CITY OF PERTH

LOCAL PLANNING STRATEGY

PART TWO - THE STRATEGY

May 2023

Perth Skyline

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1.0 INTRODUCTION

The purpose of Part 2 of the Local Planning Strategy (Strategy) is to provide the rationale and evidence base for Part 1 of the Strategy.

Part 2 provides the relevant background information and analysis which supports the planning directions and actions outlined within Part 1. It provides a summary of the relevant State, regional and local planning contexts and their implications for the Strategy.

City-wide and neighbourhood level demographic profiles are also included along with the key planning issues and opportunities influencing future development and land use.

In accordance with the Western Australian Planning Commission's (WAPC) draft Local Planning Strategy Guidelines, the Strategy has been arranged in two parts:

Part One Local Planning Strategy

This part contains:

- The long-term planning directions and actions which guide land use and development for the City to achieve the State's policies and the community's vision as they apply to land use and development; and
- A framework for implementation and periodic review.

Part Two – Background Analysis Report

This part provides:

- A summary of the State and regional planning frameworks relevant to Perth city;
- A summary of the City of Perth's local planning framework;
- An analysis of the city-wide planning issues and opportunities; and
- An analysis of the planning issues and opportunities for each of the six Perth city neighbourhoods.

1.1 CAPITAL CITY CONTEXT

Perth city plays a key role in the economic, social and environmental fabric of Western Australia. It is the centre for civic, cultural, administrative, tourism and commercial services, and the hub of greater Perth's public transport system. The University of Western Australia (UWA), Queen Elizabeth II Medical Centre (QEIIMC) and Royal Perth Hospital contribute to Perth city's significant health, education and research offerings.

The Perth Cultural Centre and other significant cultural and creative venues contribute to Perth city being a key entertainment destination and place to visit. Kings Park/ Kaarta Koomba, the Swan River/Derbarl Yerrigan, the WACA, Gloucester Park, and many other places across Perth city neighbourhoods offer regional recreation opportunities and sporting facilities. These key landmarks and land uses combined with its unique waterfront setting, its rich history and heritage, natural and built environment, open spaces and new developments attract over 205,750 people on any typical weekday (City of Perth, 2016). Around 134,500 of these people work in the city (REMPLAN, 2021) and over 25,000 attend UWA or QEIIMC.

The *City of Perth Act 2016* (The *Act*) commenced on 1 July 2016 and formally acknowledges the social, economic, cultural, environmental and civic role that the City of Perth (the City) plays governing the capital city of Western Australia.

The Act seeks to initiate and promote the continued growth and environmentally sustainable development of Perth city and ensure its continued role as a thriving centre of business with vibrant cultural and entertainment precincts, while enhancing and protecting its natural environment and having due regard to the flow on impact on Greater Perth.

The *Act* formalises greater collaboration between the State Government, the City and neighbouring local governments, including the establishment of the City of Perth Committee.

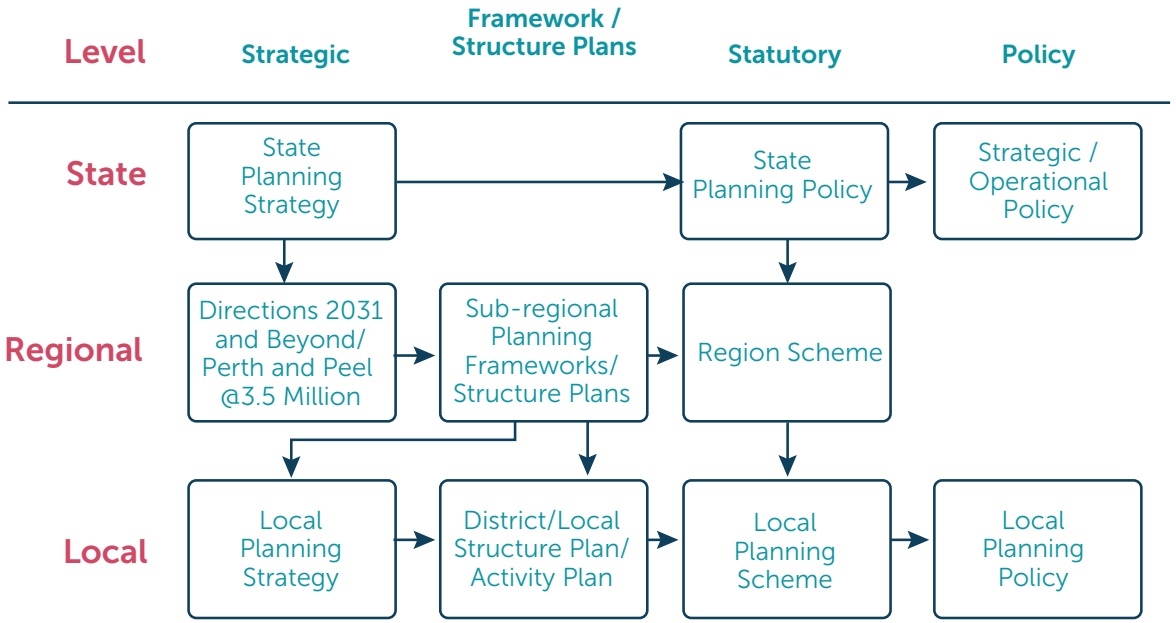
Figure 1 - Location Plan for Local Planning Strategy

2.0 STATE AND REGIONAL PLANNING CONTEXT

This section provides an outline of the key State and regional planning strategies and policies which must be addressed through the Strategy and which will inform the preparation of the new Local Planning Scheme (Scheme) and Local Planning Policies.

The section also outlines the current local planning framework that guides development across Perth city and other major City strategies that influence the local planning framework.

Figure 2 - Western Australian planning system framework (WAPC 2010)



2.1 STATE PLANNING STRATEGY 2050

The State Planning Strategy 2050 (June 2014) was prepared by the Department of Planning, Lands and Heritage (DPLH) on behalf of the Western Australian Planning Commission (WAPC) to provide the strategic context for planning and development decisions within Western Australia.

The State Planning Strategy provides the strategic context and basis for the coordination and integration of land use planning and development across Western Australia, at regional and local levels. It contemplates a future in which high standards of living, improved public health and an excellent quality of life are enjoyed by present and future generations of Western Australians.

The State Planning Strategy proposes that diversity, liveability, connectedness and collaboration must be central to achieving the vision of sustained growth and prosperity, and establishes principles, strategic goals and directions to ensure the development of the State progresses towards this vision.

The State Planning Strategy identifies the following six interrelated and interdependent principles which underpin and inform the strategy:

Environment:

To protect and enhance the key natural and cultural assets of the State and deliver to all West Australians a high quality of life which is based on environmentally sustainable principles.

Community:

To respond to social changes and facilitate the creation of vibrant, safe and self reliant communities.

Economy:

To actively assist in the creation of regional wealth, support the development of new industries and encourage economic activity in accordance with sustainable development principles.

Infrastructure:

To facilitate strategic development by making provision for efficient and equitable transport and public utilities.

Regional Development:

To assist the development of regional Western Australia by taking account of the special assets and accommodating the individual requirements of each region.

Governance:

Building community confidence in development processes and practices.

2.2 STATE PLANNING POLICIES

State Planning Policies (SPPs) are prepared under Part 3 of the Planning and Development Act 2005 and provide the highest level of planning policy control and guidance in Western Australia. SPPs considered to be specifically relevant to Perth city are outlined and described in **Table 1**.

SPP 1 takes the form of a State Planning Framework, outlining all of the State and regional policies, plans, strategies and guidelines which apply to land use and development in WA.

The WAPC has adopted a number of SPPs under the categories of:

- Environment and natural resources;
- Urban growth and settlement;
- Economy and employment;
- Transport and infrastructure; and
- Regional Planning and Development.

Although SPPs do not have a binding effect, the Planning and Development Act 2005 requires local government and the DPLH/WAPC to have due regard to SPPs in considering applications and preparing or amending a local planning scheme and for the State Administrative Tribunal to have due regard to them when considering an application for review.

SPPs considered to be specifically relevant to Perth city are outlined and described in the following sections.

Table 1: State Planning Policy Overview and Strategy implications and responses.

STATE PLANNING POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS & RESPONSES
State Planning Policy 1 – State Planning Framework (SPP 1.0)	SPP 1.0 restates and expands on the key principles of the State Planning Strategy in planning for sustainable land use and development. It brings together existing State and regional policies, strategies and guidelines within a central State Planning Framework, which provides a context for decision making on land use and development in Western Australia. The Framework informs the WAPC, local government and others involved in the planning process on State level planning policy which is to be taken into consideration, and given effect to, in order to ensure integrated decision-making across all spheres of planning. The framework identifies relevant policies and strategies used by the WAPC in making decisions and may be amended from time to time. The framework is the overarching SPP. Additional SPPs set out the WAPC's policy position in relation to aspects of the State Planning Strategy principles.	Noted – no specific planning response is required through the Strategy.
State Planning Policy 2.0 – Environment and Natural Resources (SPP 2.0)	The Environment and Natural Resources policy defines the principles and considerations that represent good and responsible planning in terms of environment and natural resource issues within the framework of the State Planning Strategy. The objectives of this policy are to: • Integrate development and natural resource management with broader land use planning and decision-making; • Protect, conserve and enhance the natural environment; and • Promote and assist in the wise and sustainable use and management of natural resources. The policy covers matters including water resources, air quality, soil and land quality, biodiversity, landscapes and greenhouse gas emissions and energy efficiency. Several measures are outlined in the policy which recognize the significance of natural resources including: • Avoiding development that may result in unacceptable environmental damage; • Support for development which results in environmental restoration or enhancement; • Protection of significant natural, indigenous and cultural features; • Accounting for the potential for economic, environmental and social (including cultural) effects on natural resources; • Take account of the potential for on-site and off-site impacts of land use on the environment; • Ensure use and development on or adjacent to the coast is compatible with its future sustainable use for conservation, recreation and tourism in appropriate areas; and • Support conservation, protection and management of native remnant vegetation.	The policy will influence land use planning within proximity to key conservation areas such as Kings Park, other identified bushland reserves as well as the Swan River.

STATE PLANNING POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS & RESPONSES
State Planning Policy 2.8 – Bushland Policy for the Perth Metropolitan Region (SPP 2.8)	The Bushland Policy for the Perth Metropolitan Region (2010) deals with Bush Forever areas and local bushland. The policy aims to provide a framework that will ensure bushland protection and management issues in the Perth Metropolitan Region are addressed and integrated with broader land use planning and decision-making. The policy seeks to secure long-term protection of biodiversity and associated environmental values. In general terms, the policy does not prevent development where it is consistent with the policy measures and satisfies other planning and environmental considerations. The three key objectives of this policy are: • To establish a conservation system at the regional level (through Bush Forever areas and to operate within the clearing controls under the Environmental Protection Act 1986) that is, as far as is achievable, comprehensive, adequate and representative of the ecological communities of the Swan Coastal Plain portion of the Perth Metropolitan Region; • To seek to protect and manage significant bushland recommended for protection and management for conservation purposes through a range of implementation mechanisms and as a collective and shared responsibility and general duty of care on the part of government, landowners and the community; and • To provide a policy and implementation framework for significant bushland areas recommended for protection and management to assist conservation planning, planning assessment and decision-making processes. The policy specifically involves the long-term retention of areas of environmental importance in the metropolitan region in the form of 'Bush Forever' designations and the support for the preparation of bushland protection at a local government level. The policy provides impact assessment frameworks for proposals which may impact regionally significant bushland and Bush Forever sites, which are further outlined in **Section 4.4.1.1**.	The policy will influence land use planning that may impact upon identified Bush Forever sites and local bushland, particularly Kings Park and part of the Crawley foreshore. The planning framework will need to demonstrate that the protection and management of the identified bushland assets will not be negatively impacted.
Draft State Planning Policy 2.9 – Planning for Water (SPP 2.9)	This policy provides clarification and additional guidance to planning decision-makers for consideration of water resources in land use planning strategies. This policy aims to protect and improve the quality and ecological value of water resources and provides specific guidance for the identification and protection of water resources and catchments in the preparation of planning mechanisms and the consideration of planning proposals and applications. The policy primarily relates to the protection of water resources, total water cycle management and the encouragement of the adoption of water sensitive urban design practices. The objectives of this policy are to: • Protect, conserve and enhance water resources that are identified as having significant economic, social, cultural and/or environmental values; • Assist in ensuring the availability of suitable water resources to maintain essential requirements for human and all other biological life with attention to maintaining or improving the quality and quantity of water resources; and • Promote and assist in the management and sustainable use of water resources.	The policy will influence land use planning and development that may impact upon water resources, which particularly applies to the Swan River, in addition to encouraging water sensitive urban design techniques in future development of private and public land, inclusive of drainage and irrigation.
State Planning Policy 2.10 – Swan-Canning River System (SPP 2.10)	This policy deals with the Swan-Canning river system as one of the treasured natural features of the Perth Region and the State of Western Australia. In addition to its environmental significance it is valued for its pleasing landscapes and for the many and varied recreational activities associated with the water and adjacent foreshore areas. The policy provides for the Swan River Trust and local governments to be responsible for the effective planning and management of land use and development within and adjacent to the Swan River Trust management area. The objectives of this policy are to: • Provide a regional framework for the preparation of precinct plans based on the precincts identified in the Swan River System Landscape Description; • Provide a context for consistent and integrated planning and decision making in relation to the river; and • Ensure that activities, land use and development maintain and enhance the health, amenity and landscape values of the river, including its recreational and scenic values.	The Swan River adjoins several of the city neighbourhoods. Part 2 of the Strategy includes an overview of the work that has been undertaken by the Department of Biodiversity, Conservation and Attractions on the Perth Water Buneenboro Locality Plan. It is noted that no specific planning response is required through the Strategy.

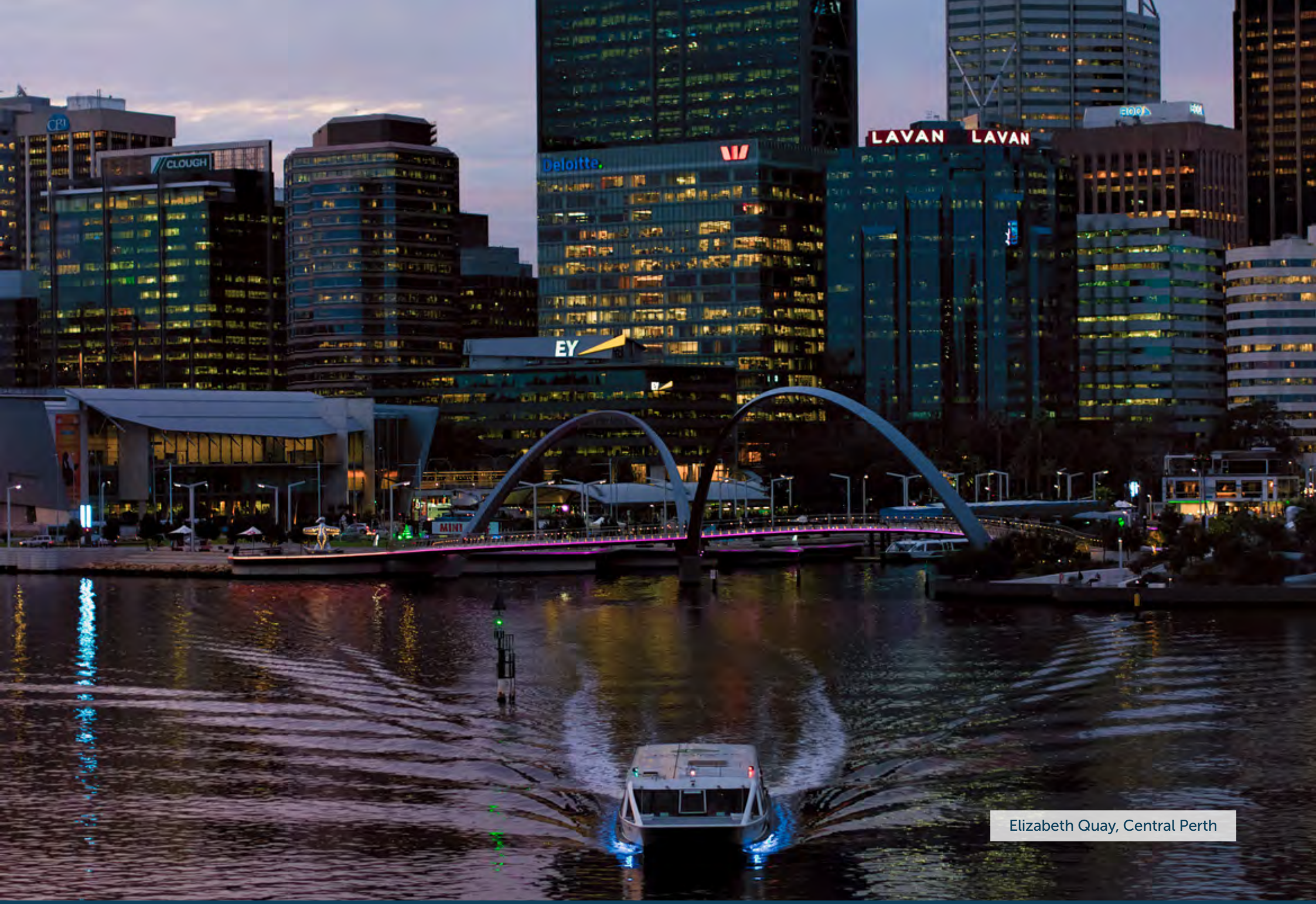
STATE PLANNING POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS & RESPONSES
State Planning Policy 3.0 – Urban Growth and Settlement (SPP 3.0)	This policy aims to foster and facilitate well-planned and sustainable growth and settlement by establishing requirements for sustainable settlements and communities and the broad policy in accommodating growth and change. The policy objectives are to: • Promote a sustainable and well planned pattern of settlement across the State, with sufficient and suitable land to provide for a wide variety of housing, employment, recreation facilities and open space. • Build on existing communities with established local and regional economies, concentrate investment in the improvement of services and infrastructure and enhance the quality of life in those communities. • Manage the growth and development of urban areas in response to the social and economic needs of the community and in recognition of relevant climatic, environmental, heritage and community values and constraints. • Promote the development of a sustainable and liveable neighbourhood form which reduces energy, water and travel demand while ensuring safe and convenient access to employment and services by all modes, provides choice and affordability of housing and creates an identifiable sense of place for each community. • Coordinate new development with the efficient, economic and timely provision of infrastructure and services.	The policy reinforces the need to focus urban growth on existing centres where feasible to make optimal use of existing infrastructure and services, and support and reinforce the capital city status of Perth, its key employment and activity areas as well as neighbourhood centres.
State Planning Policy 3.5 – Historic Heritage Conservation (SPP 3.5)	This policy sets out the principles of sound and responsible planning for the conservation and protection of Western Australia's historic heritage. The objectives of this policy are: • To conserve places and areas of historic heritage significance; • To ensure that development does not adversely affect the significance of heritage places and areas; • To ensure that heritage significance at both the State and local levels is given due weight in planning decision-making; and • To provide improved certainty to landowners and the community about the planning processes for heritage identification, conservation and protection. The policy also sets out development control principles for properties and buildings with heritage values. The State Heritage Register, Heritage List and Heritage Areas are identified in **Appendix A**.	The policy provides guidance for future development assessment and control of properties, buildings and areas with significant heritage values in Perth city, to enable and support their conservation for future generations. This policy provides opportunities for the sensitive adaptive re-use of protected heritage places and will be highly relevant in the review of the City's Heritage List, heritage areas and heritage Scheme and policy provisions.
Draft SPP 3.6 - Infrastructure Contributions (SPP 3.6)	The Development Contributions for Infrastructure Policy primarily aims to promote efficient and effective provision of public infrastructure and facilities to meet demands from new growth and development in a consistent and transparent way. Development contributions can be sought for infrastructure that is required to support the orderly development of an area or community infrastructure. Infrastructure includes utilities and services to lots (water, electricity, gas, drainage, footpaths, roads, street lights and signage) but can also include community infrastructure such as community centres, sporting and recreation facilities, libraries and cultural facilities to enable communities and neighbourhoods to function effectively. This policy sets out the objectives and framework for administering Development Contribution Plans for the provision of standard infrastructure in new and established urban areas and establishes a framework for charging development contributions which seeks to provide certainty to developers, local government and the community about the charges that apply, and how funds will be spent. The policy has the following over-arching objectives: • To promote the efficient and effective provision of public infrastructure and facilities to meet the demands arising from new growth and development; • To ensure that development contributions are necessary and relevant to the development to be permitted and are charged equitably among those benefiting from the infrastructure and facilities to be provided; • To ensure consistency and transparency in the system for apportioning, collecting and spending development contributions; and • To ensure the social well-being of communities arising from, or affected by, development.	The Strategy addresses the infrastructure needs of the community on the basis of growth forecasts and targets. Confirming the Perth city's community needs through the preparation of a formal Community Infrastructure Plan is identified as an action in this Strategy. This will include an investigation of multiple options for delivery, including the viability of a DCP. The policy will become important in guiding any proposals for shared infrastructure cost funding for infrastructure required as a result of infill development into the future.

STATE PLANNING POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS & RESPONSES
State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP 3.7)	State Planning Policy Planning 3.7 (Planning in Bushfire Prone Areas) directs how land use should address bushfire risk management in Western Australia. The policy applies to all land which has been designated as bushfire prone by the Department of Fire and Emergency Services (DFES) and highlighted on the Map of Bush Fire Prone Areas (in **Appendix A**) The policy seeks to guide the implementation of effective risk-based land use planning to reduce the impact of bushfire on property and infrastructure. It applies to all higher order strategic planning documents, strategic planning proposals, subdivision and development applications located in designated bushfire prone areas (unless exemptions apply). This policy also applies where an area is not yet designated as bushfire prone but the proposed development is planned in a way that introduces a bushfire hazard (e.g. revegetation). The accompanying Guidelines for Planning in Bushfire Prone Areas provide supporting information to assist in the interpretation of the objectives and policy measures. The objectives of SPP 3.7 are as follows: • Avoid any increase in the threat of bushfire to people, property and infrastructure. The preservation of life and the management of bushfire impact are paramount. • Reduce vulnerability to bushfire through the identification and consideration of bushfire risks in decision-making at all stages of the planning and development process. • Ensure that higher order strategic planning documents, strategic planning proposals, subdivision and development applications take into account bushfire protection requirements and include specified bushfire protection measures. • Achieve an appropriate balance between bushfire risk management measures and, biodiversity conservation values, environmental protection and biodiversity management and landscape amenity, with consideration of the potential impacts of climate change. The policy was released as part of the State Government's bushfire planning reforms. The Bushfire Reforms focus on the Map of Bushfire Prone Areas, which identifies parts of the State that are bushfire prone. A Bushfire Hazard Assessment has also been prepared for the identified Bushfire Prone Areas and is included in **Appendix A**, and the moderate and extreme hazard levels are outlined on **Part 1 - Figure 8** and further discussed in **Section 4.4.1.1**. The identification of a 'Bushfire Prone Area' triggers the need for proposed development to undergo a Bushfire Attack Level (BAL) assessment prior to commencement. The outcome of the BAL assessment will determine if planning approval is required and the bushfire protection criteria to be considered in the planning assessment process. The BAL rating will also dictate the applicable bushfire construction standards required under the building permit process. The DFES is to review the map of Bushfire Prone Areas annually to give stakeholders the opportunity to suggest the addition or removal of Bushfire Prone Sites.	The policy will impact upon land use and development within identified bushfire prone areas which have been identified over Kings Park and a portion of the Graham Farmer Freeway reserve. Changes in land use or development intensity within these areas will require justification against SPP3.7. These areas are highlighted in the Strategy and an action to review the permissibility of sensitive land uses in these areas is proposed.

STATE PLANNING POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS & RESPONSES
Draft State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP 4.2) (August 2020)	Draft SPP 4.2 and its Guidelines applies to the preparation and assessment of the relevant components of planning instruments that relate to activity centres within greater Perth, Peel and Greater Bunbury Region Scheme areas. Draft SPP 4.2 seeks to provide a consistent approach for the planning and development of a hierarchy and network of activity centres that meets community needs, and provides economic and environmental benefits, enables the distribution of a broad range of goods and services, and facilitates retail, commercial and mixed used developments. Draft SPP 4.2 encourages the preparation of precinct structure plans for strategic, secondary, district and specialised activity centres. Neighbourhood and local activity centres may require either a precinct structure plan or local development plan, at the discretion of the decision-maker.	Central Perth, West Perth, East Perth and Northbridge are identified as being within the Capital City Activity Centre under draft SPP 4.2 UWA-QEIIMC in Crawley-Nedlands is identified as a Specialised Centre. The Strategy includes a range of recommendations to ensure the Capital City and UWA-QEIIMC develop in accordance with the functions, characteristics and performance targets set out in draft SPP 4.2. The policy requires the preparation of a Precinct Structure Plan for the UWA-QEIIMC Specialised Centre. It proposes the development of the area with a concentration of linked health and tertiary education businesses and institutions providing a major contribution to the economy, with excellent transport links and potential to accommodate significant growth in jobs and potentially housing. The Capital City Activity Centre is generally comprised of the highest density residential and commercial buildings, and residential density targets are not applicable.
State Planning Policy 5.2 – Telecommunications Infrastructure (SPP 5.2)	SPP 5.2 Telecommunications Infrastructure Policy (2015) aims to balance the need for effective telecommunications services and effective roll-out of networks, with the community interest in protecting the visual character of local areas. Using a set of land use planning policy measures, the policy intends to provide clear guidance pertaining to the siting, location and design of telecommunications infrastructure. The objectives of this policy are to: • Facilitate the provision of telecommunications infrastructure in an efficient and environmentally responsible manner to meet community needs; • Manage the environmental, cultural heritage, visual and social impacts of telecommunications infrastructure; • Ensure that telecommunications infrastructure is included in relevant planning processes as essential infrastructure for business, personal and emergency reasons; and • Promote a consistent approach in the preparation, assessment and determination of planning decisions for telecommunications infrastructure. This policy applies throughout Western Australia in respect of above and below ground telecommunications infrastructure other than those facilities exempted under the Commonwealth Telecommunications Act 1997 (Telecommunications Act).	The implications of the policy are restricted to consideration of future infrastructure requirements as the population grows.

STATE PLANNING POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS & RESPONSES
State Planning Policy 5.4 – Road and Rail Noise (SPP 5.4)	The policy aims to minimise the adverse effect of traffic noise on residential development and other noise-sensitive land uses and ensure the efficient operation of transport corridors. The objectives of the policy are: • Protect people from unreasonable levels of transport noise by establishing a standardized set of criteria to be used in the assessment of proposals; • Protect major transport corridors and freight operations from incompatible urban encroachment; • Encourage best-practice design and construction standards for new development proposals and new or redeveloped transport infrastructure proposals; • Facilitate the development and operation of an efficient freight network; and • Facilitate the strategic co-location of freight handling facilities. A number of potential management and mitigation measures are outlined within the policy, including: • Using distance to separate noise-sensitive land uses from noise sources; • Construction of noise attenuation barriers such as earth mounds and noise walls; • Building design, such as locating outdoor living areas and indoor habitable rooms away from noise sources; • Building construction techniques, such as upgraded glazing, ceiling insulation and sealing of air gaps; and • Planning and design of the road or rail project such as construction in cut, traffic management or the use of low-noise road surfaces. SPP5.4 is supplemented by the Road and Rail Noise Guidelines.	Development adjacent or in close proximity to the passenger rail network and major traffic routes (e.g. Mitchell Freeway, Graham Farmer Freeway and Stirling Highway) will need to be appropriately sited and designed to minimise noise impacts.
State Planning Policy 7.0 – Design of the Built Environment (SPP 7.0)	The Design of the Built Environment policy addresses the design quality of the built environment across all planning and development types, in order to deliver broad economic, environmental, social and cultural benefit. It is also intended to improve the consistency and rigour of design review and assessment processes across the State. The policy is guided by ten key principles; 1. Context and character 2. Landscape quality 3. Built form and scale 4. Functionality and build quality 5. Sustainability 6. Amenity 7. Legibility 8. Safety 9. Community 10. Aesthetics <u>Design Review Guide</u> The Design Review Guide sets the best practice model for the establishment of new design review panels, providing guidance on how to establish and operate a panel and to encourage consistency as existing design review processes evolve. The Guide was prepared to assist local governments in meeting the requirement for design review outlined in SPP 7.0, and local planning schemes and policies.	The Strategy recognizes that the ten principles of the SPP will underpin the City's approach to the design of built form and integrated into the new Scheme and planning policies.

STATE PLANNING POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS & RESPONSES
State Planning Policy 7.2 – Precinct Design (SPP 7.2)	State Planning Policy 7.2: Precinct Design (SPP 7.2) SPP 7.2 guides the preparation and evaluation of planning proposals for areas that require a high level of planning and design focus due to their complexity - such as planned infill development, activity centre designation or areas with certain values such as heritage or local character. State Planning Policy 7.2: Precinct Design Guidelines (SPP 7.2) The Guidelines introduce the concept of design review into precinct planning through seven performance-based design elements. The Guidelines have been built upon the 10 Design Principles contained in SPP 7.0. State Planning Policy 7.2: Precinct Plan Manner and Form This document provides interim guidance on the manner and form in which a precinct structure plan and local development plan is prepared under Precinct Design. The interim guidance outlines the sections of content for both plan types and what information needs to be included in each section.	The policy guides the preparation and evaluation of planning proposals for areas that require a high level of planning and design focus due to their complexity. The Strategy identifies four areas (UWA- QEIIMC Specialised Centre, McIver- Claisebrook, Riverside and City West) which require further detailed planning potentially through the preparation of precinct plans.
State Planning Policy 7.3 – Residential Design Codes Volumes 1 and 2 (SPP 7.3)	The Residential Design Codes of Western Australia (R-Codes) are a WAPC policy which controls residential development across the State. The R-Codes provide guidance on matters such as density, setbacks, privacy, streetscapes, open space, parking, fill and height. The development requirements vary according to the 'R-Code' which is designated to an area. The R-Codes stipulate 'deemed to comply' standards which represent one way that development can obtain planning approval, as well as 'design principles' for development to be assessed on merit value. Local Governments may vary the provisions of the R-Codes where a particular matter is locally important and requires specific planning/development controls, which can be achieved through local planning policies and local development plans or via specific provisions in a local planning scheme. State Planning Policy 7.3 Residential Design Codes (SPP 7.3) SPP 7.3 is currently comprised of two volumes as follows: • Volume 1 – which is applicable to single houses and grouped dwellings as well as apartments/multiple dwellings in areas coded R35 and below. • Volume 2 - provides comprehensive guidance and controls for the development of multiple dwellings (apartments) in areas coded R40 and above, within mixed use development and activity centres.	The R-Codes currently apply to limited areas of the city. The Strategy includes an action for consideration of broader application of the R-Codes across Perth city to be investigated as part of the preparation of the new Scheme and planning policies.
Draft Operational Policy 2.4 – Planning for Schools	The policy contains the general requirements for new school sites. The policy identifies when a new school should be considered, locational requirements and design criteria. The policy also provides clarity and transparency on the developer contribution methodology for public primary schools and how it is applied.	Should a school be considered within the City, this policy will be used to guide the site selection.



Elizabeth Quay, Central Perth

2.3 REGIONAL PLANNING CONTEXT

The WAPC prepares various regional planning instruments to guide land use and development at the regional and sub-regional level, including:

- Regional and Sub-regional planning strategies and structure plans; and
- Regional Planning Schemes.

Regional planning instruments considered to be specifically relevant to Perth city are outlined and described in **Table 2**.

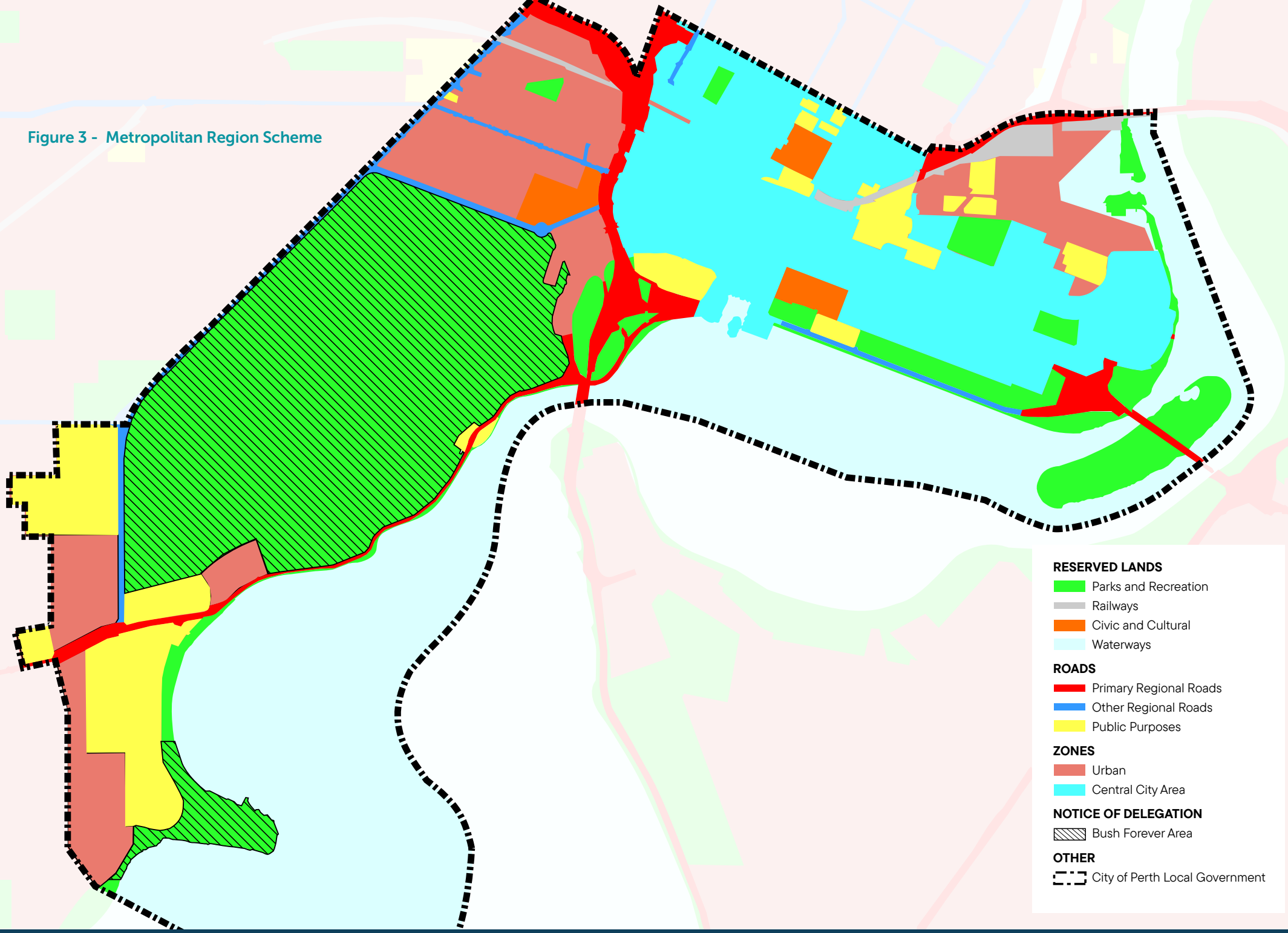
Table 2: Regional planning instrument overview and Strategy implications and responses

REGIONAL PLANNING INSTRUMENT	REGIONAL PLANNING INSTRUMENT OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS & RESPONSES
REGIONAL STRATEGIES		
Directions 2031 and Beyond	Directions 2031 and Beyond is a high level plan to accommodate future metropolitan growth from a population of 1.65 million (as of 2010) to an expected population of 2.2 million or more by 2031. It has been estimated that to accommodate this level of population growth, an additional 328,000 houses and 353,000 jobs will be required. The preferred growth scenario to accommodate this future population is for 47% of the predicted growth (154,000 dwellings) to be met through infill development across the Perth metropolitan area. Of these 154,000 dwellings, 121,000 are to be accommodated within the Central Sub-region, which includes the City.	The increased focus of the Strategy on infill development is pertinent to Perth city as a proportion of the 121,000 dwellings required to be accommodated in the Central Sub Region will need to be accommodated within the city.
Perth and Peel @ 3.5m	In 2018 the WAPC released an updated strategy - Perth and Peel @3.5 million - with an accompanying series of sub-regional planning frameworks to provide a long-term growth strategy for land use and infrastructure for the Perth and Peel regions. The State Strategy sets out that Greater Perth currently has a population of more than two million people and it is expected by 2050 it will have a population of 3.5 million. Four sub-regional planning frameworks for the Central, North-West, North-East and South Metropolitan Peel sub-regions accompany Perth and Peel @3.5 million. Perth city is located within the Central Sub-Region Framework. An additional 35,000 people, 213, 130 dwellings and 285,840 jobs are forecast for the Central Sub-Region by 2050. The State Strategy includes a set of urban consolidation principles to guide infill development.	The Strategy seeks to exceed the dwelling targets provided for it in Perth and Peel @ 3.5 Million as outlined in the proceeding sections of this document. The Strategy identifies a target of 55,000 people (additional 28,050 people) and 27,277 dwellings (additional 14,995 dwellings) by 2036. The Strategy includes urban consolidation principles similar to those set out in the State Strategy to guide future intensification of development within Perth city.

REGIONAL PLANNING INSTRUMENT	REGIONAL PLANNING INSTRUMENT OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS & RESPONSES
REGIONAL STRATEGIES		
Perth and Peel @ 3.5m – The Transport Network	As Perth and Peel @3.5million anticipates Perth's population moving toward 3.5 million, fundamental changes to Perth city's transport network will be vital to service growth areas and enable high levels of accessibility for work, education and other activities. Perth and Peel @ 3.5million – Transport Network summarises the transport components of Perth and Peel @ 3.5 Million. A number of projects across the Transport Portfolio will aim to support efficient and effective movement of people and freight that is integrated with land uses and links key economic and employment opportunities. One of the Government's key priorities to achieve moving people efficiently, while integrating with land use opportunities, is METRONET. METRONET aims to link diverse urban centres together and provide opportunities for greater density and infill development through multiple key suburban centres.	The Strategy aligns with the transport framework, providing planning direction and actions to provide for an affordable and accessible integrated transport system.
SUB-REGIONAL STRATEGIES		
Central Sub-regional Framework (2018)	The Central Sub-region Framework provides a broad strategy for delivering the objectives of Perth & Peel @3.5 million and identifies a strategic plan of action, agency responsibilities and delivery timeframes by: • Providing housing targets for each local government area; • Outlining development opportunities; • Investigating development potential of targeted growth areas, activity centres, urban corridors and transit oriented developments; • Prioritising actions to revitalise activity centres and facilitating the supply, affordability and choice of housing in areas easily accessible to public transport and other essential services; • Supporting the planning of land for employment and economic growth; • Identifying key public transport and service infrastructure projects to support growth; and • Informing all levels of government decision-making on the funding and implementation of public infrastructure. The Central Sub-Region Planning Framework sets the following targets for Perth city by 2050: • 53, 320 people (additional 35,000 people) • 26, 890 dwellings (additional 15,910 dwellings) A total of 24, 190 jobs (additional 6,520 jobs) were identified specifically for UWA-QEIIMC by 2050.	In line with the Central Sub-regional Planning Framework, the Strategy seeks to facilitate increased residential development with diverse housing options, and create new opportunities to strengthen the City's employment and entertainment offerings. These will support thriving city and neighbourhood centres. The Strategy identifies a target of 55,000 people (additional 28,050 people) and 27,277 dwellings (additional 14,995 dwellings) by 2036. The Strategy forecasts 14,221 workers (additional 6,453 workers) for Crawley-Nedlands by 2038. These will be reviewed as part of further detailed planning for the area.

REGIONAL PLANNING INSTRUMENT	REGIONAL PLANNING INSTRUMENT OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS & RESPONSES
Capital City Planning Framework (2013)	The Capital City Planning Framework is an initiative of the WAPC and was prepared to provide a vision and context to guide strategic planning and development of central Perth and its surrounding localities. The Planning Framework was proposed to provide a link between Directions 2031 and more detailed local plans and policies of the respective local authorities. The core study area was defined as the City boundary, however, to ensure a fully integrated planning framework, a broader frame of reference taking in the surrounding local government areas of Nedlands, Subiaco, Cambridge, Vincent, Stirling, Bayswater, Belmont, Victoria Park and South Perth, was also included. Key issues the Planning Framework sought to address are: • Future population requirements; • Future commercial space requirements; • Future social and community needs; • Future transport requirements; and • Governance. The spatial form proposed is conceptual in nature and as such the map provided in the Planning Framework is intended as a guide for local planning and how development in Central Perth could be structured according to a larger framework.	The Strategy aligns with the Framework, providing planning direction and actions that address all of its objectives.
Metropolitan Region Scheme	The Metropolitan Region Scheme (MRS) applies to the entirety of Perth city, with a large majority of it being zoned 'Central City Area' as outlined in **Figure 3**. The remainder of the area is reserved under the MRS as follows: • Parks and Recreation, which is applied to the Swan River foreshore area, Kings Park, Queens Gardens, among other smaller precincts; • Public Purposes, which includes the Perth Convention and Entertainment Centre, Royal Perth Hospital, QEIIMC, University of WA; • Civic and Cultural which includes the Perth Cultural Centre, Perth Concert Hall, Government House, Council House as well as Parliament House; • Primary Regional Roads, which includes The Mitchell Freeway, Graham Farmer Freeway, Stirling Highway, Causeway Interchange and Mounts Bay Road; and • Other Regional Roads, which includes Thomas Street, Winthrop Avenue, Kings Park Road, Hay Street, Harvest Terrace, Fitzgerald Street and Riverside Drive. There are several conservation areas included as 'Bush Forever' areas, including Kings Park and Matilda Bay Reserve.	The land use direction in the Strategy aligns with the MRS zones and reserves.

Figure 3 - Metropolitan Region Scheme



2.4 OPERATIONAL POLICIES

Operational policies guide decision making in relation to subdivision and development applications. Those operational policies considered relevant to the Strategy are listed and described in **Table 3**.

2.5 POSITION STATEMENT AND GUIDELINES

Position statements are prepared by the WAPC to set out the policy position or advice of the WAPC with respect to a particular planning practice or matter. Guidelines are prepared by the WAPC to provide detailed guidance on the application of WAPC policies. Those position statements or guidelines of the WAPC that are considered relevant are included in **Table 4**.

Table 3: Operational Policies

POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS & RESPONSES
Development Control Policy 1.5 (DC 1.5) Bicycle Planning (July 1998)	The aim of this policy is to plan for the safe and convenient movement of cyclists. It addresses the development of cycling networks, facilities in new subdivisions, and bicycle and end of trip facilities.	While the City's planning framework already responds to DC 1.5, the Strategy proposes a review of the requirements for bicycle parking and end-of-trip facilities that apply to new development.
Development Control Policy 1.6 (DC 1.6) Planning to Support Transit Use and Transit Oriented Development (January 2006)	This policy seeks to maximise the benefits to the community of an effective and widely-used public transit system by promoting planning and development outcomes that will support public transport use and achieve more effective integration of land use and public transport infrastructure.	The Strategy aligns with the principles of DC 1.6 and will further promote transit-oriented development in Perth city with optimal use of land and development intensity around the city train, bus stations and major bus stops.
Development Control Policy 1.7 (DC 1.7) General Road Planning (June 1998)	This policy establishes the requirements for land contributions and the construction of various categories of roads. It also outlines principles that apply to aspects of the planning and provision of all types of roads and clarifies the role of roads as service corridors for public utilities.	The Strategy is consistent with the functional road classification set out in this policy.

Table 4: Position statement and guidelines

POSITION STATEMENT/ GUIDELINES	OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS & RESPONSES
Draft Special Entertainment Precincts Position Statement	This position statement provides guidance to local governments on the establishment of special entertainment precincts and minimum requirements for scheme provisions.	The Strategy reflects the proposed Northbridge Special Entertainment Precinct with land use and development responses in the Northbridge neighbourhood.
Acid Sulfate Soils Planning Guidelines	The planning guidelines outline matters to be addressed at various stages of the planning process to ensure the subdivision and development of land containing acid sulfate soils avoids potential adverse effects on the natural and built environment.	Significant areas of the city are located within areas of high to moderate acid sulfate soils. The Strategy recognises the need to mitigate the impacts of acid sulfate soils in accordance with the planning guidelines.

Elizabeth Quay, Central Perth

3.0 LOCAL PLANNING CONTEXT

3.1 STRATEGIC COMMUNITY PLAN

The vision of the Strategy is consistent with and represents the land use planning and development response to the City's long-term vision, values, aspirations and priorities for Perth city and its community.

As Western Australia's capital city, we have a unique role to enable Perth to continue to compete on the world stage as one of the great livable cities by creating a city that is liveable, sustainable and prosperous.

Figure 4 - City of Perth Three Pillars

City of Perth Library, Central Perth

Perth City

3.2 PREVIOUS LOCAL PLANNING STRATEGY(S)

There is no previous strategy.

3.3 LOCAL PLANNING FRAMEWORK

Perth city is made up of a variety of people, businesses, activities and services that require tailored and creative local planning solutions. The local planning framework controls the following aspects of planning to create a sustainable, liveable, attractive, safe and welcoming city:

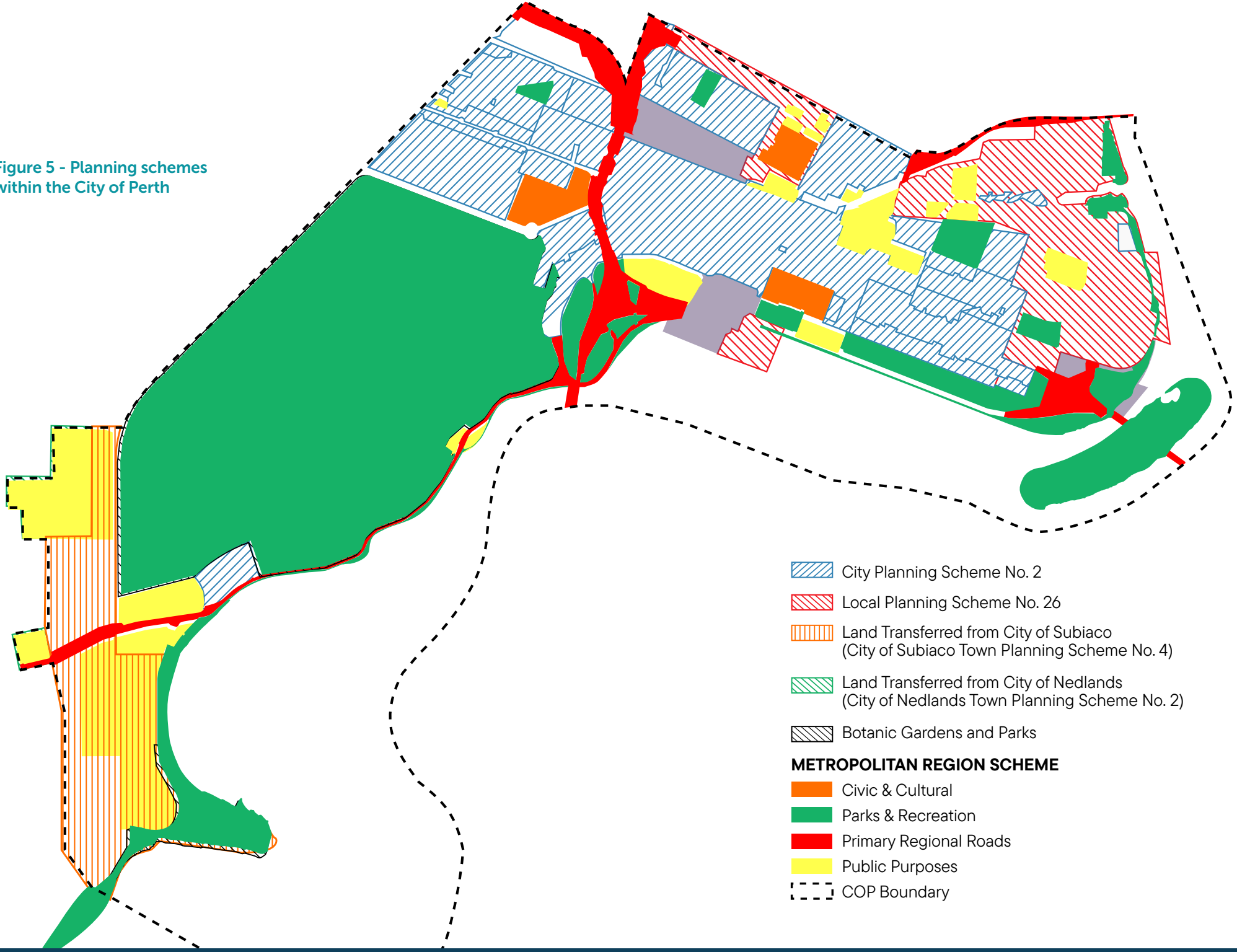
- the use of land;
- the intensity and design of development; and
- the preservation and conservation of designated places and areas that are considered to contribute to Perth city's amenity.

Local planning in Perth city is primarily managed by the City, however, there are a number of other government bodies who have planning authority in specific areas with their own decision-making instruments (refer to **Figure 5**). These include the WAPC, Development WA and the Botanic Gardens and Parks Authority.

The City has reviewed its local planning schemes in accordance with the Planning and Development (Local Planning Schemes)

Regulations 2015 (Regulations) and concluded that upon finalisation of the Strategy, a new Scheme will be prepared to replace and consolidate all existing local planning schemes. This has been endorsed by the WAPC.

Figure 5 - Planning schemes within the City of Perth



3.4 LOCAL PLANNING SCHEME

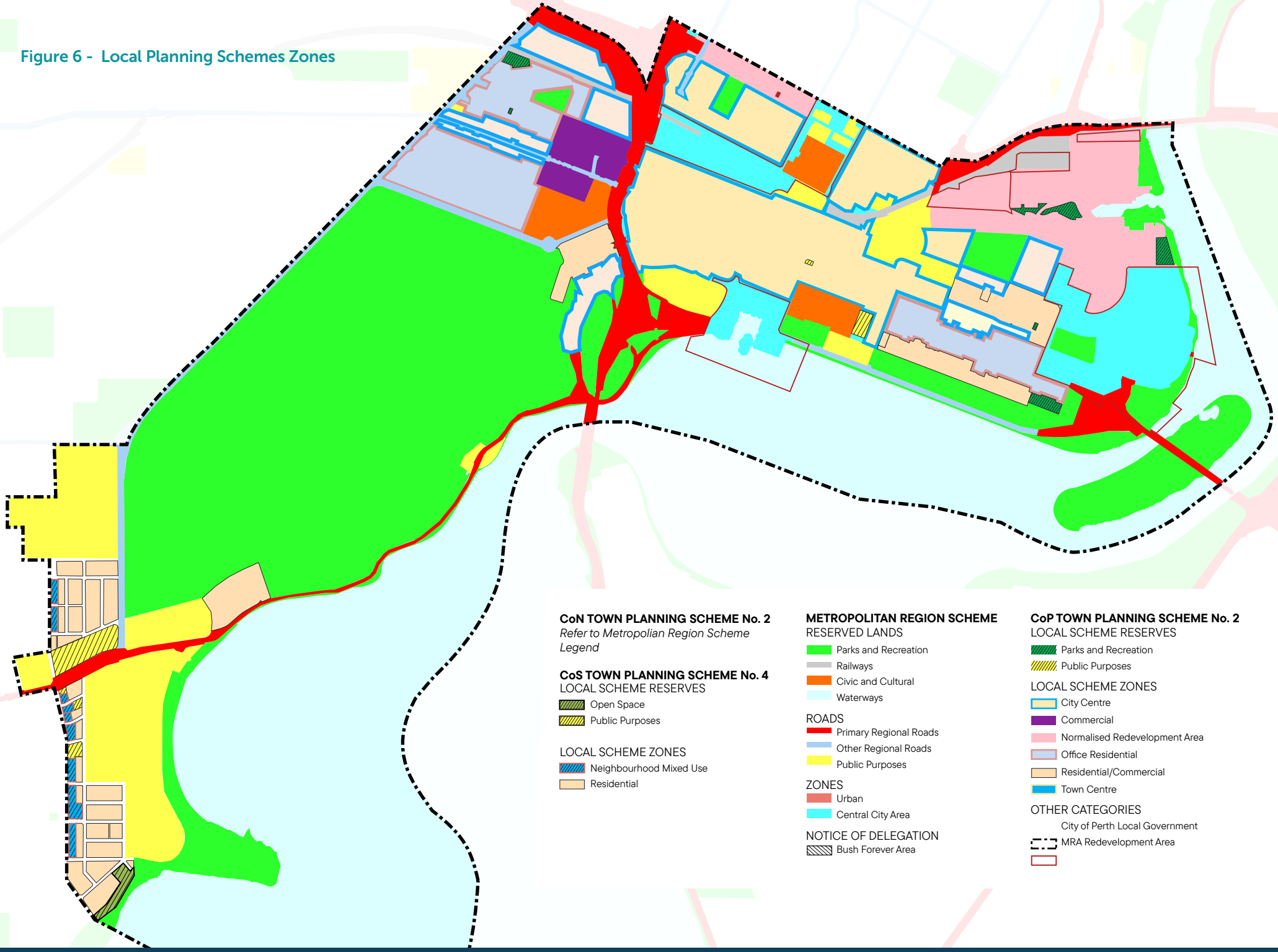
The City's City Planning Scheme No. 2 (CPS2) was gazetted on the 9 January 2004. It is the City's primary local planning scheme that guides and controls land use and development across the majority of Perth city in alignment with the Metropolitan Region Scheme. CPS2 consists of the scheme text and map, as well as several secondary plans that designate the application of planning controls. A variety of supporting documents have been prepared in accordance with CPS2 including precinct plans, planning policies, registers and a Heritage List.

The CPS2 Scheme Area is identified on the scheme map and is divided into 15 precincts. For each precinct, there is a precinct plan (made pursuant to CPS2). The precinct plans contain a statement of intent that summarises what future development is appropriate for the precinct. Each precinct plan also provides information about the purposes for which land may be used in line with CPS2 and provides guidelines for the development of land and buildings.

CPS2 also designates land use areas which operate similar to land use zones in other local planning schemes. These include (refer **Figure 6**):

- **City Centre –** the State's primary location for business and administration as well as commercial, civic, cultural entertainment and retail activity. Residential development is strongly encouraged in the City Centre to create a 'living' city. This area covers precincts P1 Northbridge, P2 Cultural Centre, P3 Stirling, P4 Victoria, P5 Citiplace, P6 St Georges and P7 Civic.
- **Town Centre –** accommodates a range of commercial and residential uses. However, it is mainly intended for shopping/service nodes, serving the needs of residents and workers in surrounding areas and functioning at a smaller, more localised scale than the retail precincts of the central city. It covers parts of precincts P10 West Perth and P14 Goderich.
- **Residential –** the emphasis for this area is on permanent residential accommodation of various types, developed in accordance with the designated R-Code (with home-based businesses also favoured). Some complementary uses may also be appropriate in certain instances, provided that the amenity of the surrounding residential area is sufficiently preserved. This area covers parts of precincts P9 Matilda Bay, P10 West Perth, P13 Adelaide and P14 Goderich.
- **Office/Residential –** the emphasis of these areas is to accommodate mixed-use development mostly of permanent residential accommodation and office/business activities, together with a limited range of complementary uses. It covers parts of precincts P10 West Perth and P13 Adelaide.
- **Residential/Commercial –** these are intended to be active and diverse mixed-use areas, providing for a wide range of residential and commercial uses. It covers parts of precincts P10 West Perth, P11 Hamilton and P14 Goderich.
- **Commercial –** the emphasis of this area is to continue to develop as a general commercial area, accommodating a diverse mix of facilities and services. It covers parts of precinct P10 West Perth.

Figure 6 - Local Planning Schemes Zones



3.5 OTHER PLANNING SCHEMES

3.5.1 Local Planning Scheme No. 26 - Normalised Redevelopment Areas

Local Planning Scheme No. 26 - Normalised Redevelopment Areas (LPS26) was gazetted on 11 September 2007. LPS26 outlines the planning provisions for the areas across Perth city that were previously under the planning authority of Development WA and have been returned to the City, i.e. 'normalised'. The administrative powers to determine development applications are provided under CPS2. Most of the planning provisions in LPS26 were adopted from the former East Perth Redevelopment Scheme No. 1.

LPS26 is made up of two 'project areas,' which are then divided into several 'precincts.' Each precinct has a statement of intent that outlines the desired direction of future development outcomes in terms of land use and plot ratio controls. The precincts are further divided into numerous design guideline areas. Each design guideline area provides guidance on matters such as desired building character, built form controls, access and parking design, materials and colour schemes.

3.5.2 City of Subiaco Town Planning Scheme No.4

The City of Subiaco's Town Planning Scheme No. 4 (TPS4) applies to the locally reserved and zoned land in Crawley-Nedlands that was transferred to the City in 2016. TPS4 was gazetted on 23 March 2001 and includes over 25 gazetted amendments. It classifies and divides land into zones and land use categories.

The area transferred to the City comprises two precincts (Hollywood and University) and precinct planning policies set out the vision and provide a comprehensive basis for the control of development in these areas.

3.5.3 City of Nedlands Town Planning Scheme No. 2

The City of Nedlands land transferred to the City in 2016 is occupied by QEIIMC and a portion of UWA, which are reserved for Public Purpose under the Metropolitan Region Scheme. Town Planning Scheme No. 2 applies to these areas.

3.6 MINOR TOWN PLANNING SCHEMES

The City previously adopted Minor Town Planning Schemes (MTPS) to facilitate the development of special sites in a coordinated manner and to ensure that key development and infrastructure items are provided within the developments. There are currently 7 MTPS. In more recent times, the City has included Special Control Areas (SCA) into CPS2 for similar purposes.

Although these mechanisms have produced positive development outcomes, navigating multiple schemes and site-specific development requirements is not considered ideal from an administrative perspective or user friendly. Additionally, there are inconsistencies between the MTPS and SCAs in terms of objectives, terminology and structure and development standards applied.

To facilitate a streamlined and user friendly planning framework, the City should investigate options for consolidating and simplifying the MTPS and SCA provisions under the new Scheme and planning policies.

3.7 LOCAL PLANNING POLICIES

Local planning policies can be prepared by the City in accordance with the Deemed Provisions of the Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations) in respect of a particular class or classes of matters and may apply to the whole scheme area or part of the scheme area. An overview of the City of Perth's local planning policies and implications for the Strategy are provided in **Table 5**.

Table 5: Local planning policies

Name of Local Planning Policy	Date of Adoption/Last Amendment	Purpose of Local Planning Policy	Local Planning Strategy Implications and Responses
Applications	26 June 2001/11 April 2017	Guidelines for the submission of development applications.	To be reviewed in preparation of the new Scheme and planning policies.
Public Notification / Advertising Procedure	26 June 2001/11 April 2017	Guidelines for applications that require advertising prior to assessment and determination.	
Request for Reclassification of Land	26 August 2001/11 April 2017	Guidelines for the consideration of requests to reclassify the use of land.	
Policy Initiation and Amendment	26 June 2001/11 April 2017	Outlines the procedure for policy initiation and amendment processes.	
Design of Residential Development	26 June 2001/11 April 2017	Guidelines for new residential developments in relation to potential impacts on neighbouring properties and the local environment.	To be revoked, with any relevant provisions incorporated into a revised Residential Design Policy.
Ancillary Accommodation	26 June 2001/11 April 2017	Guidelines for the implementation of ancillary accommodation.	
Determining Development Applications for Aged and Dependent Persons' Dwellings	26 June 2001/11 April 2017	Guidelines for the design and implementation of aged or dependent persons' dwellings.	
Home Occupation	26 June 2001/11 April 2017	Guidelines for the use of residential buildings for a home occupation.	
Non-Residential Uses in or Adjacent to Residential Area	26 June 2001/11 April 2017	Guidelines to ensure compatibility between new non-residential uses in or adjacent to dwellings in residential areas.	To be reviewed in preparation of the new Scheme and planning policies.
Residential Uses in Mixed Use Areas	26 June 2001/11 April 2017	Guidelines for residential development in mixed use areas.	
Mixed Residential / Commercial Development	26 June 2001/1 February 2009	Guidelines to ensure compatibility and protection of amenity between both residential and non-residential uses on one site.	
Structures Within Setback Areas	26 June 2001/11 April 2017	Guidelines to ensure that structures in setback areas do not detract from the amenity of surrounding properties and the streetscape.	To be revoked, with any relevant provisions incorporated into a revised General Design Policy.
Special Residential (Serviced and Short-Term Accommodation)	18 September 2017/11 April 2017	Guidelines for the design, location and operation of short-term accommodation and serviced apartments.	To be reviewed in preparation of the new Scheme and planning policies.
City Development Design Guidelines	3 August 2004/11 April 2017	Guidelines for the design and implementation of quality developments.	To be revoked, with any relevant provisions incorporated into a revised General Design Policy.
Control and Location of Amusement Parlours	26 June 2001/11 April 2017	Guidelines for the operation and location of amusement parlours.	To be reviewed in preparation of the new Scheme and planning policies.

Name of Local Planning Policy	Date of Adoption/Last Amendment	Purpose of Local Planning Policy	Local Planning Strategy Implications and Responses
Roller Doors on Shopfronts	13 July 2004/11 April 2017	Guidelines for the installation of roller doors on shop fronts and the protection of passive surveillance to streetscapes and public spaces.	To be revoked, with any relevant provisions incorporated into a revised General Design Policy.
Buildings Heights and Setbacks	26 June 2001/11 April 2017	Overarching objectives, principles and standards relating to the application of building heights and setbacks areas across large parts of Perth city.	
Plot Ratio	11 May 2004/11 April 2017	Guidelines for the application of plot ratios to new development.	To be reviewed in preparation of new Scheme and planning policies.
Bonus Plot Ratio	11 May 2004/11 April 2017	Detailed guidance for the awarding of bonus plot ratio to development.	
Transfer Plot Ratio	11 May 2004/11 April 2017	Guidelines for the transfer of unused plot ratio from a heritage site to a recipient site to facilitate the conservation of a heritage place.	
Signs	26 June 2001/11 April 2017	Objectives, principles and general provisions for new signs and their content.	To be reviewed in preparation of new Scheme and planning policies.
Landscaping Requirements	26 June 2001	Guidelines for provision of landscaping in developments.	To be revoked, with any relevant provisions incorporated into a revised General Design Policy.
Pedestrian Walkways	26 June 2001/11April 2017	Standards for the minimum width of arcades and pedestrian walkways to facilitate the efficient flow of pedestrian movement.	
Residential Design	26 June 2006/11 April 2017	Sets out the specific considerations for residential design, used in conjunction with other Scheme documents including precinct plans and other relevant Policies.	To be reviewed in preparation of new Scheme and planning policies, with relevant provisions of other residential design policies to be incorporated.
Heritage	12 May 2009/11April 2017	Guidelines for development for all identified heritage places and within all Heritage Areas.	Identified to be reviewed in preparation of new Scheme and planning policies.
Parking	26 June 2001/11 April 2017	Outlines the City of Perth's approach to the provision of off-street parking facilities. It aligns with the State Government's Perth Parking Policy (as amended) and provides requirements for residential tenant parking and the design of car parking.	To be reviewed in preparation of new Scheme and planning policies.
Loading and Unloading	26 June 2001/11 April 2017	Guidelines for the provision and design of loading and unloading facilities in developments.	
Bicycle Parking and End of Journey Facilities	26 June 2001/11 April 2017	Guidelines for the provision and design of bicycle parking and end of journey facilities in developments.	
Development Guidelines - James, William, Roe and Lake Street Block	26 June 2001/11 April 2017	The policy applies to the street block bounded by William, Roe, Lake and James Streets. The policy describes the local government's planning framework as it applies to the identified street block and immediate environs.	

Name of Local Planning Policy	Date of Adoption/Last Amendment	Purpose of Local Planning Policy	Local Planning Strategy Implications and Responses
Goderich Design	26 June 2001/11 April 2017	The policy applies to a designated area within proximity to Goderich Street. The policy provides guidelines on built form outcomes for development within the designated area.	To be reviewed in preparation of new Scheme and planning policies.
Terrace Road Design Policy	26 June 2001/11 April 2017	The policy applies to development fronting Terrace Road. The policy provides guidelines on built form outcomes for development within the designated area.	To be reviewed in preparation of new Scheme and planning policies.
Mount Street Design Policy	26 June 2001/11 April 2017	The policy applies to a designated area within proximity to Mount Street. The policy provides guidelines on built form outcomes for development within the designated area.	
King Street Heritage Area Design Guidelines	26 June 2001/11 April 2017	Guidelines to ensure that development within the designated King Street Heritage Area respects and enhances the cultural heritage, the significance of individual buildings and the area in general.	
Hay Street Pedestrian Walkway and Road Reserve Widening Policy	April 2005/11 April 2017	Detailed guidelines for rationalising and enhancing the pedestrian environment on Hay Street between Thomas Street and William Street and between Barrack Street and Plain Street (excluding Hay Street Mall portion of Hay Street between William and Barrack Streets).	
William Street Station Precinct	24 April 2007/11 April 2017	Guidelines were prepared through partnership between State Government and the City of Perth. The guidelines were implemented as policy under CPS2.	
William Street Conservation Area Design Guidelines	26 August 2014/11 April 2017	Guidelines to ensure development within the designated William Street Heritage Area respects and enhances the cultural heritage significance of individual buildings and the Area in general.	

3.8 OTHER PLANNING POLICIES

3.8.1 City of Subiaco TPS4

The following City of Subiaco planning policies were created under TPS4 and apply to the parts of Crawley and Nedlands which were transferred from the City of Subiaco to the City of Perth on the 1 July 2016:

- Policy 1.2 - Refunding and Waiving Planning Fees
- Policy 1.4 - Public Notification of Planning Proposals
- Policy 1.5 - Applications for Review of Town Planning Decisions and Written Directions
- Policy 1.6 - Planning Compliance
- Policy 2.2 - Reflective Roofing
- Policy 2.3 - Subdivision
- Policy 2.5 - Perimeter Fencing Policy
- Policy 2.6 - Demolition Policy
- Policy 2.9 - Working from Home
- Policy 2.11 - Child Day Care Centres
- Policy 2.12 - Liquor Licensing Policy
- Policy 2.13 - Shortfall Cash Payments In lieu of Car Parking in the Town Centre Zone
- Policy 2.14 - End of Trip Facilities
- Policy 2.15 - Environmental Design Policy
- Policy 2.16 - Landscaping and Water Sensitive Urban Design
- Policy 2.17 - Designing Out Crime
- Policy 2.18 - Advertising Signs Policy
- Policy 2.19 - Communications Antennae
- Policy 2.20 - Telecommunications Antennae
- Policy 2.21 - Non-Residential Development in Residential Areas
- Policy 2.22 - Development in the Commercial Residential Zone
- Policy 2.23 - Development in the Neighbourhood Mixed Use Zone
- Policy 2.24 - Development in the Local Centre Zone
- Policy 2.25 - Development in the Town Centre Zone
- Policy 3.1 - Additions and amendments to the Local Government Inventory for Subiaco and the Scheme Register of Places of Cultural Heritage Significance
- Policy 3.2 - Archival Records Policy
- Policy 3.3 - Heritage Incentives Policy
- Policy 3.4 - Heritage impact referrals
- Policy 3.5 - Assessment of Cultural Heritage Significance
- Policy 3.6 - Development Guidelines for Residential Conservation Areas Guidelines for preparing an archival record
- Policy 4.11 - Hollywood Precinct
- Policy 4.12 - University Precinct
- Policy 4.15 - Hampden Road Hollywood Neighbourhood Centre Built Form Policy and Guidelines Architectural Style Guide

3.8.2 Normalised Redevelopment Areas

The following planning policies and design guidelines apply to LPS 26 - Normalised Redevelopment Areas:

- Planning Policies and Design Guidelines for Normalised Redevelopment Areas Map
- Claisebrook Village Project Area
- New Northbridge Project Area
- P2 Section 2.1 - Area 1 - Claisebrook Road North (TOWN OF VINCENT)
- P2 Section 2.2 - Area 2 - East Parade
- P2 Section 2.3 - Area 3 – Belvidere
- P2 Section 2.4 - Area 4 - Victory Terrace
- P2 Section 2.5 - Area 5 - Jewell Lane
- P2 Section 2.6 - Area 6 - Fielder Street
- P2 Section 2.7 - Area 7 - Saunders Street
- P2 Section 2.8 - Area 8 - Boans Warehouse
- P2 Section 2.9 - Area 9 - Brook Street
- P2 Section 2.10 - Area 10 - Brook Street (P&O Site)
- P2 Section 2.11 - Area 11 - Chinese Consulate
- P2 Section 2.12 - Area 12 - North Cove
- P2 Section 2.13 - Area 13 – Harbourside
- P2 Section 2.14 - Area 14 - Lord and Norbert Streets
- P2 Section 2.15 - Area 15 - Norbert and Clotilde Streets
- P2 Section 2.16 - Area 16 - Silver City
- P2 Section 2.17 - Area 17 - East Perth Primary School
- P2 Section 2.18 - Area 18 - Eastbrook Terrace
- P2 Section 2.19 - Area 19 - Regal Place
- P2 Section 2.20 - Area 20 - South Cove
- P2 Section 2.21 - Area 21 - Constitution Hill North
- P2 Section 2.22 - Area 22 - Gibraltar Way
- P2 Section 2.23 - Area 23 - The Quadrant
- P2 Section 2.24 - Area 24 - Royal and Bennett Streets
- P2 Section 2.25 - Area 25 - Plain Street
- P2 Section 2.26 - Area 26 - Haig Park
- P2 Section 2.27 - Area 27 - Constitution Hill South
- P2 Section 2.28 - Area 28 - Lot 201 Plain Street
- P2 Section 2.29 - Area 29 - East Perth Cemetery
- P2 Section 2.30 - Area 30 – Waterloo
- P2 Section 2.31 - Area 31 - Brown and Kensington Streets West
- P2 Section 2.32 - Area 32 - Brown Street East
- P2 Section 2.33 - Area 33 - Kensington Street East
- P2 Section 2.34 - Area 34 - Lot 119 Brown Street
- P2 Section 2.35 - Area 35 - Russel Square
- P2 Section 2.36 - Area 36 - Lake Street

Yagan Square, Central Perth

3.9 OTHER RELEVANT STRATEGIES, PLANS AND POLICIES

A number of documents sit outside the City's planning authority but apply to land within Perth city and are relevant to the Local Planning Strategy. An overview of these documents is provided in **Table 6**.

Table 6: Other relevant strategies, plans and policies

Name of Strategy, Plan, Policy	Date Approved	Purpose	Local Planning Strategy Implications & Responses
Metropolitan Redevelopment Authority Central Perth Redevelopment Scheme (2012)	2012	The Metropolitan Redevelopment Authority Act 2011 and the Metropolitan Redevelopment Authority Regulations 2011 provide for the planning and redevelopment of certain land in the metropolitan region by Development WA (formerly the Metropolitan Redevelopment Authority). Development WA's Central Perth Redevelopment Scheme (2012) relates to redevelopment areas under its planning authority located within the City's boundaries (as indicated in **Figure 1**). The project areas include: • Claisebrook Village; • New Northbridge; • Riverside; • Perth City Link; • Perth Cultural Centre; and • Elizabeth Quay	The Strategy is informed by the vision and outcomes for each project area outlined in the Central Perth Redevelopment Scheme. As the redevelopment areas will be returned to the City's planning authority in the future, the Strategy provides high level direction for their future land use and development.
Perth Parking Policy 2014	2014	The Perth Parking Management Act 1999 and the Perth Parking Policy 2014 (PPP) manage non-residential car parking in Perth city (excluding Crawley and Nedlands). They provide guidelines for tenant parking and public parking with the aim of preserving Perth's air quality, reducing traffic congestion, improving pedestrian amenity, freeing up short-term shopper and business parking and creating a city environment that is economically, socially and environmentally healthy. The Act requires all non-residential parking be licensed by the State Government. The assessment and approval of development applications that incorporate parking in accordance with the PPP is the responsibility of the City.	The Strategy identifies the need for a review of the PPP.

140 William Street, Central Perth

4.0 CITY WIDE LOCAL GOVERNMENT PROFILE

The city-wide profile and analysis provides information that has been considered in understanding Perth city (as it applies across the Strategy's theme areas). It also explores the issues the City faces when planning for the future and the way these issues affect the approach to the Strategy.

4.1 DEMOGRAPHIC PROFILE

Perth city's demographic profiling is used to inform future planning for housing, community infrastructure, open space, service infrastructure, transport and the local economy.

This analysis will be used for identifying the opportunities to meet the dwelling targets.

4.1.1 Demographic - Issues and Opportunities

4.1.1.1 Alignment with State Government growth targets

The State Government's Central Sub-regional Planning Framework, part of the Perth and Peel @ 3.5million suite, sets a target of 35,000 additional residents and 15,910 additional dwellings for Perth city between 2011 – 2050. For the purposes of the Strategy, this equates to a total target of approximately 42,500 residents and 22,000 dwellings in Perth city by 2036.

The Perth and Peel targets are broken down into five-year blocks, to provide an indication of the expected timeframe for delivery of additional infill.

Forecasts provided by .id Consulting anticipate that Perth city will reach 43,018 residents and 19,670 occupied dwellings by 2036. The City's population targets suggest a total of 55,000 residents and 27,277 occupied dwellings by 2036 which exceeds the Perth and Peel infill target. A comparison of the City's population forecast, aspiration target and Perth and Peel infill requirement is provided in **Figure 7** and **Figure 8**.

Figure 7 – Population growth target comparison

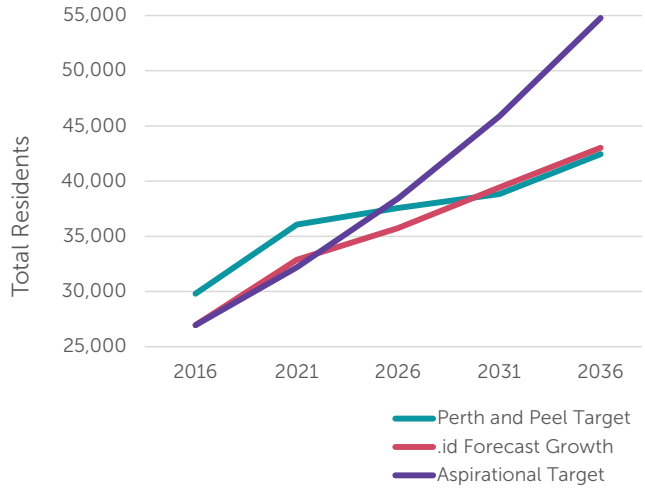
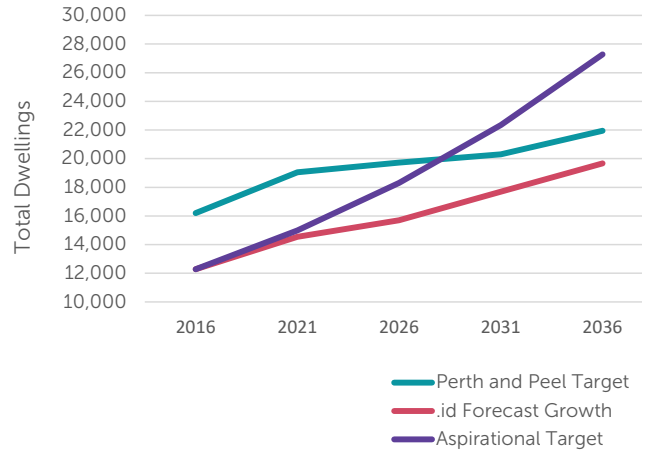


Figure 8 - Dwelling growth target comparison



Perth city, with its high density built form and location at the centre of Greater Perth's transport network, is well placed to accommodate additional growth to contribute to the target for the broader Central Sub-region. Achieving a greater critical mass and presence of people would benefit Perth city through:

- Increased activity for retailers, businesses, public transport services and arts, culture and entertainment areas;
- Busier streets day and night and on weekends which will naturally improve the Perth city image and perceptions of safety; and
- Provide a better business case for investment in transformational community infrastructure to support the needs of residents.

The City's current planning schemes and planning policies already encourage residential growth at varying densities. However, to ensure that the aspirational growth targets can be accommodated, the existing framework should be reviewed and potentially expanded to encourage new residential development sooner, with a particular focus surrounding key infrastructure and areas of high amenity such as neighbourhood centres, open space, public transport nodes and community infrastructure.

Notwithstanding the targets above, the rate of growth between now and 2036 will be highly dependent on external factors such as (but not limited to):

- The availability of funding from the City, State Government and other stakeholders to deliver transformational infrastructure to support a growing population (i.e. public transport, community infrastructure and schools) and the timing of delivery;
- Market demand for residential development and feasibility of development;
- Changes to international and inter-state migration patterns;
- Unforeseen changes to birth and death rates;
- Employment opportunities and changes to the workforce;
- Competition for market share; and
- Long-term impacts of Covid-19.

Regular reviews and monitoring of how Perth city is tracking in reaching its population target will ensure the Strategy is agile and able to respond to changing circumstances as they unfold.

4.1.1.2 Neighbourhood planning for population growth

Residential growth must be managed in a way that protects or enhances the character and identity of each Perth city neighbourhood. It is important for residential growth to be coordinated and planned to make sure that:

- Neighbourhood character, amenity and unique identity is preserved and enhanced, where possible;
- Clear built-form controls and guidelines promote developments that provide high levels of amenity for the occupants, and are environmentally sustainable; and
- It is located within areas with the best access to existing services, amenities, infrastructure and transport.

Neighbourhood-based planning will also help to address the gaps (perceived and actual) in the offerings of different areas of Perth city. Knowing what services and amenities will be available in each area will encourage current and future residents and investors to make a significant financial and social investment in Perth city.

Figure 9 - Local Profile Summary

DEMOGRAPHICS		PERTH CITY	GREATER PERTH
POPULATION	Population (2019)	28,832	2,087,555
	Population change 2006-2016	+71.6%	+28.5%
AGE	Median Age	32	36
	Children aged 0-14	5.7%	19%
	Teens 15-19	4.9%	6.2%
	Adults aged 20-39	57.7%	29.7%
	Adults >40	31.7%	45%
HOUSEHOLD TYPES	Couples without children	27.1%	25.4%
	Families with children	14.3%	46%
	Lone person household	32.1%	21.7%
	Average house size (people)	1.9	2.6
ETHNICITY & MIGRATION PATTERN	Language other than English spoken at home	38.6%	20.1%
	People born outside of Australia	54.7%	36.1%
	Overseas migration (5 years)	38%	22.8%
DWELLINGS STRUCTURE	Occupied	78.3%	89%
	Unoccupied	21.7%	11%
	Separate house	1.1%	76.9%
	Rented	62.5%	26.7%

*Statistics as per ABS 2016, Profile ID

ECONOMIC		PERTH CITY	GREATER PERTH
FAMILY EMPLOYMENT STATUS	Employed	89.7%	91.9%
	Employed full time	59.6%	56.4%
OCCUPATION	Professionals	35%	22.2%
	Managers	16%	11.5%
INDUSTRY OF EMPLOYMENT	Professional, scientific, and technical services	14.3%	7.2%
HIGHEST LEVEL OF EDUCATION	Bachelor degree or above	40.9%	22.9%
INCOME	Median weekly household income	$1,849	$1,643

*Statistics as per ABS 2016, Profile ID

4.2 COMMUNITY, URBAN GROWTH AND SETTLEMENT

This section outlines the key issues and opportunities with respect to housing, built form, public open space and community infrastructure which inform the relevant direction and actions in Part 1 of the Strategy

It provides an overview of the demonstrated capacity to accommodate dwelling and commercial floorspace targets necessary to facilitate growth consistent with the expectations of Perth and Peel @ 3.5million.

4.2.1 Urban Growth – Issues and Opportunities

4.2.1.1 Growth targets and density of development

Establishing growth targets is important in ensuring the City is providing sufficient opportunity for landowners to redevelop their properties and to ensure the City is meeting community and market expectations with respect to the availability, diversity and function of private landholdings.

In establishing growth targets the City has considered:

a. The dwelling targets prescribed for each local government under the WAPC's Perth and Peel @ 3.5 million, noting that Perth city has been allocated a target of 26,890 dwellings (additional 15,910 dwellings) by 2050;

b. The City's broader aspirations to increase the resident population to reinforce the viability of commercial and retail development and improve the activation of the area;

c. Analysis undertaken by Colliers International on anticipated demand for commercial floorspace between 2018 and 2038 for the City, noting the floorspace which was already vacant or under construction at that point.

These targets have been used to determine how much additional commercial floorspace and how many additional dwellings are needed within each of Perth city's neighbourhoods over the next 15 years, as outlined in **Table 7** and **Table 8**.

PLOT RATIO CAPACITY ANALYSIS

Development intensity is controlled in CPS2, which applies to the majority of Perth city, by the designation of maximum plot ratios. These prescribe the maximum amount of floorspace that can be developed on each lot.

As such, maximum plot ratios can be compared to total floorspace targets to calculate whether or not the existing planning framework has sufficient capacity to accommodate the City's growth targets.

Table 7 - Dwelling and commercial floorspace targets

Neighbourhood	Existing Dwellings (2016)	Additional Dwelling Target (2016-2036)	Total Dwellings (2036)	Commercial Floorspace Demand (2018-2038) (m^2)	Vacant/Under Construction (2018) (m^2)	Additional Commercial Floorspace Target (2038) (m^2)
Central Perth	**2,596**	3,623	6,219	931,521	396,484	535,037
Claisebrook	**1,945**	1,571	3,516	66,926	23,016	43,910
Crawley-Nedlands	**1,554**	846-1,046	2,400-2,600	31,632	11,319	20,100-20,400
East Perth	**3,651**	4,125	7,776	107,196	18,302	88,894
Northbridge	**928**	1,091	2,019	155,470	42,051	113,419
West Perth	**1,608**	3,718	5,326	266,137	73,074	193,063
Total	**12,282**	14,995	27,277	1,558,882	564,246	994,636

*Note: Table 7 refers to occupied dwellings only (Source: Forecast.id 2021). Commercial and residential floorspace targets for Crawley-Nedlands will be informed by future structure planning.

Table 8 - Total floorspace target to 2036 (Residential) and 2038 (Commercial)

Neighbourhood	Current Floorspace Take-Up (2015 LUES Survey)	Additional Residential Floorspace Forecast – to 2036 (m^2)	Additional Commercial Floorspace Forecast – to 2038 (m^2)	Total Additional Floorspace Forecast (m^2)	Total Floorspace Forecast (m^2)
Central Perth	2,754,493	289,859	535,037	824,896	3,579,389
Claisebrook	361,899	125,647	43,910	169,557	531,456
Crawley-Nedlands	85,811	67,680-83,680	20,100-20,400	87,780-104,080	173,591-189,891
East Perth	574,049	329,979	88,894	418,873	992,922
Northbridge	520,008	87,242	113,419	200,661	720,669
West Perth	765,630	297,451	193,063	490,514	1,256,144
Total	**5,061,890**	**1,199,538**	**994,636**	**2,194,174**	**7,256,064**

Commercial and residential floorspace targets for Crawley-Nedlands will be informed by future structure planning.

The growth capacity under the City's existing local planning schemes is first calculated by subtracting Perth city's existing floorspace take-up (Department of Planning, 2015) from the maximum plot ratio capacity prescribed under the schemes. This calculates the amount of 'unused plot ratio' available under the City's existing schemes (illustrated in **Figure 10**).

This analysis demonstrates that there is significant unused plot ratio throughout Perth city, and when additional floorspace projections from the Development WA controlled areas are included, there is more than sufficient theoretical capacity to meet the demand over the projected period (**Table 9**).

DEVELOPMENT WA PRECINCTS

It is important to note that the City's total floorspace growth targets will not be exclusively accommodated within the City of Perth's planning scheme areas. A substantial portion of Perth city's growth will be accommodated within Development WA's redevelopment areas, which fall outside the City's planning authority.

Table 10 illustrates the known floorspace targets for the Development WA's redevelopment areas within Perth city.

All floorspace targets within **Table 10** are treated as future floorspace growth given that no new developments (other than the Perth Arena) had been completed when the 2015 Land Use Employment Survey was undertaken – which was used to determine 'existing floorspace' for the purposes of this capacity analysis.

Additionally, based on project targets provided by Development WA, it is assumed that Perth City Link, Elizabeth Quay and Riverside redevelopment projects will be completed by 2036. However, this will require ongoing monitoring and review over the life of the Strategy.

Table 9 - Total Floorspace Capacity Surplus / Deficit Calculations based on existing planning frameworks

Neighbourhood	City of Perth - Unused Plot Ratio (m^2)	DevWA floorspace capacity (m^2)	Total Floorspace Capacity (m^2)	Additional Floorspace Demand 2036 (m^2)	Floorspace surplus/ deficit (m^2)
Central Perth	1,652,476	641,000	2,293,476	824,896	+1,468,580
Claisebrook	472,316	159,773	632,089	169,557	+462,532
Crawley-Nedlands	24,409	-	24,409	87,780-104,080	-63,371 to -79,671
East Perth	737,022	414,000	1,151,022	418,873	+732,149
Northbridge	981,138	7,625	988,763	200,661	+788,102
West Perth	918,114	-	918,114	490,514	+ 427,600
TOTAL	4,785,475	1,222,398	6,007,873	2,194,174	+3,813,699

Commercial and residential floorspace targets for Crawley-Nedlands will be informed by future structure planning.

Table 10 - Development WA Growth Capacity (Development WA, 2021)

Development WA Precinct	Residential floorspace target (m^2)	Commercial floorspace target (m^2)	Total floorspace target (m^2)	Perth city neighbourhood
Perth City Link	132,000	220,000	352,000	Central Perth
Elizabeth Quay	64,000	225,000	289,000	Central Perth
Riverside	320,000	94,000	414,000	East Perth
Claisebrook - Other[1]	133,245	26,528	159,773	Claisebrook
Northbridge[1]	n/a	7,625	7,625	Northbridge
TOTAL	649,245	573,153	1,222,398	n/a

[1] Capacity calculations for 'Claisebrook - Other' and 'Northbridge' were not available at the time of preparation of this Strategy, and as such the estimates listed here are based on an extrapolation of the plot ratio and development assumptions for adjacent sites within City of Perth controlled areas.

Figure 10 – Total unused plot ratio under City of Perth local planning schemes (based on LUES 2015 Survey and Landgate Data)

REDEVELOPMENT POTENTIAL ANALYSIS

It is recognised that the unused plot ratio is only available if redevelopment can occur on identified sites, and there are a number of factors that may inhibit the ability for individual landowners to redevelop their sites, including but not limited to:

- Number of land owners where a development site is subject to multiple ownership arrangements;
- Site area of individual existing parcels limiting the ability to achieve more substantial development to their allotted plot ratio limitation;
- Existing built form being of a size or scale which is unlikely to be financially feasible to redevelop and achieve the additional plot ratio available; and
- Existing land use or development being of substantial importance and limiting the ability for redevelopment to of the site to achieve the plot ratio available (e.g. private schools, civic buildings, heritage buildings, etc).

In addition, the existing plot ratio applied under the Scheme is not specifically a constraint, as it is anticipated that these plot ratio controls will be reviewed over time and subject to increase where appropriate.

In order to give full consideration to the above factors the City has undertaken a detailed Redevelopment Potential Analysis of each of the six neighbourhood precincts.

This analysis applied a reduction to individual development sites based on the probability that they would be available for redevelopment over the next 30 years in the context of the above factors, providing a total site development site area, which was then combined with the anticipated plot ratio for the precinct. The results of this analysis are outlined in **Table 11**.

REDEVELOPMENT POTENTIAL ANALYSIS METHODOLOGY

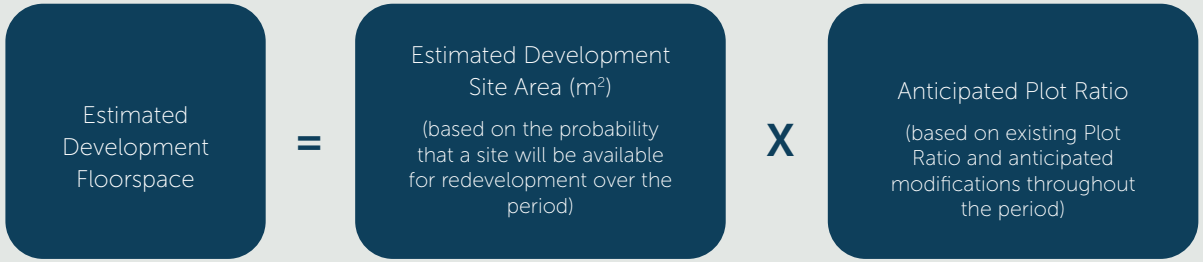


Table 11 - Total Floorspace Capacity Surplus / Deficit based on redevelopment potential analysis

Neighbourhood	Proportion of private land identified as likely to redevelop during the period	Estimated Floorspace Capacity (m²)	DevWA floorspace capacity (m²)	Total Estimated Floorspace Capacity (m²)	Additional Floorspace Demand 2036 (m²)	Floorspace surplus/ deficit (m²)
Central Perth	20%	682,539	641,000	1,323,539	**824,896**	+498,643
Claisebrook	19%	85,472	159,773	245,245	**169,557**	+75,688
Crawley-Nedlands	26%	125,020	-	125,020	**89,673**	+35,347
East Perth	22%	238,426	414,000	652,426	**418,873**	+233,553
Northbridge	30%	388,215	7,625	395,840	**200,661**	+195,179
West Perth	32%	594,748	-	594,748	**490,514**	+104,234
TOTAL		2,114,420	1,222,398	3,336,818	**2,194,174**	+1,142,644

The analysis demonstrates that even with conservative assumptions applied to each of the neighbourhoods, there is sufficient capacity to meet the City's targets for floorspace over the next 15 years.

As a component of this analysis the City also identified hypothetical breakdowns in residential and non-residential floorspace based on the existing and anticipated character of each of the neighbourhoods. This analysis was used to identify whether the floorspace capacity identified was sufficient to meet the anticipated demand for both residential and non-residential floorspace.

The analysis is outlined in **Table 12** reinforces that the municipal area, with potential amendments to Plot Ratio availability under the existing Scheme, has sufficient capacity to achieve both the residential and commercial floorspace targets within each of the identified neighbourhoods.

Although **Tables 9, 10** and **12** indicate a deficit for Crawley-Nedlands, it must be recognised that the calculations illustrate development capacity for zoned land only. The analysis does not capture development capacity on reserved land (including QEIIMC and UWA) as these areas are not under the statutory control of the City's local planning schemes. If the capacity of these substantial reserves is considered, it is expected that a significant floorspace capacity surplus will exist for Crawley-Nedlands.

Table 12 - Hypothetical breakdowns in Residential and Commercial Floorspace based on projected growth

Neighbourhood	Dwelling Yield Analysis					Commercial Floorspace Analysis				
	Proportion of Floorspace Identified as Residential	Estimated Dwelling Yield	DevWA Dwelling Forecasts	Identified Dwelling Demand	Dwelling Surplus / Deficit	Proportion of Floorspace Identified as Commercial	Estimated Commercial Floorspace Yield (m^2)	DevWA Commercial Floorspace Estimates (m^2)	Commercial Floorspace Demand Forecast (m2)	Floorspace Surplus / Deficit (m^2)
Central Perth	39%	4,150	2,450	3,623	**+2,977**	61%	358,850	445,000	535,037	268,813
Claisebrook	75%	2,077	1,666	1,571	**+2,172**	25%	33,675	26,528	43,910	16,293
Crawley-Nedlands	86%	1,397		867	**+530**	14%	16,998	-	20,313	-3,315
East Perth	67%	1,946	4,000	4,125	**+1,821**	33%	124,226	94,000	88,894	129,332
Northbridge	47%	2,729		1,091	**+1,638**	53%	203,841	7,625	113,419	98,047
West Perth	57%	4,426		3,718	**+708**	43%	258,237	-	193,063	65,174
TOTAL		16,724	8,116	14,995	**+9,845**		995,828	573,153	994,636	574,345

DEVELOPMENT CAPACITY ACTIONS

In considering the redevelopment capacity analysis it is noted that the assumptions used, whilst conservative, are simply one scenario of how development may occur, and are not a prediction of what will occur.

In order to achieve the dwelling and commercial floorspace targets identified the City will need to undertake regular monitoring and review of actual development approved and constructed, and undertake a comprehensive review of:

a. The base plot ratio available in each of the neighbourhoods, particularly in areas where there is significant redevelopment opportunity and where higher density development is considered warranted.

b. The bonus plot ratio available in each of the neighbourhoods, particularly in areas where redevelopment potential is limited by site specific or localised factors (e.g. Heritage), but there is a desire to increase the density of development within the area.

It is proposed that this review be undertaken as a component of the review of the new Scheme, with periodic monitoring of the development outcomes thereafter to ensure that development outcomes are delivering the anticipated floorspace outlined.

DISTRIBUTION OF DEVELOPMENT INTENSITY AND CITY FORM

In 2010, the City's Urban Design Framework (UDF) was prepared which identified a notional built form for Perth city to guide the distribution of development intensity. Although many of the principles guiding the UDF remain valid, since its adoption, the City's overall built form has departed to some extent from the notional built form envisaged, due to subsequent amendments to CPS2 and the ongoing development of Elizabeth Quay, Perth City Link and Waterbank.

The State Government's Perth and Peel @3.5 million planning framework establishes urban consolidation principles to apply across the metropolitan area. These have been examined and refined from a local context to identify key urban consolidation principles to guide the distribution of density throughout Perth city.

CITY URBAN CONSOLIDATION PRINCIPLES

1. Consolidate development to make better use of land around:
   - The Central Perth Capital City Office area along St Georges Terrace to reinforce its primacy;
   - Neighbourhood centres and nodes;
   - Train stations and public transport nodes; and
   - Open spaces.
2. Protect the following:
   - Environmental values and assets;
   - Character and heritage value and quality;
   - Comfortable microclimates within key pedestrian areas and open spaces;
   - Comfortable intensity/scale of development in neighbourhood centres; and
   - A gradation of intensity/scale of development down to the river.

These principles should be used as a strategic guide to distribute density across the city through the new Scheme and changes to plot ratio and built from provisions.

Large areas of Perth city are suitable for some level of intensification as indicated in Part One. However, detailed analysis and modelling will be required to determine specific areas of change, and to ensure the protection and enhancement of microclimates, heritage places and character areas as specified in the City Urban Consolidation Principles.

The following four Precinct Planning Areas have been identified as particularly suitable for intensification in line with the principles above:

- McIver-Claisebrook Precinct (Central Perth, Claisebrook and Northbridge);
- City West Precinct (West Perth);
- Riverside Precinct (East Perth); and
- UWA-QEIIMC Specialised Centre (Crawley-Nedlands).

These detailed planning areas are discussed in further detail in the Neighbourhood Profiles and Analysis section of this document.

URBAN SETTING

Perth city's urban areas can be broadly split into the following two typologies:

Buildings in urban centre setting: Areas where buildings are generally built to the street and lot boundaries. The continuation of a building-edge along the street reinforces the urban character of these areas and provide high levels of activity and interest through this direct interface between the public and private realms.

Buildings in landscape setting: Areas where buildings are setback from the street and other lot boundaries within high quality in ground landscaping. Landscaping is integrated into building and site design enhancing the landscape character of the area. These areas provide high levels of natural amenity.

The landscape setting areas are indicated on the Neighbourhood Plans in Part One of the Strategy, with the remaining areas falling into the urban centre setting. They will generally be reinforced when preparing the new Scheme and planning policies.

4.2.2 Community and Settlement - Issues and Opportunities

4.2.2.1 Housing diversity

In contrast to typical local government areas throughout Western Australia, the supply of housing within Perth city is focused on apartments, with two-bedroom dwellings being the most common.

Cities which are accessible and attractive to a range of people are more likely to retain residents through various stages of their lifecycle and make for more inclusive and cohesive communities. Given that Perth city's population is dominated by two person households of young professionals and students, broadening housing options to meet the requirements of families, senior residents and those with special needs would assist in sustaining more diverse populations in the long- term.

In 2020, the City and the Department of Communities conducted a Housing Needs Assessment for Perth city. This assessment recommended that the City endeavour to increase the proportion of the following housing typologies (Department of Communities and City of Perth, 2020):

- Apartments with at least three bedrooms, to accommodate families and intergenerational households;
- Specialist housing to cater for senior residents and those living with disabilities; and
- Alternate dwelling typologies and models of tenure such as co-living (including student housing), dual-key and build-to-rent options to cater for a diverse population seeking alternate housing needs and lifestyles.

The 2018 Housing Analysis indicated that the City's current policy framework is fairly supportive of a broad range of residential development, compared to other inner-suburban areas in Perth (Urbis, 2018). However, it was recommended that the City review its planning provisions to better encourage the delivery of the identified gaps in housing. This could be achieved through mandatory housing diversity requirements or development incentives.

Diverse housing types should also be well distributed throughout Perth city, including surrounding key infrastructure and areas of high amenity, to encourage integrated communities.

4.2.2.2 Affordable housing

The City defines 'affordable housing' as housing, which is reasonably adequate in standard, safe, secure and appropriate to household needs and well located in relation to services, employment and transport and location (City of Perth, 2008). It generally targets low and middle-income households on the lower 40% of the income distribution scale and is regarded as affordable where the mortgage or rent is no more than 30% of that household's income.

Affordable housing is essential for the social inclusion and economic participation of a diverse population.

Broader community impacts of unaffordable housing include reduced productivity, reduced spending on goods and services and increased demand for State funded housing. Capital cities that do not have adequate affordable housing can also struggle to attract and retain workers that support the local economy, including those in key industries such as education, health, childcare and retail (Department of Communities and City of Perth, 2020).

While there are affordable housing options in Perth city for some, the City's Housing Needs Assessment identified the need to increase the delivery of affordable housing, with a specific emphasis on:

- Affordable apartments with at least three bedrooms to encourage families and intergenerational households to move to, and remain in, the city; and
- Alternate and specialist accommodation typologies which offer a wider range of price points to suit a broader population.

The City must ensure housing is affordable not only at the time of delivery, but on an ongoing basis. Sustainable housing design will assist in achieving this by lowering ongoing operational costs. Providing sufficient community infrastructure throughout Perth city may also assist by reducing reliance on communal facilities within private developments.

Consistent with diverse housing aims, affordable housing should be integrated throughout the city. In areas where suitable affordable housing is not being delivered by the market, the City will explore development incentive options or minimum mandatory requirements to encourage its delivery.

4.2.2.3 Responding to homelessness

Homelessness is a complex issue for cities to grapple with. The City is working in partnership with the State Government, not-for-profit organisations and the corporate sector in providing short and long-term responses to homelessness in Perth city.

The City's role includes advocacy, partnering with organisations and/or delivery of infrastructure and/or services. The City has a key role in supporting community education and sharing of resources.

Most actions to address homelessness sit outside of the planning framework. However, the new Scheme and planning policies can play a role in encouraging the delivery of diverse, affordable and sustainable housing which can assist individuals and families progressing out of crisis and transitional accommodation.

4.2.2.4 Community infrastructure

The provision of community infrastructure is essential to attract and support residents, workers and visitors. In a high-density environment, residents will look to community infrastructure and public open spaces to provide opportunities for recreation, play and socialising.

This infrastructure promotes community cohesion and wellbeing, encourages residents to live in the city long-term and becomes the foundation of a strong, connected community.

Perth city has different community infrastructure mix to many other local government areas. It includes many regionally-important health and educational institutions but has limited community infrastructure that support local living. Until recently, Perth city's population has not been large enough to support some core services and infrastructure for residents – such as public schools and formal recreational facilities.

Benchmark analysis suggests a critical mass is beginning to be reached, whereby the resident population is sufficient to support some 'missing' types of infrastructure. If these are not addressed, it could become more and more difficult to attract and retain a broader range of residents.

Providing a greater range of community infrastructure and core services may also help to diversify the Perth city population and attract new people to high density inner-city living. Early investment in transformative infrastructure and services will expand the scale and attributes of the future resident population.

In this context, it is important for the City to undertake formal community infrastructure planning including the development of a plan for delivery. Planning instruments such as targeted land use permissibility, development incentives and development contributions should be considered as options for delivery, in accordance with the provisions of State Planning Policy 3.6.

The City should also continue advocating to the State Government for the provision of public primary and secondary schools within the city to support the anticipated growth. Potential sites have been identified in the East Perth and Claisebrook neighbourhoods.

4.2.2.5 Availability and accessibility to open space

As at 2016, Perth city was a leading capital city in Australia in terms of public open space land area per resident, with 203sqm of open space per resident, compared to 18sqm in Sydney (City of Perth, 2018a). The vast majority of this public open space is provided by Kings Park and the Swan River foreshore, which are major environmental assets that provide for a range of passive and active recreational and cultural uses. However, with open space predominantly concentrated in these areas, neighbourhood areas located away from them are disadvantaged.

Figure 22 in **Appendix A** illustrates Perth city's public open spaces, along with private spaces which provide a significant open space function. Pedestrian catchment radiuses of 200 – 400m are applied to each open space according to its scale and function, to illustrate where open space gaps exist.

Northbridge has the lowest provision of public open space of all the city neighbourhoods –2.5% of total land area and 10sqm per resident (refer **Table 22** of **Appendix A**). This represents a shortfall against the 10% public open space requirement stipulated in the WAPC's Liveable Neighbourhoods Policy.

Although Russell Square services the western portion of Northbridge, there is no public open space within the eastern portion which has an emerging resident population. However, it is noted that Weld Square is located nearby in the City of Vincent.

West Perth and Crawley-Nedlands also have less than the 10% public open space requirement, but they benefit from their proximity to Kings Park and the Swan River.

Figure 22 in **Appendix A** illustrates open space deficiencies in the west end of Central Perth (between Wellington Street and Hay Street), the northern edge of Claisebrook (west of Lord Street) and the central western edge of Crawley-Nedlands.

In West Perth, there are areas with restricted access to open space. While proximity to Kings Park is a major advantage, pedestrian access across Kings Park Road could be improved. Similarly, access for the northern section of the neighbourhood to nearby Totterdell Park and Harold Boas Gardens is restricted by the railway line.

Ensuring the types of available open space meet the needs of different demographics is also important. The type and function of existing and future public open space areas needs to be considered on a catchment by catchment basis.

Building on the information above, the City intends to prepare a Public Open Space framework to:

- Identify the role and function of all public spaces (both urban and green) across Perth city;
- Review and improve the functionality, accessibility, connectivity and diversity of existing open spaces and their connections with the community;
- Identify areas of under provision; and
- Capture community needs and aspirations for open space.

The results of this framework will assist in informing the City's future Community Infrastructure Plan with respect to open space provision.

CPS2 and Local Planning Policy 4.5.1 currently incentivise the delivery of public spaces on private land by awarding up to 20% bonus plot ratio. However, the provisions do not provide guidance on the preferred location of public spaces and the bonus can only be awarded in certain areas of Perth city. As a result, public spaces delivered through this mechanism have not always been located in areas of greatest need. These planning provisions should be reviewed to more clearly guide the location and function of spaces on private land to help address open space gaps.

4.2.3 Built Environment - Issues and Opportunities

4.2.3.1 Public realm and character

CHARACTER AREAS

A number of areas of built and landscape character have been identified as playing an important role in the sense of place and identity of Perth city's neighbourhoods. As growth occurs throughout Perth city, it is important that new development does not erode the distinctive and attractive character of these areas.

Each of the identified character areas are detailed in **Appendix B** - Neighbourhood Profiles and Analysis. They include:

Central Perth Neighbourhood
- St Georges Terrace Character Area
- Hay and Murray Streets Character Area
- Mount Street Character Area
- Terrace Road Character Area.

Northbridge Neighbourhood
- Northbridge Character Area

East Perth Neighbourhood
- Terrace Road Character Area

Claisebrook Neighbourhood
- Claisebrook Residential Character Area
- Brown and Kensington Streets Character Area
- Claisebrook Cove Character Area

West Perth Neighbourhood
- Hay Street West Character Area
- Ord and Outram Streets Character Area
- Kings Park Road Character Area

Crawley-Nedlands Neighbourhood
- Mounts Bay Road Character Area
- Northern Character Area
- Southern Character Area

It is important to remember that character areas would not be afforded heritage protections and are not intended to prohibit new development. Rather, they are identified to ensure that important elements of the area's street and lot pattern, built form and/or landscaping are reinforced and enhanced in new development.

As part of the preparation of the new Scheme and planning policies, investigation of how best to incorporate the character into built form provisions for these areas will be undertaken.

PUBLIC AND PRIVATE REALM INTERFACE

Inward facing developments create inactive streetscapes, a decreased perception of safety and limited opportunities for community to meet and gather.

The City's local planning framework encourages development to:

- Have an interactive edge with the street (in commercial and mixed-use areas) – with active land uses and pedestrian interest at the ground-floor level;
- Promote vibrancy and multiple openings at ground floor level; and
- Provide passive surveillance of the street from the first few floor levels.

There are currently a number of impediments to optimising the design of a building's frontage in Perth city. Along with activation, building frontages also often need to accommodate vehicular and servicing access, utility connections and fire equipment, and universal access. This is made more difficult where buildings have narrow street frontages.

Best practice urban design responses should be sought in new development to ensure they positively contribute to the public realm and provide a seamless blend to promote street-level activity and safety. Different streets require different responses, depending upon their location and the predominant land uses. A more refined place-based approach is warranted in the new Scheme and planning policies and some streets may benefit from a new built form approach that delivers greater amenity.

A balance needs to be struck between the creation of active interfaces and the functional needs of buildings such as vehicular access and servicing. Ongoing collaboration with service providers is required to ensure the application of safe and practical outcomes without impacting streetscape amenity.

APPROACH TO PODIUMS IN URBAN CENTRE SETTING AREAS

In the majority of the urban centre setting areas, CPS2 applies and generally facilitates podium and tower development with 14 or 21m podium heights depending upon the street. Podiums have benefits in mitigating the wind impacts of high-rise development and creating a comfortable pedestrian scale within streets. However, they also create challenges in terms of allowing natural daylight and ventilation into buildings and as a result the range of uses they can accommodate is limited.

Often developments choose to locate tenant car parking in podiums as this does not require the levels of daylight and ventilation that many uses do and it is not defined as plot ratio, creating less incentive to provide it below ground. Car parking filled podiums often lead to poor streetscape interfaces - reducing interest in and passive surveillance of the street.

Podiums, particularly the higher ones, do not always integrate well with adjacent older development and can be highly visible from the near and distant public realm. These podium issues will be investigated when preparing the new Scheme, including a more place-based approach and podium heights that respond to the context in the relevant street.

In the urban centre setting areas, requiring buildings to extend to the street edge creates a continuous built edge that provides pedestrian interest. However, it is recognised that a setback may be appropriate where it:

- Accommodates a high quality public space;
- Reveals views to heritage places and important landmarks;
- Increases footpath width where pedestrian volumes are high and space is limited; and
- Accommodates trees and high quality green infrastructure.

Further investigation is required to see if more flexibility should be provided to allow for these instances and create more inviting and attractive streetscapes that people are drawn to. A critical element of this is the greening of neighbourhoods and accommodating more tree canopy in the private realm as proposed by the City's Urban Forest Plan.

THE DOMINANCE OF CAR PARKING

Car parking provision associated with apartment development is sometimes leading to poor design outcomes. Under the current planning provisions, residential development generates the highest on-site car parking provision. Developers generally seek to provide at least one car bay per dwelling – and where there are high numbers of dwellings on site, accommodating the equivalent number of car parking bays on site can be challenging. As Perth city's population grows and the intensity of development and the number of apartments increases, this issue is likely to intensify.

While the City encourages all car parking to be provided in basements, developers often argue that this is not feasible when a large number of car parking bays is proposed. Under CPS2, tenant car parking is not defined as plot ratio, and so there is less incentive to provide it below ground. This, coupled with the nil side and rear setback requirements for podiums, has resulted in many developments choosing to provide less costly above ground car parking facilities.

As discussed, car parking in podiums can result in poor streetscape outcomes. Preferably, development should be sleeved with active uses facing the public realm – though this can be difficult on small sites. But sleeving alone does not solve the problem. Assigning large areas of podiums to car parking creates problems of adaptability in the longer term. With improvements in public transport – and advances in electric and automated vehicles and ride and car-share schemes – it appears likely that there will be less demand for private vehicle ownership and car parking bays in the future. As a result, it is important to ensure car parking is adaptable for other uses in the future. Low floor-to-ceiling heights, sloping slabs and limited access to sunlight and ventilation make this difficult.

Development requirements for residential car parking location and design need to be reviewed and options to encourage basement parking need to be explored. Methods to address adaptability are also critical and will be addressed when preparing the new Scheme and planning policies.

PROTECTING AND ENHANCING MICROCLIMATES

The intensification of development within Perth city inevitably impacts on microclimates within the public realm. Ensuring developments do not contribute to uncomfortable wind speeds, temperatures and heat and light reflection is critical to providing a liveable city with spaces people want to spend time in.

A number of methods have been used to deliver appropriate microclimates in the public realm to date, such as podiums (to reduce wind speed created by high rise built form) and height limits (including 45-degree angle height planes that allow sunlight into key pedestrian spaces). However, there is a need to better understand the existing wind and overshadowing conditions within the city centre, and the implications of continued development intensification. While the City's 3D model can be effectively used to assess overshadowing, there is limited data available on current wind conditions.

Anecdotally, it is suggested that wind speeds in Central Perth are increasing, particularly in the vicinity of St Georges Terrace, however, there is no data to confirm this – or whether it is a consequence of development or changing climatic conditions. More understanding of this would better inform built form standards, and enable the City to provide more effective wind assessment criteria for new development.

A greater level of overshadowing should be anticipated in the city centre than suburban areas, given the greater intensity of development. But planning provisions to control the width, orientation and separation of tall buildings can have a major impact on the extent of overshadowing in the city centre. Slender buildings, north-south width, and reasonable gaps between them, enables greatest sunlight access into streets and buildings to the south. It also provides better daylight and natural ventilation within the building itself.

In the case of key public spaces, more stringent controls on height and bulk may be warranted. The importance of these spaces in the city increases as development increases – and more people are needing to use them. This need is greater for those living in apartments or working in high-density environments. It is critical that any intensification envisaged in the Strategy is carefully managed to ensure our key public spaces have appropriate sunlight access.

Light and heat reflection from buildings that are clad with large areas of glossy materials, such as glass, are problematic. The problem is exacerbated where buildings have concave surfaces. Significant glare and heat impacts can be experienced in surrounding buildings and public spaces and the impacts will increase with temperatures rising as a result of climate change. Design policies should be updated to more effectively address this issue.

PROTECTION OF VIEWS/VISTAS

Views from the public realm to significant built and natural landmarks make an important contribution to the character and legibility of the city. This is also true of the urban edges and significant gateways to Perth city. Currently, there are no formal protections of these view corridors within the City's planning framework.

Future built form provisions should seek to protect and, where appropriate, enhance or create view corridors in the public realm.

There are also key sites within the city where new development should demonstrate design excellence and seek to deliver landmarks that help to create important new views and improve legibility. These include sites at gateways to or within the city and at the focal points of significant streets and public spaces.

4.2.3.2 Sustainable design

BUILT FORM PRINCIPLES

The City has long promoted high standards of design quality in development through its planning schemes and policies, pre-application process and a mandated design review process. However, planning provisions need to be reviewed regularly to ensure they are meeting the changing needs of a growing and evolving city and align with best practice. The ongoing review of development outcomes is important to identifying issues and enabling continuous improvement.

State Planning Policy 7.0 – Design of the Built Environment will strengthen the City's position of requiring a high standard of development design and will provide appropriate weight to key design principles in the decision-making and appeal processes. The 10 principles of good design identified within the policy, are intended to be applied to the design and assessment of built environment proposals throughout Western Australia. These 10 principles will underpin the City's planning framework and decision-making where it relates to the design of our buildings and spaces. Across Perth city and within each neighbourhood different built forms have developed over time. Any changes to built form in the new Scheme need to be carefully considered to ensure the livability, productivity and sustainability of the city into the future. The following principles have been identified to underpin the preparation of built form provisions within the planning framework.

Built form should:

- Help to define and enhance the public realm, creating streets and public spaces that are attractive, inviting and feel safe.

- Conserve and compliment heritage places and areas.
- Make a positive contribution to the existing and/or desired future character of the area while also mitigating negative impacts on neighbouring development.
- Deliver spaces that are functional, designed to suit their intended purpose and adaptable over time.
- Ensure high levels of internal amenity for building occupants, providing optimal privacy, shading, thermal performance, natural light and ventilation.
- Mitigate negative impacts on neighbouring development, while also responding to the desired character of the area.
- Provide views from the public realm to the sky, protect views of important landmarks and contribute to an attractive city skyline.
- Protect and enhance the microclimate within streets and other public spaces having regard to the impacts of buildings on wind, sunlight, light and heat radiation.
- Be integrated with on-site planting to enhance the microclimate, biodiversity and character of the area.
- Deliver a coherent and attractive outcome.

HIGH QUALITY DESIGN

It is important new developments contribute positively to the capital city environment and demonstrate leadership and creativity in design.

The City will be reviewing current design planning provisions to meet the changing needs of a growing and evolving city and align with best practice. Primary considerations for the new Scheme and planning policies include:

- Embedding high levels of design and material quality in all developments and projects;
- Encouraging innovative design;
- Ensuring high standards of environmentally sustainable design; and
- Ensuring design that supports active streetscapes and/or a positive public realm interface.

The Strategic Community Plan aspires to promote world class architecture within Perth city. As part of the new Scheme the role of a competitive design process in the development application/approval process will be considered to facilitate design excellence. This may be particularly useful for major developments, strategically positioned sites, and where specific outcomes are being sought.

Competitive design processes have been used overseas, interstate and recently by Development WA to lift design quality by generating alternative design solutions.

ENVIRONMENTALLY SUSTAINABLE DESIGN

The City aspires to be a driver of environmentally sustainable design and development. Part of achieving this is reviewing and improving planning provisions and incentives to facilitate environmentally sustainable design and improve the environmental performance of new buildings. While the City's current planning schemes include objectives for developments to incorporate environmentally sustainable design (ESD) measures, there is little detail and no minimum standards.

The City undertook an Environmentally Sustainable Design Options Analysis which was guided by the following objectives:

- Achieving the highest and most viable environmentally-sustainable standards in the design and construction of developments within the city, will contribute to the following outcomes:
- The minimisation of carbon emissions;
- The use of renewable and low carbon energy;
- The conservation and efficient use of water, including water retention and re-use;
- The enhancement of the health and wellbeing of building occupants – by maximising access to the natural environment and indoor environmental quality;
- The use of building materials from sustainable, recycled and recyclable sources;
- Development that can adapt to climate change and withstand the increasing severity and frequency of weather events;
- The maximisation of opportunities for biodiversity, where possible; and
- Efficient waste management, including the maximisation of recycling and the minimisation of waste at demolition.

The Options Analysis Report found that while there is a range of sustainability tools available to promote ESD, Green Star is the most widely recognised by industry. The report recommends that 4 and 5-star Green Star ratings be mandated – depending on construction costs – while 6-star Green Star ratings be incentivised. This will provide a good starting point to ensure that new development in

the city delivers improved ESD performance. It will also enable data to be collected to better understand where attention should be focused in the future.

ADAPTABLE DESIGN

Adaptable building design is vital to meeting the ongoing, and increasingly rapid, changes in environmental, economic and social conditions.

New buildings and spaces should be designed to be functionally agile and be ready to respond to different patterns of use and specific user requirements throughout the lifetime of the building. An example, is the use of flexible apartment technology and universal design features that allow householders to vary internal room size and configurations suited to their different stages of life.

The reuse of a building not only prolongs the life of the built form and retains its contribution to a sense of place, it also has many sustainability benefits.

As discussed earlier, podiums often tend to accommodate car parking, particularly in residential developments, creating problems of adaptability in the long-term. Private car ownership and use is likely to decrease over time, favouring car-sharing and on-demand transport. These traditional car parking spaces often have low floor to ceiling heights, sloping slabs and limited access to daylight and ventilation which makes it difficult to change the use of the floor area should demand change over time. Planning provisions should address these design elements to ensure future adaptability.

Adaptable use of buildings also requires a response beyond the planning framework to overcome the financial and structural obstacles which have prevented developers and landowners from repurposing their buildings to date. The City has already undertaken investigations on how built form could be adapted to remain fit for purpose over time. The first investigation primarily focused on the reuse and conversion of vacant C Grade office space (that resulted from the economic downturn) and the use of Building Upgrade Finance as a financial incentive (Cameron Chisholm Nicol, 2017).

The second piece of work investigated a range of mechanisms that could be adopted to activate the upper levels of the Hay and Murray St Malls (Hames Sharley, 2021). There are many upper floor level vacancies which, if activated, could contribute to the diversity of use, level of activity and safety of the malls. Overcoming the financial and legislative challenges is an ongoing focus for the City.

Minimising planning barriers and advocating for change to legislative barriers that act as a disincentive for adaptive reuse or redevelopment will encourage investment and utilisation of current building fabric within Perth city. Layering this with innovative incentives (such as heritage bonus plot ratio and Heritage Adaptive Reuse grants) will provide tangible opportunities to drive land use change and achieve triple bottom line outcomes

PROTECTION OF FINE GRAIN FABRIC

Many areas of Perth city are comprised of small land parcels and narrow tenancies which contribute to the fine grain character of neighbourhoods. However, in many cases, setback requirements and building height recession plains restrict these landholdings from maximising their development potential.

Amalgamating lots can enable larger, more versatile floorplates and more efficient distribution of services and utilities such as car parking and accessways. However, large floorplates can compromise the character of an area by disrupting the fine grain rhythm.

The City needs to ensure there is a balance between enabling consolidated development outcomes across small landholdings and ensuring that redevelopment respects the original fine grain character. While the City's current planning schemes facilitate coordinated outcomes through conventional amalgamation or Special Control Areas, incentives could be used to further encourage this practice and more clearly guide built form expectations.

APPLICATION OF R-CODES

Residential development within Perth city is predominantly guided by the City's Schemes and planning policies. Currently, the R-Codes only apply to the limited areas shown in **Figure 54** of **Appendix A**, despite residential development being broadly permissible throughout the city. This limited application has been justified on the basis that the R-Codes do not fully anticipate or plan for the intensity and mixed-use nature of the development in many areas of the city.

Since 2019, the State Government has prepared and progressively introduced the Design WA suite of policies which include new R-Codes for medium and high density residential development. Although these documents provide an effective framework to review residential development, they remain primarily suited to the suburban, residential context and it remains unclear whether their application is suitable in all inner-city areas.

The City will therefore need to consider the role and appropriateness of the R-Codes under the new scheme across different areas of the city such as:

- Areas of high intensity and of a complex mixed-use nature, where the application may be impractical or compete with broader capital city objectives; and
- Development WA planning areas that have been handed back to the City with complex planning provisions, where the application would conflict with the existing character and community expectations.

Where the application of the R-Codes is proposed, clear guidance on their interpretation, application and any amendments to acceptable outcomes will need to be provided. Outside of these areas, planning provisions dealing with residential design should be consistent with and reference the objectives and acceptable outcomes of the R-Codes wherever possible.

STUDENT HOUSING

Recently, the City has received a significant number of new student housing development applications. However, the current planning framework does not have any specific guidance or design standards in terms of the types of communal facilities and services that should be provided, or any guidance on appropriate room types and sizes. Other student housing developments of a similar nature, in Australia and internationally, have been used as benchmarks to determine an appropriate level of amenity within these developments – but planning provisions should be introduced as part of the new Scheme and planning policies.

ROYAL PERTH HOSPITAL HELICOPTER FLIGHT CORRIDOR

As the designated State Trauma Centre for WA Health, Royal Perth Hospital (RPH) is required to maintain efficient access to a hospital helipad for the State Emergency Rescue Helicopter Service. Helicopter operations to and from RPH are conducted in accordance with the Civil Aviation Regulations and associated National Airports Safeguarding Framework Guidelines - Protecting Strategically Important Helicopter Landing Sites.

The Civil Aviation Safety Authority has proposed modifications to this regulatory framework which will reclassify air ambulance functions and require flight paths to be established by the relevant planning authorities, including the City.

To ensure compliance with the above regulations and guidelines, it will be necessary to establish and protect formal flight corridors for RPH within the new Scheme and planning policies. The City is working with RPH and the State Government to determine the optimal location and necessary built form provisions to accommodate the flight corridor while minimising undue impacts on surrounding land.

4.2.3.3 Cultural heritage

RECOGNITION OF NYOONGAR CULTURE AND HERITAGE

The Whadjuk Nyoongar people are recognised as the Traditional Owners of Perth under the South West Native Title Settlement and the Noongar (Koorah, Nitja, Boordahwan) (Past, Present, Future) Recognition Act 2016.

Long before colonisation and the building of Perth, the country named Boorloo was cared for by the Whadjuk Nyoongar peoples and it is culturally significant for them.

Despite the high density development, reclaimed lakes and changed vegetation, Whadjuk Nyoongar culture, stories and song lines continue to flow through the city. This ancient connection to place is an important part of contemporary city life, our shared history of Perth (Boorloo) and distinct sense of place.

As outlined in the City's Reconciliation Action Plan, the City will work more closely with the Whadjuk Nyoongar people – including the Elders Advisory Group and Nyoongar Language Centre – to recognise and celebrate their status as the Traditional Owners of the area.

Proposed changes to the *Aboriginal Heritage Act 1972/ Aboriginal Cultural Heritage Bill* 2021, are likely to impact on the way the State and local government recognise, protect, manage and celebrate places of Aboriginal culture. In the meantime opportunities to respectfully reflect the Whadjuk Nyoongar culture and history within new development and help to enrich Perth city's identity will be explored in the new Scheme and planning policies..

BUILT HERITAGE DEVELOPMENT ASSESSMENT FRAMEWORK

The new Heritage Act 2018 is intended to address today's needs, and reflects best practice in identifying and managing our state's cultural heritage. The Act acknowledges the point of difference heritage brings to a place – and the way adaptive reuse can create meaningful places that respect that heritage. It responds to community demand to protect heritage places and their associated 'sense of place' and helps connect us with past generations.

The Heritage Council also recently introduced the Development Assessment Framework which provides a clear basis for assessing proposed changes to State Registered heritage places and best practice standards in heritage conservation.

Although the City's heritage planning policies provide effective guidance on the conservation and enhancement of heritage places and areas, the framework has not been amended since 2017 and has not yet responded to the above changes in State legislation and policy. The City should therefore review its heritage planning policies to ensure that they align with the State's legislative framework and represent a best practice approach to the conservation and enhancement of the Perth city's cultural heritage significance.

LOCAL HERITAGE SURVEY AND HERITAGE LIST

New provisions and associated guidelines for Local Heritage Surveys are contained under the new Heritage Act 2018. The City's Local Heritage Survey is 21 years old and has not been properly updated in response to the State's legislative framework, changes in the Perth city's geographical area or changes in the community's cultural heritage values.

To address this shortfall, the City's is currently reviewing its Local Heritage Survey. A subsequent exercise will shortlist all places and areas of appropriate cultural heritage significance, for potential inclusion on the City's Heritage List in the new Scheme. In addition to reflecting the findings of the Local Heritage Survey, the City's will review and update its Heritage List to ensure that all information is complete and current.

HERITAGE BONUS PLOT RATIO INCENTIVES PERFORMANCE

In 2020, a Heritage Bonus Plot Ratio Incentive Analysis was undertaken for the City to determine whether current provisions are continuing to be fit for purpose and resulting in positive outcomes for the city. The study reviewed 18 case studies where heritage bonus plot ratio was awarded, to evaluate whether cultural heritage was enhanced or damaged as a result of the development (Chris Maher Architect, 2020).

The study found that awarding heritage bonus plot ratio had a positive impact on the cultural heritage significance of 12 out of 18 heritage places assessed, with two rated as excellent examples. The impact on four heritage places was neutral and in the remaining two heritage places, development had a negative impact on its cultural heritage significance. The study also concluded that the City's existing bonus plot ratio policy is well worded and workable, however improvements to the administration and enforcement of the policy were recommended.

Although these findings are generally positive, it is concerning that in two instances, developments which were awarded bonus plot ratio on the basis of heritage retention and enhancement, were found to have negatively impacted the cultural heritage value. Furthermore, the City should strive for a higher proportion of development examples rated as 'excellent'. As such, adjustments to the existing heritage bonus plot ratio framework and decision-making process should be considered to improve performance.

The Heritage Bonus Plot Ratio Incentive Analysis provided several recommendations for improvement to the heritage incentives policy framework which are summarised as follows:

1. **DA requirements** – Require a Conservation Management Plan and an Interpretation Strategy to be submitted upfront with any development application seeking heritage bonus plot ratio. Supplying requisite documents as a condition of approval should be avoided. This will provide greater certainty for decision-makers when awarding bonuses.
2. **Consistency** – Achieve greater consistency in the amount of bonus plot ratio awarded by establishing tiers of conservation benefits and corresponding plot ratio bonuses.
3. **Adaptive reuse –** Provide greater emphasis on the adaptive reuse of existing heritage buildings, particularly with public access, in addition to a high standard of conservation.
4. **Cumulative bonus limits –** Consider limiting cumulative bonus plot ratio limits with other bonus categories to limit excessively bulky buildings sitting behind or attached to heritage buildings.
5. **Design integration –** The design of new surrounding development should complement the heritage building.
6. **Support Transfer Plot Ratio –** Where heritage bonus plot ratio is awarded, specify that a percentage (10% suggested) of the award be purchased from the Transfer Plot Ratio register.

Having regard to the recommendations of the Heritage Bonus Plot Ratio Incentive Analysis, the City should review its heritage plot ratio incentives to maximise their effectiveness under the new Scheme and planning policies.

4.2.3.4 Planning incentives

There are limited mechanisms available within the Western Australian planning framework to encourage or incentivise desired strategic outcomes which are not organically delivered by the market. The CPS2 bonus plot ratio and transfer plot ratio provisions have been successfully used by the City to facilitate the conservation of heritage places – and deliver public spaces, pedestrian links, hotels and residential developments.

Although bonus plot ratio and transfer plot ratio been successful, the City's land use and infrastructure priorities are constantly evolving, and it is important to regularly review the outcomes being incentivised. As noted earlier, there are various new land use and infrastructure outcomes that could be included, or more effectively applied in the new Scheme and planning policies. These are summarised as follows:

RESIDENTIAL

As noted in **Section 4.1.1.1**, residential growth is a significant priority for the City, in accordance with the State Government targets under Perth and Peel@3.5million. Although the City of Perth's planning schemes already incentivise residential development, the incentives are limited to specific neighbourhood areas and may fail to capture all opportunities for residential growth. When preparing the new Scheme, the application of residential development incentives and the amount of bonus offered will be reviewed to assist in delivering neighbourhood growth targets as effectively as possible.

AFFORDABLE AND DIVERSE HOUSING

As residential growth occurs, the City aims to increase the delivery of affordable and diverse housing to ensure that Perth city appeals to a range of demographics.

Development incentives – along with mandatory provisions – should be considered under the new Scheme to ensure that new residential development achieves these outcomes. Linking affordable/diverse housing requirements to residential development incentives could be an effective way to achieve this, particularly when accessing significant bonus thresholds.

HERITAGE

Maintaining incentives to encourage the protection and enhancement of heritage places and areas is an important priority for the City. However, as noted in **Section 4.2.3.3** the existing mechanisms should be reviewed to maximise their effectiveness.

STRATEGIC APPROACH TO PUBLIC SPACES AND PEDESTRIAN LINKS

Currently, across large areas of Perth city, an applicant can seek bonus plot ratio where a development provides a public facility such as a public space or pedestrian link. While the applicant is required to demonstrate that there is a significant identified or anticipated public need for the space or link in the proposed location, the City's planning policy does not provide locational guidance to clarify where such facilities are needed. As a result, they are not necessarily being delivered in locations where they will be of most benefit. A more strategic approach, where incentives are more place-specific, should be considered.

URBAN GREENING

The City's existing planning schemes only require landscaping on private land in certain neighbourhood areas. In the urban centre setting areas where nil setbacks apply there are no provisions which encourage the protection and expansion of green infrastructure on private land. Development incentives – along with mandatory provisions – could potentially be used to encourage the protection and delivery of green infrastructure in these nil setback areas where substantial green infrastructure is unlikely to occur without intervention.

DESIGN EXCELLENCE

While the City has long promoted high-quality design that is appropriate within the capital city of the state, it is recognised that design excellence is warranted on prominent, strategically located sites or for developments of strategic importance. While design excellence does not necessarily lead to greater development/construction costs, the design process does involve additional costs, which could be covered by an incentive mechanism.

EXCELLENCE IN ENVIRONMENTALLY SUSTAINABLE DESIGN

The Environmentally Sustainable Design Options Analysis, undertaken for the City, recommended that achievement of 6-star Green Star ratings within development be incentivised.

STUDENT HOUSING

As university campuses expand across Perth city, it is important that they are supported by nearby student housing. Under CPS2, there has been a recent uptake of Special Residential bonus plot ratio for the purposes of student accommodation. Although incentivising hotels may no longer be warranted (as noted in **Section 4.3.1.10**), student accommodation remains an important priority for the City to support the City Deal's recent investment in university infrastructure and to facilitate residential growth broadly.

MINOR PLOT RATIO VARIATIONS

Currently under CPS2, maximum plot ratios are not able to be varied, except through the awarding of bonuses for identified strategic priorities as noted above. In certain instances, this can be a hindrance on minor development alterations or refurbishments. For example, a development which has utilised its maximum plot ratio would be unable to undertake even minor internal refurbishments if they increase the amount of floor area.

Preparation of the new Scheme provides an opportunity to re-evaluate the definition and implementation of maximum plot ratio to ensure that it does not create unnecessary barriers to redevelopment.

North Metro TAFE, Northrbidge

COMMUNITY, URBAN GROWTH AND SETTLEMENT - KEY CONSIDERATIONS

COMMUNITY & SETTLEMENT

HOUSING DIVERSITY

- Need for apartments with 3 bedrooms to accommodate families.
- Need for specialist housing (senior residents and people with disabilities).
- Need for alternative dwelling typologies and models of tenure (co-living, dual-key, build-to-rent).

COMMUNITY INFRASTRUCTURE

- Provide a greater range of community infrastructure and core services.

URBAN GROWTH

GROWTH TARGETS

	Additional Residential Floorspace Target	Additional Commercial Floorspace Forecast
Floorspace Targets to 2036	1,199,538sqm	994,636sqm

AFFORDABLE HOUSING

- Need for affordable 3 bedroom + apartments.
- Provide alternate and specialist typologies, wider range of price points.
- Deliver diverse, affordable and sustainable housing to assist in alleviating homelessness.

PUBLIC OPEN SPACE

- Provide public open space accessible to all areas of Perth city.
- Provide public open space to meet needs of different demographics.
- Address severance issues to existing public open space.

DEVELOPMENT INTENSIFICATION AREAS

- McIver Claisebrook Precinct (Central Perth, Claisebrook and Northbridge).
- City West Precinct (West Perth).
- Riverside Precinct (East Perth).
- UWA-QEIIMC Specialised Centre (Crawley-Nedlands).

BUILT FORM

PUBLIC REALM & CHARACTER

- Reinforce important built form and landscaping in character areas.
- Ensure development positively contributes to the public realm and promotes street-level activity.
- Review and improve podium design.
- Ensure car parking adaptability, suitable location and design.
- Protect, enhance or create view corridors in the public realm.

SUSTAINABLE DESIGN

- Ensure high quality design.
- Facilitate environmentally sustainable design.
- Facilitate adaptable building design.
- Protect important fine grain fabric.
- Provide design standards for student housing.

CULTURAL HERITAGE

- Recognise Nyoongar culture and heritage.
- Review and update Heritage Policies and Heritage List.

PLANNING INCENTIVES

- Consider various planning mechanisms to encourage or incentivise priority strategic outcomes.

4.3 ECONOMY AND EMPLOYMENT

This section provides an overview of the key issues and opportunities impacting economic activity within Perth city and its Capital City and Neighbourhood Centres and inform the relevant direction and actions in Part 1 of the Strategy.

4.3.1 Economy and Employment - Issues and Opportunities

4.3.1.1 Alignment with State Government Planning Framework

The State Government's Central Sub-regional Planning Framework, part of the Perth and Peel @ 3.5 million suite, identifies employment targets for the sub-region as a whole, as well as specific targets for strategic, secondary and specialised activity centres. However, no specific employment targets are set for the 'Perth Capital City' activity centre.

Across the entire sub-region a target of 285,840 additional jobs between 2011 and 2050 is established which represents a 52% increase. This equates to approximately 207,436 new jobs by 2038 which represents a 38% increase. Perth city's anticipated employment growth (refer **Table 38** of **Appendix A**) indicate that 69,156 new jobs will be created by 2038 which represents a 46% increase. The City's total forecast employment growth therefore broadly aligns with the State Government targets for the Central Sub-regional Planning Framework.

The framework does set a specific employment target for the UWA-QEIIMC Specialised Centre of 6,510 additional jobs between 2011 and 2050, which equates to approximately 4,507 by 2038. As indicated in **Table 38** of **Appendix A**, Colliers International estimates that an additional 6,453 new jobs will be created in Crawley-Nedlands between 2018 – 2038 which exceeds the target set under the Central Sub-regional Planning Framework.

4.3.1.2 Commercial floorspace capacity

A detailed floorspace capacity analysis for each neighbourhood is provided in **Section 4.2.1.1**, which considers both residential and commercial floorspace demand. This section demonstrates the Cit's capacity to accommodate the projected commercial floorspace demand.

4.3.1.3 Perth City Deal

The Federal and State Government announced the Perth City Deal in September 2020. It proposes a partnership with the City to invest in projects that deliver economic stimulus (over $1.5 billion) within the city neighbourhoods. These projects include:

- A new Edith Cowan University Cultural and Creative Industries Education CBD Campus;
- The Murdoch University's Vertical Inner-City Campus;
- Investment in the Curtin University's Historical Heart Cluster;
- Investment in Perth's cultural attractions, including the Perth Cultural Centre rejuvenation, the Perth Concert Hall Redevelopment and the WACA redevelopment;
- Investment towards the celebration of the State's rich Aboriginal culture; and
- The Perth Greater CBD Transport Plan.

The City Deal will strengthen Perth city's long-term economic prosperity by injecting new education, culture and tourism activity and jobs. This will increase Perth city's viability, vibrancy and liveablity.

4.3.1.4 Land use diversity

Cities with diverse economies are more likely to withstand changes in market conditions than those that are overly reliant on a single sector. Offering a range of activities and services is also a critical factor driving visitation and population growth, which improves the activation of cities. Conversely, a lack of services and over-reliance on a single sector can reduce the desirability of a city due to:

- A lack of activities, attractions and overall vibrancy;
- Lack of residential support services;
- Periods of inactivity, which can result in the perception of areas being unsafe; and
- Susceptibility to economic downturns.

The resource and professional service sectors are Perth city's competitive edge, and their contributions should continue to be leveraged. However, overall the city has relatively low economic diversity and is prone to economic cycles due to a reliance on this sector. Encouraging greater diversification in the city will help to stabilise the economy and accommodate the necessary community services to attract and sustain a growing number of residents and visitors.

The Economic Future Scenario Assessment 2017 (Pracsys, 2017) benchmarks Perth city's existing relative strengths and weaknesses against Greater Perth, as well as its role in the international market. This analysis indicates that to increase competitiveness and diversify into non- resources related industries, Perth city must

improve in several key areas including creative industries and tourism. These sectors should be a point of focus for the City when seeking to attract new, diversified land uses.

Influencing economic diversification is complex and relies on market factors that cannot be influenced by the local government planning framework. Notwithstanding this, encouraging greater diversification starts with flexible land use provisions which are agile and can respond to industry is important. Encouraging priority land uses through development incentives can also be an effective tool in accelerating their delivery, as the City has previously demonstrated through the use of bonus plot ratio for hotel accommodation.

The City aims to develop an Economic Development Strategy to guide economic diversification and land use priorities across Perth city. Such a document can inform land use permissibility, priorities and incentives within new Scheme and planning policies.

4.3.1.5 Responding to cultural needs

Perth city's population is one of the most diverse and multicultural in Australia with a deep Aboriginal and European history and strong connections to Asia. Additionally, as the heart of commerce, retail, entertainment and tourism in WA, Perth city attracts a diverse range of daily visitors.

This diversity necessitates a range of cultural services and facilities– places where people can connect with each other and the city environment. This demand will only increase as the residential population and visitor numbers continue to rise.

The City is proposing to develop a long term cultural infrastructure plan to ensure this demand is met. The new Scheme and planning policies can assist by encouraging cultural services and spaces including:

- Affordable spaces for creatives and innovators;
- Entertainment spaces;
- Education spaces;
- Informal art galleries and studios;
- Market spaces; and
- Start-ups, co-working spaces.

This can be achieved through a variety of mechanisms including flexible land use controls, development incentives and enabling the temporary activation of spaces.

4.3.1.6 Land-use conflict

Managing the conflicts between land uses and activities that encourage vibrant city streets and a growing residential population will continue to be a key issue given the mixed use nature of many areas of Perth city.

This is most problematic when entertainment land uses such as live music venues and event spaces are in close proximity to residential development. There is a risk of losing noise-generating cultural and entertainment uses over time if they are not adequately protected. These uses play a critical role in enhancing the vibrancy of Perth city, and the fulfillment of its capital city role. But at the same time attracting more residents to live in the city is a strategic priority.

The ongoing management of land-use conflict will, to some degree, require community acceptance of the trade-offs of living in a capital city environment – as well as clear guidance from regulatory authorities that help manage people's expectations and protect the health and amenity of residents.

The City has been working closely with the State Government to create reforms that better manage noise within the Northbridge entertainment area – whilst maintaining its unique character, and role as WA's premier entertainment precinct. The key objectives of the planning and environmental health reforms are to:

- Provide clear and consistent development guidance for designated special entertainment precincts.
- Establish a framework that reduces potential land use conflicts between noise-sensitive receivers and entertainment venues through the application of relevant planning considerations.
- Provide an increased level of assurance for entertainment venues by establishing a framework to achieve greater operational certain.

Key deliverables include the following:

- State Government to finalise a draft Planning Position Statement: Special Entertainment Precincts to provide guidance on the establishment of Special Entertainment Precincts within the State planning framework.
- State Government to amend the Environmental Protection (Noise) Regulations 1997 to enable entertainment venues to 'opt in' to apply for a venue approval that:
    - Provides for more practical measurement of entertainment venue noise levels; and
    - Sets maximum noise levels for an entertainment venue.
- The City amending CPS2 to establish the proposed Northbridge Special Entertainment Precinct and set building attenuation requirements for new noise sensitive land uses (residential/short stay accommodation) and entertainment venues (who opt in to obtain a venue approval).

More generally the City's planning provisions for noise mitigation and management are currently embedded in several CPS2 planning policies and there are some inconsistencies in provisions. There are also currently no noise management provisions for visitor accommodation. This will be addressed in the new Scheme and planning policies.

The City will also need to adapt and respond to disruptive innovations and technologies as they emerge and any land use conflicts they may create. Whilst they can contribute to the viability and vibrancy of a city, often they have amenity implications that should be addressed by planning conditions. Airbnb is an example of an innovation that has management implications and needs to be addressed when the City plans for short-term accommodation in the new Scheme and planning policies.

The City needs to consider how to be agile to best manage the impact that disruptive technologies may have on noise, traffic, parking and waste.

4.3.1.7 Protection of commercial floorspace

The City must ensure office floorspace is appropriately protected into the future so that Perth city can retain its role as the primary centre of business within Greater Perth. Whilst not an immediate threat, understanding future demand pressures, and how this relates to the spatial planning of Perth city, is important in ensuring that planning provisions are not restricting commercial growth.

Whilst it is critically important for the City to actively encourage residential development within Perth city, it should not be at the expense of office floorspace. It could be argued that residential development could successfully be accommodated in most Perth city locations as there are high levels of public transport accessibility, amenity and access to a variety of goods and services. However, commercial development has more specific requirements. If residential development is encouraged in the Capital City Office area of Central Perth, it will reduce capacity for office expansion, with large strata titled apartment buildings potentially occupying land for many years.

It's unlikely there will be significant office development occurring in areas like East Perth. The majority of new office supply will likely gravitate towards Central Perth, to remain commercially viable (Colliers International, 2019). However, there is currently limited potential for future development in some parts of this neighbourhood where existing developments already exceed permitted plot ratios.

New office space is planned for Elizabeth Quay and there is potential to move north towards City Link, due to the number of underutilised sites within this area. However development may become constrained in some areas of Central Perth due to fragmented ownership and the lack of large-scale sites left for redevelopment.

West Perth is an important secondary location for office development and opportunities to accommodate growth should be considered in the new Scheme.

4.3.1.8 Thriving centres

THE IMPORTANCE OF CENTRAL PERTH RETAIL AREA

The Central Perth retail area offers a unique shopping experience as the home to a large number of local and international retailers across a range of products including fashion, homewares, technology and gourmet cuisine – making it the largest and most diverse retail and activity hub in metropolitan Perth. However, the Greater Perth region is experiencing a rapid expansion of its retail assets, with over $5 billion invested into new or renovated suburban shopping centres between 2018 -2020. This increased competition is compounded by the continued growth of online retail.

These retail expansions have seen a shift in focus from big-box, large scale shopping centres towards a more 'town centre' retail format that includes additional food and beverage, housing and open-air experiences. This shift has resulted in the centres having more of the character and activity that could previously only be found in Perth city. Although the growth and success of suburban centres benefits the surrounding areas, it also creates competition between centres, which has implications on Perth city and its ability to attract and retain residents and workers.

State Planning Policy 4.2 (SPP 4.2) describes the role and function of Greater Perth's activity centres, with a key focus on the retail hierarchy of each centre. Whilst the policy identifies the typical function and characteristics of various centres from a retail perspective, it provides little guidance on the protection of Perth city's primacy as a capital city and the primary centre for commerce, government, administration, tourism, entertainment and hospitality.

Despite the above trends, and threats to Perth city as the capital city centre, it will continue to offer businesses opportunities that are not afforded by these other centres. This includes access to labour-pools and supply chains, transport, opportunities for the clustering of activity, and competitively-priced floorspace. To maintain its primacy, the City must continue to leverage off these advantages and provide a new Scheme and planning policies that maximise growth opportunities.

NEIGHBOURHOOD CENTRES

In contrast to many other capital city areas where activity is concentrated within a clearly defined nucleus, Perth city has an elongated east west footprint that stretches

along the Swan River – and its length is punctuated by various nodes of activity. Understanding the difference in each neighbourhood centre – in terms of its function, role and community, as well as its distinctive strengths and weaknesses – is vital to developing a unique planning response for future land use and development.

Whilst Perth city is the primary area of activity within Greater Perth, it also plays an important-economic, social and environmental role for local residents and workers.

With an increasing resident population, it is important that the City plans for, and strengthens, its existing neighbourhood centres – to ensure they can meet the changing needs of their local communities.

Until recently, Perth city has not had the population to generate the demand for all of the local retail and community services, culture and entertainment, that a typical resident population would seek. There has been greater business interest and focus on the Central Perth retail area – and Perth city's broader role as a capital city – as opposed to the role and responsibilities of more localised centres to meet the needs of an emerging population.

If the City means to increase its residential population, neighbourhood centres will need to provide the social infrastructure, and convenient access to goods and services, needed to support this population (Intermethod, 2018).

Contributing to this issue, some developments outside Central Perth that have incorporated retail and community services have not been located in neighborhood centres.. This dilutes activity, and creates certain economic and social issues. Strengthening existing areas of employment, retail and commercial activity – and avoiding any further linear expansion of centres or the creation of new centres and nodes – will be critical for the vitality and viability of neighbourhood centres.

The 2018 City Centres Analysis (Intermethod, 2018) and the 2020 Neighbourhood Activity Centres Analysis (Pracsys, 2020) were undertaken to better understand the performance of existing centres and what can be strengthened through policy to improve their resilience into the future. These studies will assist in guiding the delineation of boundaries and amending provisions for neighbourhood centres under the new Scheme and policy policies. The studies also noted the importance of a critical population mass surrounding the centres to ensure their viability, and the need to scrutinise, and potentially restrict, competition from out-of-centre retail developments.

4.3.1.9 Vacancy and temporary activation

Prior to Covid-19, commercial floorspace vacancy rates ranged between approximately 12 – 20% across sectors. Recently retail and office vacancy rates were recorded at 14 and 20% respectively.

Vacant tenancies, particularly on the ground floor and lower levels, detrimentally impact the spaces around them due to:

- Lack of activation;
- Poor perceptions of safety;
- Neglected building frontages; and
- Reduced economic activity.

Commercial vacancy rates are largely caused by market factors which are outside of planning control, and tenant leases are private agreements that the City is not involved in. However, the City can investigate mechanisms to encourage the temporary use of vacant spaces prior to a permanent tenant being secured. This would start with flexible land use planning provisions which exempt appropriate uses from requiring approval.

Alternative uses such as start-ups, co-working spaces, temporary housing or studios for artists and creatives would be an appropriate use of these spaces and would assist in activating surrounding areas.

It is important that future land-use planning and change-of-use processes do not limit opportunities for these buildings to be converted to other uses such as residential, culture and entertainment. Whilst planning provisions may be flexible, it is important to note that redevelopments would also need to comply with legislation such as the Building Code of Australia 2015, the Disability Discrimination Act 1992 and the Public Health Act 2016.

4.3.1.10 Hotel incentives removal

To address a shortfall in the delivery of hotels, in 2012 the City introduced bonus plot ratio incentives in CPS2 so that in certain areas 20-40% bonus plot ratio could be awarded for development which delivered hotels and other forms of short-stay accommodation. This was very successful with approximately 3,000 new hotel rooms delivered in Perth city since its introduction.

Since 2016, the hotel occupancy rates began to fall, indicating that the industry shortfall had been addressed. Occupancy rates have also dropped further since Covid –19 and the long-term impacts on the industry are still unknown.

It is therefore no longer considered necessary to incentivise the delivery of hotels in Perth city, and this bonus plot ratio category should be removed under the new Scheme and planning policies.

ECONOMY AND EMPLOYMENT - KEY CONSIDERATIONS

ALIGNMENT WITH STATE GOVERNMENT PLANNING FRAMEWORK

- 69,156 new jobs anticipated in Perth city by 2038 (46% increase), in line with State Government targets for the Central Sub-regional Planning Framework.
- 6,453 new jobs anticipated in Crawley-Nedlands by 2038, exceeding the State Government targets for the UWA-QEIIMC Specialised Centre.

PROTECTION OF COMMERCIAL FLOORSPACE

- Protect and increase Central Perth office space so that Perth city can retain its role as the primary centre of business within Greater Perth.
- Provide sufficient capacity for new office space in West Perth as it will remain a desirable location for certain business sectors.

THRIVING CENTRES

- To maintain its primacy as the capital city and the primary centre for commerce, government, administration, tourism, entertainment and hospitality, ensure the new Scheme maximises growth opportunities.
- Strengthen neighbourhood centres across Perth city to ensure they can meet the needs of their local communities.

RESPONDING TO CULTURAL NEEDS

- The diverse population requires a range of cultural services and facilities, increasing as residential population and visitor numbers continue to rise.
- Encourage cultural uses and spaces, through a variety of mechanisms including flexible land use controls and possible development incentives.

VACANCY AND TEMPORARY ACTIVATION

- Uncertainty remains about the long term impacts of Covid-19 on commercial vacancy rates.
- Support appropriate temporary land uses and opportunities for buildings to be converted to other uses such as residential, culture and entertainment.

HOTEL INCENTIVES REMOVAL

- Remove development incentives for hotel accommodation as the previous shortfall has now been addressed.

LAND USE DIVERSITY

- Encourage greater land use diversification (including creative industries and tourism);
- Encourage priority land uses through development incentives.
- Develop an Economic Development Strategy to guide economic diversification and land use.

St Georges Terrace, Central Perth

4.4 ENVIRONMENT

This section outlines the key environmental issues and opportunities which inform the relevant direction and actions in Part 1 of the Strategy.

4.4.1 Environment - Issues and Opportunities

4.4.1.1 Natural environment

PROTECTION AND MANAGEMENT OF NATURAL ASSETS

Perth city has an estimated 555.5 hectares of land reserved for parks, recreational/regional open space, and Bush Forever areas. These will be under increasing pressure due to the impact of development and population growth.

Aside from Kings Park, Heirisson Island, Matilda Bay and one or two smaller areas, Perth city has few natural remnant vegetated areas. Despite a high level of overall diversity of flora and vegetation within the City of Perth's owned and managed land (>800 species), fauna diversity is limited (68 species). This can be partly attributed to the lack of flora and vegetation with Western Australian origins – and high levels of exotic and eastern-Australian flora, which creates unsustainable habitats for native fauna. Where landscapes are being upgraded or plants replaced, the City considers the planting of native species where appropriate.

Increased pressure from development – and the potential increase in temporary events encroaching onto environmental assets or areas of high biodiversity value – could jeopardise the protection and enhancement of Perth city's green spaces. It is important that the City explores ways to incentivise, improve and protect green spaces or linkages – particularly where future land-use development is putting these at risk.

IMPACTS OF BUSHFIRE RISK ON LAND USE AND DEVELOPMENT

State Planning Policy No. 3.7 - Planning in Bushfire Prone Areas (SPP 3.7) states the need for the local government to consider relevant bush fire hazards when identifying land for future development. The policy requires strategic planning proposals, subdivision and development applications within designated bushfire prone areas (and under certain ratings) to comply with certain measures.

The bushfire prone areas in Perth city are illustrated in **Appendix A**. The Bushfire Risk Management section of the Planning and Development (Local Planning Schemes) Regulations 2015, deals with the requirements for development in these bushfire prone areas. A detailed bushfire attack level (BAL) assessment needs to be undertaken for sites within these areas when a development application is lodged.

The threat of bushfire is an important issue that requires careful planning to reduce risk to both property and the community. Generally, the intensification of development in bushfire prone areas is not proposed. This is apart from Kings Park Road. Any increase in development in the vicinity of bushfire prone areas needs to address the requirements of SPP 3.7 and the Planning in Bushfire Prone Area Guidelines (as amended).

IMPACTS OF FLOOD RISK ON LAND USE AND DEVELOPMENT

As illustrated in **Appendix A**, significant areas of Perth city are within floodplains affected by the 1:100-year storm events. The existing Schemes and planning policies have no specific provisions related to flood risk management. As a result, flood risk matters are typically addressed on a case by case basis through the development assessment process.

The new Scheme and planning policies should ensure that appropriate mechanisms are in place to manage future flood risks. Establishing clear flood management provisions will ensure greater transparency and consistency in the planning assessment and decision-making process.

Significant areas of the city are located within areas of high to moderate acid sulfate soils. The need for specific planning provisions in affected areas will be investigated when preparing the new Scheme and planning policies.

CLIMATE CHANGE

Perth city is expected to experience higher temperatures, less rainfall, more extreme weather events and conditions that are conducive to bushfires – as well as the impacts of rising sea levels. The physical impacts of climate change will affect the safety and wellbeing of Perth city's residents, workers and visitors – and influence the way land can be used or developed into the future.

At present, the City's planning framework mostly plays a preventative role in reducing the current and future risks to the community that are associated with climate change. This includes the appropriate reservation of risk areas (such as floodways and floodplains) and limiting built form and land-use outcomes in risk areas through the development assessment process.

The new Scheme and planning policies could play a more active role in responding to and mitigating climate change. Environmentally sustainable building design requirements and promoting greening and water sensitive urban design in private development are some of the measures that will be addressed in the new Scheme and planning policies.

4.4.1.2 Swan River/Derbal Yerrigan and Kings Park/Kaarta Koomba

The Swan River and Kings Park are major environmental assets and drawcards for Perth city, providing spaces for a range of passive and active recreational and cultural uses. However, there are often poor connections and interfaces between these assets and surrounding areas and there is room to improve these connections physically, visually and culturally.

Kings Park is surrounded by major roads and is independently managed by the Botanical Gardens and Parks Authority. With increased collaboration between the Authority, the State and the City, opportunities to improve connections between the park and adjacent land can be maximised. This will increase use and enjoyment of this unique public space. Additionally, the natural elements of Kings Park can be drawn back into surrounding neighbourhoods through increased urban greening of streets and new developments, particularly along prominent view corridors to the park.

Although the Swan River already provides an iconic backdrop for Perth city, the foreshore's potential as a world-class destination has never been fully realised. Revitalisation of the foreshore that appreciates the physical, cultural, social and economic values will ensure outcomes are truly and intrinsically relatable to Perth's culture and identity. Additionally, there are opportunities to enhance key walking and active transport corridors leading to the foreshore, to more effectively draw people between the heart of Perth city and the water's edge.

The City is currently progressing the Riverfront Masterplan which will guide pedestrian accessibility, activation and public realm improvement of the foreshore and streets leading to it. The masterplan will respond to the principles and direction established within this Strategy and the Perth Water Buneenboro Locality Plan.

4.4.1.3 Urban greening

The City's Urban Forest Plan, along with its informing studies (GI and Biodiversity Study, Water Sensitive Transition Study and Open Space Study), recognises the critical role of trees and green infrastructure in helping to improve liveability, promote physical and mental health and wellbeing, and address a range of environmental and climate change challenges.

Stage one of the Urban Forest Plan focusses on the street and parkland trees. However, it is clear that the urban forest aspirations cannot be delivered by public open space alone – with the portion of land the City manages only accounting for 24% of the area of Perth city (excluding Kings Park).

As identified in the Urban Forest Plan the City also proposes to protect and increase greening in the private realm. This can be achieved through:

- Protection of significant trees;
- Landscaping requirements for developments with minimum setbacks;
- Alternative landscaping requirements for sites where nil setback provisions apply (including green roofs and walls); and
- Improving the design and quality of landscaped areas to ensure their long-term sustainability.

These will need to be addressed as a priority within the new Scheme and planning policies. Depending on the development context, these outcomes could be achieved through mandatory provisions and bonus plot ratio incentives (refer **Section 4.2.3.4**).

Although increased vegetation and urban canopy is encouraged across the entire city, these outcomes should be prioritised along the key green links established under the Urban Forrest Plan (refer **Section 1.4.1.10** of **Appendix A**).

ENVIRONMENT - KEY CONSIDERATIONS

PROTECTION & MANAGEMENT OF NATURAL ASSETS

- Explore ways to protect, enhance and expand green spaces or linkages.

CLIMATE CHANGE

- Ensure the new Scheme plays an active role in responding to climate change wherever possible.
- Introduce environmentally sustainable design provisions for new development in the new Scheme.

SWAN RIVER/DERBARL YERRIGAN AND KINGS PARK/KAARTA KOOMBA

- The Swan River and Kings Park are major environmental assets that could be better utilised for passive and active recreation and cultural uses.
- Improve connectivity and interfaces between these assets and surrounding areas, physically, visually and culturally.

BUSHFIRE MANAGEMENT

- In some areas of Perth city the threat of bushfire is an important issue to be addressed when considering new and increased development.

FLOODRISK

- Ensure that appropriate mechanisms are in place to manage flood risks to new development.

URBAN GREENING

- The Urban Forest Plan recognises the critical role of trees and green infrastructure for the future of Perth city.
- Implement Stage Two of the Urban Forest Plan to increase greening in the private realm through the new Scheme.

Matilda Bay, Crawley-Nedlands

4.5 INFRASTRUCTURE

This section outlines the key infrastructure issues and opportunities which inform the relevant direction and actions in Part 1 of the Strategy.

4.5.1 Infrastructure - Issues and Opportunities

4.5.1.1 Sustainable transport

MAJOR PUBLIC TRANSPORT NODES

Major public transport nodes (train stations, bus and ferry terminals) provide focal points and anchors throughout Perth city, generating high levels of pedestrian activity that spills into surrounding areas. There are opportunities to capitalise on these nodes by focusing redevelopment and activation within and surrounding these nodes. The City can work with the relevant State Government authorities to ensure that surrounding development and land use effectively integrates and enhances these key nodes. This will not only create vibrant and active spaces but will enhance active and public transport modes and reduce reliance on private vehicle.

PERTH PARKING POLICY

The State Government's Perth Parking Policy applies to Perth city, with the exception of Crawley-Nedlands. It is an effective tool in restricting commercial and public parking, limiting traffic congestion and indirectly encouraging active and public transport.

However, the requirements of the policy currently have inadvertent implications that limit redevelopment in Perth city.

Since its introduction in 1999, the Perth Parking Policy has required all development (which can include refurbishments) to comply with maximum commercial parking bays limits. For many older buildings approved prior to 1999, minor developments and refurbishments, would trigger the retrospective application of the policy and reduce the number of car bays eligible for use. There have been examples where landowners have been discouraged from upgrading under tenanted buildings due to the implications of retrospectively applying the Perth Parking Policy provisions. This has resulted in missed opportunities for new jobs, economic activity and improvements to building stock.

The City therefore supports the State Government in reviewing the provisions of the Perth Parking Policy to ensure that it does not unnecessarily restrict positive redevelopment opportunities.

DEMAND FOR CAR PARKING

As residential populations increase across Perth city, the demand for car parking is likely to increase – both on and off-street.

New residential developments continue to incorporate large amounts of car parking, driven by buyers who still expect to have car bays provided with the purchase of a dwelling. Technological advances and improved public transport systems are likely to reduce this demand in the medium to long term but it is likely to remain in the short term.

Similar dynamics exist with the provision of on-street car parking and off-street public car parking. There is also an expectation for on-street car parking to be affordable and available. This expectation is held by residents, business owners and operators whose visitors and customers often compete for on-street parking.

The current over-reliance on private transport is unsustainable. Without a change in current trends, population growth towards 55,000 residents by 2036 will result in an increasing number of cars on the road and area of floorspace utilised for car parking. As sites are redeveloped, there will be an increase in traffic congestion and total tenant parking in Perth city.

As part of the preparation of the new Scheme and planning policies, the existing approach to minimum and maximum residential car parking rates will be reviewed. The forecast and target populations will need to be considered when determining an appropriate residential car parking rate, in addition to provisions to reduce the occurrence of above-ground car parking. The City should also consider the unbundling of car parking bays from individual apartments and adaptable car parking design to enable transition of use in the future.

END OF TRIP FACILITIES

Walking, cycling and other forms of active transport will remain the priority form of transport in Perth city. To ensure that they are practical and convenient, it is important that they are supported with sufficient end of trip facilities, both in public and private spaces.

As noted in **Section 1.6.1.8** of **Appendix A,** the existing requirements for the provision of end of trip facilities in new developments are not considered to meet commuter expectations or industry standards. The City should therefore update its requirements in the new Scheme, in line with best practice.

ROAD AND RAIL NOISE

State Planning Policy 5.4 (SPP 5.4) provides guidance for managing and mitigating transport noise associated with road and rail operations. The policy applies where noise sensitive land uses are located within a specified distance of a transport corridor, where new or major road or rail upgrades are proposed or where works propose an increase in rail capacity resulting in increased noise.

SPP 5.4 supports noise impacts being addressed as early as possible in the planning process for the purpose of avoiding land use conflict and achieving better land use planning outcomes.

Perth city is the focal point for Greater Perth's road and rail infrastructure – accommodating major corridors such as the central railway corridors, Mitchell and Graham Farmer Freeways, the Causeway interchange and several Other Regional Road corridors. Managing the noise impacts of this infrastructure in accordance with SPP 5.4 will be continued as part of the new Scheme and planning policies.

4.5.1.2 Connectivity

INTEGRATED TRANSPORT

Perth city is generally well connected, with a range of transport options available across each neighbourhood. However, there is often conflict between various transport modes, particularly as private vehicles continue to congest streets and compromise pedestrian, cycling and public transport connections. Additionally, major physical barriers continue to disrupt connectivity within Perth city and to neighbouring local government areas. These barriers are both man made and natural and include railway lines, freeways, other major roads, Kings Park and the Swan River.

In August 2020, the Department of Transport released Phase One of the Perth Greater CBD Transport Plan which outlines a series of initiatives and investments that will help residents, workers and visitors move around the city centre. Building on the initiatives of this document, the City is in the process of preparing an Integrated Transport Strategy which will establish a holistic vision for Perth city that encompasses all State and local transport infrastructure.

The City will continue to work with the State Government to implement the actions of the above documents, focusing on:

- Integrating various transport modes;
- Creating new or improved connections across major infrastructure and natural barriers; and
- Prioritising and improving active transport and public transport connections.

AVIATION

Aviation is an important consideration in a global city, with access by air particularly important for tourism and emergency services. With rapid changes in technology, its importance is likely to expand. This will be addressed as part of the City's Integrated Transport Strategy and the new Scheme should be able to respond in an agile manner.

As with road and rail, the management of noise and amenity impacts of any aviation services and associated infrastructure will be continued as part of the new Scheme and planning policies.

The protection of helicopter flight corridors for Royal Perth Hospital is currently being investigated by the State Government and the City as discussed in **Section 4.2.3.2**.

STRATEGIC LINKS ON PRIVATE LAND

Perth city streets provide a strong foundation for an easily navigable pedestrian network. In addition to the streets, several north south pedestrian links have been provided through private land. Some of these links include private arcades and concourses, with examples including the arcades connecting the Hay and Murray Street Malls and St Georges Terrace.

Over time, some important north-south pedestrian links on private land have been lost through redevelopment. This highlights the need for existing pedestrian links to be protected and maintained through appropriate planning provisions.

There are also opportunities for new pedestrian links to be created to further enhance Perth city's pedestrian network. Under CPS2, bonus plot ratio (i.e. additional floorspace) can be awarded when a pedestrian link is provided within a private development. While the applicant is required to demonstrate that there is a public need for the new pedestrian link, the current policy does not provide enough guidance on the circumstances when a pedestrian link should be provided. As a result, these links are not necessarily being delivered in locations where they will be of greatest public benefit.

The new Scheme and planning policies should provide more guidance on desired locations for new pedestrian links. They should be prioritised where they will:

- Increase pedestrian permeability by providing connections through large street blocks;
- Improve the level of connectivity without having an adverse impact upon the existing street network by unnecessarily duplicating preferred routes;
- Provide an important connection between key destinations;

- Alleviate overcrowding in nearby streets and laneways; and
- Provide convenient pedestrian access that is universally accessible, safe and comfortable to use.

HAY STREET ROAD WIDENING

Hay Street is a priority pedestrian street that runs from East Perth to West Perth. It is also a narrow street, and since the 1950's policies have been in place to secure road widenings upon redevelopment of sites. This was initially intended to accommodate more cars and more recently to increase footpath widths to accommodate higher pedestrian volumes. The majority of Hay Street has now been widened and the current policy requires review to determine its ongoing relevance.

4.5.1.3 Servicing

UTILITIES INFRASTRUCTURE

The delivery of efficient utilities infrastructure will be critical in making sure Perth city can continue to attract and appropriately service its residents, businesses and visitors. Most utility services are currently delivered via large-scale infrastructure networks that stretch across Greater Perth and the State.

The Central Sub-regional Planning Framework provides a long-term integrated planning framework for land use and infrastructure and takes into consideration proposed infrastructure (primarily upgrades) which may be required to support growth. The Central Sub-regional Planning Framework states:

"The service capacity of existing infrastructure to accommodate the proportion of the 3.5 million people who will live in the city in infill developments within the next 30-40 years has been taken into consideration. State Government infrastructure agencies and utilities have assessed the implications of the proposed urban growth in the locations identified in the framework and have found, in most instances, that there is either capacity in the existing infrastructure systems or provision has been made for the expansion of the system as demand for additional housing grows."

The servicing infrastructure and utilities within Perth city have the capacity to accommodate expected growth in line with the Central Sub-regional Planning Framework. However, it is noted that the City is seeking to pursue a higher resident population than envisaged under this framework. This means there is the potential for service upgrades or additional infrastructure to be required sooner than outlined in the Central Sub-regional Framework.

Infrastructure WA is a statutory body established to provide expert advice to the State Government on state infrastructure needs and priorities. They will be responsible for delivering the State Infrastructure Strategy which will aim to align infrastructure coordination and delivery within Greater Perth as it continues to grow. The City will be guided by Infrastructure WA and the Infrastructure Strategy and will work closely with service providers in the preparation of the new Scheme to determine future infrastructure needs, timing and triggers.

CHANGING TECHNOLOGY

The rapid growth of smart technology and the sharing economy has disrupted traditional business models and changed the way people live and work.

If used effectively, smart technology can crreate economic, social and environmental benefits. Electric vehicles, car share and smart waste storage and collection can improve productivity, safety and environmental performance of public and private spaces of cities. However, these technologies advance at such a fast rate that it is difficult for the planning framework to keep pace. It is important the new Scheme and planning policies are agile to respond to changing technology.

When preparing the new Scheme and planning policies, the City should consider building design requirements for known new technologies. It will also be important to ensure appropriate flexibility to enable new technologies as they emerge.

LOADING AND SERVICING REQUIREMENTS

As the population increases – and the City actively seeks to attract a greater market share of residents, workers and visitors – striking the balance between neighbourhood amenity and servicing efficiency will become increasingly important. There will be increasing servicing, management and maintenance demands that will affect the way buildings and spaces are designed. The way in which goods and services are delivered to and from Perth city will also need to adjust.

The management of waste collection and servicing can be challenging, particularly in high density, mixed use areas. Early consideration in the building design process is critical to avoid the servicing needs of a development being prioritised at the expense of good design. It is important that the new Scheme and planning policies can accommodate improvements in building design and servicing to more sustainably deal with waste.

Laneways are useful in reducing conflict between servicing of a property (i.e. waste collection) and traffic on primary roads. However, in dense areas, there is increased competition for the space between private vehicles, waste collection and other servicing. If laneways are not adequately designed for this, it can result in safety issues and inefficient operating systems. Increasing the width of laneways when adjoining properties are redeveloped (where possible) would assist and should be considered as part of the new Scheme.

Some laneways also provide important pedestrian connections/walkways or have a cultural function as an activated space. Whilst activation of laneways may be appropriate in some areas of Perth city, it may not be in others. This will be dependent on the intensity and nature of adjoining land uses and the level of vehicular traffic within the laneway.

As part of the new Scheme and planning policies, the City should introduce requirements for loading and servicing bays to minimise the detrimental impact of servicing on public realm and amenity. The City should also evaluate the use and function of its laneways to balance pedestrian and vehicular access, servicing and activation priorities.

Wolf Lane, Central Perth

INFRASTRUCTURE – KEY CONSIDERATIONS

SUSTAINABLE TRANSPORT

MAJOR PUBLIC TRANSPORT NODES

- Capitalise on major public transport nodes by focusing redevelopment and activation within and surrounding these nodes.

DEMAND FOR CAR PARKING

- The current over-reliance on private transport is unsustainable.
- Review minimum and maximum residential car parking rates.
- Review car parking design to ensure adaptability and avoid negative streetscape impacts.

PERTH PARKING POLICY

- Support the State Government in reviewing the provisions of the Perth Parking Policy to ensure it does not unnecessarily restrict positive redevelopment opportunities.

ROAD AND RAIL NOISE

- Manage the noise impacts of this infrastructure in accordance with State Planning Policy 5.4.

END OF TRIP FACILITIES

- Update planning provisions for end of trip facilities in both in public and private spaces to support active transport.

CONNECTIVITY

INTEGRATED TRANSPORT

- Continue to work with the State Government to implement actions of Phase One of the Perth Greater Perth Greater CBD Transport Plan, with a focus on:
  - Integrating various transport modes;
  - Creating new or improved connections across major infrastructure and natural barriers; and
  - Prioritising and improving active transport and public transport connections.

STRATEGIC LINKS ON PRIVATE LAND

- Provide more guidance on the protection, and location of pedestrian links in the new Scheme.

HAY STREET ROAD WIDENING

- Review the Hay Street Widening Policy to determine its ongoing relevance.

SERVICING

UTILITIES INFRASTRUCTURE

- Work closely with service providers in the preparation of the new Scheme to determine future infrastructure needs, timing and triggers.

CHANGING TECHNOLOGY

- Consider building design requirements for known new technologies and maintain appropriate flexibility to enable new technologies as they emerge.

LOADING AND SERVICING REQUIREMENTS

- Update requirements for loading and servicing bays to minimise detrimental impacts on public realm and amenity.
- Evaluate the use and function of laneways to balance pedestrian and vehicular access, servicing and activation opportunities.

Perth Busport, Central Perth

5.0

NEIGHBOURHOOD PROFILES AND ANALYSIS

The Strategy proposes a city of six neighbourhoods. This section provides an analysis of the key issues and opportunities in each neighbourhood. It looks at each neighbourhood in depth to ensure that strategies and actions are tailored to their unique identities, their communities, land uses and urban form.

Kings Park/Kaarta Koomba has not been included as a neighbourhood as it is a single land-use reserved for 'Parks and Recreation' under the Metropolitan Region Scheme (MRS). However, the role Kings Park plays in contributing to the overall amenity of Perth city and the benefits it brings to nearby neighbourhoods has been considered.

A summary of the neighbourhood profiles and their planning issues and opportunities of each neighbourhood is contained in **Sections 5.1** and **5.2** below, with the detailed neighbourhood profiles and analysis contained in **Appendix B**. The key findings of the neighbourhood analysis have been incorporated into Part 1 of the Strategy.

Figure 8 - City neighbourhoods

5.1 NEIGHBOURHOOD PROFILES SUMMARY

The City has been split into the following neighbourhoods:

Central Perth -

The Central Perth neighbourhood is the heart of Perth city in terms of activity, representing not only the centre of the city but also Greater Perth and the State. Central Perth is the busiest day-time area with the highest economic output, development intensity and pedestrian footfall. It is also the centre of Greater Perth's railway, bus and freeway networks.

Northbridge -

Northbridge is Perth city's most northerly neighbourhood, sharing its boundary to the south with the Perth City Link redevelopment area. It is a diverse and dynamic inner-city neighbourhood that is characterised by a robust cultural, entertainment and night-time economy. It also provides a variety of residential and visitor accommodation and commercial services. The neighbourhood contains predominantly low-scale development, with some recent larger-scale development interspersed in certain locations.

East Perth -

East Perth is located between Central Perth and the Causeway, which connects the city with nearby Victoria Park and Burswood. Several large-scale facilities and institutions are located within the East Perth neighbourhood, including the WACA Ground, Trinity College, and Gloucester Park. Over the past 20 years, there has been significant residential development within the neighbourhood and it now accommodates a significant proportion of Perth city's population, as well as a range of visitor accommodation, offices and a mix of commercial activities that contribute to the residential amenity.

Claisebrook -

Claisebrook is located on the north-eastern edge of Perth city. Claisebrook was historically the location for industrial uses in the early twentieth century. Presently, the neighbourhood comprises of a large area of former industrial land that was redeveloped by Development WA (formerly the East Perth Redevelopment Authority and the Metropolitan Redevelopment Authority) into a residential neighbourhood in the 1990s. The area has a mix of land ownership patterns, with a number of government- owned landholdings located within the western portion of the area, supporting a strong employment base. The area generally consists of low to medium-rise residential development, with several larger scale residential developments being approved in recent years. There is a relatively small amount of commercial space, other than several retail, dining and entertainment premises around Claisebrook Cove and Royal Street.

West Perth -

West Perth is a mixed-use residential, office and commercial neighbourhood, covering 14.1% of Perth city's overall land area. A significant proportion of the original low- scale housing stock has been converted to commercial uses or demolished and amalgamated to accommodate larger-scale mixed-use developments. Several resource based, medical specialists and consulting companies are located in clusters throughout the neighbourhood.

Parliament House is situated at the south-eastern end of the neighbourhood, overlooking Central Perth. The main retail and café strip is situated along Hay Street. The night-time economy is limited, and low-key weekend trading caters for residents. A section of West Perth to the north, over the railway line, accommodates predominantly lower-scale commercial development which offers bulky retail services and offices as well as SciTech. The Watertown complex, a retail brand outlet, is also located within this area.

Crawley-Nedlands -

Crawley-Nedlands is located in the south west of Perth city, bordered by Kings Park to the east, the Swan River to the east and south and Broadway/Hampden Road to the west. The health and tertiary education campuses of the UWA and QEIIMC occupy a significant portion of land area within the neighbourhood. The remaining areas are predominantly low-density residential, interspersed with a mix of medium and high- density student residential developments. Retail and hospitality uses are focused around Hampden Road and Broadway.

5.1.1 Population and Demographics

The key characteristics of each neighbourhoods residents are contained in **Table 13** below.

East Perth has the largest population out of the neighbourhoods, with an estimated resident population of 7,288 in 2016, accounting for 27% of Perth city's total population.

The presence of UWA significantly impacts the demographics of the Crawley-Nedlands neighbourhood with the area having a higher proportion of the population attending tertiary education (55.60%), a lower median age (24), , and a higher proportion of low income- households (43.10%) compared to Perth city.

Claisebrook has the highest portion of high income-households (51.10%), and highest median age (36) out of all the neighbourhoods

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Table 13 - Neighbourhood Comparison (Urbis, 2018)

RESIDENT AND HOUSING CHARACTERISTICS	CENTRAL PERTH	NORTHBRIDGE	EAST PERTH	CLAISEBROOK	WEST PERTH	CRAWLEY - NEDLANDS	CITY OF PERTH
ESTIMATED RESIDENT POPULATION (2016)	5,672	2,053	7,288	3,938	2,858	5,141	26,950
POPULATION GROWTH (2006-16)	2,704	1,068	3,863	930	1,144	1,278	10,987
MEDIAN AGE	32	30	31	36	32	24	31
HIGH INCOME HOUSEHOLDS	46.10%	37.70%	43.60%	51.10%	44.90%	30.20%	43.30%
LOW INCOME HOUSEHOLDS	26.40%	30.00%	26.80%	22.50%	27.90%	43.10%	28.70%
AUSTRALIA-BORN	33.10%	32.10%	28.60%	46.10%	37.90%	38.60%	35.50%
ATTENDING TERTIARY EDUCATION	9.80%	6.10%	10.20%	6.70%	9.80%	55.60%	17.80%

5.1.2 Dwelling Characteristics

The key characteristics of the dwellings in each neighbourhood are contained in Table 14 below.

East Perth has the largest number of occupied dwellings, with a total of 3,651, accounting for 30% of the occupied dwellings in Perth city. East Perth also has the highest population density per hectare.

Crawley-Nedlands has the highest average household size at 2.2 persons, with West Perth having the lowest at 1.7 persons. Crawley-Nedlands also has the highest portion of households with children (27.60%), and three-bedroom households (37%) in Perth city.

Central Perth has the highest median rent out of all the neighbourhoods, and Crawley-Nedlands had the highest median dwelling price in 2017.

Table 14 - Neighbourhood Comparison - Dwelling (Urbis, 2018)

DWELLING CHARACTERISTICS	CENTRAL PERTH	NORTHBRIDGE	EAST PERTH	CLAISEBROOK	WEST PERTH	CRAWLEY - NEDLANDS	CITY OF PERTH
TOTAL OCCUPIED DWELLINGS (Forecast.id, 2019)	2,596	928	3,651	1,945	1,608	1,554	12,282
AVERAGE HOUSEHOLD SIZE	1.8	1.9	1.9	2	1.7	2.2	1.9
DWELLING DENSITY (DWELLINGS PER HA)	28	8	61	21	18	16	31
OWNER OCCUPIER HOUSEHOLDS	13.60%	7.30%	11.80%	21.70%	9.50%	27.20%	15.40%
SOCIAL HOUSING	3.20%	6.20%	6.00%	4.50%	8.50%	4.50%	5.30%
HOUSEHOLDS WITH CHILDREN	15.50%	9.60%	15.80%	14.20%	14.10%	27.60%	16.50%
THREE-BEDROOM HOUSEHOLDS	13%	10%	20%	33%	11%	37%	21%
MEDIAN RENT (2017)	$460	370	420	385	425	395	$425
MEDIAN DWELLING PRICE (2017)	$479,750	$422,500	$425,000	$520,000	$430,000.00	$540,000	$460,000

5.2 NEIGHBOURHOOD PLANNING ISSUES AND OPPORTUNITIES

5.2.1 Central Perth

5.2.1.1 Development capacity

Approximately 825,000sqm of additional floorspace is anticipated within Central Perth over the next 15 years, comprised of 56% commercial and 35% residential floorspace. The majority of this is anticipated to be within Development WA's Elizabeth Quay and Perth City Link redevelopment areas. The City may need to consider generating additional plot ratio capacity in Central Perth under the new Scheme to ensure that it can meet growth needs.

5.2.1.2 Protection of commercial floorspace

To maintain the capital city role of the office area centred around St George Terrace, the City must ensure that plot ratio controls provide sufficient capacity to meet commercial growth needs and support a scale of development that reaffirms the area's primacy. It may also be appropriate to remove plot ratio bonuses for residential development. Although residential development should remain permissible within the area, incentivising its delivery may undermine office growth and compromise the area's function and character.

5.2.1.3 Swan River/Derbal Yerrigan

The Swan River is a major environmental and cultural asset, however it is poorly connected to many areas of Central Perth physically, visually and culturally.

The City is currently progressing the Riverfront Masterplan, which will establish a vision for pedestrian accessibility, activation and public realm improvement of the foreshore and streets leading to it. The City also intends to work with the State Government to investigate opportunities for how the Perth Convention and Exhibition Centre and surrounding area can be better connected to and integrated with the Swan River.

5.2.1.4 Capital city retail area

The Perth City Centres Analysis and Neighbourhood Activity Centres Analysis (refer **Section 1.3.1.6** of **Appendix A**) indicate that the primary retail area in Central Perth is currently underperforming, with the following key issues highlighted:

- Limited activation at key exposure points;
- Dilution of activity due to excessive pedestrian links between malls;
- Under-activation at night and on weekends; and
- Vacant tenancies on ground and upper floors limiting activation and passive surveillance.

As the largest and most diverse retail and activity hub in Greater Perth, it is important that the primary retail area maintains its primacy through optimal growth, activation and vibrancy. However, it is also important that any future growth respects the existing character and heritage value of the area to maintain its sense of place and comfortable pedestrian environment. The City must establish planning provisions that balance these objectives in the new Scheme.

5.2.1.5 Cultural attractions

The Central Perth neighbourhood is home to many of Perth city's iconic cultural facilities and event spaces. While they are distributed across the neighbourhood, there is a cluster of landmarks in the area often referred to as the Civic Precinct centred on St Georges Terrace east of Barrack Street. The long term cultural infrastructure plan that the City is looking to prepare should seek to strengthen and capitalise on this clustering.

5.2.1.6 Heritage planning

Central Perth's Barrack Street Heritage Area currently has no planning policy to guide development and conservation of its cultural heritage significance. Additionally, three areas – Queen Street, Hay Street Mall and Murray Street East (identified as Heritage Investigation Areas) – are being considered for potential listing under CPS2.

The City is currently in the process of preparing planning policies and heritage statements of significance for these areas, which should be finalised and endorsed in the new Scheme and planning policies.

5.2.1.7 Character area

Four character areas have been identified in Central Perth. Although existing planning controls have contributed to the development of these areas, not all elements of the character are comprehensively reinforced and protected under CPS2.

Investigation of how best to incorporate the character into planning provisions for these areas will be undertaken as part of the new Scheme and planning policies.

5.2.1.8 Activity spine

Great cities of the world are legible with strong connections between major attractors. There are several State and regional facilities within Central Perth and Northbridge that could be better connected through

improvements to the public realm and increased activity and pedestrian interest lining the public realm. These attractors include Elizabeth Quay and the foreshore, the primary office and retail areas, and civic and cultural attractions in Central Perth, and the Perth Cultural Centre and the entertainment area in Northbridge. Their proximity to public transport nodes is a major advantage that can be better capitalised upon.

5.2.1.9 Coordinated redevelopment

The new Scheme and planning policies should encourage coordinated development outcomes across small landholdings which optimises development potential while retaining or reflecting the original fine grain streetscape.

5.2.1.10 Parliament House Precinct Policy

The State Government's Parliament House Precinct Policy was adopted in 1983. The policy has not been comprehensively reviewed for some time and recent developments have been approved which vary the policy provisions. The City should advocate to the State Government to review the policy and ensure that its provisions align with the current strategic planning direction of both the City and the State.

5.2.1.11 McIver-Claisebrook Precinct

The McIver - Claisebrook Precinct currently accommodates several key government and educational institutions. It has significant redevelopment potential as a transit-oriented development which maximises proximity to the train stations and capitalises on the development potential of underutilised State and City owned land. A strategic planning review is needed to coordinate the redevelopment of this area. The City will determine the most appropriate planning instrument to facilitate desired outcomes for the precinct.

5.2.1.12 Central train station activity nodes

There is an opportunity to better capitalise on the services and activation provided by and around the Perth and Elizabeth Quay Train Stations. This includes improving the public realm and links to provide an enhanced sense of arrival and pedestrian experience, and optimising development on underutilised land. Collaborative master planning should be undertaken with the State Government to achieve this.

5.2.1.13 Development incentives

Under CPS2 plot ratio incentives are available in Central Perth. The following additional or amended development incentive categories should be considered under the new Scheme and planning policies to better align with current neighbourhood priorities.

Table 15 - Central Perth development incentive considerations

New or revised development incentive category	Comment
Residential	Residential bonuses should be removed from the Capital City Office area to protect its commercial function. The suitability and viability of residential bonuses in the Capital City Retail area should also be examined. The City should consider expanding the application of residential bonuses to include housing affordability and diversity targets.
Special residential	Special Residential bonuses should be removed as discussed in **Section 4.3.1.10**.
Student housing	Student housing incentives could be retained to support the expanding presence of tertiary institutions in Perth city.
Urban greening	In the urban centre setting areas, urban greening incentives may be necessary to encourage landscaping of developments through innovative outcomes such as green roofs, podiums and walls.
Pedestrian links	Clearer guidance should be provided on priority locations for pedestrian links to be protected or established on private land, in accordance with the principles outlined in **Section 4.5.1.2**. This will assist in controlling the dilution of pedestrian connections throughout the Capital City Retail area as well as addressing pedestrian connectivity gaps in other areas of Central Perth.
Public spaces	Clearer guidance should be provided on priority locations for public spaces on private land to address open space gaps, as identified in public open space plan (refer **Figure 21** in **Appendix A**). In Central Perth, there is an open space gap at the west end of Murray Street.
Design excellence and environmentally sustainable design	Design excellence and ESD are city-wide priorities. Along with minimum requirements, the City should consider expanding development incentives to promote excellence in design and ESD broadly across Perth city.

King Street, Central Perth

5.2.2 Northbridge

5.2.2.1 Development capacity

Approximately 200,000sqm of additional floorspace is anticipated within Northbridge over the next 15 years, comprised of 57% commercial and 43% residential floorspace. The extent of plot ratio capacity in Northbridge significantly exceeds the growth targets. Therefore additional plot ratio capacity is unlikely to be needed under the new Scheme.

5.2.2.2 Northbridge entertainment

The State Government's regulatory planning and environmental health reforms to address noise attenuation and land use management in the Northbridge Special Entertainment Precinct will be integrated into the new Scheme and planning policies. This is required to protect the role of the State's premier entertainment precinct while ensuring that the adjacent neighbourhoods can accommodate a thriving community.

This will include the City reviewing land use permissibilities and bonus plot ratio opportunities to minimise land use conflicts within and surrounding the Northbridge Special Entertainment Precinct.

5.2.2.3 Cultural attractions

Northbridge has a rich array of cultural attractions that make a significant contribution to the neighbourhood's identity. These should be supported and expanded.

The Perth Cultural Centre is a focal point in the neighbourhood, comprising Bulla Bardip (WA Museum), the State Library, State Theatre, PICA and the Art Gallery. The land will shortly be normalised and returned from the control of Development WA to the City. This will provide an opportunity for the City to work more closely with the State to improve connections to the area that will increase visitation.

5.2.2.4 Heritage planning

The section of William Street located in Northbridge is currently fragmented in terms of its heritage listing and statutory control. The eastern side of William Street is included on the State Heritage Register as a Heritage Place (Precinct) and under the control of Development WA through the Central Perth Redevelopment Scheme. The western side is included on the CPS2 Heritage List as a Heritage Area. This has created inconsistencies in the heritage planning provisions.

The eastern side of William Street is currently in the process of being normalised and returned to the planning authority of the City. Once this occurs the City will be in a position to review and refine the planning provisions pertaining to both sides of William Street to ensure that they are consistent and adequately conserve its cultural heritage significance.

The Perth Cultural Centre is a significant heritage precinct that is home to several state registered places. The future of this area must be centred around conserving and complementing its unique heritage.

5.2.2.5 Northbridge character area

A large portion of Northbridge west of the Perth Cultural Centre has been identified as having important built and landscape character that should be reinforced in any new development. As part of the preparation of the new Scheme and planning policies, investigation of how best to incorporate this character into planning provisions that apply to new development will be undertaken.

5.2.2.6 McIver-Claisebrook Precinct

The McIver-Claisebrook Precinct extends across the boundaries of Central Perth, Northbridge and Claisebrook.

The strategic planning review and coordinated redevelopment of this precinct should include the eastern area of Northbridge that is adjacent to McIver Station and Lord Street.

5.2.2.7 Bonus plot ratio

Under CPS2 plot ratio incentives are available in Northbridge. The following additional or amended development incentive categories should be considered under the new Scheme and planning policies to better align with current neighbourhood priorities.

Table 16 - Northbridge development incentive considerations

New or revised development incentive category	Comment
Residential	Residential bonuses should be removed from the Special Entertainment Precinct to minimise land use conflict. However, they may still be appropriate in the eastern and western edges of the neighbourhood to ensure that Northbridge meets its residential growth targets. The City should also consider expanding the application of any residential bonuses to include housing affordability and diversity targets.
Special residential	Special residential bonuses should be removed as discussed in **Section 4.3.1.10**.
Student housing	Student housing incentives could be retained outside the Special Entertainment Precinct to support the expanding presence of tertiary institutions.
Urban greening	Northbridge has a high concentration of urban hotspots (refer **Section 1.4.1.8** in **Appendix A**), particularly in the western and eastern portions of the neighbourhood. Urban greening is a city-wide priority, however incentives could be prioritised in hotspot areas to create more comfortable microclimates and pedestrian environments.
Pedestrian links	Clearer guidance should be provided on priority locations for pedestrian links to be protected or established on private land, in accordance with the principles outlined in **Section 4.5.1.2**.
Public spaces	Northbridge has the lowest concentration of public open space – with only 2% of the neighbourhood's land area provided as green space. There is a clear open space gap in the eastern end of Northbridge (refer **Figure 22 Appendix A**) and incentives should be focused there.
Design excellence and environmentally sustainable design	Design excellence and ESD are city-wide priorities. Along with minimum requirements, the City should consider expanding development incentives to promote excellence in design and ESD broadly across Perth city.

China Town, Northbridge

5.2.3 East Perth

5.2.3.1 Development capacity

Approximately 420,000sqm of additional floorspace is anticipated within East Perth over the next 15 years, comprised of 79% residential and 21% commercial.

Depending on how much is proposed within the Development WA's Riverside area, the City may need to consider generating additional plot ratio capacity in the remainder of East Perth to ensure that it can meet both its immediate and long-term growth needs. A review of the Riverside planning provisions is recommended (refer **Section 5.2.3.5**).

5.2.3.2 Heritage planning

A portion of Goderich Street is currently being considered for potential heritage listing under CPS2 but is yet to be finalised (identified as a Heritage Investigation Area).

The City is currently in the process of preparing the necessary heritage statements of significance for the area. This, along with comprehensive planning provisions, should be finalised and endorsed to ensure that the area's cultural heritage value is appropriately conserved.

Matagarup (Heirisson Island), the East Perth Cemeteries, the Perth Girls School (fmr), Queens Gardens and Gloucester Park are located within this neighbourhood and listed on the State Heritage Register. The Perth Girls School (fmr) is to be normalised shortly and planning authority returned from Development WA to the City.

The significance of the significance of Matagarup to the Whadjuk Nyoongar peoples will be addressed in the Local Heritage Survey currently being undertaken and Queens Gardens is being addressed as part of the review of its Conservation Plan.

5.2.3.3 Character areas

The Terrace Road area in East Perth has been identified as having important built and landscape character that should be reinforced in any new development. As part of the preparation of the new Scheme and planning policies, investigation of how best to incorporate this character into planning provisions that apply to new development will be undertaken.

5.2.3.4 Neighbourhood centre

The Hay Street East neighbourhood neighbourhood centre is currently underperforming, with several issues at detailed in **Appendix B**. The City should explore changes to planning provisions to address the issues identified, including expanding appropriate development incentives. Development potential within and surrounding the centre could be increased to stimulate redevelopment with specific design parameters to enhance the interface between developments and the adjacent public realm.

5.2.3.5 Riverside precinct

Development WA's Riverside Masterplan was endorsed in 2004 and reviewed in 2008, however, except in a pocket of land between Adelaide Terrace and Hay Street, development in accordance with the Masterplan has not yet occurred.

It is important that the Masterplan, Scheme and design guidelines are reviewed to ensure that they are practical and aligned with the future development intentions of all stakeholders including the WACA, Gloucester Park, Trinity College, the City and the State Government.

With the exception of the land known as Waterbank adjacent to the Causeway, the Riverside Precinct is scheduled to be normalised between 2021 – 2023. Once under the planning authority of the City, a detailed planning review of the area can be undertaken considering all of the matters detailed in **Appendix B**.

At that time the City will determine the most appropriate planning instrument to facilitate desired outcomes.

5.2.3.6 Development incentives

Under CPS2 plot ratio incentives are available in areas of East Perth. The following additional or amended development incentive categories should be considered under the new Scheme and planning policies to better align with current neighbourhood priorities.

Table 17 - East Perth development incentive considerations

New or revised development incentive category	Comment
Residential	East Perth has the highest residential growth target of Perth city's neighbourhoods, with almost 8,000 additional residents envisaged by 2036. To ensure that this growth target is met, the introduction of incentives may need to be considered, including for housing affordability and diversity.
Special residential	Special residential bonuses should be removed as discussed in **Section 4.3.1.10**.
Urban greening	Urban greening is a city-wide priority and incentives could be used broadly across the neighbourhood. However, priority could be given to neighbourhood hotspots (refer **Section 1.4.1.8** of **Appendix A**).
Pedestrian links	Clearer guidance should be provided on priority locations for pedestrian links to be protected or established on private land, in accordance with the principles outlined in **Section 4.5.1.2**.
Public spaces	East Perth has the largest concentration of open space by neighbourhood, as a result of its extensive river foreshore and Queens Gardens. There is a low concentration of open space towards the west end of the neighbourhood, particularly along the central Hay St corridor. Incentives should be focused in this area to ensure that there is adequate open space serving the Hay Street East neighbourhood centre.
Design excellence and environmentally sustainable design	Design excellence and ESD are city-wide priorities. Along with minimum requirements, the City should consider expanding development incentives to promote excellence in design and ESD broadly across Perth city.
Priority land use	Despite accommodating the largest residential population in Perth city, there is no major supermarket within East Perth. This is a key factor in the underperformance of the Hay Street East neighbourhood centre (Intermethod, 2017 and Pracsys, 2020). A full-line supermarket would not only service day to day community needs but would generate high levels of footfall to the neighbourhood centre, supporting complementary businesses activity and vibrancy. Incentivising a supermarket through bonus plot ratio may be necessary to accelerate its delivery. Ideally this would be within the Hay Street East neighbourhood centre.

5.2.4 Claisebrook

5.2.4.1 Development capacity

Approximately 170,000sqm of additional floorspace is anticipated within Claisebrook over the next 15 years, comprised of 74% residential and 26% commercial floorspace. Existing plot ratio capacity exceeds the 15-year growth targets and increases in plot ratio capacity are unlikely to be required broadly across the neighbourhood. However, increasing development potential may be used to stimulate growth in strategic opportunity areas, including the McIver-Claisebrook Precinct (refer **Section 5.2.4.6**), underutilised land between Kensington and Brown Streets and key areas within and surrounding the Royal Street neighbourhood centre.

5.2.4.2 Heritage planning

Claisebrook Cove and the surrounding area known as Goongoongup are of great significance to the Whadjuk Nyoongar peoples. Community engagement to prepare the City of Perth's Local Heritage Survey is being undertaken and the new Scheme and planning policies will look at opportunities to respect and reflect the significance of this area in new development.

5.2.4.3 Character areas

There are three areas in Claisebrook identified as having built and landscape character that should be reinforced in new development. As part of the preparation of the new Scheme and planning policies, investigation of how best to incorporate this character into new development will be undertaken.

5.2.4.4 Neighbourhood centre

The Royal Street neighbourhood centre is currently underperforming, with a number of issues detailed in **Appendix B**. The City should explore changes in the new Scheme and planning policies to address these issues, including increasing development potential within and surrounding the centre to stimulate new development, refining the boundaries of the centre to concentrate activity and refining land use controls to better encourage the delivery of community needs.

5.2.4.5 Development WA design guidelines

Large areas of Claisebrook are normalised redevelopment areas, which have detailed and prescriptive design guidelines. They are inconsistent with the CPS2 planning provisions that are more broadly applied and allow for greater innovation.

The City is seeking to streamline the new Scheme an and planning policies to make them more user friendly. In Claisebrook, this would mean reconciling the prescriptive approach of Development WA's design guidelines with the City's more general outcomes based approach. Although this would create greater consistency and transparency across the planning framework, the City is conscious that more general provisions could erode the specific character that has been established.

The City must carefully consider the feasibility and implications of any changes to the current prescriptive approach to align with the approach in the remainder of the City or to incorporate the R-Codes. Close consultation with the community will be critical.

5.2.4.6 McIver-Claisebrook Precinct

The McIver-Claisebrook Precinct contains numerous large landholdings which are owned and/or managed by government institutions. Statutory control of the precinct is divided between the City, Development WA and the WAPC. The area of land between Claisebrook station, North Metropolitan TAFE and the City's Royal Street carpark falls under the Development WA's Central Perth Redevelopment Scheme. No specific design guidelines have been endorsed for the area.

The precinct has significant medium to long-term redevelopment potential that could capitalise on proximity to the train stations, and underutilised State and City-owned land.

A strategic planning review is needed to coordinate the redevelopment of this area into a transit-orientated development which addresses the matters outlined in **Appendix B**. The City will determine the most appropriate planning instrument to facilitate desired outcomes for the Precinct.

5.2.4.7 Development incentives

In some areas of Claisebrook, under existing Schemes, plot ratio incentives are available. The following additional or amended development incentive categories should be considered under the new Scheme and planning policies to better align with current neighbourhood priorities.

Table 18 - Claisebrook development incentive considerations

New or revised development incentive category	Comment
Residential	The City should consider incentives that would increase housing affordability and diversity.
Special residential	Special residential bonuses should be removed as discussed in **Section 4.3.1.10**.
Urban greening	Despite an abundance of green infrastructure within the public realm, Claisebrook has a high concentration of hotspots (refer **Section 1.4.1.8** of **Appendix A**). This is primarily due to the large, hardscaped rail and parking infrastructure to the north of the neighbourhood. However, a lack of landscaping on private lots throughout the remaining areas of the neighbourhood also appears to be contributing to the urban heat island effect. Urban greening should be considered as an incentive, concentrating on the neighbourhood's hotspots.
Pedestrian links	Pedestrian connectivity is a strength throughout most areas of Claisebrook. However, the large east-west street blocks along Kensington and Brown Streets constrain connectivity to the north of the neighbourhood, and access to the McIver and Claisebrook train stations is poor. Bonuses for pedestrian links should be considered in these areas to improve connectivity. This should also be addressed as part of detailed planning of the McIver Claisebrook Precinct.
Design excellence and environmentally sustainable design	Design excellence and ESD are city-wide priorities. Along with minimum requirements, the City should consider expanding development incentives to promote excellence in design and ESD broadly across Perth city.

Claisebrook, East Perth

5.2.5 West Perth

5.2.5.1 Development capacity

Approximately 490,500sqm of additional floorspace is anticipated within West Perth over the next 15 years, comprised of 60% residential and 40% commercial floorspace. The City may need to consider providing additional plot ratio capacity in West Perth under the new Scheme, to ensure that it can meet both its immediate and long-term growth needs. This can be done by modifying base plot ratios or increasing bonus plot ratio opportunities.

Despite the significant residential growth targets across the neighbourhood, West Perth will continue to play an important role as a secondary office area supporting the Central Perth primary office area. The City should ensure that any increases in density respond to the neighbourhood's commercial growth needs as well as residential, particularly in the eastern and northern portions of the neighbourhood.

5.2.5.2 Heritage planning

In 1999, the City prepared a local heritage inventory which identified a large number of buildings in West Perth considered to be of cultural heritage significance. However, only a small proportion of these buildings have been formally listed as heritage places under the CPS2 Heritage List.

The City is currently undertaking a Local Heritage Survey that will evaluate the cultural heritage significance of those places not yet listed. Those which are found to have significant heritage value should be formally recognised and included on the Heritage List to ensure that they are adequately protected.

5.2.5.3 Character areas

There are three areas in West Perth identified as having built and landscape character that should be reinforced in new development. As part of the preparation of the new Scheme and planning policies, investigation of how best to incorporate this character into planning provisions for new development will be undertaken.

5.2.5.4 Neighbourhood centre

The Hay Street West neighbourhood centre is currently underperforming, with key issues identified in **Appendix B**.

The City should explore changes in the new Scheme and planning policies to address these issues. Land use controls and development incentives could be refined to support activity. The City could also consider increasing development potential within and surrounding the centre to improve its viability and refining the boundaries of the centre to concentrate activity.

5.2.5.5 Coordinated redevelopment

The City must ensure that the neighbourhood continues to grow and meet its infill targets. However, this should not be at the expense of the character that makes West Perth an appealing place to live and visit. To balance these priorities, the new Scheme and planning policies should encourage coordinated outcomes across small landholdings to optimise development potential while retaining or reflecting the original fine grain rhythm as experienced from the adjacent public realm.

5.2.5.6 City West Precinct

The City West Precinct contains significant land parcels in private ownership with direct access to an existing train station. The current ownership arrangements allow for the delivery of significant future commercial and residential floorspace in this precinct.

The precinct is subject to a Special Control Area under CPS2 to guide its redevelopment, including the provision of future open space, additional pedestrian connections and land use incentives. However, development of the precinct has not yet occurred.

To ensure that provisions remain relevant and practical, a review of the detailed planning of this area should be undertaken, addressing the matters identified in Appendix B – Section 1.5.2 Neighbourhood Analysis.

The City will determine the most appropriate planning instrument to facilitate the desired outcomes for the precinct.

5.2.5.7 Development incentives

Under CPS2 plot ratio incentives are available in West Perth. The following additional or amended development incentive categories should be considered under the new Scheme and planning policies to better align with current neighbourhood priorities.

Table 19 – West Perth development incentive considerations

New or revised development incentive category	Comment
Residential	Residential bonuses should be considered across the neighbourhood to accelerate population growth and meet the City's ambitious targets for the neighbourhood. Opportunities to incentivise housing affordability and diversity should also be explored.
Special residential	Special residential bonuses should be removed as discussed in **Section 4.3.1.10**.
Urban greening	The majority of West Perth is well landscaped. However, there are urban centre setting areas with nil setbacks in the eastern portion of the neighbourhood which could benefit from urban greening incentives to encourage landscaping of developments including green roofs, podiums and walls. Urban greening should also be focused in the City West Precinct which is a significant hotspot.
Pedestrian links	Although bonuses for pedestrian connections are generally not available in West Perth under the current planning framework, there are areas of the neighbourhood which could benefit from better pedestrian links to key attractors. The City should consider expanding the bonus plot ratio policy to guide the delivery of priority pedestrian links, in accordance with the principles outlined in **Section 4.5.1.2.**
Design excellence and environmentally sustainable design	Design excellence and ESD are city-wide priorities. Along with minimum requirements, the City should consider expanding development incentives to promote excellence in design and ESD broadly across Perth city.
Priority land use	There is currently no major supermarket within West Perth and this is a key factor in the underperformance of the Hay Street West neighbourhood centre (Intermethod, 2017 and Pracsys, 2018). A full-line supermarket would not only service day to day community needs but would generate high levels of footfall to the neighbourhood centre, supporting complementary businesses activity and vibrancy. Incentivising a supermarket through bonus plot ratio may be necessary to accelerate its delivery, ideally within the Hay Street West neighbourhood centre.
Open Space	The Hay Street West activity centre lacks a central focal point, with no community gathering space currently provided. Providing a central open space to meet this demand could be encouraged through bonus plot ratio.

Hay Street, West Perth

5.2.6 Crawley-Nedlands

5.2.6.1 Specialised Centre Precinct Plan

A Specialised Centre Precinct Plan is required to be prepared for UWA – QEIIMC and the surrounding land in accordance with State Planning Policy 4.2 – Activity Centres. Preparation of the Plan will commence in a partnership between the City, the State Government and the City of Nedlands.

5.2.6.2 Development Capacity

Based on the City's current commercial and residential growth targets, approximately 90,000sqm of additional floorspace is anticipated within Crawley-Nedlands over the next 15 years, comprised of 77% residential and 23% commercial growth. The growth targets and capacity analysis for the neighbourhood must be evaluated further through the preparation of the UWA-QEIIMC Specialised Centre Precinct Plan, in consultation with all relevant stakeholders.

5.2.6.3 Swan River/Derbal Yerrigan

The Swan River is a major environmental and cultural asset and it is recognised that there are opportunities for the community to derive greater benefit from its proximity. The City is currently progressing the Riverfront Masterplan for the section of foreshore between Elizabeth Quay and Pt Fraser. A subsequent stage of this master planning will encompass Crawley-Nedlands between the Narrows Bridge and JH Abrahams Reserve to improve pedestrian accessibility, activation and public realm improvement of the foreshore and spaces leading to it.

5.2.6.4 Heritage Planning

The importance of Matilda Bay and Pelican Point to the Whadjuk Nyoongar peoples is well documented. There are also five heritage places within Crawley-Nedlands, with four of these on the State Heritage Register, and further places being investigated as part of the State Heritage Assessment Program and the City's Local Heritage Survey. The new planning scheme and the UWA– QEIIMC Specialised Centre Precinct Plan will look at opportunities to respect and reflect the significance of the area and the heritage places within it when considering any new development.

5.2.6.5 Character Areas

There are three areas in Crawley-Nedlands identified as having built and landscape character that should be reinforced in new development. As part of the preparation of the Precinct Plan, investigation of how to best incorporate this character into provisions that apply to new development will be undertaken.

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Barrack Street Jetty, Central Perth

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