

## Submission on City of Nedlands Local Planning Scheme No. 3

# Fast Foods

### Recommendation

That in the proposed LPS3 Scheme Text, Clause 17 Table 3 – Zoning Table, Use and Development Class “Fast food outlet”, all symbols in all zones be changed to “X”, which means that the use is not permitted by the Scheme.

### Planning Justification

#### Background

In the City of Nedlands there has never been any difficulty accommodating pizza restaurants and fish and other shops selling take-away food. However for many years the City has resisted the introduction of fast food outlets.

Although the land use category “Fast Food Outlet” is included in TPS2, it is only permitted as a discretionary use in the Development Zone surrounding the Shenton Park Waste Water Treatment Plant and then only as part of an overall development plan. In every other zone, including those adjoining Stirling Highway, fast foods are a prohibited “X” use.

#### Present Situation

In the proposed LPS3, by definition, fast food outlets may have a facility for drive-through service and are a discretionary “A” use in all Neighbourhood Centre zones on Stirling Highway, Waratah Ave, Hampden Road and Broadway. A discretionary use is one where, if the Council (or Development Assessment Panel) refuses an application, there is a right of appeal to the State Administrative Tribunal (SAT), which makes the final decision.

Although market forces are unlikely to result in a fast food outlet in Waratah Avenue because of the low incidence of passing traffic, one of more could be developed on Hampden Road or Broadway, while a site on Stirling Highway is likely to be the most sought after. To allow such a situation to be created on one of the most heavily trafficked arterial roads in the metropolitan area would be a very poor planning decision – see Attachment 1.

Planners also have a responsibility to promote healthy lifestyles, known to be highly valued in the western suburbs – see Attachment 2. Fast foods are not considered a priority. That being so, why should they be forced on the local community? For those who do have the craving, outlets in Subiaco and Claremont are only a short drive away.

By excluding fast foods in LPS3, the City of Nedlands seeks to retain its local character and identity and offer a choice in living environments in accommodating the needs of *Planning for Perth and Peel @ 3.5 Million*.

Max Hipkins  
29 March 2018

# Peak-hour drive to Freo 'the worst'

■ Kent Acott

Congestion continues to add to peak-hour commute times with a study showing growing delays on many Perth routes.

The Australian Travel Time Metric — a measurement of road performance using data provided by Uber drivers — identified the 7.8 minute delay between Perth and Fremantle during the afternoon peak as Perth's worst.

The biggest delay increase was morning trips between the outer metropolitan area to the CBD, jumping 62 per cent over the past two years.

The data, which was compiled by Infrastructure Partnerships Australia, found the 90-second delay in travel between the Perth Airport and the CBD made it the best performing road corridor in Australia.

It attributed this to the completion of the Gateway WA project.

IPA chief executive Brendan Lyon said the data showed more transport infrastructure was needed across Perth.

"Our research shows worrying signs that greater Perth's travel times are growing quickly, while

transport infrastructure funding has collapsed in light of the struggling WA Budget," he said.

"While the airport CBD corridor is the best in the country, Perth's wider road and transport systems are stretched.

"These figures show that WA needs to invest more in transport infrastructure, not less."

The metric found delays for morning commuters to the city were 3.5 minutes from inner-metropolitan locations, 5.4 minutes from the outer metropolitan area and 4.8 minutes from Fremantle.

Delays on the afternoon commute home were 3.2 minutes to the inner-metropolitan area and four minutes from outer metropolitan suburbs.

However, the delays were relatively small when compared with delays in some areas of Sydney, Melbourne and Brisbane.

"Urban congestion is the classic 'frog in boiling water' problem — we all sense the water is getting warmer but through our partnership with Uber, we are able to measure which capital cities are doing well and which are not," Mr Lyon said.



# Urban planners urged to take up fat fight

■ Kent Acott

The impact on the health of residents should be considered before planning approval is granted to new fast-food outlets.

Visiting urban agriculture expert Nick Rose also said councils could do more to encourage fresh-food markets and community gardens.

He said obesity was the greatest health risk facing today's society and it needed the type of campaign mounted by the anti-smoking lobby to confront it.

"Local planners and governments can play their part," Mr Rose said. "In some Australian cities there are six fast-food outlets for every one fresh-food outlet. That is not ideal.

"And we know from research that if fresh, healthy food is visible and more accessible then it will be eaten more often."

Dr Rose, who is the executive director of the Melbourne-based Sustain: The Australian Food Network, said many councils across Australia were looking to provide more access to healthier food.

Sustain is a not-for-profit organisation that works with stakeholders to support the

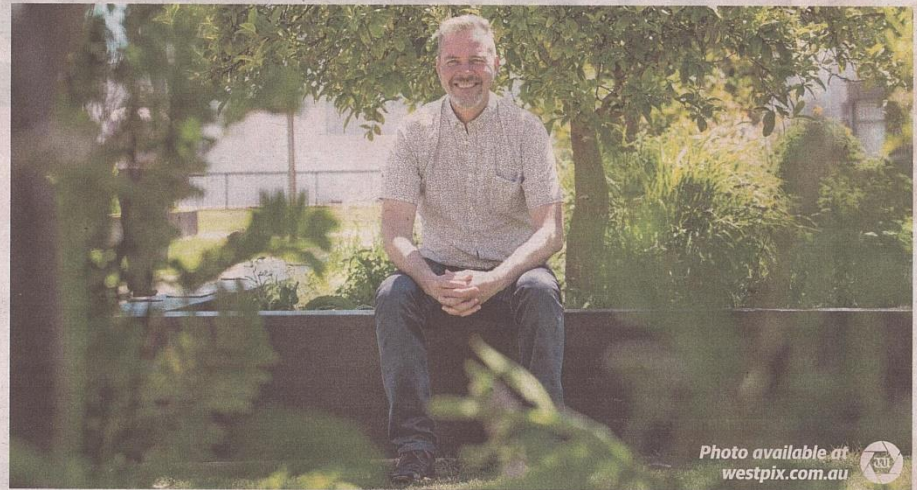


Photo available at  
westpix.com.au

Nick Rose in the Urban Orchard at the Perth Cultural Centre. Picture: Steve Ferrier

development of food systems that are fair, connected, healthy and sustainable.

Dr Rose was in Perth for the launch of new online tool component to help town planners and other built-environment professionals to prioritise healthy food options.

Part of the WA Heart Founda-

tion's Healthy Active by Design online tool, it will also give advice about zoning and regulation of food supply outlets aimed at halting the proliferation of fast-food outlets.

"There is strong evidence on the link between health and the places where we live," Heart Foundation cardiovascu-

lar health director Trevor Shilton said.

"With obesity on the rise, it's essential we provide environments that prevent and reduce the effects of these and other conditions which lead to chronic diseases including heart disease, diabetes and some cancers."