



City of Nedlands

Nedlands Stirling Highway Activity Corridor (NSHAC) Strategy



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Executive Summary

The Nedlands Stirling Highway Activity Corridor (NSHAC) is a significant, high-density urban corridor that lacks planning and development guidance that is responsive to the local Nedlands context. This strategy is intended to align the NSHAC precinct with the City of Nedlands Local Planning Strategy and set out the desired future scale and character of the NSHAC precinct. The NSHAC strategy seeks to encourage carefully considered high-density development that responds to the current development context while meeting community expectations and anticipating future needs.

The NSHAC Strategy is guided by a community vision and a set of values statements that address the current issues and opportunities facing the precinct. These values are used to guide the overall objectives of the precinct so that future development is responsibly managed and in keeping with community expectations.

Significant background modelling and community input were used to develop approaches for the area centring around four key focus points: land use, built form, public realm and the movement network.

The overall approach sets out the creation of a neighbourhood centre near the midpoint of the corridor. The neighbourhood centre will have a high concentration of retail, recreation, entertainment and dining uses, as well as high density residential. Abutting the neighbourhood centre will be lower scale residential development. The eastern and western portions of the highway are envisaged to remain as mixed use and continue their identities as, respectively, primarily office and large format retail.

Building heights throughout the area are varied to reflect the differing functionality along the corridor. It is envisaged that a maximum of 12 storeys will be permitted in the highest intensity areas subject to discretionary criteria.

The scale and intensity of development is also set to gradually decrease through the residential zones as one moves away from Stirling Highway to the outer edges of the NSHAC precinct.

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

This strategy has been drafted following the guidance of the Western Australian Planning Commission's State Planning Policy 7.3 – Precinct Design.

The document is set out as follows:

Part One: Strategy

This section contains the strategic maps and outlines the purpose, intent and objectives of the NSHAC area strategy. It sets out the desired future scale and character of the area and outlines requirements that will be applied when assessing subdivision and development applications within the NSHAC area.

Part Two: Background

This contains supporting information to Part One used to prepare the strategy and contains site and context analysis, stakeholder and community participation, vision, and character elements relating to land use, built form, public realm and movement network.

Technical Appendices

The technical appendices include the key documents used to inform the background and strategy provisions. These key documents include:

- Draft Vision and Implementation Framework – Consolidated Growth by Taylor Burrell Barnett (TBB) (2016) **(Appendix A)**
- Nedlands Town Centre Local Distinctiveness Study and Context Analysis by Hassell (2020) **(Appendix B)**
- Nedlands Stirling Highway Activity Corridor Precinct Engagement Outcomes Report by Fairplace (2021) **(Appendix C)**
- Character Analysis Report – Nedlands Stirling Highway Activity Corridor by Taylor Burrell Barnett (2022) **(Appendix D)**
- Consolidated Built Form Report by Taylor Burrell Barnett (2022) **(Appendix E)**

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Part One – Strategy

1 Introduction

This strategy document sets out the high-level direction for development within the Nedlands Stirling Highway Activity Corridor (NSHAC) precinct. It includes principles to guide integrated and context appropriate development consistent with the community's vision for the area.

The precinct comprises the high-density Mixed Use and Residential zones either side of Stirling Highway. The NSHAC area has been identified as an urban growth area and is intended to play a central role in accommodating the City's infill dwelling target by 2050, as established in the Department of Planning, Lands and Heritage's *Perth and Peel @ 3.5 million Framework*.

This strategy takes the approach of setting out overall objectives for the area as well as objectives for each sub-area by addressing four main elements: land use, built form, public realm and movement network.

1.1 Area

The NSHAC area sits within the City of Nedlands boundaries and covers the Mixed Use and Residential (R160 and R60) lots to the north and south of Stirling Highway from the intersection of Loch Street and Stirling Highway at the west to the Bruce Street and Stirling Highway intersection at the east (Refer Figure 1 below).

The NSHAC covers approximately 98.3 hectares and at the time of this report consists of 182 land parcels currently zoned Mixed Use R-AC1, with the remaining 200+ parcels being zoned Residential R160 or R60.



Figure 1: NSHAC Area

2 Objectives

The NSHAC strategy seeks to guide redevelopment within the area to:

1. Set the desired future scale and character of the area to be compatible with the local setting and protect local amenity through appropriate building height, setback, landscaping and vehicle access controls.
2. Accommodate future growth of the area in a way that respects the existing character and historical buildings of the area while enhancing the experience of the journey along the highway.
3. Identify targeted areas for a concentration of retail, commercial or residential uses that function in tandem and improve the diversity of the area.
4. Provide a mix of land uses, public realm enhancements and movement network improvements that enrich the pedestrian experience and encourage neighbourhood activity.
5. Ensure new development improves upon the existing open, leafy character of local neighbourhoods by optimising retention of trees and increased tree canopy.
6. Encourage sustainable and high-quality built form that meets the needs of current and future residents in providing beneficial social, economic and environmental outcomes.

3 Operation

This NSHAC area strategy is a document used to guide the application of discretion for new development within the area. Part One includes objectives and criteria that set out the desired future scale and character of the local area for the purposes of consideration against the various Element Objectives within the Residential Design Codes Volume 2.

Part Two of this document provides contextual background support to Part One, provides additional context to support the assessment of new developments, and sets out an approach to future scheme amendments and other future statutory items to codify elements of this strategy into the planning framework.



4 Stakeholder and Community Participation

Throughout 2021, a series of workshops were carried out with local residents, landowners and businesses chosen to form part of a Stakeholder Reference Group. The initial consultation carried out by consultants Fairplace intended to set out a community vision and guiding principles for the NSHAC area. From this workshop, a vision and eight key values were identified as important to the community. Subsequent workshops carried out by consultants Taylor Burrell Barnett guided the expected built form of the area, setting out the preferred nodal approach and building height limitations. Using the results of these workshops, further consultation was carried out via online surveys and in-person casual drop-in sessions.

4.1 Vision

The below vision came out of the Fairplace workshops:

“Nedlands Stirling Highway Activity Corridor is a place for locals and new households incorporating development that respectfully adapts to the unique character of local streets, built heritage and the mature trees and gardens of Nedlands, providing an environment that supports and enhances established patterns of daily life and the safety and wellbeing of individuals, families and the broader community.”

4.2 Values

The stakeholder reference group identified eight key values to be retained and enhanced in future development within the NSHAC area. Each key value is further augmented by guiding principles for development. These values function as the desired character of the area and form the basis for a framework of future planning controls.

4.2.1 Leafyness (Treescapes)

Trees, especially the fine mature examples, are critical parts of the 'material' heritage and identity of place. Many of these are in private, historic properties or on adjacent streets.

- **Principle 1:** Retention and enhancement of urban tree canopy.
- **Principle 2:** Use landscape to manage bulk and scale.
- **Principle 3:** Support a leafy open character to development.
- **Principle 4:** Optimise landscaping and tree cover within streets, open spaces and new development.

4.2.2 Character + Place + Identity (Homegrown)

Development and growth should be appropriate to enhance the existing and traditional patterns of use, create distinctive places which will support a local neighbourhood 'feel', and celebrate Nedlands' unique character and identity.

- **Principle 1:** Built form respects and enhances the experience of the journey along the Highway.
- **Principle 2:** Preservation of built heritage. The historic maisonette apartments in particular are unique as a collection of significance. They are repositories of story, memories and local identity.
- **Principle 3:** Respect the character of traditional, historical buildings when designing new development.
- **Principle 4:** Support an open character to development in residential zones.
- **Principle 5:** Identify areas for growth which build on local character, use and potential.
- **Principle 6:** Building types which respond to local character and landmark sites.
- **Principle 7:** Reflect domestic scale and character in residential streetscapes.

4.2.3 Connectivity (Walking + Getting Around)

The pedestrian and cycling environment should be improved to promote connectivity and increase safe crossing points to connect north and south.

- **Principle 1:** Safe and legible pedestrian crossings of Stirling Highway.
- **Principle 2:** Preserve the tranquil feel and walkability of local streets.
- **Principle 3:** Improved pedestrian and cyclist amenity along Stirling Highway.
- **Principle 4:** Expansion of off-highway cycling infrastructure.

4.2.4 Functionality (Traffic + Access)

Additional traffic access and egress (including servicing) will be needed in an already congested thoroughfare. This needs to be managed such that business activity and dwellings are serviced appropriately without local streets and properties being severely impacted. Alternate modes of transportation should also be supported to reduce road congestion.

- **Principle 1:** Integrate future road, footpath and intersection design to provide comfortable and attractive roadsides for people.
- **Principle 2:** Preserve the tranquil feel, safety and walkability of local streets.
- **Principle 3:** Comprehensive traffic management.
- **Principle 4:** Public transport connectivity and frequency, particularly with the Perth CBD, UWA and the Hospital Precinct, should be enhanced.
- **Principle 5:** Public parking should be planned and managed throughout the area.

4.2.5 Human Scale & Living Local

There is a local quality to the existing shops and services, a human scale and fine grain which makes them approachable. They are attached to the residential 'hinterland', acting as social places for the neighbourhoods adjacent and allowing people to 'live local'.

- **Principle 1:** Integrate future road, footpath and intersection design to provide comfortable and attractive roadsides for people.
- **Principle 2:** Building types which respond to local character.
- **Principle 3:** Walkable access to local services.
- **Principle 4:** Materiality and design elements which reflect human scale.
- **Principle 5:** Encourage small-scale retail as places to serve and employ locals near large residential nodes.

4.2.6 Breathing Room

More development intensity will also need open spaces and places for nature and tranquillity. Consideration is needed for these human needs in design of both the public and private realm.

- **Principle 1:** Support a leafy open character to development.
- **Principle 2:** Enhance existing public open spaces.
- **Principle 3:** Provision of new public open space.
- **Principle 4:** Create a diversity of spaces for active and passive recreation.

4.2.7 Biodiversity

Consider the NSHAC precinct as a type of system where the local, leafy streets are for walking, respite from the traffic and busyness, providing connections to the river and act as the green 'ribs'. Consider how this 'local character concept' can be enhanced and then interpreted along the Highway and in new developments.

- **Principle 1:** Retention and enhancement of urban tree canopy.
- **Principle 2:** Preserve the tranquil feel and walkability of local streets
- **Principle 3:** Optimise landscaping and tree cover within streets, open spaces and new development.
- **Principle 4:** Provide amenity in parks and streets that help to create attractive, enjoyable places to live and work

4.2.8 Calm + Comfort

Consider the Highway as a place for people. An integrated vision which considers the design of the roadway and streets in conjunction with place quality of the adjacent environment such as footpaths, street trees, active transport and nature. Create an environment which supports business, living, human occupation and working.

- **Principle 1:** Integrate future road, footpath and intersection design to provide comfortable and attractive roadsides for people.
- **Principle 2:** Preserve the tranquil feel and walkability of local streets.
- **Principle 3:** Support a leafy open character to development.
- **Principle 4:** Promote building types which respond to local context.
- **Principle 5:** Consider comfort for pedestrians at ground level.
- **Principle 6:** Increase diversity of dwellings.
- **Principle 7:** Ensure that building design contributes to the amenity of residents, visitors and employees.
- **Principle 8:** Ensure that buildings embrace energy conscious design in both their construction and ongoing operation.

5 Strategic Approach – Sub Areas

5.1 Overview

The existing mixed-use character of the properties abutting Stirling Highway creates the opportunity for an expansion of a wide variety of commercial and retail businesses that are highly compatible with higher density residential development.

Development along Stirling Highway tends to cluster around three existing zones of activity, with land use intensity and built form stepping down between zones. There has been a consistent preference during engagement for codifying the existing informal zonal approach for future development along Stirling Highway.

The proposed range in bulk and scale along the Highway generally matches the topography of the land so that tall developments do not loom over the road. In the Medium Density Residential Zones, bulk and scale of new developments is intended to progressively decrease as one moves away from the Highway to the north and south in order to create a smooth transition to the lower density development outside the NSHAC precinct.

The key advantages to the nodal scenario are:

- Creation of distinct local centres and a concentration of activity;
- Limit highest density to existing/proposed hubs;
- Diversity and visual interest; and
- Proposed heights work well with topography.

Collectively, the approach along the Highway amounts to three primary zones, each with high-density residential potential but with a different non-residential use focus. Predominantly residential zones between them support the non-residential uses and create a focus of activity.

Building heights are to reflect changes in topography such that development will not tower over the activity corridor. Higher development is lower along the southern side of the Highway to account for solar access to adjoining sites.

The existing pedestrian environment is to be enhanced through improved connections, shade, vegetation and ground floor activation. Building design that responds to the local context, and excellent sustainability outcomes will be heavily emphasised.

5.2 Sub-Areas

The sub-areas within NSHAC are as shown in Figure 2 and as follows:

- **Neighbourhood Centre Zone;**
- **Western Mixed Use Zone;**
- **Eastern Mixed Use Zone;**
- **Stirling Highway Residential Zones; and**
- **Medium Density Residential Zones.**

Development within the sub-areas is to be consistent with the vision, objectives and criteria of each sub-area, as well as the overall criteria for the public realm and movement network.

Notwithstanding the built form described below, it is acknowledged that many of the mixed use lots do not have sufficient depth or frontage to reach the full built form development potential of the Acceptable Outcomes within the R-Codes or this Strategy without amalgamation.

5.3 Land Use

Part of the zone approach involves rezoning land along Stirling Highway, which is currently zoned Mixed Use. The introduction of a Neighbourhood Centre zone in the area identified within the Local Planning Strategy as the Town Centre will highlight the importance of this area and encourage a focus of development.

Areas to either side of the Neighbourhood Centre Zone are to be rezoned Residential to support the centrality of the Town Centre (Figure 2).



Figure 3: Proposed base and discretionary heights

5.4 Neighbourhood Centre Zone

5.4.1 Vision

This location has been identified as the “Town Centre” in the City of Nedlands Local Planning Strategy and is intended to be a vibrant, welcoming, and lively hub. This zone will be the focal point for daily shopping, entertainment and dining along Stirling Highway and will accommodate a broad range of retail and entertainment uses including supermarkets, restaurants, cafes, speciality shops and recreation venues. Key to activation is well-integrated residential development located nearby, preferably above and/or adjacent to compatible land uses. This zone should contain the greatest bulk and scale of the NSHAC area, and the highest concentration of socialisation uses. Increased bulk and scale relative to the other sub-areas will be achieved owing to the greater depth of the lots within the zone, which allows for greater development potential. New development and amenity improvements should focus on greening the space to improve vegetation and tree canopy, enhancing the walkability of the area, and high-quality sustainable design.

5.4.2 Objectives

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

5.4.3 Land Use

Commercial activity is to be focussed on the lots north of the Highway, while lots to the south of the Highway will have a concentration of retail, dining, entertainment, and other socialisation uses.

A distinctive active edge along the southern blocks will act as a main street edge segment from Captain Stirling to the Windsor Cinema (Stanley Street to Mountjoy Road).

Office and residential uses on upper floors will provide employment and living opportunities in close proximity to high frequency public transport.

5.4.4 Built Form

Private land will be redeveloped over time to accommodate buildings of up to 12 storeys and preferably a minimum of 4. Generally, buildings beyond 12 storeys require a hard transition into the adjoining lower coded R160 and R60 Residential zones. Due to the orientation and possible effects of overshadowing to adjoining lower-density residential development, buildings to the south of Stirling Highway will be limited to a maximum of 10 storeys in height.

Buildings will be designed to embrace the street at the ground floor with local-serving shops, offices, dining, exercise, recreation, socialisation and other uses that contribute to a thriving streetscape.

Landmark sites and heritage buildings will be encouraged to be retained and sensitively incorporated in new development to ensure that the history of the local area is not diminished. New development should reference this existing context.

5.5 Western Mixed Use Zone

5.5.1 Vision

This secondary hub at the intersection of Loch Street and Stirling Highway will grow its function as a local service zone that also provides a broad range of retail, showroom, bulky goods retailers, boutique office and other commercial uses to the wider locality. Existing uses will be incorporated into a more intensive built form arrangement that includes an expansion of apartments throughout the area. The zone will continue to offer opportunities for high-end bulky goods retailers, as this is a function not well served in other parts of the sub-region and is well established in this location.

5.5.2 Objectives

1. Maintain and expand on the existing a range of large-format retail, showroom, and commercial activities which draw visitors from outside of the local government area.
2. Ensure that building heights, setbacks, car parking, landscaping and access provide for a high standard of built form and open spaces.
3. New development is to be designed so as not to detract from the residential amenity of nearby properties.
4. Deliver quality high density development compatible with the predominant uses of the zone while providing active frontages to the Highway.
5. Increase the tree canopy, particularly along the Highway, and improve the vegetation to match the intended leafy green feel of the majority of Nedlands.

5.5.3 Land use

Development is encouraged to retain existing large-format retail, showroom and commercial uses while increasing the options of local-serving retail, small bars, restaurants and other socialisation uses on the ground floor. These land uses are to support an increase in residential density on upper floors and are to be designed so as not to cause a nuisance to nearby residential units.

Land uses that promote socialisation (such as restaurants, cafes, small bars, etc.) should have their frontages to a side street in order to take advantage of the lower vehicle environment while also being designed to protect the amenity of adjoining residential development.

5.5.4 Built form

The existing single and double storey buildings will be transitioned over time to accommodate buildings of up to 12 storeys. Generally, buildings beyond 12 storeys do not transition well into the adjoining lower coded R160 and R60 Residential zones. Due to the orientation and possible effects of overshadowing to adjoining lower-density residential development, buildings to the south of Stirling Highway will be limited to a maximum of 10 storeys in height. All heights will transition down to a maximum of 8 storeys as they approach the residential zones.



5.6 Eastern Mixed Use Zone

5.6.1 Vision

This tertiary hub is to build upon the existing predominantly commercial uses in the area. Future development is anticipated to integrate high density residential on the upper floor with ground level street activation such as offices, consulting rooms and other uses that will serve the community. Development in this zone will link in with the University of Western Australia and Queen Elizabeth II Medical Centre (UWA-QEII) hospital planning and facilitate the expansion of medical-related uses. Smaller retail and restaurant/café opportunities will be encouraged closer to the Broadway and Stirling Highway intersection to serve the hospital and the nearby university.

5.6.2 Objectives

1. Maintain and expand on the existing commercial and low scale retail and small cafes while delivering higher density residential compatible with those uses.
2. Facilitate development consistent with the proximity to UWA-QEII, including the structure plan currently being researched.
3. New development is to be designed so as not to detract from the residential amenity of nearby properties.
4. Maintain large mature trees while enhancing the overall tree canopy and vegetation cover to preserve the leafy feel of the area.

5.6.3 Land Use

Land uses are to accommodate a mix of uses compatible with the nearby hospital and university, such as offices, consulting rooms, and small scale retail and cafes. Development is not to include large scale recreation, entertainment or dining uses that would detract from the neighbourhood centre zone.

5.6.4 Built Form

The existing single and double storey buildings will be transitioned over time to accommodate buildings of up to 12 storeys. Due to the orientation and possible effects of overshadowing to adjoining lower-density residential development, buildings to the south of Stirling Highway will be limited to a maximum of 10 storeys in height.

5.7 Stirling Highway Residential Zone

5.7.1 Vision

The Residential zones between the Mixed use and the Neighbourhood Centre are links are of a lower scale than the other zones and provide a stepping down of building form in scale and intensity between zones. These areas provide a residential core that will concentrate density without detracting from the non-residential uses in the adjoining zones. Residential buildings promote walkability and an active street life, as well as lively neighbourhoods where public-realm life occurs during the day and evening.

5.7.2 Objectives

1. Encourage quality high-density and diverse residential development that will support the adjoining zones.
2. Provide gradual built form and scale transitions from the high density and highly active Highway frontage to the medium density residential zones to the north and south.
3. Ensure residential development respects the amenity, particularly privacy, of adjoining residential lots.
4. Maintain large mature trees while enhancing the overall tree canopy and vegetation cover to preserve the leafy feel of the area.

5.7.3 Land use

These areas are well suited to providing opportunity for predominantly residential development with the incorporation of smaller scale uses such consulting rooms where these have no impact upon the residential uses.

5.7.4 Built form

Residential zones are the lowest part of the stepping down of building bulk along Stirling Highway. Building heights within these areas are anticipated to be from 3 to 8 storeys.

5.8 Medium Density Residential Zones

The lots coded R60 and R160 to the north and south of Stirling Highway function as medium density transition zones. These areas currently consist of predominantly lower density residential development, primarily in the form of single houses and some newer grouped dwellings. It is anticipated that over time these low-yield uses will be replaced with higher-yield developments appropriate for the density code. Such increased density should be encouraged, with development proposing significantly lower yields discouraged.

This zone shall facilitate a transition from the high density development on the Highway to the low density residential neighbourhoods of Nedlands. The zone spreads north and south from Stirling Highway, creating a place for people around a busy urban corridor. The zone will consist of local, leafy streets designed for walking, providing respite from the traffic and busyness of the Highway. Future development will encourage public realm interfaces that provides comfortable and attractive pedestrian journeys through the neighbourhood.

Local streets will function as the green 'ribs' of the zone. Trees, especially well-established, mature trees, will be valued and preserved wherever possible. Trees are a critical part of the material heritage and identity of place in the zone, and their presence is highly valued by the local community. A variety of endemic and water-wise plants will be planted throughout the private realm to safeguard the natural biodiversity within the City.

Environmental and cultural sustainability is important in the establishment of quality built forms. New development will be of a form and scale that is appropriate to the contemporary vision for the zone as a medium-rise and higher density residential, near-City urban neighbourhood. It will exhibit quality design that reflects the existing, traditional patterns of development. Through these measures the future form of development and growth in the zone will create distinctive places which will support a local neighbourhood feel.

The intensity of development in these zones is to be designed to have minimal impact on existing residents throughout the area through the provision of greater building separation, increased front and rear setbacks, and a sensitivity to height transitions, visual privacy and solar access. Development in these areas should respect the existing leafy green streets and highly vegetated front and rear setbacks.

Grouped dwellings within the R160 coding are to be discouraged in favour of larger multiple dwellings that more effectively utilise the higher coding and enable the City to achieve dwelling yield targets in Perth and Peel @ 3.5 Million. It would also allow development to better transition down from Stirling Highway towards the lower coded Residential lots and prevents outcomes where a small grouped dwelling could be constructed between two larger multiple dwellings. Such a configuration would cause issues for both developments, but most notably impact on the sunlight, ventilation and outlook of the smaller grouped dwellings.

5.9 Discretionary Criteria

Benefits for additional height and other areas of major discretion should be based on the development's contribution to the amenity and liveability of an area, and how much a development "gives back" to the area relative to the discretion it is seeking. Any proposed community benefits should be aligned with community wants and needs and may consider items such as public open space, affordable housing, housing diversity, additional trees with full deep soil, infrastructure upgrades not otherwise required by an external agency, or amenities intended to be enjoyed by the community and not primarily for the benefit of residents of a specific development.

The City is currently considering a Public Open Space strategy, which will help guide discretionary assessments. Additional research will need to be carried out by the City in regards to determining community needs and dwelling diversity requirements. This work may form the basis of a future policy that provides more concrete guidance on discretionary elements and development trade-offs.

6 Strategic Approach – Movement and Public Realm

6.1 Movement Network

6.1.1 Objectives for all sub-areas

1. Improve the pedestrian and cyclist experience at ground level by providing comfortable and attractive linkages throughout the area and minimising crossovers through consolidated access.
2. Encourage opportunities for improved north/south connections across the Highway.
3. Support initiatives for reducing car dependency and promoting alternative modes of transportation, including mid-tier public transport opportunities.
4. Eliminate crossovers and vehicle access to the Highway wherever possible.

6.1.2 Stirling Highway

Vehicle access will need to be rationalised and shared among lots through the creation of public carriageways to eliminate direct access to Stirling Highway. To facilitate this, developments without access to secondary streets or existing rights of way are to be set back 6 metres from the rear boundary, with that land burdened with public access rights in perpetuity when associated with a large-scale development. Development within these lots should be designed so that vehicle access can be taken from the laneway once it is connected to a secondary street or existing right of way. A map of future laneway need is provided below. (Note: Required laneways exclude multiple adjoining sites owned by the same entity where one of those sites abuts a secondary street or existing laneway)



Figure 4: Laneway network

Pedestrian movements across the Highway, particularly at the Loch Street intersection and around the Rose Garden, Dalkeith Road and Smyth Road need to be safely facilitated. Better infrastructure, including possible provision of underpasses and overpasses, will improve connectivity across and between zones. The priority for crossing should be on the central Neighbourhood Centre zone, with other secondary links available throughout the area.

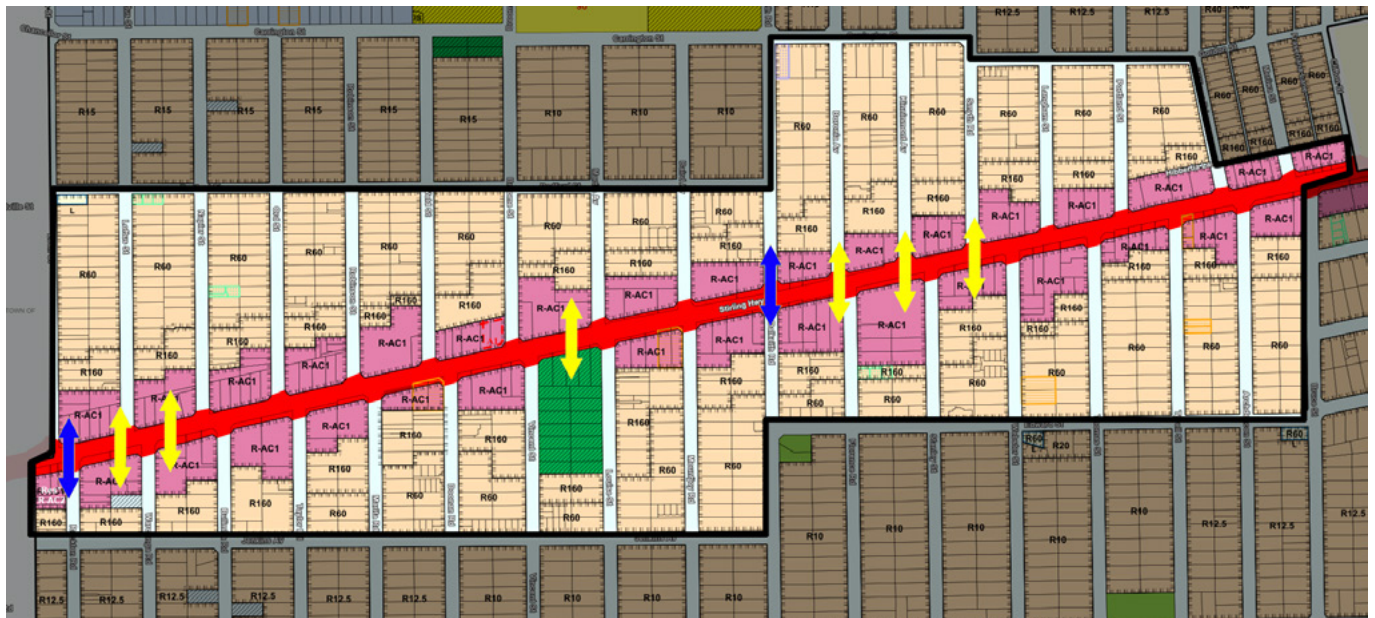


Figure 5: Community preference for bike (blue) and pedestrian (yellow) crossings.

Off-highway cycling infrastructure needs to be expanded to ensure greater connectivity throughout the local area and connect up to form a cohesive cycle network across local governments.

It is proposed that cycle infrastructure is upgraded in consultation with the Department of Transport, and focused on two key components:

- Creation of dedicated cycle lanes on Stirling Highway to provide the most efficient route for commuter cyclists travelling east-west.
- Upgrade and expansion of 'cycle friendly' streets, dedicated cycle lanes and shared use paths. While the City's existing infrastructure is provided in certain areas, the network itself is somewhat disconnected. This network should be reconsidered and expanded/upgraded as a component of future upgrades to local roads to ensure that key destinations within the local area and within other local government areas are better connected.

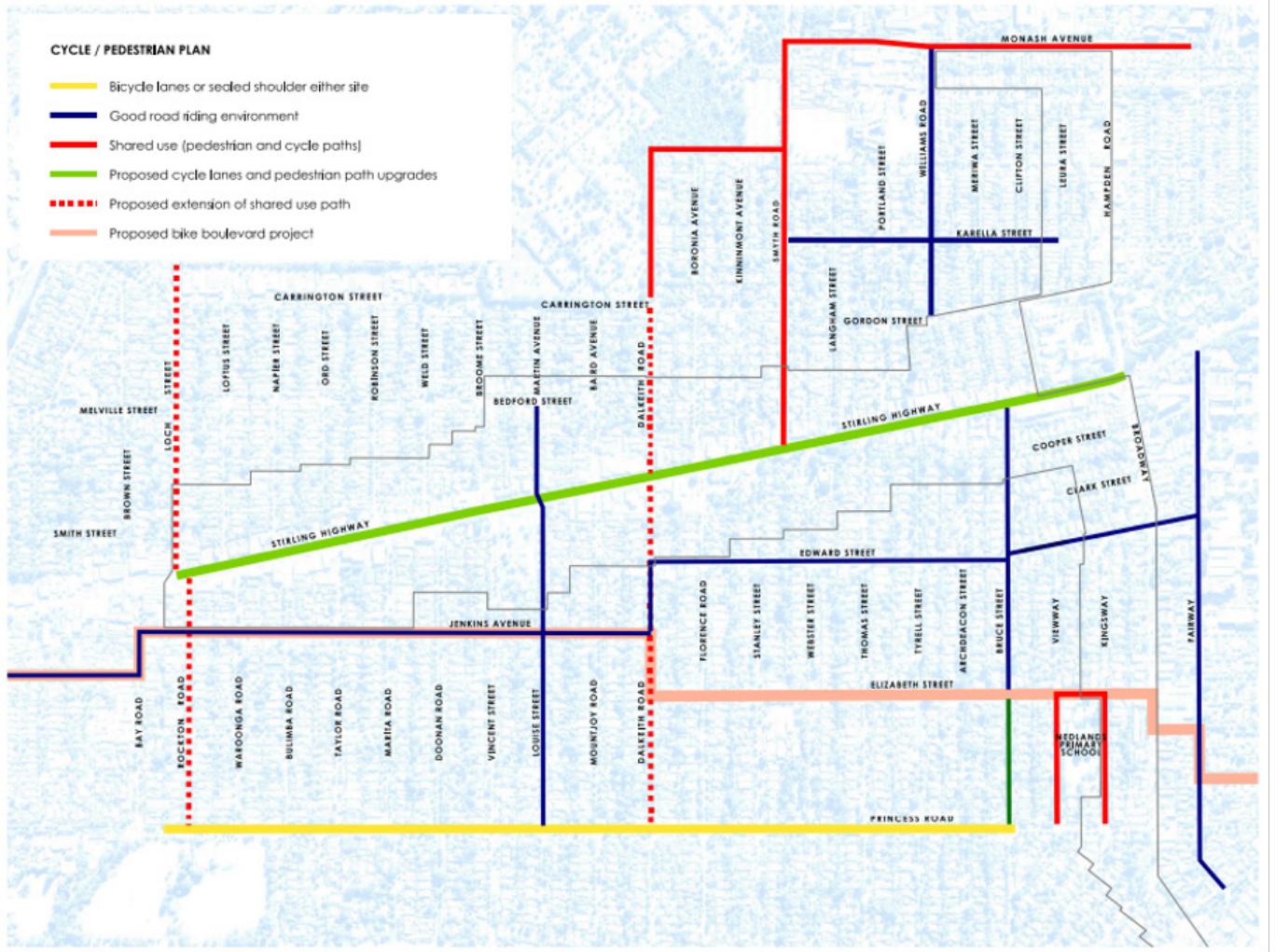


Figure 6: Overall cycle and pedestrian network

Connectivity between the Western Mixed Use zone and the Loch Street train station will be enhanced via improved pedestrian and cycle paths, along with the potential for direct bus linkages between the Highway and the station. Varied high frequency transportation methods are to be investigated with the help of the State Government to facilitate access along the Stirling Highway Corridor.

6.1.3 Residential zones

Movement along local streets is to be enhanced through ongoing upgrades to public infrastructure, including the possible expansion of footpaths to both sides of local streets and provision of additional street tree planting where desirable.

Vehicle access to development is to be consolidated and accommodated via rear or side accessways whenever possible to ensure that pedestrian movements along the street are prioritised. Particularly along long east-west blocks fronting a road and the 'safe active streets' throughout the City, access points are to be minimised to promote increased vegetation and pedestrian and cyclist safety.

6.2 Public Realm

6.2.1 Objectives for all sub-areas

1. Development should improve the public realm by providing shade, shelter, visual interest and character. Shade and shelter are of particular importance along Stirling Highway.
2. Enhance walkability of the Highway and local roads through improved footpath provision, shade, and public infrastructure such as benches and pocket parks where appropriate.
3. Development should reflect the bulk, scale, setbacks and vegetation of properties along the street where they form part of a local road streetscape.
4. Parking areas are to be well landscaped or hidden from view of the street to ensure that they do not detract from the broader streetscape.

6.2.2 Stirling Highway

The public realm along Stirling Highway will be improved with the planting of trees appropriate to the environment, the restriction of direct vehicle access and parking to side and rear access points, and the provision of awnings to provide shade and shelter to pedestrians.

There is a lack of local open space currently serving the community. This shortfall will only be exacerbated as new development is built. Opportunities to expand (particularly for lots north of Stirling Highway) and enhance public open space will be sought. A Public Open Space Strategy will determine how resources can be used to increase public open space appropriately and where the need is most urgent.

7 Heritage and Character Areas

Character Areas are defined areas within a locality that have particular characteristic and cohesiveness worthy of retention. Characteristics can encompass, but are not limited to, architectural style, built form, building materials, front fencing and vegetation and includes the non-physical elements including front setback distances, the spacing of dwellings (side setbacks), and how these elements relate to the area.

A Character Area is not a Heritage Area. However, the recommended Character Areas are strongly influenced by the existing built form with a number of individual places displaying strong aesthetic heritage value.

The 2014 Municipal Heritage Inventory (MHI, now known as Local Heritage Survey), identified 17 potential Character Areas. Following a review by Stephen Carrick Architects, 13 Character Areas are being recommended for inclusion in the Local Heritage Survey (LHS)(see Figure 4). Of those, 7 are fully or partly within the NSHAC precinct.

Specific design criteria should be developed to ensure that new development reflects the character of the existing streets.

Buildings worthy of heritage protection should be placed on the Heritage List to be retained and enhanced, with new development respecting and reflecting the importance of nearby heritage properties. Development incentives to retain heritage significance should be considered, whether that is in the form of rebates or increased discretionary criteria.



Figure 7: Character Areas for investigation

8 Infrastructure

Provision of water supply, waste treatment and electricity infrastructure is sufficient to cater for current demand but may need to be upgraded as higher intensity development is constructed. Stormwater retention is a current issue, with storm drains regularly overflowing and requiring extensive upgrades. This need will only increase as further infill housing is created which results in more hardstand. The City aims to investigate ways to fund such upgrades through developer contributions, either through a developer contribution plan or a similar instrument. This would be an equitable way to avoid future developments being burdened with excessive costs to upgrade infrastructure that would benefit the entire locality.

Part Two: Background

9 Planning Context

9.1.1 Perth and Peel @ 3.5 Million

The Perth and Peel @ 3.5 million land use planning and infrastructure framework sets out an overarching framework for the Perth and Peel regions in accommodating an anticipated population of 3.5 million people by 2050. Perth and Peel @ 3.5 million provides guidance on where development should occur over the next 30 years to ensure sustainable growth of the metropolitan area.

The NSHAC precinct is classified as an Urban Corridor in the Central Sub-Regional Planning Framework. This document identifies the NSHAC precinct as a connection between activity centres, station precincts and industrial centres, and operates not only for the movement of vehicles, but provides locations for increased and diversified places for people to live and work.

The Central Sub-Regional Planning Framework document references infill targets set in the Directions 2031 and Beyond policy, which aims for an infill growth increase of approximately 47 per cent within the Perth and Peel regions. The framework sets infill targets where Nedlands will accommodate 4,320 additional dwellings, increasing the population by approximately 9,500 by 2050. The delivery of higher density development within the NSHAC precinct will play a major contributing role in the City of Nedlands meeting the targets set out in these documents

The city has identified that the lots zoned Mixed along Stirling Highway could support in the order of 2,000 to 2,500 dwellings to the 2050 planning horizon under current planning controls. The built form controls proposed within this NSHAC strategy would accommodate that number of dwellings across the whole of the Mixed use zone.

9.1.2 City of Nedlands Local Planning Strategy

The City of Nedlands Local Planning Strategy (2017) is a strategic document that sets out the City's long term strategic direction and vision for land use and development within the local government area through to 2030 and beyond. The Local Planning Strategy seeks to provide clarity towards achieving the planning goals and requirements set out by the State. The Local Planning Strategy has been prepared following the City's Our Vision 2030 project, which was implemented to engage the community in a shared vision for the future.

The NSHAC spans across three target precincts identified within the Strategy as: Stirling Highway, Nedlands North and Nedlands South, with each target area having specific precinct strategies. As shown in the Local Planning Strategy Map, transitional zones exist within the NSHAC precinct, creating a buffer between high and low density development, ensuring the retention of character within the broader suburb.



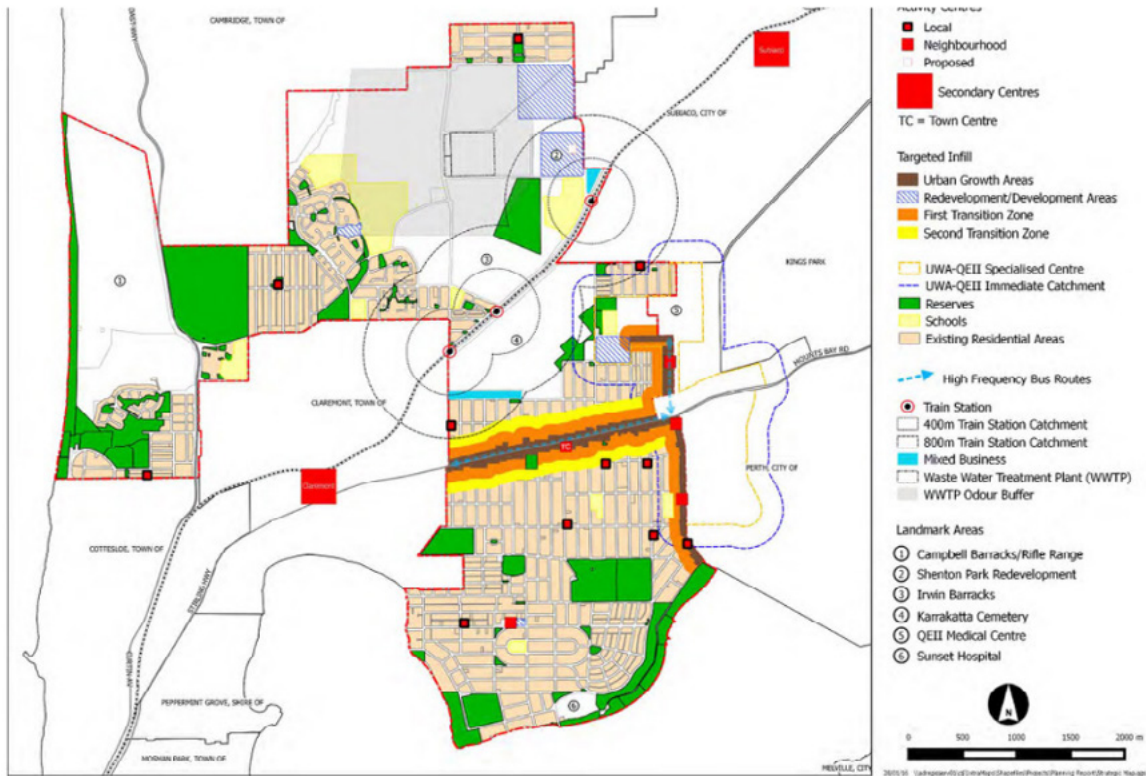


Figure 8: Local Planning Strategy Map

The NSHAC Strategy fits within the broader Local Planning Strategy and provides more context and fine-tuned controls for the lots around Stirling Highway while enhancing the importance of the Town Centre.

9.1.3 City of Nedlands Strategic Community Plan 2018–2028

The City of Nedlands Strategic Community Plan 2018-2028 continues on from the City's previous 2023 Strategic Community Plan and aims to guide the strategic vision for the City. In developing the plan, the vision, values, community aspirations, service delivery levels and affordability was considered. The City's strategic priorities are highlighted as follows:

- Urban Form – protecting quality living environment
- Renewal of community infrastructure such as roads, footpaths, community and sports facilities
- Underground power
- Encouraging sustainable development
- Retaining remnant bushland and cultural heritage
- Providing for sport and recreation
- Managing parking
- Working with neighbouring Councils to achieve the best outcomes for the western suburbs

The long-term concept map identifies Stirling Highway to be a major urban growth area, with a transition area ensuring appropriate densities are considered.

9.1.4 City of Nedlands Local Planning Scheme No. 3

LPS3 introduced substantial up-coding of densities along the Stirling Highway corridor and adjacent transition areas. Generally, these consisted of the up-coding of all lots along the Stirling Highway and adjacent R35 lots to R-AC1, with adjacent transitional lots up-coded to R160. The remainder of the previously low density R10 to R20 lots which comprise the NSHAC transition areas were up-coded to R60.

Notably, LPS3 also introduced a provision which effectively removed all maximum building height limits for R-AC1 coded lots. Clause 26 states: "The default Acceptable Requirement for building height limit (storeys) as set out in Table 2.1: Primary Controls Table does not apply."

10 Background Analysis

10.1 Topography

A key component of the existing site context is the underlying topography across the study area. Site elevation, slope and aspect varies across the NSHAC precinct, with corresponding impacts on the existing character in terms of the perceived scale and mass of buildings, view corridors and solar access.

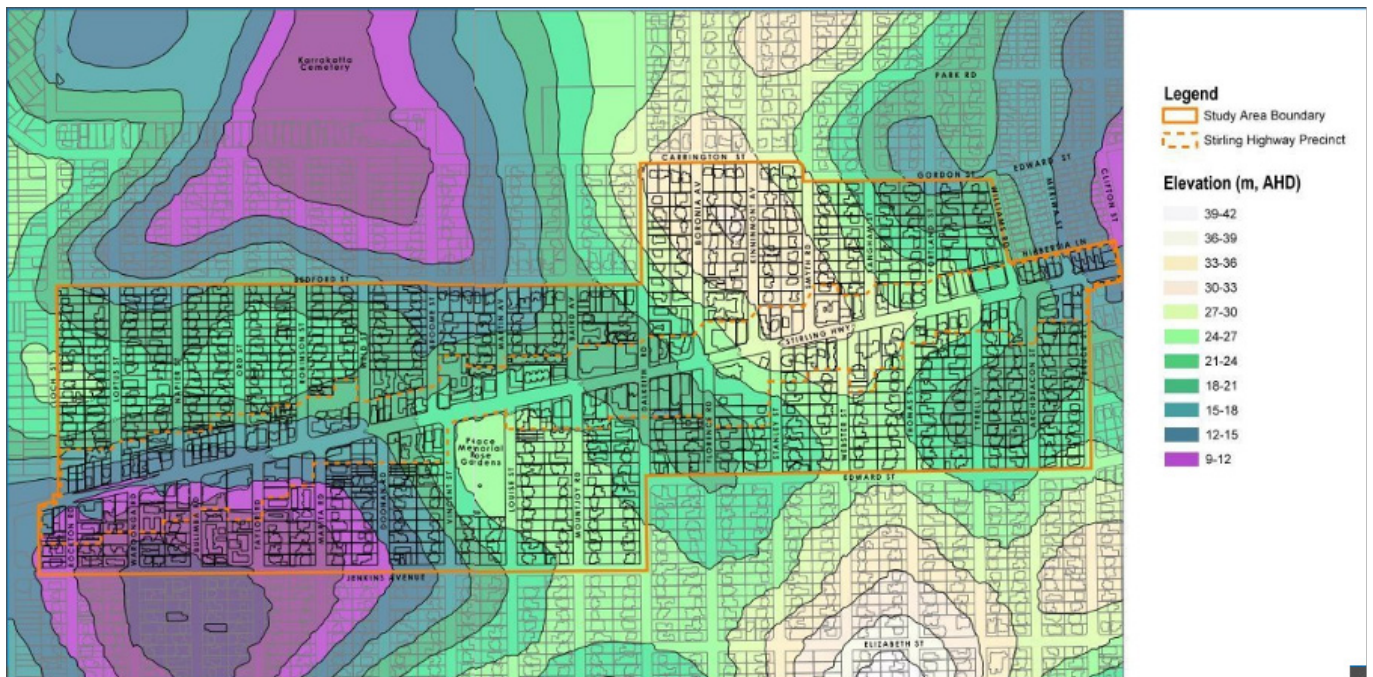


Figure 9: Stirling Highway topography

Site elevation ranges from approximately 3 metres to 42 metres Australian Height Datum (AHD) across the study area (refer Figure 4). Broadly speaking the study area’s high point is to the north west of the precinct, around Boronia Avenue and Kinninmont Avenue, between Carrington Street and Stirling Highway. The low point is located to the south west of the precinct, around the intersections of Waroonga Road and Bulimba Road with Jenkins Avenue. Along the Stirling Highway itself, the low point is to the western end of the precinct at Waronga Road, at around 9 to 12 metres AHD, with the high point at Smyth Road of around 33 to 36 metres AHD.

The elevation, slope and orientation of individual sites are key considerations with implications for the overshadowing, privacy and visual impact of future development. As such, location specific and site responsive development controls will be required to achieve a positive built form outcome for the study area.

10.2 Character Audit

10.2.1 Land Use

The dominant land use across the Stirling Highway Mixed use zone is that of commercial, which includes offices, retail outlets and restaurants, amongst other uses. In addition to commercial, there is also a significant presence of residential land uses, generally clustered towards the centre of the NSHAC area.

The Residential zone is dominated by residential development that can be characterised as spacious, low density, with generous setbacks and mature trees.

10.2.2 Dwelling Types

The mix of dwelling types differs markedly between the Mixed use lots along Stirling Highway and the lots in the nearby medium density residential zones. The dominant dwelling type on Stirling Highway is medium-rise apartment style development, while the residential areas predominately consist of single and double storey single residential dwellings on large lots (reflecting their previous low-density R-Coding). Lots with single houses tend to have generous setbacks and mature trees.

Though there are a limited number of residential land uses on the western portion of the Highway, the dwellings which do exist can be characterised as Art Deco double storey apartment buildings.

Residential lots south of Stirling Highway and east of Dalkeith Road have a greater mix of dwelling types, with slightly more grouped dwellings and multiple dwellings than the other NSHAC residential areas.

10.2.3 Setbacks

While setbacks vary across the Highway, the most common primary street setback is in the over 9m category. This contrasts with the Residential areas, which are heavily weighted towards the 3-6 and 6-9 metre range.

The trend throughout the entire Stirling Highway Mixed use area is that of diverse setbacks covering the full range from below 3 metres to over 9 metres. There is no clear pattern. However, the mix in commercial and residential land use and varying built form is reflected by the lack of a uniform setback pattern.

Setbacks in Residential areas tend to be larger, consistent with the low density single house nature of the areas.

10.2.4 Building Height

The predominant building heights across the NSHAC precinct are within the single to double storey range. There is a much greater presence of double storey built form along Stirling Highway as compared with the Residential areas, which are predominantly single storey.

Building heights along the Highway are consistently varied throughout the NSHAC area, albeit within the narrow range of one to three storeys. The large presence of residential uses to the east provides for a larger proportion of two storey buildings, compared with the west, which has a predominance of commercial land uses that are typically single storey in height.

10.2.5 Building Conditions

The condition of individual buildings throughout the NSHAC area has a very distinct pattern, with buildings within the Residential zones being in predominately a newer well-maintained condition, in contrast to building conditions on Stirling Highway, which are in a predominately 'not well maintained' condition. The well-maintained condition of dwellings within the Residential zones is typical of a residential suburb with high property values and higher owner occupier rates. The predominance of poorly maintained buildings along Stirling Highway has an adverse effect on the character of this area, with many sections suffering from a lack of recent investment.

10.2.6 Building Materials

The range and types of building materials are mixed within both the Stirling Highway subject area and the Residential areas. There are, however, notable variances which differentiate the Residential areas to the Stirling Highway area.

The overall dominance of face brick and render building materials along the Highway is consistent with the Residential areas, however, there is a greater presence of limestone and timber within the Residential areas and a lower proportion of glass construction, reflecting the dominance of residential dwellings within the Residential areas versus the mixed commercial uses along the Stirling Highway.

10.2.7 Dwelling Era

All sub precincts within the NSHAC area are characterised by a diversity of eras of dwelling construction and corresponding architectural styles. The California Bungalow, a popular style of housing in the inter war years (1920-1945), is the dominant style of character home within the Residential areas.

The California Bungalow style is noted for its generous verandahs, open gardens, gabled roof and balanced composition. Cottage Style dwellings also make up a notable share of dwellings across the Residential areas, with a range of other styles also represented including: Post War, 1950s – 70s Brick Veneer, 1980s, 1990s and contemporary dwellings. To a lesser extent (less than 5% of dwellings), older character homes such as Edwardian, Federation and Art Deco styles are also present.

The dominant architectural style of dwellings along Stirling Highway range from the Californian bungalow to Art Deco, with very few contemporary dwellings having been recently constructed along this portion of Stirling Highway.

10.2.8 Street Trees

The quantity and quality of street tree planting varies considerably between the Stirling Highway subject area and the Residential areas. While there is an abundance of street trees provided within the Residential areas, there are relatively few street trees existing along Stirling Highway. The Peace Memorial Rose Gardens, improves the character of this area, given it includes generous amounts of landscaping fronting the Highway, which provides relief from the dominance of hard surfaces. The prevalence of street trees reduces moving towards the west along the Highway.

Only a small minority of lots within the Residential areas do not contain a street tree, with many containing two or more trees. The generous provision of street trees and combined considerable private landscaping has a marked positive impact on the neighbourhood character contributing to a 'leafy green' streetscape character.

10.2.9 Street Activation

There is a greater presence of both visually permeable and visually impermeable fencing within the suburban residential transition areas when compared to the more commercial Stirling Highway. Stirling Highway does not feature significant fencing, given the large presence of commercial land uses which for the most part does not require fencing.

Most of the Residential lots contain low or no fencing, with a higher prevalence of non-permeable fencing on the lots south of Stirling Highway.

10.2.10 Landscaping

The Residential areas provide for a good provision of landscaping, much of this in the front setback area, which contrasts heavily with the poor provision of trees across the lots fronting Stirling Highway. This disparity in private landscaping, combined with a similar pattern of street tree provision, provides for two distinctly different landscape characters settings: the 'leafy green' Residential areas and the hard-surface dominant Stirling Highway corridor. There are some trees within the front setback along the east of Stirling Highway, but this decreases to nil along the western portion.

The Residential areas are heavily weighted towards mature trees within the front setback. However, lots along the south-eastern portion of the Residential NSHAC area tend to contain fewer trees than the other Residential areas.

10.2.11 Vehicle Access

Across the NSHAC area there is a distinct contrast between the lots fronting Stirling Highway, which contain strong potential for access from secondary streets or laneways, and the Residential areas which are dominated by lots with primary street access potential only. An overwhelming majority of lots along Stirling Highway contain only one crossover, with more than half of the lots able to access side streets and relatively few able to access existing laneways.

A minority of Residential lots contain two crossovers, while most have only one. The high proportion of Residential lots with primary street-only access does not create a negative impact on streetscape due to wide lot frontages. However, the lack of laneways removes the opportunity for limiting the impact of vehicle access from the primary street as redevelopment occurs.

10.3 Heritage

The NSHAC contains a total of 36 places listed on the LHS, ranging from management categories 1 to 3. 6 places of exceptional (category 1) significance are listed.

The LHS notes that currently there are no statutory heritage protections for streetscapes or character areas within the city and as a result of the zoning and density changes, the City could lose many character areas which are not currently protected due to redevelopment and intensification.

The LHS identifies six Streetscape Character Areas within the NSHAC precinct that are worthy of protection as shown below:



Figure 10: Potential Character Areas

10.4 Character Statements

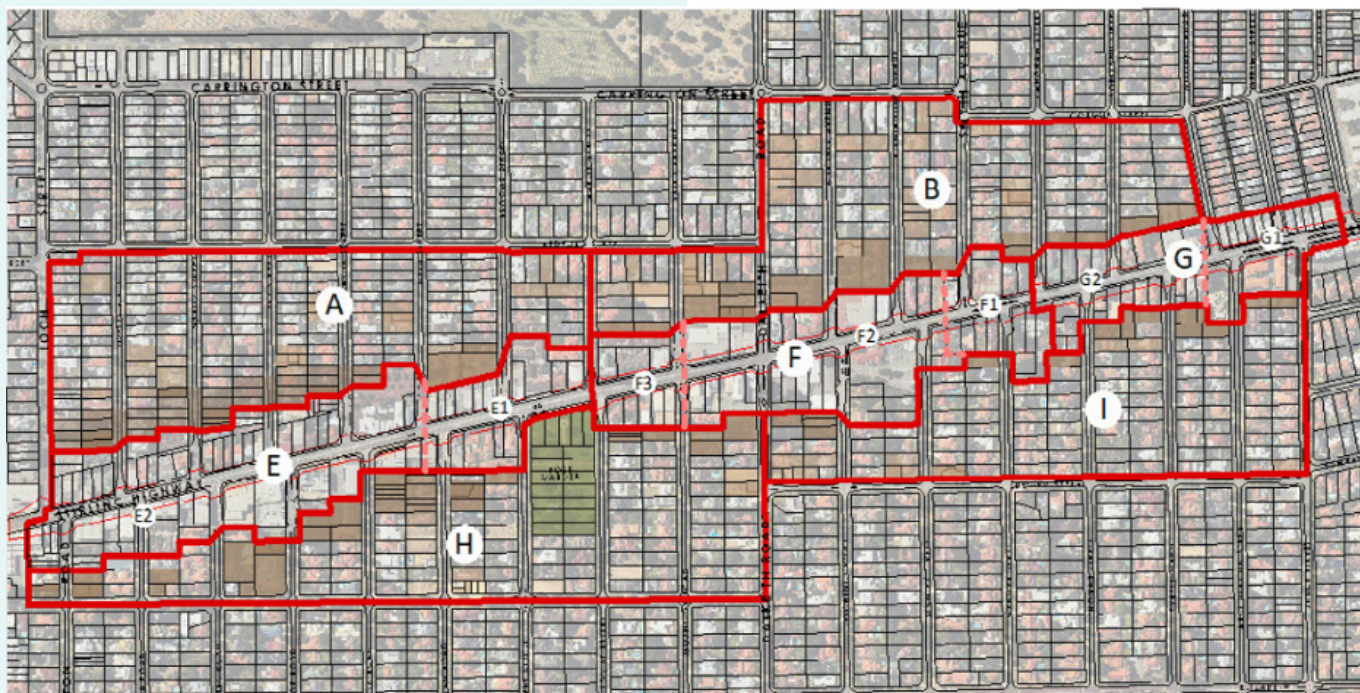


Figure 11: NSHAC sub-areas

10.4.1 Stirling Highway West (G)

The eastern end of the precinct offers a broad mix of commercial, retail enterprises and specialty services. It is distinguished by a fine grain, main street style character and showcases high quality examples of adaptive re-use and traditional low-rise, shop front style development. The Eastern Precinct is characteristically low rise in nature, reflecting the legacy of the existing, single residential homes in the area and the adjoining residential transition zones.

From the high point at the western end of the precinct the view looking east along Stirling Highway captures the University of Western Australia and its famous landmark, Winthrop Hall. The view east is bounded by the Stirling Ranges. The gently sloping topography of the precinct rises from Bruce Street on its eastern border up the hill to the iconic Nedlands library and Langham Street on its western edge. The natural ground level across the precinct falls from north to South across the highway into the transition zones beyond.

The historic Maisonette apartments and their unique character and charm are familiar landmarks. This unique collection of character housing stock sits between low rise housing and contemporary commercial buildings. Mature trees are a notable asset in this established residential setting, contributing to the distinct local sense of place.

(1) G1 Retail and Restaurant Sub Precinct (east)

Traditional, low-rise, retail, restaurants (TQR Restaurant, Itsara), cafés (Lawleys), and commercial premises are located in the east of the precinct along the northern edge of the highway. Most of the buildings in this area display nil or minimal setbacks. The buildings display traditional shopfront typology with attached awnings. This simple architectural typology provides a protected outdoor space and comfortable

pedestrian experience along the highway edge. Specialty shops and medical services, showcase high-quality examples of adaptive re-use (post-war residential adaptation) along this section of the highway.

(2) G2 Commercial and Residential Sub Precinct (west)

A section of large scale, contemporary commercial, mid-rise office buildings of note are located along the northern edge of Stirling Highway in the centre of the precinct. The commercial buildings display large well-maintained, attractive, landscaped setbacks to the lot boundary which integrates with the current street character.

Noticeable qualities include a well-integrated street frontage with signage, landscaping, furnishings, and a bus shelter. Commercial and retail tenancies to the north of the highway exhibit, deep rear setbacks and large areas of at grade parking that abut single residential properties to the rear.

Low-rise single, grouped and multi-residential dwellings are dispersed throughout the precinct. Most of the character housing stock (Maisonettes) are in the Eastern precinct. Together the Maisonettes form a historic collection of significance with a unique history and local identity. Many of the Maisonettes have unique materiality, façade articulation and proportions (location of balconies, openings, stepping in and out of walls) which make them easily identifiable. The Maisonettes deep setback patterns with significant mature trees add character and value to the precinct.

Traditional, low rise grouped dwellings are dispersed throughout the precinct. The homes display established verges, deep highly vegetated setbacks with large shady trees and cleverly consolidated car parking courts that minimise the negative visual impacts of vehicle crossovers and parking hardscape.

Here, the design of parking hardscape and carports is critical to the retention of mature trees.

A diversity of front fencing typologies defines the boundary to private residential lots along Stirling Highway and provides a protected, quiet, refuge from the highway environment.

The western edge of the precinct is bounded by community and civic land uses (Nedlands Library and the Nedlands Council offices).

Generally, the street side zone along the precinct is inconsistent, hostile and unpleasant. Footpaths are uneven and in a state of disrepair. Footpaths are wide along the northern edge of the highway, reflecting commercial/retail character and narrower on the southern residential edge of Stirling Highway between Tyrell St and the Nedlands Library. Pedestrian accessibility across the precinct is generally limited by the number of vehicle crossovers along Stirling Highway (more on the southern side) and lack of pedestrian amenity, such as shelter or places to sit (with the exception of larger commercial tenancies along the, northern side of Highway mentioned previously)

10.4.2 Stirling Highway Central (F)

The Nedlands Town Centre Precinct showcases a diverse land use mix along Stirling Highway including offices, retail, residential, community buildings and, entertainment uses. Both the Peace Memorial Rose Gardens to the west and the civic buildings framing the east provide for a uniquely identifiable and green entrance to the precinct. The civic and cultural heart of Nedlands is located here.

Situated on opposite sides of the highway the civic buildings with their stands of mature trees form the entrance to the local centre down the hill. The local, fine-grain, human scale appeal of the town centre captures a slice of Perth's past. Longstanding shops and services continue to operate in this location that provide a wide variety of community needs. The centre of the precinct is characterised by a pocket of medium to large scale commercial development. The striking, art-deco Windsor Theatre and the historic Captain Stirling Hotel are some of Nedlands's most famous and much-loved landmarks.

These key destinations are much needed local gathering places and entertainment venues for the adjacent neighbourhoods and greater Perth. Timeless examples of heritage residential properties on large leafy blocks can be found dispersed across the precinct.

(1) F1 Community and Civic Sub Precinct (east)

The established community and civic centre are located at the high point of the eastern edge of the Town Centre Precinct. The historic Nedlands Council Offices, Nedlands Library, Drabble House and a notable cluster of heritage residential properties form the identifiable landmarks in this area.

From this high point the view west down Stirling Highway captures the iconic Captain Stirling Hotel, the town centre and the precinct's landmarks beyond.

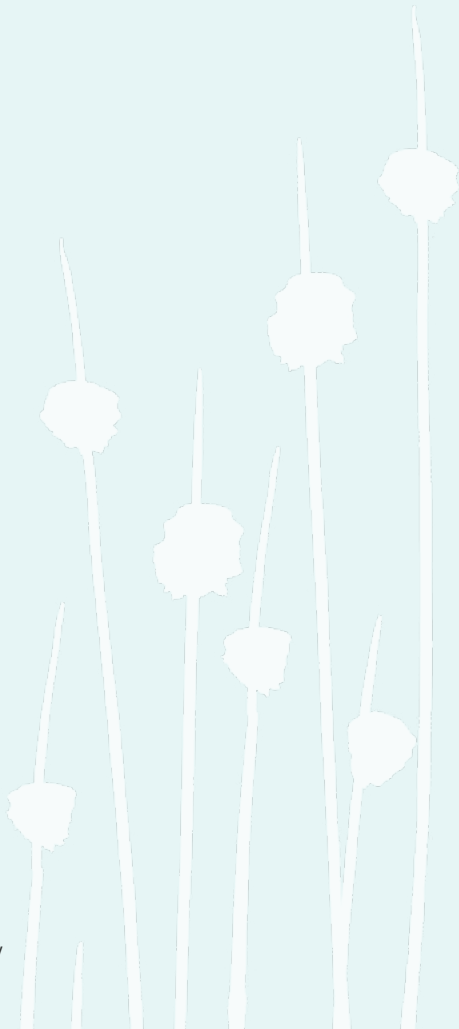
The leafy, established setbacks and traditional building style found in this set of buildings contributes to the attractive, identifiable street interface and civic function of the area. The Low-rise Nedlands Council Offices and Drabble House display a modified residential style building form. The Nedlands Library exhibits a modern civic aesthetic and is surrounded by a densely landscaped set back with a defined pathway with clear signage leading to the Library entrance. The Nedlands Council Offices and Nedlands Library are well served by integrated bus shelters on both sides of the highway.

There is a significant number of landmark trees in the precinct. The trees are fine examples of the material heritage and identity of Nedlands.

Several low to mid-rise, heritage multi-residential apartments are found throughout the precinct. As noted, in the Eastern Precinct these properties display a unique material quality. Their characteristic deep setback pattern, replete with significant mature trees and well-kept gardens provide a tranquil juxtaposition to the busy highway environment. The traditional residential apartments provide an attractive and varied secondary vista to corner lots and residential streets intersecting the highway, which is a highly notable typology.

(2) F2 Town Core Sub Precinct (centre)

As seen in other precincts the topography of the Town Centre Precinct is undulating. In some areas the northern edge of Stirling Highway is markedly higher than the southern side impacting connectivity across the highway.



The precinct sits within a relatively low basin between the Rose Garden to the west and the civic buildings to the east. The corridor form of the highway is defined by significant mature trees, moments of openness at highpoints and enclosure within the basin area which defines the experience of the highway.

Fine grain local services, retail and entertainment destinations are located within the centre of the precinct. On the southern edge of Stirling Highway there are two significant landmark buildings; the Captain Stirling Hotel and the Windsor Theatre that establish a sense of destination and arrival to the town centre.

The mid-rise Art Deco style Windsor Cinema is an easily identifiable highway landmark and is of high heritage value. The night-time lighting of the historic façade contributes to the identity, experience and appeal of the Town Centre.

Another key local destination and gathering place is the Spanish Mission style, Captain Stirling Hotel. A popular venue for the community the casual alfresco dining offers quality landscaping and high street appeal. Limited opportunities for alfresco dining exist throughout the greater Stirling Highway Activity Corridor.

A diversity of low-rise retail buildings are co-located with the neighbourhood shopping centre along the southern edge of the highway. The retail character of this area displays an eclectic assortment of architectural styles (modern, brutalist, art deco), local materials and unique interface qualities. This is one of a few sections on Stirling highway with an activated, continuous, protected ground floor frontage for a range of tenancies. This affords pedestrians some amenity through legible entries and protection from the elements. Some of the Town Centre's identifiable and unique, retail architectural styles include,

- Low-rise modern retail (TBE bike shop)
- Low-rise Brutalist commercial and retail (Australia Post Frontage, Shopping centre, IGA)
- Low-rise main street style retail (Fish Tales)

Large areas of highly visible underutilised surface car parking and hardscape surround shops, services and facilities creating a general disconnect between land uses along the southern side of the Highway.

There is limited connectivity for pedestrian to cross the highway to reach key places. Peak periods of high traffic volume creates a barrier effect, impacting pedestrian safety and place quality along the highway. The area is served by one signalised intersection, which is located at the corner of Dalkeith Road and Stirling Highway. This compounds connectivity challenges between the northern and southern sides of the Town Centre.

Several mid-rise commercial developments of substantial height, are located at the intersection of Dalkeith Road and Stirling Highway. Most buildings have nil or reduced setbacks to Stirling Highway and in some locations, modest landscaping strips soften the interface between road and buildings. Some of the Town Centre's identifiable commercial architectural styles include:

- Mid-rise modern commercial (vet hospital)
- Mid-rise Art deco style commercial (AV Surrounds store front)
- Mid-rise contemporary commercial (Porsche dealership, King Living).

(3) F3 Residential transition Sub Precinct (west)

A collection of low to mid rise post-war art deco, townhouses and grouped residential dwellings and apartments are located on both the northern and southern edge of the highway. Key corner sites adjacent to the Peace Memorial Rose Gardens are attractive examples of larger footprint traditional, character apartments with porches, roof forms, deeper setbacks and established verges with large shady trees. As seen in other areas of the precinct, the traditional residential apartments provide an attractive and varied secondary vista to corner lots and residential streets intersecting the highway. Front fencing and walls politely moderate the effects of traffic.

Featured are the mid-rise postmodern and contemporary commercial buildings. The two large format commercial properties located here display considerable, well-maintained, landscaped setbacks to the lot boundary which integrates with the current street character.

10.4.3 Stirling Highway West (E)

The precinct is characterised by an eclectic selection of traditional low rise residential, retail and mid-rise commercial development that frame Stirling Highway. The Peace Memorial Rose Garden is a significant landmark on the edge of the Western precinct. Famous for its roses, the garden represents an important historic site and provides a valuable open space for the community.

The precinct is well serviced by local shops and services. Familiar to locals, the Chelsea Village offers a unique mix of commercial, retail, cafes and restaurant offerings. The small shopping centre with its inviting design represents a different era of shop building. The mid-rise commercial and retail development west of Doonan Road signals the beginning of the commercial and retail zone that stretches west along Stirling Highway and defines the precinct.

Commercial buildings have a significant presence in the precinct. The southern side of Stirling Highway is flanked by 'big box' commercial and retail buildings, while on the northern side, traditional buildings are more common. Loch Street forms the outer boundary of the Nedlands precinct and provides direct access to Loch Street Station.

(1) E1 Rose garden and Retail Sub Precinct (east)

The Peace Memorial Rose Garden is a valuable open space asset and provides an important passive recreation opportunity for residents.

The eastern end of the precinct provides a mix of specialty shops, restaurants, local services, and small-scale residential development. The northern edge of Stirling Highway displays a mix of heritage, low-rise apartments and low-rise shop front retail and commercial tenancies. Similarly, the southern edge of the highway is lined with traditional, low-rise main street style retail restaurants and commercial buildings. Low-rise (1-2 storey) retail, restaurants (Nandos, Chez Pierre) with some showcasing high-quality examples of adaptive reuse.

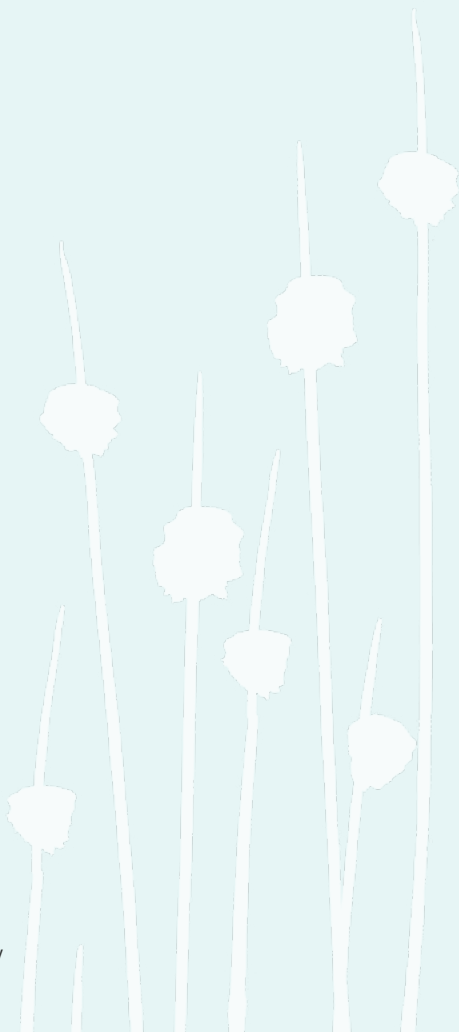
(2) E2 Retail + Commercial Sub Precinct (west)

There is a local quality to the existing shops and services at Chelsea Village and it is a unique example of a mid-rise, mixed-use development with a broad variety of speciality shops, offices, services, cafes and restaurants. Chelsea Village has aesthetic, historic, social and cultural heritage significance. The Chelsea Village adopts a courtyard typology. There are multiple entrances into an internal, landscaped and well-maintained courtyard creating a secondary, protected pedestrian space.

Fronting south on to Stirling Highway is a quality example of an active, fine-grain, and approachable interface. Features include alfresco dining, corner activation and the bespoke articulation of the ground level façade (angled stepping in and out). Spacing and frequency of ground floor entries, glazing proportions, and signage contribute to the attractive vista.

Traditional, low-rise, small-scale retail and commercial built form footprints are dominant along the northern edge of the precinct. The eclectic collection of historic buildings (Turnstyle Collectables, Snadens Pianos) has a unique materiality with some exhibiting creative signage displays making them easily identifiable roadside landmarks.

The existing St Andrews Anglican Church is a heritage landmark and one of few community buildings fronting the highway.



Highly vegetated deep front and rear setbacks are characteristic of the northern edge of the Highway. Many of the precincts mature trees are located here. The setbacks provide refuge and relief from the busy highway environment and soften the interface with the low-rise residential areas that abut the precinct.

Mid-rise, traditional two storey residential apartments are visible throughout the precinct. Significant street setbacks of historic properties along Stirling Highway has provided the opportunity for consolidated crops of mature trees to flourish.

Large format, mid-rise contemporary commercial, retail and mixed-use buildings dominate the southern edge of the Highway. Generally, 'big-box' retail and commercial uses have smaller front setbacks and limited examples of mature trees. Occasional modest landscaping strips provide a softening of the interface between the road and buildings. In some locations the provision of larger setbacks is influenced by the desire for commercial parking and street side signage. These sites have small areas of attractive planting and landscaping.

The precinct has the only 24-hour shopping centre at Taylor Road IGA. This is a key area of existing activity.

The western edge of the precinct features the only other signalised intersection which connects the greater precinct to Loch Street and Loch Street Station to the north. This highly visible corner location is presently occupied by a car dealership. The topography of this precinct falls sharply north to south across the highway and into the southern residential transition zone. This section of the highway sits at the lowest topographical point of the Highway.

The street-side environment is exposed to the elements and is generally in poor condition. The footpath running the length of the precinct on both sides of the highway is in a state of disrepair and not well integrated into the majority of the ground floor tenancies that front Stirling Highway. There is limited integration between the transit infrastructure and the zones of activity along the highway.

10.4.4 Hollywood Sub Precincts

(1) Hollywood Central Transition Zone (E)

The Hollywood Central Transition Zone is characterised by large residential lots with low-rise residential development and attractive leafy streetscapes. The precinct lies to the north of the Nedlands Town Centre and the Stirling Highway East and West Precinct. It extends from Williams Road to the east and gently climbs to a natural high point at Carrington Street terminating at Martin Avenue.

Smyth Road is a major thoroughfare that dissects the precinct. It is important connection between Stirling Highway and the civic function access road to Hollywood Medical Precinct, Hollywood Primary School and sports grounds.

Established, traditional character homes are interspersed with newer, contemporary style development. Inter-war Bungalow style character homes contribute significant aesthetic and cultural heritage value to the streetscape. These modest scale homes have a unique materiality and composition. Key character elements include large verandas, awnings, gabled roofs, and considerable front setbacks that are well-maintained and display, open leafy front gardens. Many properties in this precinct do not have front fencing contributing to the open, leafy character of the area.

Character homes have sizable and well landscaped side setbacks providing dwellings with considerable privacy and protection from overlooking. The side setbacks have allowed for the preservation of mature trees.

Residential properties have large rear yards with significant mature trees and landscaping. Residential lots run east-west between parallel streets. Adjoining backyards create vast corridors of connected green space that run north-south. The contiguous corridors provide habitats which are sanctuaries for a myriad of bird life and fauna. The rich natural environment hums with birdsong and activity.

Lots in Hollywood are notably smaller than other transition areas.

Free-standing carports and enclosed garages are common in this precinct. Singular driveways are generally accessed from the front and located along the side of the lot.

Some examples of traditional, low-rise grouped dwellings can be seen closer to the Highway. Only a few examples of contemporary townhouse style development and duplex development can be observed.

Tree-lined streetscapes have wide grassy, landscaped verges that are rich in mature canopy trees creating a cool microclimate. Footpaths located on one side of the street are shaded by tree canopies providing a comfortable, walking experience for pedestrians. The established vegetation character of this precinct is iconic to Nedlands.

(2) Hollywood West Transition Zone (A)

The Hollywood West Transition Zone is characterised by a mix of large lots with low-rise residential dwellings and areas of subdivision.

The precinct stretches from the western border with the Town of Claremont at Loch Street to Martin Avenue in the east. The precinct is bounded to the north by Bedford Street and to the south by Stirling Highway. The overall topography is relatively flat, gradually sloping down to Stirling Highway.

The residential area in this precinct typifies the traditional domestic character of housing seen throughout Nedlands's transition zones. The low-rise, detached single dwellings sit on large residential lots (approx 1000m²) at the eastern edge of the precinct. Smaller residential lots (approx. 700m²) can be observed on the western side of the precinct.

Established, traditional character homes are interspersed with newer contemporary style development. A small number of duplex, townhouses and group dwellings can be observed across the precinct.

Cottage and Inter-war Bungalow style character homes contribute significant aesthetic and cultural heritage value to the streetscape. These modest scale homes have a unique materiality and composition. Key character elements include large verandas, awnings, gabled roofs, and considerable front setbacks that are well-maintained and display open, leafy front gardens. Many properties in this

precinct do not have front fencing, contributing to the open, leafy character of the area.

Character homes have sizable and well landscaped side setbacks provide dwellings with considerable privacy and protection from overlooking.

The side setbacks have allowed for the preservation of mature trees.

Free-standing carports and enclosed garages are common in this precinct. Driveways are generally accessed from the front and located along the side of the lot

Like other areas of Nedlands currently undergoing transition, subdivision has occurred in this precinct. Several low-rise, contemporary style duplex, townhouses and group dwellings can be observed across the precinct. This activity is notable in lots closer to Stirling Highway. Subdivision has led to a reduction in the size of the characteristically large and highly vegetated front and rear gardens to some degree. Most of the remaining significant mature trees are concentrated within the front gardens rather than the rear gardens as seen in other precincts. Increased numbers of crossovers and parking spaces have limited the opportunity for street tree preservation.

This precinct has a rare example of a local neighbourhood corner store located at the intersection of Bedford Street and Loch Street. Its current use as a catering business and café provides a community meeting place and casual dining experience.

Tree-lined streetscapes have wide grassy, landscaped verges that are rich in mature canopy trees creating a cool microclimate. Footpaths located on one side of the street are shaded by tree canopies providing a comfortable, walking experience for pedestrians. The established vegetation character of this precinct is iconic to Nedlands.

10.4.5 Melvista Sub Precincts

(1) Melvista East Transition Zone (I)

The Melvista East Transition Zone is characterised by large lots with low-rise residential dwellings and an open leafy character. The tree-lined streets of Melvista East and its established character homes offers a standout example the unique qualities that Nedlands is renowned for.

The precinct is located south of the highway and gradually falls south-west from Stirling Highway to Edward Street. The northern and southern ends of the precinct are rich in local community landmarks. The Tresellian Arts Centre, Dalkeith Road Early Learning Centre and the Dalkeith Road Church of Christ can be found along the southern edge on Edwards Street. A cluster of significant civic buildings can be found to the north in the Town Centre. The precinct lies in close proximity to the University of Western Australia campus and the commercial and retail hub of Broadway. The unique leafy green established residential character of this area provides an attractive backdrop to the University campus.

The precinct's location south of the highway ensures easy access through comfortable, shady streets to the Swan River and substantial public open space and riverside amenities.

The residential area in this precinct typifies the traditional domestic character of housing seen throughout Nedlands's Transition Zones. Low-rise, detached single dwellings sit on large residential lots (approximately 900m² - 1000m²) and are the predominant dwelling typology. Few examples of traditional, low-rise grouped dwellings throughout the precinct closer to the highway. There are pockets of contemporary subdivision occurring across the precinct. A small number of duplex and survey strata style group dwellings can be observed. Established, traditional character homes are interspersed with some examples of contemporary style development.

Inter-war Bungalow style character homes contribute significant aesthetic and cultural heritage value to the streetscape. These modest scale homes have a unique materiality and composition. Key character elements include large verandas, awnings, gabled roofs, and considerable

front setbacks that are well-maintained and display, open vegetated front gardens. Many properties in this precinct display a diversity of low height, unobtrusive, fencing delineating the private and public spaces.

Residential lots in this precinct display substantial leafy front gardens attached to generous lawned street verges that contribute to the perceived privacy and tranquilly of the area. These features provide protection and relief from the busyness of the highway.

Residential properties have large rear yards with significant mature trees and landscaping. Residential lots run east-west between parallel streets across the precinct heading, downhill towards the river. Adjoining backyards create vast corridors of connected green space that run north-south. The contiguous corridors provide habitats which are sanctuaries for a myriad of bird life and fauna. The rich natural environment hums with birdsong and activity.

Character homes have sizable and well landscaped side setbacks to provide dwellings with considerable privacy and protection from overlooking. The side setbacks have allowed for the preservation of mature trees.

Free-standing carports, enclosed garages and visible hard-stand parking areas are common in this precinct. Singular driveways are generally accessed from the front and located along the side of the lot.

The mature tree canopy found in this area is notably more ubiquitous and is a reminder of famous, historic, Nedlands's streetscape character. Tree-lined streetscapes have wide, grassy, landscaped verges that are rich in mature canopy trees creating a cool microclimate. Footpaths located on one side of the street are shaded by tree canopies providing a comfortable, walking experience for pedestrians.

(2) Melvista West Transition Zone (H)

The Melvista West Transition Zone is characterised by large lots with a mix of low-rise residential dwelling typologies. The area is currently undergoing a wave of infill transition. Significant areas display new patterns of subdivision and contemporary redevelopment. The precinct lies between the Town Centre and the Stirling Highway West Precinct. It extends from Mountjoy Road to the east and gradually slopes south-west to the western side of Rockton Road.

The historic, Peace Memorial Rose Garden forms an attractive entrance to the precinct on the northern edge. This is a key area of green, open space which is highly valued by generations of Nedlands's residents. Vincent Street is a major thoroughfare that dissects the precinct. It is the access road to local shops, services and amenities at the Dalkeith Village Centre and the Swan River beyond. The precinct is serviced by the popular, Taylor Road IGA, located at the northern end of Bulimba Road.

Established, traditional character homes are interspersed with newer, contemporary style development.

Almost half the lots within the precinct remain low-rise single detached dwellings on large residential lots (approximately 900m² - 1000m²). The remaining lots, display examples of traditional low-rise battleaxe, grouped or multiple dwelling typologies and contemporary housing typically found on subdivided lots i.e. duplex, townhouses and survey strata style development.

Across the precinct there are examples of contemporary low-rise duplexes, townhouses, and survey strata style group dwellings. Subdivision activity has led to a reduction in the size of the characteristically large and highly vegetated front and rear gardens. On subdivided lots most of the remaining mature trees are concentrated within the front gardens rather than the rear gardens as seen in other precincts. In some instances, subdivision has resulted in the complete loss of mature canopy trees within the lots. In light of this, the remaining verge trees continue to provide the value of a tree lined vista.

Evidence of significant areas of subdivision occurring along Jenkins Avenue and Vincent Street are highly visible. Typically, one single lot will be subdivided into five contemporary townhouses,

or two amalgamated lots will accommodate ten grouped dwellings. The need for an increased numbers of driveway crossovers on subdivided lots oriented north-south along Jenkins Avenue has shown to limit the opportunity for street tree preservation. The lots display significant areas of driveway and other hardscape, and most have enclosed garages. There is a notable reduction in the depth of setbacks to front and side lot boundaries. Some display some form of front fencing which has inhibited the open and leafy character seen with other traditional forms of development throughout Nedlands.

Older areas of subdivision to the west display atypically large setbacks and significant front and rear yards. This feature has facilitated the preservation of mature trees and landscaping.

Of the remaining established, traditional character homes, inter-war Bungalow style character homes contribute significant aesthetic and cultural heritage value to the streetscape. These modest scale homes have a unique materiality and composition. Key character elements include large verandas, awnings, gabled roofs, and considerable front setbacks that are well-maintained and display, open leafy front gardens. Many properties in this precinct do not have front fencing contributing to the open, leafy character of the area. Character homes have sizable and well landscaped side setbacks which provide dwellings with considerable privacy and protection from overlooking. The side setbacks have also allowed for the preservation of mature trees.

Residential properties have large rear yards with significant mature trees and landscaping. Residential lots run east-west between parallel streets.

Free-standing carparks and enclosed garages are common for this established typology. Singular driveways are generally accessed from the front and located along the side of the lot.

Tree-lined streetscapes have wide grassy landscaped verges that are rich in mature canopy trees creating a cool microclimate. Footpaths located on one side of the street are shaded by tree canopies providing a comfortable, walking experience for pedestrians. The established vegetation character of this precinct is iconic to Nedlands.

11 Issues and Opportunities

11.1 Land Use

11.1.1 Issues

- Non-residential land use intensification along the Highway will be constrained by land parcel size, fragmented ownership, traffic volume, access limitations and retail sustainability.
- The extent and scale for transition of land use and development intensity from the Highway to lower-density residential areas needs careful consideration.
- The provision of non-residential uses to the exclusion of residential development, as well as significant underdevelopment of high-density lots, erodes the ability to achieve target population growth.
- Current zoning and density across the lots abutting Stirling Highway results in an inability to create a critical mass of shop/retail and commercial services close to key zones and that act as an attractor for visitors and residents. The result is development that is spread out, uneven, and strategically misaligned with community expectations of a centralised Town Centre.
- Lack of a distinct shopping centre, particularly one that provides local retail, daily shopping and restaurant opportunities.
- Optimising the activation of key streets and centres will require management of ground level land uses.
- Land uses that are near other local government boundaries (City of Perth and the Town of Claremont) and which may experience future intensification and change do not align with the current planning framework of those other local governments.

11.1.2 Opportunities

- There is a long-term opportunity for land use and residential density synergies between Loch Street train station and Stirling Highway to encourage greater connectivity between these public transport nodes.
- There is a long-term opportunity for increased residential density within a 10 minute walk of Loch Street train station to take advantage of the high frequency public transport.
- The western portion of Stirling Highway includes a range of outlets and bigger box stores not offered elsewhere that draw visitors from outside the area.
- There is a substantial opportunity for increased building floor space and scale in existing western and central zones, particularly where these expand upon existing retail and commercial uses to create mixed-use, multi-storey development.

11.2 Built Form

11.2.1 Issues

- Smaller lots may need to be amalgamated to achieve a critical mass suitable for larger scale redevelopment and allow alternative access arrangements in lieu of Stirling Highway.
- Lack of existing residential diversity and affordability.
- Many buildings along Stirling Highway do not create a positive experience within the public realm.
- New buildings along Stirling Highway will need to address noise and amenity implications of the road.
- The transition of building height and scale from the key roads to lower-density residential areas needs to address matters such as resident amenity, overshadowing, streetscape and privacy.
- Parts of the Highway are dominated by unattractive buildings that do not add to the character of the area.

11.2.2 Opportunities

- Sites at gateway locations close to Hampden/Broadway/Stirling Highway intersection and Loch Street/Stirling Highway present a key opportunity for greater development.
- Larger lots with high development potential offer scope for comprehensive built form and land use outcomes
- Existing examples of positive street edge interfaces provide a good guide for future development, particularly those that contribute to activity and vibrancy within the street.
- The existing separation between zones enables transition between lower and higher building heights and scale.
- Redevelopment offers an opportunity to provide a range of dwelling sizes to ensure there is a diversity of product available to meet a variety of needs of residents at each stage of life.
- New buildings allow opportunities to improve the public realm, including walkability, connectivity, activated frontages and appealing design.
- Buildings with strong heritage value and/or that are considered landmarks can be retained and integrated sensitively with new development to create a distinct character and feel.

11.3 Public Realm

11.3.1 Issues

- There is limited public open space within the local area, with the Rose Garden the only dedicated open space area.
- There are limited tree plantings or shade structures along Stirling Highway, and this contributes to the area being inhospitable for pedestrians and cyclists, and fails to provide relief from the sun's glare for motorists.
- There are few safe opportunities for pedestrians and cyclists to cross Stirling Highway, thereby limiting north-south movement across the Highway.
- There is limited public open space within a walkable catchment of the NSHAC area.
- Main Roads reservations take up a significant portion of land directly abutting the highway and with no clear timeline or concept plan for road upgrades.

11.3.2 Opportunities

- The Rose Garden offers high quality amenity that should be capitalised on with residential densification surrounding the park, provided that this development maintains an appropriate relationship with the character and function of the open space.
- There is a good opportunity to enhance accessibility and functionality of the Rose Garden, provided that these enhancements do not detract from the heritage value of the gardens area.
- Major redevelopment proposals will provide opportunities to create publicly accessible private open spaces, particularly where these are adjacent to the street or existing public spaces.
- There is substantial open space within the broader regional area.
- There is a good opportunity to influence the design of Stirling Highway as a component of future upgrades to increase landscaping opportunities and public realm improvements and the north-south permeability (particularly around key desire lines).
- The introduction of rear and side vehicle access ways along Stirling Highway will provide opportunity for more extensive landscaping within the Stirling Highway verge areas.
- The close configuration of the Nedlands Administration Building, Drabble House and the library allows an opportunity to design a civic hub that enhances open space and options for community gathering.
- A landscape strategy of 'Quick Wins' can be implemented in the immediate future as a tactic to establish quick and immediately visible changes to the landscape along Stirling Highway, particularly as areas of reserve are ceded to the Crown without confirmation of the upgrade time frames.

11.4 Movement Network

11.4.1 Issues

- Stirling Highway is currently a very inhospitable environment for pedestrians/cyclists due to the lack of cycle paths and a lack of tree canopy or shelter.
- Stirling Highway acts as a hard barrier limiting north/south movements with few opportunities for pedestrians and cyclists to safely cross.
- Key intersections of Stirling Highway along Dalkeith Road and Loch Street are congested during peak hour periods.
- There is limited connectivity between the NSHAC area and Loch Street train station.
- The cycling network throughout the broader area is relatively disconnected, with a series of cycle paths, dual use paths and 'cycle safe' roads.
- Vehicle access directly onto or off Stirling Highway needs to be restricted or eliminated.
- There is a lack of easily accessible public transport options beyond buses.
- Opportunities for vehicle parking within the public realm are limited, as parking along Stirling Highway is not permitted, parking along side streets should be limited and there is currently no public owned land suitable for the construction of public car parking facilities.
- The progressive widening of the Main Roads reservation will occur in a piecemeal approach as adjacent properties within the reserved area are developed and subdivided and are required to cede their land as a condition of approval, or they negotiate sale of their reserved land to the Western Australian State Government.

11.4.2 Opportunities

- Opportunities to influence the future design of the Highway in partnership with Main Roads and the Department of Planning should be sought wherever possible.
- Several high-frequency bus routes run along Stirling Highway and within the University and Hospital precincts, and these should be better connected to the broader area.
- The opportunity exists to link up a long-term cycle network to other local governments.
- Opportunities to improve pedestrian connectivity at key intersections and attractors must be implemented to ensure these centres function efficiently.
- The majority of public parking will be provided on private development sites as a component of development, with shared access and parking arrangements a key component of development approval.
- Rear or side access arrangements will be required as a component of new development that fronts Stirling Highway. This allows for a future laneway network that reduces vehicle access points to all streets.

12 Appendix



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