) Baird Street	R60	R20/60
74	Lot 1 (43A) & Lot 2 (43B) Boronia Avenue	R60	R20/60
75	Land bound by Dalkeith Road, Carrington Street, Smyth Road and Stirling Highway advertised R60 excluding those lots subject to modifications 47-49 and 74	R60	R10/60
76	Land bound by Smyth Road, Gordon Street, Williams Road and Stirling Highway advertised R60 excluding those lots subject to modifications 50-55	R60	R12.5/60
77	Land bound by Williams Road, Gordon Street, Clifton Street and Hibbertia Lane advertised R60	R60	R25/60
78	Land bound by Cooper Street, Broadway, Edward Street and Bruce Street advertised R60	R60	R12.5/60
79	Land bound by Bruce Street, Edward Street, Tyrell Street and Stirling Highway advertised R60 excluding those lots subject to modifications 68-70	R60	R12.5/60
80	Land bound by Tyrell Street, Edward Street,	R60	R10/60

	Dalkeith Road and Stirling Highway advertised R60 excluding those lots subject to modifications 64-67 and 25		
81	Land bound by Dalkeith Road, Jenkins Avenue, Doonan Road and Stirling Highway advertised R60 excluding those lots subject to modification 63	R60	R10/60
82	Land bound by Doonan Road, Jenkins Avenue, Taylor Road and Stirling Highway advertised R60 excluding those lots subject to modification 62	R60	R12.5/60
83	Land bound by Broadway, Esplanade, Bessell Avenue, and The Avenue advertised R60	R60	R10/60
84	Land bound by Broadway, Esplanade, Bessell Avenue, and The Avenue advertised R40	R40	R10/40
85	Lot 31(31), Lot 30 (31A), Lot 739 (33), Lot 740 (35), Lot 75 (37), Lot 74 (37A), Lot 2 (39A), Lot 1 (39B), Lot 743 (41), Lot 103 (43) The Avenue & Lot 102 (151) Melvista Avenue	R60	R20/60
86	Lot 731 (2), Lot 730 (4), Lot 729 (6), Lot 728 (8), Lot 727 (10), Lot 800 (12), Lot 725 (14), & Lot 724 (16) Hillway	R60	R10/60
87	Lot 690 (7), Lot 1 (9), Lot 2 (9A), Lot 692 (11), Lot 693 (13), Lot 694 (15), Lot 695 (17), Lot 696 (19), Lot 697 (21), & Lot 1 (23) Hillway	R60	R12.5/40
Land to revert to current TPS 2 densities – Stirling, Hampden and Broadway			
88	Land bound by Loch Street, Bedford Street, Broome Street and Carrington Street advertised Residential R40	Residential R40	Residential R15
89	Land bound by Broome Street, Carrington Street, Dalkeith Road and Bedford Street excluding those lots adjacent to Bedford Street and Lot 88 (17) Baird Avenue	Residential R60	Residential R10
90	Land bound by Williams Road, Hardy Road,	Residential R160	Residential R25

	Micrantha Lane and Hampden Road advertised Residential R160		
91	Land bound by Hardy Road, Williams Road, Gordon Street and Leura Street	Residential R60 & Residential 40	Residential R25
92	Land bound by Williams Road, Gordon Road, Smyth Road and Park Road	Residential R40	Residential R12.5
93	Land adjacent to the west of Williams Road bound by Park Road and Karella Street excluding Lot 200 (33) Williams Road	Residential R40	Residential 12.5
94	Lot 200 (33) Williams Road	Residential R40	Residential R20
95	Lot 175 (81) Smyth Road, Lot 176 (3) Carrington Street, Lot 177 (5) Carrington Street, Lot 200 (23) Kinninmont Avenue, Lot 201 (9) Carrington Street, Lot 202 (11) Carrington Street, Lot 4 (23) Boronia Street, Lot 3 (17) Carrington Street & Lot 2 (19) Carrington Street	Residential R40	Residential R10
96	Lot 1 (21) Carrington Street	Residential R40	Residential R20
97	Land south of Jenkins Avenue bound by Doonan Road and Lot 188 (9) Rockton Road	Residential R40	Residential R12.5
98	Land south of Jenkins Avenue bound by Doonan Road and Dalkeith Road	Residential R40	Residential R10
99	Land bound by Dalkeith Road, Edward Street, Tyrell Street and Elizabeth Street advertised R40 excluding Lot 1 (52), Lot 2 (52A), Lot 5 (56) Edward Street and Lot 246 (21) Thomas Street	Residential R40	Residential R10
100	52, 52A, 56 Edward Street and Lot 247 (21) Thomas Street	Residential R40	Residential R20
101	Lot 4 (26) Webster & Lot 247 (21) Thomas Street	Residential R10	Residential R20
102	Land bound by Tyrell Street, Elizabeth Street, Bruce Street and Edward Street advertised Residential R40	Residential R40	Residential R12.5
103	Land bound by Elizabeth Street, Bruce Street, Melvista Avenue and Archdeacon Street advertised Residential R40	Residential R40	Residential R12.5

104	Land Bound by Edward Street, Bruce Street, Melvista Avenue, and all lots abutting Kingsway, advertised Residential R40 & R60, excluding Lot 2 (68) & Lot 1 (68A) Bruce Street	Residential R60 and R40	Residential R12.5
105	Lot 2 (68) & Lot 1 (68A) Bruce Street	Residential R40	Residential R25
106	Land bound by Bruce Street, Melvista Avenue and Hillway	Residential R40	Residential R12.5
107	Land bound by Bruce Street, Hillway, Melvista Avenue and The Avenue	Residential R40	Residential R10
108	Land bound by The Avenue, Bessell Avenue, Esplanade and Lot 254 (78) Esplanade, excluding Lot 300 (61) & Lot 301 (61A) Esplanade	Residential R40	Residential R10
109	Lot 300 (61) & Lot 301 (61A) Esplanade	Residential R40	Residential R20
Land to revert to current TPS 2 densities – Aberdare Road			
110	Land bound by Verdun Street, Gairdner Drive, Aberdare Road and lots on western side of Kitchener Street (including Lot 5 (31) Verdun Street) advertised R60, excluding lots abutting Aberdare Road (including Lot 123 Kitchener Street, Lot 2 (2A) Burwood Street, Lot 1 (2B) Croydon Street & Lot 106 (1C) Kingston Street	Residential R60	Residential R10
Land to revert to current TPS 2 densities – Waratah Avenue			
111	Land bound by Watkins Road, Stone Road, Raven Lane and Hackett Road	Residential R40	Residential R10
112	Land bound by Watkins Road, Robert Street, Alexander Place and Philip Road	Residential R40 & R60	Residential R10
113	Lot 7 (1), Lot 8 (3) & Lot 9 (5) Alexander Place	Residential R40	Residential R12.5
114	Lot 88 (7) Alexander Place & Lot 87 (29) Philip Road	Residential R60	Residential R20
115	Land bound by Alexander Place, Philip Road, Adelma Road and Watkins Road	Residential R60 & R40	Residential R12.5

116	Lot 1 (7) Watkins Road	Residential R40	Residential R12.5
117	Lot 157 (14) Garland Road and Lot 7 (1), Lot 8 (1A) & Lot 6 (3) Watkins Road	Residential R40	Residential R12.5
118	Land bound by Gallop Road, Curlew Street, Circe Circle South and Adelma Road	Residential R40 & R60	Residential R10
119	Lot 10 (35) Davies Road, and Lot 11 (55), Lot 12 (57), & Lot 13 (59) Gallop Road	Residential R40	Residential R12.5
120	Land bound by Robert Street, Philip Road, Shrike Lane and Gerygone Lane	Residential R40	Residential R10
121	Land bound by Robert Street, Leon Road, Alexander Road and Neville Road advertised Residential R40	Residential R40	Residential R10
122	Lots fronting the northern side of Leon Road between and including Lot 219 (5) and Lot 208 (27) but excluding Lot 2 (25) & Lot 1 (25A) Leon Road	Residential R40	Residential R10
123	Lot 2 (25) & Lot 1 (25A) Leon Road	Residential R40	Residential R20
124	Land bound by School Road, Circe Circle North, Adelma Road, Genesta Crescent and Alexander Road advertised R40, and Lot 1 (49) Circe Circle North & Lot 2 (135) Adelma Road inclusive	Residential R40 & R60	Residential R10
125	Land bound by School Road, Circe Circle South, Adelma Road, Viking Road and Genesta Crescent advertised R40	Residential R40	Residential R10
126	Land on southern side of Philip Road bound by Adelma Road and Lot 378 (24) Philip Road inclusive	Residential R80	Residential R10/80
127	Land bound by Philip Road, Alexander Road, Waratah Avenue and Shrike Lane	Residential R60	Residential R25/60
128	Land bound by Shrike Lane, Waratah Avenue, Robert Street and Gerygone Lane advertised R40	Residential R40	Residential R10/40
129	Land on southern side of Waratah Avenue bound by Robert Street and Lots 1-3 (112) Waratah Avenue inclusive	Residential R40	Residential R10/40

130	Land abutting Alexander Road bound by Waratah Avenue to Leon Road	Residential R60	Residential R10/60
131	Land bound by Genesta Crescent, Adelma Road, Circe Circle North and School road advertised R60 excluding Lot 1 (49) Circe Circle North, Lot 2 (135) and Lot 800 (129), Lot 801 (131) & Lot 802 (133) Adelma Road	Residential R60	Residential R20/60
132	Lot 800 (129), Lot 801 (131) & Lot 802 (133) Adelma Road	Residential R60	Residential R30/60
Dalkeith modifications - Zones			
133	Lot 342 (123) Waratah Avenue	Private Community Purpose	Residential R10/40
134	Lots 385, 386, 387 (97-99) Waratah Avenue	Civic and Community Local Reserve	Local Centre R-AC0
135	Lots 396 (79), Lot 8 (81), 1000 (87), Lot 300, Lot 2 (93), Lot 1 (93A), Lot 388 (95A) and Lot 384 (99-105A) Waratah Avenue	Neighbourhood Centre R-AC0	Local Centre R-AC0
Restricted Use Map modifications			
136	Lot 7 (136) Waratah Avenue	R1	Delete R1 notation
137	Lot 9 (8) Philip Road	R2	Delete R2 notation
138	Lot 200 (9) Nandina Avenue	R3	Delete R3 notation
Other Additional Use Map mods			
139	Lots 378 & 379 (49-51) and 380 (47) Carrington Street	A1 and A2	Delete A1 and A2 notations
140	Lot 92 (32) Strickland Street	A3	Delete A3 notation
Local Centre – R-code			
141	Lot 5 (63) North Street	Local Centre	Local Centre R60
142	Lot 349 (21) North Street	Local Centre	Local Centre R60
143	Lot 3 (30) Asquith Street	Local Centre	Local Centre R60
144	Lot 300 (33) Asquith Street	Local Centre	Local Centre R60
145	Lot 251 (35) Asquith Street	Local Centre	Local Centre R60
146	Lot 254 (25) Strickland Street	Local Centre	Local Centre R60
147	Lot 97 (39), Lot 2 (41), Lot 1 (1/41A), Lot 3 (3/41A), Lot 99 (43), Lot 100 (45) & Lot 101 (47) Kirwan Street	Local Centre	Local Centre R60
148	(129 -133) Waratah Avenue	Local Centre R40	Local Centre R-AC0
149	Lot 371 (71) Princess Road	Local Centre	Local Centre R60
150	Lot 162 (27) Bruce Street	Local Centre R40	Local Centre R60
151	Lot 5 (76) Bruce Street	Local Centre	Local Centre R60
152	Lot 3 (24) Webster Road	Local Centre R40	Local Centre R60
153	Lot 1 (51) Aberdare Road	Local Centre R60	Show R60 on Scheme Map

154	Lot 57 (30) Loch Street	Local Centre R60	Show R60 on Scheme Map
Miscellaneous			
155	Lots 115, 116 & 117 (2) Watt Street	Private Community Purpose	Residential R35
156	Lots 265 (64) & Lot 266 (66) Melvista Avenue	Civic and Community	Residential R10
157	Lot 12241 (17) John XXIII Avenue	Light Industry	Service Commercial
158	Land bound by Lonnie Street, Stubbs Terrace and Selby Street	Light Industry	Service Commercial
159	Lot 22 (237) Princess Road	Private Community Purpose R40	Delete R-code notation
160	Lot 800 (38) Kingsway	Private Community Purpose R60	Delete R-code notation
161	Lot 1 & 2 (68-70) Dalkeith Road	Private Community Purpose R40	Delete R-code notation
162	Lot 9358, Lot 9073 & Lot 7961 (10) Selby Street, Lot 10149 Bedbrook Place, Lot 10754 & 9770 (15) Bedbrook Place, Lot 703 (13B) Bedbrook Place, Lot 702 (13A) Bedbrook Place, Lot 701 (11) Bedbrook Place	Special Use 5	Urban Development zone Delete SU5 notation
163	Lot 11329 (9) Bedbrook Place, Lot 12829 (7-9) Bedbrook Place, Lot 12830 (5) Bedbrook Place, Lot 11605 (17) Lemnos Street, Lot 9722 (6) Bedbrook Place, Lot 10024 (4) Bedbrook Place	Special Use 5	Renumber to SU4
164	Apply Urban Development zone to Lot 201 (100) Stephenson Avenue and surrounding area as depicted on Appendix 1	Special Use SU4 No Zone	Urban Development zone Delete SU4 notation
165	Apply "Special Control Area – Environment", Named 'Subiaco Strategic Water Resource Precinct 'Label 'SCA1' as per Appendix 2	No SCA	Apply Special Control Area to Subiaco Strategic Water Resource Precinct
166	Lot 500 (171) Lot 501 (35) Esplanade (Steves Hotel)	Special Use SU6	Renumber to SU5
	Lot 93 (125) Alfred Road, Lot 104 (57) Lisle Street, Lot 105 (57) Lisle Street (Lisle Lodge)	Special Use SU7	Renumber to SU6
167	Lot 25 (20) Betty Street, Lot 11 (18) Betty Street, Lot 10 (16) Betty Street, Lot 19 (73) Doonan Road, Lot 18 (75) Doonan Road (Melvista Lodge)	Special Use SU8	Renumber to SU7

168	Lot 169 (80) Mooro Drive (Regent Park Estate)	Special Use SU9	Re-number to SU8
169	Lot 104 & Lot 105 (57) Lisle Street	Special Use No R-code	Special Use Apply R40 code
170	Lot 93 (125) Alfred Road	Special Use No R-code	Special Use Apply R25 code
171	Lot 169 (80) Mooro Drive	Special Use No R-code	Special Use Apply R30 code
172	Delete all Local Distributor Road Reserve notations on the scheme map		
173	Delete all Local Road Reserve notations on the scheme map		

Scheme map legend

- 174. Delete 'Light Industry' under LPS 3 Zones
- 175. Delete 'Local Distributor Road' under LPS 3 Reserves
- 176. Delete 'Local Road' under LPS 3 Reserves
- 177. Delete 'Special Control Area – Development Control Area/Plan'
- 178. Delete 'Special Control Area – General'
- 179. Rename 'Private Community Purpose' to 'Private Community Purposes'

Modifications to Scheme Text

1. Delete Foreshore from Table 1 – Reserve objectives
2. Delete Car Park from Table 1 – Reserve objectives
3. Delete Local Distributor Road from Table 1 – Reserve objectives
4. Delete Local Road from Table 1 – Reserve objectives
5. Modify Table 1 Environmental Conservation first objective to state as follows:
“To identify areas with biodiversity and conservation value, and to protect those areas from development or subdivision”.
6. Modify Table 1 second Civic and Community objective to state as follows:
“To provide for public facilities such as halls, theatres, art galleries, education, health and social care facilities, accommodation for the aged, and other services by organisations involved in activities for community benefit.”
7. Modify Table 1 Government Services objective to state as follows:
“Public Purposes which specifically provide for a range of government services.”
8. Delete the following objectives in the Mixed Use zone:
“To provide for a diversity of housing typologies in suitable locations, particularly with a view to accommodating well-designed higher density residential development”

“To allow for the development of land uses compatible with residential uses, which do not generate nuisances detrimental to the amenity of the locality or to the health, welfare and safety of residents.”

“To facilitate mixed use and commercial development opportunities at an appropriate scale reflecting the transitional nature of the zone”

“To ensure development is sympathetic with the desired character of each area, and that a significant residential component is included as part of any new development.”
9. Insert the following additional objectives for the Mixed Use zone:
“To ensure a significant residential component is included 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.”
10. Replace the word “street-orientated” in the third Local Centre objective with “street-oriented”
11. Modify the fifth objective in the Local Centre zone as follows:
“To ensure non-residential uses are located at street level and are compatible with adjoining residential uses.”
12. Delete the following objective in the Local Centre zone:
“To ensure the design and landscaping of development provides a high standard of safety, convenience and amenity and contributes towards a sense of place and community.”

13. Modify the third objective in the Neighbourhood Centre zone as follows:

“To encourage a diversity of land uses within the Centre to provide a broad range of employment opportunities.”

14. Modify the fourth objective in the Neighbourhood Centre zone as follows:

“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.”

15. Modify the fifth objective in the Neighbourhood Centre zone as follows:

“To provide for a range of quality medium and high density residential development, to meet the diverse needs of the community”

16. Modify the final objective in the Neighbourhood Centre zone as follows:

“To ensure non-residential uses are located at street level and are compatible with adjoining residential uses.”

17. Delete the following objective in the Service Commercial zone:

“To ensure the design and landscaping of development is conducive to safe and efficient vehicular access, safe and convenient pedestrian access between adjacent premises and a level of visual amenity which is compatible with any adjacent commercial, mixed-use or residential areas.”

18. Insert the following additional objective for the Service Commercial zone:

“To maintain compatibility with the general streetscape, for all new buildings in terms of scale, height, style, materials, street alignment and design of facades.”

19. Delete Light Industry from Table 2 – Zone objectives

20. Modify Table 3 – Zoning Table to:

- a. Delete ‘Light Industry’ zone column
- b. Delete ‘zone’ from ‘Urban Development’ column title
- c. Delete ‘Freeway service centre’ from the zoning table
- d. Delete Waste disposal facility from the zoning table
- e. Delete Waste storage facility from the zoning table
- f. Replace the text within the Urban Development zone with the following:
“Refer to Clause 18 (7)”
- g. Change Amusement parlour from ‘X’ to ‘D’ in Mixed Use zone
- h. Change Animal establishment from ‘X’ to ‘A’ in Service Commercial zone
- i. Change Art gallery from ‘A’ to ‘X’ in Residential zone
- j. Change Art gallery from ‘D’ to ‘X’ in Service Commercial zone
- k. Change Art gallery from ‘I’ to ‘D’ in Private Community Purpose zone
- l. Change Bed and breakfast from ‘P’ to ‘D’ in Mixed Use and Local Centre zone
- m. Change Betting agency from ‘I’ to ‘A’ in Neighbourhood Centre zone
- n. Change Bulky goods showroom from ‘X’ to ‘D’ in Mixed Use zone
- o. Change Car park from ‘I’ to ‘A’ in Mixed Use, Local Centre, and Neighbourhood Centre zone
- p. Change Car park from ‘I’ to ‘D’ in Service Commercial zone
- q. Change Car park from ‘I’ to ‘X’ in Private Community Purposes zone
- r. Change Child care premises from ‘D’ to ‘A’ in Residential zone
- s. Change Child care premises from ‘X’ to ‘A’ in Local Centre and Service Commercial zone
- t. Change Child care premises from ‘I’ to ‘D’ in Private Community Purpose zone
- u. Change Cinema/theatre from ‘D’ to ‘P’ in Neighbourhood Centre zone

- v. Change Club premises from 'X' to 'A' in Mixed Use and Local Centre zone
- w. Change Commercial Vehicle Parking from 'A' to 'X' in Private Community Purposes zone
- x. Change Consulting rooms from 'D' to 'A' in Residential zone
- y. Change Consulting rooms from 'I' to 'D' in Service Commercial zone
- z. Change Consulting rooms from 'I' to 'X' in Private Community Purposes zone
- aa. Change Convenience store from 'P' to 'D' in Service Commercial zone
- bb. Change Convenience store from 'D' to 'X' in Private Community Purposes zone
- cc. Change Family day care from 'P' to 'D' in Mixed Use and Local Centre zone
- dd. Change Family day care from 'I' to 'X' in Private Community Purposes zone
- ee. Change Fast food outlet from 'X' to 'A' in Mixed Use zone
- ff. Change Funeral parlour from 'X' to 'A' in Mixed Use and Neighbourhood Centre zone
- gg. Change Holiday accommodation from 'P' to 'D' in Neighbourhood Centre zone
- hh. Change Holiday accommodation from 'I' to 'X' in Private Community Purposes zone
- ii. Change Holiday house from 'I' to 'X' in Private Community Purposes zone
- jj. Change Home store from 'A' to 'X' in Residential zone
- kk. Change Industry – light from 'P' to 'A' in Service Commercial zone
- ll. Change Liquor store – small from 'I' to 'A' in Service Commercial zone
- mm. Change Lunch bar from 'I' to 'X' in Private Community Purposes zone
- nn. Change Medical centre from 'A' to 'D' in Mixed Use zone
- oo. Change Motel from 'X' to 'A' in Mixed Use and Neighbourhood Centre zone
- pp. Change Motor vehicle, boat or caravan sales from 'X' to 'A' in Mixed Use zone
- qq. Change Office from 'I' to 'X' in Private Community purposes zone
- rr. Change Recreation - private from 'X' to 'A' in Mixed Use and Local Centre zone
- ss. Change Residential from 'D' to 'P' in Mixed Use and Neighbourhood Centre zone
- tt. Change Residential from 'D' to 'X' in Private Community Purposes zone
- uu. Change Serviced apartment from 'D' to 'X' in Residential zone
- vv. Change Serviced apartment from 'I' to 'X' in Private Community purposes zone
- ww. Change Shop from 'D' to 'P' in Local Centre and Neighbourhood Centre
- xx. Change Shop from 'D' to 'I' in Service Commercial zone
- yy. Change Shop from 'I' to 'X' in Private Community Purposes zone
- zz. Change Small bar from 'X' to 'A' in Mixed Use zone
- aaa. Change Small bar from 'A' to 'D' in Neighbourhood Centre zone
- bbb. Change Tavern from 'X' to 'A' in Mixed Use zone
- ccc. Change Tourist development from 'I' to 'A' in Mixed Use zone
- ddd. Change Tourist development from 'I' to 'X' in Private Community Purposes
- eee. Change Trade display from 'I' to 'X' in Neighbourhood Centre
- fff. Change Transport depot from 'A' to 'X' in Private Community Purposes
- ggg. Change Warehouse/storage from 'I' to 'X' in Mixed Use, Local Centre, Neighbourhood Centre, and Private Community Purposes zone

21. Modify Table 4 – Additional Uses for zoned land in Scheme area to:

- a. Delete A1
- b. Delete A2
- c. Delete A3
- d. Delete A4
- e. Delete A5
- f. Delete A6
- g. Delete A7
- h. Delete A9
- i. Renumber Additional Use 'A8' to 'A1'
- j. Renumber Additional Use 'A10' to 'A2'

22. Modify Table 5 – Restricted Uses to:

- a. Delete Clause 20 (1)

- b. Delete Clause 20 (2)
- c. Delete Table 5 – Restricted uses for land in Scheme area
- d. Insert '(1) There are no restricted uses that apply to this Scheme.' under Clause 20

23. Modify Table 6 – Special use zones in Scheme area to:

- a. Renumber Clause 21 (1) to reference 'Table 5'
- b. Renumber 'Table 6 - Special use zones in Scheme area' to 'Table 5 - Special use zones in Scheme area'
- c. Insert the following additional conditions for Special Use 1:
 - "(2) Where there is no Structure Plan, Local Development Plan and/or Activity Centre Plan approved, all development shall comply with the following provisions:
 - (a) Setbacks:
 - (i) Monash Avenue: 10m
 - (ii) Verdun Street: 10m
 - (iii) Western boundary: 10m
 - (iv) Eastern boundary: nil
 - (b) Wall Height:
 - (i) Maximum of 26.7m, except in the following instances:
 - no more than 10m where development is located less than 80m from Verdun Street; and
 - no more than 18.3m where the development is located less 60m from Monash Avenue.
 - (3) Wall height and Building height is to be measured in accordance with an approved Local Development Plan and/or local planning policy.
- d. Replace (ii) under Special Use 1 with the following:

"Incidental uses associated with the Hospital are not permitted unless the local government has exercised its discretion by granting development approval."
- e. Insert the following condition for Special Use 2:
 - "(1) Where there is no Structure Plan, Local Development Plan and/or Activity Centre Plan approved, all development shall comply with the following provisions:
 - (a) Height:
 - (i) Maximum of 6 storeys; or
 - (ii) Maximum of 3 storeys where development has a residential interface.
- f. Replace (iii) under Special Use 2 with the following:

"Incidental uses associated with Aged care facility/nursing home and/or Residential are not permitted unless the local government has exercised its discretion by granting development approval."
- g. Delete Special Use 4
- h. Replace SU5 Clause (1) with the following:
 - (1) Where there is no Structure Plan, Local Development Plan and/or Activity Centre Plan approved, all development shall comply with the following provisions:
 - (a) Setbacks
 - (i) 6.0m minimum primary street setback.
 - (b) Building Height
 - (i) 18m maximum building height.

- i. Replace SU5 Clause (2) with the following:
“No residential or other sensitive land uses, as defined by EPA Guidance Statement No. 3 (Separation Distances Between Industrial and Sensitive Land Uses, June 2005) are to be located within the Subiaco Waste Water Treatment Plant odour buffer.”
- j. Replace SU5 Clause (3) with the following:
“In considering any application for development approval, Scheme Amendment request, Structure Plan, Local Development Plan or subdivision application and in addition to matters listed in clause 67 of the deemed provisions the local government shall have regard to the following:
 - (a) the recommendations of the Water Corporation and Department of Environment Regulation; and
 - (b) the potential odour impact of the waste water treatment plant and whether the proposal is compatible with the existing and proposed future use of the plant.”
- k. Replace SU5 Special Use clauses (i) & (ii) with the following:
 - (i) Aged care facility/nursing home
 - (ii) Art gallery
 - (iii) Caretakers dwelling
 - (iv) Car park
 - (v) Child care premises
 - (vi) Civic use
 - (vii) Club premises
 - (viii) Commercial vehicle parking
 - (ix) Community purpose
 - (x) Consulting rooms
 - (xi) Convenience store
 - (xii) Educational establishment
 - (xiii) Exhibition centre
 - (xiv) Family day care
 - (xv) Holiday accommodation
 - (xvi) Holiday house
 - (xvii) Hospital
 - (xviii) Lunch bar
 - (xix) Medical centre
 - (xx) Office
 - (xxi) Place of worship
 - (xxii) Reception centre
 - (xxiii) Recreation – private
 - (xxiv) Residential
 - (xxv) Serviced apartment
 - (xxvi) Shop
 - (xxvii) Tourist development
 - (xxviii) Veterinary centre
 - (xxix) Warehouse/storage
- l. Insert the following additional condition under SU8:
“(2) Development standards may be provided by an approved Structure Plan, Local Development Plan and/or Activity Centre Plan.”
- m. Renumber Special Use 5 to Special Use 4

- n. Renumber Special Use 6 to Special Use 5
- o. Renumber Special Use 7 to Special Use 6
- p. Renumber Special Use 8 to Special Use 7
- q. Renumber Special Use 9 to Special Use 8
- r. Renumber Table 6 to Table 5

24. Replace Clause 26 (1)-(3) with the following:

“(1) In relation to land coded R10, R12.5 and R15, other than lots identified in Schedules 2 & 3, Clause 5.1.2 (Street setback) deemed to comply requirements C2.1 and Clause 5.2.1 (Setback of garages and carports) deemed to comply requirements C1.1, C1.2, C1.3 and C1.5 of the R-Codes are replaced with:

- (a) Buildings, including a carport or garage, set back from the primary street boundary a minimum of 9 metres.”

25. Insert the following additional clause in Clause 26:

“(2) For the purpose of Clause 5.1.4 (Open space) the following applies in addition to deemed to comply requirement C4:

- (a) In areas coded R30 or less, open areas of accessible and usable flat roofs of dwellings (i.e. ‘roof terraces’ including roof gardens, roof pools, viewing platforms or other roof-top recreational use and development), that would normally be counted towards the provision of open space, are excluded from being counted towards the provision of open space.”

26. Delete Clause 32.1 – All zoned Land

27. Renumber Clause 32.2 to Clause 32.1 and replace requirement provisions as follows:

No.	Description of land	Requirement
32.1	All zoned land	<p>Car parking requirements and cash-in-lieu payments</p> <p>(1) Except for development to which the R-Codes apply, every development shall provide on-site car parking spaces in accordance with any applicable local planning policy adopted by the local government.</p> <p>(2) The requirement to provide on-site car parking spaces is subject to:</p> <ul style="list-style-type: none"> (a) the local government agreeing to or requiring a cash-in-lieu payment pursuant to sub-clause 3; (b) the local government accepting a shared car parking arrangement pursuant to clause 32.2; and (c) any requirement to provide car parking spaces in a Structure Plan, Local Development Plan or Activity Centre Plan which applies to the development, in which case the requirement in the Structure Plan, Local Development Plan or Activity Centre Plan prevails to the extent of any inconsistency.

No.	Description of land	Requirement
		<p>(3) An applicant for development approval for a non-residential development may, if the local government agrees or requires, make a cash payment to the local government in lieu of providing all or any of the car parking spaces required for the development for which approval has been sought.</p> <p>(4) The amount of the cash-in-lieu payment shall be determined by the local government by reference to the cost to the local government of providing and constructing the shortfall in car parking spaces that would otherwise have been constructed on the development site in accordance with sub-clause 1 or 2(c) and may include, without limitation:</p> <ul style="list-style-type: none"> (a) the value of the land required for the car parking spaces, including any manoeuvring areas, as estimated by a licenced valuer appointed by the local government; (b) the cost of constructing the car parking spaces including manoeuvring areas; (c) any costs ancillary to providing and constructing the car parking spaces, such as the installation of signs and lighting; and (d) any other cost incurred by the local government in determining the cash-in-lieu payment. <p>(5) Payments made to the local government pursuant to this clause 32.1 must be held in trust and used by the local government only for:</p> <ul style="list-style-type: none"> (a) the provision and maintenance of public transport infrastructure; and (b) any ancillary expenses incurred for the purposes of this clause, including loan repayments. <p>(6) In this clause, public transport infrastructure includes but is not limited to, land and facilities:</p> <ul style="list-style-type: none"> (a) for public transport, such as stops, shelters and stations; or (b) which encourage or facilitate the use of alternative transport modes, such as pedestrian and bicycle pathways and crossings, and end-of-trip facilities; or (c) for public car parking, whether on-street or in a designated car parking station, and includes facilities, technologies and infrastructure ancillary or beneficial to any of the above items.

28. Renumber Clause 32.3 to Clause 32.2 and replace requirement provisions as follows:

No.	Description of land	Requirement
32.2	All zoned land	<p>Shared car parking</p> <p>(1) Where an application for development approval is made for a non-residential use which does not provide the required number of on-site car parking spaces, the local government may permit part or all of the shortfall to be provided through an agreement to share car parking space(s) on an adjacent site (Shared Site).</p> <p>(2) When considering whether to permit a proposal for shared car parking, the local government must:</p> <ul style="list-style-type: none"> (a) be satisfied that the hours of peak operation of the proposed development and those of the Shared Site do not substantially overlap; (b) be satisfied that adequate car parking will be available at all times for both the development site and the Shared Site; (c) be satisfied that the relationship between the development site and the Shared Site is such that the shared car parking space(s) is likely to be used by people visiting the development site; and (d) have regard to other relevant considerations in any applicable local planning policy. <p>(3) An application for development approval which proposes shared car parking must include:</p> <ul style="list-style-type: none"> (a) information addressing the matters in the preceding sub-clause 2; (b) a draft parking management plan; and (c) any other relevant material referred to in an applicable local planning policy. <p>(4) If the local government permits a shared car parking arrangement, it may require the owner of the development site to enter into a legal agreement for the purpose of ensuring the satisfactory provision and maintenance of the shared car parking. The legal agreement:</p> <ul style="list-style-type: none"> (a) must be to the satisfaction of the local government; (b) must be made with the owner of the Shared Site, and any other person specified by the local government (which may include the local government);

No.	Description of land	Requirement
		<ul style="list-style-type: none"> (c) must be prepared (and if necessary, registered or lodged) at the cost of the owner of the development site; (d) may if required by the local government provide for one or more of an easement, restrictive covenant, right of way, reciprocal access and circulation, lease, licence, notification, absolute caveat and any other provision necessary or convenient to ensure the shared parking arrangement is provided and maintained; and (e) must not be amended, surrendered or terminated without the approval of the local government.

29. Renumber Clause 32.4 to Clause 32.3 and replace requirement provisions as follows:

No.	Description of land	Requirement
32.3	All zoned land	<p>Ceding of Rights-Of-Way and Laneway Widening</p> <ul style="list-style-type: none"> (1) It is intended that the owner of land affected by a right-of-way or laneway identified by the Scheme, a Structure Plan, Local Development Plan, Activity Centre Plan or local planning policy should at the time of developing or subdividing that land: <ul style="list-style-type: none"> (a) cede to the local government free of cost that part of the land affected by the right-of-way or laneway; and (b) construct the relevant section of the right-of-way or laneway to the satisfaction of the local government. (2) The intention expressed in sub-clause (1) may be reinforced by a condition of subdivision or development approval.

30. Rename Clause 32.5 "All zoned land" to "Residential", renumber to 32.4 and replace requirement provisions as follows:

No.	Description of land	Requirement
32.4	Residential	<ul style="list-style-type: none"> (1) Split Density Code – Development <ul style="list-style-type: none"> (a) Where a split residential density code is depicted on the Scheme Maps, all development shall conform to the lower density code applicable to the lot, unless the local government determines that development up to the higher density code would comply with the following requirements:

No.	Description of land	Requirement
		<ul style="list-style-type: none"> (i) In the case of land adjoining a right of way, vehicle access is provided from the right-of-way; or (ii) The lot has a minimum total area of 1800m²; and (iii) The development has a maximum of one consolidated vehicular access point for each street frontage of the lot, with reciprocal access rights to serve all dwellings. <p>(2) Split Density Code – Subdivision</p> <p>(a) Where a split residential density code is depicted on the Scheme Maps, subdivision to the maximum dwelling density will only be permitted where:</p> <ul style="list-style-type: none"> (i) In the case of land adjoining a right of way, vehicle access is available from the right-of-way for all lots; or (ii) The lot has a minimum total area of 1800m²; and (iii) The development has a maximum of one consolidated vehicular access point for each street frontage of the lot, with reciprocal access rights to serve all dwellings.

31. Renumber Clause 32.6 to 32.5 and replace requirement provisions as follows:

No.	Description of land	Requirement
32.5	Mixed Use zone	<p>(1) Land Use</p> <p>(a) Residential is not permitted on the ground floor unless discretion has been exercised by the determining authority.</p> <p>(2) Where there is no Structure Plan, Local Development Plan and/or Activity Centre Plan approved, all development shall comply with the following provisions:</p> <p>(a) Height</p> <ul style="list-style-type: none"> (i) 11m maximum wall height; (ii) 14m maximum building height. <p>(b) Setbacks</p> <ul style="list-style-type: none"> (i) 2m minimum primary street setback; (ii) 2m minimum secondary street setback; (iii) 3m minimum side setback;

No.	Description of land	Requirement
		<p>(iv) 6m minimum rear setback.</p> <p>(c) Plot ratio</p> <p>(i) 2.0 maximum plot ratio.</p> <p>(d) Except for the development standards set out in this clause, development within the Mixed Use zone shall be assessed in accordance with the Residential Design Codes for the R160 density code.</p> <p>(e) Landscaping</p> <p>(i) Landscaping is to accord with an overall landscaping plan for the site, which has been approved by the local government.</p>

32. Renumber Clause 32.7 to 32.6 and replace requirement provisions as follows:

No.	Description of land	Requirement
32.6	Local Centre zone	<p>(1) Land Use</p> <p>(a) Residential is not permitted on the ground floor.</p> <p>(2) Where there is no Structure Plan, Local Development Plan and/or Activity Centre Plan approved, all development shall comply with the following provisions:</p> <p>(a) Height</p> <p>(i) 9m maximum wall height;</p> <p>(ii) 12m maximum building height.</p> <p>(b) Setbacks</p> <p>(i) Primary and secondary street setbacks may be nil;</p> <p>(ii) 3m minimum side setback;</p> <p>(iii) Side setbacks may be reduced to nil where the boundary adjoins a non-residential zone;</p> <p>(iv) 3m minimum rear setback.</p> <p>(c) Plot ratio</p> <p>(i) 0.7 maximum plot ratio.</p> <p>(d) Except for the development standards set out in this clause, Residential development within the Local Centre zone shall be assessed in accordance with the Residential Design Codes for the R60 density.</p> <p>(e) Access</p>

No.	Description of land	Requirement
		<ul style="list-style-type: none"> (i) Where a site has more than one street frontage, vehicle access must be obtained from the lowest hierarchy road, inclusive of laneways and rights-of-way. (f) Solar access for adjoining sites <ul style="list-style-type: none"> (i) Where a site adjoins Residential zoned land, solar access is to comply with the Residential Design codes as calculated based on the R-Code of the affected adjoining residential zoned properties. (g) Landscaping <ul style="list-style-type: none"> (i) Landscaping is to accord with an overall landscaping plan for the site, which has been approved by the local government.

33. Renumber Clause 32.8 to 32.7 and replace requirement provisions as follows:

No.	Description of land	Requirement
32.7	Neighbourhood Centre zone	<ul style="list-style-type: none"> (1) Land Use <ul style="list-style-type: none"> (a) Residential is not permitted on the ground floor. (2) Where there is no Structure Plan, Local Development Plan and/or Activity Centre Plan approved, all development shall comply with the following provisions: <ul style="list-style-type: none"> (a) Height <ul style="list-style-type: none"> (i) 11m minimum wall height facing the primary and secondary street; (ii) 14.5m maximum wall height; (iii) 17.5m maximum building height. (b) Setbacks <ul style="list-style-type: none"> (i) 2m minimum primary street setback; (ii) 2m minimum secondary street setback; (iii) 3m minimum side setback; (iv) 6m minimum rear setback. (c) Plot ratio <ul style="list-style-type: none"> (i) 2.0 maximum plot ratio. (d) Except for the development standards set out in this clause, Residential development within the Neighbourhood Centre zone shall be assessed in accordance with the

No.	Description of land	Requirement
		Residential Design Codes for the R160 density code. (e) Landscaping (i) Landscaping is to accord with an overall landscaping plan for the site, which has been approved by the local government.

34. Renumber Clause 32.9 to 32.8 and replace requirement provisions as follows:

No.	Description of land	Requirement
32.8	Service Commercial zone	(1) Height (a) 10m maximum building height. (2) Setbacks (a) 2m minimum primary street setback; (b) 2m minimum secondary street setback; (c) Nil setbacks are permitted to all side and rear boundaries. (3) Plot Ratio (a) Not applicable.

35. Delete Clause 32.10 – Light Industry zone

36. Renumber Clause 32.11 to 32.9, rename to 'Private Community Purposes', and replace requirement provisions as follows:

No.	Description of land	Requirement
32.9	Private Community Purposes zone	(1) Where there is no Structure Plan, Local Development Plan and/or Activity Centre Plan approved, all development shall comply with the following provisions: (a) Height (i) 8.5m maximum wall height; (ii) 10m maximum building height. (b) Setbacks (i) 6m minimum primary street setback; (ii) 3m minimum setback to all other boundaries. (c) Plot Ratio (i) Not applicable. (d) Solar access for adjoining sites (i) Where a site adjoins Residential zoned land, solar access is to comply with the Residential Design codes as calculated based on the R-Code of the

No.	Description of land	Requirement
		<p>affected adjoining residential zoned properties.</p> <p>(e) Landscaping</p> <p>(i) Landscaping is to accord with an overall landscaping plan for the site, which has been approved by the local government.</p>

37. Delete Clauses 32.12 to 32.16

38. Renumber Table 7 to Table 6

39. Amend Clause 32 (1) to replace 'Table 7' with 'Table 6'

40. Delete Clause 33.1 and insert Clauses 33.1 – 33.5 as follows:

No.	Description of land	Requirement
33.1	Land within Neighbourhood Centre zone contiguous with Stirling Highway Metropolitan Region Scheme Primary Regional Road Reserve	<p>(1) Height</p> <p>(a) Minimum wall height of 11m facing the primary and secondary street.</p> <p>(b) Lots with an area less than 2000m²:</p> <p>(i) 14.5m maximum wall height;</p> <p>(ii) 17.5m maximum building height.</p> <p>(c) Lots with an area of 2000m² or more:</p> <p>(i) 21.5m maximum wall height;</p> <p>(ii) 24.5m maximum building height.</p> <p>(d) Lots with an area of 2000m² or more, 35.5m maximum wall height and 38.5m maximum building height may be permitted in accordance with an approved local development plan.</p>
33.2	Land within Mixed Use zone contiguous with Stirling Highway Metropolitan Region Scheme Primary Regional Road Reserve	<p>(2) Height</p> <p>(a) Minimum wall height of 11m facing the primary and secondary street.</p> <p>(b) Lots with an area less than 2000m²:</p> <p>(i) 14.5m maximum wall height; and</p> <p>(ii) 17.5m maximum building height</p> <p>(c) Lots with an area of 2000m² or more:</p> <p>(i) 21.5m maximum wall height; and</p> <p>(ii) 24.5m maximum building height</p> <p>(d) Lots with an area of 2000m² or more, 28.5m maximum wall height and 31.5 maximum building height may be permitted in accordance with an approved local development plan.</p>
33.3	Land within Local Centre zone	<p>(1) Height</p> <p>(a) 14.5m maximum wall height;</p> <p>(b) 17.5m maximum building height.</p>

	contiguous with Hampden Road	
33.4	Land within Mixed Use zone contiguous with Broadway	<p>(1) Height</p> <p>(a) Lots with an area less than 2000m²:</p> <p>(i) 14.5m maximum wall height;</p> <p>(ii) 17.5m maximum building height.</p> <p>(b) Lots with an area of 2000m² or more:</p> <p>(i) 21.5m maximum wall height;</p> <p>(ii) 24.5m maximum building height.</p> <p>(2) Wall height and Building height is to be measured in accordance with an approved Local Development Plan and/or local planning policy.</p>
33.5	Local Centre zoned land as depicted on Schedule 4	<p>(1) Height</p> <p>(a) Precinct 1</p> <p>(i) 13.6m maximum wall height;</p> <p>(ii) 16.5m maximum building height.</p> <p>(b) Precincts 2 & 3</p> <p>(i) 10.5m maximum wall height;</p> <p>(ii) 12m maximum building height.</p>

41. Renumber Table 8 to Table 7

42. Amend Clause 33 (1) to reference "Table 7"

43. Insert the following under Clause 36 – Special control areas

- "(1) Special control areas are marked on the Scheme Map according to the legend on the Scheme Map.
- (2) The purpose, objectives and additional provisions that apply to each special control area is set out in the Table below."

Table 8 – Special Control Area in Scheme area

Name of Area	Purpose/Objectives	Additional Provisions
Special Control Area – Environment		
SCA 1 Subiaco Strategic Water Resource Precinct	<p>Purpose:</p> <ul style="list-style-type: none"> Identify the area as the Subiaco Strategic Water Resource Precinct for orderly and proper planning. <p>Objectives:</p> <ul style="list-style-type: none"> To prevent the introduction and intensification of land uses or development which would be incompatible with: <ul style="list-style-type: none"> the ongoing operation of the Subiaco Waste Water Treatment Plant; the expansion of the capacity of the treatment plant to support population growth in the catchment; and 	<p>(1) No residential or other sensitive land uses as defined by EPA Guidance Statement No. 3 (Separation Distances Between Industrial and Sensitive Land Uses, June 2005) are to be located in the Subiaco Waste Water Treatment Plant odour buffer.</p> <p>(2) In considering any application for development approval, Scheme Amendment request, Structure Plan or subdivision application and in addition to matters listed in clause 67 of the deemed provisions the local government shall have regard to the following:</p>

Name of Area	Purpose/Objectives	Additional Provisions
	<ul style="list-style-type: none"> – the establishment and operation of resource recovery infrastructure and land uses. • To facilitate the use and development of land for uses which are beneficial to the operation of the Subiaco Waste Water Treatment Plant and the surrounding catchment. • To prevent adverse impacts on residential and other sensitive uses. 	<p>(a) the recommendations of the Water Corporation and Department of Environment Regulation; and</p> <p>(b) the potential odour impact of the waste water treatment plant and whether the proposal is compatible with the existing and proposed future use of the plant.</p> <p>(3) A structure plan, activity centre plan, local development plan and/or scheme amendment proposal is to provide a current odour modelling technical report to review and confirm the boundaries of the odour buffer.</p>

44. Delete “Active Frontages” from Clause 37 terms used.

45. Delete the following Land uses from Clause 38 - Land use terms used:

Freeway service centre
Waste disposal facility
Waste storage facility

46. Amend Bulky goods showroom definition as follows

(a) used to sell by retail any of the goods and accessories of the following types that are principally used for domestic purposes -

- (i) automotive parts and accessories;
- (ii) camping, outdoor and recreation goods;
- (iii) electric light fittings;
- (iv) animal supplies including equestrian and pet goods;
- (v) floor and window coverings;
- (vi) furniture, bedding, furnishings, fabrics, manchester and homewares;
- (vii) household appliances, electrical goods and home entertainment goods;
- (viii) party supplies;
- (ix) office equipment and supplies;
- (x) babies’ and children’s goods, including play equipment and accessories;
- (xi) sporting, cycling, leisure, fitness goods and accessories;
- (xii) swimming pools.

or

(b) used to sell goods and accessories by retail if -

- (i) a large area is required for the handling, display or storage of the goods; and
- (ii) vehicular access is required to the premises for the purpose of collection of purchased goods

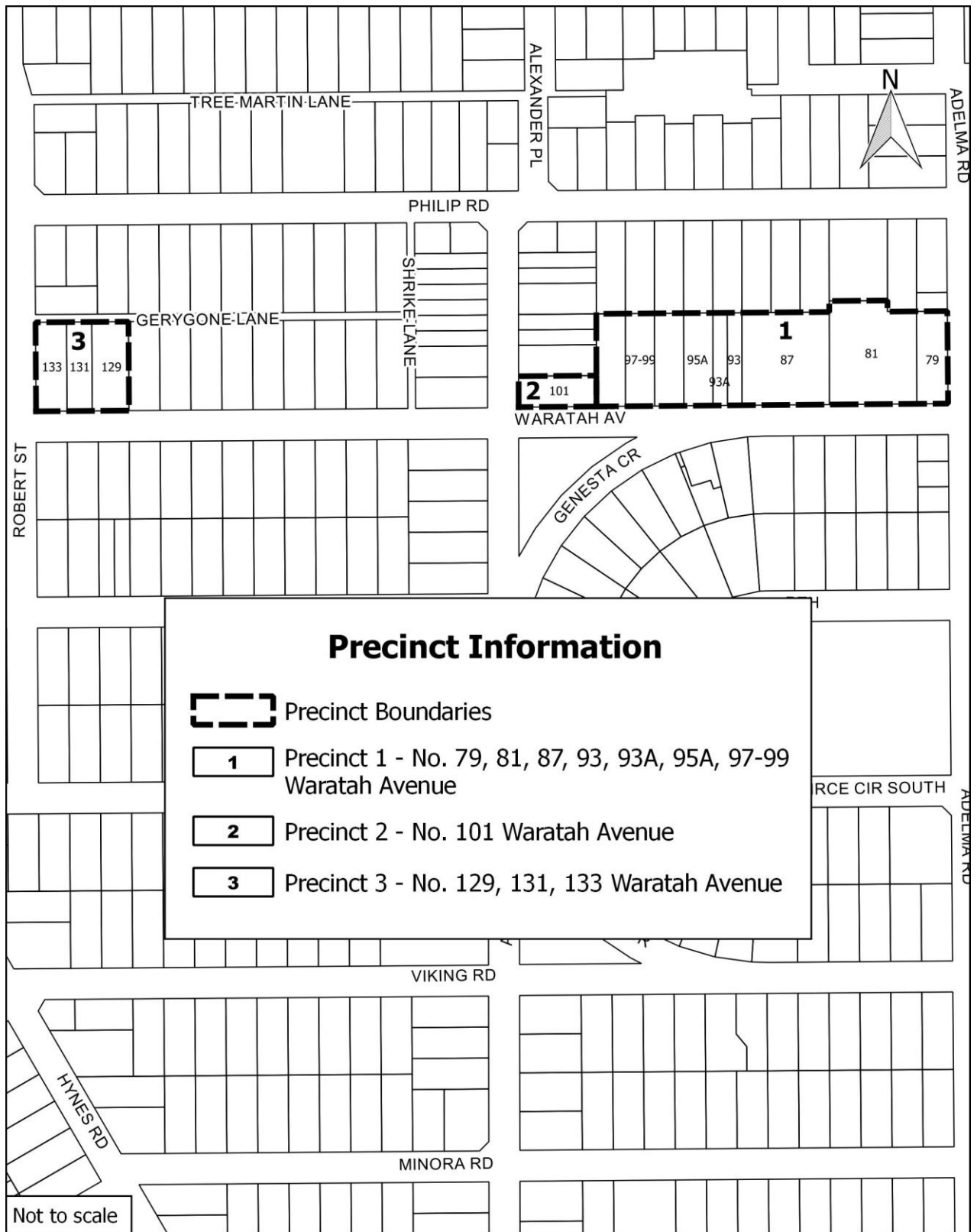
47. Insert Schedule 1 – Supplemental provisions with the following text:

67(zc) any advice of the Design Review Panel.

48. Amend text within Schedule A – St John’s Wood as follows:

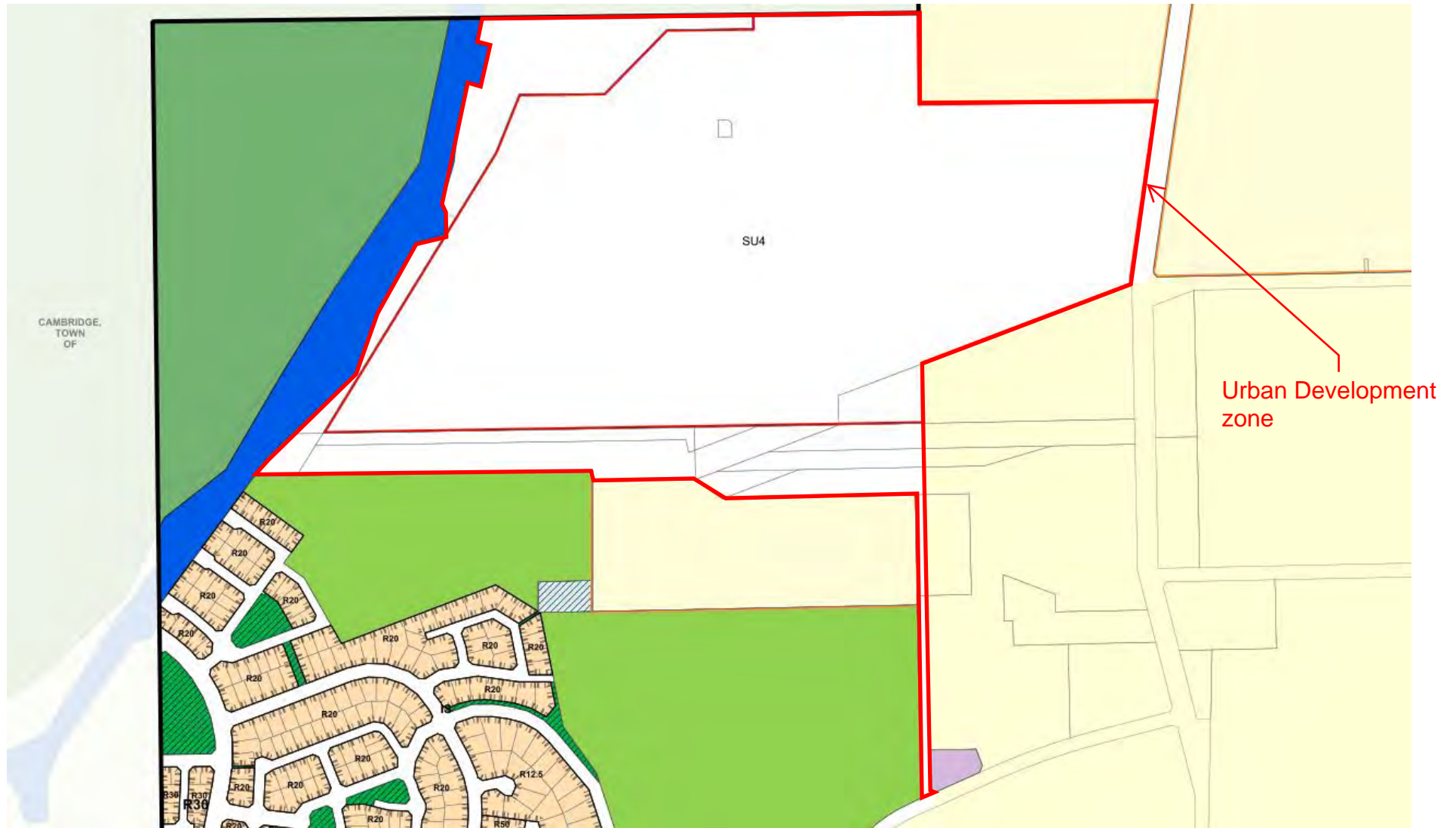
“These provisions are to be read in conjunction with Clause 26 Modification of R-Codes, requirements contained in the Scheme.”

49. Delete the following text from Schedule A – St John’s Wood:
“The area identified in this Schedule A as St John’s wood Area 1 lots coded Residential R12.5 to have a minimum 7.5m front setback.”
50. Renumber ‘Schedule A’ as ‘Schedule 2’
51. Amend text within Schedule B – Hollywood as follows:
“These provisions are to be read in conjunction with Clause 26 Modification of R-Codes requirements contained in the Scheme.”
52. Delete the following text from Schedule B – Hollywood:
“The area identified in this Schedule B as Hollywood lots coded Residential R15 to have a minimum 6.0m and maximum 8.0m front setback.”
53. Renumber ‘Schedule B’ as ‘Schedule 3’
54. Amend Schedule C title to state “Schedule 4 - CI 33.5 Additional requirements that apply to land covered by Structure Plan, activity centre plan or local development plan”.
55. Amend text within Schedule C as follows:
“These provisions are to be read in conjunction with item 33.5 in Table 7 – Additional requirements that apply to land covered by Structure Plan, activity centre plan or local development plan”
56. Replace Schedule C plan with the following:

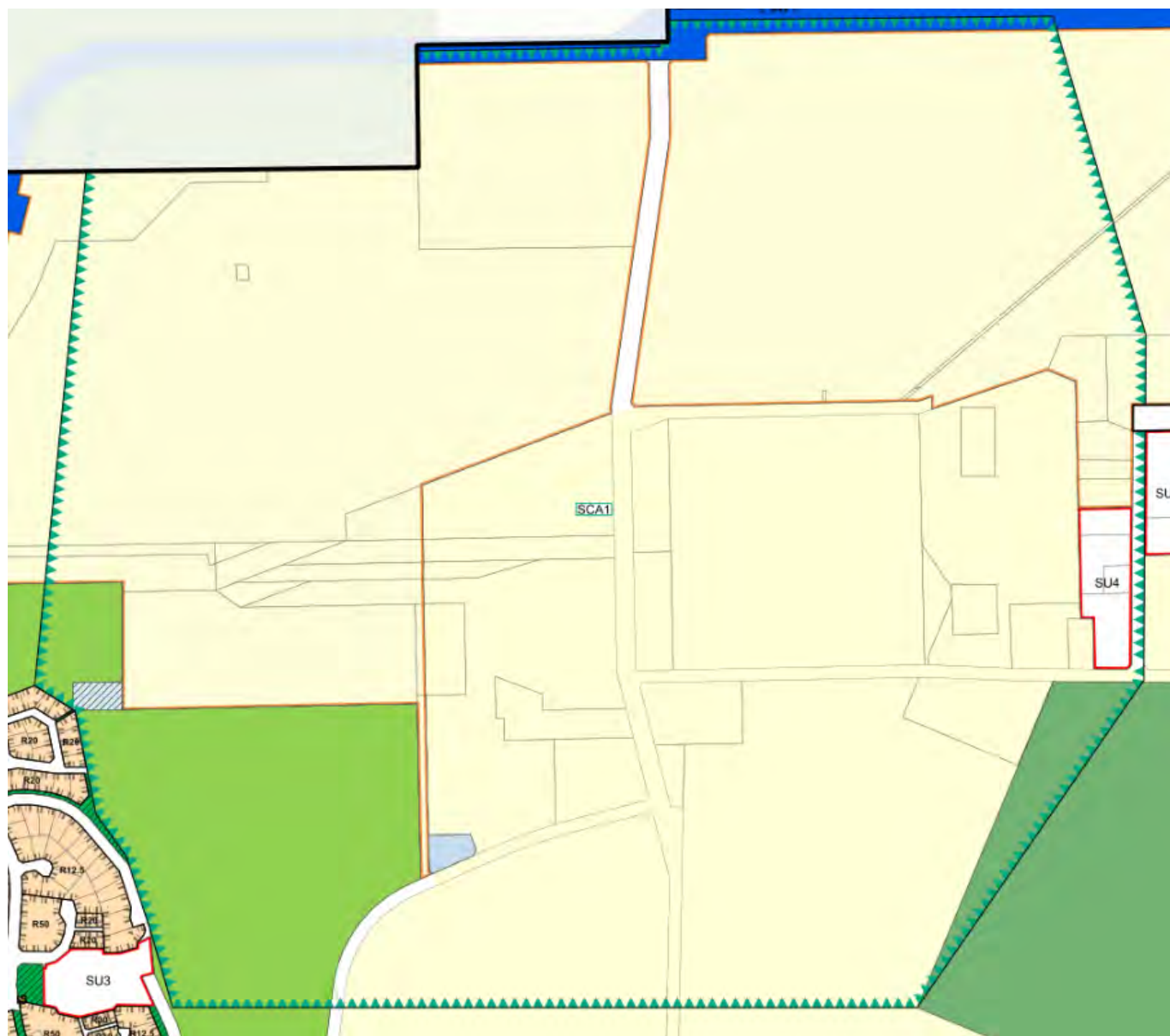


57. Renumber 'Schedule C' as 'Schedule 4'
58. Delete Schedule D – Cl.32.12 Additional site and development requirements
59. Delete Schedule E – Subiaco Waste Water Treatment Plant odour buffer
60. Delete Schedule F – Car Parking
61. Format Scheme Text (including spacing, punctuation, numbering etc.)
62. Delete Clause 14 (1) and renumber 14 (2) and (3) accordingly.

Appendix 1



Appendix 2 - Subiaco Strategic Water Resource Precinct



CITY OF NEDLANDS

LOCAL PLANNING SCHEME NO. 3

XXXXXXXXXXXXXX

DISCLAIMER

This is a copy of the Local Planning Scheme produced from an electronic version of the Scheme held and maintained by the Department of Planning. Whilst all care has been taken to accurately portray the current Scheme provisions, no responsibility shall be taken for any omissions or errors in this documentation.

Consultation with the respective Local Government Authority should be made to view a legal version of the Scheme.

Please advise the Department of Planning of any errors or omissions in this document.

LOCAL PLANNING SCHEME GAZETTAL DATE: X/XX/XXXX

CITY OF NEDLANDS LOCAL PLANNING SCHEME NO. 3 - AMENDMENTS

AMD NO.	GAZETTAL DATE	UPDATED		BY	DETAILS
		WHEN			

SCHEME DETAILS

CITY OF NEDLANDS

LOCAL PLANNING SCHEME NO. 3

The City of Nedlands under the powers conferred by the *Planning and Development Act 2005* makes the following Local Planning Scheme.

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Part 1 - Preliminary

1. Citation

This local planning scheme is the City of Nedlands Scheme No 3.

2. Commencement

Under section 87(4) of the Act, this local planning scheme comes into operation on the day on which it is published in the Gazette.

3. Scheme revoked

The following local planning scheme is revoked:

Town Planning Scheme No. 2 1985

4. Notes do not form part of Scheme

Notes, and instructions printed in italics, do not form part of this Scheme.

Note: The *Interpretation Act 1984* section 32 makes provision in relation to whether headings form part of the written law.

5. Responsibility for Scheme

The City of Nedlands is the local government responsible for the enforcement and implementation of this Scheme and the execution of any works required to be executed under this Scheme.

6. Scheme area

This Scheme applies to the area shown on the Scheme Map being the whole district of the City of Nedlands.

Note: The Scheme area (or part) is also subject to the Metropolitan Region planning scheme (see clause 12) and other local planning schemes (see clause 11).

7. Contents of Scheme

(1) In addition to the provisions set out in this document (the **scheme text**), this Scheme includes the following -

- (a) the deemed provisions (set out in the *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2);
- (b) the Scheme Map;
- (c) the following plans, maps, diagrams, illustrations or materials -

There are no plans, maps, diagrams, or illustrations or materials in addition to the provisions set out in this document.

(2) This Scheme is to be read in conjunction with any local planning strategy for the Scheme area.

8. Purposes of Scheme

The purposes of this Scheme are to -

- (a) set out the local government's planning aims and intentions for the Scheme area;
- (b) set aside land as local reserves for public purposes;
- (c) zone land within the Scheme area for the purposes defined in this Scheme;
- (d) control and guide development including processes for the preparation of structure plans, activity centre plans and local development plans;
- (e) set out procedures for the assessment and determination of development applications;
- (f) set out procedures for contributions to be made for the costs of providing infrastructure in connection with development through development contribution plans;
- (g) make provision for the administration and enforcement of this Scheme; and
- (h) address other matters referred to in Schedule 7 of the Act.

9. Aims of Scheme

The aims of this Scheme are -

- (a) protect and enhance local character and amenity;
- (b) respect the community vision for the development of the district;
- (c) achieve quality residential built form outcomes for the growing population;
- (d) to develop and support a hierarchy of activity centres;
- (e) to integrate land use and transport systems;
- (f) facilitate improved multi-modal access into and around the district;
- (g) maintain and enhance the network of open space;
- (h) facilitate good public health outcomes;
- (i) facilitate a high quality provision of community services and facilities;
- (j) encourage local economic development and employment opportunities;
- (k) to maintain and enhance natural resources;
- (l) respond to the physical and climatic conditions; and
- (m) facilitate efficient supply and use of essential infrastructure.

10. Relationship with local laws

Where a provision of this Scheme is inconsistent with a local law, the provision of this Scheme prevails to the extent of the inconsistency.

11. Relationship with other local planning schemes

There are no other local planning schemes of the City of Nedlands which apply to the Scheme area.

12. Relationship with region planning scheme

The Metropolitan Region Scheme made (or continued) under Part 4 of the Act applies in respect of part or all of the Scheme area.

Note: The authority responsible for implementing the Metropolitan Region Scheme is the Western Australian Planning Commission.

Part 2 - Reserves

13. Regional reserves

- (1) Regional reserves are marked on the Scheme Map according to the legend on the Scheme Map.
- (2) The lands marked as regional reserves are lands reserved for a public purpose under the Metropolitan Region Scheme.

Note: The process of reserving land under a regional planning scheme is separate from the process of reserving land under the *Land Administration Act 1997* section 41.

14. Local reserves

- (1) Local reserves are shown on the Scheme Map according to the legend on the Scheme Map.
- (2) The objectives of each local reserve are as follows -

Table 1 - Reserve objectives

	Objectives
Public Open Space	<ul style="list-style-type: none">• To set aside areas for public open space, particularly those established under the <i>Planning and Development Act 2005</i> s. 152.• To provide for a range of active and passive recreation uses such as recreation buildings and courts and associated car parking and drainage.
Environmental Conservation	<ul style="list-style-type: none">• To identify areas with biodiversity and conservation value, and to protect those areas from development or subdivision.• To identify and protect areas of biodiversity conservation significance within National Parks and State and other conservation reserves.
Civic and Community	<ul style="list-style-type: none">• To provide for a range of community facilities which are compatible with surrounding development.• To provide for public facilities such as halls, theatres, art galleries, education, health and social care facilities, accommodation for the aged, and other services by organisations involved in activities for community benefit.
Public Purposes	<ul style="list-style-type: none">• To provide for a range of essential physical and community infrastructure.
Infrastructure Services	<ul style="list-style-type: none">• Public Purposes which specifically provide for a range of essential infrastructure services.
Education	<ul style="list-style-type: none">• Public Purposes which specifically provide for a range of essential education facilities.
Government Services	<ul style="list-style-type: none">• Public Purposes which specifically provide for a range of government services.
Recreational	<ul style="list-style-type: none">• Public Purposes which specifically provide for a range of public recreational facilities.

	Objectives
Cemetery	<ul style="list-style-type: none"> • To set aside land required for a cemetery.
Drainage / Waterway	<ul style="list-style-type: none"> • To set aside land required for significant waterways and drainage.

15. Additional uses for local reserves

(1) There are no additional uses for land in local reserves that apply to this Scheme.

Part 3 - Zones and Use of Land

16. Zones

- (1) Zones are shown on the Scheme Map according to the legend on the Scheme Map.
- (2) The objectives of each zone are as follows -

Table 2 - Zone objectives

Zone name	Objectives
Residential	<ul style="list-style-type: none"> • To provide for a range of housing and a choice of residential densities to meet the needs of the community. • To facilitate and encourage high quality design, built form and streetscapes throughout residential areas. • To provide for a range of non-residential uses, which are compatible with and complementary to residential development. • To ensure development maintains compatibility with the desired streetscape in terms of bulk, scale, height, street alignment and setbacks.
Mixed Use	<ul style="list-style-type: none"> • 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. • To ensure a significant residential component is included 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.
Local Centre	<ul style="list-style-type: none"> • To provide a range of small-scale retail and service uses for the immediate neighbourhood, that are easily accessible but which do not adversely impact on the amenity of adjoining residential areas. • To focus on the main daily household shopping and community needs. • To encourage high quality, pedestrian friendly, street-oriented development. • To ensure non-residential uses are located at street level and are compatible with adjoining residential uses.
Neighbourhood Centre	<ul style="list-style-type: none"> • To provide a community focal point for people, services, employment and leisure that are highly accessible and do not adversely impact on adjoining residential areas. • To provide for daily and weekly household shopping needs, community facilities and a small range of other convenience services. • To encourage a diversity of land uses within the Centre to provide a broad range of employment opportunities.

Zone name	Objectives
	<ul style="list-style-type: none"> • 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.
Service Commercial	<ul style="list-style-type: none"> • To accommodate commercial activities which, because of the nature of the business, require good vehicular access and/or large sites. • To provide for a range of uses which, by reason of their scale, character, operational or land requirements, are not generally appropriate in, or cannot conveniently or economically be accommodated in centre, commercial or industrial zones. • To ensure land use is compatible with any adjacent commercial, mixed-use or residential areas and would not have a detrimental effect on the amenity of the locality. • To maintain compatibility with the general streetscape, for all new buildings in terms of scale, height, style, materials, street alignment and design of facades.
Private Community Purposes	<ul style="list-style-type: none"> • To provide sites for privately owned and operated recreation, institutions and places of worship. • To provide for a range of privately owned community facilities and uses that are incidental and ancillary to the provision of those facilities, which are compatible with surrounding development. • To ensure that the standard of development is in keeping with surrounding development and protects the amenity of the area.
Urban Development	<ul style="list-style-type: none"> • To provide an intention of future land use and a basis for more detailed structure planning in accordance with the provisions for this Scheme. • To identify areas that require comprehensive planning in order to provide for the coordination of subdivision, land use and development.
Special Use	<ul style="list-style-type: none"> • To facilitate special categories of land uses which do not sit comfortably within any other zone. • To enable the Council to impose specific conditions associated with the special use.

17. Zoning table

The zoning table for this Scheme is as follows -

Table 3 - Zoning Table

USE AND DEVELOPMENT CLASS	ZONES						
	Residential	Mixed Use	Local Centre	Neighbourhood Centre	Service Commercial	Private Community Purposes	Urban Development
Aged care facility/nursing home	A	A	X	X	X	X	Refer to Clause 18 (7)
Amusement parlour	X	D	X	D	X	X	
Animal establishment	X	X	X	X	A	X	
Animal husbandry — intensive	X	X	X	X	X	X	
Art gallery	X	P	P	P	X	D	
Bed and breakfast	A	D	D	D	X	X	
Betting agency	X	X	X	A	X	X	
Brewery	X	X	X	X	D	X	
Bulky goods showroom	X	D	X	X	P	X	
Caravan park	X	X	X	X	X	X	
Caretaker's dwelling	X	X	X	X	D	P	
Car park	X	A	A	A	D	X	
Child care premises	A	D	A	P	A	D	
Cinema/theatre	X	X	X	P	X	X	
Civic use	A	A	A	D	P	P	
Club premises	X	A	A	D	D	P	
Commercial vehicle parking	X	X	X	X	P	X	
Community purpose	A	A	A	D	P	P	
Consulting rooms	A	P	P	P	D	X	
Convenience store	X	P	P	P	D	X	
Corrective institution	X	X	X	X	X	X	
Educational establishment	X	P	P	D	D	P	
Exhibition centre	X	P	P	P	D	P	
Family day care	P	D	D	D	X	X	
Fast food outlet	X	A	X	A	X	X	
Funeral parlour	X	A	X	A	D	X	
Garden centre	X	X	X	X	D	X	

USE AND DEVELOPMENT CLASS	ZONES						
	Residential	Mixed Use	Local Centre	Neighbourhood Centre	Service Commercial	Private Community Purposes	Urban Development
Holiday accommodation	A	D	A	D	X	X	Refer to Clause 18 (7)
Holiday house	A	D	X	X	X	X	
Home business	A	D	D	D	X	X	
Home occupation	P	P	P	P	X	X	
Home office	P	P	P	P	X	X	
Home store	X	A	P	P	X	X	
Hospital	X	X	X	X	X	X	
Hotel	X	A	X	P	X	X	
Industry	X	X	X	X	X	X	
Industry — light	X	X	X	X	A	X	
Liquor store — large	X	X	X	X	X	X	
Liquor store — small	X	P	P	P	A	X	
Lunch bar	X	P	P	P	P	X	
Market	X	X	D	A	X	D	
Medical centre	X	D	D	D	X	X	
Motel	X	A	X	X	X	X	
Motor vehicle, boat or caravan sales	X	A	X	X	D	X	
Motor vehicle repair	X	X	X	X	A	X	
Motor vehicle wash	X	X	X	X	A	X	
Nightclub	X	X	X	A	X	X	
Office	X	P	P	D	I	X	
Place of worship	X	A	X	D	X	P	
Reception centre	X	X	X	D	X	P	
Recreation — private	X	A	A	A	X	D	
Renewable energy facility	X	X	X	X	X	X	
Residential	P	P	D	P	X	X	
Resource recovery centre	X	X	X	X	X	X	
Restaurant/café	X	P	P	P	X	X	
Restricted premises	X	X	X	X	X	X	
Road house	X	X	X	X	X	X	
Serviced apartment	X	D	D	P	X	X	

USE AND DEVELOPMENT CLASS	ZONES						
	Residential	Mixed Use	Local Centre	Neighbourhood Centre	Service Commercial	Private Community Purposes	Urban Development
Service station	X	X	X	X	X	X	Refer to Clause 18 (7)
Shop	X	P	P	P	I	X	
Small bar	X	A	A	D	X	X	
Tavern	X	A	X	A	X	X	
Telecommunications infrastructure	X	X	X	X	X	X	
Tourist development	X	A	X	P	X	X	
Trade display	X	X	X	X	P	X	
Trade supplies	X	X	X	X	D	X	
Transport depot	X	X	X	X	X	X	
Veterinary centre	X	A	X	D	P	X	
Warehouse/storage	X	X	X	X	D	X	

18. Interpreting zoning table

- (1) The permissibility of uses of land in the various zones in the Scheme area is determined by cross-reference between the list of use classes on the left hand side of the zoning table (Table 3) and the list of zones at the top of the zoning table (Table 3).

- (2) The symbols used in the zoning table (Table 3) have the following meanings –

- P means that the use is permitted if it complies with any relevant development standards and requirements of this Scheme;
- I means that the use is permitted if it is consequent on, or naturally attaching, appertaining or relating to the predominant use of the land and it complies with any relevant development standards and requirements of this Scheme;
- D means that the use is not permitted unless the local government has exercised its discretion by granting development approval;
- A means that the use is not permitted unless the local government has exercised its discretion by granting development approval after giving notice in accordance with clause 64 of the deemed provisions;
- X means that the use is not permitted by this Scheme.

Note 1: The development approval of the local government may be required to carry out works on land in addition to any approval granted for the use of land. In normal circumstances one application is made for *both* the carrying out of works on, and the use of, land. For development on land that does not require development approval see clause 61 of the deemed provisions.

Note 2: In considering an application for development approval, the local government will have regard to clause 67 of the deemed provisions.

- (3) A specific use class referred to in the zoning table is excluded from any other use class described in more general terms.

- (4) The local government may, in respect of a use that is not specifically referred to in the zoning table and that cannot reasonably be determined as falling within a use class referred to in the zoning table -

- (a) determine that the use is consistent with the objectives of a particular zone and is therefore a use that may be permitted in the zone subject to conditions imposed by the local government;
- (b) determine that the use may be consistent with the objectives of a particular zone and give notice under clause 64 of the deemed provisions before considering an application for development approval for the use of the land; or
- (c) determine that the use is not consistent with the objectives of a particular zone and is therefore not permitted in the zone.

- (5) If a use of land is identified in a zone as being a class P or class I use, the local government may not refuse an application for development approval for that use in that zone but may require works that are to be undertaken in connection with that use to have development approval.

- (6) If a use of land is identified in a zone as being a class X use, the local government must refuse an application for development approval for that use in that zone unless -

- (a) the development approval application relates to land that is being used for a non-conforming use; and
- (b) the local government considers that the proposed use of the land would be less detrimental than the non-conforming use.

- (7) If the zoning table (Table 3) does not identify any permissible uses for land in a zone the local government may, in considering an application for development approval for land within the zone, have due regard to any of the following plans that apply to the land -
- (a) a structure plan;
 - (b) an activity centre plan; or
 - (c) a local development plan.

19. Additional uses

- (1) Table 4 sets out -
- (a) classes of use for specified land that are additional to the classes of use that are permissible in the zone in which the land is located; and
 - (b) the conditions that apply to that additional use.

Table 4 - Specified additional uses for zoned land in Scheme area

No.	Description of land	Additional use	Conditions
A1	Lot 317 and Lot 318, House Number 129 Stirling Highway, Nedlands	(i) Service station (ii) Motor vehicle wash	(1) The additional use is to be "D" discretionary.
A2	Lot 14, House Number 9 Broadway, Nedlands	(i) Service station (ii) Motor vehicle wash	(1) The additional use is to be "D" discretionary.

- (2) Despite anything contained in the zoning table (Table 3), land that is specified in the Table to subclause (1) may be used for the additional class of use set out in respect of that land subject to the conditions that apply to that use.

20. Restricted uses

- (1) There are no restricted uses that apply to this Scheme.

21. Special use zones

- (1) Table 5 sets out -
- (a) special use zones for specified land that are in addition to the zones in the zoning table;
 - (b) the classes of special use that are permissible in that zone; and
 - (c) the conditions that apply in respect of the special uses.

Table 5 - Special use zones in Scheme area

No.	Description of land	Special use	Conditions
SU1	Hollywood Hospital	(i) Hospital (ii) Incidental uses associated with the Hospital are not permitted unless the local government has exercised its discretion by granting development approval.	(1) All development and uses are to be consistent and not detrimental to the primary function of the area being medical and hospital related. (2) Where there is no Structure Plan, Local Development Plan and/or Activity Centre Plan approved, all development shall comply with the following provisions: (a) Setbacks: (i) Monash Avenue: 10m (ii) Verdun Street: 10m (iii) Western boundary: 10m (iv) Eastern boundary: nil (b) Wall Height: (i) Maximum of 26.7m, except in the following instances: • no more than 10m where development is located less than 80m from Verdun Street; and • no more than 18.3m where the development is located less than 60m from Monash Avenue. (3) Wall height and Building height is to be measured in accordance with an approved Local Development Plan and/or local planning policy.
SU2	Hollywood Village	(i) Aged care facility/nursing home (ii) Residential (iii) Incidental uses associated with Aged care facility/nursing home and/or Residential are not permitted unless the local government has exercised its discretion by granting development approval.	(1) Where there is no Structure Plan, Local Development Plan and/or Activity Centre Plan approved, all development shall comply with the following provisions: (a) Height: (i) Maximum of 6 storeys; or (ii) Maximum of 3 storeys where development has a residential interface.

No.	Description of land	Special use	Conditions
SU3	Old Swanbourne Hospital	<ul style="list-style-type: none"> (i) Aged care facility/nursing home (ii) Caretakers dwelling (iv) Carpark (v) Civic use (vi) Club premise (vii) Consulting rooms (viii) Educational establishment (ix) Home business (x) Home occupation (xi) Medical centre (xii) Office (xiii) Recreation – private (xiv) Restaurant/café (xv) Residential 	
SU4	Bedbrook Place	<ul style="list-style-type: none"> (i) Aged care facility/nursing home (ii) Art gallery (iii) Caretakers dwelling (iv) Car park (v) Child care premises (vi) Civic use (vii) Club premises (viii) Commercial vehicle parking (ix) Community purpose (x) Consulting rooms (xi) Convenience store (xii) Educational establishment (xiii) Exhibition centre (xiv) Family day care (xv) Holiday accommodation (xvi) Holiday house (xvii) Hospital (xviii) Lunch bar (xix) Medical centre (xx) Office (xxi) Place of worship (xxii) Reception centre (xxiii) Recreation – private (xxiv) Residential 	<p>(1) Where there is no Structure Plan, Local Development Plan and/or Activity Centre Plan approved, all development shall comply with the following provisions:</p> <ul style="list-style-type: none"> (a) Setbacks <ul style="list-style-type: none"> (i) 6.0m minimum primary street setback. (b) Building Height <ul style="list-style-type: none"> (i) 18m maximum building height. <p>(2) No residential or other sensitive land uses, as defined by EPA Guidance Statement No. 3 (Separation Distances Between Industrial and Sensitive Land Uses, June 2005) are to be located within the Subiaco Waste Water Treatment Plant odour buffer.</p> <p>(3) In considering any application for development approval, Scheme Amendment request, Structure Plan, Local Development Plan or subdivision application and in addition to matters listed in clause 67 of the deemed provisions the local government shall have regard to the following:</p> <ul style="list-style-type: none"> (a) the recommendations of the Water Corporation and Department of Environment Regulation; and

No.	Description of land	Special use	Conditions
		(xxv) Serviced apartment (xxvi) Shop (xxvii) Tourist development (xxviii) Veterinary centre (xxix) Warehouse/ storage	(b) the potential odour impact of the waste water treatment plant and whether the proposal is compatible with the existing and proposed future use of the plant.
SU5	Steves Hotel	(i) Betting agency (ii) Carpark (iii) Consulting rooms (iv) Exhibition centre (v) Home business (vi) Home occupation (vii) Home office (viii) Hotel (ix) Motel (x) Office (xi) Restaurant/café (xii) Tavern (xiii) Service apartments (xiv) Holiday accommodation (xv) Liquor store – small (xvi) Lunch bar/take-away food outlet (xvii) Art gallery (xviii) Shop – small (xix) Small bar (xx) Reception centre (xxi) Residential	
SU6	Lisle Lodge	(i) Aged care facility/nursing home (ii) Residential (iii) The following uses are “I” incidental uses: (a) Medical centre (b) Consulting rooms	(1) Residential development is restricted to aged or dependent persons’ dwellings as per the R-Codes.
SU7	Melvista Lodge	(i) Aged care facility/nursing home (ii) Residential	(1) Residential development is restricted to aged or dependent persons’ dwellings as per the R-Codes. (2) Development standards may be provided by an approved Structure Plan, Local Development Plan and/or Activity Centre Plan.

No.	Description of land	Special use	Conditions
		(iii) The following uses are "I" incidental uses: (a) Medical centre (b) Consulting rooms	
SU8	Regent Park Estate	(i) Aged care facility/nursing home (ii) Residential (iii) The following uses are "I" incidental uses: (a) Medical centre (b) Consulting rooms	(1) Residential development is restricted to aged or dependent persons' dwellings as per the R-Codes.

- (2) A person must not use any land, or any structure or buildings on land, in a special use zone except for a class of use that is permissible in that zone and subject to the conditions that apply to that use.

Note: Special use zones apply to special categories of land use which do not comfortably sit within any other zone in the Scheme.

22. Non-conforming uses

- (1) Unless specifically provided, this Scheme does not prevent -
- (a) the continued use of any land, or any structure or building on land, for the purpose for which it was being lawfully used immediately before the commencement of this Scheme; or
 - (b) the carrying out of development on land if -
 - (i) before the commencement of this Scheme, the development was lawfully approved; and
 - (ii) the approval has not expired or been cancelled.
- (2) Subclause (1) does not apply if -
- (a) the non-conforming use of the land is discontinued; and
 - (b) a period of 6 months, or a longer period approved by the local government, has elapsed since the discontinuance of the non-conforming use.
- (3) Subclause (1) does not apply in respect of a non-conforming use of land if, under Part 11 of the Act, the local government -
- (a) purchases the land; or
 - (b) pays compensation to the owner of the land in relation to the non-conforming use.

23. Changes to non-conforming use

- (1) A person must not, without development approval –
 - (a) alter or extend a non-conforming use of land; or
 - (b) erect, alter or extend a building used for, or in conjunction with, a non-conforming use; or
 - (c) repair, rebuild, alter or extend a building used for a non-conforming use that is destroyed to the extent of 75% or more of its value; or
 - (d) change the use of land from a non-conforming use to another use that is not permitted by the Scheme.
- (2) An application for development approval for the purposes of this clause must be advertised in accordance with clause 64 of the deemed provisions.
- (3) A local government may only grant development approval for a change of use of land referred to in subclause (1)(d) if, in the opinion of the local government, the proposed use -
 - (a) is less detrimental to the amenity of the locality than the existing non-conforming use; and
 - (b) is closer to the intended purpose of the zone in which the land is situated.

24. Register of non-conforming uses

- (1) The local government may prepare a register of land within the Scheme area that is being used for a non-conforming use.
- (2) A register prepared by the local government must set out the following -
 - (a) a description of each area of land that is being used for a non-conforming use;
 - (b) a description of any building on the land;
 - (c) a description of the non-conforming use; and
 - (d) the date on which any discontinuance of the non-conforming use is noted.
- (3) If the local government prepares a register under subclause (1) the local government -
 - (a) must ensure that the register is kept up-to-date;
 - (b) must make a copy of the register available for public inspection during business hours at the offices of the local government; and
 - (c) may publish a copy of the register on the website of the local government.
- (4) An entry in the register in relation to land that is being used for a non-conforming use is evidence of the matters set out in the entry, unless the contrary is proved.

Part 4 - General Development Requirements

25. R-Codes

- (1) The R-Codes, modified as set out in clause 26, are to be read as part of this Scheme.
- (2) The local government -
 - (a) must make a copy of the R-Codes available for public inspection during business hours at the offices of the local government; and
 - (b) may publish a copy of the R-Codes on the website of the local government.
- (3) The coding of land for the purposes of the R-Codes is shown by the coding number superimposed on a particular area contained within the boundaries of the area shown on the Scheme Map.
- (4) The R-Codes apply to an area if the area has a coding number superimposed on it in accordance with subclause (3).

26. Modification of R-Codes

- (1) In relation to land coded R10, R12.5 and R15, other than lots identified in Schedules 2 & 3, Clause 5.1.2 (Street setback) deemed to comply requirements C2.1 and Clause 5.2.1 (Setback of garages and carports) deemed to comply requirements C1.1, C1.2, C1.3 and C1.5 of the R-Codes are replaced with:
 - (a) Buildings, including a carport or garage, set back from the primary street boundary a minimum of 9 metres.
- (2) For the purpose of Clause 5.1.4 (Open space) the following applies in addition to deemed to comply requirement C4:
 - (a) In areas coded R30 or less, open areas of accessible and usable flat roofs of dwellings (i.e. 'roof terraces' including roof gardens, roof pools, viewing platforms or other roof-top recreational use and development), that would normally be counted towards the provision of open space, are excluded from being counted towards the provision of open space.

27. State Planning Policy 3.6 to be read as part of Scheme

- (1) *State Planning Policy 3.6 - Development Contributions for Infrastructure*, modified as set out in clause 28, is to be read as part of this Scheme.
- (2) The local government -
 - (a) must make a copy of State Planning Policy 3.6 available for public inspection during business hours at the offices of the local government; and
 - (b) may publish a copy of State Planning Policy 3.6 on the website of the local government.

28. Modification of State Planning Policy 3.6

There are no modifications to State Planning Policy 3.6.

29. Other State planning policies to be read as part of Scheme

There are no other State planning policies that are to be read as part of the Scheme.

30. Modification of State planning policies

There are no modifications to a State planning policy that, under Clause 29 is to be read as part of the Scheme.

31. Environmental conditions

There are no environmental conditions imposed under the *Environmental Protection Act 1986* that apply to this Scheme.

32. Additional site and development requirements

- (1) Table 6 sets out requirements relating to development that are additional to those set out in the R-Codes, activity centre plans, local development plans or State or local planning policies.

Table 6 - Additional requirements that apply to land in Scheme area

No.	Description of land	Requirement
32.1	All zoned land	<p>Car parking requirements and cash-in-lieu payments</p> <p>(1) Except for development to which the R-Codes apply, every development shall provide on-site car parking spaces in accordance with any applicable local planning policy adopted by the local government.</p> <p>(2) The requirement to provide on-site car parking spaces is subject to:</p> <p>(a) the local government agreeing to or requiring a cash-in-lieu payment pursuant to sub-clause 3;</p> <p>(b) the local government accepting a shared car parking arrangement pursuant to clause 32.2; and</p> <p>(c) any requirement to provide car parking spaces in a Structure Plan, Local Development Plan or Activity Centre Plan which applies to the development, in which case the requirement in the Structure Plan, Local Development Plan or Activity Centre Plan prevails to the extent of any inconsistency.</p> <p>(3) An applicant for development approval for a non-residential development may, if the local government agrees or requires, make a cash payment to the local government in lieu of providing all or any of the car parking spaces required for the development for which approval has been sought.</p> <p>(4) The amount of the cash-in-lieu payment shall be determined by the local government by reference to the cost to the local government of providing and constructing the shortfall in car parking spaces that would otherwise have been constructed on the development site in accordance with sub-clause 1 or 2(c) and may include, without limitation:</p> <p>(a) the value of the land required for the car parking spaces, including any manoeuvring areas, as estimated by a licenced valuer appointed by the local government;</p>

No.	Description of land	Requirement
		<ul style="list-style-type: none"> (b) the cost of constructing the car parking spaces including manoeuvring areas; (c) any costs ancillary to providing and constructing the car parking spaces, such as the installation of signs and lighting; and (d) any other cost incurred by the local government in determining the cash-in-lieu payment. <p>(5) Payments made to the local government pursuant to this clause 32.1 must be held in trust and used by the local government only for:</p> <ul style="list-style-type: none"> (a) the provision and maintenance of public transport infrastructure; and (b) any ancillary expenses incurred for the purposes of this clause, including loan repayments. <p>(6) In this clause, public transport infrastructure includes but is not limited to, land and facilities:</p> <ul style="list-style-type: none"> (a) for public transport, such as stops, shelters and stations; or (b) which encourage or facilitate the use of alternative transport modes, such as pedestrian and bicycle pathways and crossings, and end-of-trip facilities; or (c) for public car parking, whether on-street or in a designated car parking station, and includes facilities, technologies and infrastructure ancillary or beneficial to any of the above items.
32.2	All zoned land	<p>Shared car parking</p> <p>(1) Where an application for development approval is made for a non-residential use which does not provide the required number of on-site car parking spaces, the local government may permit part or all of the shortfall to be provided through an agreement to share car parking space(s) on an adjacent site (Shared Site).</p> <p>(2) When considering whether to permit a proposal for shared car parking, the local government must:</p> <ul style="list-style-type: none"> (a) be satisfied that the hours of peak operation of the proposed development and those of the Shared Site do not substantially overlap; (b) be satisfied that adequate car parking will be available at all times for both the development site and the Shared Site; (c) be satisfied that the relationship between the development site and the Shared Site is such that the shared car parking space(s) is likely to be used by people visiting the development site; and (d) have regard to other relevant considerations in any applicable local planning policy. <p>(3) An application for development approval which proposes shared car parking must include:</p> <ul style="list-style-type: none"> (a) information addressing the matters in the preceding sub-clause 2;

No.	Description of land	Requirement
		<p>(b) a draft parking management plan; and</p> <p>(c) any other relevant material referred to in an applicable local planning policy.</p> <p>(4) If the local government permits a shared car parking arrangement, it may require the owner of the development site to enter into a legal agreement for the purpose of ensuring the satisfactory provision and maintenance of the shared car parking. The legal agreement:</p> <p>(a) must be to the satisfaction of the local government;</p> <p>(b) must be made with the owner of the Shared Site, and any other person specified by the local government (which may include the local government);</p> <p>(c) must be prepared (and if necessary, registered or lodged) at the cost of the owner of the development site;</p> <p>(d) may if required by the local government provide for one or more of an easement, restrictive covenant, right of way, reciprocal access and circulation, lease, licence, notification, absolute caveat and any other provision necessary or convenient to ensure the shared parking arrangement is provided and maintained; and</p> <p>(e) must not be amended, surrendered or terminated without the approval of the local government.</p>
32.3	All zoned land	<p>Ceding of Rights-Of-Way and Laneway Widening</p> <p>(1) It is intended that the owner of land affected by a right-of-way or laneway identified by the Scheme, a Structure Plan, Local Development Plan, Activity Centre Plan or local planning policy should at the time of developing or subdividing that land:</p> <p>(a) cede to the local government free of cost that part of the land affected by the right-of-way or laneway; and</p> <p>(b) construct the relevant section of the right-of-way or laneway to the satisfaction of the local government.</p> <p>(2) The intention expressed in sub-clause (1) may be reinforced by a condition of subdivision or development approval.</p>
32.4	Residential	<p>(1) Split Density Code – Development</p> <p>(a) Where a split residential density code is depicted on the Scheme Maps, all development shall conform to the lower density code applicable to the lot, unless the local government determines that development up to the higher density code would comply with the following requirements:</p> <p>(i) In the case of land adjoining a right-of-way, vehicle access is provided from the right-of-way; or</p> <p>(ii) The lot has a minimum total area of 1800m²; and</p>

No.	Description of land	Requirement
		<p>(iii) The development has a maximum of one consolidated vehicular access point for each street frontage of the lot, with reciprocal access rights to serve all dwellings.</p> <p>(2) Split Density Code – Subdivision</p> <p>(a) Where a split residential density code is depicted on the Scheme Maps, subdivision to the maximum dwelling density will only be permitted where:</p> <p>(i) In the case of land adjoining a right-of-way, vehicle access is available from the right-of-way for all lots; or</p> <p>(ii) The lot has a minimum total area of 1800m²; and</p> <p>(iii) The development has a maximum of one consolidated vehicular access point for each street frontage of the lot, with reciprocal access rights to serve all dwellings.</p>
32.5	Mixed Use zone	<p>(1) Land Use</p> <p>(a) Residential is not permitted on the ground floor unless discretion has been exercised by the determining authority.</p> <p>(2) Where there is no Structure Plan, Local Development Plan and/or Activity Centre Plan approved, all development shall comply with the following provisions:</p> <p>(a) Height</p> <p>(i) 11m maximum wall height; and</p> <p>(ii) 14m maximum building height.</p> <p>(b) Setbacks</p> <p>(i) 2m minimum primary street setback;</p> <p>(ii) 2m minimum secondary street setback;</p> <p>(iii) 3m minimum side setback; and</p> <p>(iv) 6m minimum rear setback.</p> <p>(c) Plot ratio</p> <p>(i) 2.0 maximum plot ratio.</p> <p>(d) Except for the development standards set out in this clause, development within the Mixed Use zone shall be assessed in accordance with the Residential Design Codes for the R160 density code.</p> <p>(e) Landscaping</p> <p>(i) Landscaping is to accord with an overall landscaping plan for the site, which has been approved by the local government.</p>
32.6	Local Centre zone	<p>(1) Land Use</p> <p>(a) Residential is not permitted on the ground floor.</p> <p>(2) Where there is no Structure Plan, Local Development Plan and/or Activity Centre Plan approved, all development shall comply with the following provisions:</p>

No.	Description of land	Requirement
		<ul style="list-style-type: none"> (a) Height <ul style="list-style-type: none"> (i) 9m maximum wall height; and (ii) 12m maximum building height. (b) Setbacks <ul style="list-style-type: none"> (i) Primary and secondary street setbacks may be nil; (ii) 3m minimum side setback; (iii) Side setbacks may be reduced to nil where the boundary adjoins a non-residential zone; and (iv) 3m minimum rear setback. (c) Plot ratio <ul style="list-style-type: none"> (i) 0.7 maximum plot ratio. (d) Except for the development standards set out in this clause, Residential development within the Local Centre zone shall be assessed in accordance with the Residential Design Codes for the R60 density. (e) Access <ul style="list-style-type: none"> (i) Where a site has more than one street frontage, vehicle access must be obtained from the lowest hierarchy road, inclusive of laneways and rights-of-way. (f) Solar access for adjoining sites <ul style="list-style-type: none"> (i) Where a site adjoins Residential zoned land, solar access is to comply with the Residential Design Codes as calculated based on the R-Code of the affected adjoining residential zoned properties. (g) Landscaping <ul style="list-style-type: none"> (i) Landscaping is to accord with an overall landscaping plan for the site, which has been approved by the local government.
32.7	Neighbourhood Centre zone	<ul style="list-style-type: none"> (1) Land Use <ul style="list-style-type: none"> (a) Residential is not permitted on the ground floor. (2) Where there is no Structure Plan, Local Development Plan and/or Activity Centre Plan approved, all development shall comply with the following provisions: <ul style="list-style-type: none"> (a) Height <ul style="list-style-type: none"> (i) 11m minimum wall height facing the primary and secondary street; (ii) 14.5m maximum wall height; and (iii) 17.5m maximum building height. (b) Setbacks <ul style="list-style-type: none"> (i) 2m minimum primary street setback; (ii) 2m minimum secondary street setback; (iii) 3m minimum side setback; and (iv) 6m minimum rear setback.

No.	Description of land	Requirement
		<ul style="list-style-type: none"> (c) Plot ratio <ul style="list-style-type: none"> (i) 2.0 maximum plot ratio. (d) Except for the development standards set out in this clause, Residential development within the Neighbourhood Centre zone shall be assessed in accordance with the Residential Design Codes for the R160 density code. (e) Landscaping <ul style="list-style-type: none"> (i) Landscaping is to accord with an overall landscaping plan for the site, which has been approved by the local government.
32.8	Service Commercial zone	<ul style="list-style-type: none"> (1) Height <ul style="list-style-type: none"> (a) 10m maximum building height. (2) Setbacks <ul style="list-style-type: none"> (a) 2m minimum primary street setback; (b) 2m minimum secondary street setback; and (c) Nil setbacks are permitted to all side and rear boundaries. (3) Plot Ratio <ul style="list-style-type: none"> (a) Not applicable.
32.9	Private Community Purposes zone	<ul style="list-style-type: none"> (1) Where there is no Structure Plan, Local Development Plan and/or Activity Centre Plan approved, all development shall comply with the following provisions: <ul style="list-style-type: none"> (a) Height <ul style="list-style-type: none"> (i) 8.5m maximum wall height; and (ii) 10m maximum building height. (b) Setbacks <ul style="list-style-type: none"> (i) 6m minimum primary street setback; and (ii) 3m minimum setback to all other boundaries. (c) Plot Ratio <ul style="list-style-type: none"> (i) Not applicable. (d) Solar access for adjoining sites <ul style="list-style-type: none"> (i) Where a site adjoins Residential zoned land, solar access is to comply with the Residential Design Codes as calculated based on the R-Code of the affected adjoining residential zoned properties. (e) Landscaping <ul style="list-style-type: none"> (i) Landscaping is to accord with an overall landscaping plan for the site which has been approved by the local government.

- (2) To the extent that a requirement referred to in subclause (1) is inconsistent with a requirement in the R-Codes, an activity centre plan, a local development plan or a State or local planning policy the requirement referred to in subclause (1) prevails.

33. Additional site and development requirements for areas covered by structure plan, activity centre plan or local development plan

- (1) The Table 7 sets out requirements relating to development that are included in structure plans, activity centre plans and local development plans that apply in the Scheme area.
- (2) To the extent that a requirement referred to in Clause 33 of this Scheme is inconsistent with a requirement in Clause 32, the requirements referred to in Clause 33 prevails.

Table 7 – Additional requirements that apply to land covered by structure plan, activity centre plan or local development plan

No.	Description of land	Requirement
33.1	Land within Neighbourhood Centre zone contiguous with Stirling Highway Metropolitan Region Scheme Primary Regional Road Reserve	<p>(1) Height</p> <p>(a) 11m minimum wall height facing the primary and secondary street.</p> <p>(b) Lots with an area less than 2000m²: (i) 14.5m maximum wall height; and (ii) 17.5m maximum building height.</p> <p>(c) Lots with an area of 2000m² or more: (i) 21.5m maximum wall height; and (ii) 24.5m maximum building height.</p> <p>(d) Lots with an area of 2000m² or more, 35.5m maximum wall height and 38.5m maximum building height may be permitted in accordance with an approved local development plan.</p>
33.2	Land within Mixed Use zone contiguous with Stirling Highway Metropolitan Region Scheme Primary Regional Road Reserve	<p>(1) Height</p> <p>(a) 11m minimum wall height facing the primary and secondary street.</p> <p>(b) Lots with an area less than 2000m²: (i) 14.5m maximum wall height; and (ii) 17.5m maximum building height.</p> <p>(c) Lots with an area of 2000m² or more: (i) 21.5m maximum wall height; and (ii) 24.5m maximum building height.</p> <p>(d) Lots with an area of 2000m² or more, 28.5m maximum wall height and 31.5m maximum building height may be permitted in accordance with an approved local development plan.</p>
33.3	Land within Local Centre zone contiguous with Hampden Road	<p>(1) Height</p> <p>(a) 14.5m maximum wall height; and (b) 17.5m maximum building height.</p>

No.	Description of land	Requirement
33.4	Land within Mixed Use zone contiguous with Broadway	<p>(1) Height</p> <p>(a) Lots with an area less than 2000m²:</p> <p>(i) 14.5m maximum wall height; and</p> <p>(ii) 17.5m maximum building height.</p> <p>(b) Lots with an area of 2000m² or more:</p> <p>(i) 21.5m maximum wall height; and</p> <p>(ii) 24.5m maximum building height.</p> <p>(2) Wall height and Building height is to be measured in accordance with an approved Local Development Plan and/or local planning policy.</p>
33.5	Local Centre zoned land as depicted on Schedule 4	<p>(1) Height</p> <p>(a) Precinct 1</p> <p>(i) 13.6m maximum wall height; and</p> <p>(ii) 16.5m maximum building height.</p> <p>(b) Precincts 2 & 3</p> <p>(i) 10.5m maximum wall height; and</p> <p>(ii) 12m maximum building height.</p>

34. Variations to site and development requirements

(1) In this clause –

additional site and development requirements means requirements set out in clauses 32 and 33.

- (2) The local government may approve an application for a development approval that does not comply with an additional site and development requirements.
- (3) An approval under subclause (2) may be unconditional or subject to any conditions the local government considers appropriate.
- (4) If the local government is of the opinion that the non-compliance with an additional site and development requirement will mean that the development is likely to adversely affect any owners or occupiers in the general locality or in an area adjoining the site of the development the local government must –
- (a) consult the affected owners or occupiers by following one or more of the provisions for advertising applications for development approval under clause 64 of the deemed provisions; and
 - (b) have regard to any expressed views prior to making its determination to grant development approval under this clause.
- (5) The local government may only approve an application for development approval under this clause if the local government is satisfied that –
- (a) approval of the proposed development would be appropriate having regard to the matters that the local government is to have regard to in considering an application for development approval as set out in clause 67 of the deemed provisions; and
 - (b) the non-compliance with the additional site and development requirement will not have a significant adverse effect on the occupiers or users of the development, the inhabitants of the locality or the likely future development of the locality.

35. Restrictive covenants

- (1) A restrictive covenant affecting land in the Scheme area that would have the effect of limiting the number of residential dwellings which may be constructed on the land is extinguished or varied to the extent that the number of residential dwellings that may be constructed is less than the number that could be constructed on the land under this Scheme.
- (2) If subclause (1) operates to extinguish or vary a restrictive covenant –
 - (a) development approval is required to construct a residential dwelling that would result in the number of residential dwellings on the land exceeding the number that would have been allowed under the restrictive covenant; and
 - (b) the local government must not grant development approval for the construction of the residential dwelling unless it gives notice of the application for development approval in accordance with clause 64 of the deemed provisions.

Part 5 - Special Control Areas

36. Special control areas

- (1) Special control areas are marked on the Scheme Map according to the legend on the Scheme Map.
- (2) The purpose, objectives and additional provisions that apply to each special control area is set out in the Table below.

Table 8 – Special Control Area in Scheme area

Name of Area	Purpose/Objectives	Additional Provisions
Special Control Area – Environment		
SCA 1 Subiaco Strategic Water Resource Precinct	<p>Purpose:</p> <ul style="list-style-type: none"> Identify the area as the Subiaco Strategic Water Resource Precinct for orderly and proper planning. <p>Objectives:</p> <ul style="list-style-type: none"> To prevent the introduction and intensification of land uses or development which would be incompatible with: <ul style="list-style-type: none"> the ongoing operation of the Subiaco Waste Water Treatment Plant; the expansion of the capacity of the treatment plant to support population growth in the catchment; and the establishment and operation of resource recovery infrastructure and land uses. To facilitate the use and development of land for uses which are beneficial to the operation of the Subiaco Waste Water Treatment Plant and the surrounding catchment. To prevent adverse impacts on residential and other sensitive uses. 	<p>(1) No residential or other sensitive land uses as defined by EPA Guidance Statement No. 3 (Separation Distances Between Industrial and Sensitive Land Uses, June 2005) are to be located in the Subiaco Waste Water Treatment Plant odour buffer.</p> <p>(2) In considering any application for development approval, Scheme Amendment request, Structure Plan, Local Development Plan or subdivision application and in addition to matters listed in clause 67 of the deemed provisions the local government shall have regard to the following:</p> <ul style="list-style-type: none"> (a) the recommendations of the Water Corporation and Department of Environment Regulation; and (b) the potential odour impact of the waste water treatment plant and whether the proposal is compatible with the existing and proposed future use of the plant. <p>(3) A structure plan, activity centre plan, local development plan and/or scheme amendment proposal is to provide a current odour modelling technical report to review and confirm the boundaries of the odour buffer.</p>

Part 6 - Terms Referred to in Scheme

Division 1 - General Definitions used in Scheme

37. Terms used

- (1) If a word or expression used in this Scheme is listed in this clause, its meaning is as follows -

Building envelope	means the area of land within which all buildings and effluent disposal facilities on a lot must be contained.
Building height	<p>in relation to a building -</p> <p>(a) if the building is used for residential purposes, has the meaning given in the R-Codes; or</p> <p>(b) if the building is used for purposes other than residential purposes, means the maximum vertical distance between the natural ground level and the finished roof height directly above, excluding minor projections as that term is defined in the R-Codes.</p>
Cabin	<p>means a dwelling forming part of a tourist development or caravan park that is -</p> <p>(a) an individual unit other than a chalet; and</p> <p>(b) designed to provide short-term accommodation for guests.</p>
Chalet	<p>means a dwelling forming part of a tourist development or caravan park that is -</p> <p>(a) a self-contained unit that includes cooking facilities, bathroom facilities and separate living and sleeping areas; and</p> <p>(b) designed to provide short-term accommodation for guests.</p>
Commencement day	means the day this Scheme comes into effect under section 87(4) of the Act.
Commercial vehicle	<p>means a vehicle, whether licenced or not, that has a gross vehicle mass of greater than 4.5 tonnes including -</p> <p>(a) a utility, van, truck, tractor, bus or earthmoving equipment; and</p> <p>(b) a vehicle that is, or is designed to be an attachment to a vehicle referred to in paragraph (a).</p>
Floor area	has meaning given in the Building Code.
Frontage	<p>in relation to a building -</p> <p>(a) if the building is used for residential purposes, has the meaning given in the R-Codes; or</p> <p>(b) if the building is used for purposes other than residential purposes, means the line where a road reserve and the front of a lot meet and, if a lot abuts 2 or more road reserves, the one to which the building or proposed building faces.</p>

Incidental use	means a use of premises which is consequent on, or naturally attaching, appertaining or relating to, the predominant use.
Minerals	has the meaning given in the <i>Mining Act 1978</i> section 8(1).
Net lettable area or NLA	means the area of all floors within the internal finished surfaces of permanent walls but does not include the following areas - <ul style="list-style-type: none"> (a) stairs, toilets, cleaner's cupboards, lift shafts and motor rooms, escalators, tea rooms and plant rooms, and other service areas; (b) lobbies between lifts facing other lifts serving the same floor; (c) areas set aside as public space or thoroughfares and not for the exclusive use of occupiers of the floor or building; (d) areas set aside for the provision of facilities or services to the floor or building where those facilities are not for the exclusive use of occupiers of the floor or building.
Non-conforming use	has the meaning given in the <i>Planning and Development Act 2005</i> section 172.
Plot ratio	means the ratio of the floor area of a building to an area of land within the boundaries of the lot or lots on which the building is located.
Precinct	means a definable area where particular planning policies, guidelines or standards apply.
Predominant use	means the primary use of premises to which all other uses carried out on the premises are incidental.
Retail	means the sale or hire of goods or services to the public.
Short-term accommodation	means temporary accommodation provided either continuously or from time to time with no guest/s accommodated for periods totalling more than 3 months in any 12 month period.
Wall height	in relation to a wall of a building – <ul style="list-style-type: none"> (a) if the building is used for residential purposes, has the meaning given in the R-Codes; or (b) if the building is used for purposes other than residential purposes, means the vertical distance from the natural ground level of the boundary of the property that is closest to the wall to the point where the wall meets the roof or parapet.
Wholesale	means the sale of goods or materials to be sold by others.

(2) A word or expression that is not defined in this Scheme -

- (a) has the meaning it has in the *Planning and Development Act 2005*; or
- (b) if it is not defined in that Act - has the same meaning as it has in the R-Codes.

Division 2 - Land use terms used in Scheme

38. Land use terms used

(1) If this Scheme refers to a category of land use that is listed in this provision, the meaning of that land use is as follows -

Aged care facility/nursing home	means premises used to provide accommodation and personal or nursing care for the aged and may include recreational, health or laundry facilities and services for residents of the facility.
Amusement parlour	means premises - (a) that are open to the public; and (b) that are used predominantly for amusement by means of amusement machines including computers; and (c) where there are 2 or more amusement machines.
Animal establishment	means premises used for the breeding, boarding, training or caring of animals for commercial purposes but does not include animal husbandry - intensive or veterinary centre.
Animal husbandry – intensive	means premises used for keeping, rearing or fattening of alpacas, beef and dairy cattle, goats, pigs, poultry (for either egg or meat production), rabbits (for either meat or fur production) sheep or other livestock in feedlots, sheds or rotational pens.
Art gallery	means premises - (a) that are open to the public; and (b) where artworks are displayed for viewing or sale.
Bed and breakfast	means a dwelling - (a) used by a resident of the dwelling to provide short-term accommodation, including breakfast, on a commercial basis for not more than 4 adult persons or one family; and, (b) containing not more than 2 guest bedrooms.
Betting agency	means an office or totalisator agency established under the <i>Racing and Wagering Western Australia Act 2003</i> .
Brewery	means premises the subject of a producer's licence authorising the production of beer, cider or spirits granted under the <i>Liquor Control Act 1988</i> .

Bulky goods showroom means premises -

- (a) used to sell by retail any of the goods and accessories of the following types that are principally used for domestic purposes -
 - (i) automotive parts and accessories;
 - (ii) camping, outdoor and recreation goods;
 - (iii) electric light fittings;
 - (iv) animal supplies including equestrian and pet goods;
 - (v) floor and window coverings;
 - (vi) furniture, bedding, furnishings, fabrics, manchester and homewares;
 - (vii) household appliances, electrical goods and home entertainment goods;
 - (viii) party supplies;
 - (ix) office equipment and supplies;
 - (x) babies' and children's goods, including play equipment and accessories;
 - (xi) sporting, cycling, leisure, fitness goods and accessories;
 - (xii) swimming pools.
- or
- (b) used to sell goods and accessories by retail if -
 - (i) a large area is required for the handling, display or storage of the goods; and
 - (ii) vehicular access is required to the premises for the purpose of collection of purchased goods.

Caravan park means premises that are a caravan park as defined in the *Caravan Parks and Camping Grounds Act 1995* section 5 (1).

Caretaker's dwelling means a dwelling on the same site as a building, operation or plant used for industry, and occupied by a supervisor of that building, operation or plant.

Car park means premises used primarily for parking vehicles whether open to the public or not but does not include -
any part of a public road used for parking or for a taxi rank; or
any premises in which cars are displayed for sale.

Child care premises means premises where -

- (a) an education and care service as defined in the *Education and Care Services National Law (Western Australia)* Section 5(1), other than a family day care service as defined in that section, is provided; or
- (b) a child care service as defined in the *Child Care Services Act 2007* section 4 is provided.

Cinema/theatre means premises where the public may view a motion picture or theatrical production.

Civic use	means premises used by a government department, an instrumentality of the State or the local government for administrative, recreational or other purposes.
Club premises	means premises used by a legally constituted club or association or other body of persons united by a common interest.
Commercial vehicle parking	means premises used for parking of one or 2 commercial vehicles but does not include - <ul style="list-style-type: none"> (a) any part of a public road used for parking or for a taxi rank; or (b) parking of commercial vehicles incidental to the predominant use of the land.
Community purpose	means premises designed or adapted primarily for the provision of educational, social or recreational facilities or services by organisations involved in activities for community benefit.
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.
Convenience store	means premises - <ul style="list-style-type: none"> (a) used for the retail sale of convenience goods commonly sold in supermarkets, delicatessens or newsagents; and (b) operated during hours which include, but may extend beyond, normal trading hours; and (c) the floor area of which does not exceed 300m² net lettable area.
Corrective institution	means premises used to hold and reform persons committed to it by a court, such as a prison or other type of detention facility.
Educational establishment	means premises used for the purposes of providing education including premises used for a school, higher education institution, business college, academy or other educational institution.
Exhibition centre	means premises used for the display, or display and sale, of materials of an artistic, cultural or historical nature including a museum.
Family day care	means premises where a family day care service as defined in the <i>Education and Care Services National Law (Western Australia)</i> is provided.
Fast food outlet	means premises, including premises with a facility for drive-through service, used for the preparation, sale and serving of food to customers in a form ready to be eaten – <ul style="list-style-type: none"> (a) without further preparation; and (b) primarily off the premises.
Funeral parlour	means premises used - <ul style="list-style-type: none"> (a) to prepare and store bodies for burial or cremation; (b) to conduct funeral services.

Garden centre	means premises used for the propagation, rearing and sale of plants, and the storage and sale of products associated with horticulture and gardens.
Holiday accommodation	means 2 or more dwellings on one lot used to provide short-term accommodation for persons other than the owner of the lot.
Holiday house	means a single dwelling on one lot used to provide short-term accommodation but does not include a bed and breakfast.
Home business	<p>means a dwelling or land around a dwelling used by an occupier of the dwelling to carry out a business, service or profession if the carrying out of the business, service or profession -</p> <ul style="list-style-type: none"> (a) does not involve employing more than 2 people who are not members of the occupier's household; and (b) will not cause injury to or adversely affect the amenity of the neighbourhood; and (c) does not occupy an area greater than 50m²; and (d) does not involve the retail sale, display or hire of any goods unless the sale, display or hire is done only by means of the Internet; and (e) does not result in traffic difficulties as a result of the inadequacy of parking or an increase in traffic volumes in the neighbourhood; and (f) does not involve the presence, use or calling of a vehicle more than 4.5 tonnes tare weight; and (g) does not involve the use of an essential service that is greater than the use normally required in the zone in which the dwelling is located.
Home occupation	<p>means a dwelling or land around a dwelling used by an occupier of the dwelling to carry out an occupation if the carrying out of the occupation that -</p> <ul style="list-style-type: none"> (a) does not involve employing a person who is not a member of the occupier's household; and (b) will not cause injury to or adversely affect the amenity of the neighbourhood; and (c) does not occupy an area greater than 20m²; and (d) does not involve the display on the premises of a sign with an area exceeding 0.2m²; and (e) does not involve the retail sale, display or hire of any goods unless the sale, display or hire is done only by means of the Internet; <p>and does not -</p> <ul style="list-style-type: none"> (f) require a greater number of parking spaces than <ul style="list-style-type: none"> (i) normally required for a single dwelling; or (ii) result in an increase in traffic volume in the neighbourhood; and

- (g) does not involve the presence, use or calling of a vehicle more than 4.5 tonnes tare weight; and
- (h) does not include provision for the fuelling, repair or maintenance of motor vehicles; and
- (i) does not involve the use of an essential service that is greater than the use normally required in the zone in which the dwelling is located.

Home office

means a dwelling used by an occupier of the dwelling to carry out a home occupation if the carrying out of the occupation -

- (a) is solely within the dwelling; and
- (b) does not entail clients or customers travelling to and from the dwelling; and
- (c) does not involve the display of a sign on the premises; and
- (d) does not require any change to the external appearance of the dwelling.

Home store

means a shop attached to a dwelling that -

- (a) has a net lettable area not exceeding 100m²; and
- (b) is operated by a person residing in the dwelling.

Hospital

means premises used as a hospital as defined in the *Hospitals and Health Services Act 1927* section 2(1).

Hotel

means premises the subject of a hotel licence other than a small bar or tavern licence granted under the *Liquor Control Act 1988* including any betting agency on the premises.

Industry

means premises used for the manufacture, dismantling, processing, assembly, treating, testing, servicing, maintenance or repairing of goods, products, articles, materials or substances and includes facilities on the premises for any of the following purposes -

- (a) the storage of goods;
- (b) the work of administration or accounting;
- (c) the selling of goods by wholesale or retail;
- (d) the provision of amenities for employees;
- (e) incidental purposes.

Industry – light

means premises used for an industry where impacts on the amenity of the area in which the premises is located can be mitigated, avoided or managed.

Liquor store – large

means premises the subject of a liquor store licence granted under the *Liquor Control Act 1988* with a net lettable area of more than 300m².

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 300 m².

Lunch bar	means premises or part of premises used for the sale of takeaway food (in a form ready to be consumed without further preparation) within industrial or commercial areas.
Market	means premises used for the display and sale of goods from stalls by independent vendors.
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.
Motel	means premises, which may be licensed under the <i>Liquor Control Act 1988</i> - <ul style="list-style-type: none"> (a) used to accommodate guests in a manner similar to a hotel; and (b) with specific provision for the accommodation of guests with motor vehicles.
Motor vehicle, boat or caravan sales	means premises used to sell or hire motor vehicles, boats or caravans.
Motor vehicle repair	means premises used for or in connection with - <ul style="list-style-type: none"> (a) electrical and mechanical repairs, or overhauls, to vehicles other than panel beating, spray painting or chassis reshaping of vehicles; or (b) repairs to tyres other than recapping or re-treading of tyres.
Motor vehicle wash	means premise primarily used to wash motor vehicles.
Nightclub	means premises the subject of a nightclub licence granted under the <i>Liquor Control Act 1988</i> .
Office	means premises used for administration, clerical, technical, professional or similar business activities.
Place of worship	means premises used for religious activities such as a chapel, church, mosque, synagogue or temple.
Reception centre	means premises used for hosted functions on formal or ceremonial occasions.
Recreation – private	means premises that are - <ul style="list-style-type: none"> (a) used for indoor or outdoor leisure, recreation or sport; and (b) not usually open to the public without charge.
Renewable energy facility	means premises used to generate energy from a renewable energy source and includes any building or other structures used in, or in connection with, the generation of energy by a renewable resource. It does not include solar panels or a wind turbine located on a lot with a single house where the energy produced only supplies that house or private rural use or anemometers.
Residential	means a premises used for residential development as defined by State Planning Policy 3.1 – Residential Design Codes.

Resource recovery centre	means premises other than a waste disposal facility used for the recovery of resources from waste.
Restaurant/cafe	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 <i>Liquor Control Act 1988</i> .
Restricted premises	<p>means premises used for the sale by retail or wholesale, or the offer for hire, loan or exchange, or the exhibition, display or delivery of -</p> <ul style="list-style-type: none"> (a) publications that are classified as restricted under the <i>Classification (Publications, Films and Computer Games) Act 1995 (Commonwealth)</i>; and (b) materials, compounds, preparations or articles which are used or intended to be used primarily in or in connection with any form of sexual behaviour or activity; or (c) smoking-related implements.
Roadhouse	<p>means premises that has direct access to a State road other than a freeway and which provides the services or facilities provided by a freeway service centre and may provide any of the following facilities or services -</p> <ul style="list-style-type: none"> (a) a full range of automotive repair services; (b) wrecking, panel beating and spray painting services; (c) transport depot facilities; (d) short-term accommodation for guests; (e) facilities for being a muster point in response to accidents, natural disasters and other emergencies; (f) dump points for the disposal of black and/or grey water from recreational vehicles.
Serviced apartment	<p>means a group of units or apartments providing -</p> <ul style="list-style-type: none"> (a) self-contained short-stay accommodation for guests; and (b) any associated reception or recreational facilities.
Service station	<p>means premises other than premises used for a transport depot, panel beating, spray painting, major repairs or wrecking, that are used for -</p> <ul style="list-style-type: none"> (a) the retail sale of petroleum products, motor vehicle accessories and goods of an incidental or convenience nature; and/or (b) the carrying out of greasing, tyre repairs and minor mechanical repairs to motor vehicles.
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.
Small bar	means premises the subject of a small bar licence granted under the <i>Liquor Control Act 1988</i> .

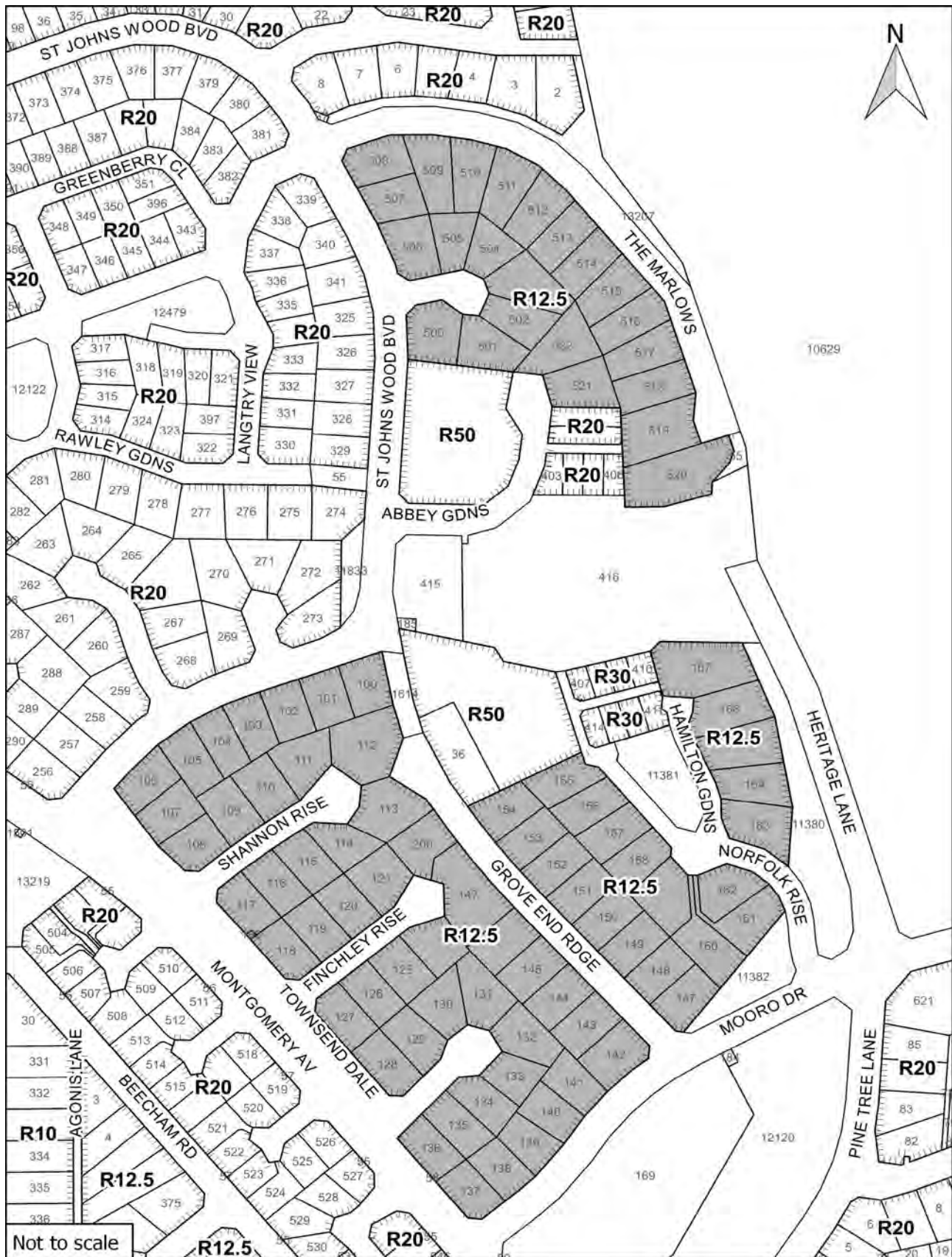
Tavern	means premises the subject of a tavern licence granted under the <i>Liquor Control Act 1988</i> .
Telecommunications infrastructure	means premises used to accommodate the infrastructure used by or in connection with a telecommunications network including any line, equipment, apparatus, tower, antenna, tunnel, duct, hole, pit or other structure related to the network.
Tourist development	means a building, or a group of buildings forming a complex, other than a bed and breakfast, a caravan park or holiday accommodation, used to provide - <ul style="list-style-type: none"> (a) short-term accommodation for guests; and (b) onsite facilities for the use of guests; and (c) facilities for the management of the development.
Trade display	means premises used for the display of trade goods and equipment for the purpose of advertisement.
Trade supplies	means premises used to sell by wholesale or retail, or to hire, assemble or manufacture any materials, tools, equipment, machinery or other goods used for any of the following purposes including goods which may be assembled or manufactured off the premises - <ul style="list-style-type: none"> (a) automotive repairs and servicing; (b) building including repair and maintenance; (c) industry; (d) landscape gardening; (e) provision of medical services; (f) primary production; (g) use by government departments or agencies, including local government.
Transport depot	means premises used primarily for the parking or garaging of 3 or more commercial vehicles including - <ul style="list-style-type: none"> (a) any ancillary maintenance or refuelling of those vehicles; and (b) any ancillary storage of goods brought to the premises by those vehicles; and (c) the transfer of goods or persons from one vehicle to another.
Veterinary centre	means premises used to diagnose animal diseases or disorders, to surgically or medically treat animals, or for the prevention of animal diseases or disorders.
Warehouse/storage	means premises including indoor or outdoor facilities used for - <ul style="list-style-type: none"> (a) the storage of goods, equipment, plant or materials; or (b) the display or the sale by wholesale of goods.

Schedule 1 – Supplemental provisions

67(zc) any advice of the Design Review Panel.

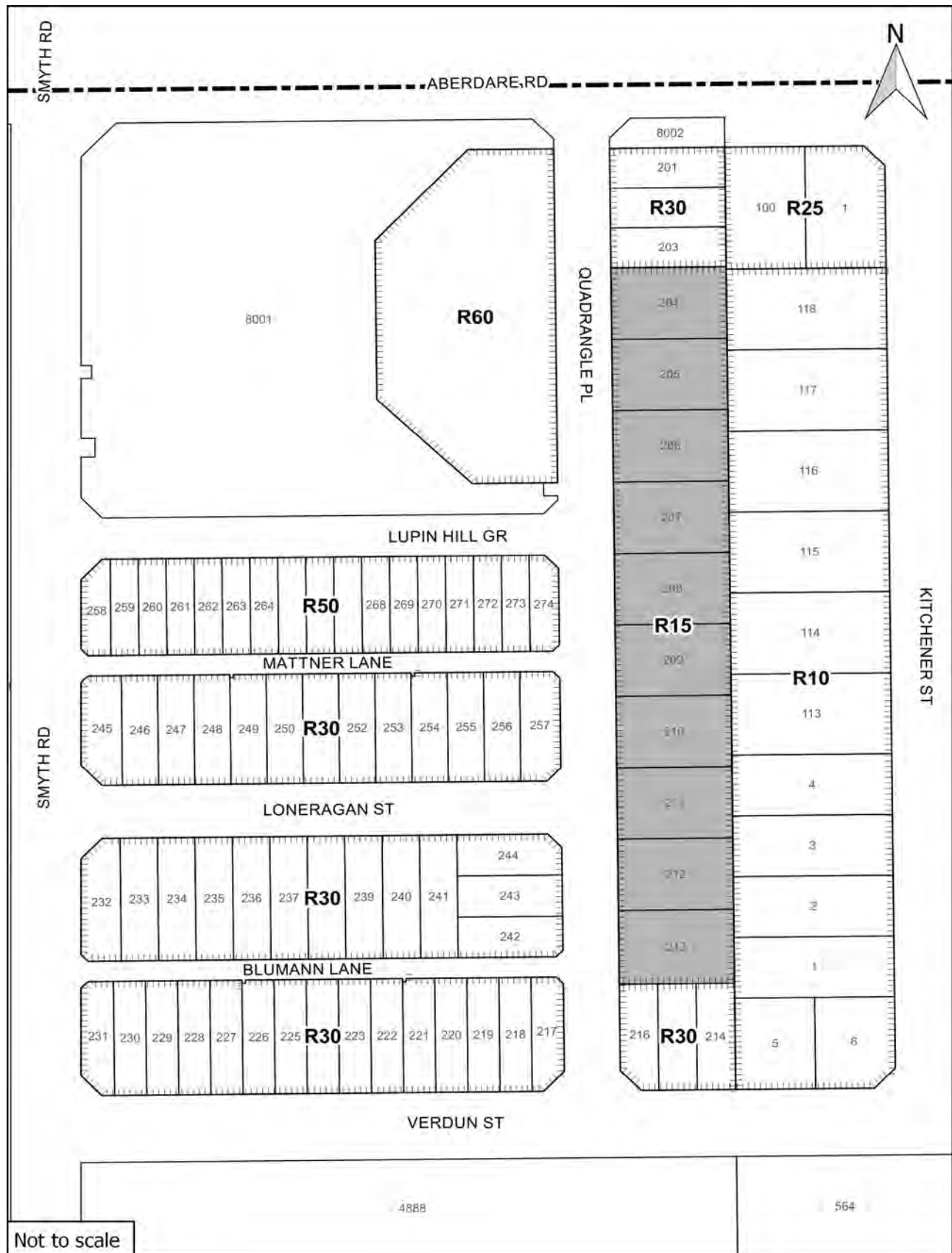
Schedule 2 – St John's Wood

These provisions are to be read in conjunction with Clause 26 Modification of R-Codes requirements contained in the Scheme.



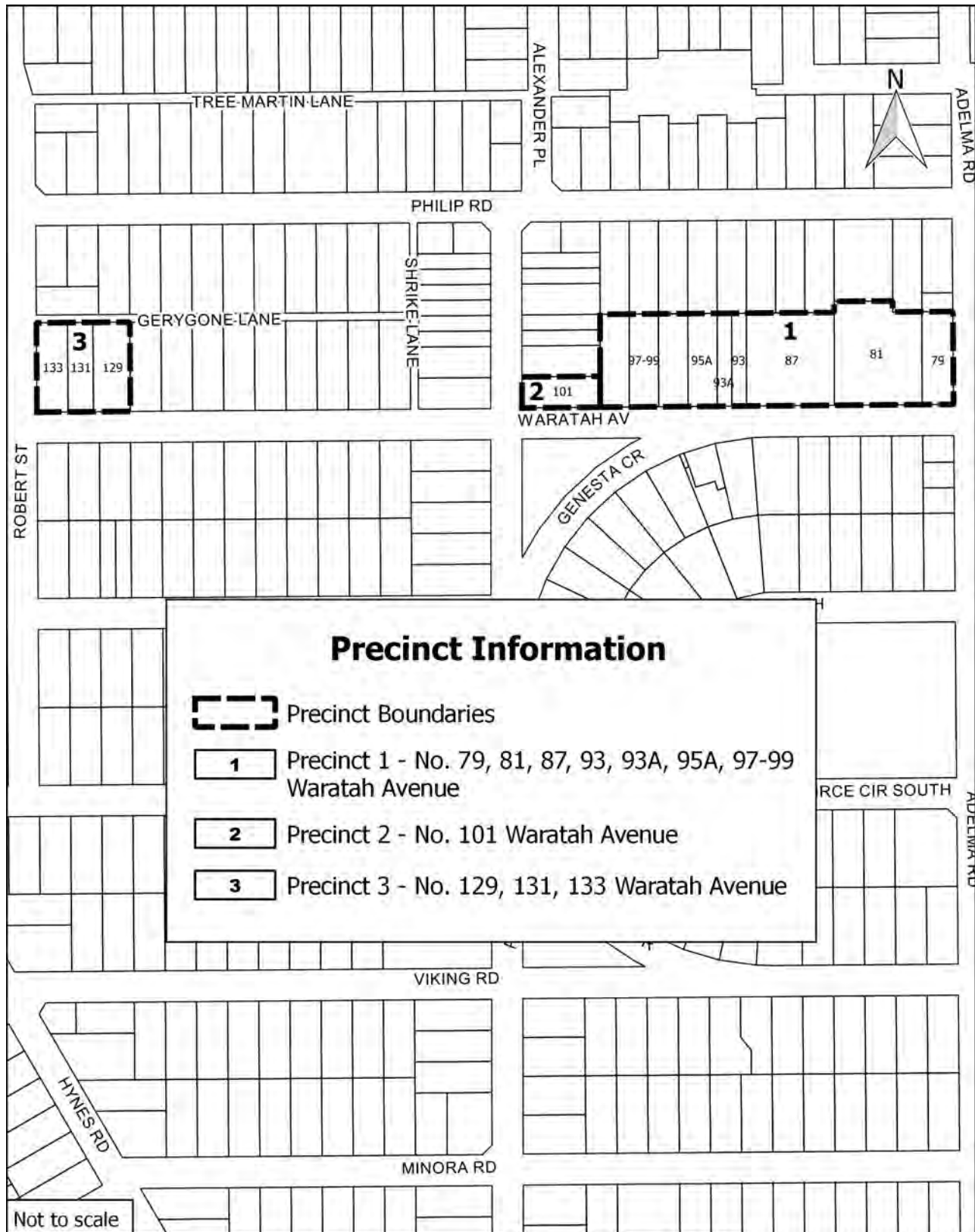
Schedule 3 – Hollywood

These provisions are to be read in conjunction with Clause 26 Modification of R-Codes requirements contained in the Scheme.






Schedule 4 – Cl. 33.5 Additional requirements that apply to land covered by structure plan, activity centre plan or local development plan




These provisions are to be read in conjunction with item 33.5 in Table 7 – Additional requirements that apply to land covered by structure plan, activity centre plan or local development plan.



Legend

-  Scheme Boundary
-  Local Government Boundary
-  LPS3 Rcodes










LPS3 Additional Information

-  Additional Use
-  Restricted Use
-  Special Control Area - Environment

LPS3 Zones

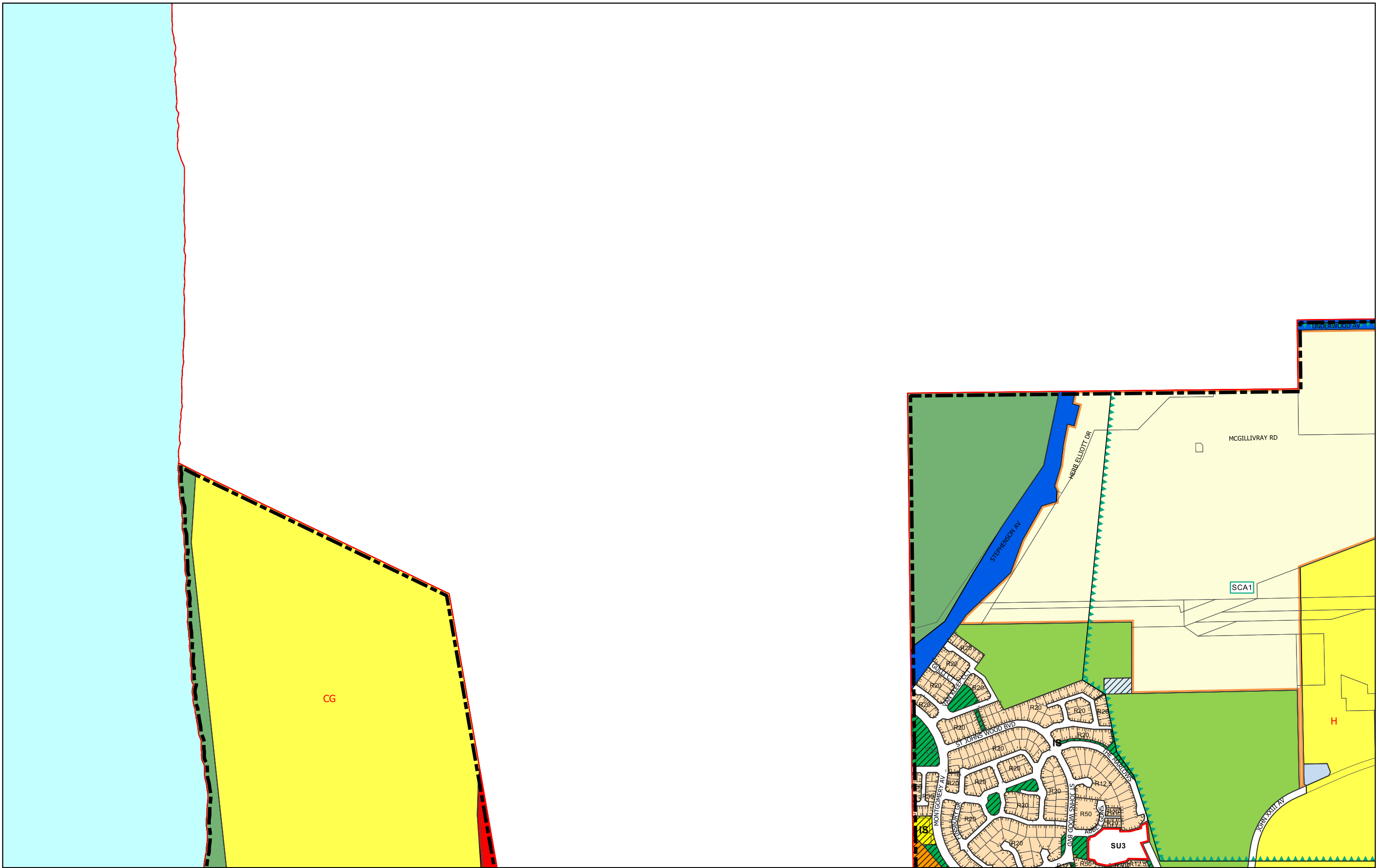
-  Local Centre
-  Neighbourhood Centre
-  Mixed Use
-  Private Community Purposes
-  Residential
-  Service Commercial
-  Special Use Zone
-  Urban Development

LPS3 Reserves

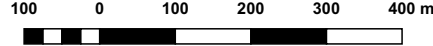
-  Cemetery
-  Civic and Community
-  Drainage/Waterway
-  Education
-  Environmental Conservation
-  Government Services
-  Infrastructure Services
-  Public Open Space
-  Recreational

MRS

-  Industrial
-  Other regional roads
-  Parks and recreation
-  Parks and recreation - restricted public access
-  Primary regional roads
-  Public purposes
-  Railways
-  Urban
-  Urban deferred
-  Waterways

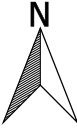


**CITY OF NEDLANDS
LOCAL PLANNING SCHEME NO 3**

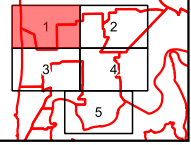


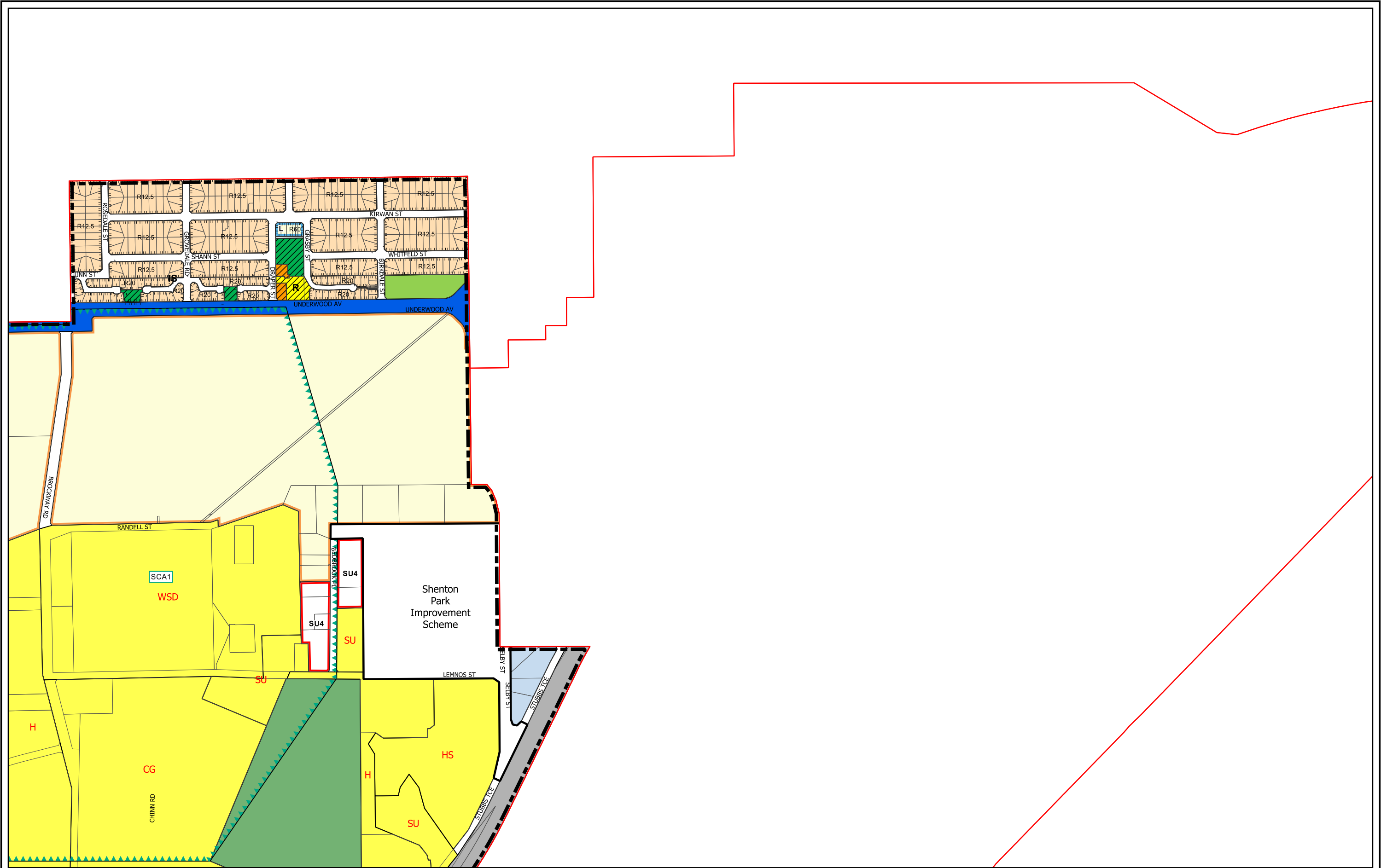
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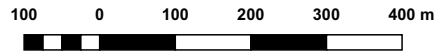


MAP OVERVIEW





**CITY OF NEDLANDS
LOCAL PLANNING SCHEME NO 3**

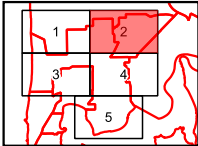


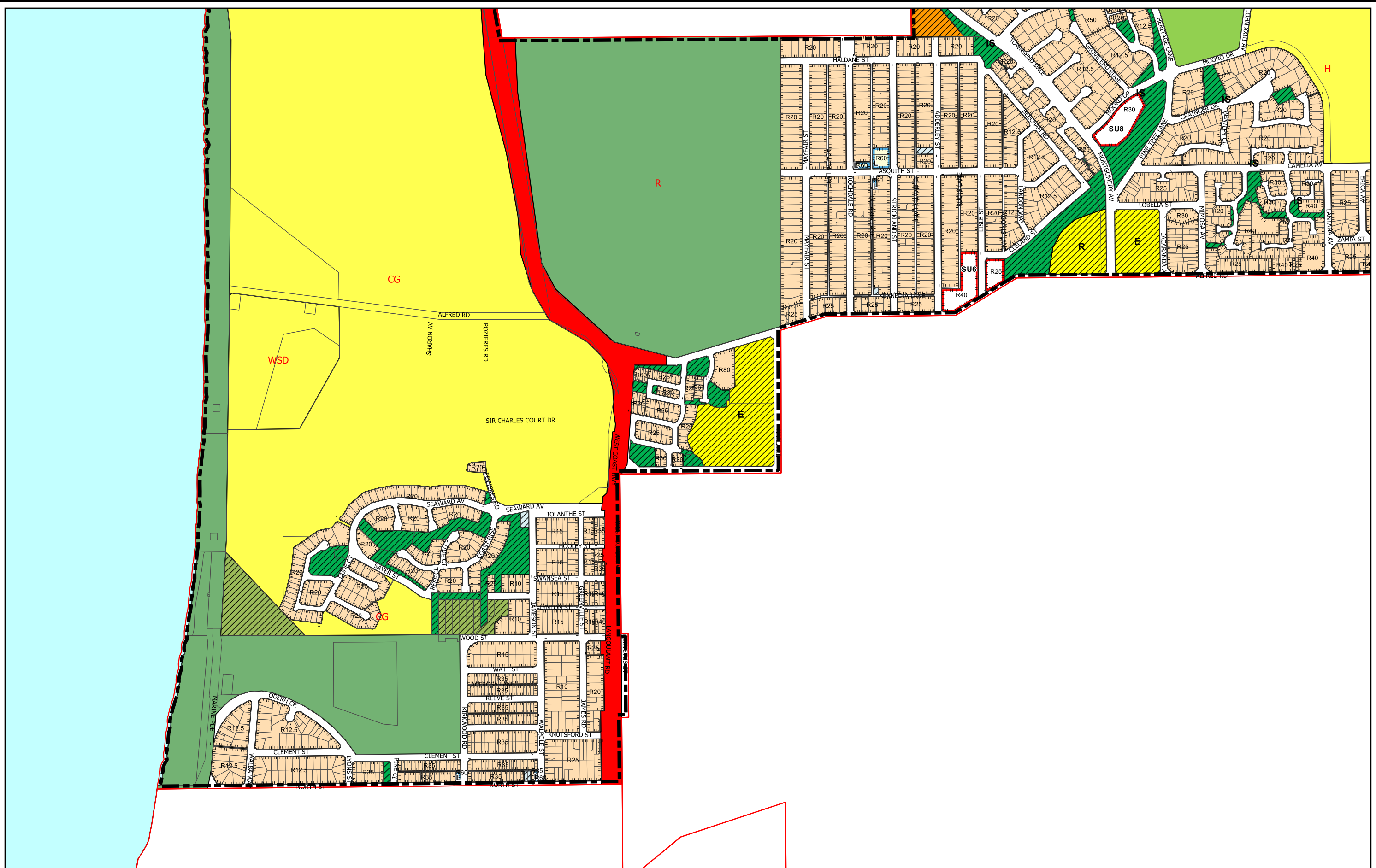
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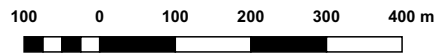


MAP OVERVIEW



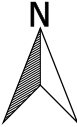


**CITY OF NEDLANDS
LOCAL PLANNING SCHEME NO 3**

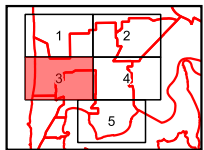


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MAP OVERVIEW



LOCAL PLANNING SCHEME MAP NO 3 OF 5

