



	<p>Thursday, 18 October 2012</p>
<p>Site Area</p>	<p>The City of Nedlands accepts no responsibility for the accuracy of this image or the results of any actions taken when using this image.</p>
<p>City of Nedlands</p>	

**PD49.12 – Attachment 1**  
 Locality Plan

**Scheme Amendment No. 197**

**City of Nedlands Town Planning Scheme No.2**

**Proposed Expansion of the Nedlands Village Hub**

**Lot 1 Stirling Highway; Lots 21, 22 and 23 Florence Road and Lots 32  
and 33 Stanley Street, Nedlands**

Prepared by:

MGA Town Planners

For

Fabcot Pty. Ltd.



City of Nedlands

## Executive Summary

This scheme amendment report has been prepared by MGA Town Planners on behalf of Fabcot Pty Ltd to facilitate the initiation of a scheme amendment by the City of Nedlands, to rezone Lot 1 Stirling Highway from "Hotel" and Lots 21, 22 and 23 Florence Road and Lots 32 and 33 Stanley Street from "Residential R12.5", to "Special Use".

The subject land currently accommodates 300m<sup>2</sup> of PLUC 5 shop/retail floor space; associated with a bottle shop and restaurant within the Captain Stirling Hotel. The subject land adjoins an existing Neighbourhood Activity Centre and commercial sites opposite, having a total of 3,160m<sup>2</sup> of PLUC 5 shop/retail floor space. Following removal of the existing bottle shop (100m<sup>2</sup>), development of the subject land will result in the creation of a Neighbourhood Activity Centre (Village Hub) having 8,873m<sup>2</sup> of PLUC 5 shop/retail floor space.

The intended use of the subject land is for the establishment of a Woolworths supermarket being 3,849m<sup>2</sup> NLA in area, convenience shops and personal services totalling 1668m<sup>2</sup> NLA. This would however first be subject to the preparation of a Detailed Area Plan. Proposed new retail development therefore features a total 5,513m<sup>2</sup> NLA shop/retail floorspace. The nature of intended uses is consistent with the functional role of a Neighbourhood Activity Centre, as identified under SPP 4.2 – Activity Centres for Perth and Peel.

Future development is to be guided by a Detailed Area Plan, which will deliver a definitive form of development guiding the assessment of development applications. The indicative concept plans attached are to be read as one way in which development of the subject land may be achieved, but not a definitive development outcome.

This report supports a request for initiation to amend the City of Nedlands Town Planning Scheme No. 2 (TPS2), predicated on the excellent qualities of the site, locality and desirable outcomes of the proposed development, which are identified as follows:

- Access to the site is provided by an existing high frequency public transport service on the Stirling Highway.
- The provision of new retail facilities and employment opportunities will occur at a level demonstrated to be orderly within the intended development timeframe.
- Guidelines in Schedule 5 ensuring preservation and improvement of the existing Captain Stirling Hotel building and guiding the preparation of a DAP.
- A desirable addition to the existing activity centre, that can be delivered having an urban form and functional role consistent with SPP 4.2 – Activity Centres for Perth and Peel.
- An improvement to the amenity of the locality through a future built form outcome that will be sympathetic to the existing Hotel building and providing a main street form of development fronting the existing activity centre west of Florence Street.
- A generous provision of landscaped areas about the buildings, street edge and the development itself.
- Scheme text modifications applicable to the subject land guiding the preparation of a Detailed Area Plan, to ensure a desirable future development outcome.

The City of Nedlands has prepared a set of Draft Guidelines (Draft Stirling Highway Special Control Area Provisions) including Precinct Plans, to guide development within the vicinity of the Stirling Highway. The Draft Guidelines were produced in 2009 and were approved by Council for use in preparation of the future City of Nedlands Town Planning Scheme No.3 within a Special Control Area.

The Draft Guidelines respond to strategic planning undertaken by the Department of Planning, namely the Stirling Highway Activity Corridor Study (SHACS), which has resulted in the preparation of detailed road designs. Works undertaken by the Department of Planning have culminated in the preparation and advertisement of an amendment to the Perth Metropolitan Region Scheme (PMRS) affecting the Primary Regional Road Reservation boundaries along the Stirling Highway.

Aspects of the Draft Guidelines produced by the City of Nedlands have been accommodated within the proposed amendment text, to form part of Schedule 5. The Draft Guidelines include a Village Hub Plan and Precinct Plan, affecting the land subject of this amendment. These plans have not been informed by studies identifying the true development potential of the activity centre; and do not feature a built form outcome accommodating a viable form of commercial development.

This amendment is informed by a retail sustainability assessment, which SPP4.2 requires to accompany rezoning submissions, to demonstrate the orderliness of an additional 5,513m<sup>2</sup> of PLUC 5 shop/retail floor space.

Development concept plans are provided to demonstrate a potential form of future development. However, the future Detailed Area Plan to be prepared as a requirement under the Schedule 5 provisions will facilitate site planning to ensure development may occur in an orderly, desirable and sympathetic manner. This amendment report also demonstrates the consistency of the proposal with the State and local planning framework.

**PLANNING AND DEVELOPMENT ACT 2005**

**RESOLUTION DECIDING TO AMEND A LOCAL PLANNING SCHEME**

**CITY OF NEDLANDS**

**TOWN PLANNING SCHEME NO. 2**

**AMENDMENT NO. 197**

RESOLVED that the Council, in pursuance of Section 75 of the Planning and Development Act 2005, amend the above local planning scheme by:

1. Amending the Scheme Map through rezoning Lot 1, Stirling Highway from "Hotel" and Lots 21, 22 and 23 Florence Road and Lots 32 and 33 Stanley Street, from "Residential" to "Special Use" and extending the Special Use zone over these lots, denoted "SU", as depicted on the Scheme Amendment Map.
2. Adding to Schedule 5 of the Scheme text a new list of provisions.

Dated this ..... day of ..... 2012

CHIEF EXECUTIVE OFFICER

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**Appendix 1 - Development Concept Plan and Elevations**

**Appendix 2 – Arboricultural Report**

**Appendix 3 – Heritage Study**

**Appendix 4 – Retail Sustainability Assessment**

**Appendix 5 – Uloth and Associates Traffic Impact Assessment**

***Figure 1 – Aerial Site Plan***

***Figure 2 – Context Plan***

***Figure 3 – Current Metropolitan Region Scheme***

***Figure 4 – Metropolitan Region Scheme Amendment and Road Design***

***Figure 5 – City of Nedlands Town Planning Scheme No.2***

***Figure 6 – Village Hub Concept Plan***

***Figure 7 – Mountjoy to Smythe Precinct Plan***

***Figure 8 – Site Plan***

***Figure 9 – Elevations***

***Figure 10 – Road and Access Recommendations***

Version	Prepared By	Date
Final Amendment Submission	Jeffrey Malcolm	6 October 2012

## 1.0 Introduction

This report has been prepared by MGA Town Planners on behalf of Fabcot Pty Ltd to facilitate initiation of a Scheme Amendment by the City of Nedlands to rezone Lot 1 Stirling Highway from "Hotel" and Lots 21, 22 and 23 Florence Road and Lots 32 and 33 Stanley Street from "Residential R12.5" to "Special Use".

The subject land adjoins an existing Neighbourhood Activity Centre and commercial sites opposite having a total of 3,160m<sup>2</sup> of Shop/Retail floor space; in addition to a restaurant and bottle shop associated with the hotel (300m<sup>2</sup>). Development of the subject land will result in the creation of a Neighbourhood Activity Centre having 8,873m<sup>2</sup> of PLUC 5 shop/retail floor space incorporating the existing adjoining centre, through the establishment of a new Woolworths supermarket, convenience shops (possible liquor store) and personal services totalling 5,513m<sup>2</sup> NLA. The proposal will result in a centre having a functional role consistent with that identified for a Neighbourhood Activity Centre under SPP 4.2 – Activity Centres for Perth and Peel.

Scheme Text modifications to be incorporated into Schedule 5 are included, utilising the Draft Stirling Highway Special Control Area provisions prepared by the City of Nedlands, to guide urban form, the planning process and land use permissibility to inform the preparation of a Detailed Area Plan (DAP).

The proposal is consistent with the objectives of the City of Nedlands Town Planning Scheme No.2 (TPS2) and the applicable State and local planning framework. Inputs from a traffic consultant, heritage advisor, arboriculturalist and a Retail Sustainability Assessment (RSA) report; support and demonstrate the orderliness of the amendment.

Guided by a DAP, the future development will in future be delivered in a manner ensuring a high level of visual amenity, functionality and a design complementing the existing Hotel building. The proposal will also be established in a timeframe demonstrated to be orderly with respect to the viability of competing centres.

We respectfully request that the City of Nedlands and Department of Planning give positive consideration and facilitate progression of the proposed amendment.



## 2.0 Subject Land

### 2.1 Property Description and Location

The subject land may be described as Lot 1, Stirling Highway, Lots 21, 22 and 23 Florence Road and Lots 32 and 33 Stanley Street, Nedlands.

Lot 1 is 7,618m<sup>2</sup> in area and is occupied by the existing Captain Stirling Hotel and a drive – through bottle shop. Lots 21, 22 and 23 Florence Road and Lots 32 and 33 Stanley Street are occupied by existing residential dwellings and each have an area of 1,012m<sup>2</sup>.

*Refer to Figure 1 – Aerial Site Plan*

The existing current Certificate of Title details are described in Table 1.

**Table 1: Certificate of Title Details**

Lot / House	Street	Volume	Folio	Area (ha)
1 / #80	Stirling Highway	2214	526	7,618m <sup>2</sup>
21 / #2	Florence Road	1639	380	1,012m <sup>2</sup>
22 / #4	Florence Road	1247	469	1,012m <sup>2</sup>
23 / #6	Florence Road	1904	874	1,012m <sup>2</sup>
32 / #9	Stanley Street	1787	939	1,012m <sup>2</sup>
33 / #11	Stanley Street	916	155	1,012m <sup>2</sup>

### 2.2 Local and Regional Context

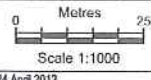
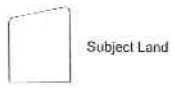
#### 2.2.1 Regional Context

The subject land is located approximately 5.2km south west of the Perth CBD and adjoins the Stirling Highway, which is identified as a Primary Regional Road under the Perth Metropolitan Region Scheme. The Stirling Highway serves as a significant movement corridor connecting residents within the localities of Cottesloe, Mosman Park, Peppermint Grove, Claremont and Nedlands to employment destinations within the Perth CBD, West Perth and Subiaco. The Subiaco town centre is located approximately 4.5km north - west of the subject land and the Claremont Secondary Activity Centre is located 2.2km to the west on Stirling Highway, functioning as a shopping centre having a regional level of attraction.

The Stirling Highway is therefore a corridor of regional significance, accommodating a number of employment, shopping and recreational opportunities. The Stirling Highway Activity Corridor Study (SHACS) being progressed by the Department of Planning; will result in the identification of additional employment and retail nodes and desirable locations for higher density residential development.



NOTES: 25mm at scale



A4



Date: 24 April 2012  
Ref: 2703/Scheme/Aerial Site

All dimensions and areas subject to survey

**MGA**  
TOWN PLANNERS

Ph: (08) 9321 3011  
Fax: (08) 9324 1961  
email: mga@global.net.au

Figure 1  
AERIAL SITE PLAN

The subject land holds a desirable position between business services and employment opportunities of regional significance in the Perth CBD. In addition, the entertainment / dining and beach facilities at Cottesloe; and those adjacent the Swan River in the localities of Peppermint Grove, Mosman Park and Nedlands, are also attractions of regional significance. The University of Western Australia is also a significant feature. The subject land therefore experiences high volumes of passing traffic throughout the week, including residents, commuting employees and those accessing recreational facilities of regional significance.

**Refer Figure 2 – Context Plan**

### **2.2.2 Local Context**

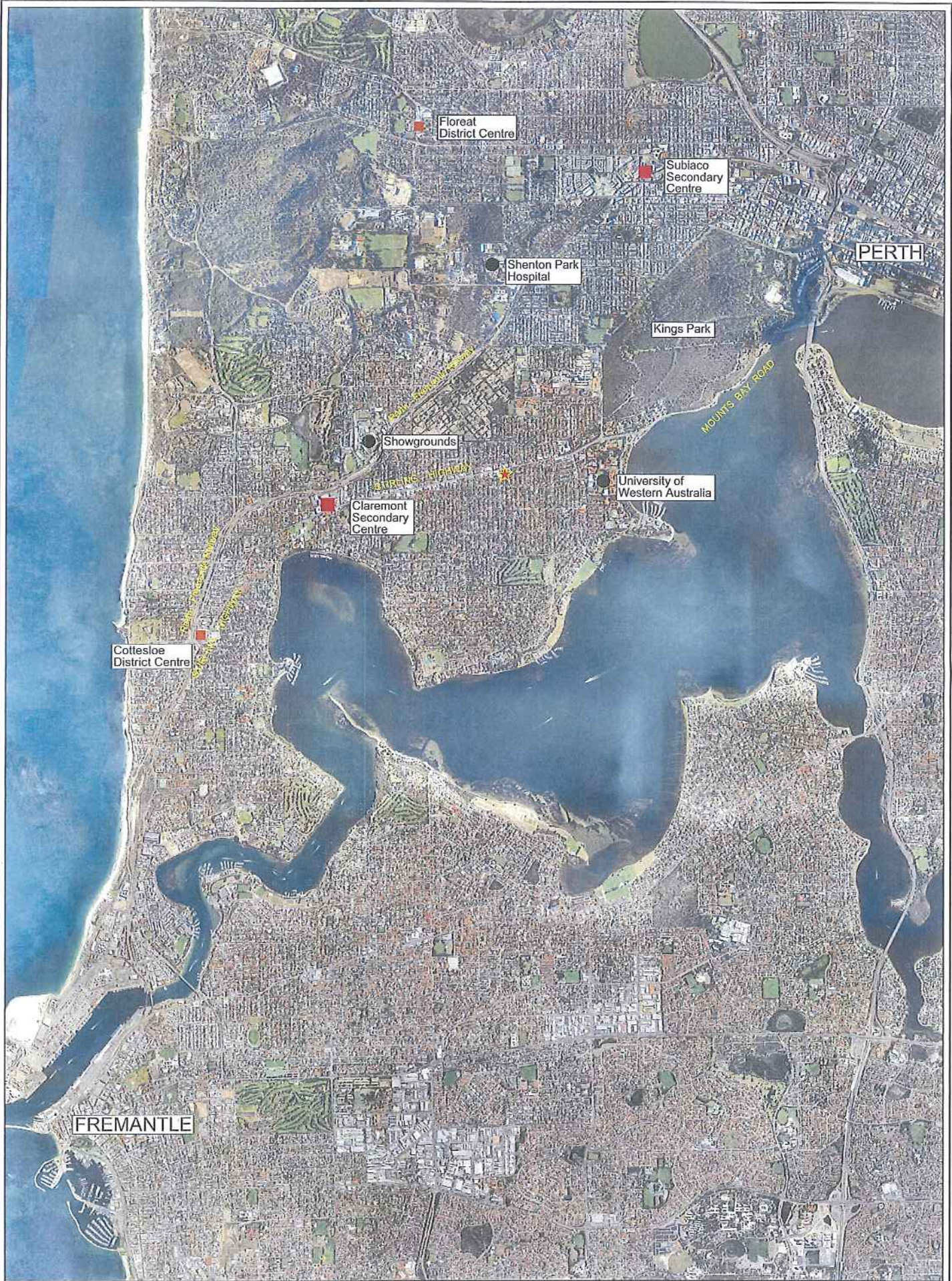
To the north, east, west and south there exists established medium and low density residential development in the suburbs of Nedlands, Crawley and Dalkeith.

The University of Western Australia is located 1.2km to the east in Crawley; and the QE2 Hospital is located 1.6km to the north east. The Claremont Showgrounds and Equestrian Centre are located 1.7km to the north - west and Kings Park is located 1.3km to the east. The Cottesloe Golf Course is located 3km to the north - west. Local residents therefore have the benefit of a number of high quality medical, recreational and educational facilities.

In addition, Stirling Highway features a range of commercial premises, including offices, showrooms, shops, restaurants and educational facilities within close proximity to the subject land. Local shopping facilities are dispersed throughout the locality, including restaurants, supermarkets, convenience retail and other local services. The distribution of competing retail facilities is described in more detail in Section 6.0.

## **3.0 Referrals**

All scheme amendments are to be referred to the Environmental Protection Authority (EPA), as required under section 81 of the Planning and Development Act 2005; upon resolution by a local authority to adopt an amendment to a Town Planning Scheme. This referral enables the EPA to discharge its responsibilities under section 48A of the Environmental Protection Act 1986.



NOTES:

★ Subject Site

25mm at scale

**MGA**  
TOWN PLANNERS  
Ph: (08) 9321 3011  
Fx: (08) 9324 1061  
email: mgs@globalnet.au

0 Metres 1125  
Scale 1:45,000

A3



Date: 25 April 2012  
Ref: 2703/Nedlands - Final/A3 Regional  
All dimensions and areas subject to survey

Figure 2  
CONTEXT PLAN

## **4.0 State and Local Planning Framework**

The following planning controls have been identified as being relevant to the subject land.

### **4.1 State Planning Framework**

#### **4.1.1 Metropolitan Region Scheme and Significant Amendments**

The subject land is contained within the "Urban" zone under the Perth Metropolitan Region Scheme (PMRS) and is partially included within a Primary Regional Road Reserve over the Stirling Highway.

The Primary Regional Road Reserve is currently subject of an amendment to the PMRS (1210/41) that will result in rationalisation of the Stirling Highway Primary Regional Road Reserve. **Figure 3** identifies the current PMRS zoning. **Figure 4** identifies the proposed reserve boundary and the detailed road design for the reserve affecting the subject land.

Amendment 1210/41 will result in the establishment of a road design and reserve area sufficient to meet the needs of future road planning for the coming 100 years. The Stirling Highway Activity Corridor study (SCHACS) and road designs prepared to inform PMRS Amendment 1210/41 are discussed in later sections of the report.

The proposed amendment does not affect the area subject of the new road rationalisation; particularly given the existing Hotel will not be impacted by the rezoning proposal.

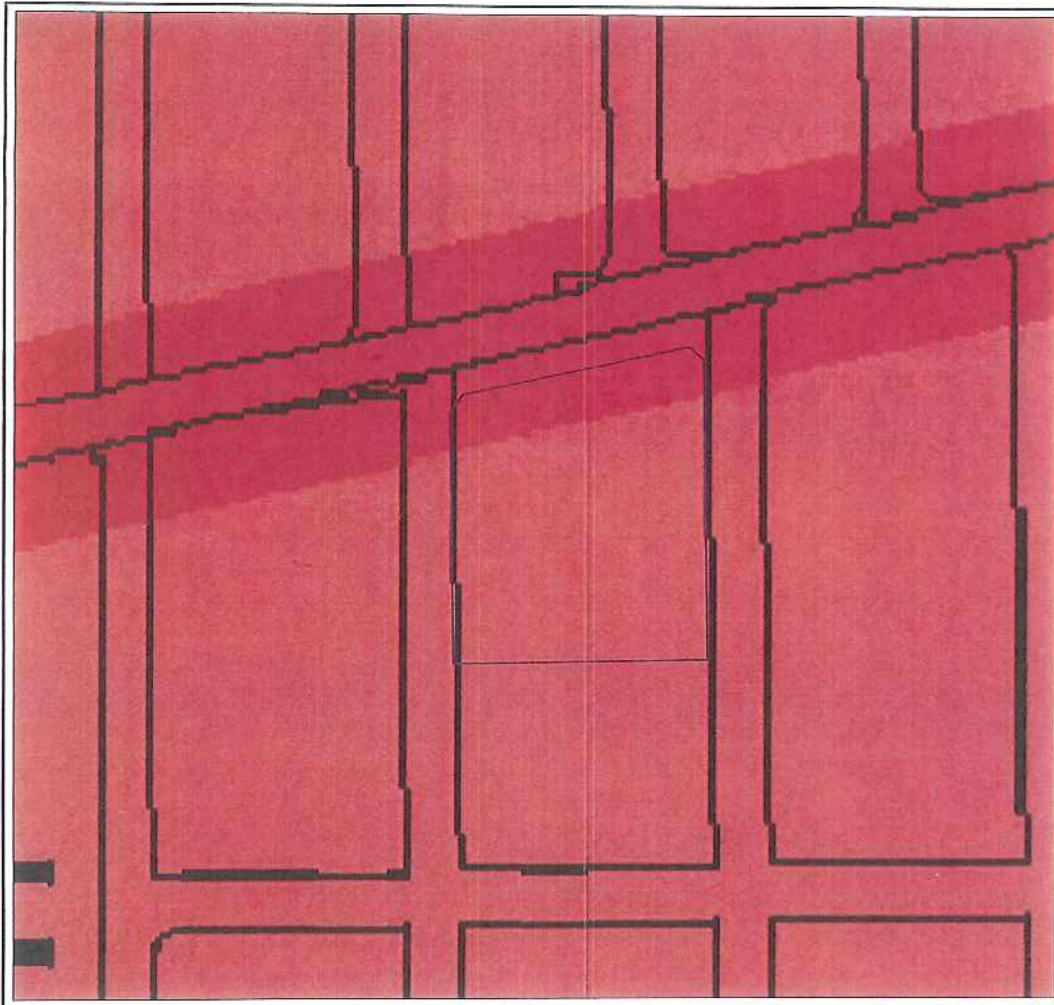
**Refer Figure 3 – Current MRS Zoning**

**Refer Figures 4 – MRS Rezoning and Stirling Highway Primary Regional Road Reserve Rationalisation and Road Design**

#### **4.1.2 Directions 2031 Strategy**

The Directions 2031 strategy identifies the following key outcomes supporting a desired 'Connected City' form of development. Those being of relevance to the amendment include the following:

- *Increase the level of employment self-sufficiency in sub-regional areas.*
- *Facilitate and retain employment land to support economic growth and a balanced distribution of employment across the metropolitan Perth and Peel region.*
- *Protecting and enhancing the natural environment, agricultural land, open spaces and our heritage and community wellbeing.*
- *Reducing energy dependency and greenhouse gas emissions.*

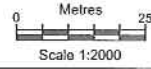


NOTES: 25mm at scale

 Subject Land

**RESERVES**  
 Primary Regional Road

**ZONES**  
 Urban



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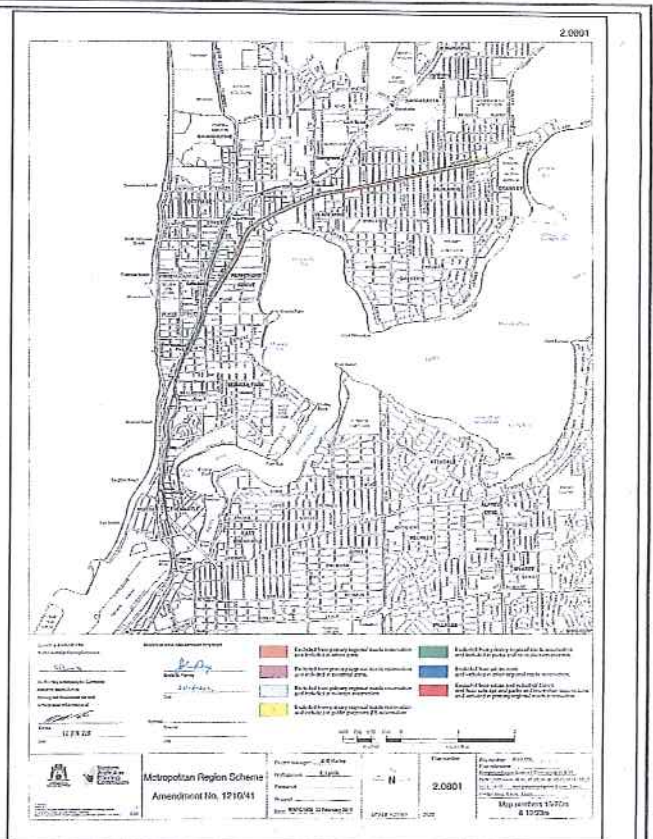
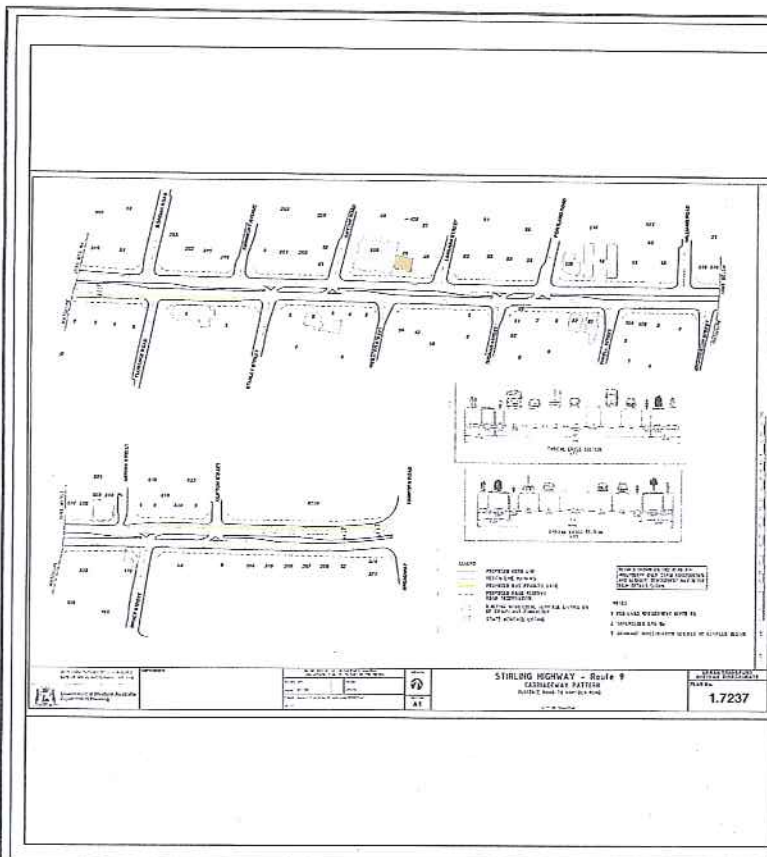
Date: 24 April 2012  
 Ref: 2703/Scheme/A4 MRS Current

All dimensions and areas subject to survey

**MGA**  
 TOWN PLANNERS

Ph: (08) 9321 3011  
 Fax: (08) 9324 1961  
 email: mga@global.net.au

Figure 3  
 CURRENT METROPOLITAN  
 REGION SCHEME



NOTES:

20mm at scale

**MGA**  
TOWN PLANNERS  
Ph: (08) 9321 3011  
Fx: (08) 9324 1061  
email: mgs@global.net.au

**A4**

0 Metres

NOT TO SCALE

Date: 24 April 2012  
Ref: 2703/Scheme/MRS Amend and road  
All dimensions and areas subject to survey

Figure 4  
METROPOLITAN REGION SCHEME AMENDMENT  
and ROAD DESIGN

- *Developing and revitalising activity centres as attractive places in which to invest, live and work.*
- *Ensuring that economic development and accessibility to employment inform urban expansion.*
- *Planning and developing key public transport corridors, urban corridors and transit oriented developments to accommodate increased housing needs and encourage reduced vehicle use.*

The Directions 2031 strategy seeks a 50 per cent improvement on current infill residential development trends, which are currently between 30 and 35 per cent. A target of 47 per cent or 154,000 of the required 328,000 new dwellings by 2031; is targeted as infill development.

The proposed amendment will serve to achieve the abovementioned strategies identified under Directions 2031, based on the following positive outcomes:

- Improvement to the level of local employment self – sufficiency.
- Facilitating the creation of employment land and employment opportunities through the establishment of services having an identified need.
- Encouraging the use of public transport through the orderly location of retail goods and services on a high frequency public transit corridor; that is also destined to accommodate higher densities of residential development.
- An urban form guided by a future DAP that will improve the physical amenity of the centre and appropriately embrace and activate the surrounding street network.
- A form of development that can be delivered in a manner being sympathetic to existing heritage buildings on site.
- Enhancement of the local streetscape and natural environment generally through the establishment of street trees in appropriate locations.

The Directions 2031 strategy also incorporates a spatial framework featuring a hierarchy of activity centres, which is identified in SPP 4.2. The hierarchy of centres is discussed further in Section 4.1.7 below.



#### 4.1.3 Directions 2031 Draft Central Metropolitan Sub – Regional Strategy

The Central Metropolitan Sub-Regional Strategy provides guidance to the preparation of local planning strategies through the identification of key outcomes, including the following of relevance:

- *Investigating the development potential of targeted locations in growth areas, activity centres, urban corridors and transit oriented developments.*
- *Prioritising actions to revitalise or create vibrant activity centres and facilitate the supply, affordability and choice of available housing in areas with easy access to public transport and other essential services.*
- *Supporting the planning and delivery of land for employment growth and economic development.*

This report assesses the existing Nedlands Local Commercial Strategy (2000), through provision of an investigation into the development potential of the subject land; based on up to date household expenditure and population projection data.

An additional 205,000 persons or 121,000 dwellings are required in the central sub-region, to support the 47% infill target under a 'Connected City' scenario of development. A target is identified for the City of Nedlands, being 3,500 additional dwellings. Infill development achieving these targets is to be met through incremental residential development, the identification of key nodes by local government and a targeted approach to the distribution of new housing across local government areas.

The sub-regional strategy identifies that an additional 147,000 employment positions are projected for the central sub-region; that will maintain a level of employment self - sufficiency of over 120%. The proposal will assist in realising this target. The strategy identifies the Stirling Highway as a key growth area, with a potential yield of up to 1,500 additional dwellings.

The locality will therefore accommodate higher levels of residential density in the future, including the Highway. These intended outcomes under the strategy lend to new commercial development being located on the Highway.

Those strategies and actions under the central sub-regional strategy that are of relevance to the proposal under the 'Policy Framework' of the central sub-regional strategy include the following:

- *A re-conceptualisation of most of the major streets as places for both activity and movement.*
- *A major focus on increasing the residential population in the central Perth area.*
- *A focus on the intensification of built form at locations along the major street corridors that are provided with high-frequency, high-priority public transport.*

The City of Nedlands will play a key role in realising the outcomes of the sub-regional strategy identified above, through facilitating new development and redevelopment opportunities along the Stirling Highway Activity Corridor. The proposed amendment will result in the locating of goods, services and employment and intensifying built form in a location provided with existing high frequency public transport services, as well as improving the physical amenity of the activity centre. Further, the level of residential development envisaged for the corridor will promote further use and activation of the site.

#### **4.1.4 SPP 3 – Urban Growth and Settlement**

SPP3 - *Urban Growth and Settlement* provides high-level objectives relating to the desired pattern of urban development in the State. These reflect the higher order principles of the Directions 2031 Strategy and Central Metropolitan Sub Regional Strategy. SPP 3 provides the following objectives being of particular relevance to the amendment, including:

- *To build on existing communities having established local and regional economies, concentrating investment in the improvement of services and infrastructure and enhancing the quality of life in those communities.*
- *To manage the growth and development of urban areas in response to the social and economic needs of the community and in recognition of relevant climatic, environmental, heritage and community values and constraints.*
- *To promote the development of a sustainable and liveable neighbourhood form which reduces energy, water and travel demand whilst ensuring safe and convenient access to employment and services by all modes, provides choice and affordability of housing, and creates an identifiable sense of place for each community.*

In keeping with the objectives of SPP 3, the amendment presents an opportunity to benefit mutually from the additional housing to be established on the Stirling Highway, within a mature inner urban locality having the benefit of a high frequency transit service existing on the corridor, providing good access to the activity centre. An expansion of the activity centre and provision of a full range supermarket in this location will reduce travel demand in the locality.

The proposal recognises and aims to preserve identified heritage values on site and will make efficient use of available infrastructure. Importantly, the proposal will create a unique and highly attractive addition to the activity centre, resulting in a desirable sense of place.

The amendment will result in the concentration of investment within an existing activity centre, improving the level of service to the local community and meeting identified economic demand in an orderly timeframe.

#### 4.1.5 Stirling Highway Activity Corridor Study (SHACS)

##### Purpose, Strategy and Function

Consistent with the abovementioned actions and strategies under Directions 2031 and the draft Central Sub – Regional Strategy, the Stirling Highway Activity Corridor Study (SHACS) will facilitate the identification of nodes for targeted increases in residential density, rather than a blanket increase to residential R - Coding.

A key theme in the establishment of urban development on the corridor is to maintain development in nodal formats, in order to avoid access and traffic conflicts, while ensuring the transport function is not jeopardised. In particular, ribbon commercial development is to be avoided in order to preserve the viability of activity centres and produce an orderly distribution of destination points along the corridor; that limits potential for disruption to traffic movements.

The proposal will lend to reinforcing this desired outcome, by concentrating commercial development in a nodal format.

##### Road Design

The Department of Planning commissioned a road design study in respect of the Stirling Highway, spanning the entire length of the study area. The road design concept from Florence Road to Hampden Road affecting the subject land was presented previously in **Figure 4**. The design outcome sought for the extent of the corridor is as follows, which has been achieved for that section of the corridor adjacent to the subject land:

- *Verges of 5.1 metres width on both sides of Stirling Highway.*
- *A 1.5 metre wide on road cycle lane in each direction.*
- *Bus priority treatment at traffic signalised intersections and designated bus lane.*
- *Two 3.5 metre wide traffic lanes in each direction.*
- *A 2 metre to 5.5 metre width central median (to cater for central street trees, right turn lane pockets and pedestrian refuges).*
- *Consolidated right turn lanes to reduce the potential for traffic conflict along Stirling Highway (informed by relevant LGA and Main Roads officers);*

##### Heritage

The Stirling Highway Activity Corridor road design prepared through the SHACS study involved consideration of buildings of State and National Heritage significance. There are approximately 1,750 buildings having some level of heritage significance, including buildings on Municipal Heritage Inventories and those on Heritage Lists protected under local planning schemes. Giving consideration to all buildings of local heritage significance would have severely constrained the road

design planning undertaken through SHACS and therefore, preservation was limited to items of State and National significance.

The final SHACS road design plan attached to PMRS amendment 1210/41 will impact on two heritage buildings on the subject land, including the Captain Stirling Hotel and the adjoining bottle-shop. Both of these buildings are listed on the City's Municipal Inventory, being the lowest order level of protection afforded. These buildings are not protected under TPS2 via the City's Heritage List.

Notwithstanding this low level of protection, this amendment does not assume demolition of the Captain Stirling Hotel, given its clear value as an item worthy of protection. However, the adjoining bottle-shop is intended to be demolished in the future as a result of PMRS amendment 1210/41.

The future of the bottle-shop and Captain Stirling Hotel will be clearer upon gazettal of PMRS amendment 1210/41 and any modifications to the road alignment that will result from the public consultation process. Heritage matters are further considered in later sections of this report.

#### **4.1.6 Development Control Policy 1.6 - Transit Oriented Development**

This policy seeks to maximise the benefits to the community of an effective and well-used public transit system by promoting planning and development outcomes that will support and sustain public transport use.

Existing bus services along Stirling Highway are high frequency, including the regional 98 and 99 services. DC 1.6 promotes the provision of higher densities and a mix of uses in and around high frequency public transport nodes and the need to encourage non-car modes of transport around major public transport nodes. These outcomes reflect the intent of the Directions 2031 Strategy. The proposed future development would concentrate further activity in an existing centre, achieving a desirable nodal form of development on the corridor best serving public transit services and access by non-vehicular modes of transport.

#### 4.1.7 SPP 4.2 – Activity Centres Policy for Perth and Peel (2010)

##### Strategic Intent

SPP 4.2 – Activity Centre Policy for Perth and Peel (ACP) provides guidance through the establishment of a hierarchy of activity centres and the identification of functional roles for activity centres with a view to improving the amenity and accessibility of activity centres in the Perth and Peel conurbation; and the overall functional efficiency of the metropolitan region.

The new policy diverges from simply being a policy guiding the growth and form of retail based centres; to cover all employment nodes, inclusive of airports, hospitals and universities. In tandem with this theme, the policy gives direction in terms of applying mixed use requirements to activity centres.

The ACP serves as a tool to implement the higher level objectives of the Directions 2031 strategy, through defining a functional role for activity centres and resolving a number of matters that are of strategic relevance to the amendment. These matters include:

- *Sustainable levels of employment self-sufficiency are not achieved due to a lack of diversity in employment and services, particularly in middle and outer areas of the Perth Metropolitan Region.*
- *A current inadequate link between employment growth with housing delivery and population growth, increasing the demand for private travel and resulting in inequitable access to goods, services and employment.*

The ACP has the following objectives being of particular relevance to the proposed variation:

- *Plan activity centres to support a wide range of retail and commercial premises and **promote a competitive retail and commercial market.***
- *Increase the range of employment in activity centres **and** contribute to the achievement of sub-regional employment self-sufficiency targets.*
- *Plan activity centre development around a legible street network and quality public spaces.*
- *Distribute activity centres to meet different levels of community need and enable employment, goods and services to be accessed efficiently and equitably by the community.*

As previously discussed, this amendment will serve to realise the intent of the Directions 2031 Central Sub-Regional Strategy which are reiterated in the ACP, through the creation of additional employment opportunities in a desirable location, having the benefit of high frequency transit services; and in proximity to sites identified for higher density residential developments in the future.

The proposal will improve and promote a competitive retail market within the locality, particularly for the benefit of residents in Nedlands and Dalkeith.

The proposal will also facilitate greater accessibility to a range of retail goods and services for members of the local community, more appropriately meeting community need and particularly for residents in Nedlands, Dalkeith and Crawley. The centre will also be planned around an existing legible public street network.

### **Activity Centre Design**

The ACP includes various design related provisions in Part 5.4, including the following:

*(1) District Activity Centres and higher-order centres should incorporate a network of streets and public spaces as principal elements; and*

*(2) the following should be considered:*

- *A well - formed structure typically consists of small, walkable blocks that improve accessibility within a centre.*
- *Buildings need to address streets and public spaces to promote vitality and encourage natural surveillance;*
- *Activity centres should contain a mix of uses along street frontages, and arrange key retail and other attractors to maximise pedestrian flows along streets;*
- *New activity centre development or redevelopment should include 'sleeving' of large-scale retail and car parks, more externally-oriented or "active" building frontages and fewer blank walls; and*
- *'town squares', public and civic spaces and parks need to be attractive, well located spaces that provide a quality meeting place for the community as an integrated component of the centre.*

The existing Neighbourhood Activity Centre at the western side of Florence Street does not currently achieve the outcomes sought under the ACP, principally given that the retail outlets do not adjoin the street edge. Instead, car parking associated with the existing centre abuts Florence Street and the Stirling Highway.

The proposed amendment will result in the creation of a Neighbourhood Activity Centre in terms of its functional role, however the proposed development concept associated with this amendment demonstrates that the design outcomes desired under the ACP for district and higher order activity centres may be achieved. The future DAP prepared may however result in an alternative form of development.

The concept plans attached depict the establishment of new buildings organised around a network of public streets; and with shop frontages that directly front the existing centre, activating Florence Street to the west. The presence of an anchor tenant in the building will serve to maximise pedestrian flows between both sides of Florence Street.

To the north, the development concept incorporates an attractive façade that is extensively glazed adjoining a small open air car park. The building is to be well setback from the Stirling Highway; and the development standards included in this amendment will ensure that no blank walls will be visible from the Stirling Highway and surrounding local streets, having low visual interest or amenity.

Similarly, to the east the future proposed building will likely feature a well articulated and attractive design to provide visual interest and preserve the amenity of Stanley Street. The development would also be setback well behind the hotel building, in order to preserve the integrity and prominence of this heritage item as viewed from the Stirling Highway.

The future development may be designed to achieve the design intentions of the ACP listed under Clause 5.4. While the indicative concept plans provide general guidance, the final definitive development outcome would be subject to the preparation of a DAP following the Scheme Amendment Process.

### **Centre Hierarchy**

The Directions 2031 strategy and SPP4.2 identify a hierarchy of activity centres; that has been established in order to provide for an equitable distribution of goods, services and employment throughout the Perth Metropolitan and Peel Regions.

The strategy identifies the following functional role for activity centres:

- *provide services, employment and activities that are appropriate for and accessible to the communities they support;*
- *be integrated with and encourage the efficient operation of the transport network, with particular emphasis on promoting public transport, walking and cycling and reducing the number and length of trips;*
- *be designed based on transit oriented development principles.*

The Claremont Secondary Activity Centre is the major higher order activity centre serving residents in the Nedlands and Claremont LGA areas; along with the Subiaco Secondary Activity Centre located to the north east; and the Cottesloe District Activity Centre to the south west. A limited range of goods and services is proposed to be delivered as a result of this amendment and the proposal will not impact on the status of the Claremont Secondary Activity Centre as the dominant higher order centre serving local residents. Aside from the Claremont Secondary Activity Centre, only

Neighbourhood Activity Centres exist within the study area. An analysis of activity centres within and external to the study area is provided in **Appendix 4**.

#### **Retail Potential and Functional Role**

The subject land accommodates 300m<sup>2</sup> of PLUC 5 shop/retail floorspace associated with a bottle shop and restaurant area; and adjoins an existing Neighbourhood Activity Centre and other sites opposite having 3,160m<sup>2</sup> of shop/retail floor space. Development of the subject land will result in the creation of a Neighbourhood Activity Centre having a total of 8,873m<sup>2</sup> of shop/retail floor space, following an additional 5,513m<sup>2</sup> being added to the subject land and assuming the sales area of the existing bottle shop (100m<sup>2</sup>) is removed.

The ACP identifies in Figure 2 that in the case of amendments to local planning schemes, a *Retail Needs Assessment / Possible Retail Sustainability Assessment* is required. In addition, Clause 6.5.2 (1) provides that:

*“Major developments and scheme amendments or structure plans that provide for major development are to include an RSA. Furthermore, any proposal that would result in the total shop retail floorspace of a neighbourhood centre exceeding 6000m<sup>2</sup> nla, or expanding by more than 3000 m<sup>2</sup> of shop/retail floorspace, also requires an RSA.”*

An RSA is provided in Appendix 4, demonstrating the orderliness of the additional 5,513m<sup>2</sup> of PLUC 5 Shop/Retail floor space. The study satisfies the requirements for an RSA under Clause 6.5 of the ACP, through providing analysis assessing the potential economic and related effects of the retail expansion on the network of activity centres in the locality.

The proposal will result in the creation of a Neighbourhood Activity Centre, however as described below, the proposed development will not necessarily trigger identification of this centre at a higher level in the centre hierarchy, based on the nature of its functional role.

The ACP identifies the following functional roles for Neighbourhood Activity Centres in Table 3:

*“Neighbourhood centres provide for daily and weekly household shopping needs, community facilities and a small range of other convenience services”.*

With respect to transport connectivity, Neighbourhood Activity Centres are identified as being a:

*“Stopping / transfer point for bus network”.*

The proposed amendment will facilitate additional employment opportunities reflecting the identified need of the catchment and in addition, given the existing high frequency transit service on the Stirling Highway, the centre will function as a stopping / transfer point within this bus network.



The following forms of retail development are identified as appropriate for Neighbourhood Activity Centres:

- *Supermarket/s;*
- *Convenience shops;*
- *Personal services.*

The proposed amendment will not facilitate the establishment of Discount Department Stores, but may be limited to a supermarket, convenience shops and personal services. Table 3 indicates “supermarket/s” as a use identified for Neighbourhood Activity Centres, implying more than one supermarket may be established. Although the proposal may well result in two supermarkets in a Neighbourhood Activity Centre; this is consistent with the functional role identified in Table 3 of the ACP.

#### **Detailed Area Plan**

The Draft Stirling Highway Special Control Area Guidelines (Draft Guidelines) require that a Detailed Area Plan (DAP) must be prepared for properties within the Village Hub. This is consistent with Table 6 of the ACP, which indicates the local authority *may* require a DAP to be prepared for Neighbourhood Activity Centres. Schedule 5 provisions incorporated into the amendment provide the applicable process for the preparation and adoption of a DAP.

#### **Competition and Hierarchy**

Clause 6.5 of the Activity Centres Policy for Perth and Peel states that:

*‘A Retail Sustainability Assessment (RSA) assesses the potential economic and related effects of a significant retail expansion on the network of activity centres in a locality. It addresses such effects from a local community access or benefit perspective; and is limited to considering potential loss of services, and any associated detriment caused by a proposed development. **Competition between businesses of itself is not considered a relevant planning consideration.**’*

This clause is of significance to the assessment of the proposed amendment. The RSA identifies that the proposal will result in no significant adverse economic impact on competing retail facilities, of an extent that would result in a reduction in community benefit and access to required retail goods and services.

### Centre Diversity

Table 3 of the ACP identifies that activity centres having less than 10,000m<sup>2</sup> of PLUC 5 shop/retail floor space are not subject to the land use mix and diversity targets. However, the Stirling Highway does provide a diversity of services for the local community in close proximity to the subject land, including showrooms, professional offices, personal services and restaurants etc.

The proposed amendment will facilitate future development of the Nedlands Village Hub in a manner consistent with the objectives and requirements of the ACP.

### Future Zoning

Currently, TPS2 applies the "Retail Shopping" zone, in which the use class "Hotel" is prohibited. It is for this reason, a "Special Use" zoning is proposed in order to maintain the use "Hotel" as a permissible use on the subject land.

In addition, the Draft Stirling Highway Special Control Area provisions identify "Small Bar" as a desirable use, which is not listed in TPS2. This use class has been accommodated in the new Schedule 5 provisions.

The City has advised however, that the Draft Stirling Highway Special Control Area Provisions are to be applied to the subject land through this amendment. This amendment is limited to the subject land; and does not involve the rezoning of all "Retail Shopping" zones to "Local Centre" or similar under TPS2.

## **4.2 Local Planning Framework**

### **4.2.1 City of Nedlands Town Planning Scheme No.2**

The subject land is currently zoned "Hotel" and "Residential R12.5" under the City of Nedlands Town Planning Scheme No.2 (TPS2). Further, a portion of the land is included in the current Primary Regional Road Reservation, which is not affected by this amendment.

The Primary Regional Road Reservation will be reduced to an extent consistent with the road reserve plan depicted previously in Figure 5, following final Gazettal of MRS Amendment 1210/41 and may be subject to minor modifications prior to Gazettal.

This amendment however, does not include those lands within the existing road reservation that will be rezoned to 'Urban' under the PMRS. The proposed Special Use zoning only affects the existing 'Hotel' zone and adjoining residential properties south of the subject land.

*Refer Figure 4 – MRS Rezoning and Stirling Highway Primary Regional Road Reserve Rationalisation*

*Refer to Figure 5 – Current City of Nedlands TPS2 Zoning*

### **4.2.2 Draft Stirling Highway Special Control Area Provisions**

These Draft Guidelines include development standards and land use permissibility provisions for various sections of the Stirling Highway within the City of Nedlands. The Draft Guidelines are intended to inform the creation of a Special Control Area over the Stirling Highway within the City of Nedlands LGA area.

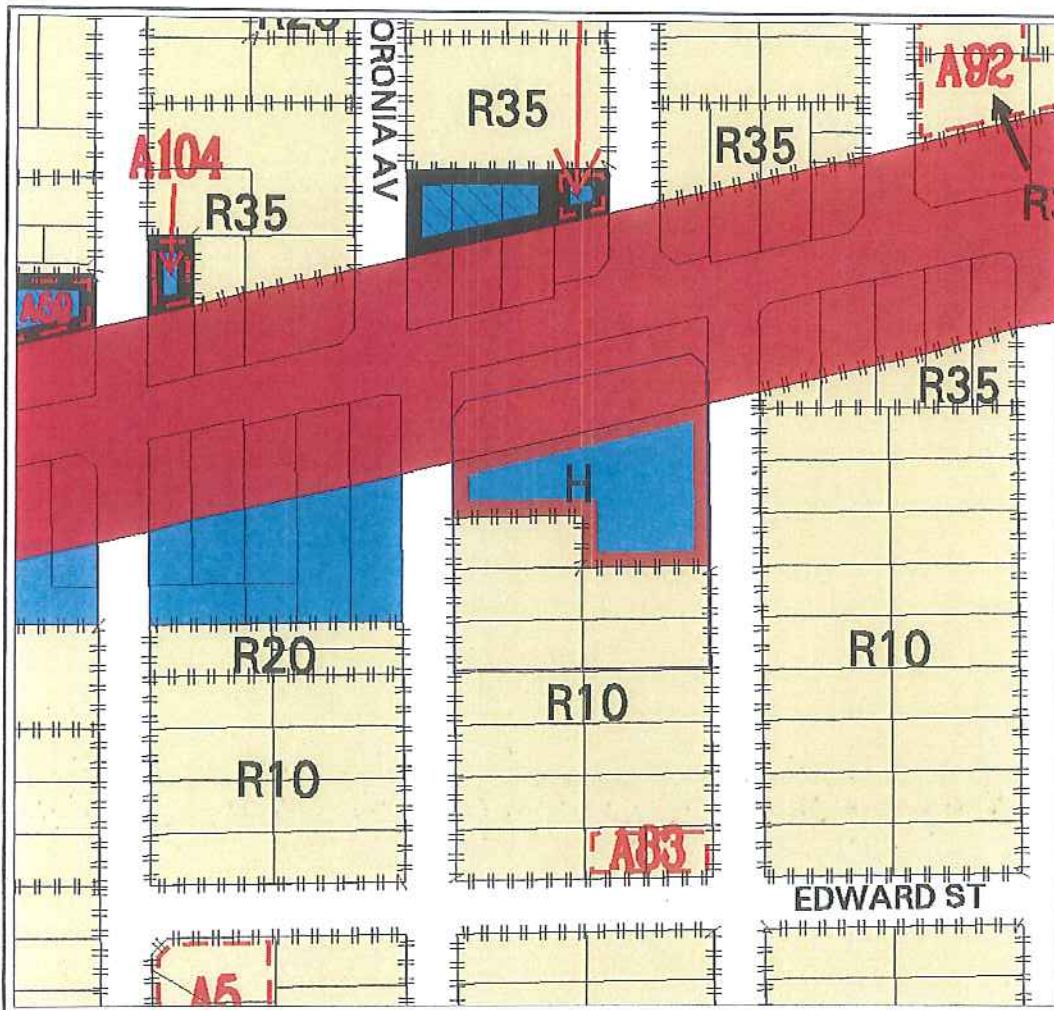
The City has indicated that this amendment report should incorporate the development standards and under the Draft Guidelines into Schedule 5 of the Scheme. Further discussion in relation to the Draft Guidelines and associated Precinct Plan are included in **Section 5.0** and the proposed Scheme Text modifications attached at the end of this report.

*Refer end of report - Existing and Proposed Zoning Amendment Plan; and Scheme Text Modifications*

### **4.2.3 Heritage Considerations**

#### **Captain Stirling Hotel**

The City of Nedlands Municipal Heritage Inventory (MHI) provides a list of places considered by the Nedlands community to have heritage significance and therefore, impacts on these buildings are given significant consideration in tandem with development proposals.



NOTES: 25mm at scale

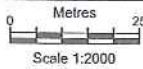
Subject Land

ZONES

- Residential
  - Office/Showroom
  - Hotel
  - Retail Shopping
  - Special Use
- Denoted as follows:  
 SU Special Use

OTHER

- R Codes
- Additional Uses
- No Zone



A4



Date: 24 April 2012  
 Ref: Z/03/Scheme/A4 TPS

All dimensions and areas subject to survey

**MGA**  
 TOWN PLANNERS

Ph: (08) 9321 3011  
 Fax: (08) 9324 1961  
 email: mga@global.net.au

Figure 5  
 CITY OF NEDLANDS  
 TOWN PLANNING SCHEME No. 2

However, the City of Nedlands MHI is a non – statutory list, that is, it does not provide protection to properties under TPS2 as the Heritage List does. Five management categories with management recommendations are assigned to properties on the MHI. Based on the perceived significance of a heritage item, a building may be recommended for inclusion on the State Register, or for inclusion on the Town Planning Scheme Heritage List.

Currently, the Captain Stirling Hotel is listed on the MHI as a Category B building. This category is defined as follows:

*“Category B: Worthy of a high level of protection; to be retained and conserved; provide maximum encouragement to the owner under the City of Nedlands Town Planning Scheme to conserve the significance of the place. A more detailed Heritage Assessment/Impact Statement to be undertaken before approval is given for any major redevelopment. Incentives to promote heritage conservation should be considered.”*

This scheme amendment proposes to facilitate enhancement and improvement to the Captain Stirling Hotel building in tandem with any development. However, the current road reserve design association with PMRS Amendment 1210/41 indicates that portion of the Hotel facade will be demolished. This matter is being addressed by the owners of the Hotel and the proposal does not involve removal of the Hotel.

Despite the outcome of PMRS Amendment 1210/41, it is intended that the Hotel will be maintained and enhanced as a result of this amendment, as described in the new Scheme Text provisions to be included in Schedule 5.

#### **Bottleshop**

In addition to the Captain Stirling Hotel, the existing bottle shop is mentioned briefly in the Heritage Report on the Captain Stirling Hotel as being notable for its butterfly roof. However, the bottle shop is not identified separately on the City of Nedlands MHI and is also not included on the Heritage List protected under TPS2.

The current PMRS Amendment 1210/41 assumes the bottle shop will be demolished, given it is not on the State Register of heritage places. On the basis of the probable outcome of PMRS Amendment 1210/41, this scheme amendment also identifies that the bottle shop will be demolished.

A heritage assessment has been undertaken by Philip Griffith Architects. The analysis undertaken by Philip Griffiths concludes that:

- *The degree of significance of the Captain Stirling Drive through Bottle Shop is limited and its streetscape value negligible. Council could reasonably consider and allow its demolition.*

***See Appendix 3 – Heritage Study***

#### 4.2.4 Local Commercial Strategy (2000)

The existing City of Nedlands Local Commercial Strategy identifies a total potential of 4,500m<sup>2</sup> of PLUC 5 shop / retail floor space at the existing Neighbourhood Activity Centre. However, this figure is reflective of the population identified for the locality and study area based on older projections and household expenditure profiles. The strategy is therefore in need of an update to provide improved recommendations for the subject land.

Further, the 4,500m<sup>2</sup> of floor space identified for the subject land is generally based on the *nominal limit* applied to neighbourhood centres under the former Metropolitan Centres Policy (2000). This nominal limit was able to be exceeded subject to the preparation of a retail study.

The new Activity Centres Policy for Perth and Peel identifies that Neighbourhood Activity Centres over 6,000m<sup>2</sup> may be established, subject to an RSA being prepared.

The current Local Commercial Strategy (2000) identifies potential PLUC 5 floor space limits for various sites within the City of Nedlands. The retail modelling undertaken to support this amendment includes the upper floor space limits identified for the Asquith Street and North Street West activity centres under the existing commercial strategy.

## **5.0 Proposed Scheme Amendment**

### **5.1 Purpose of Amendment**

Fabcot Pty Ltd operates a number of retail outlets and chains under its umbrella, including Woolworths supermarkets.

A Woolworths supermarket may be established on site, subject to a future Detailed Area Plan and Development Application. Retail outlets fronting Florence Street are intended to be established also. In total, it is intended to establish an additional 5,513m<sup>2</sup> of NLA of PLUC 5 shop/retail floor space.

The Draft Guidelines prepared by the City of Nedlands provide a Precinct Plan for the area between Mountjoy to Smythe Streets on Stirling Highway. However, the Village Hub area shown in the Precinct Plan does not identify sufficient area to accommodate the level of retail development identified as being orderly for the subject land.

Currently, the subject land is zoned "Hotel" and "Residential". "Shop" uses currently able to be established on that portion of the subject land zoned "Hotel"; are only limited to ancillary retail uses, such as the existing bottle shop.

This amendment will result in the identification of sufficient land area to accommodate retail floor space meeting the demand for additional goods and services within an orderly timeframe; and within an acceptable level of tolerance with respect to competing centres, as identified in the RSA at Appendix 4.

The Existing and Proposed Zoning Amendment Plan at the end of this document shows the proposed future zoning over the subject land under TPS2. The Special Use Zone (SU) is proposed to be extended over the entirety of the lots subject of this amendment, with the exception of land required to accommodate the new and existing Primary Regional Road Reserve alignment.

Currently, TPS2 applies the "Retail Shopping" zone, in which the use class "Hotel" is prohibited. It is for this reason, a "Special Use" zoning is proposed in order to maintain the use "Hotel" as a permissible use on the subject land.

In addition, the Draft Stirling Highway Special Control Area provisions identify "Small Bar" as a desirable use, which is not listed in TPS2. This use class has been accommodated in the new Schedule 5 provisions.

*See Existing and Proposed Zoning Amendment Plan at the end of this document.*

*See Figure 6 - Village Hub Plan*

*See Figure 7 - Mountjoy to Smythe Precinct Plan*







# MOUNTJOY TO SMYTH

## Proposed Character

- Heart of the Highway.
- Main retail zone and hospitality area including existing hotel, restaurants and cafes.
- Village Hub location.
- Activation of main side streets such as Dalkeith Road, Florence Road and Stanley Street.
- Potential for increased activity and Community meeting place.

## Proposed on the Highway Land Use

- Residential only developments (with exception of residential fronting Stirling Highway).
- Retail permitted.
- Ground floor Shops, Cafes, Offices.
- Mixed use developments with combinations of Office/Shop.
- Mixed use with Residential.

## Proposed Land Uses Plan

## Legend

Redevelopment Area Boundary

Precinct Boundary

### On the Highway:

Commercial/Mixed Use

Village Hub (See Separate Provisions Table)

*\*Refer 'On the Highway' provisions table for specific uses*

### Off the Highway:

*\*Residential only*

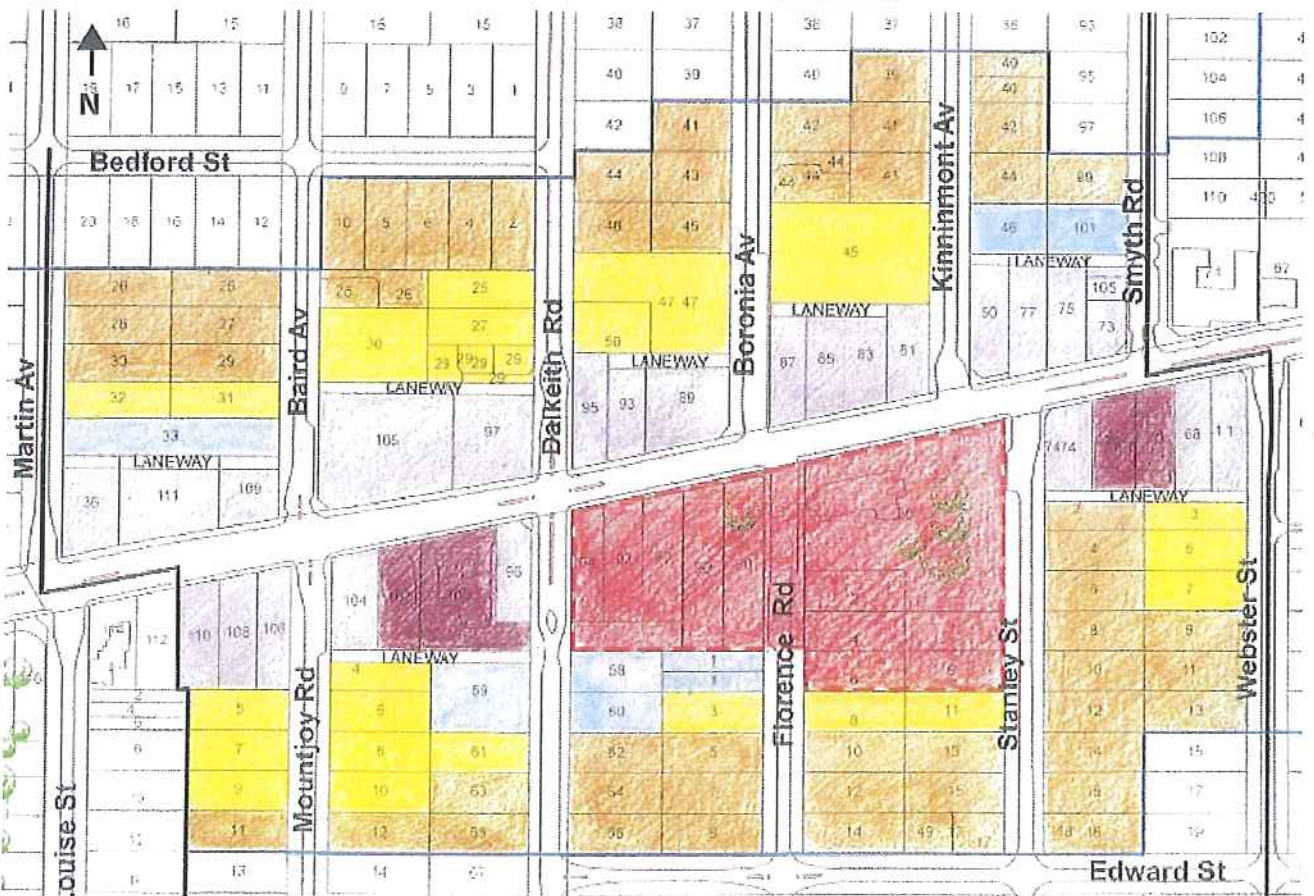
300m<sup>2</sup> lot (Single House or Grouped Dwelling)

450m<sup>2</sup> lot (Single House or Grouped Dwelling)

Apartment/Multiple Dwelling

### Other:

Heritage Zone - Refer to SCA Provisions



**PRECINCT PLAN**

## 5.2 Development Concept Plan

Concept plans showing a form of development that may be established on the subject land, including site plans and elevations, are provided in **Appendix 1 and Figures 8-9**. The concept depicts one way in which the development could be delivered, however the future DAP will provide a more definitive outcome guiding the preparation of future development applications.

The overall design intent is to provide a building form and fabric that is sympathetic to the existing Captain Stirling Hotel, whilst at the same time providing a modern shopping centre that delivers an attractive, functional and orderly extension to the existing activity centre.

The existing Captain Stirling Hotel illustrates a "Spanish Colonial Revival" style that is evident through a number of external elements and features. The intent would therefore be to draw on some of these external signature features and reproduce them with a modern approach in the proposed shopping centre.

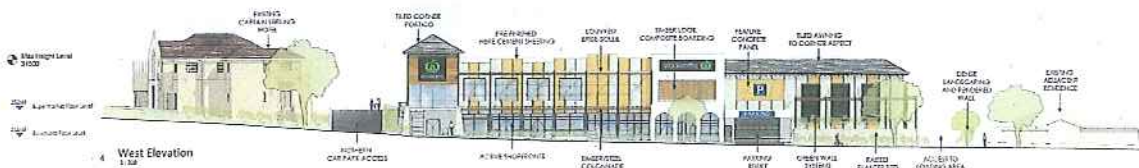
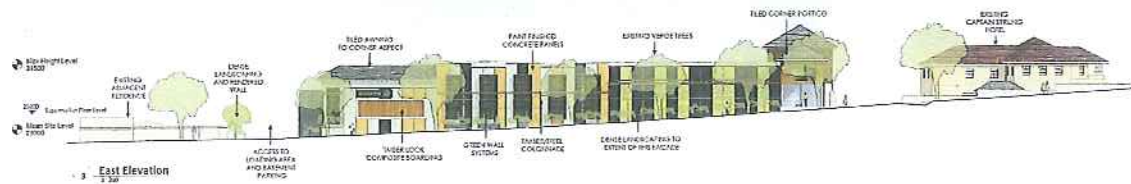
### Overshadowing

The southern edge of the development adjoins residential dwellings to the south. A future building would be setback at least 12.0m from these dwellings and feature an angled roof form at the southern side of the building. These treatments would ensure that the proposed building will not result in a level of overshadowing exceeding the requirements of the Residential Design Codes. The overshadowing diagrams demonstrate that overshadowing can be maintained well below the maximum 25% overshadowing applicable within the R12.5 zone. Future development can ensure no significant impact on outdoor living spaces will result.

To the south, a new wall would be established on the southern boundary, to provide additional visual and acoustic privacy to adjoining residents. The wall treatment will be of a height and finish satisfactory to adjoining landowners.

### Urban Form

As described previously in response to the design objectives of the ACP under Section 4.1 of this report, the future development would be delivered to result in an expansion dissected by a public road; and provide shop frontages to the public road that address Florence Street and the remainder of the activity centre to the west. The public roads therefore function as a principle organising element within the centre and facilitate sound pedestrian and vehicular access throughout the future expanded activity centre. The urban form reflects the pattern of development desired under the ACP – SPP 4.2.



Elevations

CAPTAIN STIRLING HOTEL REDEVELOPMENT

ISSUED FOR SCHEME AMENDMENT 13/06/2012

4 Bowman Street, South Perth, WA 6151  
 PO Box 271, South Perth, WA 6151  
 P 61 8 9387 9566  
 F 61 8 9474 1429  
 E a.silver@kpa-architects.com  
 W kpa-architects.com



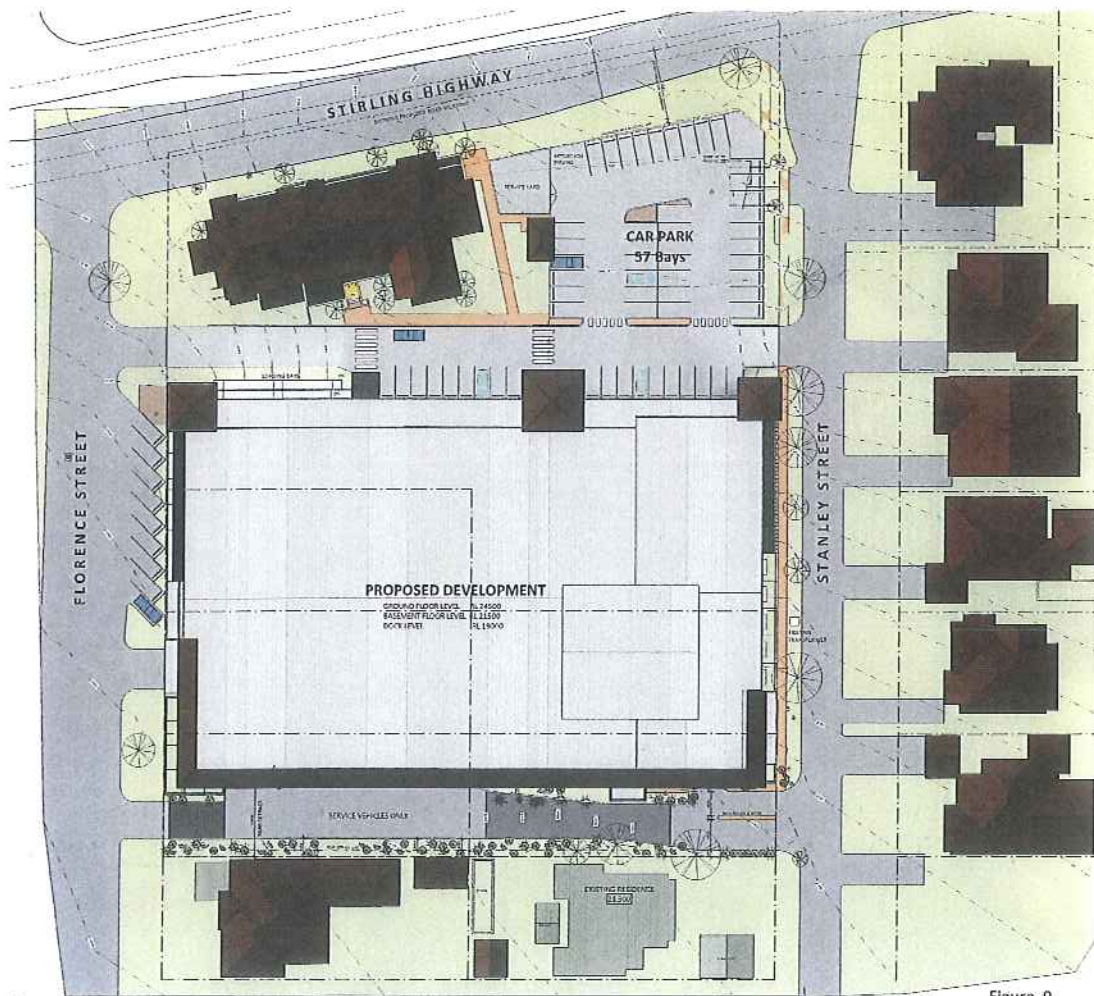
Figure 8

SHEET DA 05 (D)

10-C024

20/06/2012 11:27:59 AM

KPA ARCHITECTS



AREA & PARKING SCHEDULE		
AREA	MSA	GIA
TOTAL AREA		
PROPOSED DEVELOPMENT	22,000	22,000
EXISTING PREMISE	1,500	1,500
TOTAL AREA	23,500	23,500
PARKING BAYS PROVIDED		
PROPOSED DEVELOPMENT	57	57
EXISTING PREMISE	0	0
TOTAL	57	57

Site Plan  
CAPTAIN STIRLING HOTEL REDEVELOPMENT

Figure. 9  
ISSUED FOR SCHEME AMENDMENT 13/06/2012



KPA  
Architects

### Vehicular and Pedestrian Access

Delivery vehicles would most likely enter the subject land at the very southern edge of the development, away from the main core of the activity centre and areas of greatest pedestrian activity. Pedestrian paths would be established to surround the future development and covered to provide appropriate shelter from the elements.

Vehicles and pedestrians would have the ability to pass through the subject land immediately north of the proposed building, to access customer loading bays and parking provided at the northern side of the building. Further analysis of proposed vehicular parking and access arrangements based on the indicative concept plan is included in **Section 6.0**.

### Plantings

Trees are to be replaced opposite the northern façade and at the western and eastern boundaries, functioning as attractive entry statements to the activity centre. A report prepared by a qualified arborist is attached at Appendix 2, demonstrating that removal of the existing trees is required. In particular, the trees are not identified as species of significance and may be replaced with similar examples. Further, the isolation of the trees from soakage due to the car park surface and years of lower branch removal impacts on their ability to survive.

**See Appendix 2 – Arboricultural Report**

### **5.3 Scheme Text Modifications**

For the purpose of this amendment to TPS2, the City has indicated the Draft Guidelines should be utilised to inform the proposed Scheme Text modifications. The Scheme Text modifications have been prepared for insertion into Schedule 5 under TPS2.

#### **5.3.1 Draft Stirling Highway Special Control Area Provisions**

The development standards to be incorporated into Schedule 5 have been drawn from the following sections of the Draft Stirling Highway Special Control Area Guidelines (Draft Guidelines):

- *Section 1 – General Provisions;*
- *Section 2 – On the Highway (Commercial / Mixed Use) Provisions;*
- *Village Hub Provisions; and*
- *Mountjoy to Smythe Precinct Plan.*

**See Figure 6 – Village Hub Plan**

**See Figure 7 – Mountjoy to Smythe Precinct Plan**

The Draft Guidelines and associated Village Hub Plan currently envisage a form of development that does not reflect the development potential of the subject land, based on the identified retail demand described in the RSA at Appendix 4.

A wall height limit is to be imposed that is limited based on its relationship with the adjoining Hotel building. The proposed development concept plan indicates a range in building height. However, with the exception of pedestrian entry statements, the wall height of the building can be delivered so as to not exceed that of the Captain Stirling Hotel building and result in adverse amenity impacts on surrounding sites.

A number of the Schedule 5 provisions relate to upgrading of the existing Hotel building and preservation of heritage character associated with redevelopment.

### **5.3.2 Use Classes**

Various use classes are to be identified as permissible uses on the subject land, including “Shop”, “Restaurant”, “Office-Professional”, “Office – General”, “Residential”, “Shopping Centre”, “Hotel”, “Multiple Dwelling”, “Dwelling House” and “Small Bar”. The development standards to be incorporated into Schedule 5 reflect the use classes identified for the Village Hub under the City’s Draft Guidelines.

Uses not identified as being permitted in Schedule 5 are prohibited.

The subject land will essentially accommodate land uses predominantly consistent with the “Retail Shopping” zone, as per the remainder of the Village Hub at the western side of Florence Street. The subject land is to be identified within the ‘Special Use’ zone in order to accommodate and maintain “Hotel” as a permissible use along with the required design guidelines in Schedule 5 to appropriately guide future DAP preparation.

### **5.3.3 Detailed Area Planning**

The preparation of a Detailed Area Plan (DAP) for the subject land may be required by Council, but this is not a mandatory requirement under the ACP. However, the Draft Guidelines indicate that a DAP is required for the subject land. On this basis, Schedule 5 includes a process for the preparation of a DAP. A Development Application could however be prepared providing sufficient detail enabling the City to waive the requirement for a DAP.

The Village Hub Plan under the Draft Guidelines currently identifies future residential properties in the Village Hub area, which will be taken up by the proposed development. The City may therefore need to identify additional residential development on lots surrounding the subject land if necessary, in order to accommodate the target of 15 dwellings per gross urban hectare within 200m of the activity centre, as listed in Table 3 of the ACP. The ACP requires only that dwellings be provided within 200m of centre boundaries. Based on the scale of the centre, a substantial housing component on site is not warranted.

**Refer end of report - Existing and Proposed Zoning Amendment Plan and Scheme Text Modifications**

## **6.0 Traffic Statement**

### **6.1 Preamble**

The following provides an overview of the parking, traffic and accessibility studies undertaken by Uloth and Associates in respect of the indicative concept plan, which is attached at **Appendix 5**. Although the form of development may alter under an approved DAP, the traffic assessment assumes 5,513m<sup>2</sup> NLA of shop/retail floor space will be established.

### **6.2 Intersection Analysis**

The Uloth and Associates report includes intersection operational analyses within Appendix 5.

While the right turn out of Florence Road will remain at Level of Service F, the proposed widening of the Highway provides sufficient queuing space for the right turns into Florence Road, and therefore allows the eastbound through traffic to operate at an unimpeded Level of Service A.

The right turn out of Stanley Street will also remain at Level of Service F, while the shared through/right lane in Stirling Highway west will fall to Level of Service D. However, this reduction is due solely to the assumed growth in Stirling Highway traffic, even without the proposed development, and can only be improved through the implementation of the long term concept plan in Figure A.3 of the report, based on the road design associated with the current MRS amendment over the highway.

### **6.3 Traffic Flows**

Traffic flows on Florence Road will increase to approximately 3,500 to 4,000 vehicles per day as a result of the proposed development, while traffic on Stanley Street will increase to between 3,000 and 3,500 vehicles per day. It will therefore be necessary to provide improvements to both Florence Road and Stanley Street, as shown in Figure 10.

On the basis of the specified trip rates for shopping centres of up to 10,000 square metres of gross leasable area, the calculated trip generation for the proposed shopping centre development at the Captain Stirling Hotel site is 7,610 vehicle trips per day, with 780 vehicle trips during the PM peak hour. It is also estimated that 25 percent of peak hour trips will be passing trade from traffic already travelling past the site on Stirling Highway.

Vehicles turning right from Stirling Highway west to access the site off either Florence Road or Stanley Street will cause queuing and delays within Stirling Highway, which will need to be addressed as part of the proposed plans. It is therefore recommended to introduce a minor (2 metre) widening of Stirling Highway towards the south of Florence Road, as shown in Figure 10.

### **6.4 Parking**

WAPC State Planning Policy 4.2 'Activity Centres for Perth and Peel' suggests a suitable parking provision of 4 to 5 spaces per 100 square metres NLA. Applying an average rate of 4.5 spaces per 100



square metres to the proposed Centre results in an overall parking requirement of 279 spaces (for the 6,192m<sup>2</sup> GLA of retail floorspace). This rate is considered appropriate, on the basis of the following:

- The availability of public transport services along Stirling Highway and the planned provision of bicycle parking and end of trip facilities to encourage alternative modes of transport.
- The level of parking will service the development for the majority of the time; and reduce vehicle movements in the locality. Additional parking would simply encourage undesirable traffic generation on site. The proposed level of parking will result in a safer and more pedestrian orientated main street environment; and is sufficient to provide a commercially viable outcome.
- Vehicle usage will become less viable as the price of oil continues to increase.

A shared parking analysis has therefore been carried out, as documented in Chapter A.6 in the Uloth report, identifying a combined peak parking requirement of 296 spaces for the proposed development and existing Hotel uses.

## **6.5 Recommendations**

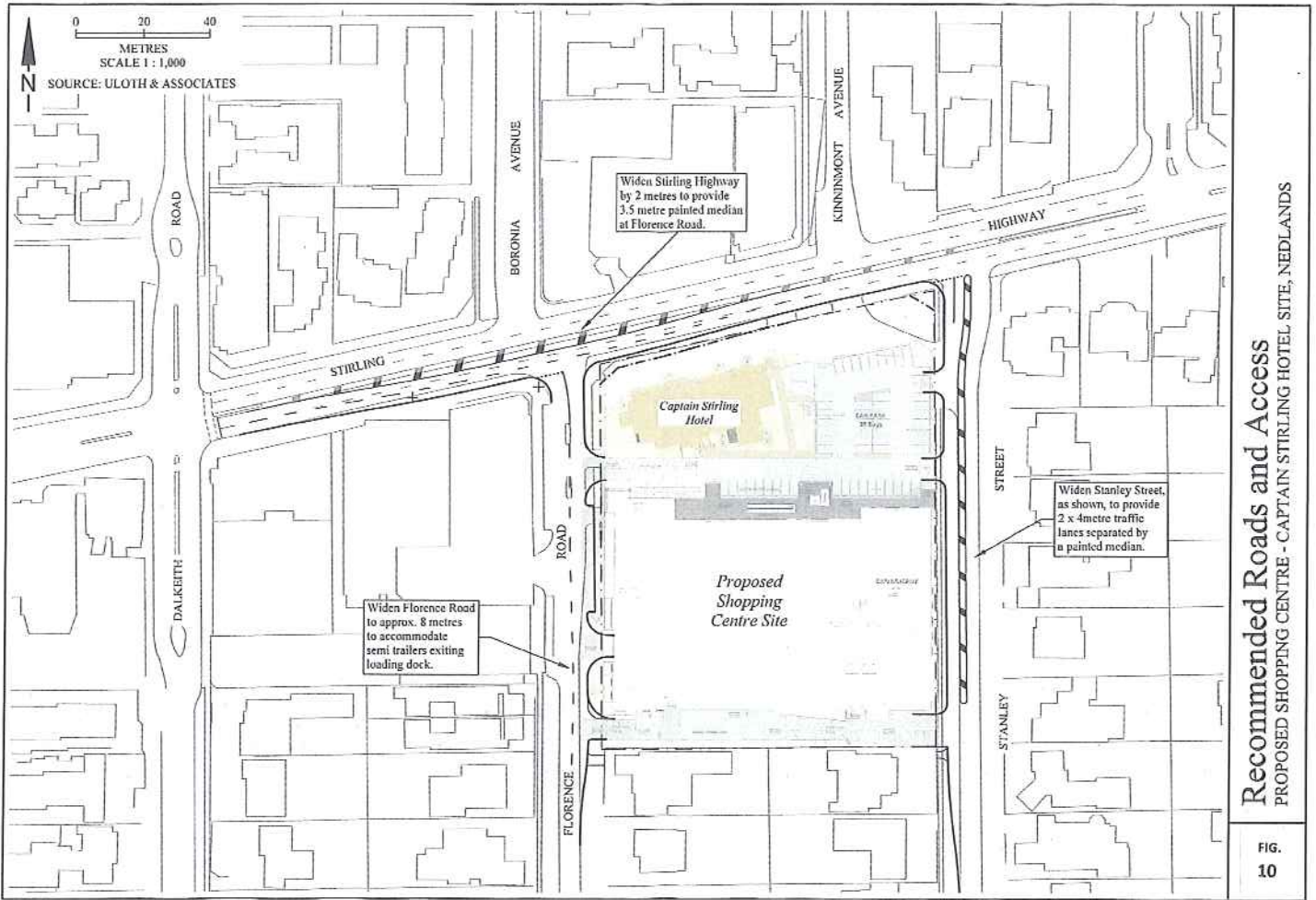
The Uloth and Associates analysis concludes with the following recommendations, to be read in conjunction with **Figure 10**.

- It is recommended to provide a minimum of 300 parking spaces for the proposed development, in order to accommodate the shared peak parking demand for the existing Hotel and proposed development.
- It is important to note that this shared parking demand is based on an assumption that the existing Hotel operation will remain as is. It may therefore also be necessary implement a management plan to limit the use of the Hotel during shopping hours.
- It is recommended to widen Stirling Highway at Florence Road by 2.0 metres towards the south, as shown in Figure 12, to widen the existing painted median (to 3.5 metres). This will allow vehicles turning right into Florence Road to queue without blocking through traffic (similar to the widened median west of Dalkeith Road).
- The overall road widening should extend from Dalkeith Road to Stanley Street, as shown in Figure 10.
- With increased traffic flows on Stanley Street resulting from the proposal, it is recommended to widen Stanley Street to an overall width of 10 metres, as indicated in Figure 13, with a 4 metre traffic lane in each direction separated by a 2 metre painted median. This increased width will be sufficient to accommodate semi-trailers accessing the proposed loading dock at the southern end of the site.

- It is recommended to widen Florence Road adjacent to the site, to a width of 8 metres, as also indicated in Figure 10, in order to accommodate semi-trailers exiting the proposed loading dock.
- In the long term, the proposed widening of Stirling Highway with right turn movements at Stanley Street will provide suitable access for the proposed development and Hotel, with left-in/ left-out movements only at Florence Road.

*See Figure 10 – Road / Access Recommendations*

*Refer Appendix 5 – Uloth and Associates Traffic Impact Assessment*



**Recommended Roads and Access**  
PROPOSED SHOPPING CENTRE - CAPTAIN STIRLING HOTEL SITE, NEDLANDS

## 7.0 Retail Assessment

A retail sustainability assessment (RSA) was undertaken by MGA Town Planners, which is attached at Appendix 4.

Key observations and conclusions from the RSA are as follows:

- The proposed additional 5,513m<sup>2</sup> of PLUC 5 shop/retail floor space to be established on the subject land is identified as being orderly and will not result in any significant adverse trade impacts in the short term; or any significant impact from a community access / benefit perspective, given the trade impacts identified.
- The neighbourhood activity centre on Broadway is likely to be subject of an impact of ~ 8% following development of the Village Hub. Activity centres on Broadway, Hampden Road and Dalkeith Road are also likely to experience a trade impact in the order of ~ 7%. These trade impacts are tolerable. Modelling of turnover potential among competing centres following the expansion identifies that there is capacity for outlets to operate viably.
- Actual sales value will increase over time. Trade impacts in the RSA are identified in \$2010 dollars; and the actual turnover in \$/m<sup>2</sup> will be greater at the time of development. Further, turnover will improve with incremental population growth in the locality and changes to CPI.
- The socio-demographic profile of the study area population identifies an affluent population in white collar occupations, having high discretionary spending capacity. A range of household types are present, including traditional families, single person households and couples with no children.
- No loss of community benefit or reduced accessibility to goods and services offered at the local and neighbourhood level will affect members of the community. Further, the proposal will improve the local competitive environment and range of goods available to consumers; particularly residents in the Dalkeith, Crawley and Nedlands areas.
- The study area features a limited number of full scale supermarkets and aside from the Coles at Claremont Quarter; full scale supermarkets are currently limited to locations in Subiaco, Cottesloe and Floreat.
- Within the study area, there is only one higher order activity centre; and many residents must travel an inconvenient distance to visit a full scale supermarket.
- Given there is sufficient identified demand and no potential for significant adverse impacts from a community access and benefit perspective; it is considered to be in the interest of the community to allow the scheme amendment to progress based on the floor space proposed.

## **8.0 Planning Merit**

### **8.1 City of Nedlands Town Planning Scheme No.2**

The proposed rezoning is consistent with the intent of TPS2, which states in Clause 1.3 that *"It is proposed to maintain the existing character and density of residential land with only such non-residential uses as are necessary to service the needs of the district's residential population, except for those uses which may be located along major transport routes within the Scheme area."*

As demonstrated in this report, the proposed Scheme Amendment will result in use of the subject land for purposes compatible with existing surrounding residential development and consistent with the nature of existing adjoining development on the Stirling Highway. The proposal reflects the strategic intent for intensification of activity on the Stirling Highway in a nodal format and which is an orderly extension to the existing activity centre. The level of retail development is identified as being orderly in the short term.

Non-residential development on the subject land represents an orderly extension of use in conjunction with the existing activity centre to the west.

### **8.2 Services**

The subject land has the benefit of all necessary sewer; water and power services required to facilitate the development.

### **8.3 Traffic and Access**

The development concept plans attached to this submission are demonstrated to be orderly in terms of accessibility and parking provision, subject to improvements such as the widening of Stanley and Florence Streets and Stirling Highway, to accommodate painted medians and future truck movements.

### **8.4 Environmental Constraints**

There are no significant environmental constraints to the development concept proposed under this amendment. Trees on site are not identified as being of significance based on their species type and will be replaced with similar mature trees within landscaped areas to improve local streetscape amenity.

### **8.5 Retail Modelling**

The proposed additional 5,513m<sup>2</sup> of PLUC 5 shop/retail floor space to be established on the subject land has been identified as orderly and will not result in any significant adverse economic impact. No loss of facilities will impact on reasonable access to goods or services by members of the community at the local or regional level.

## **8.6 Land Use**

The land uses proposed to be established and those identified as permitted or prohibited in the proposed scheme text modifications; are consistent with the intent of the City's Draft Stirling Highway Activity Corridor Guidelines.

## **8.7 Urban Design**

The proposed Scheme Amendment can result in future development providing an improvement to the built environment, through the creation of an active street frontage at Florence Street complementing existing commercial development opposite. The future development, to be guided by a DAP; will be of a high standard. The attached concept plans demonstrate that Woolworths are prepared to deliver an attractive form of development, ensuring adequate traffic circulation, parking and a higher level of public amenity. The final plan and distribution of activity will however first be subject to the preparation of a DAP.

The proposed development concept is sympathetic to the architectural form of the existing Captain Stirling Hotel, which is also the outcome that would be achieved under a future DAP and Development Application.

To ensure a desirable form of development emerges on preparation of subsequent development applications, development objectives and standards are attached to this amendment under Schedule 5 of TPS2 to guide future DAP preparation.

## 9.0 Orderly and Proper Planning

Orderly and proper planning principles require development to be an orderly extension to existing development, consistent with the intent for the land and locality. The following key attributes of the subject land are identified in demonstrating the orderliness of the proposed Scheme Amendment, as follows:

- The land is not identified as having significant constraints inhibiting the proposed land uses and development.
- Vehicle access and egress may be developed in a safe and effective manner; and parking provision under a shared and reciprocal arrangement is demonstrated to be orderly.
- Future development will result in commercial development having an urban form and design consistent with the requirements of SPP 4.2 - Activity Centres Policy for Perth and Peel.
- A development can be delivered resulting in a built form outcome significantly improving the physical amenity of the centre and facilitating commercial development that appropriately addresses the existing portion of the activity centre.
- The development will be subject of guidelines ensuring the development pays due regard to existing heritage buildings and will be designed in a sympathetic manner.
- Consistent with the Directions 2031 strategy, the proposal will facilitate an intensification of land uses in proximity to the Stirling Highway Activity Corridor, which features high frequency public transit services; and will facilitate the realisation of employment targets in a desirable location.
- The proposed additional 5,513m<sup>2</sup> of PLUC 5 Shop/Retail floor space will result in no significant adverse economic impact on competing retail facilities at the time of development; and no significant impact in terms of access to necessary goods and services by the local community.
- The proposed Neighbourhood Activity Centre is orderly with respect to projected population growth and the level of impact on adjoining centres; and the functional role of the activity centre is consistent with that identified under SPP 4.2 for Neighbourhood Activity Centres.
- Existing trees will be replaced and landscaping will occur in a manner improving local streetscapes and views from the Stirling Highway.
- The proposal will result in no significant impact on views from the Highway to the existing Hotel.

## 10.0 Summary and Conclusion

This report has been prepared by MGA Town Planners on behalf of Fabcot Pty Ltd to request the City of Nedlands to initiate and adopt a Scheme Amendment to rezone Lot 1 Stirling Highway from "Hotel" and Lots 21, 22 and 23 Florence Road and Lots 32 and 33 Stanley Street from "Residential R12.5" to "Special Use".

In summary, the proposed Scheme Amendment:

- Is in keeping with the aims of the City of Nedlands Town Planning Scheme No.2.
- Is consistent with the objectives of the Directions 2031 strategy and the Stirling Highway Activity Corridor Study.
- Is consistent with SPP 4.2 – Activity Centres for Perth and Peel in terms of its design and functional role within the hierarchy of activity centres.
- Will result in no significant adverse impact on the provision of retail goods and services from a community benefit and access perspective. The proposal will be established within a suitable timeframe, resulting in no significant adverse impact on trading conditions among competing centres.
- Meets with the principles of orderly and proper planning, particularly as a desirable land use outcome supporting increased transit use, accessibility to local goods and services and local employment provision

A planning assessment against relevant State and local planning policies, strategies and TPS2 demonstrate that the proposal is orderly and consistent with the applicable planning framework.

It is respectfully requested that the City initiates the proposed Scheme Amendment to enable advertisement and review of the proposal.



**PLANNING AND DEVELOPMENT ACT 2005**

**CITY OF NEDLANDS**

**TOWN PLANNING SCHEME NO. 2**

**AMENDMENT NO. 197**

The City of Nedlands under and by virtue of the powers conferred upon it in that behalf by the Planning and Development Act 2005 hereby amends the above local planning scheme by:

1. Amending the Scheme Map through rezoning Lot 1, Stirling Highway from "Hotel" and Lots 21, 22 and 23 Florence Road and Lots 32 and 33 Stanley Street, from "Residential" to "Special Use" and extending the Special Use zone over these lots, denoted "SU", as depicted on the Scheme Amendment Map.
2. Adding to Schedule 5 of the Scheme text a new list of provisions, as follows:

**"Schedule 5 – Special Uses**

<b>(A) Description of Site</b>	<b>(B) Permitted Uses And Provisions Applying To Special Use Sites</b>
<p>Lot 1 (#80), Stirling Highway; and Lots 21, 22 and 23 Florence Road; and Lots 32 and 33 Stanley Street.</p>	<p><b>Permitted Uses:</b></p> <p><b>List of uses:</b></p> <p>The following land uses are Permitted 'P' uses:</p> <ul style="list-style-type: none"> <li>• Shop;</li> <li>• Office – Professional;</li> <li>• Office – Service;</li> <li>• Restaurant;</li> <li>• Hotel;</li> <li>• Shopping Centre;</li> <li>• Civic Building;</li> <li>• Small Bar;</li> <li>• Multiple Dwelling.</li> </ul> <p><b>Use Class Definitions:</b> Use classes are defined in Part 1.8 of the Scheme, with the addition of the following:</p> <p><b>Multiple Dwelling:</b> <i>has the same meaning set out in the Residential Design Codes.</i></p>

**Small Bar:** means premises licensed as a small bar under the Liquor Control Act and used to sell liquor for consumption on the premises, but not including the sale of packaged liquor; and with the number of persons who may be on the licensed premises limited to a maximum of 120.

### **Conditions**

#### **Retail floor space**

1. The maximum level of PLUC 5 Shop / Retail floor space (as defined by State Planning Policy 4.2: Activity Centres for Perth and Peel) able to be established on the Site is 5,513m<sup>2</sup> NLA.

2. Approval may be granted to an application for planning approval which proposes development with a level PLUC 5 Shop / Retail floor space on the Site exceeding that prescribed by clause 1 or prescribed by an approved Detailed Area Plan. In order to consider an application for planning approval which exceeds the floor space in clause 1 or an approved Detailed Area Plan:

(a) The application for approval must be accompanied by a Retail Sustainability Assessment (as defined by State Planning Policy 4.2: Activity Centres for Perth and Peel).

(b) The application must be referred to the Western Australian Planning Commission within 7 days of receipt by the Council.

(c) The Western Australian Planning Commission must provide its comments within 42 days regarding whether the proposed amount of floor space should be approved.

(d) Where the Western Australian Planning Commission does not provide its comments within this time frame, it is to be taken that it has no objections to the proposed floor space.

#### **Detailed Area Plan**

3. A Detailed Area Plan must be approved in accordance with this section prior to the determination of an application for planning approval, unless not required pursuant to Clause 5.

4. The Detailed Area Plan must relate to the whole of the Site only and must be generally consistent with the Design Objectives and Requirements set out below. The Detailed Area Plan may specify more detailed development standards specific to the Site.

5. The Council may waive the requirement for a Detailed Area Plan where it is satisfied that an application for planning approval has been prepared generally consistent with and achieves the outcomes sought under the Design Objectives and Design Requirements set out below.

**Detailed Area Plan approval process**

6. An application for the approval of a Detailed Area Plan is to be made to the Council.

7. Within 28 days of receipt of the proposed Detailed Area Plan, the Council is to commence advertising of the Detailed Area Plan in accordance with clause 6.3.3 and 6.3.4 of this Scheme.

8. Where the Council does not undertake advertising within this timeframe, the applicant may undertake the advertising.

9. The period referred to in clause 6.3.4 of the Scheme within which submissions in relation to the proposed Detailed Area Plan must be made is 21 days from the date upon which the proposal is first advertised in accordance with clause 6.3.4(b).

10. Within 60 days of the completion of the advertising period, or such longer period as agreed between the Council and the applicant in writing, the Council is to:

10.1 Adopt the Detailed Area Plan;

10.2 Adopt the Detailed Area Plan with modifications;

or

10.3 Refuse to adopt the Detailed Area Plan.

11. Where the Council fails to determine the Detailed Area Plan within this time period, or such period as may be otherwise agreed in writing between the Council and the applicant, the Detailed Area Plan is deemed to have been refused.

12. Within 7 days of a determination pursuant to clause 9, or the application is deemed refused under clause 10, the Council is to refer the application to the Western Australian Planning Commission.

13. Where the Council does not refer the application as required by clause 11, the applicant may refer the application itself.

14. The Commission is to consider the Detailed Area Plan and any proposed modifications within 60 days, or such longer time as has been agreed with the applicant, on receipt of the Detailed Area Plan from:

14.1 the Council; or

14.2 the applicant.

15. The Commission is to:

15.1 Approve the Detailed Area Plan, in which case the Detailed Area Plan will be endorsed and 2 copies sent to the Council;

	<p>15.2 Refuse to grant approval to the Detailed Area Plan;</p> <p>15.3 Approve the Detailed Area Plan subject to further modifications (as specified in the Commission determination letter).</p> <p>16. A right of review to the State Administrative Tribunal is available to the applicant only, where the Commission refuses the Detailed Area Plan, proposes modifications unacceptable to the applicant, or fails to determine the Detailed Area Plan within the prescribed period.</p> <p><b>Information Required in Detailed Area Plan</b></p> <p>17. The following information is to be provided in a Detailed Area Plan lodged with the City:</p> <p>17.1 The distribution of land use generally over the subject land and distribution of floor space.</p> <p>17.2 The road network, vehicular access locations, paths and cycleways, in addition to pedestrian pathways and crossing points on public roads.</p> <p>17.3 Indicative landscape treatments within the public realm.</p> <p>17.4 Car parking location, including on and off-street car parking.</p> <p>17.5 The manner by which development will manage the transition to residential areas, adjoining commercial development and the Captain Stirling Hotel building.</p> <p>17.6 Loading areas, storage, drainage and rubbish collection areas.</p> <p>17.7 Indicative signage positions.</p> <p>17.8 Other information considered relevant by Council to address the Design Objectives and Design Requirements below.</p> <p><b>Design Objectives</b></p> <p>18. The following objectives relevant to development of the subject land are applicable:</p> <p>18.1 Development facilitating the establishment of uses serving daily and weekly shopping needs.</p> <p>18.2 A network of paths and streets that facilitate pedestrian and cycle connections through and around the centre.</p> <p>18.3 Buildings to be encouraged to address the public realm where practical, but particularly Florence Street.</p> <p>18.4 Road design that manages traffic movement in areas of high pedestrian activity.</p> <p>18.5 Parking to be located such that the majority of parking structures are concealed from view and do not inhibit pedestrian connectivity through the centre.</p>
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- 18.6 Passive surveillance to be encouraged through a high level of glazing to facades where appropriate and implementing 'Crime Prevention Through Environmental Design' methods to improve safety and surveillance.

#### **Design and Development Standards**

19. Detailed Area Plans or development applications are to be consistent with the following standards, to the satisfaction of council:

- 19.1 Wall height shall not exceed that of the existing Captain Stirling Hotel on Lot 1 Stirling Highway.
- 19.2 Entry statements and similar façade treatments extending beyond wall height are to be designed in a manner sympathetic to the existing Captain Stirling Hotel on Lot 1 Stirling Highway.
- 19.3 A covered, and continuous, pedestrian walkway is to be provided to the façade of buildings. The awning is to be designed at a pedestrian scale and provide shade and shelter.

#### **Parking and Vehicle Access**

- 19.4 Vehicle access shall be taken from Stanley Street and Florence Street, with direct access from the Stirling Highway being avoided.
- 19.5 On street car parking is to be provided where possible. On site car parking is not to be located between the front building setback line and the street reserve.
- 19.6 All required car parking may be provided on site at a rate consistent with Statement of Planning Policy SPP 4.2 – Activity Centres for Perth and Peel.
- 19.7 Council may approve of a reciprocal car parking arrangement between uses or a lesser car parking provision than that identified in 19.6 subject to the provision of a detailed traffic impact assessment prepared in accordance with the Western Australian Planning Commissions Transport Assessment Guidelines.
- 19.8 Modifications to verge parking may be considered by Council and shall be designed in accordance with relevant Australian Standards.

#### **Building Elevations**

- 19.9 Building facades shall be presented in an attractive and appropriately detailed manner from vantage points within and beyond site boundaries.
- 19.10 Any exposed parapet wall shall have the same standard of finish as the primary façade and incorporate detailing to the satisfaction of Council, to provide appropriate visual interest.

19.11 Building facades shall be articulated through the use of windows, doors, balconies, entry statements and other openings. Distinct middle, base and top elements, decoration, setbacks, colonnades, a range of materials and any other such design elements provided as appropriate.

19.12 External ducting, air conditioners, plant, pipes, lift overruns and similar building services shall be incorporated into the building design and be screened from view from any public place or adjacent property.

19.13 Ground floor shop front elevations are to be glazed, or incorporate similar visually permeable material, for a minimum 70% of the facade.

19.14 All developments shall address and respond to adjacent streets, through active uses or high quality design, to enhance safety and deliver development of visual interest.

#### **Heritage**

19.15 The design and location of any new buildings shall not adversely impact on the heritage value and significance of existing heritage buildings.

19.16 External alterations to heritage buildings shall not adversely impact on the cultural significance, character, and architectural value of the building and include preservation, restoration and reconstruction of the original heritage building in a way that relates to the original features and form of the building to the satisfaction of the City.

19.17 Alteration shall be designed and located so as to not dominate the original building and ensures the cultural significance is retained.

19.18 Existing views of any heritage building shall be protected to the satisfaction of the City.

19.19 The design of new buildings and works shall not "mock" the historic building, but rather complement the original fabric and design characteristics of the heritage buildings in terms of style, bulk, materials, setbacks, colour scheme and form.

19.20 Alterations involving the front façade of a heritage building shall ensure protection and enhancement to ensure the streetscape is not adversely impacted to the satisfaction of the City

#### **Landscaping**

19.21 All setback areas to the Stirling Highway and secondary streets shall be landscaped to the satisfaction of the City.

19.22 Lighting to be provided along all pedestrian links.

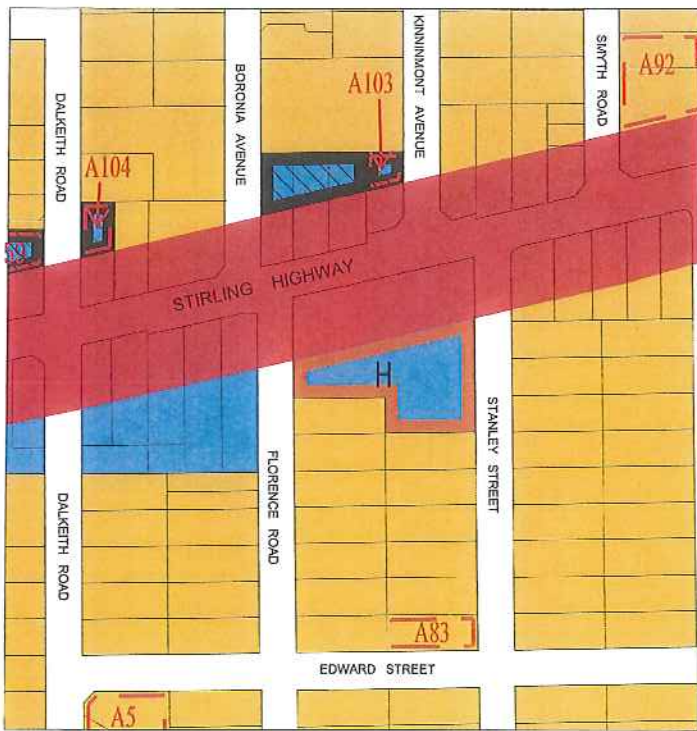
19.23 Existing trees to be maintained, replaced or relocated and development proposals to be supported by a report prepared by a qualified arboricultural consultant

	<p>demonstrating as to whether the relocation of vegetation is a viable option.</p> <p>19.24 Plantings to be utilised providing shade from summer sun; and allowing sunlight to the street in winter.</p> <p><b>Noise</b></p> <p>19.25 Development applications are to be accompanied by an acoustic engineers report demonstrating that the development is designed to deal with sound intrusions such as noise from air conditioning and other plant equipment.</p> <p><b>Bin and Service Provisions</b></p> <p>19.26 The design and provision of bin and service enclosures shall comply with relevant City of Nedlands Local Law.</p> <p>19.27 Service areas are to be screened from public view.</p>
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**EXISTING AND PROPOSED SCHEME (AMENDMENT) MAPS**





EXISTING ZONING MAP



PROPOSED ZONING MAP

**ZONES**

- Residential
  - Office/Showroom
  - Hotel
  - Retail Shopping
  - Special Use
  - SU
- Classified as Follows:  
Special Use

**OTHER**

- R20 R Codes
- No Zone
- Additional Uses

**MGA**  
TOWN PLANNERS

Pt: (08) 9321 3011  
Fax: (08) 9324 1061  
email: mg3@global.net.au

CITY OF NEDLANDS  
AMENDMENT No.197  
TOWN PLANNING SCHEME No.2  
(DISTRICT SCHEME)



**A3**

Ref: 2103/Schedule A3 Zoning  
Date: 06 March 2012

**ADOPTION**

Adopted by resolution of the Council of the City of Nedlands at the Meeting of the Council held on the ..... day of ..... 2012.

.....

MAYOR / PRESIDENT

.....

CHIEF EXECUTIVE OFFICER

**FINAL APPROVAL**

Adopted for final approval by resolution of the City of Nedlands at the Meeting of the Council held on the..... day of.....2013 and the Common Seal of the City of Nedlands was hereunto affixed by the authority of a resolution of the Council in the presence of:

.....

MAYOR / PRESIDENT

.....

CHIEF EXECUTIVE OFFICER

Recommended/Submitted for Final Approval

.....

DELEGATED UNDER S.16 OF

THE PD ACT 2005

DATE .....

Final Approval Granted

.....

MINISTER FOR PLANNING

**APPENDIX 1 – DEVELOPMENT CONCEPT PLAN AND ELEVATIONS**



View from North East

CAPTAIN STIRLING HOTEL REDEVELOPMENT

ISSUED FOR SCHEME AMENDMENT 13/06/2012

4 Rowman Street, South Perth, WA 6150  
PO Box 271, South Perth, WA 6951  
P 61 8 9367 8866  
F 61 8 9474 1429  
E admin@kpa-architects.com  
W kpa-architects.com

**KPA**  
Architects



View from Stirling Highway

CAPTAIN STIRLING HOTEL REDEVELOPMENT

ISSUED FOR SCHEME AMENDMENT 13/06/2012

4 Brennan Street, South Perth, WA 6151  
PO Box 271, South Perth, WA 6951  
P 61 8 9367 6366  
F 61 8 9474 1429  
E admin@kpa-architects.com  
W kpa-architects.com





View from North West

CAPTAIN STIRLING HOTEL REDEVELOPMENT

ISSUED FOR SCHEME AMENDMENT 13/06/2012

4 Bowman Street, South Perth, WA 6151  
 PO Box 231, South Perth, WA 6291  
 P 61 9 9207 6655  
 F 61 9 9478 1429  
 E [info@kpa-architects.com](mailto:info@kpa-architects.com)  
 W [kpa-architects.com](http://kpa-architects.com)

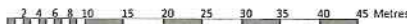
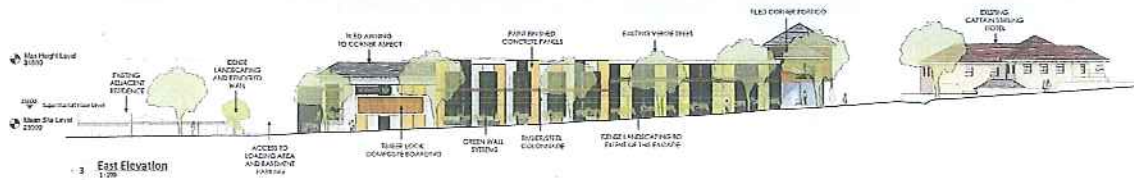
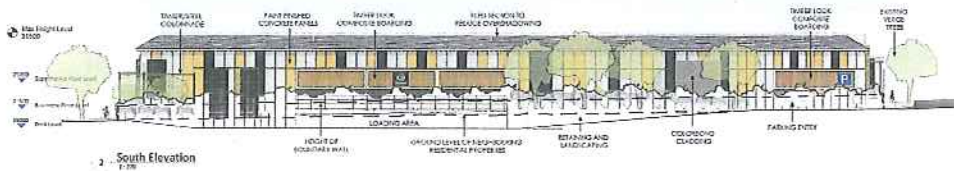
**KPA**  
 Architects

SHEET  
 DA 10

10-024

14/06/2012 10:53:44 AM

KPA ARCHITECTS



Elevations

CAPTAIN STIRLING HOTEL REDEVELOPMENT

ISSUED FOR SCHEME AMENDMENT 13/06/2012

4 Bowman Street, South Perth, WA 6151  
 PO Box 271, South Perth, WA 6151  
 P 61 8 9367 8855  
 F 61 8 9474 1429  
 E [info@kpa-architects.com](mailto:info@kpa-architects.com)  
 W [kpa-architects.com](http://kpa-architects.com)

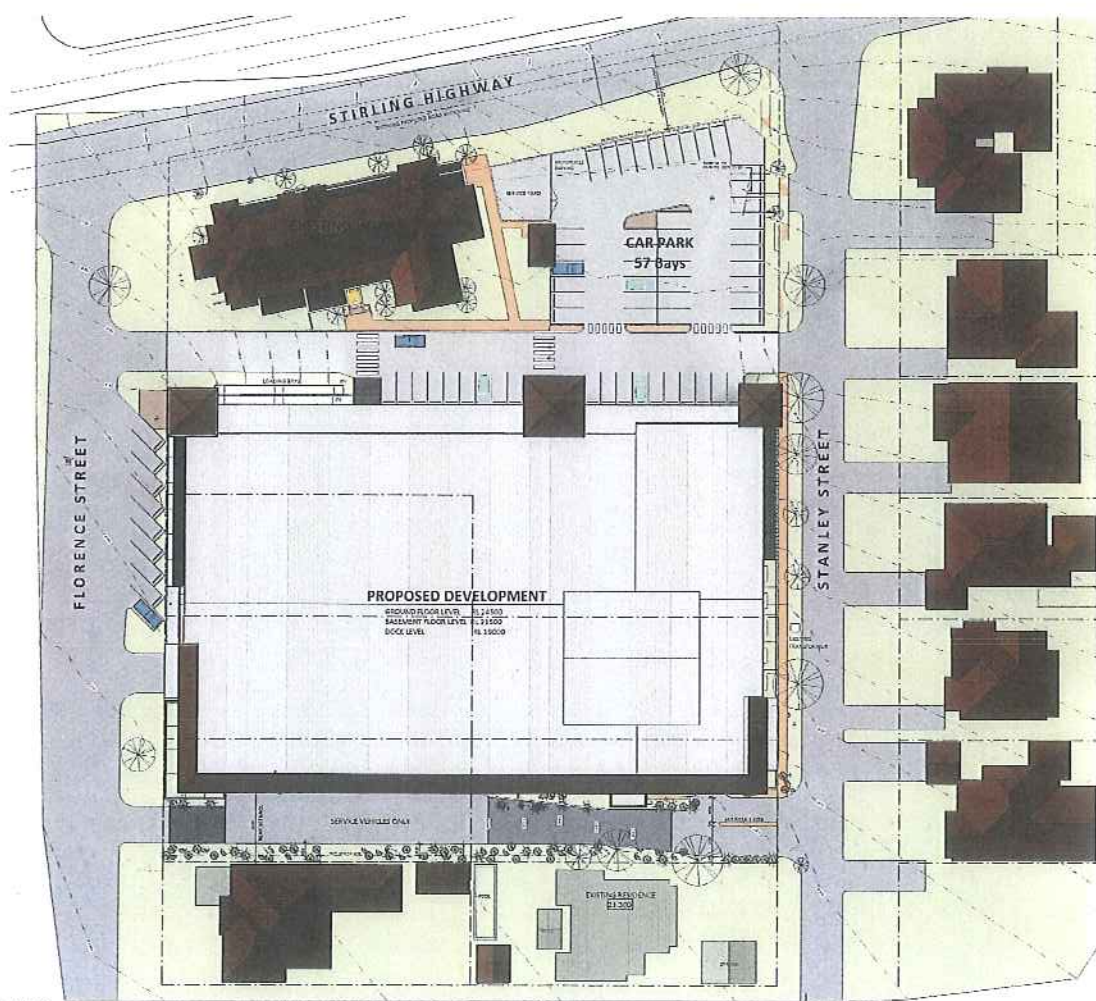




11 Phoenix Street, South Brisbane QLD 4101  
 PO Box 677, South Brisbane QLD 4101  
 P 07 3254 4422  
 E info@kpa.com.au  
 www.kpa.com.au

**AREA & PARKING SCHEDULE**  
 Based on Space & Section Area Parameters October 2009

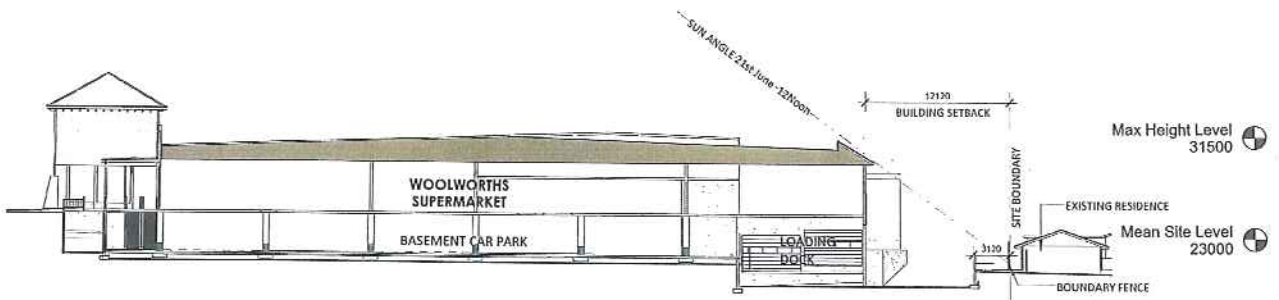
	GCA	
	Net	Gross
NET AREA	10,000 m <sup>2</sup>	10,000 m <sup>2</sup>
PERMITTED FLOOR AREA (including basement)	10,000 m <sup>2</sup>	10,000 m <sup>2</sup>
GROSS FLOOR AREA (including basement)	10,000 m <sup>2</sup>	10,000 m <sup>2</sup>
PERMITTED PARKING	100 bays	100 bays
<b>TOTAL NET AREA</b>	<b>10,000 m<sup>2</sup></b>	<b>10,000 m<sup>2</sup></b>
<b>PARKING BAYS PROVIDED</b>		
BAY TOTAL	100	100
WHEELCHAIR	10	10
UNASSISTED	90	90
<b>TOTAL</b>	<b>100 bays</b>	<b>100 bays</b>



Site Plan  
 CAPTAIN STIRLING HOTEL REDEVELOPMENT

ISSUED FOR SCHEME AMENDMENT 13/06/2012





1 Section Showing Shadow Angles  
1:300

Section showing Sun angles

SCALE NOT TO SCALE

CAPTAIN STIRLING HOTEL REDEVELOPMENT

ISSUED FOR SCHEME AMENDMENT 21/06/2012

4 Bowman Street, South Perth, WA 6151  
PO Box 271, South Perth, WA 6561  
P 01 9 2167 0256  
F 01 9 2474 1629  
E admin@kpa-architects.com  
W kpa-architects.com

**KPA**  
Architects

**APPENDIX 2 – ARBORICULTURAL REPORT**



April 24, 2012

Senior Development Manager  
Woolworths Ltd  
GPO Box D149  
Perth WA 6840

**ATTENTION:** Peter Crook

**RE:** Preliminary Arboricultural Assessment; Captain Stirling Hotel, Nedlands

Dear Peter,

Further to your request, please find enclosed a copy of the report of my findings from the inspection of the trees in the identified area of the Captain Stirling Hotel site, Nedlands.

Should you have any queries regarding the findings of this report, or if I can be of any further assistance, please do not hesitate to contact me.

Yours sincerely

A handwritten signature in black ink, appearing to read "JRM", is written over a light blue horizontal line.

**JASON ROYAL**

Dip. Arboriculture (UK)  
Tech. Arbor A

*Preliminary Arboricultural Assessment;*

*Captain Stirling Hotel, Nedlands*

*Prepared For*

*Woolworths Ltd*



## Contents

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1.	Background and Scope of Works_____	Page	1
2.	Particulars of this Assessment_____	Page	2
3.	Tree Protection and Preservation; an Overview_____	Page	3
4.	Tree Risk Assessment_____	Page	4
5.	Tree Assessment Methodology_____	Page	5
6.	Key Findings of the Assessment_____	Pages	6 – 14
7.	Overall Opinion on the Findings on my Assessment_____	Page	15

Attachment 1; Full Table of Assessment Results

Attachment 2; Company Information & Disclaimer

## 1. Background and Scope of Works

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At the request of Peter Crook of Woolworths Ltd, I have been commissioned to undertake an inspection of the trees found in an area proposed for redevelopment at the existing Captain Stirling Hotel, Nedlands and identified during an earlier feature survey of the area undertaken by Guidance Surveys.

The purpose of the inspection was to:

- 1.1 Undertake an inspection of all trees identified on the feature survey of the Captain Stirling Hotel site area (Lot 1); Guidance Surveys Drawing D 43486;
- 1.2 Provide information in regards to the species of each identified tree, its current physical attributes (height, main stem calliper, canopy width, health condition, and structural condition), recommended zone of protection, and any comments deemed pertinent to the identified tree.
- 1.3 Provide an opinion on any potential community significance of the trees (or lack of).
- 1.4 Identify any that may be considered suitable for use as transplant trees, and provide an opinion on the appropriateness of the proposed locations for the relocation of the given trees and/or provide alternative locations that would be considered more suitable.
- 1.5 Provide an opinion on the likely success of replanting, and any aftercare considerations that may apply.
- 1.6 Provide preliminary estimated costs to relocate the suitable trees.
- 1.7 Provide any broad-brush purposeful and practical recommendations for any design and construction implications that may apply for any trees identified as being suitable for retention so to ensure their preservation if undertaken remains successful.

## 2. Particulars of this Assessment

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The information and opinions provided in this document are based mainly on the findings from the visual observations of the identified trees during the inspection undertaken April 16, 2012.

A feature survey drawing (Guidance Surveys Drawing D 43486) of the area was provided for the purposes of reference and to locate and identify each of the trees in the given site.

The KPA Architects site plan DA 01 was provided to ascertain the potential extent of development in proximity to the identified trees, and (approximate) proposed location for transplant specimens.

However detailed designs of the proposed development were not provided and are at this stage not known to this consultant; all of which could have some potential bearing on the opinion and recommendations made in this report.

It should also be noted that no exploratory excavations were undertaken as part of my assessment to verify the root spread of any given tree. As such the allocation of tree protection zones has at this stage been based on the physical size and condition of the tree and the known root zone morphology of specimens of the tree's given species in this area of Western Australia.

### 3. Tree Protection and Preservation; an Overview

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Tree preservation is an important part of responsible urban development, and protection often becomes a requirement where trees are found to be situated in an area proposed for development.

As part of the protection of trees, it is of critical importance to understand their basic requirements.

It is important to note that it is the tree's absorbing root zone that is primarily responsible for the health, vigour, and overall aesthetic appearance of the trees canopy.

It is also important to note that this absorbing root zone is generally found in the initial 300 – 500 mm of the soil profile, where soil oxygen, water, and nutrient levels are at their highest. It is therefore essential that the retention of a suitable volume/area of this section of the soil profile becomes the primary concern when designing and constructing an area of development adjacent to existing trees desired to be retained. There must be a focus towards protecting an appropriate amount of a tree's root mass.

Through the advances of research it is also now known that there is also a wide variation in the tolerance of the various tree species to root disturbance, root loss or changes to the soil chemistry and is an area often misunderstood or ignored during a development process; often to the detriment of the tree.

Each individual tree must be allocated a 'zone of protection' or Tree Protection Zone ("TPZ") during all phases of the design and construction of the development.

Australian Standard Guidelines are available; AS 4970, Protection of Trees on Development Sites ("Standard"), and provide a good basis from which to work from.

However as is stated within Standard variations and encroachments in a tree's TPZ can occur; providing arboricultural input and further investigation has been undertaken to ascertain the level of encroachment, the potential impact on the tree, and what remedial measures need to be implemented if the tree is desired or required to be retained.

As such input from an arboricultural consultant is an integral and critical part of any successful tree preservation process; even if it is to be situated in an area where on landscape works are proposed to occur.

It is common occurrence for tree preservation strategies to be implemented once root zone damage has already occurred. However remedial efforts are often of little to no value (depending on the extent of damage that has been caused), and have proven to become a difficult, potentially expensive, and time consuming exercise to implement once the damage has occurred.

Successful preservation of trees on a development site must therefore begin at the design and planning stages of any development.



#### 4. Tree Risk Assessment

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Whilst the preservation of trees and the inclusion of existing trees into a development is of great importance, in view of the relevant legal and risk management responsibilities that are generally associated with tree 'ownership' tree risk and hazard assessment must become a primary deciding factor for the future of any tree if the development will result in the introduction of potential targets such as people, structures etc ("Target") within the fall range of any given tree.

All tree risk assessment should start with the identification of a potential Target within any given tree's likely fall range.

With the absence of any 'significant' potential Target, the tree is typically recommended to be left alone and/or managed in accordance with any best environmental practices adopted for the given area.

However, in areas where a large number of potential targets are found, or are likely to be introduced by way of the development of the area in which the tree is situated, then unless the tree is of particular note for its species and/or has significance with the history/heritage of the local area, site safety must become the primary deciding criteria for its future management.

The level of risk that is acceptable with any given tree will ultimately be governed by the tree 'owner', and their willingness to accept any foreseeable risks associated with any given tree<sup>1</sup>.

There are also many variables that require consideration as part of this process including; the structure of the given specimen, its health, known species traits and environmental factors such as prevailing and storm winds and how they would affect the subject specimen tree, the occurrence (or likely occurrence) of potential Targets within the projected fall range, the size of part considered most likely to fail, the time that failure is considered most likely to occur, the presence of potential Targets when failure is most likely to occur, and what the consequences of failure would be if it were to occur.

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<sup>1</sup> Note: It has been documented that the level of acceptance in terms of risk can be defined as 1:10,000, and systems are available to quantify the level of risk associated with any given tree. However this form of detail is generally considered beyond the need or scope of tree assessment in the context of a development; unless it is specifically requested by the local governing authority and or is required to resolve a dispute about the removal of a particular tree (in view of risk) on the site.

## 5. Tree Assessment Methodology

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### Methodology of the Assessment

Each of the identified trees within the site was visually inspected from ground level.

### Health Condition

The overall health of each tree was adjudged from an inspection of its leaf, overall percentage of leaf mass present in the canopy of the tree, and the presence (or absence) of any pest or disease factor that could have an affect on the overall health of the tree.

### Structural Condition

The structural integrity of each tree was determined from a visual inspection of its main stem, primary (and secondary) branch unions, and its root plate area.

The presence of cavities, decay, and/or any pathogen that could have an effect on the structural integrity of the tree is also taken into consideration as part of the assessment process.

Where considered necessary further investigation by way of the use of sounding techniques was utilised to determine the presence and general extent of any areas of cavity or associated decay within a tree's main stem structure.

### Known Species Traits

Species suitability for use an urban area (particularly for use in a carpark area) and if the identified specimen is of a species that can be subject to the sudden branch failure phenomenon was also considered as part of the assessment process.

With regards to any future development the known natural species traits of the given tree and its ability to cope with disturbances to its root zone that typically occur as part of a development process, as well as its ability to cope with the new parameters that are commonly created by an urban development (i.e. decreased soil oxygen due to compaction, increased un-seasonal watering from irrigation, increased pollution, increased radiated heat/light from urban infrastructure (roads, walls, buildings etc.) are all also taken into consideration.

The known root zone morphology of the species was taken into consideration when allocating the recommended TPZ for each of the identified trees. Note: Whilst some reference and acknowledgment is given to the guidelines set down in AS 4970, the TPZ for each tree has been based on the known typical root zone morphology for specimens of their species, the condition of the given tree, and the known tolerance to root zone disturbance of the given species.

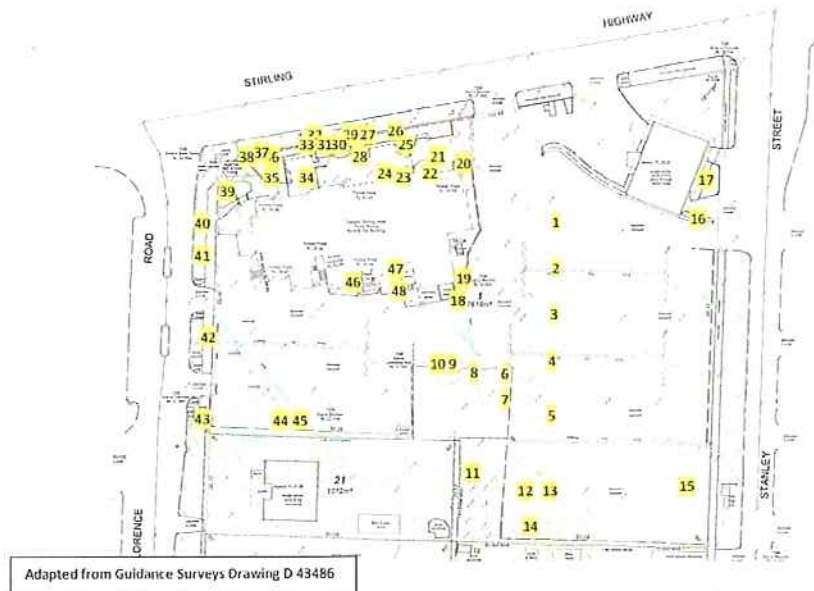
**6. Key Findings of the Assessment**

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## 6. Key Findings of the Assessment

### 6.1 Number of Trees Identified

A total of 48 individual trees were identified during the inspection, and the relevant information on these trees was obtained.



### 6.2 Species Identified

A total of 17 different species were identified in the area inspected.

6 were noted to be Australian native species; none of which were noted to be West Australian native species. The remaining 11 species are introduced 'exotic' tree species.

Botanical Name	Common Name	Origin	No of
<i>Acmena smithii</i>	Lillypilly	Aus	3
<i>Archontophoenix cunninghamiana</i>	Bangalow	Aus	1
<i>Cinnamomum camphora</i>	Camphor Laurel	Aus	1
<i>Citrus species</i>	Citrus	Ex	1
<i>Cupressus sempervirens 'Stricta'</i>	Pencil Pine	Ex	4
<i>Ficus microcarpa var 'Hillii'</i>	Hills Fig	Aus	6
<i>Hibiscus</i>	Hibiscus	Ex	1
<i>Jacaranda mimosifolia</i>	Jacaranda	Ex	1
<i>Lophostemon confertus</i>	Queensland Box	Aus	1
<i>Melia azedarach</i>	White Cedar	Aus	4
<i>Metrosideros excelsus 'Variegata'</i>	New Zealand Christmas Tree	Ex	2
<i>Olea europaea</i>	Olive	Ex	1
<i>Phoenix dactylifera</i>	Date Palm	Ex	1
<i>Phoenix roebelinii</i>	Pigmy Date Palm	Ex	4
<i>Platanus x acerifolia</i>	London Plane	Ex	2
<i>Sapium serbiferum</i>	Chinese Tallow	Ex	4
<i>Syagrus romanzoffiana</i>	Queen Palm	Ex	11

All species identified were considered to be common to the metropolitan Perth area.

## 6. Key Findings of the Assessment

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### 6.3 Health Condition

The majority of the trees showed to be in good health as adjudged by the condition of their leaf and overall volume of canopy leaf mass.

Whilst some showed to have (mostly minor diameter sized) deadwood within their respective canopies, its appearance was considered to be indicative of deadwood occurring as part of the natural growth processes of trees as opposed to any pest or disease factor.

One tree (tree 37) showed clear indications of a decline in health; suggesting it has in all probability limited life span remaining.

Only minor amounts of pest/disease issues were noted during the inspection; namely a Palm Frizzle Top issue with a number of the Queen Palms, Olive Lace Bug with the Olive specimen, and Auger Beetle with the New Zealand Christmas Trees; all of which are treatable if necessary/desired.

### 6.4 Structural Condition

The majority of the trees showed to have (what is considered to be) typical structural forms for specimens of their given species.

A number showed to have what are considered to be 'structural defects' such as bi-furcated unions with signs of swelling and included bark (which are potentially more likely to be subject to failure than other forms of branch unions).

A small number showed to have relatively one-sided canopies as a result of their proximity to each other and influence of adjacent trees limiting availability of physical space and light.

However in the majority of these instances any structural defects present were considered to be within the realms and scope of modern arboricultural management practices at this stage.

Tree 11 was however noted to have developed a split in its main stem structure, and failure of the remainder of this tree was considered highly likely to occur at some stage in the foreseeable future.

Tree 13 was noted to have fungal fruiting bodies on its main stem structure; indicating the presence of internal decay. The full extent of decay/wood degradation present in the main stem structure of this tree was not able to be determined based on visual observations alone and would require further investigation if this tree is to be retained. Pending the results of the further investigation the appropriate future management for this tree can be better provided.

## 6. Key Findings of the Assessment

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### 6.5 Community Significance

It was difficult to ascertain during the assessment if any of the trees on this site have any particular historical value or community significance.

The majority of the trees were considered to be juvenile, semi-mature or young mature specimens; i.e. no more than 30 – 40 years old. As such they are doubted to have any historical significance to the area in which they are situated.

The Hills Fig specimens in the carpark were considered to be of a similar age, and whilst they are undoubtedly well known by immediate local residents and fairly well known or recognised by passers by, their significance or importance to the local community is in my opinion potentially questionable; mainly due to their species i.e. non-native to the area. However in saying this, their removal may cause some upset to some members of the local community; as is the case with (virtually) any circumstance with (virtually) any group of mature trees.

### 6.6 Suitability for Inclusion into an area of Development/Retention Value

Retention value of the various tree species and specimens will always be open to some personal opinion.

In general trees displaying good health and deemed to have a good aesthetic quality will be generally considered to have a high retention value.

Species known to be native to the given area, or known to have some form of historical association with the given area will also generally be considered to have a high retention value.

Conversely, common species of tree/palm or trees known (or considered to be) a problematic species (i.e. ones that have propensity for branch failures, or ones that could self-sow freely), or one that display poor health or low aesthetic traits would typically be considered to have a low retention value.

However as part of ascertaining the suitability for inclusion into a development other aspects of the tree must be considered; primarily its structural form, suitability for inclusion into an urbanised area with high volumes of potential Targets, and its potential to cope with changes to its soil and surrounding environment that typically occur as part of a development process.

Of the 48 trees identified and inspected, only one tree (tree 35) was considered to have a 'high' retention value.

This was primarily based on its aesthetic form and prominent location in front of the Hotel, and amenity it is considered likely to be providing to that area.



**6. Key Findings of the Assessment**

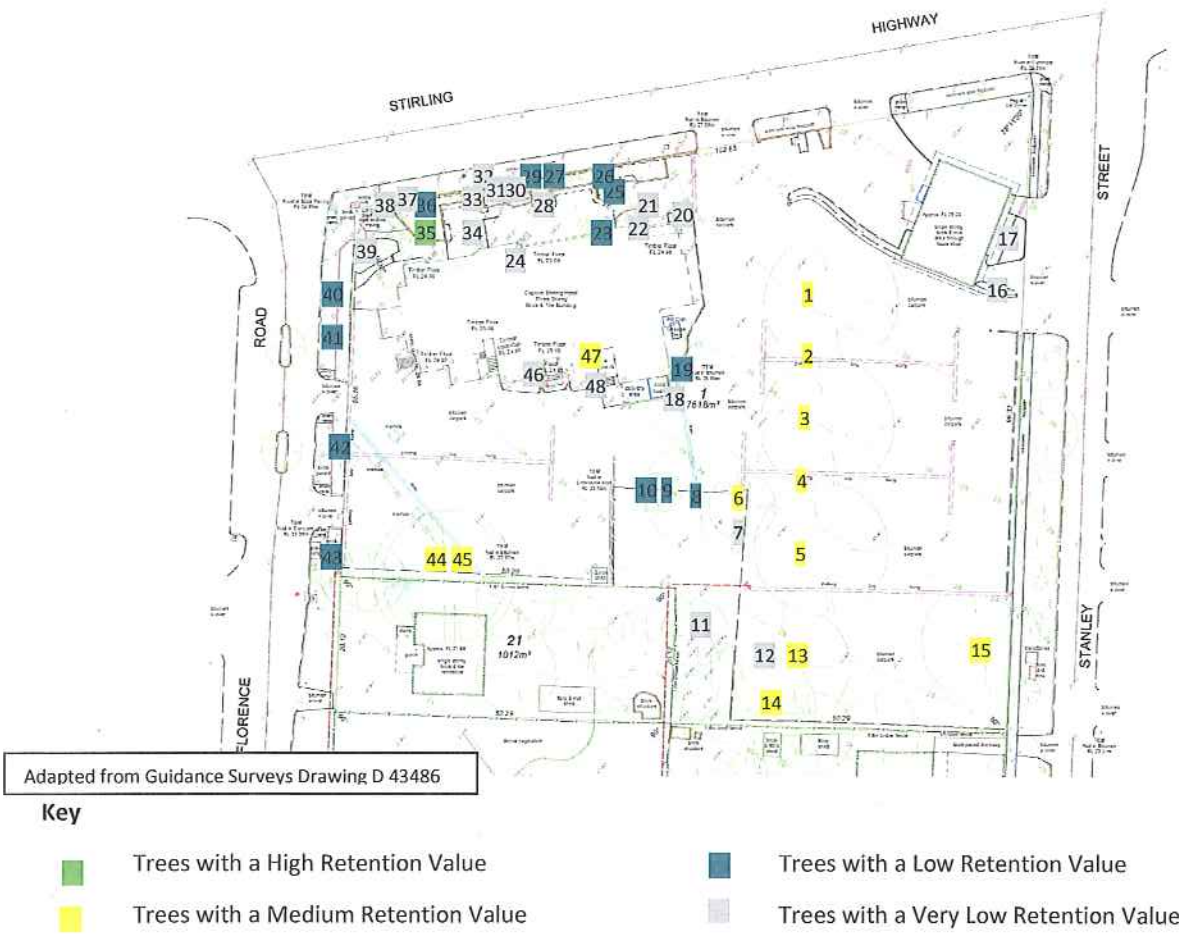
A further 12 were considered to have a medium retention value; including the Hill's Figs in the car park area, and many of the other mature specimens identified during the assessment.

These were considered to be good/reasonably good mature specimens of their given species that look to be providing some amenity in terms of visual appeal and shade to the area in which they are situated. However due to the common nature of specimens of their given species and potential issues of specimens of their given species (root disturbance, nuisance in terms of high volumes of litter etc.) they were not considered to have a high retention value or be integral to the area in which they are situated.

14 trees were deemed to have a low retention value, and included most of the Queen Palm as well as a number of species considered to be potentially problematic, displaying early indications of canopy decline, or considered to be readily replaceable with specimens of the same species at the same (or similar) size at limited cost.

The remaining 21 trees were considered to have a very low retention value; namely the dead trees, trees clearly in decline with limited life span remaining, or species generally considered to be very common (i.e. Pencil Pines, Queen Palms).

This opinion on the trees has been expressed as a simple colour code on the site plan below.



## 6. Key Findings of the Assessment

### 6.7 Potential Transplants

37 of the trees identified are of species that are known to be able to be transplanted; some of them even as mature trees.

Of these trees, I consider the London Plane (tree 35) and the Date Palm (tree 47) to be the most viable specimens to transplant.



However, should the existing Hotel be remaining, the use of these trees as transplants would not be viable due to the extent of excavation and disturbance that would be required to enable their removal.

With regards to remaining trees considered suitable for transplanting (namely the Hills Fig specimens), with the exception of tree 15 I would question their worth as transplant specimens; **purely from an aesthetics point of view** as trees 1 – 5 were noted to have been excessively canopy raised; thus affecting their aesthetics and amenity they provide.





## 6. Key Findings of the Assessment

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Whilst some canopy regeneration will occur, it is likely to be a relatively slow process and a number of years before their aesthetics improve and a more full canopy shape occurs.

For all of these Fig specimens I also have some concerns over being able to obtain a viable or sufficient root ball to guarantee their success of relocation. To my mind (and from personal experience) their location within a carpark may have restricted or manipulated their root zone to an extent where being able to take sufficient root volume becomes problematic; thus compromising their ability to survive the transplant process.

However discussion with a reputable transplant company (Arbor Centre) suggested they should be able to get a good enough root-ball based on images and information sent to them.

However they would need to conduct their own site inspection to confirm; **and even then it may not be known until such time as excavations can occur to prepare the root zones** for relocation; by which time considerable time, effort and potentially expense may have been spent on these trees.

The other specimens of species considered suitable for use as transplant specimens were not considered suitable; either due to their health/structural condition, being of a size readily replaceable at a lesser cost to the relocation process or being of species of low or very low retention value.

### 6.8 Proposed Location; Site Plan DA 01

Proposed location for the transplant trees is considered to be acceptable; although location of any existing underground services may negate the viability of some of the proposed potential areas for the trees.

Specific locations for each tree would however need to be decided in conjunction with discussions and input from the other parties involved with the development.

In all instances the design of the surrounding areas will need to include arboricultural input to ensure sufficient rootable soil volume is provided to the tree so it can survive the transplant process and establish a new root network and become self-reliant and continue to provide the desired amenity.

If the Fig specimens are considered to be viable for transplanting, they could be relocated to any location on the site. Again, the design of the surrounding areas must include arboricultural input to ensure sufficient rootable soil volume is provided, and (more importantly) that potential issues with root disturbance can be addressed and effectively managed by way of good design; particularly for the areas adjacent neighbouring residencies and buildings and areas of carpark, footpath, boundary fence and/or wall (either proposed or existing).

## 6. Key Findings of the Assessment

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### 6.9 Transplant Particulars and Process Requirements

There are many pros and cons that require consideration as part of the transplanting of a tree.

However, providing the appropriate preparation, relocation and aftercare procedures are implemented, transplanting a mature or established tree can be successful.

Failure to undertake or implement any of the proper procedures during the process will however inevitably increase the potential for the transplant process to cause the decline of the tree.

#### 6.9.1 Preparation Requirements

The Date Palm requires no root zone preparation.

The London Plane will typically require up to a 6 - 12 month root zone preparation requirement.

The Fig specimens (if considered viable) would similarly typically require a 6 - 12 month root zone preparation.

During this process some disruption to the area in which the given tree is situated will occur to allow for excavations and soil and root zone treatments to occur.

Watering of the trees will be required during this process; which may require some additional works and expense to facilitate this factor if no irrigation system is either in-place or nearby.

Cost requirements for the preparation process are typically \$1,500 - \$1,800 + GST per tree.

#### 6.9.2 Relocation

Costs for the (on site) relocation process will vary depending on the size of tree.

However, a budget range of around \$15,000 - \$25,000 per tree will likely be required.

It should also be noted that due to the logistics involved often the relocation process requires canopy reduction or pruning works to be undertaken.

This can alter the aesthetics of the tree; often the very reason why it is being retained or relocated.

#### 6.9.3 Aftercare

In addition to the above a post transplant maintenance program also needs to be budgeted for to aid in successful establishment.

Costs for this process will vary depending on site specific requirements but will typically need to include as a minimum a comprehensive watering and regular soil improvement program for the initial 12 - 24 month period after the relocation process, followed by further periodic watering and soil improvement measures for possibly another 3 - 5 years or until such time the tree is considered to have developed a new root network and become self sufficient.

A rough estimate for the aftercare would be to effectively allocate a similar sum to the relocation process to cover the aspects of the watering costs, soil amendments/improvements, and canopy management.

This figure may be able to be refined to some extent once exact trees to be relocated and the areas they are to be relocated to have been better ascertained.

## 6. Key Findings of the Assessment

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It should also be noted that there will be a period of time (potentially 2-3 years with many tree species) before the tree recovers from the transplant process and shows indications of good canopy development and improvement of aesthetic amenity.

### 6.9.4 Protection during Development

Protection of the root zone area of the transplanted trees during the remainder of the development process will be required in accordance with Australian Standards 4970 (Protection of Trees on Development Sites), and will be critical to the success of their relocation.

This will typically require as a minimum the physical fencing of the trees from the development area, as well as maintaining the area free of any building materials and/or debris, maintaining the watering and aftercare program for the trees, and keeping all development works clear of the above and below ground parts of the trees.

As previously mentioned effective tree protection must begin at the design stages of a development so that implementation of the appropriate protection measures is achievable during the construction stages of the development process.

### 6.10 Opinion on the Potential Impact from Development; based on DA 01

Based on the plans provided, the impact on the majority of the trees identified in the area is likely to be limited, with only those situated in the areas of existing carpark likely to be impacted on by the development; a total of 21 trees (trees 1 – 17 and 42 - 45).

Of these 21 trees, most (if not all) would require removal to facilitate the proposed development unless major design changes are made to accommodate their protection requirements.

However of these trees, 10 are considered to have a low/very low retention value so their retention in the context of a development would be considered questionable anyway.

The remaining 11 are considered to have a 'medium' retention value, and of these six may be able to be relocated as part of the development process; namely the Hills Fig specimens.

The remaining five 'medium' retention value trees were not considered suitable for transplanting.

However as previously mentioned the success of the Hill's Fig specimens being able to be used for transplanting will be very much dependent on being able to obtain sufficient root volume as part of the relocation process; something which is likely to remain unknown until such time as excavation can occur to verify the root zone/morphology of these particular trees.

## 7. Overall Opinion on the Findings on my Assessment

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Overall, based on the findings of my assessment of the Trees in the area identified it is in my opinion that the majority of the existing trees have a low or even very low retention value.

However, based on the plans provided, it is also in my opinion that the impact on the majority of the trees identified in the area is likely to be limited, with only those situated in the areas of existing carpark likely to be impacted on by the development; a total of 21 of the 48 trees identified during this assessment.

Of the 21 trees, 10 were found to have low/very low retention value, and even though the remainder were considered to have a 'medium' retention I would question their 'value' to the local community (although admittedly this is always a difficult aspect to judge given the varied response to trees and their value in the general public arena).

Of the 6 trees identified as potential candidates for transplanting (namely the Hill's Fig specimens in the existing carpark area) based on the findings of my inspection it is also in my opinion that the success of the relocation of these specimens could at this stage be considered questionable; primarily due to their location and potential impact of their surrounding landscape may have had on their root zone. Further investigation and excavation would be required to determine if a viable root ball could indeed be obtained to enable successful relocation; a process that may require reasonable expense (potentially up to \$12,000) to be outlaid with possibly limited result.

With the transplant process, there are also questions and issues with being able to ensure that the right aftercare program can be implemented and maintained during a development process to ensure the success of transplanting; otherwise the relocation process often lead to the decline and subsequent demise of the tree.

I would also question as to whether these particular trees are the right species for urban areas such as carpark's due to the potential for root disturbance issues to arise; even with design measures being implemented to mitigate these potential issues as best as practically possible without impacting on tree health and root development and function.

As such, although these particular trees are on the one hand considered to be reasonably good mature specimens of their given species, efforts, and expense, may actually be better spent on ensuring that the design of the various areas of the proposed development (such as the carpark area) allows for the introduction of new 'replacement' trees of a suitable species, and that the design and construction of the said area in effect *encourages* tree establishment and development, so that the new trees can provide the desired amenity for the area in a relatively short period of time.

The same (or similar) time frame and budget requirement to transplant these trees would undoubtedly allow for the right design of the area to be constructed, and allow for advanced or even semi-mature trees to be procured and planted into the new landscape created so that they can provide the same (or an even better) amenity for the area in question.

**Attachment 1; Table of Assessment Results**

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**Table of Assessment Results Explanation of Fields of Information**

<b>Tree No.</b>	Provides the schedule number of the identified tree.
<b>Species</b>	Provides the most commonly used species and true botanical name of the specimen.
<b>Estimated Height</b>	Provides an estimated height (in metres) of the specimen.
<b>Estimated Trunk Calliper (DBH)</b>	Provides an estimated trunk calliper of the specimen (in mm, and generally measured at 1.3 metres ("DBH") above ground level as per the industry standard), although sometimes measurements taken below the level of any unions should lower canopy formation start below 1.3 metres above ground level (identified by an asterisk on the table).
<b>Estimated Canopy Spread</b>	Provides an estimated spread of the trees canopy; provided in metres diameter.
<b>Health Condition</b>	Provides a view of the specimen's health/vigour condition at the time of inspection based on a number of predetermined criteria.

Health Rating	Explanation
Excellent	Shows to have typical foliage condition and amount of foliage mass for a specimen of the species. May have a minor amount of deadwood, but no signs of any pest or disease factor that may affect its health.
Good	Shows to have typical foliage condition. Canopy foliage may be slightly chlorotic, or it may have a slightly higher percentage of deadwood than usual, or exhibit signs of being affected by environmental conditions. May have a minor pest or disease present that could start to affect its health.
Fair	Shows to have a relatively high percentage of deadwood than considered typical for a specimen of the given species and/or a low volume of live canopy leaf mass for a specimen of the given species. Apical sections of the canopy (may also be) dead. Signs of a pest or disease factor evident.
Poor	Canopy mass and foliage condition shows to be in a poor state for a specimen of the species. Has a high percentage of deadwood material in its canopy and a low volume of live canopy mass (typically <20%).
Dead	Shows to have either no live tissue within its structure, or at best has <5% live foliage mass remaining in its canopy.

**Table of Assessment Results Explanation of Fields of Information**

**Structural Form** Provides a view of the specimen's structural form at the time of inspection based on a number of predetermined criteria.








Structure Rating	Explanation
Good	Shows typical structural form for a specimen of the species. Branch unions show typical form at the point of attachment. May have a small number of minor structural defects; but are within the scope of tree surgery management to rectify. Shows to be root-stable.
Acceptable - Good	Shows an acceptable form, but may have a number of structural defects present i.e. bi-furcation (but with no major swelling or movement), or areas of stem cavities, but structure remains within the scope of management at this stage; albeit with a higher risk/management requirement. Can include previously lopped trees that are known to have good points of attachment of any regrowth that occurs.
Acceptable (undesirable)	Shows an undesirable structure for a specimen of the species. Structural condition likely to cause future issues in regards to the potential for stem or complete tree failure to occur. Generally includes previously lopped trees, trees with large areas of cavity and/or associated decay, trees with bi-furcated unions with swelling.
Poor	Major structural defects evident. May have very large stem cavities, extensive termite damage, or noticeable movement in main stem, branch unions or root plate area.

**Image** Provides an image of the given tree, taken during the Site inspection.

**Comment** Provides any additional information (seen as relevant in the context of this report) to the individual specimen.  
 Comments are (generally) self explanatory.


**TPZ** Provides a recommended area in metres RADIUS of the trees main stem which is recommended to be retained and treated as a 'Tree Protection Zone' ("TPZ").  
 Whilst some reference to Australian Standard Guidelines (AS 4970; *Protection of trees on development sites*) has been taken, TPZ areas have been calculated based on the species of tree, its known tolerance to root zone disturbance and/or loss, its expected root zone spread in the known soil conditions of the given site, as well as the current physical size, health condition and age of the tree.








**Retention Value** Provides an overall 'opinion' on the value of the tree based on the public perception of its given species, the quality of the tree and its suitability for inclusion into an urban development area.








Tree No	Species	Height	DBH	Canopy Spread	Health	Structure	Image	Comments	TPZ	Opinion
1	Hills Fig <i>Ficus microcarpa</i> var 'Hillii'	16	900	8-10	Good	Acceptable - Good		Ok mature specimen. Potential transplantable at this size although its structure and location may be impeding factors. Aesthetics also considered to be questionable due to excessive canopy pruning/raising. 12 months root zone preparation requirement. 2-3 years minimum aftercare requirement.	6	Medium
2	Hills Fig <i>Ficus microcarpa</i> var 'Hillii'	17	1000	12-14	Good	Acceptable - Good		Ok mature specimen. Potential transplantable at this size although its structure and location may be impeding factors. Aesthetics also considered to be questionable due to excessive canopy pruning/raising. 12 months root zone preparation requirement. 2-3 years minimum aftercare requirement.	8	Medium
3	Hills Fig <i>Ficus microcarpa</i> var 'Hillii'	12	500	6-8	Good	Acceptable - Good		Ok mature specimen. Potential transplantable at this size although its structure and location may be impeding factors. Aesthetics also considered to be questionable due to excessive canopy pruning/raising. 12 months root zone preparation requirement. 2-3 years minimum aftercare requirement.	5	Medium
4	Hills Fig <i>Ficus microcarpa</i> var 'Hillii'	16	900	12-14	Good	Acceptable - Good		Ok mature specimen. Potential transplantable at this size although its structure and location may be impeding factors. Aesthetics also considered to be questionable due to excessive canopy pruning/raising. 12 months root zone preparation requirement. 2-3 years minimum aftercare requirement.	8	Medium
5	Hills Fig <i>Ficus microcarpa</i> var 'Hillii'	16	900	14-16	Good	Acceptable - Good		Ok mature specimen. Potential transplantable at this size although its structure and location may be impeding factors. Aesthetics also considered to be questionable due to excessive canopy pruning/raising. 12 months root zone preparation requirement. 2-3 years minimum aftercare requirement.	8	Medium
6	Lillypilly <i>Acmena smithii</i>	12	500	10-12	Excellent	Good		Reasonably good mature specimen. Canopy is slightly one sided due to excessive canopy pruning/raising but otherwise ok. Can cause issues in terms of fruit litter	5	Medium
7	Hibiscus <i>Hibiscus</i>	3	100	2-4	Excellent	Acceptable - Good		Row of 4 specimens forming a hedge/screen.	2 each	Very Low



Tree No	Species	Height	DBH	Canopy Spread	Health	Structure	Image	Comments	TPZ	Opinion
8	Camphor Laurel <i>Cinnamomum camphora</i>	10	500	8-10	Good	Acceptable - Good		Reasonably good semi-mature specimen. Canopy is slightly sparse and one sided due to excessive canopy pruning/raising but otherwise ok. Transplantable at this size. 6-12 months root zone preparation requirement. 2-3 years minimum aftercare requirement. Potentially a large tree.	5	Low
9	Lillypilly <i>Acmena smithii</i>	9	300	4-6	Excellent	Good		Reasonably good semi-mature specimen; Situated in close proximity to tree 10 and effectively forms the one canopy with it. Can cause issues in terms of fruit litter but otherwise ok	3	Low
10	Lillypilly <i>Acmena smithii</i>	9	200	4-6	Excellent	Good		Reasonably good semi-mature specimen; Situated in close proximity to tree 9 and effectively forms the one canopy with it. Can cause issues in terms of fruit litter but otherwise ok	2.5	Low
11	White Cedar <i>Melia azedarach</i>	8	300	6-8	Excellent	Hazardous		Semi-mature specimen. Split in main stem; high probability of further failure	2.5	Very Low
12	Queensland Box <i>Lophostemon confertus</i>	7	80 x2	2-4	Excellent	Acceptable (undesirable)		Regrowth from an old stump	2.5	Very Low
13	White Cedar <i>Melia azedarach</i>	12	750	14-16	Excellent	Acceptable - Good		Reasonably good mature specimen. Presence of fungal fruiting bodies on the main stem of the tree suggests area of decay in main stem structure; difficult to say what the extent is based on visual observations alone. Canopy is slightly one sided; possibly due to prevailing wind factors. Excavation to the south/west of this tree could have major implications to its in-ground stability.	8	Medium
14	Jacaranda <i>Jacaranda mimosifolia</i>	10	350 x2	10-12	Excellent	Acceptable (undesirable)		Potential transplantable at this size although its structure may be a limiting factor. 12 months root zone preparation requirement. 2-3 years minimum aftercare requirement if relocated.	8	Medium

Tree No	Species	Height	DBH	Canopy Spread	Health	Structure	Image	Comments	TPZ	Opinion
15	Hills Fig <i>Ficus microcarpa</i> var 'Hillii'	12	800	12-14	Excellent	Acceptable - Good		Potential transplantable at this size although its structure and location may be impeding factors. Although this is considered to be the best Fig specimen its aesthetics are still considered to be somewhat questionable due to excessive canopy pruning/raising. 12 months root zone preparation requirement. 2-3 years minimum aftercare requirement.	8	Medium
16	Queen Palm <i>Syagrus romanzoffiana</i>	2	100	2-4	Good	Good		Juvenile specimen. Readily replaceable at this size. Generally not a species favoured for retention	2	Very Low
17	New Zealand Christmas Tree <i>Metrosideros excelsus</i> 'Variegata'	2	300 (at ground level)	4-6	Good	Acceptable - Good		Mature multi stemmed topiarised specimen. Some signs of Auger Beetle; may have limited life span remaining	2	Very Low
18	New Zealand Christmas Tree <i>Metrosideros excelsus</i> 'Variegata'	4	100 (at ground level)	2-4	Fair	Acceptable (undesirable)		Mature specimen. Has been poorly pruned to provide clearance for a light. Some signs of Auger Beetle; may have limited life span remaining	2	Very Low
19	Bangalow <i>Archontophoenix cunninghamiana</i>	9	150	2-4	Excellent	Good		Mature specimen. Potentially transplantable at this size	2	Low
20	Queen Palm <i>Syagrus romanzoffiana</i>	6	250	2-4	Good	Good		Semi-mature specimen. Generally not a species favoured for retention	2	Very Low
21	Queen Palm <i>Syagrus romanzoffiana</i>	8	250	2-4	Good	Good		Semi-mature specimen. Generally not a species favoured for retention	2	Very Low

Tree No	Species	Height	DBH	Canopy Spread	Health	Structure	Image	Comments	TPZ	Opinion
22	Olive <i>Olea europaea</i>	5	100 (at ground level)	2-4	Good	Good		Juvenile specimen. Readily replaceable at this size	2	Low
23	Pigmy Date Palm <i>Phoenix roebelinii</i>	4	100 (at ground level)	2-4	Good	Good		Two large specimens. Transplantable at this size. Generally not a species favoured for retention	2	Low
24	Queen Palm <i>Syagrus romanzoffiana</i>	8	250	2-4	Good	Good		Semi-mature specimen. Generally not a species favoured for retention	2	Very Low
25	London Plane <i>Platanus x acerifolia</i>	5	80	2-4	Excellent	Good		Juvenile specimen. Readily replaceable at this size	2	Low
26	Pigmy Date Palm <i>Phoenix roebelinii</i>	2	100 (at ground level)	2-4	Good	Good		Reasonably large specimen. Transplantable at this size. Generally not a species favoured for retention	2	Low
27	Pigmy Date Palm <i>Phoenix roebelinii</i>	2	100 (at ground level)	2-4	Good	Good		Reasonably large specimen. Transplantable at this size. Generally not a species favoured for retention	2	Low
28	Queen Palm <i>Syagrus romanzoffiana</i>	8	300	2-4	Good	Good		Semi-mature specimen. Generally not a species favoured for retention	2	Very Low

Tree No	Species	Height	DBH	Canopy Spread	Health	Structure	Image	Comments	TPZ	Opinion
29	Pencil Pine <i>Cupressus sempervirens</i> 'Stricta'	3	50	<2	Good	Good		Mature specimen. Some evidence of Cypress Canker. Generally not a species favoured for retention	2	Very Low
30	Pencil Pine <i>Cupressus sempervirens</i> 'Stricta'	4	80	<2	Good	Good		Mature specimen. Some evidence of Cypress Canker. Generally not a species favoured for retention	2	Very Low
31	Pencil Pine <i>Cupressus sempervirens</i> 'Stricta'	4	80	<2	Good	Good		Mature specimen. Some evidence of Cypress Canker. Generally not a species favoured for retention	2	Very Low
32	Pencil Pine <i>Cupressus sempervirens</i> 'Stricta'	4	80	<2	Good	Good		Mature specimen. Some evidence of Cypress Canker. Generally not a species favoured for retention	2	Very Low
33	Queen Palm <i>Syagrus romanzoffiana</i>	8	300	2-4	Fair	Good		Semi-mature specimen. Generally not a species favoured for retention	2	Very Low
34	Queen Palm <i>Syagrus romanzoffiana</i>	8	300	2-4	Fair	Good		Semi-mature specimen. Evidence of Palm Frizzle top. Generally not a species favoured for retention	2	Very Low
35	London Plane <i>Platanus x acerifolia</i>	10	550	8-10	Excellent	Good		Good (young) mature specimen. Canopy has been raised a fair bit but aesthetics still considered to be good.	5	High

Tree No	Species	Height	DBH	Canopy Spread	Health	Structure	Image	Comments	TPZ	Opinion
36	Pigmy Date Palm <i>Phoenix roebelinii</i>	2	100 (at ground level)	2-4	Good	Good		Reasonably large specimen. Transplantable at this size. Generally not a species favoured for retention	2	Low
37	Citrus <i>Citrus species</i>	2	100 (at ground level)	2-4	Poor	Good		Canopy is sparse and clearly indicates decline; likely to have limited life span remaining	2	Very Low
38	Queen Palm <i>Syagrus romanzoffiana</i>	6	200	2-4	Fair	Good		Semi-mature specimen. Some evidence of Palm Frizzle top. Generally not a species favoured for retention	2	Very Low
39	Queen Palm <i>Syagrus romanzoffiana</i>	8	300	4-6	Fair	Good		Semi-mature specimen. Some evidence of Palm Frizzle top. Generally not a species favoured for retention	2	Very Low
40	Chinese Tallow <i>Sapium serbiferum</i>	<2	30	2-4	Good	Good		Juvenile specimen. Readily replaceable or transplantable at this size	2	Low
41	Chinese Tallow <i>Sapium serbiferum</i>	<2	30	2-4	Good	Good		Juvenile specimen. Readily replaceable or transplantable at this size	2	Low
42	Chinese Tallow <i>Sapium serbiferum</i>	3	70	2-4	Excellent	Good		Juvenile specimen. Readily replaceable or transplantable at this size	2	Low

Tree No	Species	Height	DBH	Canopy Spread	Health	Structure	Image	Comments	TPZ	Opinion
43	Chinese Tallow <i>Sapium serbiferum</i>	2	50	2-4	Good	Good		Juvenile specimen. Readily replaceable or transplantable at this size	2	Low
44	White Cedar <i>Melia azedarach</i>	17	1000 (at ground level)	12-14	Excellent	Acceptable-Good		Mature multi stemmed specimen. Effectively forms the one canopy with the adjacent tree. Species not generally favoured for retention; fruit drop and caterpillar issues are common with this species. Multi stemmed structure may cause future issues longer term	6	Medium
45	White Cedar <i>Melia azedarach</i>	17	700 (at ground level)	8-10	Excellent	Acceptable-Good		Mature multi stemmed specimen. Effectively forms the one canopy with the adjacent tree. Species not generally favoured for retention; fruit drop and caterpillar issues are common with this species. Multi stemmed structure may cause future issues longer term	6	Medium
46	Queen Palm <i>Syagrus romanzoffiana</i>	5	200	2-4	Fair	Good		Semi-mature specimen. Some evidence of Palm Frizzle top. Generally not a species favoured for retention	2	Very Low
47	Date Palm <i>Phoenix dactylifera</i>	5	500	4-6	Excellent	Good		Reasonably good semi mature specimen. Transplantable at this size although its location next to the existing building may be a limiting factor	2	Medium
48	Queen Palm <i>Syagrus romanzoffiana</i>	7	200	4-6	Good	Good		Semi-mature specimen. Some evidence of Palm Frizzle top. Generally not a species favoured for retention	2	Very Low

**Attachment 2; Company Information & Disclaimer**

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**Company Information**

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Company Name:   
A.C.N.: 107 194 061  
A.B.N.: 66 566 369 687

**Insurance Details:**

General Liability;	Zurich	\$20 million
Professional Indemnity;	Dual Australia	\$5 million
Personal Protection;	Tal Insurance	

**Office/Contact Details**

Postal Address: PO Box 1025, Balcatta WA 6914  
Physical Office Address: 4c/5 Mumford Place, Balcatta  
Ph: (08) 9240 7555  
Fax: (08) 9240 7522

**Consultant Details**

Consultant Contact: Jason Royal  
Dip. Arboriculture (UK)  
Tech. Arbor A



J. Royal; 172723



Member No. 1254



Licensed User

Lic. No. 1743

Ph: (08) 9240 7555  
Mobile: 0409 105 745  
Email: jason@arborlogic.com.au



#### Disclaimer

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This advice has been provided in good faith and based upon the material information provided by the Client to Arbor logic, and based on the visual inspection of the tree(s) at the time this advice was prepared.

Arbor logic does not accept liability arising out of loss or damage that results from: -

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- The provision of misleading or incorrect information by the Client or any other party to Arbor logic upon which this advice was prepared.
- This advice being used by the Client or any other party in circumstances or situations other than the specific subject of this advice.
- Failure by the Client to follow this advice.
- The action(s) or inaction(s) of the Client or any other party that gives rise to the loss of, or damage to, the subject of this advice.

The information provided in this advice may not be reissued or printed without Arbor logic's written permission.

It is also important to take into consideration that all trees are living organisms and as such there are many variables that can affect their health and structural properties that remain beyond the scope of reasonable management practices or the advice provided in this report based on the visual inspection of the tree(s).

As such a degree of risk will still remain with any given tree(s) despite the adoption of any best management practices or recommendations made in this report.

**APPENDIX 3 – HERITAGE STUDY**