

# Stirling Highway Redevelopment

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Our Ref: TPN/120, M09/12411

*“Model Your Destination”*

6 July 2009

«First\_name» «Surname»  
«Address\_1»  
«Address\_2»  
«Address\_3» «Residential\_Post\_Code»

**IMPORTANT**  
**COMMUNITY SURVEY**  
**Respond by 31 July 2009**

Dear Sir/Madam

## **STIRLING HIGHWAY REDEVELOPMENT – COMMUNITY SURVEY**

In recent months, the City of Nedlands has been working with local residents, ratepayers and businesses to better understand community requirements for the Stirling Highway Redevelopment.

A Draft Plan has now been drafted for consultation only and Council is keen to obtain feedback based on Community expectations.

People with an interest in the Stirling Highway Redevelopment Area are invited to review the enclosed Information Paper and complete the accompanying survey. The Information Paper outlines proposed land uses, dwelling types, universal access, building heights, setbacks, laneways, parking and open space.

Please read the following Information Paper then complete the accompanying survey by **Friday 31 July 2009**. If you prefer to complete your responses online, please visit [www.stirlinghighway.nedlands.wa.gov.au](http://www.stirlinghighway.nedlands.wa.gov.au). If you are unable to complete the survey, you may pass the survey onto another occupant in your household aged 18 years or older. Please only complete one survey per household. Responses will be processed by CATALYSE<sup>®</sup>, an independent research company.

A full copy of “The Stirling Highway Redevelopment Area – Draft Plan” is available from the Council Chambers, Nedlands Library, Mt Claremont Library or the website, [www.stirlinghighway.nedlands.wa.gov.au](http://www.stirlinghighway.nedlands.wa.gov.au).

If you have any questions, please contact Craig Shepherd or any member of the Project Team at the City of Nedlands on 9273 3500.

Yours sincerely

GRAHAM FOSTER  
CHIEF EXECUTIVE OFFICER



City of Nedlands

## **CITY OF NEDLANDS**

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## Stirling Highway Redevelopment Area Information Paper for Consultation



City of Nedlands

### INTRODUCTION

Historically, much of the City of Nedlands has developed as single houses on generous parcels of land. This has led to a distinctive character that is highly valued by residents. However, it has become evident over the years that the City is faced with the need to consider demographic changes such as an ageing population, smaller households, and shifts in family structure.

The City seeks to better meet this change by allowing for more commercial and diverse residential development in appropriate locations. Highly accessible locations such as land adjacent to Stirling Highway have been identified as appropriate for more diverse residential development. The area is known as the Stirling Highway Redevelopment Area. Development guidelines have been produced to ensure that new development contributes towards achieving an attractive, viable mix of uses including residential components of diverse dwelling types.

### COUNCIL DISCLAIMER

*This document has been released for public comments.*

*It has not been approved by the City Council*

*The Council welcomes comments from the public that will help towards achieving an outcome that will be in the best interests of the City of Nedlands.*

### STIRLING HIGHWAY REDEVELOPMENT: AN OVERVIEW

The Stirling Highway Redevelopment Area (illustrated in Figure 1) consists of two distinct parts. 'On the Highway', lots are typically of a Commercial and Mixed Use nature and 'Off the Highway', only residential development is permitted.

**Figure 1 – Proposed Stirling Highway Redevelopment Area**



**THE VISION**

The City’s aim for Stirling Highway is that it will evolve into a unique urban corridor distinguished by a series of nodes of mixed-use development, each with a distinct character, surrounded and linked by pockets of diverse residential developments. Each activity node will be characterised by a mix of land uses reflective of its role within Nedlands, and will include a component of residential development.

Buildings facing Stirling Highway will be of mixed use urban character, defining the street edge and public spaces within the activity nodes. Accommodation for a variety of business types will enhance the viability of local services and provide local employment opportunities.

In every case, land facing side streets (Off the Highway) will be entirely residential. This is important to ensure a transition into the existing residential areas beyond and maintain the existing residential character.

The long term future widening of Stirling Highway by the State Government will introduce improvements both in terms of traffic flow and streetscape. Wider footpaths and coordinated paving will be enhanced by street tree planting. Development adjacent to the Highway will enhance the pedestrian environment through the provision of pedestrian shelter over footpaths, and through landscaping.

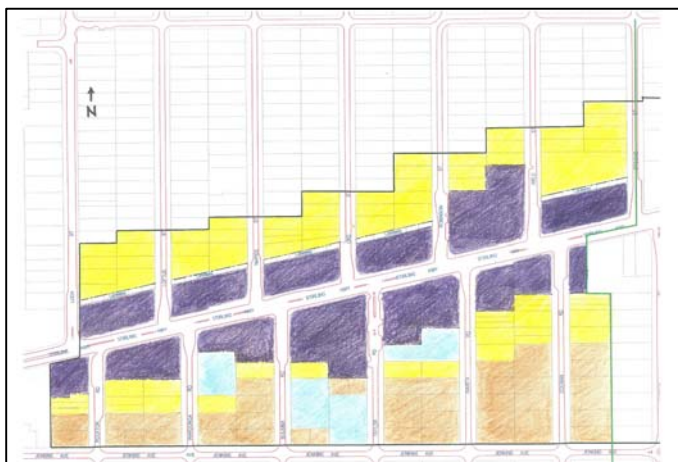
**FOUR DISTINCT PRECINCTS**

The area is divided into four precincts, based on existing “nodes” that have developed over time. The precincts are illustrated in Figure 1. Each precinct has a separate Precinct Plan which stipulates development controls which will determine the character of the area.

**Precinct 1: Loch To Broome Land Uses**

Proposed Character	Proposed Land Uses ‘On the Highway’
<ul style="list-style-type: none"> <li>▪ Continuation of existing showroom / office character</li> <li>▪ High quality mixed use development</li> <li>▪ New laneway to be created behind commercial properties on the north side of Stirling Highway</li> <li>▪ Community Services (Church)</li> <li>▪ Diverse housing types (single houses, townhouses and apartments).</li> <li>▪ Transition to the Town of Claremont</li> </ul>	<ul style="list-style-type: none"> <li>▪ Showrooms</li> <li>▪ Offices</li> <li>▪ Shops / Restaurants</li> <li>▪ Mixed use developments, with residential component</li> </ul> <p><i>Prohibited land uses:</i></p> <ul style="list-style-type: none"> <li>▪ 100% residential</li> </ul>

**Proposed Land Use Plan**



**LEGEND**

— Redevelopment Area Boundary

— Precinct Boundary

**On The Highway:**

Commercial / Mixed Use

\* Refer On the Highway Provisions Table for specific uses

**Off The Highway:**


\* Residential only.

300m<sup>2</sup> lot (Separate or Townhouse)

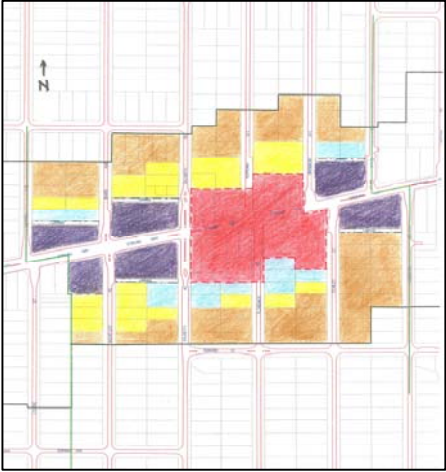
500m<sup>2</sup> lot (Separate or Townhouse)

Apartment/Multiple Dwelling

**Precinct 2: Rose Gardens Land Uses**

Proposed Character	Proposed Land Uses 'On the Highway'
<ul style="list-style-type: none"> <li>▪ Recreation space (Rose Gardens).</li> <li>▪ High quality residential apartments.</li> <li>▪ Strong relationship to Rose Gardens through view-corridors and landscape setting of buildings.</li> <li>▪ Continuation of existing retail and office character.</li> <li>▪ Transition into Village Hub.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Offices / Shops / Restaurants / Cafes</li> <li>▪ Mixed use developments</li> <li>▪ Ground floor for commercial use only</li> </ul> <p><i>Prohibited land uses:</i></p> <ul style="list-style-type: none"> <li>▪ Showrooms</li> <li>▪ 100% non-residential</li> </ul>
Proposed Land Use Plan	
	<div style="border: 1px solid black; padding: 5px;"> <p><b>LEGEND</b></p> <p>— Redevelopment Area Boundary</p> <p>— Precinct Boundary</p> <p><b>On The Highway:</b></p> <p><span style="display: inline-block; width: 15px; height: 10px; background-color: #4b4b9b; border: 1px solid black;"></span> Commercial / Mixed Use</p> <p><small>* Refer On the Highway Provisions Table for specific uses</small></p> <p><b>Off The Highway:</b></p> <p><small>* Residential only.</small></p> <p><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffff00; border: 1px solid black;"></span> 300m<sup>2</sup> lot (Separate or Townhouse)</p> <p><span style="display: inline-block; width: 15px; height: 10px; background-color: #d2691e; border: 1px solid black;"></span> 500m<sup>2</sup> lot (Separate or Townhouse)</p> <p><span style="display: inline-block; width: 15px; height: 10px; background-color: #add8e6; border: 1px solid black;"></span> Apartment/Multiple Dwelling</p> </div>

**Precinct 3: Mountjoy To Smyth Land Uses**

Proposed Character	Proposed Land Uses 'On the Highway'
<ul style="list-style-type: none"> <li>▪ Heart of the Highway / Village Hub location</li> <li>▪ Main retail zone and hospitality area, including Captain Stirling Hotel, restaurants and cafes</li> <li>▪ Activation of main side streets such as Dalkeith Road and Stanley Street</li> <li>▪ Potential for increased activity and height</li> <li>▪ Mixed use and residential apartments</li> </ul>	<ul style="list-style-type: none"> <li>▪ Offices / Shops / Restaurants</li> <li>▪ Mixed use developments, some with residential component</li> <li>▪ Ground floor for commercial use only</li> </ul> <p><i>Prohibited land uses:</i></p> <ul style="list-style-type: none"> <li>▪ Showrooms</li> </ul>
Proposed Land Use Plan (Excluding Village Hub)	
	<div style="border: 1px solid black; padding: 5px;"> <p><b>LEGEND</b></p> <p>— Redevelopment Area Boundary</p> <p>— Precinct Boundary</p> <p><b>On The Highway:</b></p> <p><span style="display: inline-block; width: 15px; height: 10px; background-color: #4b4b9b; border: 1px solid black;"></span> Commercial / Mixed Use</p> <p><span style="display: inline-block; width: 15px; height: 10px; background-color: #ff0000; border: 1px solid black;"></span> Village Hub (See separate Provisions Table)</p> <p><small>* Refer On the Highway Provisions Table for specific uses</small></p> <p><b>Off The Highway:</b></p> <p><small>* Residential only.</small></p> <p><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffff00; border: 1px solid black;"></span> 300m<sup>2</sup> lot (Separate or Townhouse)</p> <p><span style="display: inline-block; width: 15px; height: 10px; background-color: #d2691e; border: 1px solid black;"></span> 500m<sup>2</sup> lot (Separate or Townhouse)</p> <p><span style="display: inline-block; width: 15px; height: 10px; background-color: #add8e6; border: 1px solid black;"></span> Apartment/Multiple Dwelling</p> </div>

**Village Hub Land Uses**

Proposed Character	Proposed Land Uses
<ul style="list-style-type: none"> <li>▪ Buildings developed in urban open space setting.</li> <li>▪ Protect and enhance existing Captain Stirling Hotel with new development in modest setting to integrate with the existing building.</li> <li>▪ Protect existing significant trees as identified on the Village Hub Plan.</li> <li>▪ Connect and create a Village Hub through pedestrian links through buildings on ground floor.</li> <li>▪ A minimum of 50% open space per lot shall be provided to ensure buildings are set in a landscaped setting.</li> <li>▪ Identified small footprint 5 storey development site shall be iconic landmark buildings on Highway within landscaped setting to offset land required to retain existing significant trees.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Retail Shops</li> <li>▪ Offices</li> <li>▪ Civic Uses</li> <li>▪ Restaurants / small bars</li> <li>▪ Mixed use developments, some with residential component</li> </ul>

**Village Hub – Early Concept for Feedback**



**Precinct 4: Smyth To Hampden Land Uses**

Proposed Character	Proposed Land Uses
<ul style="list-style-type: none"> <li>▪ Mixed use developments, with large existence of offices</li> <li>▪ Some hospitality (restaurants / cafes) and retail</li> <li>▪ Short-stay executive accommodation</li> <li>▪ Smaller-scale residential units for students/single occupants.</li> <li>▪ Community facilities (City of Nedlands Chambers and Library)</li> <li>▪ Transition from Village Hub into Activity Centres on Hampden Road (QEII) and Broadway (UWA)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Offices / Shops / Restaurants</li> <li>▪ Mixed use developments, some with residential component</li> <li>▪ Ground floor for commercial use only</li> </ul> <p><i>Prohibited land uses:</i></p> <ul style="list-style-type: none"> <li>▪ Showrooms</li> </ul>

**Proposed Land Use Plan**



## HOUSING TYPES AND DWELLING SIZE

A variety of dwelling types not currently in high supply within the City will be available to suit a variety of household structures and lifestyles. Dwellings are proposed in mixed use developments 'On the Highway'. 'Off the Highway', a mixture of small apartment buildings, townhouses and separate houses will gradually integrate with the existing low density residential areas. Each Precinct Plan identifies the location of various housing types.

### Separate Dwellings/Townhouses/Villas

Lots are permitted to be redeveloped and/or subdivided to the minimum lot size depicted in each Precinct.

The maximum number of new dwellings per original lot depends on the size of the parent lot as follows:

300m <sup>2</sup>	Resulting in a maximum of 2 lots where the parent lot is greater than 600m <sup>2</sup> and 3 lots where the parent lot is greater than 900m <sup>2</sup>
500m <sup>2</sup>	Resulting in a maximum of 2 lots where the parent lot is greater than 1000m <sup>2</sup>

### Apartments

No density restrictions are imposed in relation to sites identified for apartment/multiple dwelling developments, but are determined by the permitted building envelope for each lot (setbacks/heights) and the required housing mix.

A minimum of one 1 and 2 bedroom apartments are required for all apartment developments with more than four dwellings. Minimum sizes of apartments based on number of bedrooms are outlined below:

Number of Bedrooms	Minimum Size
1	75 m <sup>2</sup>
2	100 m <sup>2</sup>
3+	150 m <sup>2</sup>

### UNIVERSAL ACCESS

The provision of residential accommodation that is universally accessible will assist in achieving greater housing diversity and choice and for residents with restricted mobility. A minimum percentage of dwellings will be required to be designed for universal access. For developments with a minimum of 4 residential dwellings, a minimum of 1 dwelling must be designed for universal access. For development with 8 or more dwellings, a minimum of 2 dwellings must be designed for universal access.

### HEIGHTS

'Off the Highway' is proposed to retain a **maximum of 3 storeys and 10m** for residential properties as exists under the current Town Planning Scheme.

'On the Highway' commercial and mixed use properties may be a **maximum of 3 storeys and 12m**, with the following exceptions:

- 'Loch to Broome' and 'Smyth to Hampden' precincts: If developments have a residential component (2 to 6 dwellings per 1000m<sup>2</sup>) it is proposed that they can be a maximum of 4 storeys and 16m. The 4th storey must have a rear setback of 15m.
- City of Nedlands Library site: Potential for redevelopment for community-based use, up to 4 storeys and 16m.
- In the Village Hub it is proposed that up to 3 landmark sites may be developed to a maximum of 5 storeys and 20m with a minimum of 50% public open space so to ensure that development occurs in a landscaped setting.

**SETBACKS**

Setbacks refer to the distance a structure must be built from each boundary of a lot. They are a significant tool used to facilitate and protect the streetscape character of an area – both in the form of street frontage and between buildings.

Commercial/mixed use developments are setback from the Highway to create the desired pedestrian amenity and facilitate access to buildings. Rear setbacks are very similar to the existing Town Planning Scheme and will ensure a smooth transition from commercial/mixed use into residential.

For residential properties, the side setbacks (typically north and south) proposed under the Draft Plan are substantial compared to the existing requirements stipulated by the Residential Design Codes. A larger northern side setback of 4m average combined with driveways being located to the south of developments will ensure dwellings will have access to northern sunlight and excellent solar passive design for gardens and living areas. The adjacent sketch illustrates this.



Refer to Draft Plan document for specific setbacks relating to each Precinct and the overall Residential areas.

**LANEWAYS**

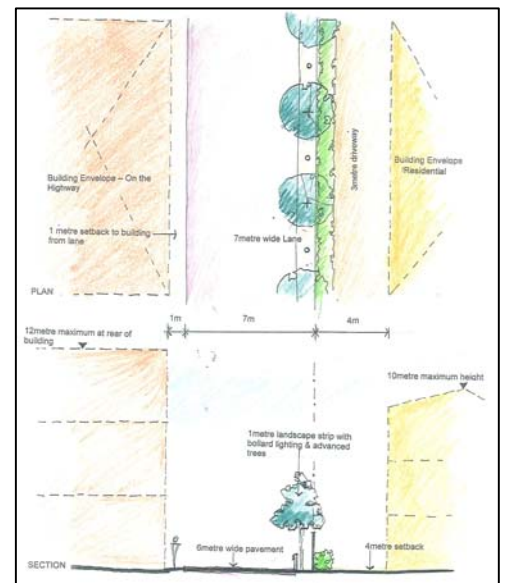
Laneways will be created at the rear of selected commercial properties (as marked on the Precinct Plans). Laneways will be 7m wide and sealed, including bollard lighting and trees of minimum height 2.4m. Laneways will reduce vehicle crossovers on Stirling Highway, ensuring improved traffic flow and pedestrian safety.

The adjacent sketch illustrates the laneways proposed in the Draft Plan.

**CAR PARKING AND ACCESS**

Car parking design will be in accordance with Australian Standards.

Where a laneway is proposed (as shown on Precinct Plans), or the development can be accessed from a side street, vehicle access from the laneway or side street rather than Stirling Highway is compulsory. This provision will assist in creating a safe, efficient and attractive streetscape for Stirling Highway by reducing crossovers to Stirling Highway and providing areas for street trees.



For developments 'On the Highway' without a laneway, access to parking will be off Stirling Highway. Tenants will park at the rear of the building. Only visitor car parking will be permitted in front of developments.

In the Loch to Broome Precinct, south side lots on Stirling Highway will have the following car parking provisions:

- Minimum of 1 strip of car parking located at the front of the property
- Access to rear, under-croft and / or underground car parking through front car park entrance

- Car parking requires through access to the side over property boundaries (i.e. access off side street parallel to Highway to opposite side street)

**BICYCLE PARKING**

Residents, workers and visitors are encouraged to use bicycles through end-of-trip facilities. Multiple residential developments will be required to provide dedicated bicycle parking. Non-residential uses will be required to provide bicycle parking and end-of-trip facilities in convenient locations.

**PEDESTRIAN AMENITY**

Development of a consistent building setback line will improve pedestrian amenity, as will the requirement to provide awnings over footpaths for all entrances. Alfresco dining will also be encouraged in appropriate areas ‘On the Highway’, facing side streets which will help increase the pedestrian experience within the locality.

**GREENERY**

The long term future widening of Stirling Highway by the State Government will introduce improvements both in terms of traffic flow and streetscape. Wider footpaths and coordinated paving will be enhanced by street tree planting.

Open space is required for all dwellings across the City. Open space provides a landscaped setting for buildings, opportunities for leisure activities, access to direct sun light, acts as an extension of inside activities and protects significant vegetation or trees.

The minimum private open space requirements for each dwelling type and size are outlined below:

Dwelling Type	Open Space Requirement	Notes
300m <sup>2</sup> Dwelling	24m <sup>2</sup>	(Min dimension of 4m). Directly accessed from a living area. To be in the form of a single area.
500m <sup>2</sup> Dwelling	30m <sup>2</sup>	
1 Bedroom Apartment	15 m <sup>2</sup>	(Min dimension of 3m). Can be in the form of more than one area.
2 Bedroom Apartment	20 m <sup>2</sup>	
3+ Bedroom Apartment	24 m <sup>2</sup>	

**SUSTAINABILITY**

Access to natural light and sun is important for sustainability. The City acknowledges that pre-existing street block and lot layouts within the Redevelopment Area presents challenges for optimal solar orientation of buildings and limiting overshadowing of adjacent properties. However, new development is expected to achieve the best possible solar access outcome through careful and considerate design. Through the provision of laneways and minimum setbacks to the rear of all developments, especially those South of the Highway, these developments will achieve better solar outcomes than the existing built form.

In addition to this, all residential properties ‘Off the Highway’ will have a requirement for east-west facing lots to have an average of 4m setback to the north. This will ensure that maximum sunlight penetration is achieved even when taking into account the slight increase in height in some Precincts.

A minimum of 50% of all habitable rooms/open space of any dwelling shall be designed so as to maximise solar exposure to the northern winter sun.

In new dwellings with more than 20m<sup>2</sup> open spaces, a rainwater tank of minimum 2500L capacity shall be installed to capture stormwater. The rainwater tank used for stormwater shall be integrated into the plumbing of new developments ‘Off the Highway’.