



City of Perth

Attachments Under Separate Cover

Ordinary Council Meeting

13 December 2022

To the Lord Mayor and Councillors

Please find enclosed attachments under separate cover for the Ordinary Council Meeting of the City of Perth to be held on Tuesday, 13 December 2022 in the Council Chamber, Level 9, 27 St Georges Terrace, Perth commencing at 5.00pm.

Michelle Reynolds

Chief Executive Officer

8 December 2022

Table of Contents

11.3	Local Planning Strategy - Final Adoption	
	Attachment A – Consultation Outcomes Summary	3
	Attachment B – Schedule of Response to Submissions	13
	Attachment C – Local Planning Strategy - December 2022 - Part One.....	152
	Attachment D – Local Planning Strategy - December 2022 - Part Two	264
	Attachment E – Local Planning Strategy - December 2022 - Appendix A.....	364
	Attachment F – Local Planning Strategy - December 2022 - Appendix B.....	484
	Attachment G – Local Planning Strategy - December 2022 - Part One (marked up)	543
	Attachment H – Schedule of Modifications	655
11.4	City Planning Scheme No.2 - Final Adoption of Amendment No.41	
	Attachment A – Revised Scheme Amendment Report	700
	Attachment B – Changes to SCA boundaries.....	769
	Attachment C – Noise Modelling of Amendment No. 41 and Option B	770
	Attachment D – Summary of online survey results final.....	771
	Attachment E – Consultation Outcomes and Response Report	792
	Attachment F – Schedule of Individual Submissions.....	815
	Attachment G – Proposed Modifications to Amendment 41	866

Attachment 1

CITY OF PERTH
LOCAL PLANNING STRATEGY
CONSULTATION OUTCOMES SUMMARY

NOVEMBER 2022

- 2 -

1. Introduction

The draft Local Planning Strategy (draft Strategy) was certified by the Western Australian Planning Commission (WAPC) on 22 January 2022 for public advertising in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*. Following the WAPC's decision, the Strategy was publicly advertised from 27 January 2022 and concluding on 25 March 2022¹.

Three community information sessions were held across February and March 2022 and submissions were welcomed via Engage Perth, post or email.

A total of 50 submissions were received (including late submissions and comments made via Engage Perth survey). Stakeholders providing submissions included residents, business owners, landowners, community groups, government agencies, the planning industry and peak bodies.

The content of submissions has been considered, analysed and where appropriate, meetings with external stakeholders have been carried out. Attachment 2 - *Schedule of Response to Submissions* outlines the City's response to all the submission matters received during the consultation period.

The purpose of this summary paper is to provide:

- An overview of the areas of support, identified gaps, and areas of concern raised by submitters.
- A summary of the main points/topics raised during consultation.
- High-level direction for planned modifications to the Strategy.

2. Background

The draft City Planning Strategy was endorsed by the then Commissioners for preliminary community feedback, with consultation occurring from June 2019 - August 2019. Elected Members were provided with the consultation outcomes in December 2020.

The Strategy was revised to respond to the feedback received from the community, Elected Members and the Department of Planning, Lands and Heritage (DPLH).

In 2021, the Western Australian Planning Commission released the *Local Planning Strategy Guidelines* (Guidelines), which sets out the manner and form for all local planning strategies. As a result, the Strategy was required to be restructured and modified to align with the Guidelines. Due to these changes, the Strategy required significant changes to the version that was advertised in 2019.

3. What have we heard?

There was generally a high level of support for the general direction and vision of the Strategy. Several submissions identified gaps in the Strategy content, as well as parts which could be strengthened.

The following snapshot (refer **Section 3.1-3.3**) details the consultation outcomes broken down by reference to the strategic pillars, as defined by the Strategic Community Plan. A snapshot of key themes as they relate spatially across Perth city neighbourhoods is also provided in **Section 3.4**.

A further detailed breakdown of the submissions (including the Administration's comments and the planned modifications to the Strategy) is provided in **Section 4** overleaf.

Some submissions raised areas of interest or concerns that are outside the role of the Local Planning Strategy, the scope of which is determined by the Western Australian Planning Commission.

¹ Note – The consultation period was extended from the initial closing date of 10 March 2022 until the 25 March 2022, with approval from the WAPC.

- 3 -

This strategy was also prepared in advance of the *Strategic Community Plan 2022-2032, Economic Development 2022-2032* and *Sustainability Strategy 2022-2032* which were adopted by the Council in April 2022. Modifications to the Strategy are recommended to provide alignment with these Strategies.

3.1. Liveable

Support	Concerns	Gaps
<ul style="list-style-type: none"> • Growth - increasing resident population and exceeding State Government population targets. • Vibrancy – increasing activation of the city. • Density - increasing density and height. • Housing - delivering diverse and affordable housing. 	<ul style="list-style-type: none"> • Capital City Spine - relevance and value in having Capital City Activity Spine. • Schools – identification and location of schools. • Vibrancy – vibrancy issues not addressed in sufficient detail. • Growth - higher population growth targets. • Connectivity – not coordinated and alignment of cycle paths not ideal. 	<ul style="list-style-type: none"> • Community Infrastructure – what infrastructure is required and how it will be delivered. • Sporting facilities – direction and planning for sporting facilities and public open space. • Precinct Planning – minimal areas identified for Precinct Structure Plans.

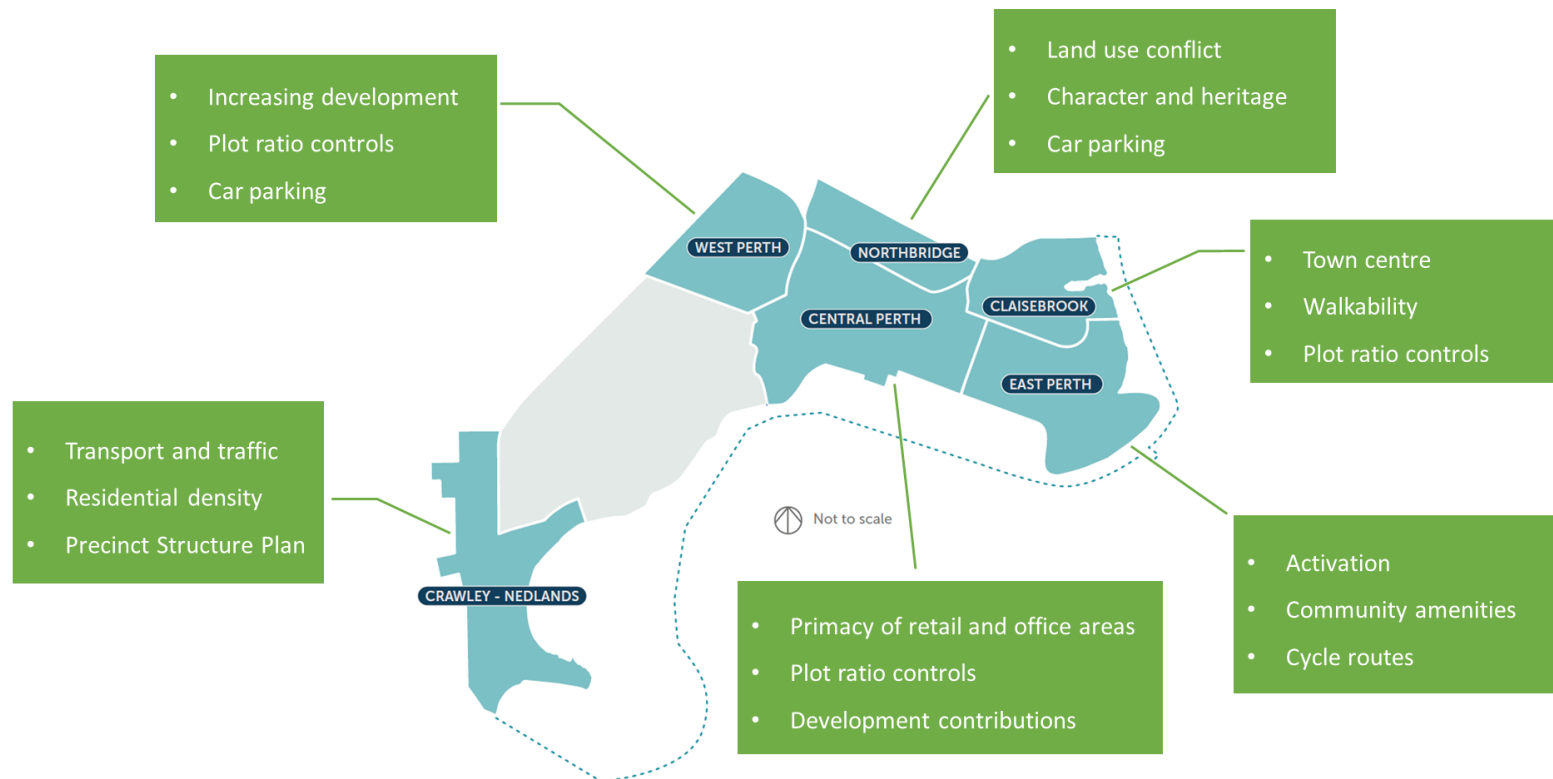
3.2. Sustainable

Support	Concerns	Gaps
<ul style="list-style-type: none"> • Climate Change - mitigating the risks of climate change. • Economy - diversifying land uses • Greening - increasing greening in private and public realms. • Transport - reviewing the Perth Parking Policy. • Built form – implementing Environmentally Sustainable Design requirements in new developments. 	<ul style="list-style-type: none"> • Climate Change – more could be done to address sustainability. • Transport - lowering maximum car parking requirements. • Greening - alignment of green links. 	<ul style="list-style-type: none"> • Climate Change - unclear position on carbon emissions and lack of carbon reduction targets. • Servicing - lack of consideration of freight and city servicing.

3.3. Prosperous

Support	Concerns	Gaps
<ul style="list-style-type: none"> • Growth – reviewing plot ratio bonuses and development incentives. • Processes - simplifying planning framework and reducing planning regulation where possible. 	<ul style="list-style-type: none"> • Vision – lack of vision and aspiration. • Document format – standardisation of the document not fitting for a capital city. • Transport - alignment of the inductive mass rapid transit route. • Growth - application of bonus plot ratio and Developer Contribution Plans. • Activity Centres – unclear on role and planning direction. 	<ul style="list-style-type: none"> • Investment – attracting private sector investment and industry growth. • Partnerships - absence of collaboration with State Government to deliver capital city infrastructure and aspirations. • Infrastructure – does not capitalise on City Deals projects.



3.4. Common Neighbourhood Themes



- 5 -

4. Summary of Submissions

A full list of submissions made on the draft Strategy and the City's response to the matters has been detailed in Attachment 2 - *Schedule of Response to Submissions* of the agenda item. A brief summary of the key matters raised in submission responses is provided as follows:

Focus area	Comment Summary	City Response	Action Required
Vision, Content & Format 	<ul style="list-style-type: none"> General level of support for the overall vision and three pillars but some submissions advocated for a bolder vision. State Government manner and form requirements is not appropriate for capital city. The vision does not flow through into actions. Concern some statements in the Strategy are not supported by implementable actions. 	<ul style="list-style-type: none"> The importance of a bold vision for the city is agreed and supported. The City has been directed by State Government to align with standardised guidelines. The Strategy requires further refinement to ensure vision is clearly articulated in actions. All aspirations of the Strategy should be supported by corresponding actions. 	<ul style="list-style-type: none"> The Strategy vision is being reviewed to strengthen the aspirations for growth and development. No changes are proposed. The Strategy is being reviewed to identify where the link between vision and actions can be clearer. The Strategy is being reviewed to ensure all aspirations are supported by actions.
Governance & Collaboration 	<ul style="list-style-type: none"> Absence of coordinated and collaborative approach to planning across all levels of government. High level of support for simplifying the planning framework, where possible. 	<ul style="list-style-type: none"> The importance of aligning State and City priorities is agreed. This is being investigated as part of the new Local Planning Scheme. 	<ul style="list-style-type: none"> The updated Strategy will provide additional detail on the complex governance arrangement and the need for improved collaboration. No changes are proposed.
Population Growth 	<ul style="list-style-type: none"> Wide-spread support for Intensification Investigation Areas and the City's endeavors to increase resident population. Suggestions that population targets could be more ambitious – primarily for Central Perth and East Perth neighbourhoods. 	<ul style="list-style-type: none"> The City is seeking to accelerate this growth to achieve 55,000 residents by 2036, in line with its <i>Strategic Community Plan 2022-2032</i>. The Strategy ensures an appropriate distribution of growth across neighbourhoods. 	<ul style="list-style-type: none"> No changes are proposed. No changes to the Strategy are considered necessary as the Strategy aligns with the City's agreed population target.


- 6 -

<p>City investment & Economic Recovery</p> 	<ul style="list-style-type: none"> Concerns regarding the value in having Capital City Activity Spine. Concern raised regarding the limited direction to stimulate investment and promoting economic recovery in the city. General support to encourage a range of land uses and consideration for bonuses/incentives to achieve land use outcomes – including affordable housing. Concerns the Strategy does not capitalise on City Deal projects. 	<ul style="list-style-type: none"> Agreed, the role of the Capital City Activity Spine is limited. The City's new Economic Development Strategy manages the City's plans for stimulating investment. The local planning framework has an important role in enabling growth across economic sectors. The City has received advice from the State Government for detail of City Deal projects to not be included in the draft Strategy. 	<ul style="list-style-type: none"> The Capital City Activity Centre Spine has been reconsidered. The Strategy has been updated to reflect key land use and planning actions from the <i>City's Economic Development Strategy 2022-2032</i>. No changes are proposed. No changes are proposed.
<p>Community Infrastructure Planning</p> 	<ul style="list-style-type: none"> Absence of planning for sporting facilities and public open space. Identification and location of schools should be removed from document as it is preempting State Government decisions. Insufficient detail and identification of community infrastructure required and how it will be delivered. 	<ul style="list-style-type: none"> The City is currently Preparing an Open Space Framework to guide open space planning. The Strategy is considered to provide sufficient detail on planning for sporting facilities and public open space. Agreed, the identification of the City's preferred location of schools may create false expectations with the community. The City plans to determine community infrastructure needs through a Social Needs Analysis. 	<ul style="list-style-type: none"> No changes are proposed. The Strategy has been updated to remove the preferred location of school sites. The Strategy has been updated to reflect the preparation of the Social Needs Analysis to inform a future Community Infrastructure Plan.

- 7 -

<p>Sustainable Development</p> 	<ul style="list-style-type: none"> • High level of support for mitigating the risks of climate change, some submission suggests more detail could be included. • Support for incentivising sustainable development. • Stronger focus on sustainability principles, including reference to carbon/sustainability targets and the net zero emissions. • Suggestion that incentives be considered for the adaptive reuse of existing underutilised building stock. • Mixed views on what sustainability rating tools will be adopted or mandated to achieve sustainable built form and design. • High level of support for increased greening on public and private land. 	<ul style="list-style-type: none"> • The City's new <i>Sustainability Strategy 2022-2032</i> provides further detail to guide mitigating the risk from climate change. • Noted, and will be considered further as part of the new scheme. • Agreed, the Strategy seeks to support the outcomes of the City's new <i>Sustainability Strategy 2022-2032</i>. • Action CUG4 to ensure high quality, functional and attractive development with high standards of environmentally sustainable design, seeks to improve the environmentally sustainable design of developments, including adaptive reuse. • Noted, and will be investigated further as part of the new Local Planning Scheme. • Noted, and will be investigated further as part of the new Local Planning Scheme. 	<ul style="list-style-type: none"> • No changes are proposed. • No changes are proposed. • The Strategy has been reviewed to ensure alignment with the City's <i>Sustainability Strategy 2022-2032</i> and specifically reference the desire to reach net zero emissions. • Additional text to be added to CUG4 to clarify and reaffirm the City's intentions. • No changes are proposed. • No changes are proposed.
<p>Built Form</p> 	<ul style="list-style-type: none"> • Widespread support reviewing and increasing plot ratios and building height. • Wide-spread support for the removal of plot ratio and built form controls from the Local Planning Scheme into planning policy. • Some caution expressed in the application of bonus plot ratio, suggesting it is determined by market analysis. 	<ul style="list-style-type: none"> • Noted, and will be investigated further as part of the new scheme. • Noted, and will be investigated further as part of the new scheme. • Noted, and will be investigated further as part of the new scheme. 	<ul style="list-style-type: none"> • No changes are proposed. • No changes are proposed. • No changes are proposed.

- 8 -

	<ul style="list-style-type: none"> Site-specific submissions requesting inclusion in the Intensification Investigation Area and/or increased building height. 	<ul style="list-style-type: none"> The Intensification Investigation Area boundaries are determined based on the urban consolidation principles detailed in the Strategy. 	<ul style="list-style-type: none"> Site specific changes have been dealt with on a case-by-case basis and undertaken where there is a logical planning rational.
Connectivity & Transport 	<ul style="list-style-type: none"> Wide-spread support for improving connectivity and reducing severance. Wide-spread support for review of Perth Parking Policy. Concern raised with respect to the indicative alignments of mass-rapid transit through QEII medical centre. Indicative route of East - West mass-rapid transit route not supported. Concern there is no detailed plan for underground or mass-rapid transit and how the infrastructure will be delivered. Concerns raised with respect to cycle path alignments. Car-sharing, automated vehicles and impact of emerging technologies is not addressed. Does not consider servicing and freight. 	<ul style="list-style-type: none"> The City will collaborate with State Government to improve connectivity as opportunities arise. The City will continue to work with Department of Transport to identify opportunities to improve the Perth Parking Policy. Agreed, minor amendments can be made to improve the alignment. The route represents the City's preferred alignment, noting it is only indicative. The Strategy is considered to provide sufficient detail on future mass transit. Cycle path routes will be considered as part of the preparation of a new Cycle Plan, having due regard to the State Government's Long-Term Cycle Network and other transport priorities. Emerging and existing transport trends will be investigated further by the City in future transport planning. Freight movements will be considered in broader transport planning by the City's Transport and Urban Design Unit. 	<ul style="list-style-type: none"> No changes are proposed. No changes are proposed. The indicative mass-rapid transport route has been amended to run along Winthrop Ave. No changes are proposed. No changes are proposed, noting major transit infrastructure is the responsibility of State Government. Actions in Strategy amended to note the City's intent to prepare a Cycle Plan. No changes are proposed. Future changes may be considered as advised by the City's Transport and Urban Design Unit. No changes are proposed.

- 9 -

<p>City Vibrancy & Improvement</p> 	<ul style="list-style-type: none"> Concern raised around alignment of green links, or requests for additional linkages. Support the Strategy's focus on encouraging built form that contributes to 'sense of place,' however, some submissions noted the actions do not reflect this intention. Concern that improving city vibrancy is not addressed in sufficient detail. Concern around the lack of area specific direction on public realm improvements to support neighbourhood priorities. 	<ul style="list-style-type: none"> The Strategy needs to align with the findings of City's <i>Green Infrastructure and Biodiversity Study</i>. Several actions focus on improving the way developments interface with the public realm. However, more detail could be provided on broader public realm improvements. Vibrancy will benefit from public realm and built form improvements and diversifying land uses could be made clearer. Agreed, additional detail could be provided to clarify some of the projects being undertaking in public realm, including the Main Street Refresh. 	<ul style="list-style-type: none"> Figure 8 – Environment Map updated to ensure green and urban links align with the City's <i>Green infrastructure and Biodiversity Study</i>. An additional action has been included to address the public realm improvements that should be addressed within the City's Neighbourhood Place Plans. The link between vibrancy and the Strategy actions can be made clearer through the above public realm action. No changes are proposed as this gap will be addressed through the abovementioned public realm action.
<p>Activity Centre Planning</p> 	<ul style="list-style-type: none"> Concerns the role of activity centres is not well defined and there is limited guidance on mix of uses, intensity of development and vision for growth of these centres. Concerns minimal areas have been identified for Precinct Structure Plans. 	<ul style="list-style-type: none"> The Strategy includes Activity Focus Areas for the neighbourhood scale centres and each Neighbourhood includes 'Planning Directions' around land use, urban form intensity and commercial floorspace. The Strategy includes four precinct planning areas which is considered sufficient. 	<ul style="list-style-type: none"> No changes proposed. No changes are proposed. The new planning scheme will provide a fresh planning framework for other areas.
<p>Car Parking</p> 	<ul style="list-style-type: none"> Mixed responses with respect to a change in car parking rates with majority of submissions suggesting flexibility be maintained in terms of maximum car parking provisions. 	<ul style="list-style-type: none"> Car parking will be investigated further through the preparation of the new Local Planning Scheme. Any changes to car parking rates will be tested to ensure they are effective and practical. 	<ul style="list-style-type: none"> No changes are proposed.

- 10 -

Developer Contribution Plans 	<ul style="list-style-type: none">• Concern raised with respect to the form and application of Developer Contribution Plans impacting the feasibility of development.	<ul style="list-style-type: none">• The Strategy identifies the need to investigate developer contribution plans. No decision has been made to date on the implementation method.	<ul style="list-style-type: none">• No changes are proposed.
--	---	---	--

LOCAL PLANNING STRATEGY - ATTACHMENT 2 - Schedule of Response to Submissions

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
1	Resident/ Business owner	East Perth	Encourage great street activation around Adelaide terrace/Hay Street. The area is lifeless.	The Strategy promotes the activation of the town centre located on Hay Street and mixed use centred along Adelaide Terrace, with a greater emphasis placed on residential development which will improve activation and liveliness of the neighbourhood. A new action has also been added in the East Perth Neighbourhood to include the enhancement of the Neighbourhood Place Plans to address neighbourhood priorities and public realm improvements.	Introduce an Action for all Strategy neighbourhoods to expand the City's Neighbourhood Place Plans to address neighbourhood priorities and public realm improvements.
2	Resident	East Perth	Overall good draft strategy. We need to focus on retaining our beautiful green spaces and local wildlife which have been critical to those of us city dwellers living through lock-downs and Covid. Also, important to push developments to think more about the environment with electric car charging, solar energy etc. There is also clear need for a school + supermarket in the East Perth area if you want to service that big of a population. Need to retain / enhance the community and sporting establishments such as Tattersals Bowling club, the proposed public pool / gym in the WACA etc. Please get on with the plan, it's good to talk and consider but I think we now need to spend some tax dollars and get some work done. The Waterbank area has sat idle for 3-4 years.	The submission comment is noted. The City's established public open spaces will be retained, and the Strategy provides actions to enhance urban greening within both the public and private realms. The Local Planning Strategy establishes the introduction of built form provisions and investigation of plot ratio incentives to promote Environmentally Sustainable Design by achieving higher green star ratings. This will encourage the provision of design elements such as solar panels, water efficient fixtures, natural ventilation, heating and cooling as well as electric charging stations being implemented in all new developments. The Neighbourhood Planning Directions and Actions for the East Perth Neighbourhood identify the need to: <ul style="list-style-type: none"> Investigate incentives to encourage the delivery of a full-line supermarket within or well connected to the Hay Street Neighborhood Centre; and Advocate to the State Government for the provision of a new public primary and secondary school in the neighbourhood. The Strategy identifies the need to work with State Government for the delivery of recreational and community facilities to support the residential community. The City is also commencing work to identify City assets and facilities which could be better utilised to address gaps in the provision of community infrastructure.	Nil Nil Nil
3	Resident	Crawley-Nedlands	Please limit high-rise and incorporate more open green spaces into developments of all types.	The City's Local Planning Strategy is required to achieve, and where appropriate exceed the population and dwelling infill targets set out by the State Government's <i>Perth and Peel at 3.5million Sub-Regional Planning Framework</i> .	Nil

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
				<p>In this regard, the distribution of density across the city will be based off urban consolidation principles (as outlined within Part Two - 4.2.1 of the Strategy) as follows:</p> <ol style="list-style-type: none"> Consolidate development to make better use of land around: <ul style="list-style-type: none"> 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. Protect the following: <ul style="list-style-type: none"> 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. <p>Building heights in Crawley-Nedlands will be determined as a component of the UWA-QEIIIMC Specialised Centre Precinct Plan, which is currently being prepared and will be advertised for public consultation.</p>	
4	Resident	East Perth	No comment	The submission comment is noted.	Nil
5	Resident / Business owner / Community group member	Crawley-Nedlands	Put Perth at the forefront of sustainability and environmental conservation. This will solve many of our problems and induce people to come to our beautiful city.	<p>The City's Sustainability Strategy (2022) seeks to ensure the City leads by example by understanding the impact of its operations by setting targets and implementing measures to improve the organisation's performance.</p> <p>The City will also encourage and support the broader community to assist in delivering the City's sustainability objectives through various Strategy's (including the Local Planning Strategy) and plans.</p> <p>The Local Planning Strategy has been prepared to set out the land use planning direction and actions that need to occur within the City's control. The objectives and initiatives of Strategies prepared by the City recognise the need to advocate and partner with others to achieve sustainability outcomes in areas the City does not directly control.</p>	Nil
6	Resident	East Perth	A bike path going down Bennett street through Langley park is a terrible idea. Langley park has a rich history and the park, in its current state, should be protected. Not to mention the safety issue of cyclists coming down the	The submitters concern is noted.	Remove cycle paths from Figure 9 and add a new Action to investigate and confirm bike path routes

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			Bennett street hill only to cross 2 x intersections (on Terrace road and riverside drive). Would it not make more sense to use the existing intersection controls on either side of the park (Plane Street or Victoria Ave).	The City will prepare a new Cycle Plan to consider the cycle network in greater detail, having due regard to the State Government's Long-Term Cycle Network and other transport priorities. As a result, the indicative cycle routes depicted on Figure 9 have been removed from the Local Planning Strategy. Public consultation will take place in preparing the Cycle Plan where residents and stakeholders can provide feedback for the City's consideration.	through a bicycle path plan, having due regard to the Department of Transport's Long-Term Cycle Network.
7	Business Owner / Non-residential landowner - Rep. Curtin Business School	Central Perth	<p>I would like to highlight that we appreciated the structure, legibility and consistency of your documents as it made them both easy to access and review.</p> <p>We also support your vision to strategically re-invigorate the growth and economic, social and cultural opportunities offered by Perth City. We support your medium intensification in targeted nodes, strengthening connectivity and city legibility across the various modalities, strengthening our City's connection to the Swan River, and encouraging development in character areas whilst also protecting the traditional fine grain of the heritage buildings. This strategy is particularly relevant to Curtin University as we have been part of the city landscape for 15 years and have recently invested in four CBD heritage locations.</p> <p>We understand that a Local Planning Strategy in a city context is complex and multilayered, and we appreciated our inclusion in the Draft Local Planning Strategy Part 1 in figure 4 and 4.2.6 Perth City Deal. However, we were disappointed that Curtin University is absent from your Draft Local Planning Strategy MAPS when CQ University, the future ECU University, TAFE and Mercedes College are all included. Curtin's Law School is included in 4.4 Economy and Employment, but the Graduate School of Business (across the road) is omitted as are the St George's Terrace locations.</p> <p>Central Perth 5.1 Table 14 identifies the key character areas. The Historic Heart (Murray Street East) is absent from this scheme. Given the agglomeration of a plethora of heritage buildings, recent investment by the Westin, the presence of Royal Perth Hospital as a major CBD employment and visitation generator, and the presence of a WA University in this location, the omission seems to</p>	<p>The submission comments are noted.</p> <p>The submission comments are noted.</p> <p>The submitters concern is noted. Figure 4 - <i>Local Planning Strategy Map</i> has been updated to include Curtin University assets. Additionally, Figure 7 – <i>Economy and Employment Map</i> has also been updated to reflect this change.</p> <p>The City has engaged consultants to undertake a 'Character & Heritage Area Study' to inform the new Local Planning Scheme and Local Policy Framework.</p> <p>The 'Murray Street East' area is included under investigation as an expanded heritage precinct. It is important to note that heritage and</p>	<p>Nil</p> <p>Nil</p> <p>Amend Figure 4 and Figure 7 to articulate Curtin University assets.</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>be a gap in the planning strategy. Could this please be reconsidered?</p> <p>We have previously been told that a future Royal Perth Hospital site is identified. We speculate that whilst it would be relevant to include in a planning strategy, you may be under instructions to retain this confidentiality of this location. If not, could this be included in the Section 4.4 Economy and Employment?</p> <p>We accept that you will have deep patronage/economic data underpinning the rationalisation of Mclver and Claisebrook train stations but we also rely on this data supporting the customer experience in as much the rationalisation does not extend the journey times of employees in the health and education sectors in that area of the city.</p> <p>We understand that issues associated with homelessness and vagrancy are deeply problematic and difficult. However, a strategy to address this seems essential when contemplating the reactivation of the city. Our Law School is currently dealing with a vagrancy issue that is causing our staff and students concern. I have been told – anecdotally – of design firms seeking to relocate out of the city because of this issue. However, I would like to reiterate that we sympathize with the City of Perth’s predicament and the myriad of challenges associated with resolving this matter at a City and State Government level.</p>	<p>character areas are different, as detailed in the Local Planning Strategy (Part 2).</p> <p>The submitters concern is noted.</p> <p>Any future planning for the Royal Perth Hospital will be led by the State Government. The City acknowledges that previous master planning for the site has been undertaken and should be considered in any future redevelopment plans. Action CP7 of the Local Planning Strategy has been modified in this regard.</p> <p>The Strategy provides an action to work with State Government to undertake a detailed study of Mclver and Claisebrook station. The Study will seek to consider the rationalisation of the Stations to:</p> <ul style="list-style-type: none"> • Unlock opportunities on underutilised land; • Improve connectivity and address severance issues; and • Seek to better capitalise on key transport infrastructure. <p>The City notes that this study would need to consider the impacts on the existing public transport system.</p> <p>The City is committed to working with the State Government to significantly reduce homelessness.</p> <p>As component of this work, the City adopted a Rough Sleeper Plan in 2021. The plan has 6 key priority areas to assist with this issue including:</p> <ul style="list-style-type: none"> • Advocate for resources and services to support people experiencing rough sleeping in the City of Perth; • Coordination of services in the public realm; • Improving connection of people sleeping rough to support services; • Improving the health and wellbeing of people sleeping rough; • Understanding rough sleeping trends in the City of Perth; and • Improve the community’s understanding and awareness of homelessness, particularly rough sleeping. 	<p>Amend Action CP7 to include reference to the role of the Royal Perth Hospital as a significant medical and research facility and a major employer for Perth and include considerations for any future redevelopment.</p> <p>Nil</p> <p>Nil</p>
8	Resident	East Perth	<p>Putting a cycle way down Bennett Street and across Langley Park, doesn't make sense and will result in an increase of car / cycle / pedestrian accidents in Bennett Street - see section 4.6.3 Servicing and page 48 of part 1 of the draft plan for the proposed route. This option is:</p> <ol style="list-style-type: none"> 1. dangerous for local residents and public accessing Langley park - both walking residents and those 	<p>The submitters concerns are noted.</p> <p>The City will prepare a new Cycle Plan to consider the cycle network in greater detail, having due regard to the State Government’s Long-Term Cycle Network and other transport priorities.</p> <p>As a result, the indicative cycle routes depicted on Figure 9 have been removed from the Local Planning Strategy. Public consultation</p>	<p>Remove cycle paths from Figure 9 and add a new Action to investigate and confirm bike path routes through a bicycle path plan, having due regard to the Department of</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>driving too and from their residences or work buildings along Bennett street.</p> <p>2. contravenes the zoning of Langley Park as an airstrip and possibly its Heritage listing;</p> <p>3. will limit the use of Langley park for public functions optimally requiring the use of the full park.</p> <p>The obvious alternative is to use Plain Street, which is much wider than Bennett Street and has significantly fewer residential and business premises along the street and links better from Claisebrook Cove to the Swan foreshore.</p> <p>A key issue is all the cycle traffic coming up and down Bennett Street from Adelaide Terrace to Terrace Road, will create un-necessary hazards for residents & commercial occupants, driving in or out of their buildings onto Bennett Street. As well many locals walk around Langley Park every morning and will have to contend with large numbers of bikes as well as vehicles when walking across Bennett street. Many residents and business workers situated along Terrace Road also regularly drive and walk up and down Bennett road along this route. To make it worse, a range of buses come down Bennett Road every 10-15 minutes during the day. These factors, in aggregate, will also make it more dangerous for cyclist contending with local traffic in Bennett street and travelling across Terrace Road.</p> <p>In summary, this proposal for the cycle path is short sighted, will increase accidents in travelling up and down and across Bennett street close to Langley Park. There is a better alternative to use Plain Street which will support cyclist more easily accessing the foreshore route.</p>	will take place in preparing the Cycle Plan where residents and stakeholders can provide feedback for the City's consideration.	Transport's Long-Term Cycle Network.
9	Resident	East Perth	<p>I refer to the proposed cycle path across Langley Park from Bennett Street to Riverside Drive and wish to register my strongest opposition to the proposal:</p> <p>The termination of the proposed path at Riverside Drive is particularly short sighted because it will cause cyclists to attempt to join traffic on a major vehicle artery without traffic lights.</p> <p>It makes more sense to run the cycle path along Terrace Road for one block to Plain Street where at the junction of Riverside Drive, there are already installed traffic</p>	<p>The submitters concerns are noted.</p> <p>The City will prepare a new Cycle Plan to consider the cycle network in greater detail, having due regard to the State Government's Long-Term Cycle Network and other transport priorities.</p> <p>As a result, the indicative cycle routes depicted on Figure 9 have been removed from the Local Planning Strategy. Public consultation will take place in preparing the Cycle Plan where residents and stakeholders can provide feedback for the City's consideration.</p>	Remove cycle paths from Figure 9 and add a new Action to investigate and confirm bike path routes through a bicycle path plan, having due regard to the Department of Transport's Long-Term Cycle Network.

[illegible]

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>past city planning scheme has held the city in a stagnating planning cycle for too long.</p> <p>The impact and consequence of a past inflexible planning strategy from the City's position has forced other WA State Government planning authorities like DAPs and State Development agencies, together with emergency planning contingency legislation, to usurp the role of the City of Perth in moving the city into contemporary expectations of delivering better planning outcomes for a growing capital city. That is not to criticise the current CoP planning regime but simply to acknowledge that unimaginative, inflexible planning schemes in the past have restrained the city from maximizing it's growth opportunity.</p> <p>Indeed 10 year planning cycle reviews are probably more relevant than ever in a rapidly developing state such as Western Australia. As if to emphasise this fact, one only needs to note the nearby competing hinterland suburbs of South Perth, Subiaco, Victoria Park, Applecross, and Melville to observe competing suburban planning visions now outpacing Perth with multi-rise mixed residential development that is now surrounding Perth city. Perth's doorstep suburban hinterlands are growing their populations and rate base, almost trapping Perth city in a low or no growth regime. It's not just about Perth looking inward at itself but at what other competing municipalities are planning also. Perth city, regardless of if it recognises it or not, is in a competing land use and built form race.</p> <p>Instead of Perth city being at the top of the spatial visual hierarchy and built form, it has become a medium visual bowl like City within a surrounding high-rise hinterland. That is a problem of the City's own making and if nothing else comparing this current strategy review should also be designed to regain the lost competitive attraction the city once commanded. To that extent then we note the Capital City Vision wheel (Fig 4), acknowledging the City of Perth as the prime economic social cultural and civil centre in WA.</p> <p>Turning more specifically to the Crawley /Nedlands document our area of particular interest (Fig 5) we have several major concerns. Our particular interest in this</p>	<p>to time to adapt to changing circumstances and allow for flexibility and innovation in future planning across the city.</p> <p>The submission comments are noted.</p> <p>The City's existing Local Planning Scheme allows for a range of development to occur across the city, with many development requirements able to be varied dependent on the applicable circumstances. The City's intent, as outlined by the Strategy, is to adopt a flexible approach to the new planning framework to allow for innovation and adaptation to meet changing social, economic, and environmental circumstances.</p> <p>Urban consolidation throughout the Perth metropolitan area is a core planning principle set out by the Western Australian Planning Commission's <i>Perth and Peel at 3.5million</i> Strategic Plan.</p> <p>That said, the City of Perth is one of the fastest growing populations in WA, with a growth rate of 7.1% in 2020 compared to a national average of 1.3%. According to Australian Government - Centre for Population, the City of Perth has had one of the greatest population growth rates over a 10-year period, comparable to the City of Swan, City of Armadale, City of Kwinana, and the City of Rockingham. It is also higher than other local governments such as City of Fremantle, City of Wanneroo, City of Joondalup, and City of Melville.</p> <p>A key action within the Local Planning Strategy is to further increase its residential population base, as well as attracting visitors and businesses into the city.</p> <p>The plot ratio and density of land within Crawley-Nedlands will be determined through the detailed planning being undertaken as part of the UWA-QEIMC Specialised Centre Precinct Plan and will align</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>component of the document is the fact that we own the last piece of significant englobo undeveloped single residential land of some 3000sqm in Crawley which also makes us the largest individual residential ratepayer within the actual Crawley precinct. Our property is the most significant piece of land within the Crawley precinct and its future is critical to creating a statement building consistent with a capital city vision. It's current zoning and plot ratio contained in a planning regime of past era does not permit its potential to be fulfilled, nor to meet the vision articulated in the capital city vision wheel (Fig4).</p> <p>Firstly, we make the point the strategy document has grouped the locations of Crawley and Nedlands as one and the same, but they are not!! (See 5.6.4). The delineation spatially between Nedlands and Crawley is defined by the interdiction of the University of WA campus site seen in Fig3 LPSM, and it's associated residential component. Crawley, spatially and geographically, has historically been part of the City of Perth's planning jurisdiction, abounded by Mounts Bay Road, Park Avenue, and Crawley Avenue and abutted by Kings Park, whereas the areas around Hampden Road, including the areas west of the Hospital precinct and south along Hampden Rd, were a part of the City of Subiaco jurisdiction, referred to as Hollywood, they exhibit little, if anything, geographically, spatially or characteristically in common with Crawley per se.</p> <p>Furthermore, the rateable properties share no common base, with the CoP traditionally levying greater rates than the former municipality, the City of Subiaco levied. We also note Fig3 local planning strategy map, which is the overarching document, executing the capital city vision and other associated documents, following from these two core foundations. The Hampden Road area now excised from Subiaco and contained within the CoP jurisdiction, referred to as Nedlands (East Nedlands), exhibits mixed characteristics of single residential, educational, commercial, retail, and industrial areas, being in land and built form, completely distinct from Crawley per se, which is a tightly held exclusive piece of</p>	<p>with the vision, neighbourhood priority and planning directions articulated in the Crawley-Nedlands Neighbourhood.</p> <p>The Crawley-Nedlands neighbourhood aligns with draft <i>State Planning Policy 4.2 – Activity Centres</i>. The Policy shows the whole neighbourhood as a 'Specialised Centre'.</p> <p>A Specialised Centre requires further detailed planning in the form of a Precinct Plan, as noted in Table 35 of the Local Planning Strategy.</p> <p>The Precinct Plan will consider the contextual differences across the neighbourhood, particularly in terms of their existing character (refer to Table 34 within Part 1 which identifies the different character areas in Crawley-Nedlands Neighbourhood).</p> <p>The UWA-QEIIMC Specialised Centre Precinct Plan will introduce planning controls to respond to its existing and future intended context.</p> <p>Noted, refer to above response.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>mixed residential land only, devoid of any serious commercial development whatsoever. From a planning perspective to propose that actual or real Crawley and Nedlands East more correctly have common characteristics that may establish common planning disciplines and characteristics limits the potential future opportunities available through acknowledgement of the existing locational differences.</p> <p>Moreover, unlike Real Crawley which has existing high rise residential apartments and developments of up to 24 storeys Nedlands East has no existing buildings comparable, indeed a few around 3 storeys is at best not comparable with Crawley. Whilst Nedlands West is now under its recent new planning scheme within the City of Nedlands and experiencing some redevelopment its considered low rise with 6 storeys maximum, but even then that is not comparable to the existing 39 metre height limit and 12 storeys currently possible in real Crawley. It is therefore difficult strategically to reconcile that Real Crawley and Nedlands East should be considered one in the same for planning purposes. The reason Crawley has existing high rise residential characteristics that share nothing in common with Nedlands East lies in the fact that historically Perth city a, capital city had a different capital city vision planning wise than the City of Subiaco ,a suburban residential area with a low rise suburban planning vision. Our concern in attaching actual Crawley to Nedlands East in future precinct planning, as has been done, will not confirm the obvious difference and trap real Crawley in a time warp, now evident in the past suburban mindset of the former Subiaco single residential area and common to Nedlands East ratepayers.</p> <p>To confirm that anecdotal observation, it's clear from the public forums that there is a lobby group comprised of ageing Nedlands East residents, under the misleading guise of City of Perth Ratepayers Association, that continue to vigorously resist any planning proposals for increased density and landform intensification whatsoever, particularly Crawley, despite the CoP</p>	<p>Noted, refer to above response.</p> <p>Future planning for the area will need to balance the vision and objectives of the Local Planning Strategy together with the State Planning Framework with the community's aspirations.</p> <p>As referenced above, the Strategy identifies the different character areas in the Crawley-Nedlands neighbourhood.</p> <p>Future land uses, built form, public realm and infrastructure response will be determined through the detailed planning required</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>population density objectives and the fact that Crawley is already a multi-storey residential precinct.</p> <p>These Nedlands East residents dominate the voice and views of the City Rate Payers Association and originally vigorously resisted East Nedlands being excised from Subiaco and cojoined to the City of Perth. This current strategic proposal document does not recognise the differences in existing land use, indeed characterises Nedlands East and Real Crawley as common to each other. They are not, and the merging of Nedlands East and Real Crawley in the term "neighbourhood" is misleading and strategically flawed thus leading to a strategically flawed precinct plan.</p> <p>As if to confirm these two areas are distinct and not "common neighbourhoods", the land values alone exhibit the distinction with Real Crawley being in the City of Perth always commanding higher land values than Nedlands East or "Faux Crawley", as it is often referred to. Our concern in not recognising such locational distinction is to affect the future "Urban Form and Character" found in the "Future Directions" recommendations for Crawley itself. This future direction proposal prejudices the inherent planning opportunities that may be released in a Real Crawley specific planning proposal.</p> <p>In that respect we have continuing concern:</p> <p>As if to contrast that approach of locational distinctiveness, we note that it is not consistent in respect of the other "neighbourhoods", such as the West Perth precinct (Fig 5.5), where a "prescriptive" land use and urban form hierarchy (Table 31) is established, being high scale mixed use >16 storeys to medium/high scale mixed use <16 and medium scale mixed use <12 storeys being noted and that these are only guides subject to further investigation. It's apparent this prescriptive approach in West Perth contrasts to the approach taken in the Nedlands /Crawley future directions approach. The Nedlands /Crawley approach simply recognizes "two activity centres" being south of Stirling Highway around Broadway and north of Stirling Highway being in and around Hampton Rd. The document referred to (CN1) 5.6.4 states the planning intent as (v) ""Character</p>	<p>for the UWA-QEIMC Specialised Centre Precinct Plan, which is currently being prepared.</p> <p>Noted, refer to above response.</p> <p>The approach to the Crawley-Nedlands neighbourhood is different to other neighborhoods because it is subject to a separate planning process to prepare a Precinct Plan as required by <i>State Planning Policy 4.2 – Activity Centres</i>.</p> <p>The Specialised Centre Precinct Plan is currently being prepared by the City and its parameters are set out in Part 5.6 of the Local Planning Strategy.</p> <p>The Precinct Plan will address the detailed planning requirements (such as density, land use and public realm) for the neighbourhood and respond to the various character areas identified in the Strategy.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>ensuring buildings positively contribute to public realm and enhance the desired build form character of the neighbourhood.</p> <p>This “intent” statement seems to confirm the “existing planning status quo”, rather than explore the planning potential and opportunity, further in 5.6.4 (iv). Neighbourhood priorities refers to ""refinement of existing" and/or the introduction of bonus plot ratio provisions to incentivise delivery. This also seems somewhat contradictory in that its intent is to confirm "refinement of the existing built form", but then talks about plot ratio bonuses to do what? Presumably "refine what exists".</p> <p>It does nothing to encourage new built form? It focusses on the existing status quo. Surely that is not delivering, nor encouraging planning change in the Nedlands /Crawley precinct to deliver the objectives of the Capital City Vision (Fig 4). It’s our observation that in respect of existing buildings it is simply an "enhancement proposal", not a "regeneration strategy" and that is very concerning if the CoP is to advance it’s planning scheme to meet tomorrows needs of a truly great city. Urban land use and built form in a future city planning scheme should be about setting a "regeneration agenda" but it appears to us it’s more about an "enhancement agenda”. Whilst we are not advocating planning revolution this “enhancement agenda", is extremely conservative. The problem with this "enhancement agenda", it traps existing built form condemning ageing property to its former planning schemes.</p> <p>Moreover, that does not meet the objective of the state government’s infill principles, nor does it permit the growth in rateable property numbers to contribute to the City’s need for a larger volume of properties to be able to levy it’s rates upon a greater number of ratepayers. It simply relies as an economic model on levying higher rates on existing properties, which is a "pricing model", rather than a "pricing and volume model" which would maximize the City’s income. The issue therefore is not just about planning per se but about the potential release of income generation opportunities in a greater number</p>	<p>The Local Planning Strategy provides an action to refine the City’s existing planning controls or standards. The City acknowledges that while there are existing planning provisions which address this matter, there is a need and opportunity to review, improve or adjust provisions where necessary.</p> <p>The City's intent, as outlined by the Strategy, is to adopt a flexible approach to the new planning framework to allow for innovation and adaptation to meet changing social, economic, and environmental circumstances.</p> <p>Together with a review of the City’s established planning controls and standards, the Local Planning Strategy establishes the introduction of built form provisions and investigation of plot ratio incentives to promote Environmentally Sustainable Design by achieving higher green star ratings.</p> <p>This will encourage the provision of design elements such as solar panels, water efficient fixtures, natural ventilation, heating and cooling as well as electric charging stations being implemented in all new developments.</p> <p>The Local Planning Strategy aims to exceed the State Governments infill residential development target (refer, 4.2.1 of the Strategy).</p> <p>Part 4.2.1 of the Local Planning Strategy stipulates that “<i>more people living as well as working and visiting Perth city will bring life to the city and improve its vibrancy. Increasing Perth city’s resident base, will also provide greater economic support for local businesses especially at night and on weekends and help the city become more self-sustaining and resilient.</i>”</p> <p>The aspirational targets for each neighbourhood were determined by a capacity analysis, considering land availability, potential</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>of rateable properties through built form and landform intensification.</p> <p>It's clear the days of booming city office developments are over, that as a rate-base prospect and economic contributor, city office expansion is now far more constrained. If the future city scheme does not encourage a greater number of residents residing in the whole of the city precinct, including Crawley (ideally suited for redevelopment) the City's rate base is limited, and if for no other reason, this is why a "regeneration agenda", not an "enhancement agenda", is so critical to this planning strategy.</p> <p>As if to underscore the strategic principle of "regeneration" rather than "enhancement" there is no precinct more effected than Real Crawley. The facts are Real Crawley is now a precinct of "Stranded Assets" being trapped in an old planning scheme that limits buildings to 59 metre height limit (12 storeys), and a very restrained plot ratio in combination, such that even an ""enhancement agenda"", at best, is limiting the regeneration of existing built form and land redevelopment.</p> <p>The recent planning reapproval of No. 20 Mounts Bay Road (the first in some 25 years), confirms that even an "Enhancement" of the existing built form is economically unviable, with the project in its second planning incarnation, finding its first design very difficult to attract interest. The facts are buyers have a range of competitive residential product, in areas such as Applecross, Melville and South Perth, that have waterfront views, with greater height and plot ratio amenity, that offers greater appeal than Crawley, confirming the "trapped asset" status of which we refer. Our concern is, unless this Crawley precinct plan is not more strategically ambitious, indeed about "Regeneration" in strategic principle, than "Enhancement", it will simply confirm a static rate base and remain with trapped assets, until the existing aged built form have a condemned status enforced upon them. The facts are properties built in the late 60s being some 50 years old, are now at the end of their useful life.</p> <p>Nothing is more obvious than considering the existing built form in real Crawley. The "stranded assets" now</p>	<p>redevelopment sites and the unique character and context of each individual neighbourhood.</p> <p>Dwelling and population growth targets for Crawley-Nedlands will be reconsidered as part of the planning for the UWA-QEIIMC Specialised Centre Precinct Plan.</p> <p>This plan will consider how growth and redevelopment across a range of land uses can occur that supports a thriving medical, research, knowledge, and education precinct.</p> <p>The UWA-QEIIMC Specialised Centre Precinct Plan will determine the building heights and the proposed density for the area. The Precinct Plan will be advertised for public comment as a component of the Plan's preparation.</p> <p>Noted. Refer to above response.</p> <p>Noted. Refer to above response.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>identified include Illinois Apartments built in 1967, Crawley House built in 1969/70, Strathearn built in 1973 (24 storeys), Mayfair built in 1981(17 storeys), to name just a few medium to high rise residential properties facing a “trapped asset” status. These aged properties are trapped, confirmed by the fact that they:</p> <ol style="list-style-type: none"> 1. command little to no capital growth, 2. struggling to maintain capital growth, 3. have outdated built form appeal and amenity, and 4. have no potential for redevelopment in a future planning strategy that places greater emphasis on “Enhancement” than encouraging “Regeneration” through a higher and better land use approach. <p>Real Crawley as a built form precinct is now trapped as “stranded assets”. Lacking economic potential for property owners and residences and ultimately for the City’s economic ratepayer growth. Thus promotion of “enhancement” of buildings clearly at their end of life is not practical and lacks planning vision.</p> <p>The ageing Crawley buildings, in some cases have upkeep costs greater than their annual capital growth, which further confirms their “Stranded assets” status. For that reason we remain unconvinced the City’s planning strategy, in respect of maximizing it’s opportunities in Crawley, serves the city as it is designed to do. In contrast we see West Perth being couched in “prescriptive planning language”, talking about height and plot ratio, the bread and butter of planning, we see Crawley being couched in motherhood statements such as "Enhancement".</p> <p>It is difficult to reconcile these contrasting approaches in the document suffice, to say the capital and population will be encouraged to West Perth, it will grow whilst the enormous, trapped opportunity for capital and people attraction in Real Crawley will continue to stagnate. With respect, and in summary, we believe further work must be done on the review of the Real Crawley precinct within the City of Perth strategy review. This should recognise that real Crawley is distinct from Nedlands East.</p> <p>A "Regeneration" strategy, with an "intent" statement, together with some more prescriptive planning</p>	<p>The approach to the Crawley-Nedlands neighbourhood is different to other neighbourhoods because it is subject to a separate planning process to prepare a Precinct Plan as required by <i>State Planning Policy 4.2 – Activity Centres</i>.</p> <p>The City is currently preparing the Specialised Centre Precinct Plan, using the parameters set out in Part 5.6 (Refer to Action CN1) of the Strategy, to address the detailed planning requirements (such as density, land use and public realm) for the neighbourhood.</p> <p>The Precinct Plan will also respond to the various character areas identified in the Strategy.</p> <p>Refer to above response.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			guidelines must be added to the neighbourhood strategy guidelines for Crawley. This in principle would take away the ""hope"" approach in an "Enhancement" intent and give the strategy an "Action" approach with "Regeneration" intent as the underlying driving planning principle. It would ensure a more focussed approach to releasing.		
12	Resident	West Perth	<p>I have read the Local Planning Strategy (LPS) proposed for both of these areas and note that there is no additional Sports Space (playing fields) and other necessary infrastructure such as primary schools being added for foreshadowed large increases in minimum population infill numbers.</p> <ul style="list-style-type: none"> West Perth adds a minimum 6,767 residents or a 337% increase from 2016 population levels recorded of 2,858. Crawley- Nedlands Neighbourhood adds 2,159 residents or 142% increase from 2016 population levels recorded of 5,141. <p>In addition neighbouring sections of Local Government Areas (LGAs) which the City of Perth is relying on to meet their residents' needs in West Perth & Crawley- Nedlands are also facing large increases in new residents. Specifically:</p> <ul style="list-style-type: none"> Subiaco East (City of Subiaco) which is adding in a minimum 6,000 new residents in the Subiaco East redevelopment area. West Leederville (Town of Cambridge) which is adding in a minimum 4,000 to 5,000 new residents in the area immediately opposite the Subiaco East redevelopment area along Railway Parade. <p>In total that is an addition of a minimum 17,000 to 18,000 new residents only in the 35ha Subiaco East redevelopment and the West Perth and West Leederville neighbourhoods. Put another way that is basically doubling the whole City of Subiaco population of 17,448 as per 2020 estimates. Subiaco is already the second densest inner city council with a population density of 3,103 persons per square km and is also foreshadowed to double by 2050."</p>	<p>The submitters concerns are noted.</p> <p>The City notes there is limited available land to provide new active sporting reserves. The Local Planning Strategy sets out priorities to protect established reserves and seek improved utilisation of sporting facilities operated by government institutions and private landowners.</p> <p>The City notes that there are open space projects identified for West Perth and Crawley Nedlands, which include the following initiatives to improve the provision of active open space at the neighbourhood scale. These include:</p> <ul style="list-style-type: none"> Preparation of Design Concept for J H Abrahams Reserve to support an upgrade to increase the amenity of this space including a focus on integration of City of Nedlands' active open spaces. It is noted that further work is required to confirm the scope and timing for this project through the finalisation of the Open Space Framework in 2023. Advocate with UWA to improve accessibility of active open space located on the Main University Campus as part of UWA Masterplan. <p>The City is preparing a draft <i>Open Space Framework</i> to support the provision of active open space at the city scale in the following manner:</p> <ul style="list-style-type: none"> Protect existing active recreational space; Investigate the potential to partner with State Government to create a new BMX track or similar facility on vacant Main Roads managed land within the Mitchell Freeway interchange; Collaborate with key external stakeholders to improve accessibility and connections to active open space outside the City's ownership (i.e. State Government, adjoining Local Authorities and institutional landowners); and Implement yet to be completed elements of the Wellington Square Masterplan including tennis courts, clubrooms, sports oval and lighting to maintain a focus on active recreation. 	Nil

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>"Please consider the funded and published report by the Department of Sport and Recreation titled 'Active Open Space (playing fields) in a growing Perth-Peel (January 2013). The report is a summary of a research report prepared by Curtin University's Centre for Sport and Recreation Research (CSRR) and the Department of Urban and Regional Planning, Curtin University.</p> <p>Worryingly the report concluded:</p> <ul style="list-style-type: none"> • If the provisions of the support facilities is taken into account, the total shortfall of open space required for active sport by 2031 is around 495 hectares. • Without a change to the relevant planning policies and without State-Government stepping in to provide additional active open space as Regional open Space, this shortage can only get worse" <p>"According to this report an adequate amount of active open space is:</p> <ul style="list-style-type: none"> • For infill development and greenfield developments that are much denser than typical, 6.5sqm of active open space per resident should be set aside as active open space. <p>In general, at least double that again needs to be set aside to allow for supporting infrastructure such as club rooms, spectator areas, parking etc.</p> <p>The benefits of access to playing fields in terms of residents physical and mental health and wellbeing has been clearly established in many research papers and must be a responsibility of all levels of government. This must be addressed via orderly and proper planning to ensure adequate supply and funding to provide sufficient playing fields in the public realm of the City of Perth LPS. Regretfully the West Perth Neighbourhood is relying on the City of Subiaco to meets its residents' playing field needs which is fatally flawed. There is no excess of playing fields in Subiaco East or Subiaco. There is actually a significant shortfall. The City of Subiaco Agenda which considered the City of Perth Local Planning Strategy and was adopted by Council this week and stated:</p> <p>City of Perth is encouraged to consider the provisions of sport space, including active playing fields, for these new</p>	<p>The draft <i>Open Space Framework</i> recognises that parts of West Perth are located within proximity of active recreation spaces within the City of Subiaco and proposes improved connections to its active open space.</p> <p>The City will engage with the City of Subiaco through the upcoming community consultation process, anticipated to commence in 2023.</p>	

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>residents. The City of Subiaco's active sports spaces are at or over capacity and would not be able to accommodate a significant increase in demand generated by new residential development in adjoining local governments.</p> <p>The City of Subiaco recently commissioned an update to the Future Sport Space Requirements – Subiaco Sport Space by GHD (February 2022) which did include full availability of the 1.97ha of Subiaco Oval. Unfortunately the community and local sporting groups have very limited availability as the needs of the new high school (Bob Hawke College – BHC) and WA Football Commission (WAFC) also have to be met. Whilst there is a small improvement in available playing fields (1.97ha) when you take the foreshadowed infill (Subiaco East) and the actual access time allocated to local Subiaco junior sports clubs and the community into consideration a serious undersupply of Sport Space (playing fields) results in Subiaco. Council reports and comments from local sporting codes illustrate they are over capacity and some children are being turned away at current Subiaco population levels.</p> <p>Further the City of Subiaco GHD updated Future Sport Space Requirements report represents the best case scenario for community use. It provides ONLY 11 hours of access to Subiaco/BHC/WAFC Oval from Monday to Friday for junior and senior local sporting groups and the community during peak season. That is only a meagre 17% of all available hours from 8am to 9pm during any school week.</p> <p>In addition local Governments across Australia plan for 25 hours as an optimum capacity for playing surfaces otherwise surfaces become unsafe. Given the extremely high usage proposed for Subiaco Oval one wonders how planned usage will be sustainable and safe.</p> <p>Once the significant shortage in playing fields for Subiaco is known one can also quickly established that the City of Perth must provide for its on residents. Best practise developed for denser infill under Perth and Peel at 3.5 million defines all should use the minimum 6.5m2 per resident of playing fields. For the anticipated 2036 West Perth Neighbourhood minimum population level that is equivalent to 6.3ha of playing fields. Personally I would</p>		

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>hope all local government planners are actually planning out to 2050 not just 2036 as per the Perth and Peel at 3.5million plan.</p> <p>Can the City of Perth assist with turning around the unhealthy and unsustainable situation in our inner city suburbs? I believe so. In my opinion this can be achieved via reviewing draft plans and articulating the lack of sufficient playing fields in West Perth and other neighbouring local government areas. Lobbying and advocating for funding and additional playing fields from State and Federal governments is a must. If this is not successful we will put at risk our vital and most loved parks like Kings Park and Mueller Park and other bush forever sites which already have defined roles and play an important role in our overall health and wellbeing. Also given climate change and the lessons learned from the pandemic protecting and adding to our public open spaces/playing fields must be factored into modern day planning via LPS.</p> <p>The City of Perth can also join with groups like the City of Subiaco, local sporting codes and local groups such as Preserve East Subiaco Reserve (https://www.facebook.com/Preservesubireserve). Many do believe it is essential that the over 100 year old Subiaco recreation reserve much be preserved in full. This recreation reserve was made an 'A' class reserve under the first Labor Premier Henry Daglish in 1904 after a successful 1903 petition. Petitioners at that time thought they had preserved this vital recreation reserve for the peoples' health forever. A petition based on the 1903 petition was launched by four former Mayors who served the Subiaco community for around 50 years. Well over 2,000 people signed this petition in person. This petition is currently being considered by the Legislative Council's parliamentary committee.</p> <p>In 2022 it is appalling that any level of government would consider selling huge chunks of any recreation reserve for possibly 30 storey or more hotels, bars, shops, transient and long term flats. Council, community and school stakeholders are against this poorly thought out plan and all understand there is a safer, healthier and sustainable way to add all required infill in Subiaco East.</p>		

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Preservation of what remains of the Subiaco East recreation reserve for every ones health and wellbeing is vital.</p> <p>What is clear is the City of Perth can't rely on the City of Subiaco or the Town of Cambridge for Crawley-Nedlands or West Perth Neighbourhoods residents' playing fields requirements. Regretfully the draft LPS for the West Perth & Crawley-Nedlands Neighbourhoods fail to illustrate an adequate public realm (including but not limited to playing fields) that is readily accessible within their boundaries or within close proximity for its foreshadowed residents to 2036. It therefore fails to address the issues raised and address the Planning Directions in the document titled 5.5 West Perth Neighbourhood and 5.6 Crawley-Nedlands Neighbourhood.</p>		
13	Advisory Group	City-wide	<p>Following the initial consultation with the Elders in January 2022, the City Planning team are returning to hear any feedback the Elders have after the last meeting.</p> <p>Feedback from the January meeting was to add 'Aboriginal spirituality' and consider how to incorporate inclusion of 'protecting Aboriginal sites, people and heritage in developments' to Action CUG5 "Investigate ways to reflect Whadjuk Nyoongar culture and history in new development.</p> <p>EAG members want to see sustainable outcomes so visitors are aware of the past when they visit these places.</p> <p>Ideas included:</p> <ul style="list-style-type: none"> • Use plaques or commemorative signage on buildings to showcase the ancient connection to the dwelling. • Focus on previously identified sites and new sites to recognise racism, oppression and destruction. • Reflective spaces incorporated into building for recognition and reflection. • Truth telling survey like heritage survey. • Naming things with original Nyoongar names. • Artwork. • Elder Margaret mentioned a building site is where Mitcherigoo was executed and this should be 	<p>The submitter's comments are noted.</p> <p>Action CUG5 relating to the conservation and respect of cultural heritage, has been amended.</p> <p>The City supports the protection of Aboriginal sites and heritage, this is addressed separately under Aboriginal heritage legislation and is beyond the remit of the City's Local Planning Strategy and Local Planning Scheme.</p> <p>The City will consider the submitter's ideas in implementing Action CUG5.</p>	Amend Action CUG5 to include reference to Aboriginal spirituality.

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			memorialised in some way and the importance of acknowledging a person, place and/or event.		
14	Advisory Group	City-wide	<p>Refer to City's LGBTQIA+ strategy action: Incorporate social outcomes in relevant legislation that are applicable to major developments (Including how the project will improve LGBTQIA+ indicators).</p> <p>Currently there's no legislation that dictates that developments deliver on social outcomes. The City can influence this through the process of the Local Planning Strategy > Scheme > Development approvals.</p> <p>Rationale: Development approvals for major development is informed by the Strategy. This document was recently reviewed and comments were provided about capturing the unique needs of the LGBTQIA+ community in that document. This document informs the Local Planning Scheme, and therefore the major development approvals. All-gender bathrooms could be a consideration to include, however that's also dependent on the NCC being updated.</p>	<p>The City supports the inclusion of reference to inclusive design principles, which are intended to be considered through the preparation of the built form provisions of the new Local Planning Scheme.</p> <p>Section 4.2.4 - <i>Building Design</i> has been updated to include reference to 'inclusive built form design'.</p> <p>An action has also been included in CUG2 to refer to inclusive built form design which will consider issues around LGBTQIA+ and universal design.</p>	Introduce a new dot point to Section 4.2.4 <i>Built Environment – Building Design</i> to promote inclusive building design and amend Action CUG3 to consider the role of inclusive and universal design in creating functional built form environments.
15	Community Group	City-wide	<p>Environmental Policy</p> <p>Stronger wording in the strategy that is clear and specific, and addresses the need for carbon negative or neutral developments (both in construction and operation), rather than the more ambiguous wording of 'environmentally conscious'."</p> <p>Reduction of cars use in the city</p> <p>A stronger position on car use, so that rather than simply enabling developers to reduce the number of parking bays in a building, the city is actively encouraging car free/low car buildings, including investigating the potential of incentives (eg. plot ratio bonuses) for car free/low car developments.</p> <p>Residential Targets</p>	<p>The City supports the strengthening of wording in the Local Planning Strategy to better align with the City's adopted Sustainability Strategy.</p> <p>The City will investigate Environmentally Sustainable Design options as development incentives to achieve higher green star rating (or the equivalent) buildings. This may include to reduce vehicle parking within developments.</p> <p>Action CUG4 seeks to ensure high quality, functional and attractive development with high standards of environmentally sustainable design. This action addresses the broad intent of the submission comment. As such, no change is required to the Strategy to address this matter.</p> <p>The population forecasts in the Local Planning Strategy are based on a business-as-usual scenario and indicate that Perth city's population will grow to approximately 43,000 people by 2036 (Forecast.id,</p>	<p>Introduce new text into Section 4.2.5 to refer to the City's aspiration to be a driver of environmentally sustainable design and accelerate the delivery of net zero emissions. Amend Action CUG4 to investigate how built form can help achieve this aspiration.</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Bolder residential targets - both in terms of total population increase and timeframes, so that the anticipated increase in retail/hospitality space can be supported by a local population and so a diverse range of inner city workers can get to work without commuting.</p> <p>Increased Emphasis on Stirling and McIver Precinct Design</p> <p>Increased emphasis on the detailed design of the Stirling precinct and McIver precinct and commitment of delivery in a shorter timeframe. These are both significant opportunities to be the catalyst for a large volume of development in areas which are very low density, in a hyper-central location and in close proximity to developments.</p> <p>Community Facilities in Stirling Precinct</p> <p>A focus on investing in a community facility in the Stirling precinct, which will be a community space for all community members, in particular the young students and professionals who wish to live in central, high density locations.</p>	<p>2021). This trajectory of growth would exceed the State Government targets set by <i>Perth and Peel @3.5million</i>.</p> <p>The City is seeking to achieve a more ambitious population of approximately 55,000 residents by 2036. This growth trajectory would result in a population of approximately 90,000 residents by 2050.</p> <p>As noted in Section 4.3 of the Local Planning Strategy, increasing Perth city's resident base, will provide greater economic support for local businesses especially at night and on weekends and help the city become more self-sustaining and resilient.</p> <p>The Local Planning Strategy recognises this precinct requires more detailed consideration to what can be contained within a Local Planning Strategy. The Strategy specifies an action to work with State Government and other stakeholders to develop an appropriate planning framework to capitalise on key transport infrastructure and optimise development opportunities.</p> <p>The Northbridge Neighbourhood Priority encourages the support of the emerging residential population in the eastern portion of the neighbourhood with services and amenities that meet its diverse needs.</p> <p>Action NB6 relating to the Northbridge Neighbourhood priorities aims to focus on the delivery of bonus plot ratio provisions to incentivise the delivery of neighbourhood priorities where the market is not delivering.</p>	<p>Nil</p> <p>Nil</p>
16	Community Group	Crawley-Nedlands	<p>General</p> <p>The COPWR questions how much of this document is a reflection of the OUTCOMES of the Citizens Advisory Panel (CAP) workshops. Section 9 of this Engagement Report details items that were raised by the CAP and the community that will need to be considered as part of the development of the planning framework in mid 2023. It will be essential that the values and principles established during this engagement are carried forward into the future stages of planning for this area. It is recommended that there be continued opportunities for the CAP to be involved in the precinct plan's development to ensure continuity and accountability to this process.</p> <p>Specialised Centre –</p> <p>Encourage the growth of the precinct planning area as a</p>	<p>The Local Planning Strategy is a high-level document that informs the preparation of the new Local Planning Scheme.</p> <p>The outcomes of the Citizens Advisory Panel workshops will directly inform the UWA-QEIIMC Specialised Centre Precinct Plan, which is a separate planning process required by State Government that is currently being prepared.</p> <p>The UWA-QEIIMC Specialised Centre Precinct Plan will consider parking, traffic and transport matters as outlined in Section 5.6.4</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>thriving medical, research and education precinct supporting intellectual property generation and commercialization in recognition of its role as a Specialised Centre under the State's strategic planning framework <i>Response: Also need adequate planning for parking, traffic and transport.</i></p> <p>Residential Community – Create a thriving residential community and provide for a diversity of housing. An earlier draft also spoke of 'protecting local liveability, character and riverside and parkside environment. <i>Response: Explanation of 'diversity of housing'.</i></p> <p>Neighbourhood Centres – Support the neighbourhood centres and ensure that they thrive and meet community needs <i>Response: What is meant by neighbourhood centres?</i></p> <p>Kings Park and Swan River - Improve access and use of Kings Park and Swan River. <i>Response: What sort of access and use is envisaged? Ferry terminal? Will existing amenity be protected for public enjoyment of foreshore areas? (See ii above)</i> <i>'protecting local liveability, character and riverside and parkside environment.</i></p> <p>Character - Ensure buildings positively contribute to the public realm and enhance the desired built form character of the</p>	<p><i>Crawley-Nedlands Neighbourhood Planning Directions</i> and Action CN1 of the Local Planning Strategy.</p> <p>Housing diversity is about ensuring housing choice and preventing a mismatch between housing provision and housing needs. It can:</p> <ul style="list-style-type: none"> • Provide for greater lifestyle choice; • Accommodate a more diverse range of people and avoid potential negative social issues from clustering certain groups into one area; • Enable people to remain in the local area as their housing needs change; • Reduce travel times by providing options to live near their work place; and • Improve housing affordability by providing a range of options. <p>Neighbourhood centres are detailed in Table 6: <i>Activity Focus Areas</i> of the Local Planning Strategy and reflects the terminology adopted by the State Government under <i>State Planning Policy 4.2 – Activity Centres</i>.</p> <p>Neighbourhood centres provide for a range of goods and services to support the daily and weekly needs for local residents of a neighbourhood. They can also serve the needs of visitors and workers that come into the local area. Neighbourhood Centres generally comprise of an anchor supermarket, supporting retail, services, food, and beverage providers.</p> <p>The suitability and future growth of Broadway and Hampden Road neighbourhood centres will be informed by the UWA-QEIIMC Specialised Centre Precinct Plan.</p> <p>The City is proposing to prepare a masterplan for the Swan River foreshore (refer, Action E2(b) and CN2) and is intended to balance the needs of diverse stakeholder groups, connect the key elements and places along the waterfront and present a world class destination.</p> <p>In addition, Kings Park is major natural city asset and where possible improving connection and interface to it is important so that it can be easily accessed and enjoyed by residents, workers, and visitors.</p> <p>Yes. The consideration of character will be guided by the matters set out by <i>State Planning Policy 7.2 – Precinct Design</i> and Table 34:</p>	<p>Nil</p> <p>Nil</p> <p>Amend Action E2(b) to articulate the parameters and key considerations of the City's Foreshore Masterplan.</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>neighbourhood. <i>Response: Does character include leafy nature of the area, built form and appropriate setbacks</i></p> <p>Transition – Provide for a sensitive development transition between the Specialised Centre and surrounding areas to minimize any adverse impacts <i>Response: Will this require Code changes to residential streets such as Light Commercial</i></p> <p>Public Realm – Enhance the public realm to create an attractive, comfortable and safe environment which encourages walking and cycling. <i>Response: Will this mean traffic calming, traffic restrictions, public parking restrictions to create pedestrian/cycle friendly streets AND the amenity of residents?</i></p> <p>Connectivity - Create a connected and accessible place particularly between UWA and QEII and back into Central Perth by a range of transport modes <i>Response: No local consultation as to the route for the Purple Cat Bus leaving Crawley High Rise still without transport connection and an oversupply of buses to QE2 and UWA leaving the area with increased bus/traffic congestion. Has a circle route been investigated rather than replication of existing routes?</i></p> <p>Neighbourhood Priorities - Identify neighbourhood priorities (land uses, built form, public realm and infrastructure) and investigate the refinement of existing and/or the introduction of bonus plot ratio provisions to incentivize their delivery</p> <p><i>Response: Does 'bonus plot ratios' translate as 'infill' as this would severely impact the existing leafy character of the area, its retention identified as NUMBER 1 priority by the CAP. The current draft 5.6.2 Neighbourhood Priority mentions social and economic priorities, but no mention of any environmental priority. The previous draft stated that the "Strategy will support the City in fulfilling its role to recognise, promote and enhance the social, environmental, economic and cultural setting of the city for the community..."</i></p>	<p><i>Crawley-Nedlands Neighbourhood Character Areas</i> within the Strategy. The Strategy seeks to reinforce the consideration of character in new development.</p> <p>Planning for the growth of all neighbourhoods seeks to ensure that growth and development can occur in a manner that is in keeping with the future desired character of an area.</p> <p>The UWA-QEII MC Specialised Centre Precinct Plan will determine land use, density and other built form matters.</p> <p>Traffic and transport interventions will be addressed as part of the preparation of the UWA-QEII MC Specialised Centre Precinct Plan.</p> <p>As a component of the preparation of the UWA-QEII MC Specialised Centre Precinct Plan, the City is liaising with the State Government, Department of Transport and the Public Transport Authority to consider the provision of any new transport routes.</p> <p>Through the process, the City will also consult with the community as part of this process.</p> <p>The provision of plot ratio bonuses is a method used to incentivise the development or redevelopment to achieve certain planning objectives.</p> <p>The UWA-QEII MC Specialised Centre Precinct Plan will address the land use, built form and bonus plot ratio characteristics of this locality.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			With the character of the CBD ruined by poor planning policy in the past, driven by fiscal outcomes, let's not make the same mistakes in the old inner city residential areas. Historical values, character and beauty are especially important in our area with 100 year old streetscapes, riverside, the University and Kings Park.	The Local Planning Strategy outlines the new Scheme address the protection and planting of more trees and vegetation on private land, with priority given to the hot spot areas and priority green links and strengthening the relationship between the private and public realm. A change to the Local Planning Strategy is proposed to consider public realm improvements for all City neighbourhoods that assist in delivering the neighbourhood priorities and aspirations through revisions to the City's Neighbourhood Place Plans.	Introduce an Action for all Strategy neighbourhoods to expand the City's Neighbourhood Place Plans to address neighbourhood priorities and public realm improvements.
17	Landowner	West Perth	<p>Australian Capital Equity (ACE) and its subsidiaries are the proprietors of several properties across the CBD as well as the following affected West Perth properties:</p> <ul style="list-style-type: none"> • 12, 28, 30, 32 Kings Park Road, West Perth • 1 Altona Street, West Perth • 13-15 Rheola Street, West Perth <p>ACE has undertaken a review of the document regarding its properties above. As a key stakeholder, ACE is generally supportive of the direction to increase the residential population within the West Perth area. Further, the investigation of intensification of development along Kings Park Road is also supported.</p> <p>Plot Ratio and Built Form Changes The City's direction of increasing the residential population in West Perth is supported. Further, the removal of plot ratio and built form controls out of the local planning scheme and into a policy document is strongly supported. This will support a flexible approach that can consider variations for well-designed development within different contexts. The draft LPS seeks to promote residential development within West Perth through a review of the plot ratio and built form controls. This action is supported.</p> <p>In particular, regarding the subject sites, the increase in the maximum height controls along Kings Park is welcomed as it will enable a development form that is appropriate in the context and attract the resident population due to the obvious amenity benefits. However, it should be acknowledged that height provisions should reflect the intended built form outcomes over the long term. In that regard, it is requested that the height controls for the area along Kings Park Road be increased to allow for buildings above 30 storeys.</p>	<p>The matters of support are noted.</p> <p>The submitters request is noted.</p> <p>The density and height requirements for 'Intensification Investigation Areas' will be investigated through the preparation of the new Local Planning Scheme, considering the neighbourhoods objectives and priorities identified in the Local Planning Strategy.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>The proposal to investigate the exclusion of basement car parking from the plot ratio area is supported. This will provide greater opportunities for active frontages at street level, however, car parking above ground level (where it does not compromise the integration with the ground floor should also be excluded from the plot ratio). The ability to transfer plot ratio between properties should be maintained.</p> <p>Plot Ratio Bonus Criteria The principle of offering plot ratio bonuses is supported. However, these bonuses must be founded by market analysis to ensure they are feasible and will be successfully implemented. The governance arrangements for some of the bonuses also needs to be carefully considered.</p> <p>Cultural and Entertainment Land Use The draft LPS broadly recognises the importance of cultural and entertainment land uses. This has been reflected in recent liveability surveys, which identified that Perth's liveability ranking could be improved with additional focus on this area.</p> <p>In this regard, the promotion of cultural land uses through a plot ratio bonus is supported. The 'Gallery' and 'Exhibition Centre' land use activities should be considered as part of such bonuses.</p> <p>Affordable and Diverse Housing The plot ratio bonus for affordable and diverse housing is supported in principle. However, the details of this arrangement require careful consideration. Attention should be paid to the definition of 'affordable housing' and the proposed tenure arrangements. Existing affordable housing requirements applied in Development WA's Central Perth Redevelopment Area have struggled with implementation due to the lack of an agreed governance framework, dated definitions, and the uncertainty associated with the Department of Communities or other housing providers participating.</p> <p>It is suggested that plot ratio bonuses for affordable and diverse housing should be progressively tiered to link set proportions of affordable and diverse housing to different percentages of bonus plot ratio. Further, the City should encourage the delivery of build-to-rent and affordable sale projects and establish a mechanism for affordable housing to be delivered through different tenure types. Significant engagement with industry and</p>	<p>The submitters support is noted.</p> <p>As a component of the preparation of the new Local Planning Scheme, the City will consider the community benefit sought to be achieved, incentives to encourage identified development outcomes, governance consideration and a qualification of feasibility.</p> <p>The submission is noted.</p> <p>The submitters support is noted.</p> <p>The City's approach to the application of bonus plot ratio is being investigated in detail as part of the preparation of the new Local Planning Scheme. Consideration will be given to the amount of bonus plot ratio offered in relation to the value of the community benefit provided. The impact the bonuses will have on achieving neighbourhood priorities will be tested and evaluated to ensure they are practical and effective.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>market testing should be undertaken as part of the development of the mechanism to support this direction.</p> <p>Green Building The proposal to introduce a plot ratio bonus for urban greening is supported and should be expanded to include sustainable building design. Plot ratio bonuses for sustainable buildings could be progressively tiered to offer greater bonuses for more sustainable buildings.</p> <p>Pedestrian Links The potential plot ratio bonus proposal for the provision of pedestrian links, public open space, community infrastructure and cultural infrastructure is supported in principle. However, careful consideration should be given to implementation, including ensuring there is a clear, consistent and transparent approach to weighing up the level of amenity provided against the plot ratio bonuses. Significant engagement with industry and market testing should be undertaken as part of the development of the mechanism to support this direction.</p> <p>Developer Contributions The proposals to investigate developer contributions for public open space, community infrastructure and cultural infrastructure is not supported (pending further details). In particular, the inclusion of cultural infrastructure would be inconsistent with State Planning Policy 3.6 - Infrastructure Contributions.</p> <p>The cost of redeveloping existing properties within the City is considerable, and further imposts are likely to act as a disincentive. It is considered that plot ratio bonuses and other mechanisms such as discretion to vary built form controls are likely to be more effective. These could be supplemented by the ability to deliver such amenities off-site at more appropriate locations or where an identified gap exists.</p> <p>If developer contributions plans are pursued, careful consideration should be given to the impact on project feasibility. Further, relief from developer contribution liabilities should be provided in exchange for the delivery of affordable housing, public amenity, green buildings, etc. This will ensure that new development does not contribute 'twice' for the same elements.</p> <p>Land Use Permissibility The review of land use permissibility throughout the City of Perth is supported. In particular, the current land use system, which uses the 'Preferred/Contemplated'</p>	<p>Development incentives and planning provisions to implement sustainable building design is being investigated as part of preparation of the new Local Planning Scheme. The investigation will consider mechanisms to improve Environmentally Sustainable Design outcomes in buildings and spaces on private property.</p> <p>The City's approach to the application of bonus plot ratio is being investigated in detail as part of the preparation of the new Local Planning Scheme. Consideration will be given to the amount of bonus plot ratio offered in relation to the value of the community benefit provided. The impact the bonuses will have on achieving neighbourhood priorities will be tested and evaluated to ensure they are practical and effective.</p> <p>The submitters concern is noted.</p> <p>The Local Planning Strategy provides an action to investigate the mechanisms to assist the delivery of community and cultural infrastructure. No decision has been made through the Local Planning Strategy to implement this approach.</p> <p>In preparing the new Local Planning Scheme, the City will carefully consider the feasibility and implications of any changes to the current approach to development in the city and the cost/benefit of any Developer Contributions.</p> <p>The structure and terminology for land use in the zoning table will generally align with the Model Scheme Text.</p>	<p>Nil</p> <p>Nil</p> <p>Introduce a new Action to CUG5 to undertake a Social Needs Analysis to inform a future Community Infrastructure Plan.</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>approach, presents significant issues regarding change of use proposals. Under the current system, all change of use proposals require approval regardless of whether a use is changing from a 'Preferred' use to another 'Preferred' use. This presents a particular issue for mixed use development, which often relies on a flexible, adaptable and agile approach to commercial, food and beverage, and retail tenancies. The land use permissibility framework should adopt the approach under the Model Scheme Text. This will also ensure consistency with the broader approach taken throughout the state.</p> <p>Car Parking</p> <p>The proposed review of parking controls is noted. It is appreciated that commercial tenant and public car parking control is primarily controlled via the Perth Parking Policy, however, caution in relation to any review is encouraged. Regarding residential car parking, the proposal to remove minimum parking requirements and allow for the unbundling of car parking bays from individual apartments is supported. These two proposals will provide for far greater flexibility on the number and location of car parking bays throughout a development. We believe that there will be a significant shift in how car parking is delivered over the next decade as Perth matures and intensifies, as well as other technology becomes available (e.g. new car share, rideshare services as well as autonomous vehicles).</p> <p>The proposal to lower maximum car parking bay numbers is not supported. While the City's desire to reduce car dependency is acknowledged, the link between car parking numbers and car dependency is often misunderstood. General market testing has shown that regardless of public transport options and even the regular use of public transport, residents retain the desire for car parking bays to provide greater flexibility in how they travel. In particular, this relates to travel outside of work hours for recreation, holidays, etc. The number of car bays does not directly result in more vehicle trips, however, it does have a significant impact on the demographic that would consider living in an apartment in the CBD. We believe that there is a need to enable the widest possible demographic to have the biggest positive benefit on our capital city. Significant engagement with industry and market testing should be undertaken to inform any changes to maximum car parking bays. Importantly, an avenue and appropriate parameters should be developed to support flexibility in the number</p>	<p>The Strategy seeks to ensure flexibility is being built into the Scheme to allow for wide a range of land uses that can promote innovation and adaptation to meet changing social, economic, and environmental circumstances.</p> <p>The submitters support is noted.</p> <p>Any changes to car parking rates will be tested to ensure they are effective and practical.</p> <p>The submitters concerns are noted.</p> <p>The City appreciates the complexities and often conflicting objectives to achieve sustainable transport options.</p> <p>Table 11 – <i>Infrastructure Planning Directions and Actions</i> of the Local Planning Strategy recommends the removal of minimum car parking requirements and recommends lower maximum car parking requirements in areas of the city that are well serviced by public transport.</p> <p>Any changes to car parking rates will be tested to ensure they are effective and practical.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			of car parking bays proposed as a part of any development.		
18	Peak Body	City-wide	<p>Conditional Support The Institute conditionally supports the Draft Local Planning Strategy with some suggested improvements around themes of visionary long-term concept/s, city transit system, connectivity and collaboration. The general intent and format of the document is legible, well detailed and well diagrammed. The successful implementation and translation of the document into a Planning Scheme, will be in ensuring a well-articulated long-term vision for the City of Perth, clear value proposition for current and future residents and collaboration across jurisdictional lines to ensure broader application of concepts.</p> <p>Visionary long-term concept The aim of strengthening the City of Perth as the Capital of Western Australia is supported. There is an opportunity for the Local Planning Strategy to explore transformative visionary long-term concepts that challenge the status quo, to refocus the City's identity, transport and connectivity. Precinct plans should demonstrate bold initiatives for the future and highlight new links and identify proposed location of key civic buildings and land exchanges to demonstrate future connection and planning opportunities. Planning for future civic building typologies such as an Indigenous Centre and schools is positive and offers opportunities for associated precinct master plans and review of adjoining land uses, connections and penetrability concepts need to be considered. The key to successful transformative concepts will be collaboration with State agencies and adjoining councils to minimize jurisdictional barriers and create financial opportunities.</p> <p>City transit system and connectivity The walkable transit precincts identified in Figure 5,</p>	<p>The submitters conditional support is noted.</p> <p>The form and content permitted to be contained within the Local Planning Strategy is specified by the State Government. The Strategy has been prepared in accordance with the Western Australia Planning Commission's <i>Local Planning Strategy Guidelines (2021)</i>.</p> <p>The guidelines focus is for strategies to provide the rationale and strategic intent for any changes to land use planning and development outcomes that can be implemented as part of a new or revised Local Planning Scheme.</p> <p>The Local Planning Strategy includes a range of actions requiring City and State Government collaboration and the preparation of detailed planning studies, which could potentially take the form of any future precinct planning initiatives. The strategy identifies the need for future detailed planning Studies at:</p> <ul style="list-style-type: none"> • City West; • Mclver-Claisebrook precinct; • Perth Convention and Exhibition Centre, Elizabeth Quay Train Station and Busport; • Perth Train Station; and • Riverside Precinct Renewal. <p>Together with the Detailed Planning Studies listed above, the Strategy also specifies the preparation of a Precinct Plan for the UWA-QEIIMC Specialised Centre. The City's focus for future planning of these areas, together with opportunities that may arise outside that identified within the Strategy aim to strengthen and transform the City through the life of the Planning Strategy and beyond.</p> <p>The submitters concerns are noted.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>demonstrate an opportunity in establishing better connectivity. There are substantial gaps in connecting ‘neighborhoods’ evidenced in the mapping diagram. There is potential for big picture concepts of an underground transit system or tram system, perhaps co-funded by the State and Federal Governments through a future City Deal or Infrastructure WA Strategy.</p> <p>Principles of walkability need to be assessed from beyond the transit system. Medium to higher density residential developments and diverse land use zoning within every neighbourhood will promote the sustainable establishment of shops and recreational areas, thus promoting walkability. Uses such as cafes, alfresco dining, shops and parklets provide pauses along pedestrian journeys and activate streetscapes. It is important to consider whole journey planning when addressing walkability.</p> <p>The City has an opportunity to consider walkability concurrently with accessible and connected environmental corridors that enable not only people, but flora and fauna to have legible connection via continuous pathways through the city scape. The promotion of connection with nature has documented wellness benefits and has transformative potential into the ‘Healthy City’. Cities such as Amsterdam, Copenhagen, Helsinki, Zurich, Hamburg and Vancouver have introduced urban design and integrated planning strategies to minimise urban car use and create exclusive pedestrian areas. Cities such as Hong Kong have created safe, highly activated underground walkways for pedestrians safe from traffic and weather.</p> <p>A broader planning and urban design vision is necessary, considering pedestrian prioritisation and potentially pedestrian exclusive areas, beyond the currently considered framework, to ensure activated, comfortable and safe streetscapes. Issues of connectivity to other localities, specifically, Oxford Street, Beaufort Street and Rokeby Road need to be addressed. Encouraging better connectivity will, in turn, encourage better attendance and activation within the City. For example, an overpass or underpass across Loftus Street along Bagot Road / Kings Park Road, would greatly improve walkability between Subiaco, a densely residential suburb, West</p>	<p>The provision of major transit infrastructure is the responsibility of State Government. The City will continue to collaborate with State Government to identify targeted opportunities to improve connectivity across the city.</p> <p>The submitters recommendation is supported.</p> <p>Through implementing the actions contained within Table 11 – <i>Infrastructure Planning Directions and Actions</i> that are contained for each neighborhood, the City intends to promote activation and vibrancy for each Perth city neighbourhood.</p> <p>Public realm improvements will be prioritised at key pedestrian routes.</p> <p>Section 4.4.3 – <i>Urban Greening</i> emphasises the importance of urban greening and green corridors in promoting wellness and a ‘healthy city’. The new planning framework will consider how green infrastructure can be innovatively incorporated into new built form.</p> <p>A new action has also been added into each neighbourhood to include the enhancement of the Neighbourhood Place Plans to address neighbourhood priorities, including public realm improvements and the integration of movement and activity.</p> <p>As mentioned above, a new action has also been added into each neighbourhood to include the enhancement of the Neighbourhood Place Plans to address neighbourhood priorities, including public realm improvements and the integration of movement and activity.</p>	<p>Introduce an Action for all Strategy neighbourhoods to expand the City’s Neighbourhood Place Plans to address neighbourhood priorities and public realm improvements.</p> <p>Refer to above.</p> <p>Refer to above.</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Perth, a commercial office district, and the leisure and biodiversity area of Kings Park.</p> <p>Neighbourhoods The identification of neighbourhoods with specific ‘identities’ presents both opportunities and issues that need to be clearly addressed to ensure diverse, activated and thriving neighborhoods.</p> <p>We identify that all neighborhoods require:</p> <ul style="list-style-type: none"> • Amenity • Accessibility (walkability and penetrability) • Attendance and Activation • Connectivity • Diversity and Inclusion (in terms of diversity of demographic and building typology / land use) • Flexibility within the Town Planning Scheme to allow for innovation / alternate land use <p>Based on walkability distance, we suggest the definition of an additional neighborhood between ‘Central Perth’ and ‘East Perth’. Innovation of building typology, amenity and land use needs to be accommodated within the Planning Strategy. For example, vertical schools with co-share facilities with adjoining amenities, integrated high rise development over railway, and flexibility within town planning scheme for gallery spaces and studios to emerge within all neighbourhoods.</p> <p>Under-utilised zones The Planning Strategy has an opportunity to activate and consider innovative land use in underutilized zones within the city. Specific areas for consideration include:</p> <ul style="list-style-type: none"> • Mount Hospital surrounding area: considering connection to riverfront, divisional impact of freeway, potential site for connection to Country and ecological rejuvenation. • Riverfront: Between Freeway and Crawley – consider connection, activation, and journey planning. • Langley Park area – consider the carbon footprint and social cost of open, underutilized grasslands compared to environmental and cultural rejuvenation site with strategic activation uses. • Design idea competition – since 1991, multiple design competitions for the Perth riverfront have been held, generating ideas ranging from beachfronts, naturalistic landscapes and extended urbanities. There 	<p>The submitters concerns are noted.</p> <p>The submitter’s suggestion is noted.</p> <p>The current neighbourhood boundaries as identified in the Local Planning Strategy are not considered to impede the walkability of the neighbourhoods.</p> <p>The Local Planning Scheme and associated policies will address building typology, amenity and land use based on each individual neighbourhoods needs. The approach will vary across neighbourhoods to respond to different character areas, precinct, and locality requirements.</p> <p>The submitters suggestion is noted.</p> <p>The draft Local Planning Strategy identifies several areas across the city where connectivity should be improved, this includes the Foreshore Masterplan which would address the riverfront and Langley Park.</p> <p>Action I2 (c), which relates to improving movement to and across Perth city neighbourhoods, refers to the need to work with the State Government to investigate how physical barriers created by major transport infrastructure (i.e. the freeway) and natural assets can be addressed to improve movement to and across the city.</p> <p>This action has been amended to also refer to the better utilisation of land.</p> <p>The City intends to continue to work closely with State Government on various projects, which will assist in aligning stakeholder priorities and commitments for the capital city.</p>	<p>Nil</p> <p>Nil</p> <p>Amend Action I2(c) to address how physical barriers can be reduced to improve the utilisation of State Government land.</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>is a broad database available for assessing frameworks for innovative strategies, based upon the City's priorities.</p> <ul style="list-style-type: none"> Freeway interface – there is an opportunity of reprioritizing the traditionally infrastructure led City towards livability, culture and environmental sustainability. <p>Collaboration opportunity As noted above, connectivity is key theme to the success of the City's Planning Strategy. We recommend the establishment of an Inner-City Working Group to better collaborate across jurisdictional boundaries and ensure consistent, coherent and connected approach. Proposed membership could consist of:</p> <ul style="list-style-type: none"> City of Perth Planner and Architect Representatives from adjoining councils: Vincent, Cambridge and Subiaco Representatives from relevant State agencies: Development WA, Department of Communities, Department of Planning, Lands and Heritage, Department of Transport, Mainroads Government Architect <p>The Planning Strategy document is silent on potential future City Deal projects, Infrastructure WA projects and Tourism WA projects. We recommend early engagement and planning through broader co-funded programs to seek broader vision opportunities for the City of Perth.</p> <p>Demographics and Housing The Strategy has identified clear residential population growth targets with proposed increased plot ratio bonus to secure broader housing diversity and affordability. Plot ratio bonuses are generally supported when used for strategic targeted developments. We would suggest broadening use of plot ratio bonuses to target:</p> <ul style="list-style-type: none"> Housing diversity and affordability Sustainable / low carbon developments Adaptive reuse developments <p>Issues of livability need to be addressed within the Planning Strategy to ensure that the plot ratio bonuses are effective in delivering demographic targets, as are already utilized in existing Town Planning Scheme with minimal residential growth, avoid single megadevelopments (as opposed to adaptive reuse and medium density developments) and extensive above-ground car parking.</p>	<p>Previous work undertaken for Perth city (such as design competitions) is considered in City projects, where considered where they add to the process.</p> <p>This recommendation is beyond the scope of matters that can be addressed within a Local Planning Strategy. The purpose of a Local Planning Strategy is to inform the technical detail of the new Local Planning Scheme.</p> <p>The City understands the complexities involved in strategically lead planning for the capital city area and that collaboration with State Government is critical for the successful growth and development of the city and a new section has been inserted into the Local Planning Strategy to acknowledge the role of State and Local Government collaboration in implementing the Local Planning Strategy vision.</p> <p>The WAPC's Capital City Planning Committee is intended to oversee and provide planning direction for planning in the Perth central area. It includes representation from several the organisations suggested by the submitter.</p> <p>The Strategy set outs the City's continued direction to work closely with the State Government on various projects, which will assist in aligning stakeholder priorities and commitments for the capital city.</p> <p>Incentives for sustainable design, housing diversity and affordability will be considered as part of the new Local Planning Scheme.</p> <p>Adaptive reuse of buildings is an important aspect of achieving a more sustainable city. As a component of the new Local Planning Scheme, the City will consider design provisions to align with industry best practice to achieve more adaptable built form outcomes. Action CUG4 has been amended to explicitly refer to adaptive reuse of existing buildings.</p> <p>Section 4.2.5 – <i>Sustainable Buildings</i> of the Local Planning Strategy addresses the importance of non-planning responses to overcome the financial and structural obstacles that have prevented developers and landowners from the repurposing of buildings.</p>	<p>Introduce new text in Section 2.4 – <i>Vision Implementation</i> to acknowledge the need for greater State and Local Government collaboration in delivering major transformational projects and the opportunity to better harness the powers of the <i>City of Perth Act 2016</i> to improve collaboration and governance across stakeholders.</p> <p>Amend CUG4 to investigate the role of planning incentives in encouraging the adaptive reuse of existing buildings.</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Key livability issues that need to be addressed to attract identified demographic trends include:</p> <ul style="list-style-type: none"> • Access to diverse amenity • Environmental comfort – noise, wind tunnel effect, overshadowing, heat island effect, etc. • Safety • Connectivity • The “unique offering” that will compete with surrounding suburbs <p>We encourage partnership with State agencies such as Development WA and Department of Communities to deliver appropriate social and affordable housing stock, beyond incentivization within private developments to provide successful precedent and be the catalyst for change.</p>	<p>The submitter’s suggestions with respect to liveability are noted. Many of these are included in the Local Planning Strategy as objectives.</p> <p>The Local Planning Strategy includes a housing needs assessment which identifies the need to address key gaps in affordable and diverse housing stock to address future demographic trends for the city.</p> <p>The Local Planning Strategy includes ambitious residential population targets beyond business-as-usual forecasts and the targets specified by the Western Australian Planning Commission’s <i>Central Sub-Regional Planning Framework</i>. Given this, the Local Planning Strategy seeks to incentivise rather than mandate the provision of affordable housing within private developments.</p> <p>The Local Planning Strategy also specifies urban consolidation principles and preferred locations for the intensification of development (including residential development).</p> <p>Considering the principles and intent of the Strategy, the City will work with State Government and the private sector to facilitate and range of housing options throughout the City’s neighbourhoods.</p> <p>The delivery of social housing is the role of the State Government, and not Local Government or the private sector.</p> <p>The City will work collaboratively with State agencies to secure the delivery of social, affordable and diverse housing in locations within a walkable distance to high levels of amenity, securing opportunities for unique offerings only found within the city.</p>	<p>Nil</p>
			<p>Building design</p> <p>The adoption of the design principles outlined in SPP 7.0 Design and Built Environment and SPP 3.5 Historic Heritage Conservation, in addition to ten additional principles is supported. The Institute supports the intent of SPP 7.0 in defining ‘good design’ and advocates for improved design quality of the built environment.</p> <p>Sustainable Buildings</p> <p>It is admirable that the City has taken positive steps toward creating frameworks for incentives to encourage sustainable development in its respective local community via the proposed initiatives of:</p> <ul style="list-style-type: none"> • Mandating 4-5 Star Greenstar buildings • Incentives for 6 Star Greenstar buildings and • Encouraged adaptable building design 	<p>The submitters support is noted.</p> <p>The submitters recommendation is supported. The Local Planning Strategy has been amended to refer to the aim of achieving net zero emissions in line with the City’s adopted Sustainability Strategy.</p>	<p>Nil</p> <p>Introduce new text into Section 4.2.5 to refer to the City’s aspiration to be a driver of environmentally sustainable design and accelerate the delivery of net zero emissions. Amend Action CUG4 to investigate</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>The Institute, alongside its Climate Action and Sustainability Taskforce (CAST), advocates for a zero-carbon construction industry by 2030, as our built environment accounts for 39% of all carbon emissions globally, with operational emissions accounting for 28%. Members are actively committing to Carbon Neutral practices and the Institute has also embarked on its own “Carbon Neutral” journey. The Institute has called on the Australian Government to establish a national plan towards zero carbon buildings by 2030 that can be supported and led where appropriate by state and local government.</p> <p>We would recommend providing flexibility for use of multiple rating tools comparable with Greenstar. The 2022 National Construction Code (NCC) will be lifting the minimum NatHERS rating to 7 Stars, implementation of which is due to commence 1 September 2022 nationally. There is potential to create additional planning strategies for developments to implement this minimum measurement threshold sooner and incentivise further energy efficiency in developments.</p> <p>The Planning Strategy is silent on carbon / sustainability targets and does not cross reference to an active State or local policy. There is further opportunity for the City to lead by example by:</p> <ul style="list-style-type: none"> • Incentivisation of adaptive reuse of existing underutilised building stock within the City; • Requirement for life cycle assessments all new buildings at Planning Approval; • Incentivise zero carbon (or low carbon) construction methodology (including waste) and materials (which connects to other incentivisation of new material industry e.g. green concrete, cross-laminated timber, and others); • Urban design and master planning focused on higher density urban and suburban development to reduce urban sprawl, manage the heat island effect, respond to stormwater, address transport and improve connectivity. • Reduction of car parking ratios and minimums for new developments. 	<p>The submitters recommendation is addressed by the Local Planning Strategy.</p> <p>A range of options and tools will be considered for improving Environmentally Sustainable Design outcomes in buildings and spaces on private property as part of the preparation of the new Local Planning Scheme. Action CUG4, which relates to ensuring high quality, functional and attractive development with high standards of environmentally sustainable design, addresses the intent of the submission comment. As such, no change is required to the Strategy to address this matter.</p> <p>The submitter’s recommendation is noted.</p> <p>The Local Planning Strategy has been amended to refer to the aim of achieving net zero emissions in line with the City’s recently adopted Sustainability Strategy.</p> <p>A range of options and tools will be considered for improving Environmentally Sustainable Design outcomes in buildings and spaces on private property as part of the preparation of the new Local Planning Scheme.</p>	<p>how built form can help achieve this aspiration.</p> <p>Nil</p> <p>Introduce new text into Section 4.2.5 to refer to the City’s aspiration to be a driver of environmentally sustainable design and accelerate the delivery of net zero emissions. Amend Action CUG4 to investigate how built form can help achieve this aspiration.</p>
19	Consultant on behalf of landowner	Crawley-Nedlands	Element is pleased to present this submission on behalf of the landowner, Brankstone Investments		Nil

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Pty Ltd, of Number 40 Broadway, Crawley. The comments contained herein are provided in relation to the City of Perth (the City) Draft Local Planning Strategy (the Strategy). The subject site is located in Crawley, proximate to the University of Western Australia (UWA), QEII Medical Centre and the Swan River.</p> <p>CUG1(a), CUG2(a), CUG3(g), CUG4(b), EE1(a), E3(c)</p> <p>The principles outlined above are generally supported, with the following comments provided for the City's consideration during future precinct structure planning and the preparation of the new Scheme. It is critical that either the new Scheme or Specialised Centre Precinct Plan prescribe a plot ratio that is of sufficient size to provide the density commensurate with the subject sites level of amenity and proximity to major activity, employment and recreational hubs (i.e. UWA, QEII Medical Centre, Swan River and the Perth Central Business District (CBD)). To encourage good design, the City must give consideration to allowing considerable flexibility or incentives for developers to gain bonus plot ratio where certain objectives are met. Such a framework will in turn facilitate project viability as land value should be determined based on the base plot ratio allowing for developers to increase yield and viability where certain objectives are met.</p> <p>In determining a density that is commensurate with the area, the new Scheme and Specialised Centre Precinct Plan should recognise that the subject site affords itself to high-density mixed-use development opportunities, as reflected in the Central Sub-Regional Planning Framework (the Framework), which identifies the subject site as being within an 'Urban Corridor'.</p> <p>The location of the subject site along an 'Urban Corridor' and its proximity to major nodes of activity, employment and recreation (i.e. UWA, QEII Medical Centre, Broadway Neighbourhood Centre and the Swan River) affords itself to significant opportunities for accommodating much higher densities than that currently permitted under the existing planning framework (i.e. R50).</p> <p>It is noted that the 5-storeys and density shown in Figure 4 is significantly lower than the intensity of development that should exist in this area. In fact, the density shown, is less than the R-AC3 density currently permitted on Broadway's east side (within the City of Nedlands municipal area), even though such land is on the higher side of the road and further from amenities such as UWA and the Swan River. Recent development approvals granted by the Metro Inner-North Joint Development</p>	<p>The City's approach to the application of bonus plot ratio is being investigated through the preparation of the new Local Planning Scheme and the UWA-QEII MC Specialised Centre Precinct Plan. Consideration will be given to the amount of bonus plot ratio offered in relation to the value of the community benefit provided.</p> <p>The impact the bonuses to achieve neighbourhood priorities will be tested and evaluated to ensure they are practical and effective.</p> <p>Noted. Refer to above comment.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Assessment Panel (JDAP) along Broadway's east side have permitted developments ranging in heights from 5-storeys to 7-storeys.</p> <p>However, as the subject site benefits from being closer to UWA and the Swan River, it is expected that the density and building height will be considerably higher than that which is currently permitted within the City of Nedlands to facilitate the delivery of development outcomes that are commensurable to the amenities of the area and proportional to the population growth rates and targets of Perth city. Situated on a corner site, 40 Broadway lends itself to establishing a landmark mixed-use development on the corner of Broadway and Clark Street. Approximately 200 metres south of Stirling Highway and less than 100 metres west of UWA, the subject site is best placed to accommodate student and other specialist co-living housing, with supplementary ground floor tenancies to deliver vibrancy and street activation. The below figure series illustrates the intensity of density and building height that is considered commensurable for the subject site and its immediate surrounds.</p> <p>Establishing appropriate primary development controls that are certain to accommodate residential growth rates and targets correctly the first time, will be critical in delivering desired streetscape outcomes. Should the primary development controls found to be inadequate (i.e. too low) after redevelopment has commenced, there is a risk that streetscapes become 'imbalanced' with significant variances in density as authorities seek to retrospectively accommodate population growth and targets.</p> <p>Considering the above, it is critical that the City, the State government and the City of Nedlands, when preparing the new Scheme and the Specialised Centre Precinct Plan, adopt primary development controls which permit a density commensurate with the high levels of service and amenity and allows the Crawley-Nedlands Neighbourhood to reach its full development potential to accommodate residential growth rates and targets across Perth city.</p> <p>Consistent with the vision for 'Urban Corridors' under the Framework, high-density mixed-use development is considered suitable for the subject site and the broader 'Urban Corridor'. This vision is also supported by the findings contained within Appendix B Neighbourhood Profiles and Analysis of the Strategy which states – There is pressure for redevelopment of current residential sites</p>	<p>The UWA-QEIIMC Specialised Centre Precinct Plan will consider the land use, density and built form response based on the neighbourhood priorities and precinct directions as articulated in CN1 of the Local Planning Strategy (Refer, Table 35).</p> <p>The City acknowledges and supports the submission recommendation. These matters are intended to be address through the preparation of the UWA-QEIIMC Specialised Centre Precinct Plan.</p> <p>The City acknowledges the submission comment. The implementation of outcomes to address the matters specified within the <i>Central Sub-Regional Planning Framework</i> will be a component of the preparation of the UWA-QEIIMC Specialised Centre Precinct Plan.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>to accommodate alternative uses, including student housing, and higher density apartment buildings, particularly between UWA and Broadway. The above should be reflected in the City's new Scheme and future Specialised Centre Precinct Plan and as a minimum allow for significant density and height to occur. Pursuant to Table 2.1 of State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments (R-Codes Vol. 2), it is considered that a density code of a minimum of R-AC1 or higher is reflective of the high-density mixed-use development streetscape and character outcomes inferred by the vision set out for 'Urban Corridors' under the Framework. It is therefore expected that the Scheme and future Specialised Centre Precinct Plan will appropriately reflect this density range, with additional development bonuses afforded by design excellence, particularly in areas proximate to Stirling Highway, the identified Neighbourhood Centres (Broadway) and UWA (i.e. 40 Broadway, Crawley).</p> <p>The proposed introduction and investigation of various development bonuses which seek to support design excellence are recognised and strongly supported. Basement car parking, for example, is recognised as a superior design outcome for residents and streetscape amenity. However, the cost of delivering basement car parking can be cost prohibitive in some instances. Recognising this, the City's action to investigate the exclusion of basement parking in the plot ratio definition is strongly supported and the City is encouraged to pursue this and other innovative incentive-based solutions.</p> <p>In investigating further development incentives, the City is encouraged to consider the cost to the developer(s) and ensure that the design incentive is proportional to the design outcome sought. In this regard, we respectfully request that the City provide on-going opportunities for comment to be provided throughout the preparation of the new Scheme and the Specialised Centre Precinct Plan.</p>	<p>The UWA-QEIIMC Specialised Centre Precinct Plan is intended to provide the planning rationale and technical basis for any land use and density changes within the Precinct Plan boundary. Once complete, the City will consider the manner the outcomes reflected within the Precinct Plan should be reflected within the new Local Planning Scheme.</p> <p>The City acknowledges the support for bonus plot ratio and understands the issues associated with the feasibility of basement car parking.</p> <p>The City's approach to the application of bonus plot ratio is being investigated through the preparation of the new Local Planning Scheme and the UWA-QEIIMC Specialised Centre Precinct Plan. Consideration will be given to the amount of bonus plot ratio offered in relation to the value of the community benefit provided.</p> <p>The impact the bonuses to achieve neighbourhood priorities will be tested and evaluated to ensure they are practical and effective.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Land Use Diversity It is recognised that the Strategy identifies the following actions as a means in which to deliver land use diversity throughout the city (amongst others). The above actions are generally supported, with the following comments provided for the City's consideration during future precinct structure planning and the preparation of the new Scheme. The new Scheme and Precinct Plan should recognise that the subject site affords itself to mixed-use development opportunities. In particular, the subject site's proximity to Stirling Highway and UWA, is suited to accommodate commercial tenancies on the ground-floor which will deliver street activation and increased opportunities for passive surveillance. It is noted that this is consistent with the current zoning of the site (i.e. 'Neighbourhood Mixed Use'). Considering this, in reviewing land use permissibility's along the 'Urban Corridor', the following land uses should be capable of being contemplated as either a permitted or discretionary use.</p> <p>Alternative Transport It is recognised that the Strategy identifies the following actions as a means in which to promote the delivery of alternative transport methods. The above actions are supported in-part. Whilst the City's aspirations to mitigate reliance on private vehicles are supported, market realities and consumer behaviour do not support reduced car parking requirements, especially where public transport is reliant on an often circuitous and lengthy bus network, especially where non-city bound journeys are required.</p> <p>Considering this, the City is encouraged to investigate transitional provisions, which allow time for sustainable consumer behaviours to advance and develop further.</p> <p>The above actions [I1(b), I1(d)] are supported in-part. Whilst the City's aspirations to mitigate reliance on private vehicles are supported, market realities and consumer behaviour do not support reduced car parking requirements, especially where public transport is reliant on an often circuitous and lengthy bus network, especially where non-city bound journeys are required. Considering this, the City is encouraged to investigate transitional provisions, which allow time for sustainable consumer behaviours to advance and develop further.</p>	<p>The UWA-QEIMC Specialised Centre Precinct Plan is intended to provide the planning rationale and technical basis for any land use and density changes within the Precinct Plan boundary.</p> <p>The City appreciates the complexities and often conflicting objectives to achieve sustainable transport options.</p> <p>Table 11 - <i>Infrastructure Planning Directions and Actions</i> of the Local Planning Strategy recommends the removal of minimum car parking requirements and recommends lower maximum car parking requirements in areas of the city that are well serviced by public transport.</p> <p>Any changes to car parking rates will be tested to ensure they are effective and practical as part of the detail in preparing the Local Planning Scheme.</p> <p>Refer to above.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>
20	Consultant on behalf of landowner	West Perth	As a significant commercial landowner within West Perth, Calardu and Gerry Harvey are encouraged by a number of the strategies and actions in the draft LPS, noting the	The submitters comment is noted.	Nil

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>intent for these to ultimately inform the preparation of a new Local Planning Scheme to replace the current City Planning Scheme No. 2 in due course. In particular, Calardu and Gerry Harvey support enabling the City of Perth to grow to its full potential using a sufficiently flexible planning framework to allow for innovation, adaptation and multi-purpose outcomes at the same time as safeguarding the economic and employment future of the Capital City.</p> <p>Calardu and Gerry Harvey also strongly supports the need to consolidate the intensity of development around transit stations such as the City West Train Station and for the subject site to be included in an 'Intensification Investigation Area' noting that the draft LPS indicates that "Plot ratio increases will be investigated in these areas as part of the preparation of the new Scheme taking into consideration built form outcomes". In this respect the subject site has significant capacity for additional plot ratio, above that which is currently provided for in City Planning Scheme No.2 (CPS2) due to its size and strategic location.</p> <p>Community and Urban Growth In relation to the Community and Urban Growth Planning Directions and Actions, the landowners wish to make the following submissions:</p> <p>The landowners support a review of the existing plot ratio controls, including residential bonus plot ratio provisions (as applies to the subject site currently) as per Action CUG1. In this respect the landowners would like to see the plot ratio controls support not only the capacity to accommodate forecast growth across Perth city, but also to provide sufficient incentives to develop the subject site for a broad range of land uses. It is submitted that the plot ratio controls that currently apply to the site under CPS2 do not reflect the capacity of the site to accommodate development and/or are not sufficient in the current market to incentivise the development of the subject site.</p> <p>The landowners support the use of built form modelling to determine the appropriate level of plot ratio increase that can be accommodated on the subject site, as included at Action CUG3. The landowners are confident that this modelling will demonstrate the ability of the subject site to accommodate increases in plot ratio of at least 6:1 (if not greater), consistent with other strategic landholdings in Perth's CBD fringe. The landowners would welcome the opportunity to work with the City on</p>	<p>The submitters support is noted. The intensification areas have been identified based on those areas which meet the 'City Urban Consolidation Principles' as outlined in Section 4.2.4 – <i>Built Environment</i> of the Local Planning Strategy. Plot ratio increases will be investigated in these areas as part of the preparation of the new Local Planning Scheme.</p> <p>The City's approach to the application of bonus plot ratio is being investigated through the preparation of the new Local Planning Scheme. Consideration will be given to the amount of bonus plot ratio offered in relation to the value of the community benefit provided.</p> <p>The impact plot ratio bonuses may have on achieving neighbourhood priorities will be tested and evaluated to ensure they are practical and effective.</p> <p>In addition, the new Local Planning Scheme will contemplate a range of land uses to encourage land use diversity across the city. The specific land uses eligible for bonus plot ratio need to be considered and regularly reviewed against strategic land uses priorities and market delivery.</p> <p>The submitter's comments and invitation are noted.</p> <p>Consultation on the draft new Local Planning Scheme will be undertaken in accordance with the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>this built form modelling for the subject site to ensure that any new plot ratio controls can be tested and ascertained before the new Local Planning Scheme is drafted.</p> <p>The landowners support the investigation of bonus plot ratio potentially being awarded where a competitive design process is pursued to achieve design excellence, as outlined under CUG4. Noting the suggested preconditions of “prominent sites and for large developments and projects of strategic importance”, these are strong attributes held by the subject site.</p> <p>The landowners strongly support a review of the plot ratio provisions to allow for minor variations to maximum plot ratio to enable refurbishment of an alterations to existing buildings, as outlined under CUG4. Whilst not directly relevant to the subject site this is nonetheless considered to be good practice to provide an incentive to encourage additions, alterations, refurbishment and redevelopment of existing assets.</p> <p>The subject site is included in a ‘Open Space Gap’ area on Figure 6 in the LPS. We understand that planning mechanisms for the delivery of new public open space are likely in the new Scheme as identified under Action CUG6. The landowners strongly encourage that any such mechanisms are flexible and performance based in their approach so that public open space requirement can be delivered in bespoke and potentially unconventional ways where the required outcomes are nevertheless achieved. This may include the ability to retain open space in private ownership, whilst providing 24 hour public access, to facilitate private development over/under the public open space. It may also allow the public open space to be delivered at different levels, including podium and/or roof top level depending on the use and scale of the proposed development that it is being delivered with. Performance based, flexible approaches to these controls will ensure that innovation is not inappropriately stifled by rigid planning controls. The landowners also respectfully request that any plot ratio bonus provided for the delivery of new public open space on the subject site reflects not only the quantum of space needed for the public open space but also the costs of delivery. There needs to be sufficient incentives to ensure the delivery of high quality, functional, open spaces that provide a long term legacy for the City.</p>	<p>The submitter’s comments are noted.</p> <p>The submitters support is noted.</p> <p>The City will investigate options through the preparation of the new Local Planning Scheme. The intent is to ensure community needs identified are effectively and equitably delivered.</p> <p>The submitters statement is noted. The City will be seeking to ensure that the amount of bonus plot ratio offered relates to the value of the community benefit provided and is sufficient to attract developers to take up any incentive.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>The landowners support the establishment of a bonus plot ratio to assist in the delivery of community infrastructure within the City, comparable to the current provisions that affect the subject site in Special Control Area 16.0 (Hamilton) (SCA16) under CPS2. However, it is noted that the current plot ratio bonus is not considered to adequately compensate for the quantum of public infrastructure/facilities that are sought from the subject site under SCA16. The provision of community infrastructure affects the efficiency of site design, necessitates additional car parking and access/circulation requirements, not to mention construction costs. Accordingly, the bonuses on offer have to satisfactorily incentivise the provision of this infrastructure or the planning incentives will fail to deliver.</p> <p>Economy and Employment In relation to the Economy and Employment Planning Directions and Actions, the landowners wish to make the following submissions:</p> <p>The draft LPS correctly notes that whilst the new Scheme can influence what land uses emerge through land use permissibility and by offering bonus plot ratio for specific land use outcomes, it has limited ability to attract specific industries. The landowners support broad land use permissibility across the City of Perth as per Action EE3 to facilitate future change of use for existing assets and/or to provide flexibility to respond to a new land use demand that may not currently be anticipated by the City, such as development proposal that may be of international, national, state or regional significance that cannot be planned for at the present time. Therefore, it is submitted there also needs to be flexibility in the application of bonus plot ratio such that any bonus' can be flexibly applied to a new or emerging land use where appropriate, so as to not cut across and diminish the attractiveness of these unanticipated opportunities. It is noted that the current bonus provisions in CPS2 lack this flexibility, for example under the provisions of SCA 16, Residential or Special Residential uses are promoted at the expense of all other uses.</p> <p>The landowners supports a reduction in regulation by placing the majority of development controls within local planning policies to enable high levels of discretion to consider innovative design outcomes across the urban environment and support and attract business growth as identified at EE5.</p>	<p>The submitters statment is noted. The City will be seeking to ensure that the amount of bonus plot ratio offered relates to the value of the community benefit provided and is sufficient to attract developers to take up any incentive.</p> <p>The City agrees that the planning framework needs to have rigor to achieve the neighbourhood priorities identified under the Local Planning Strategy whilst maintaining flexibility to adapt to change.</p> <p>The submitters support is noted.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Infrastructure In relation to Infrastructure Planning Directions and Actions, the landowners wish to make the following submissions: The landowners supports the City in working with the State Government to investigate how key public transport nodes, such as the City West Train Station can be better capitalised on and land use and transport integration improved in this area as per Action I1.</p> <p>The landowners support the City's review of existing residential car parking provisions to remove minimum car bay requirements in areas of the city which are well serviced by public transport as per Action I2.</p> <p>The landowners do request that flexibility is maintained on the maximum car parking provision in areas of the city which are well serviced by public transport and that this is not lowered as identified at Action I2 so as to not disincentivize the provision of larger, premium, residential product which requires higher than normal rates of parking.</p> <p>West Perth Neighbourhood The landowners supports the need for further detailed planning on the subject site as identified in the draft LPS for the area of West Perth north of the railway line, which includes the subject site. The landowners also supports the intensification of residential land uses as well as retail and office uses on the subject site. More specifically in relation to the Planning Directions and Actions for the West Perth Neighbourhood it is submitted that:</p> <p>The landowners supports the ongoing support for commercial land uses on the site. Whilst there is no current opportunity afoot, the subject site may in the future be able to provide a campus style office facility that may be sought in the market by a particular tenant and the opportunity for the site to provide an important commercial office area should not be lost. It is noted that the current provisions under SCA16 incentivise residential land uses at the expense of retail and commercial land uses, when this site has the potential to deliver a significant mixed use development that delivers a multitude of land uses across the site. Bonus plot ratio provisions needs to be carefully devised and sufficiently flexible so as to allow for innovation, adaptation and multi-purpose outcomes as promoted in the draft LPS.</p>	<p>The submitters support is noted.</p> <p>The submitters support is noted.</p> <p>Table 11 – <i>Infrastructure Planning Directions and Actions</i> proposes to remove minimum car bay and lower maximum car bay requirements in areas of the city which are well serviced by public transport.</p> <p>Any changes to car parking rates will be tested to ensure they are effective and practical through the preparation of the Local Planning Scheme.</p> <p>The submitters support is noted.</p> <p>Land use permissibility will be reviewed in preparing the new Local Planning Scheme to ensure it aligns with neighbourhood priorities. A key aim in developing the new Local Planning Scheme is ensuring flexibility so that development can adapt and respond to changing circumstances and new opportunities where it aligns with the long-term neighbourhood priorities.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>The landowners supports Action WP6 which provides for a detailed planning study to be undertaken for the area north of the City West train station, identified as the 'City West Precinct Planning Area'. The planning directions identified for the site in WP6 include the following:</p> <ul style="list-style-type: none"> • creating a thriving residential community • capitalizing on opportunities around the City West train station; • optimizing opportunities on underutilized land; • improving interfaces with surround roads; • enhancing the public realm; and • creating a connected and walkable place that is easily accessible, <p>These planning directions are all consistent with the landowners' aspirations for the subject site. It is however essential that there is a sufficiently increased plot ratio for the subject site (considered to be at least 6:1) to ensure that these opportunities can be realised. The landowners welcome the opportunity to continue to engage with the City on these opportunities and the timing and approach to the detailed planning study such that it can occur prior to the drafting of the new Local Planning Scheme. As noted previously in this submission, the identification of the site within an 'Intensification Investigation Area' is strongly supported.</p> <p>As highlighted elsewhere in this submission, the landowners support the refinement and/or introduction of bonus plot ratio provisions to incentivise the delivery of neighbourhood priorities as per Action WP7, however continues to submit that these need to be carefully devised and sufficiently performance based and flexible so as to allow for innovation, adaptation and multi-purpose land use outcomes as promoted in the draft LPS.</p> <p>Conclusion In conclusion, the landowners supports a significant number of the identified actions in the draft LPS and welcomes the opportunity to work collaboratively with the City to pursue significantly increased plot ratio and greater land use flexibility for the subject site as part of the preparation of a new Local Planning Scheme. These changes will be crucial in supporting the identified vision for the West Perth by encouraging redevelopment of the subject site.</p>	<p>The Intensification Investigation Areas have been identified based on those areas which meet the 'City Urban Consolidation Principles' as outlined in Section 4.2.4 of the Local Planning Strategy. It is noted that the City West Precinct is located within an Intensification Investigation Area. Plot ratio increases will be investigated in these areas as part of the preparation of the new Local Planning Scheme taking into consideration-built form outcomes and planning directions identified under the Local Planning Strategy.</p> <p>The City's approach to the application of bonus plot ratio is being investigated through the preparation of the new Local Planning Scheme. Consideration will be given to the amount of bonus plot ratio offered in relation to the value of the community benefit provided. The impact that bonuses will have on achieving neighbourhood priorities will be tested and evaluated to ensure they are practical, flexible and effective.</p> <p>The submitters support is noted.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>
21	Consultant on behalf of landowner	Crawley-Nedlands	<p>SUBMISSION ON CITY OF PERTH DRAFT LOCAL PLANNING STRATEGY element is pleased to present this submission on behalf</p>		Nil

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>of the landowner, Mr Hayden Smith, of Unit 12, 18 The Avenue, Crawley. The comments contained herein are provided in relation to the City of Perth (the City) Draft Local Planning Strategy (the Strategy).</p> <p>The subject site is located in Crawley, abutting JH Abrahams Reserve overlooking the Swan River and proximate to the University of Western Australia (UWA) and QEII Medical Centre.</p> <p>The Strategy provides a range of planning directions and actions at a city-wide and neighbourhood level that seek to create a liveable, sustainable, and prosperous city. At a city-wide level, it is recognised that several actions seek to introduce development provisions and incentives to encourage the delivery of increased density and housing choice, land use diversity, urban greening and enhance alternative transport options.</p> <p>At the neighbourhood level, it is recognised that the land uses, built form and desired character of Crawley-Nedlands Neighbourhood will be determined with further detailed planning through the preparation of a Specialised Centre Precinct Plan as required by State Planning Policy 4.2 Activity Centres for Perth (SPP4.2). It is understood that this process will be undertaken in partnership between the City, the State government and the City of Nedlands. It is recognised that a Riverfront Masterplan 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.</p> <p>Submission Precinct Structure Planning As previously identified, it is recognised that the Crawley-Nedlands Neighbourhood will be subject to the preparation of a Specialised Centre Precinct Plan. However, the subject site is distinct from the remainder of the Neighbourhood, as evidenced by:</p> <ul style="list-style-type: none"> proximity to the areas of natural amenity and recreation (i.e. tree-lined streets, Swan River and JH Abrahams Reserve); landmark location, terminating the vista Fairway; lot size and shape, which will facilitate stepped building heights; accessibility to high-frequency bus stops connecting residents to the Perth Central Business District (CBD); 		<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<ul style="list-style-type: none"> proximity to existing and planned (i.e. Riverfront Masterplan) cycle/pedestrian networks connecting residents to the Perth CBD. <p>Considering the above, the City is encouraged to prepare a separate Precinct Plan which appropriately responds to its unique precinct-based context and conditions of this high amenity riverfront area. Preparing a separate Precinct Plan for The Avenue will ensure a consistent design outcome and accommodate growth population growth which is proportionate to the development potential offered by this prime riverfront location.</p> <p>Increased Housing Density and Diversity</p> <p>It is recognised that the Strategy identifies the following actions [CUG1(a), CUG2(a), CUG3(g), CUG4(b), EE1(a), E3(c)] as a means in which to deliver increased housing density and diversity throughout the city.</p> <p>The principles outlined above are generally supported, with the following comments provided for the City's consideration during future precinct structure planning and the preparation of the new Scheme. The subject site's riverfront location presents a unique opportunity to accommodate population growth proportional to the development potential of the subject site as afforded by its riverfront views and proximity to activity nodes and services. Intersecting with the southern extent of Broadway, The Avenue lends itself to becoming a landmark development within the Crawley-Nedlands Neighbourhood which provides a luxurious book-end to the southern extent of a strategic 'Urban Corridor'. The subject site is capable of accommodating population growth at a scale much greater than the density code currently afforded to it (i.e., R80). Comparable high amenity areas within Crawley include Kings Park Avenue, which has delivered high-quality apartment buildings in excess of 15-storeys.</p> <p>The Avenue has a high degree of natural amenity and access to services and employment opportunities, making it suitable for development comparable with an R-ACO density. The below figure series illustrates the intensity of density and building height that is considered commensurable for the subject site and its immediate surrounds.</p> <p>It is critical that the City prepare a new planning framework which facilitates a development outcome that facilitates a density and development intensity consistent with comparable high amenity areas in Crawley. This</p>	<p>The UWA-QEIIMC Precinct Plan will identify separate character areas within its boundary and will apply different and appropriate built form and design outcomes to each sub-precinct.</p> <p>The UWA-QEIIMC Precinct Plan will consider this area in conjunction with its amenity and existing development characteristics and density will be addressed through this process. The City acknowledges the unique character of this area.</p> <p>Refer to above.</p> <p>The UWA-QEIIMC Specialised Centre Precinct Plan will address the details regarding land use, built form, density and other matters on relevant sites in accordance with <i>State Planning Policy 7.2 – Precinct Planning</i>.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>includes establishing development provisions which allow for a standard building mass (i.e., shape, form and size), complemented by discretionary provisions which permit additional massing upon demonstration that the proposed development will deliver high-quality built form outcomes and community benefits (amongst other deliverables).</p> <p>The proposed introduction and investigation of various development bonuses which seek to support design excellence are recognised and strongly supported. However, in investigating development incentives, the City is encouraged to consider the cost to the developer(s) and ensure that the design incentive is proportional to the design outcome sought. In this regard, we respectfully request that the City provide on-going opportunities for comment to be provided throughout the preparation of the new Scheme and subsequent precinct planning. Establishing appropriate primary development controls that are certain to accommodate residential growth rates and targets correctly the first time, will be critical in delivering desired streetscape outcomes. Should the primary development controls found to be inadequate (i.e. too low) after redevelopment has commenced, there is a risk that streetscapes become ‘imbalanced’ with significant variances in density as authorities seek to retrospectively accommodate population growth and targets.</p> <p>Land Use Diversity It is recognised that the Strategy identifies the following actions [EE1(c), EE3(a), EE5(a) E2(a)] as a means in which to deliver land use diversity throughout the city.</p> <p>The above actions are generally supported, with the following comments provided for the City’s consideration during future precinct structure planning and the preparation of the new Scheme. The new Scheme and Precinct Plan should recognise that the subject site affords itself to luxury apartment development opportunities. Situated on the Swan River doorstep and considering the development of a Riverfront Masterplan, the subject site is suited to accommodate high-rise luxury apartments which provide the necessary critical mass to support the commercial/retail activities of the Specialised and Neighbourhood Centres.</p> <p>Alternative Transport It is recognised that the Strategy identifies the following actions [I1(b), I1(d)] as a means in which to promote the</p>	<p>The City is considering the provision of incentives that may be delivered through the new planning framework will focus on the delivery of community priorities established in the Local Planning Strategy. The City will carefully consider the feasibility and implications of any changes to the development provisions and incentives.</p> <p>Stakeholder engagement will occur for the new Local Planning Scheme in accordance with the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>.</p> <p>The City acknowledges the unique character of this area. The UWA-QEIIIMC Specialised Centre Precinct Plan will consider the locality’s amenity, existing development characteristics and densities as a component of establishing the future development outcomes through this process.</p> <p>The City appreciates the complexities and often conflicting objectives to achieve sustainable transport options.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>delivery of alternative transport methods.</p> <p>The above actions are supported in-part. Whilst the City's aspirations to mitigate reliance on private vehicles are supported, market realities and consumer behaviour do not support reduced car parking requirements, especially where public transport is reliant on an often circuitous and lengthy bus network, especially where non-city bound journeys are required. Considering this, the City is encouraged to investigate transitional provisions, which allow time for sustainable consumer behaviours to advance and develop further.</p> <p>Summary and Conclusion We thank the City for the opportunity to provide comment and would appreciate any further opportunities to collaborate on modifications to the Strategy and subsequent precinct structure planning for the Crawley-Nedlands neighbourhood. We respectfully request that the City keep us informed of the progress of the Strategy and the new Scheme and ensure that the density permitted is reflective of the lands proximity to areas of significant amenity, employment, education, transport and where there is a general community acceptance that density should be provided.</p>	<p>Table 11 - <i>Infrastructure Planning Directions and Actions</i> of the Local Planning Strategy recommends the removal of minimum car parking requirements and recommends lower maximum car parking requirements in areas of the city that are well serviced by public transport.</p> <p>Any changes to car parking rates will be tested to ensure they are effective and practical through the preparation of the Local Planning Scheme.</p> <p>The new Local Planning Scheme will be advertised for public comment in accordance with the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>.</p>	<p></p> <p>Nil</p>
22	Consultant on behalf of landowner	Central Perth	<p>SUBMISSION ON BEHALF OF ST MARTINS CENTRE PTY LTD As a significant commercial landowner within the Perth city centre, St Martins are encouraged by a number of the strategies and actions in the draft LPS, noting the intent for these to ultimately inform the preparation of a new Local Planning Scheme to replace the current City Planning Scheme No. 2. In particular, St Martins is encouraged by the stated intent to:</p> <ul style="list-style-type: none"> • Enable the growth of Perth city as a globally competitive destination and a preferred location for business, by bolstering development opportunities in key locations; • Consolidate the Capital City Office Area along St Georges Terrace as the centre of commerce and administration for the State, with a primary focus on office land uses and ensuring sufficient development capacity to accommodate office growth • Review existing plot ratio controls to ensure that there is sufficient capacity to accommodate forecast growth in the Central Perth area; 	The submission is noted.	Nil

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<ul style="list-style-type: none"> Investigate new plot ratio bonus categories that can further support commercial growth within the Central Perth area, with a focus on facilitating large developments on prominent sites and projects of strategic importance, including potential bonuses for landscaping, green roofs, sustainability outcomes and high quality design; Reduce regulation by placing the majority of development controls within local planning policies to enable high levels of discretion to consider innovative design outcomes across the urban environment and support and attract business growth; and Work with the State Government to review the Perth Parking Policy to remove existing barriers to redevelopment. <p>Similarly, St Martins are also encouraged by the identification of the St Georges Terrace frontage of the existing St Martins Centre site as an 'Intensification Investigation Area', noting that the draft LPS indicate that "Plot ratio increases will be investigated in these areas as part of the preparation of the new Scheme taking into consideration built form outcomes.</p> <p>The above statements indicate a clear intent to pursue a continued increase in the density of commercial development within the Capital City Office Area. This intent is supported by St Martins, and we look forward to seeing this implemented through more generous plot ratio allowances for the sites within the identified Capital City Office Area as part of the preparation of a new Local Planning Scheme.</p> <p>This outcome will be particularly important in ensuring commercial growth in the city centre and facilitating the continued evolution of major city centre commercial developments. In particular, more generous plot ratio allowances and a more appropriate bonus plot ratio system that supports commercial land use provision will provide an incentive to encourage additions, alterations, refurbishment and redevelopment of existing commercial assets in the Capital City Office Area over time. This in turn will assist in maintaining and enhancing the prestige of St Georges Terrace as the centre of business and commerce in the State, by creating opportunities for continued design evolution.</p> <p>The need for an increase in plot ratio for commercial uses within the Capital City Office Area is also evidenced by the employment floorspace analysis in Part 2 of the draft LPS. In particular, Figure 10 in Part 2 of the draft LPS demonstrates that many sites fronting St Georges</p>	<p>The submission is noted.</p> <p>The submission is noted.</p> <p>The submitters comment is noted.</p> <p>The Local Planning Strategy acknowledges the need to protect the primary office area as the primary centre of business within Perth Metropolitan Area and the State. Section 4.3.1 of the Local Planning</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Terrace are at, or close to, full utilisation of available plot ratio floor area for commercial land uses. This has the potential to sterilise commercial growth opportunities in the Capital City Office Area by undermining the commercial viability of redeveloping or adding to existing commercial assets, which would be contrary to the growth principles that underpin the draft LPS.</p> <p>We therefore trust that appropriate increases in plot ratio limits within the Capital City Office Area will be implemented as part of the preparation of a new Local Planning Scheme, along with modified plot ratio bonuses to incentivise high quality commercial development in the city centre.</p> <p>The intent to work with the State Government to review the Perth Parking Policy will also be important in removing barriers to redevelopment in the Capital City Office Area. The current redevelopment provisions in the Perth Parking Policy provide a major disincentive for redevelopment, with the requirement to substantially reduce existing tenant car parking upon redevelopment undermining the commercial benefits of pursuing significant upgrades to existing commercial assets. We would therefore strongly encourage the City to pursue this identified action as a matter of priority.</p> <p>Conclusion In conclusion, St Martins is supportive of a number of the identified actions in the draft LPS, and encourages the City to pursue increased plot ratio and greater tenant car parking flexibility within the Capital City Office Area as part of the preparation of a new Local Planning Scheme and a review of the Perth Parking Policy. These changes will be crucial in supporting the identified vision for the Capital City Office Area by encouraging commercial floorspace growth and continued repositioning of major commercial assets, such as the St Martins Centre. We also look forward to the opportunity to review and comment on a draft of the new Local Planning Scheme and any planned changes to the Perth Parking Policy in due course.</p>	<p>Strategy states: <i>“this means ensuring there is sufficient capacity within the plot ratio density controls under the new Scheme to accommodate office growth.”</i></p> <p>The consideration of plot ratio increases will be investigated through the preparation of the new Local Planning Scheme taking into consideration the built form outcomes and neighbourhood priorities identified under the Local Planning Strategy.</p> <p>The Local Planning Strategy acknowledges that the requirements of the policy currently have inadvertent implications that may be limiting redevelopment in the city. The Perth Parking Policy should not unnecessarily restrict positive redevelopment opportunities but ensure that parking can be managed to reduce congestion in Central Perth.</p> <p>The submitters support is noted.</p>	<p>Nil</p> <p>Nil</p>
23	Consultant on behalf of landowner	West Perth	Hatch Roberts Day has prepared this submission on the draft Local Planning Strategy on behalf of Australasian Property Investments (APIL), the owners of 50 Kings Park Road, West Perth.		

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>The property represents a strategic landholding in West Perth, being over 2,500sqm in single ownership, with 50m frontage to Kings Park Road, 43m frontage to Walker Avenue and rear laneway access. More broadly, we see Kings Park Road as an exciting proposition for the future of our City, with a number of unique aspects, including:</p> <ul style="list-style-type: none"> • The major Western Gateway into the Perth Central Area, connecting the Western Suburbs with Parliament and St Georges Terrace; • Directly adjacent to Kings park, one of the largest central metropolitan parklands in the southern hemisphere and attracting 5-6 million visitors per year; and • An elevated area offering exceptional opportunities for views, minimal direct neighbours and limited overshadowing impacts. <p>The purpose of this submission is to ensure recognition of these unique aspects and:</p> <ul style="list-style-type: none"> • Support the broader intent to increase the residential population within the Central City and the flow on benefits relating to street life and vibrancy in West Perth; • Support the identification of Kings Park Road as an 'Intensification Investigation Area' and request a 'High Scale Mixed Use' notation on the plan; and <p>Request recognition of the gateway role of Kings Park Road and prioritisation of improvements within the adjacent public realm including:</p> <ul style="list-style-type: none"> • Streetscape works to Kings Park Road 'Boulevard'; • Public realm investment to allow easier access north-south across Kings park Road; and • Improved access into Kings Park, as the key defining piece of amenity providing identity to the West Perth Neighbourhood. <p>These changes will assist in providing certainty around the role of Kings Park Road and the adjacent private landholdings in the future and help to ensure the area can reach its full potential as an iconic western entry boulevard into central Perth.</p> <p>Increased Residential Population West Perth has a high current vacancy rate with aging building stock, but a high level of amenity and accessibility is offered by the neighbourhood. The intent and vision for the West Perth Neighbourhood to enhance its residential population and modernise commercial</p>	<p>The subject sites details are noted.</p> <p>The submitters support is noted.</p> <p>The City also acknowledges the opportunities that exist along Kings Park Road for greater intensification and contribution to the locality as an iconic boulevard. The Local Planning Strategy has been amended to increase the indicative height from 'Medium-High Scale Mixed Use' to 'High Scale Mixed Use' abutting Kings Park Road to recognise its locational amenity and redevelopment opportunities.</p> <p>Kings Park Road has been identified in the Local Planning Strategy as a Character Area and the importance of protecting and enhancing the unique character elements of this area into urban renewal.</p> <p>A new action has also been added into each neighbourhood to include the enhancement of the Neighbourhood Place Plans to address neighbourhood priorities and public realm improvements and how an integrated approach can be taken to improve issues of connectivity.</p> <p>Action E2(c) relating to increasing access and use of Perth city's natural assets, addresses engagement with the Botanic Gardens and Parks Authority to investigate opportunities to improve access and use of Kings Park.</p> <p>West Perth is an important secondary location for office development and opportunities to accommodate future growth have been accounted for in the new planning framework.</p>	<p>Nil</p> <p>Amend Figure 15 – <i>West Perth Neighbourhood Map</i> to identify Kings Park Road as 'High Scale Mixed Use'.</p> <p>Introduce an Action for all Strategy neighbourhoods to expand the City's Neighbourhood Place Plans to address neighbourhood priorities and public realm improvements.</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>floorspace through plot ratio increases and bonuses is therefore fully supported.</p> <p>However, the traditional role of West Perth as a Secondary Office presents some significant challenges to achieving this intent due to:</p> <ul style="list-style-type: none"> the substantial office buildings and floorspace already developed within West Perth; the ongoing reinvestment in these buildings through maintenance and upgrades to attract tenants; the high percentage of buildings that have been strata titled over time; and the competition from recently created Kings Square and Elizabeth Quay, alternate office and mixed use precincts adjacent to the CBD and Subiaco East, all of which offer significant plot ratios and flexible planning frameworks. <p>These unique characteristics will inhibit the feasibility of redevelopment to occur and should be considered in the upcoming scheme review.</p> <p>It follows that unless the planning framework in West Perth encourages development and adds to the financial viability in the area it will languish until areas such as EQ, Kings Square and Subiaco precincts are fully developed.</p> <p>In addition, the location of where 'Intensification Investigation Areas' and the associated 'Indicative Land Use and Urban Form' notations are directed needs to be fully considered in relation to marketability and market acceptance. Areas of highest amenity should be prioritized for increased height and plot ratio, allowing planning controls to work with market fundamentals to facilitate mixed-use redevelopment over time.</p> <p>In this regard, Kings Park Road is considered a key priority for additional height and plot ratio bonus as it represents a highly marketable, landmark address offering exception views and parkside amenity. It is also the current 'prime office address' within West Perth.</p> <p>Additional height in this location also has limited overall impact on amenity within the neighbourhood, due to:</p> <ul style="list-style-type: none"> landholdings adjacent Kings Park Road being generally accessed via rear laneways; a number of high-frequency bus routes utilising the street providing excellent public transport accessibility; limited impact on overshadowing due to being on the northern side adjacent to bushland; and 	<p>The City notes the complexities involved in the redevelopment of sites across West Perth (and the city more broadly). The Local Planning Strategy considers the need for the planning framework to encourage and support redevelopment and growth opportunities where it aligns with Neighbourhood Priorities.</p> <p>The submitters concern is noted, and the City agrees that it is important that the planning framework does not add unnecessary planning regulation.</p> <p>The Intensification Investigation Areas are based on the 'City Urban Consolidation Principles' as outlined in Section 4.3.4. Kings Park Road is identified as an Intensification Investigation Area and the new planning framework will investigate a potential increase to plot ratio in this area.</p> <p>The Local Planning Strategy has been amended to increase the indicative height from 'Medium-High Scale Mixed Use' to 'High Scale Mixed Use' to recognise its amenity and redevelopment opportunities.</p> <p>Noted, refer to above comments.</p>	<p>Nil</p> <p>Amend Figure 15 – <i>West Perth Neighbourhood Map</i> to identify Kings Park Road as 'High Scale Mixed Use'.</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<ul style="list-style-type: none"> do not impact on the amenity or enjoyment of Kings Park itself. <p>Kings Park Road Character Area Kings Park Road has also been identified as a ‘character area’ described as: “Tree lined boulevard to the city fronted by prestigious residential and office buildings set in high quality in ground landscaping with views between them and to the sky.” We support the identification of Kings Park Road as a unique area within the city, and see significant potential for it to act as a key landmark and western gateway to the Perth Central Area. The enhancement of the surrounding public realm and streetscape environment, together with incentivized private redevelopment through flexible built form and plot ratio controls, we believe has the potential to transition the street into an area akin to Domain / Hyde Park in Sydney or St Kilda Road, Melbourne. To achieve this intent requires the consideration of both the public and private realms concurrently, and a coordinated approach to reinvestment over time.</p> <p>Requested Changes to Draft Local Planning Strategy Based upon our unique understanding of West Perth and its significant potential outlined above, the following changes are requested to the Figure 15: Neighbourhood Map:</p> <ol style="list-style-type: none"> The properties adjacent Kings Park Road be identified as High Scale Mixed Use (>16 Storeys), acknowledging their unique potential to facilitate increased commercial and residential population within West Perth due to their high amenity and accessibility; The Kings Park Road Character Area boundary be extended across the road itself and incorporating a small proportion of Kings Park, acknowledging the role that buildings, street design and the landscape setting contribute to character; and Identifying Kings Park Road as a key Western entry boulevard into central Perth, acknowledging it as an important civic, wayfinding and structural element for Perth City. <p>In addition to the above changes to Figure 15: Neighbourhood Map, it is also recommended that Kings Park Road be identified as an Issue / Opportunity within Table 31: West Perth – Planning Directions and Actions Table including the following initiatives:</p> <ol style="list-style-type: none"> Investigate the introduction of bonus plot ratio provisions to encourage the delivery of diverse and affordable housing provision, sustainable building design and enhancement of local character; 	<p>The submitters comments are noted. A new action has also been added into each neighbourhood to include the enhancement of the Neighbourhood Place Plans to address neighbourhood priorities, public realm improvements and projects such as Main Street Refresh.</p> <p>The Local Planning Strategy has been amended to increase the indicative height from ‘Medium-High Scale Mixed Use’ to ‘High Scale Mixed Use’ to recognise its amenity and redevelopment opportunities.</p> <p>The Kings Park character Area has not been extended over a portion of Kings Park as the City does not have jurisdiction over this land. The Local Planning Strategy does note the important contribution Kings Park plays in defining the character of the area. The City has outlined an action to collaborate with the Botanical Gardens and Parks Authority to improve access to Kings Park.</p> <p>Whilst the City notes the strategic importance and development potential of the Kings Park Road, the draft Local Planning Strategy has not been updated to identify any specific landmark sites, noting that there are a vast range of sites across the city which are unique and have significant potential to contribute positively to the city.</p> <p>Kings Park Road has not been added as Issue/Opportunity in Table 31 of the Local Planning Strategy as Table 5 - <i>Community and Urban Growth– Planning Directions and Actions</i> already acknowledges the need for plot ratio bonuses to be investigated to deliver certain built form, land use and sustainable outcomes. The detail of how this will be delivered and in what locations is being considered as part of the preparation of the new Local Planning Scheme.</p>	<p>Introduce an Action for all Strategy neighbourhoods to expand the City’s Neighbourhood Place Plans to address neighbourhood priorities and public realm improvements.</p> <p>Amend Figure 15 – <i>West Perth Neighbourhood Map</i> to identify Kings Park Road as ‘High Scale Mixed Use’.</p> <p>Introduce an Action for all Strategy neighbourhoods to expand the City’s Neighbourhood Place Plans to address neighbourhood priorities and public realm improvements.</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>2. Enhance the street design and adjacent public realm to slow traffic movements, facilitate connections north-south across Kings Park Road and increase street tree planting;</p> <p>3. Develop planning provisions to ensure that important elements of built and landscape character are reinforced and enhanced in new development;</p> <p>4. Work collaboratively with Kings Park Authority to improve access into and use of Kings Park.</p> <p>Summary + Next Steps Given the structural changes to West Perth and a renewed push for inner city living, the time is right to reconsider the role the neighbourhood plays in the future of our City. We believe Kings Park Road and its adjacent private landholdings hold significant potential to achieve the overall intent of the Draft Local Planning Strategy whilst enhancing an iconic and important element of Perth City's structure. The incorporation of these proposed amendments and actions to the Draft City Planning Strategy will provide certainty as to the future role of Kings Park Road and allow the area to reach its full, city shaping potential in the future. We thank you for your consideration of this request and would welcome the opportunity to discuss this matter with you in further detail during your assessment period.</p>	<p>A new action has also been added into each neighbourhood to include the enhancement of the Neighbourhood Place Plans to address neighbourhood priorities and public realm improvements and how an integrated approach can be taken to improve issues of connectivity.</p> <p>Built form and landscape character will be addressed as an element of the 'Heritage and Character Area Study' which is being undertaken in accordance with SPP 3.5 to inform the new local planning framework. Further detail is not considered necessary under Table 31 - <i>West Perth – Planning Directions and Actions</i></p> <p>The submission comment is addressed in Table 10 - <i>Environment – Planning Directions and Actions</i> of the Local Planning Strategy which states: 'Work with the Botanic Gardens and Parks Authority to investigate opportunities to improve access to and the use of Kings Park'.</p>	Nil
24	Consultant on behalf of landowner	West Perth	<p>SUBMISSION ON BEHALF OF PROPERTY BANK AUSTRALIA/ OUTRAM</p> <p>The site [LOT 50 (1297) HAY STREET, WEST PERTH] represents a strategic landholding within West Perth, with 1,461sqm in single ownership, accessed via a rear laneway and located at the heart of West Perth at the intersection of Hay and Outram Street. Since PBAs purchase of the site, the West Perth neighbourhood has been in transition. Its role as a secondary office area diminishing, which is resulting in significant office vacancy rates and flow on impacts on the vibrancy of the Hay Street local centre. Given this context, the intent and vision for West Perth identified within the Draft LPS to</p>	The submitters support is noted.	Nil

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>enhance its residential population and modernise commercial floorspace through incentivised planning controls and plot ratio bonuses is fully supported. The Strategy also identifies the site as "Neighbourhood Frame" with "High Scale Mixed Use (>16 storeys)" Indicative Land Use and Urban Form. This increase in development potential is considered appropriate for the site due to its location and central role in supporting the Hay Street Neighbourhood Centre. To reinforce this role, we also advocate for:</p> <ol style="list-style-type: none"> 1. The site to be identified on Figure 5- Urban Growth Map; and 2. The Strategy to identify potential plot ratio increases and advise on new/additional criteria for achieving bonus plot ratio. <p>To enhance the prospect of redevelopment within West Perth, it is also considered appropriate for the Strategy to identify key areas of public realm enhancement to be delivered by the City. This would reinforce the Neighbourhood Priorities Action WP7 and better align with the 21/22 commitments identified in the City of Perth Neighbourhood Place Plan 2021-2022, being: "Strengthening Hay Street's community heart Recognising Hay Street's role as West Perth's social and economic heart, a range of public realm improvements will be delivered to distinguish it as the neighbourhood's primary activity centre. In summary we fully support the additional development potential on the site and within West Perth generally, and request that the City supports the vision for West Perth through targeted investment in public realm and amenity upgrades.</p>	<p>The Neighbourhood Frame and Neighbourhood Core has been removed from the Local Planning Strategy given that its roles are not clearly defined.</p> <p>Figure 5 – <i>Urban Growth of the Local Planning Strategy</i> has been modified to include the properties fronting Hay Street (between Thomas Street and Havelock Street) within West Perth within the Intensification Investigation Area. This aligns with the High Scale Mixed Use (>16 storeys) designation of these properties. Plot ratios will be investigated in these areas as part of the preparation of the new Scheme taking into consideration the built form outcomes.</p> <p>The Local Planning Strategy identifies the need to investigate a range of plot ratio bonuses and incentives to deliver strategic and Neighbourhood Priorities. The way plot ratio will be applied will be investigated as part of the preparation of the new Local Planning Scheme.</p> <p>The submitters comments are noted. A new action has also been added into each neighbourhood to include the enhancement of the City's Neighbourhood Place Plans to address neighbourhood priorities and the relationship between public realm and built form objectives.</p> <p>The submitters support is noted.</p>	<p>Remove Neighbourhood Frame and Neighbourhood Core from all Neighbourhood Plans and references throughout the document.</p> <p>Extend 'Intensification Investigation Area' to the south of Murray Street and Hay Street in West Perth neighbourhood.</p> <p>Introduce an Action for all Strategy neighbourhoods to expand the City's Neighbourhood Place Plans to address neighbourhood priorities and public realm improvements.</p> <p>Nil</p>
25	Consultant on behalf of landowner	West Perth	<p>By virtue of position, scale and program 1260 Hay Street is the most significant redevelopment site in West Perth. It has the potential to symbolise the City's vision for the transition of West Perth from an office focussed secondary CBD and restore its eminence as a distinctive and thriving city neighbourhood.</p> <p>The property can deliver the key retail and hospitality amenity in the heart of the Hay Street Neighbourhood Core, A Grade campus style office space, residential population at scale and evolve parking facilities into a broader mobility facility and/or comprehensive</p>	The subject site details and attributes are noted.	Nil

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>redevelopment adding further residential population. Gallop Investments is a long term investor in the site and is committed to re investment and staged redevelopment of the property in support of the City's vision for the West Perth neighbourhood and the overall City and as a mark of this commitment has recently invested in a comprehensive Place Strategy for the site.</p> <p>Undertaken with key stakeholders, the Strategy outlines the context for future growth of evolution of West Perth, local resident and worker workshop input into the potential role of 1260 Hay Street and a detailed Place Strategy that identifies the key characteristic of future reinvestment and redevelopment. (refer Attachment 1). The purpose of this submission is to highlight the key findings of the Place Strategy and identify the supporting refinements to the City Planning Strategy that will enhance and accelerate reinvestment of this key catalyst site.</p> <p>Context 1260 Hay Street comprises a series of contiguous landholdings across Hay, Malcolm and Outram Streets totalling approximately 6500m2. There are three core components being the original retail, food court and office complex to Hay and Outram, decked carpark to Outram and Malcom and the heritage terraces to Outram and Murray.</p> <p>The site enjoys the benefits of being located at the walkable centre of West Perth, with direct high frequency public transport connections to the CBD and walkable metro wide rail connections as well as substantial carparking on and adjacent to the site with extensive freeway and highway connections. Pre GFC West Perth enjoyed a very strong office market with 0% vacancy driven by mining and professional services demand. In recent years this has fallen dramatically to record 22% vacancy driven by aging office stock and a resurgence interest in CBD office relocation supported by additional supply, moderating rents and workforce preference for the higher amenity levels on offer.</p> <p>The residential population of West Perth has grown approximately 50% over the last decade from a low base of approximately 2000 residents to an estimated 3000 residents. The residential population provides a very strong base for increased local amenity and residential growth given the concentration of young, well educated, multicultural, high income earning residents with a strong pattern of high rental values and local employment accessed by walking or public transport.</p>	<p>The submission is noted.</p> <p>The subject sites context is noted.</p> <p>The submission is noted.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>In addition to residential growth West Perth has also experienced significant growth in new hotel accommodation. This has assisted the afterhours population which is starting to return as covid border restrictions cease and interstate and overseas travel recovers. Notwithstanding, the reduced workforce levels and low level emerging residential and visitor population still leave West Perth and the Hay Street Neighbourhood Core as a relatively dormitory precinct outside of the core working week business hours. On the positive over the last decade retail diversity and vacancy has remained relatively stable compared to the CBD and inner retail neighbourhood retail precincts.</p> <p>Stakeholder Engagement With the benefit of this contextual research a workshop session was held with a cross section of local residents, workers and business operators. The objective was to test interpretation of the contextual analysis and gain specific local insights of the opportunities for 1260 Hay to fill key gaps in the local market that would enhance its central role in evolving the wider character and appeal of West Perth.</p> <p>The analysis tested the role of the site at a public, communal and private level with the following key findings: Public: the site fulfills a vital role in the pedestrian activation of West Perth with significant opportunity to reposition retail tenancies towards a more artisan fresh produce and hospitality offer anchored by upgrades public lanes and spaces within the site;</p> <p>Communal: the public offer could leverage greater communal amenity above the core public spaces in the upper atrium levels of the building with bespoke co-working, health, wellness, mobility and business services amenity; and</p> <p>Private: with the benefit of enhanced public and communal facilities the site would support a range of workspace and accommodation with strong support for boutique office, mid-market build to sell apartments and build to rent apartments.</p> <p>Place Vision The research and consumer demand testing proved a strong confidence in the evolution of West Perth and the associated opportunities for 1260 Hay. It particularly highlighted the key strategic role of the site and the</p>	<p>The findings of the analysis are noted.</p> <p>The owner/consultant vision for the site is noted.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>considerable increase in the quality, quantity and diversity of use that could be delivered in a redevelopment scenario.</p> <p>The resultant Place Vision is as follows: 1260 Hay Street will showcase the best of West Perth - embedding daily needs and destination uses around a network of public spaces, and providing the amenity to drive an iconic urban address in Perth's parkside neighbourhood.</p> <p>The key supporting place elements being:</p> <ul style="list-style-type: none"> • Future Focused - with a range of contemporary working and living environments; • Public and Connected - anchored around a highly activated public domain; Bespoke and artisan focusing on quality destinational operators providing unique and high quality amenity; • Shared and Flexible - recognising the significant demand for communal amenities and services that enhance commercial sustainability and drive resident and workforce attraction; and • Green and Breezy - leveraging the neighbourhood character, elevated position and contemporary consumer focus on environmental sustainability and wellness. <p>The specific development opportunities identified for the site were:</p> <ul style="list-style-type: none"> • Redevelopment of ground floor retail, public space and connections through the site including leverage of colonnade and rooftop spaces; • Repositioning of existing office with potential long term high rise redevelopment; • Repositioning and/or redevelopment of carpark site in potential association with the adjoining City carpark; and • Integrated refurbishment and high rise redevelopment behind the existing heritage terraces. <p>Local Planning Strategy The Place Vision and development opportunities for 1260 Hay have been created in close collaboration with the City, local residents, workers and business operators. It provides a thorough and creative long term vision for 1260 Hay that is closely aligned to the wider City ambition for West Perth and the City as a whole. In order to enable Truway to optimise and accelerate its</p>	<p>The redevelopment intentions of the site are noted.</p> <p>Whilst the City notes the strategic importance and development potential of the subject site, the Local Planning Strategy has not been updated to identify any specific landmark sites, noting that there are many sites which are unique and have significant potential to contribute positively to the city.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>investment in this key asset we seek the following key refinements to the Local Planning Strategy:</p> <ol style="list-style-type: none"> 1. Designation as a landmark site that recognises its unique attributes, public benefit opportunities and the elevated height and plot ratio controls that should be attributed as the Planning Strategy progresses towards the new Planning Scheme and associated policy controls. 2. Expand the "Neighbourhood Frame" over the wider Outram, Murray and Havelock Street block to recognise its strategic position directly adjacent to the Neighbourhood Core and within the walkable catchment of the West Perth Station. 3. Elevate the expanded "Neighbourhood Frame" and adjoining areas to the north of Murray Street to "High Scale Mixed Use (> 16 storeys)" (refer Attachment 2) in recognition of the strategic walkable location and character and capacity of the various landholdings, particularly to ensure no reduction in the existing development potential; 4. Identify the entire site on Figure 5 - Urban Growth Map; and 5. To enhance the prospect of redevelopment within West Perth, it is also considered appropriate for the Strategy to identify key areas of public realm enhancement to be delivered by the City. This would reinforce the Neighbourhood Priorities Action WP7 and better align with the 21/22 commitments identified in the City of Perth Neighbourhood Place Plan 2021-2022, being: <i>"Strengthening Hay Street's community heart Recognising Hay Street's role as West Perth's social and economic heart, a range of public realm improvements will be delivered to distinguish it as the neighbourhood's primary activity centre."</i> <p>In summary 1260 Hay has significant potential to enhance the Neighbourhood Core amenity, provide major increases to resident and workforce population and increase the after hours activation and vibrancy of</p>	<p>The Neighbourhood Frame has been removed from the Local Planning Strategy given that its role is not clearly defined.</p> <p>There is no intention to reduce the existing development potential of any sites.</p> <p>The High Scale Mixed Use (>16 storeys) areas generally align with the boundaries of the neighbourhood centres. These may be refined through the preparation of the new Local Planning Scheme.</p> <p>Figure 5 – Urban Growth of the Local Planning Strategy has been modified to include the properties fronting Hay Street (between Thomas Street and Havelock Street) within West Perth within the Intensification Investigation Area. This aligns with the High Scale Mixed Use (>16 storeys) designation of these properties. Plot ratios will be investigated in these areas as part of the preparation of the new Scheme taking into consideration the built form outcomes.</p> <p>A new action has also been added into each neighbourhood to include the enhancement of the Neighbourhood Place Plans to address neighbourhood priorities, including public realm improvements and projects such as Main Street Refresh.</p> <p>The submitters support is noted. Whilst the City notes the strategic importance and development potential of the subject site, the Local Planning Strategy has not been updated to identify any specific</p>	<p>Remove Neighbourhood Frame and Neighbourhood Core from all Neighbourhood Plans and references throughout the document.</p> <p>Nil</p> <p>Extend 'Intensification Investigation Area' to the south of Murray Street and Hay Street in West Perth neighbourhood.</p> <p>Introduce an Action for all Strategy neighbourhoods to expand the City's Neighbourhood Place Plans to address neighbourhood priorities and public realm improvements.</p> <p>Introduce an Action for all Strategy neighbourhoods to expand the City's Neighbourhood Place Plans</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			West Perth in support of its long term evolution. We fully support the general vision and approach of the Local Planning Strategy and respectfully request specific landmark recognition of the entire precinct landholdings owned by Gallop Investments to enhance and accelerate re-investment and redevelopment in the properties. We also request that the City supports the vision for West Perth through targeted investment in public realm and amenity upgrades to further promote re-investment in the wider precinct.	landmark sites, noting that there are many sites which are unique and have significant potential to contribute positively to the city. With respect to public realm investment, please refer to the above comment.	to address neighbourhood priorities and public realm improvements.
26	Consultant on behalf of landowner	East Perth	<p>About Holcim Holcim has been delivering construction materials since 1901, originally serving the industry under the well-known Readymix and Humes brands. In Perth, we have been delivering concrete for over 60 years. Today, Holcim continues to supply essential construction products such as aggregates, sand, premixed concrete, concrete pipe and precast concrete products, to help Australia build roads, bridges, rail, homes, schools, hospitals and much more. Holcim operates across the Australian continent supplying construction materials from a network of more than 150 concrete plants, 900 mixer trucks, 60 operating quarries (an additional 25 nonoperating quarries), 12 manufacturing plants and mobile and on site project facilities. Holcim directly employs almost 3,000 people in Australia along with many more contractors and local service businesses where we operate.</p> <p>Our mobile and on-site batching operations service major mining and infrastructure projects as well as provide much needed access to construction materials in remote rural communities – giving us the ability to go anywhere construction materials are needed. Holcim is part of LafargeHolcim, a global leader in construction materials created by the 2015 merger of Lafarge and Holcim. LafargeHolcim has operations in over 80 countries and employs over 90,000 people worldwide. This global network and support provides Holcim in Australia with access to world class best practices in operations, innovation, technical expertise and sustainability.</p> <p>Holcim within Western Australia and Perth CBD Holcim is a key player within the construction materials market within Western Australia and operates 15 operating quarries and 36 premixed concrete plants. Holcim has its head office in the City of Perth located at Level 4, 233 Adelaide Terrace, Perth and also operates it's East Perth Concrete Batching Plant located at 120 Claisebrook Road, East Perth.</p>	<p>The submitters comments are noted.</p> <p>The submitters comments are noted.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>The East Perth Concrete Batching Plant is a very important supply of concrete to the Central Business District (CBD) given its proximity adjacent to the City of Perth.</p> <p>Considerations <i>Need for Concrete Supply in Proximity to the City of Perth</i> The Local Planning Strategy is identified as one of the key guiding documents for the growth of Perth city of the next 10-15 years. It lays the foundation for “Liveable, Sustainable and Prosperous” growth to support increased population with world-class transport, infrastructure, facilities, open space and higher density residential areas aligned with Perth & Peel 3.5M. Specific examples include the recent announcement of the Perth City Deal to bring university access into the Perth CBD, development of the Capital City office, retail, entertainment, civic and cultural areas, improved use of train stations as activity centres (Mclver, Claisebrook, City West, Perth and Elizabeth Quay), construction of a public primary school and high school, further development at UWA & QEIIIMC, Mass, Metro and Esplanade transits, Perth City Link Busport and the connection of neighbourhoods and land uses through the Capital City Spine linking Elizabeth Key to Northbridge. Sustainability is a key focus with ensuring that the Perth city can enable its community, buildings, spaces and infrastructure, to adapt to future economic, social and environmental changes including adverse climate change impacts. All of these developments will be heavy users of concrete as a medium to create great spaces to live, work and connect with our communities. Given the complex nature of these connections and investments in infrastructure, the concrete is usually of a highly technical nature, requiring very tight time lines for install. Critical to supporting this desire is the need for proximate supply of basic raw materials and concrete supply that will allow the City of Perth to build its vision.</p> <p>Holcim wishes to draw attention to our East Perth Concrete Batching Plant located in the adjacent precinct to where the development will occur. The East Perth Concrete Batching Plant is a very important supply of concrete to the Perth CBD given its proximity adjacent to the City of Perth. On 10 October 2018, Minister Saffioti in her capacity as Minister for Planning delivered a decision which sees the Hanson and Holcim exit their sites by June 30, 2024. Subsequently, acknowledging the importance of concrete supply to the Perth CBD, the Minister has requested the establishment of a Working Group which</p>	<p>The submitters comments are noted.</p> <p>The submitters comments are noted. The concrete batching plants are located in the City of Vincent.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>has a purpose to develop and share advice on measures to ensure the ongoing sustainability of the supply of concrete to the central metropolitan area. The findings of this group are available and should be an important consideration for the City of Perth.</p> <p>In addition, State Planning Policy 2.4 Basic Raw Materials identifies Concrete Batching Plants as important however given the lack of batch plants that would be available to service the CBD area post 2024, this is an important consideration for the City of Perth to be mindful of with respect to delivering on the aspirations listed in the strategy. The WAPC's Economic and Employment Land Strategy (EELS) also expressly recognises the importance of protecting the retention of the batching plants into the future because of the important role they provide in supplying concrete to the Perth CBD and inner metropolitan Perth as well as for significant State Government Infrastructure projects (April 2012).</p> <p>Recommendations: Concrete Supply In other cities around Australia the importance of proximate concrete batching plants to service the city supply requirements has been identified and protected. Many major cities and towns permit concrete batching plants to locate close to town and construction activity centres to ensure the sustainable development of their communities. This is a strategic approach to protecting jobs, future construction and the infrastructure needs of cities and towns, particularly in capital cities or cities of high density. Holcim note the following considerations for the City of Perth regarding concrete supply to support the Local Planning Strategy:</p> <ul style="list-style-type: none"> Concrete batching plants need to be located close to markets (construction activity). The formation of concrete is a time dependent chemical reaction, with the chemical composition of pre-mixed concrete determining that it can only be transported for relatively short distances (from time of batching concrete cures within 60 to 90 minutes depending on strength). As such, existing metropolitan batching Plants need to be protected and retained to secure concrete supply for the housing and infrastructure necessary to accommodate Perth's projected population growth and to facilitate job creation and employment. Relocation or development of new 	<p>The submitters comments are noted.</p> <p>The submitters comments are noted.</p> <p>The submitters comments are noted.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>plants encounters significant Local Council resistance, resulting in uncertain, costly and lengthy planning applications.</p> <ul style="list-style-type: none"> • The impact of delayed concrete delivery due to poorly located plants needs to be measured not only by the product delivery time, but also by its impact on delaying the construction program of an entire project, the cost of which can be substantial to the developer or State infrastructure project. • Concrete plant location requires a strategic approach to secure WA's economic development and to facilitate efficient construction, recognising that concrete plants need to be close to known long term development nodes, such as the Perth CBD and other growth centres. • Transportation costs are a significant component of the cost of concrete. The further the batching plant is from its market the higher the cost to consumers and developers, including the West Australian Government which undertakes significant ongoing infrastructure development. • Increased truck traffic results from concrete plants being remote from construction hubs. If the distance travelled increases, it equates to more frequent and longer trips taken by concrete agitator trucks, which increases the amount of carbon dioxide they produce and increases the wear and tear on local roads. • Possible negative environmental impacts associated with the production of pre-mixed concrete, such as storing of cement, water management, noise and dust control can be managed with best technology and management practices. • The advantages to sustainable development associated with having a well-managed, efficient and competitive heavy construction materials industry located in close proximity to its market far outweigh any possible negative impacts. <p>Sustainability</p> <p>Holcim can assist the City of Perth meeting its sustainability objectives for the Local Planning Strategy through the supply of sustainable concrete and aggregates.</p> <p>Holcim approaches sustainability seriously having signed the Net Zero Climate Pledge globally and is among the first companies worldwide to have its near and long term CO2 targets validated by the Science Based Targets</p>	<p>The submitters intent to continue to work with the City is acknowledged and supported.</p>	<p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>initiative for all scopes, setting the reference for our industry. Holcim has the following ranges:</p> <ul style="list-style-type: none"> • ViroDec concrete and aggregates with an Environmental Product Declaration which independently verifies relevant environmental data about the life-cycle impact of a product allowing users to make informed decisions regarding the environmental impact. • EcoPact concrete which reduces embodied carbon by 30-60%. <p>As a land owner in an adjacent precinct, Regional Office Holder and supply of goods and services for the State of Western Australia and in particular, the City of Perth, Holcim looks forward to ongoing dialogue to advocate strongly for proximate concrete supply to service the future needs of the City of Perth.</p>		
27	Consultant on behalf of landowner	Central Perth	<p>Perron Investments Pty Ltd (Perron) and APF Management Pty Ltd (APF) thank the City of Perth for the opportunity to comment on the draft City of Perth Local Planning Strategy (draft LPS). Perron and APF are the registered proprietors of 152-158 St Georges Terrace, Perth (Central Park).</p> <p>Perron and APF have reviewed the draft LPS regarding its property above. As key stakeholders, we generally support the clear intent to retain the importance and primacy of the Capital City Office Area. The high-level actions focused on improving the public realm and pedestrian linkages, particularly along William Street, are strongly supported.</p> <p>Plot Ratio The City's direction of reviewing the plot ratio limits within the Capital City Office Area is supported. The potential removal of the plot ratio and other built form criteria such as height from the local planning scheme to a local planning policy or other subsidiary planning instrument is also supported. This will allow for a far more flexible approach to the redevelopment, alteration or addition to existing properties. Regarding Central Park, this will allow for a more flexible approach to the potential redevelopment or alteration of the Hay Street frontage to add additional floor space with an appropriate interface with the surrounding public realm.</p> <p>The proposal to exclude basement car parking from the plot ratio area is supported. In the context of Central Park, this would free up plot ratio area for utilisation as</p>	<p>The submitters support is noted.</p> <p>The submitters support is noted.</p> <p>The submitters support and suggestions are noted. The transfer of plot ratio between properties will be a consideration through the preparation of new Local Planning Scheme.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>additional productive floor space, increasing the property's contribution to the local economy. Plot ratio has several purposes, however, there is no practical reason to include basement car parking in plot ratio calculations. The ability to transfer plot ratio between properties (as currently facilitated via clause 30 of City Planning Scheme No.2) should be maintained.</p> <p>Changes to the plot ratio provisions as part of any new planning framework should be informed by significant engagement with commercial property owners.</p> <p>Plot Ratio Bonus Criteria The principle of offering plot ratio bonuses is supported. However, these bonuses must be founded by market analysis to ensure they are feasible and will be successfully implemented, including encouraging property owners to refurbish and alter existing properties to ensure that the City of Perth continues to have world-class commercial property.</p> <p>Green Building The proposal to introduce a plot ratio bonus for urban greening is supported. This bonus should be expanded to include sustainable building design and the adaptation of existing buildings. Plot ratio bonuses for sustainable buildings could be progressively tiered to offer increased rewards for better sustainability outcomes.</p> <p>Public Realm and Community Infrastructure The potential plot ratio bonus proposal for the provision of pedestrian links, public open space, community infrastructure and cultural infrastructure is supported in principle. However, careful consideration should be given to implementation, including ensuring a clear, consistent and transparent approach to weighing up the level of amenity provided against the plot ratio bonuses. Regarding existing buildings such as Central Park, there should be provision for the credit of plot ratio bonus for amenities delivered as a part of previous development proposals where it has not been used to achieve a bonus in the past.</p>	<p>The submitters support is noted. The incentives and plot ratio bonuses being investigated as part of the new Local Planning Scheme will focus on achieving the objectives and neighbourhood priorities identified in the Local Planning Strategy. The impact the bonuses will have on achieving neighbourhood priorities will be tested and evaluated to ensure they are practical and effective.</p> <p>The submitters suggestion is noted. Adaptive reuse of buildings is an important aspect of achieving a more sustainable city. As part of the preparation of the new Local Planning Scheme the City will be investigating design provisions which align with best practice to achieve more adaptable built form outcomes. The City will also investigate bonus plot ratio incentives for environmentally sustainable development. Consideration will also be given to how this could be utilised to encourage the retention and adaptation of existing buildings.</p> <p>It is also important to note that Section 4.2.5 – <i>Sustainable Buildings</i> of the Local Planning Strategy highlights the importance of non-planning responses to overcome the financial and structural obstacles which have prevented developers and landowners from repurposing their buildings to date.</p> <p>The various options available to the City's approach to in the application of bonus plot ratio bonuses is being investigated in detail as part of the preparation of the new Local Planning Scheme. Consideration will be given to the amount of bonus plot ratio offered in relation to the value of the community benefit provided. The impact the bonuses will have on achieving neighbourhood priorities will be tested and evaluated to ensure they are practical and effective.</p> <p>The submitters suggestion is noted, however, the City cannot apply new planning provisions retrospectively. The City will consider bonus plot ratio incentives as part of a new development approval, for current amenities which in the City's opinion provide a significant</p>	<p>Nil</p> <p>Introduce a new action to CUG4 to investigate if planning incentives should be used to achieve environmentally sustainable design outcomes in new developments and encourage the adaptive reuse of existing buildings.</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Developer Contributions The proposals to investigate developer contributions for public open space, community infrastructure and cultural infrastructure is not supported (pending further details). In particular, the inclusion of cultural infrastructure would be inconsistent with State Planning Policy 3.6 - Infrastructure Contributions. The cost of redeveloping, altering or adapting existing properties within the City is considerable, and further imposts are likely to act as a disincentive. A preferred model would be where the City identifies the gaps, and mechanisms such as bonus plot ratio or discretion to vary built form controls are utilised to encourage filling these gaps. These could include the ability to deliver such amenities off-site at more appropriate locations or where an identified gap exists.</p> <p>We urge caution in terms of seeking developer contributions and recommend careful consideration should be given to the impact on project feasibility. If developer contributions are pursued, there should be a clear view on the benefit when considered against the potential alternative in terms of the impact of renewal, investment and population/intensification of the City.</p> <p>Balancing developer contributions and bonus plot ratio (giving with one hand and taking away with the other) is incredibly difficult and would inevitably fall out of balance.</p> <p>Land Use Permissibility The review of land use permissibility throughout the City of Perth is supported. In particular, the current land use system, which uses the 'Preferred/Contemplated' approach, presents significant issues regarding change of use proposals. Under the current system, all change of use proposals require approval regardless of whether a use is changing from a 'Preferred' use to another 'Preferred' use. This presents a particular issue for mixed use development, which often relies on a flexible, adaptable and agile approach to commercial, food and beverage, and retail tenancies, for both speculative development and renewal of existing stock.</p> <p>The land use permissibility framework should adopt the approach under the Model Scheme Text. This will also ensure consistency with the broader approach taken throughout the state.</p>	<p>community benefit and which were not previously awarded bonus plot ratio.</p> <p>The submitters concern is noted. A prerequisite of any investigation of development contributions will be the preparation of a Community Infrastructure Plan which will provide details of the various infrastructure needed and associated costs of delivery. Schedule 2 of <i>State Planning Policy 3.6 – Infrastructure Provision</i> includes cultural infrastructure/facilities and the details of any future developer contributions will be consistent with the Policy.</p> <p>Refer to above.</p> <p>The structure and terminology of land use in the zoning table will generally align with the Model Scheme Text, with flexibility being built into the Scheme to ensure land use can adapt and respond to change over time.</p>	<p>Introduce a new Action to CUG5 to undertake a Social Needs Analysis to inform a future Community Infrastructure Plan.</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Car Parking We acknowledge that commercial tenant and public car parking control is primarily controlled via the Perth Parking Policy. The action included under the draft LPS to work with the State Government to review the Perth Parking Policy and remove barriers to redevelopment is supported.</p> <p>Under the existing provisions, redevelopment proposals especially concerning sites developed some time ago, are subject to maximum car parking requirements of zero bays. While it is acknowledged that there is discretion under the Perth Parking Policy to allow for variations in these instances, those variations are never guaranteed. The establishment of greater flexibility for the provision of commercial car parking in a redevelopment scenario is strongly supported. Any future joint review of the Perth Parking Policy should encompass significant engagement with commercial landowners. It is also urged that the money collected from the Perth Parking levy is spent in a timely manner to achieve the benefits on the ground.</p>	<p>The submitters support is noted.</p> <p>The submitters suggestion is acknowledged. Stakeholder engagement will occur through the preparation of the new Local Planning Scheme in accordance with the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>.</p> <p>The City also anticipates that stakeholder engagement as a component of any review with the State Government with respect to the Perth Parking Policy.</p>	<p>Nil</p> <p>Nil</p>
28	Peak Body	City-wide	<p>Support with Improvements PIA WA supports the Draft Local Planning Strategy's vision. Indeed, it is consistent with PIA's principles on good planning.</p> <p>The document provides an appropriate framework for character precincts and built form outcomes and provides for infill residential and mixed-use development across most areas of the city. It also supports a raft of social, economic, and environmental outcomes. PIA WA commends the City of Perth for its sustainability vision. In 2020, PIA nationally declared a climate emergency, recognising that there was insufficient action being taken to alleviate the negative and harmful effects of climate change on the natural and built environments. The sustainability principles of the draft strategy could be strengthened and PIA WA therefore recommends:</p> <ul style="list-style-type: none"> Setting carbon reduction targets that require new buildings to meet best practice carbon and greenhouse gas performance standards, above and beyond NatHERS standard ratings. <p>The City of Perth is in a prime position to be a leader in this field and should set an aspirational example for other local governments to follow.</p>	<p>The Local Planning Strategy has been amended to refer to the aim of achieving net zero emissions in line with the City's recently adopted Sustainability Strategy.</p>	<p>Introduce new text into Section 4.2.5 to refer to the City's aspiration to be a driver of environmentally sustainable design and accelerate the delivery of net zero emissions. Amend Action CUG4 to investigate how built form can help achieve this aspiration.</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
29	Institution/Landowner	Crawley-Nedlands	<p>This submission relates to Lot 8235 (22) Gordon Street, Nedlands (Nedlands site) and Lot 8 (40) Mounts Bay Road, Crawley (Crawley site).</p> <p>Background Planning Process On 17 November 2021, UWA publicly announced its intention to start a planning process to investigate potential future uses of the Nedlands and Park Avenue sites.</p> <p>The process will focus on developing a master plan for the future use of each site with the purpose of delivering benefits to the community, while optimising the value of these important assets for UWA. Master planning and engagement processes will inform future planning of the sites. It is important to note that UWA has made no decision regarding the future use or investment of the two landholdings. The process is focused on optimising the sites for greater University and community benefit.</p> <p>Both the Nedlands and Park Avenue site are reserved as Public Purpose (University) under the Metropolitan Region Scheme (MRS). The Nedlands site is also, in part, subject to a Primary Regional Road reserve. The Park Avenue site is contained within the area subject to the City Planning Scheme No.2 (CPS2).</p> <p>The Nedlands site is contained within the area subject to the City of Nedlands Town Planning Scheme No.2 (TPS2). The City is administering TPS2 as the Nedlands site is now contained within the Local Government area of the City. UWA has liaised with the City since 2019, when the planning process for the UWA-QEII Precinct Structure Plan (PSP) area commenced. Due to a range of factors, the City's planning previously ceased and then restarted again in 2021. The City recommenced the first stages of the Precinct Planning process in collaboration with the Department of Planning, Lands and Heritage (DPLH) in 2021 with the establishment of its Technical Reference Group (TRG) and Citizens Advisory Panel (CAP).</p> <p>Engagement and Master Planning UWA recognises and respects the level of public interest in its landholdings and is committed to providing ongoing information and engaging local communities and relevant stakeholders as planning progresses.</p> <p>Site master planning will be informed by substantial community engagement along with the consultant</p>	<p>The submitters intentions and the subject sites attributes are noted.</p> <p>The submission comments are noted.</p> <p>The submission comments are noted.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>studies being undertaken. This will build upon the engagement work already undertaken by the City's Citizens Advisory Panel (CAP) associated with the preparation of the PSP. UWA has reviewed the City Community Engagement Outcomes Report derived from the CAP and has used the findings to help inform the engagement process for future site-specific planning for the Nedlands and Crawley sites.</p> <p>Following the announcement of the University's intentions to undertake planning of the site in late 2021, stakeholders and the community were invited to register to be involved in future engagement activities to help inform the future planning of these sites. Community engagement activities actively commenced on 12 February 2022. Community engagement activities are being undertaken by digital means due to restrictions associated with the COVID 19 Pandemic.</p> <p>UWA-QEII Precinct Structure Plan The Department of Planning, Lands and Heritage (DPLH) and the City are progressing the preparation of the PSP. UWA and its representatives are engaging with the DPLH and City on the progression of the PSP. The PSP is anticipated to largely inform land use and development outcomes. Both Nedlands and Crawley sites are contained within the PSP area.</p> <p>Submission Our submission on the LPS is as follows relative to the Nedlands and Crawley Sites. The submission is made in reference to the various parts of the LSP. Section 3 - Figure 3. This figure designates the Nedlands and Crawley sites as being used for Education. Noting the University's intent to investigate uses beyond education for these sites the University requests the map be updated to reflect this.</p> <p>Part 4.2.3 - UWA-QEII Specialised Centre for Education and Health Part 4.2.3 of the LPS outlines that a precinct plan is required for the UWA-QEII Specialised Centre. The precinct plan is recommended for the Specialised Centre to support activity synergies and the clustering of like uses. Preparation of the precinct plan referenced in the LPS has commenced with the DPLH and City leading this process (i.e. the PSP). Further discussion on the precinct plan is provided later within this advice.</p> <p>Part 4.2.6 - Perth City Deal The Federal and State Government announced in 2020 a partnership to invest over \$1.5 billion to deliver</p>	<p>The submission comments are noted. The City intends to continue to work with key stakeholders in the preparation of the UWA-QEII Specialised Centre Precinct Plan.</p> <p>The submission comments are noted. Figure 4 - <i>Local Planning Strategy Map</i> (formerly Figure 3) has been updated to remove the depiction of the sites for Education.</p> <p>The submission comments are noted.</p> <p>The City agrees that the UWA-QEII Specialised Centre Precinct Plan presents an opportunity to foster and deliver economic and development opportunities within the Crawley-Nedlands</p>	<p>Nil</p> <p>Amend Figure 4 - <i>Local Planning Strategy Map</i> to remove the depiction of the subject sites as 'Education', allowing the UWA-QEII Specialised Centre Precinct Plan to determine future land use.</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>economic stimulus within Perth City's Neighbourhoods. Various projects are identified to be funded under the Perth City deal in accordance with the LPS as follows:</p> <ul style="list-style-type: none"> • 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 States rich Aboriginal culture. • The CBD Transport Plan. <p>The projects listed above are largely associated with the Central Business District (CBD). It is noted that the PSP further offers the opportunity for strategic investment for landholdings that were formerly in the City of Nedlands and Subiaco, but now included within the City. It is important to foster and acknowledge the potential for development and economic opportunities within the PSP area in addition to a centralised focus on the CBD.</p> <p>Part 4.3 - Community, Urban Growth and Settlement Part 4.3 of the LPS outlines that the City is seeking more ambitious population growth targets than are outlined in the Western Australia Planning Commission's (WAPC) Central Sub-Regional Planning Framework. The City is seeking a residential target of 55,000 residents by 2036 (in lieu of 42,500 by 2036) and 90,000 residents by 2050, (in lieu of 53,320 persons).</p> <p>For the Crawley Nedlands Neighbourhood, to which the sites are contained, this equates to 6,800 to 7,300 persons by 2036 and 2,400 to 2,600 dwellings by 2036. The dwelling targets for each neighbourhood are derived from the neighbourhood population forecasts and targets and capacity analysis.</p> <p>The assumptions around population growth and residential dwellings do not consider the potential for the Nedlands and Crawley Sites to accommodate residential dwellings should that use be considered appropriate following engagement and master planning processes. The Nedlands and Crawley sites have the potential to assist in delivering additional residential population and dwellings consistent with targets outlined within the LPS.</p>	<p>neighbourhood, however, Section 2.3.6 – <i>Perth City Deal</i> (formerly Section 4.2.6) of the Local Planning Strategy is specifically focusing on Federal/State announced Perth City Deal projects.</p> <p>The City acknowledges the ability for the subject sites to contribute towards the population growth targets. It is important to note that this is a 'minimum' target and where appropriate the City will be proactively seeking to support the growth of the city that goes above and beyond this target.</p>	Nil

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Part 4.3.3 - Housing Diversity and Affordability Part 4.3.3 of the LPS considers housing diversity and affordability. The LPS comments that a housing needs assessment was undertaken by the Department of Communities and the City 2020. The needs assessment identified the need for increasing the following housing types within Perth City at an affordable price point:</p> <ul style="list-style-type: none"> • Apartments with at least three bedrooms, particularly to accommodate families and intergenerational households. • Specialist housing to cater for senior residents and those living with disabilities. • Alternate dwelling types and tenure models such as co-living (including student housing), dual-key and build-to-rent options to cater to a diverse population seeking alternate housing needs and lifestyles. As per previous comments depending on land use outcomes for the Nedlands and Crawley sites, determined via engagement and master planning processes, the sites could present an opportunity to diversify and provide for different dwelling types and thus facilitate the implementation of the LPS. <p>Part 4.3.4 – Built Environment City urban consolidation principles are set out under the heading of Built Environment at Part 4.3.3 of the LPS. The LPS advises that the WAPC’s Perth and Peel @ 3.5 Million planning framework has been refined and adapted for the City as follows: Consolidate intensity development to make better use of land around:</p> <ul style="list-style-type: none"> • The Central Perth Capital City Office area along St Georges Terrace to reinforce its primacy; • Neighbourhood centres and nodes (200m walkable catchment); • Transit station/precincts (bus and rail) and public transport (400m walkable catchment); and • Open spaces. <p>Protect the following:</p> <ul style="list-style-type: none"> • 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; • Buffers that assist in mitigating the impact of bushfire and flood; and 	<p>The City acknowledges the ability for the sites to contribute to population diversification and growth of the neighbourhood in the future. Land use and built form outcomes to deliver these type of housing priorities will be investigated through the preparation of the UWA-QEIMC Specialised Centre Precinct Plan.</p> <p>The submission comments are noted.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<ul style="list-style-type: none"> A gradation of intensity/scale of development down to the river. <p>It is considered that urban consolidation further needs to be considered around employment centres within the City's Local Government area beyond those listed above. More specific reference should be made to consolidation opportunities within the PSP area noting the future development outcomes will be guided by the PSP. This is acknowledging that there are already transit / stations (bus and rail) precincts identified as areas for urban consolidation within the PSP area.</p> <p>Part 4.3.6 - Public Open Space Part 4.3.6 of the LPS discusses public open space (POS) and future requirements. Further requirements for POS will be considered through the preparation of an Open Space Framework. It is requested that UWA being consulted in preparation of the Open Space Framework given UWA's significant landholdings through the City.</p> <p>Part 4.3.8 Community and Urban Growth Part 4.3.8 Table 5 of the LPS provides for community and urban growth – planning directions and outcomes. The planning directions and actions listed in Table 5 are generally supported. With respect to provision of additional POS and community infrastructure the use of development incentives to deliver such infrastructure is appropriate. The identification of additional requirement for POS and community infrastructure (over and above the minimum 10% POS requirement for instance) needs to be derived from gap and needs analysis.</p> <p>Part 4.5 - Environment Part 4.5 of the LPS addresses environmental matters associated with the LPS. Investigations to date note that there are no significant environmental constraints identified on either of the Nedlands or Crawley sites. There remains however vegetation on site worthy of retention and of amenity value across both sites. This vegetation is being review as part of the master planning process. The LPS at figure 8 confirms that the Crawley site is in part subject to a bush fire prone area with the fire risk emanating from Kings Park. A BAL assessment was completed for the Crawley site with no part of the site being contained within BAL – FZ and only a minor portion of the site subject to BAL – 40.</p> <p>Part 4.4 - Economy and Employment</p>	<p>Consolidation opportunities within Crawley-Nedlands will be considered in further detail through the preparation of the UWA-QEIIMC Specialised Centre Precinct Plan.</p> <p>Consultation was open for the City's draft Open Space Framework from 7 February to 7 March 2022. Further consultation will be undertaken in detailed design phases.</p> <p>A prerequisite of any investigation of development contributions will require the preparation of a Community Infrastructure Plan. This will provide outline the infrastructure needed and its associated costs of delivery. Any Development Contribution Plan will be consistent with <i>State Planning Policy 3.6 – Infrastructure Contributions</i>.</p> <p>The submission comments are noted.</p> <p>The submission comments are noted.</p>	<p>Nil</p> <p>Nil</p> <p>Introduce a new Action to CUG5 to undertake a Social Needs Analysis to inform a future Community Infrastructure Plan.</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>This section of the LPS recognises the UWA-QEII Specialised Centre as the focus of regionally significant economic and institution activities and knowledge-based industries. Hampden Road is further recognised as a Neighbourhood Centre with an acknowledgement that the suitability of the Hampden Road Neighbourhood Centre will be informed by the PSP. An additional 6,250 additional jobs are targeted within the UWA QEII Specialised Centre by 2050 as set out within the Central Sub-Regional Planning Framework. Also of note is an additional floorspace demand for Perth City of 1.56 million square metres of floorspace with 80% of this being required for office use. Whilst the engagement and master planning process are yet to be completed the Nedlands Site, in particular, its well positioned to deliver additional employment floorspace.</p> <p>It is noted in this regard Part 2 Table 12 of the LPS identifies a deficiency of commercial floorspace to 2036 based on existing planning frameworks. Planning Directions and Actions for the economy and employment are outlined at Part 4.4.5 of the LPS. Action EE1 (c) and (d) aim to limit retail floorspace outside of the Capital City Retail Area and Neighbourhood Centres, and in addition introduce planning provisions for significant retail development outside of the afore-mentioned areas. It is unclear whether it is intended that the actions outlined above are consistent with Statement of Planning Policy 4.2 Activity Centres (SPP4.2) and draft Statement of Planning Policy 4.2 Activity Centres (draft SPP4.2). Such limiting provisions should be consistent with SPP4.2 and associated draft SPP4.2. Retail floorspace within the PSP area, for instance, should be derived from a retail needs assessment and given such retail floorspace will serve the surrounding catchment it is considered unlikely to compete with the Capital City Retail Area. That is, retail floorspace within the PSP area is likely to be convenience based and this is an important distinction. Further to the above, it is important to note on the matter of land use diversity that part 5.1.1 (2) of SPP4.2 acknowledges the opportunity for the development of complementary uses within Specialised Centres.</p> <p>Part 4.6 - Infrastructure Sustainable transport outcome initiatives are considered at Part 4.6.1 of the LPS. The LPS notes that Crawley-Nedlands parking provisions and transport in general will be addressed as part of detailed planning for the UWA-QEII Specialised Centre. Part 4.6.2 of the LPS</p>	<p>Action EE1(b) (formerly EE1 (c) and (d)) seeks to ensure the primacy of the Capital City Retail Area and Neighbourhood Centres for major and anchor retail activities. The City wants to ensure these areas are protected and proposed retail development outside the centres does not undermine their primary role. The preparation of an Impact Test will ensure that major retail floorspace expansions outside of these areas are warranted.</p> <p>An Economic Development Strategy is currently being prepared as a component of the UWA-QEII Specialised Centre Precinct Plan. This strategy will include the assessment of commercial and non-residential floorspace needs for the Specialised Centre.</p> <p>The submission comments are noted.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>acknowledges that the Department of Transport is preparing phase two of the Perth Greater CBD Transport Plan and the City is preparing an Integrated Transport Strategy.</p> <p>Given the increase in development density likely to flow from the PSP, the LPS should foreshadow opportunities and increased demand for long term, strategic public transport solutions and sustainability initiatives to ensure an appropriate servicing and model split. This is acknowledging that separate transport analysis and reporting is required to support the PSP, and traffic assessment will be undertaken relative to UWA's master planning process.</p> <p>Part 5.6 - Crawley-Nedlands Neighbourhood Under the LPS both sites are contained within the Crawley-Nedlands Neighbourhood (CNN). The indicative target for residents within the CNN is 6,800 to 7,300 persons with an additional 2,400 to 2,600 dwellings. These populations and dwelling targets are caveated by the PSP process being undertaken. That is, these targets may be subject to change depending on the land use outcome derived from the PSP. The Nedlands and Crawley sites engagement and master planning process will inform future land uses for the sites. This may include residential land use outcomes which would assist in meeting the dwelling and resident targets set out within the LPS. Part 5.6.3.2 provides character descriptions for three existing character areas, noting that the urban form and desired character of the CNN will be informed through detailed planning. In terms of the character areas the Nedlands and Crawley sites are not contained within specific character areas. However, the Crawley site is adjacent to the Mounts Bay Road Character Area. The engagement and master planning processes being undertaken by UWA for both sites will assist to inform future character.</p> <p>The Nedlands site is located at the corner of Stirling Highway and Hampden Road. Hampden Road is in the vicinity of Stirling Highway and is identified as a 'strategic connection'. The strategic connection signifies the importance of the Nedlands site within the CNN, and the PSP.</p> <p>Discussions with the City and DPLH confirm that the Nedlands site is strategically important to the future development of the PSP. The connection between the Nedlands site and QEII Medical Centre is recognised by</p>	The submission comments are noted.	Nil

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>UWA given the existing and likely future synergies. Further reinforcing this relationship is a key matter for the engagement and master planning process being undertaken for the sites.</p> <p>The strategic significance of the Nedlands site, notwithstanding the PSP process to be undertaken, should be identified through the LPS. Part 5.6.4 of the LPS sets out specific planning directions and actions for CNN. Table 35 of the LPS contains planning directions and actions for the 'Specialised Centre' to which the sites are contained. The planning direction for the 'Specialised Centre' is as follows: Support the growth of the area as a thriving medical, research and education precinct. It is considered that the planning direction could be construed as being limited given the reference to only medical, research and education precinct. Whilst these are key elements of the 'Specialised Centre' consideration of important uses such as residential, commercial and retail facilities should be foreshadowed. The actions under CN1 of Table 35 do recognise residential use and neighbourhood centres, notwithstanding, as the LPS is a strategic document (and planning is to be strategically lead) other appropriate land uses should be foreshadowed in the LPS.</p> <p>As referenced above Table 35 outlines specific actions under CN1 relative to the Specialised Centre. These actions include:</p> <ul style="list-style-type: none"> i. Specialised Centre – Encourage the growth of the precinct planning area as a thriving medical, research and education precinct supporting intellectual property generation and commercialisation in recognition of its role as a Specialised Centre under the State's strategic planning framework. ii. Residential Community – Create a thriving residential community and provide for a diversity of housing. iii. Neighbourhood Centres – Support the neighbourhood centres and ensure that they thrive and meet community needs. v. Character - Ensure buildings positively contribute to the public realm and enhance the desired built form character of the neighbourhood. vi. Transition – Provide for a sensitive development transition between the Specialised Centre and surrounding areas to minimise any adverse impacts. vii. Public Realm – Enhance the public realm to create an attractive, comfortable and safe environment which encourages walking and cycling. 	<p>Planning for the UWA-QEIIMC Specialised Centre is to protect the primary land use, particularly knowledge industries such as health and tertiary education. There is also potential that these centres accommodation significant growth in jobs and housing. Action CN1 of the Local Planning Strategy articulates the need for the UWA-QEIIMC Specialised Centre Precinct Plan to address the primary land use role of the centre, whilst also recognising the opportunities for residential growth and the role of the neighbourhood centres.</p> <p>In addition, the City of Perth and the DPLH are currently procuring a consultant for an Economic Development Strategy for the UWA-QEIIMC Specialised Centre Precinct Plan. This strategy will also include the assessment of commercial and non-residential floorspace needs for inclusion in the Precinct Plan.</p> <p>An Economic Development Strategy is being prepared for the UWA-QEIIMC Specialised Centre Precinct Plan. This strategy will also include the assessment of commercial and non-residential floorspace needs for inclusion in the Precinct Plan.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>viii. Connectivity - Create a connected and accessible place particularly between UWA and QEII and back into Central Perth by a range of transport modes.</p> <p>In respect to the actions listed above, identification of the Specialised Centre for medical/health, research and educational uses is supported but should recognise other predominate land uses e.g. residential which already exist and are expected to be expanded in the future. Consistent with the broader objectives of the LPS to increase resident population and number of dwellings the Specialised Centre should recognise the opportunity to promote residential development within an educational and employment centre. This is particularly important having regard to the availability of amenities within the precinct e.g. Kings Park, Swan River and medical services which would service residential land use outcomes.</p> <p>In terms of Neighbourhood Centres the precinct should accommodate retail and commercial facilities to support future non-residential and residential populations. Demand for such facilities should be determined through a retail needs analysis which is expected to be undertaken as part of the PSP. Notwithstanding, it is evident that the CNN lacks substantive retail facilities to support a growing population. The only significant facilities serving Crawley south of Stirling Highway is the Broadway Fair Shopping Centre on Broadway, and to the north of Stirling Highway Farmer Jacks on Bagot Road.</p> <p>With respect to the actions relative to character, transition and public realm, UWA is undertaking an engagement and master planning process for the Nedlands and Crawley sites. The engagement and master planning will inform character, transition and public realm relative to these site and surrounds. The engagement and master planning process will not only inform planning for the site, but also the PSP being prepared.</p> <p>Conclusion and Summary As advised UWA is reviewing future uses of the sites through an engagement and master planning process. Active community engagement commenced on 12 February 2022. In respect to the LPS the following comments and recommendations are made:</p> <ul style="list-style-type: none"> The LPS should reinforce and recognise the opportunity for strategic investment in the UWA-QEII 	<p>An Economic Development Strategy is being prepared for the UWA-QEII Specialised Centre Precinct Plan. This strategy will address commercial and non-residential floorspace needs for the Precinct Plan.</p> <p>The City acknowledges the work being done by UWA and will continue to work closely with stakeholders in preparing the UWA-QEII Specialised Centre Precinct Plan.</p> <p>The submission comments are noted. The role of the UWA-QEII Specialised Centre Precinct Plan is to undertake the detailed strategic planning for the area, and therefore many of the recommendations fall outside of the remit of the Local Planning Strategy.</p> <p>Action CN1 has been amended to include reference to the role of the UWA-QEII Specialised Centre to identify strategic investment opportunities.</p>	<p>Nil</p> <p>Nil</p> <p>Introduce a new Action to CN1 to ensure the UWA-QEII Specialised Centre Precinct Plan identifies strategic investment opportunities.</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Specialised Centre and future PSP given the strategic significance of this asset for Perth City.</p> <ul style="list-style-type: none"> Part 5.6 of the LPS relevant to the Crawley and Nedlands Neighbourhood should identify that the Nedlands and Crawley sites are subject to an engagement and master planning process to investigate future uses beyond the current Public Purpose (University) reservation under the MRS. The strategic significance of the Nedlands site relative the UWA-QEII Specialised Centre and future PSP should be recognised within the LPS. That is, subject to engagement and master planning processes the site presents a significant brownfields redevelopment opportunity located at the intersection of Stirling Highway and Mounts Bay Road. The size of the landholding, being 3.53ha, offers opportunity for the site to accommodate a variety of land uses and development intensity. Having regard to the PSP and future engagement and master planning processes being undertaken by UWA the sites in general: <ul style="list-style-type: none"> Have the potential to deliver additional dwellings to accommodate an increase in residential population for the CNN as foreshadowed in the LPS. Offer the opportunity for urban consolidation in proximity to significant employment and educational facilities. Part 4.3.3 of the LPS should be amended to recognise the opportunity for urban consolidation within the UWA-QEII Specialised Centre. Could assist in delivering additional employment floorspace to meet the 1.56 million square metre target identified at Part 4.4 of the LPS. Provides the opportunity, especially the Nedlands site, to provide a variety of land uses and activities consistent and complementary to the UWA-QEII Specialised Centre. Table 35 of the LPS should be updated to reflect that uses complementary to medical/health, research and education are appropriate within the UWA-QEII Specialised Centre and should be considered for inclusion within, and facilitated by, the future PSP. This is to ensure an appropriate mix of uses to capitalise on the UWA-QEII Specialised Centre. The requirement for additional community facilities and open space to meet population growth should be derived from gap and needs analysis. Development incentives to provide additional community 	<p>The Local Planning Strategy does not refer to the subject site's engagement and master planning processes as it is not a function of the City's planning framework.</p> <p>The submission comments are noted and the City trusts that the above response to comments sufficiently addresses the matters raised.</p> <p>The matters raised by the submitter for the inclusion of complementary uses to medical/health, research and education is captured within the Local Planning Strategy under Action CN1 and the proposed amendment to identify strategic investment opportunities.</p>	<p>Nil</p> <p>Introduce a new Action to CN1 to ensure the UWA-QEII Specialised Centre Precinct Plan identifies strategic investment opportunities.</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			infrastructure via development incentives is considered appropriate.		
30	Institution/landowner	Crawley-Nedlands	<p>The University's 2030 strategy, and the associated Strategic Plan 2020-2025 and Crawley Campus Masterplan provide directions which confirm the synergies between the University's priorities and those of the City, including:</p> <ul style="list-style-type: none"> Invest in our physical and digital environment (UWA 2030) and Establish new campus capabilities (2020 Masterplan) Be recognised as a vibrant, sustainable and connected hub that blends our heritage with our future and welcomes our partners, the community and the wider world and preserve and enhance our distinct and vibrant campus identity (UWA 2030) Create a more green, clean and sustainable campus (UWA 2030) Activate the campus as a vibrant destination for students and the community (2020 Masterplan) Develop a connected campus (UWA 2030) and Build strong linkages between Crawley, QEIIIMC and the City (2020 Masterplan) Broaden and intensify the presence of industry, enterprise and other partners on campus (2020 Masterplan) Maximise the unique and culturally-significant setting alongside Matilda Bay and the Swan River (2020 Masterplan) Create opportunities for collaboration and partnerships (UWA 2030) Be the pre-eminent partner for industry, government and the community (UWA 2030) <p>More specifically, in helping deliver Perth's Local Planning Strategy, the University, and the land of which it owns, has a key role to play in:</p> <ul style="list-style-type: none"> Facilitating additional diverse housing. Supporting greater sustainability and liveability in both urban and building design, technological innovation and operation. Continuing to provide quality facilities and open spaces available in many instances for public access. Facilitating improved relationships with and connections to the river. Exploring our relationships with the land and with its Traditional Owners through meaningful engagement and reconciliation. 	<p>The submission comments are noted.</p> <p>The submission comments are noted.</p>	<p>Nil</p> <p>Nil</p>

[illegible]

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>development and delivery of the City's Cultural Strategy.</p> <ul style="list-style-type: none"> Designating the campus a pedestrian priority area on Figure 9 and including connections across Hackett Drive between it and the river foreshore as per the 2020 Campus Masterplan. Making greater reference to the longer term potential for an additional ferry route connecting Elizabeth Quay with UWA and Canning Bridge. Maintenance of a strategically driven planning framework which provides clear guidance but incorporates sufficient flexibility to adapt to change and opportunities as they arise around the University is also recommended. 	<p>overshadowing of pedestrian priority streets and key public spaces. Given the role of pedestrian priority areas, it is not considered necessary to identify the UWA campus on Figure 9.</p> <p>The planning for ferry routes largely sits outside the remit of the local planning framework, however Action 12 (b) of the Local Planning Strategy identifies the need to work with State Government to investigate opportunities to facilitate the growth of water ferry services.</p> <p>The Local Planning Strategy references to the need to reduce planning regulation where possible and practical and improve flexibility.</p>	in contributing to the culture of the city.
31	Institution	Crawley-Nedlands	<p>QEII/UWA SAC - Precinct Plan QEIIIMC is part of the QEII/UWA SAC which is the largest tertiary health and education precinct in Western Australia. Since 2010, QEII/UWA was identified as SAC by the Western Australian Planning Commission although a Precinct Plan has not been developed (a consequence of this has been ad hoc planning of this regionally significant tertiary health, research and education precinct). The draft State Planning Policy 4.2. Activity Centres (May 2020) states that planning for specialised centres should aim to protect the primary land use (for QEIIIMC this relates to tertiary health, education and research) while improving the growth and clustering of business activity of State and regional significance. The Trust welcomes the development of a Precinct Plan for the QEII/UWA SAC and the future initiatives that support Campus growth and development.</p> <p>QEII/UWA SAC - Connectivity and Sustainable Transport The draft State Planning Policy 4.2. Activity Centres states that specialised centres require excellent transport links to the regionally significant centres. QEII/UWA SAC is lacking the recommended "excellent" safe, walkable, pedestrian-oriented high quality transit system and sustainable transport options. Improved access and connectivity to QEIIIMC is crucial for sustainable future growth of the Campus, the QEII/UWA SAC and the Crawley-Nedlands neighbourhood. The Trust looks forward to meaningful ongoing engagement and collaboration with the City, State planning and other various government agencies to ensure cohesive and coordinated planning of the SAC which is supported by improved access to, from and around the QEIIIMC/UWA Specialised Centre.</p>	<p>The submitters comment and support are noted.</p> <p>The City acknowledges the need for the UWA-QEIIIMC Specialised Centre Precinct Plan to address connectivity issues.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Suggestions</p> <p>Part 1 - The Strategy</p> <ul style="list-style-type: none"> • P.6. Inclusion of an additional bullet point noting "To support and enable the growth of the QEII/UWA Specialised Activity Centre as a leading tertiary education, research and health precinct for the state". • P.9. The Trust's preferred MRT route is to operate continuously along Winthrop Ave with a transit stopping location near the Kids' Bridge rather than intersecting through QEIIMC. The Trust notes that collaboration with City of Perth is essential in supporting the establishment of a MRT (or alternative transport system) to provide improved access for both staff and visitors to the QEIIMC/UWA Specialised Centre which has been highlighted in both the Perth Central Area Transport Plan 2025, the Perth CBD Transport Plan 2020-2024 and draft State Infrastructure Strategy. The Trust notes that the Kids' Bridge design plans cater for an MRT/Bus Stop in the Winthrop Avenue median strip below the Kids' Bridge. • P.9. Inclusion of a strategic connection arrow at crossing between Aberdare Road and KPBG. This is an important crossing point for the area. • P.12. Figure 4. Change QEII to QEIIMC. • P.13. Section 4.2.3. Change QEII to QEIIMC • P.26. Table 6. UWA/QEII - Role section change to: "The focus for regionally significant economic and institutional activities as well as knowledge-based industries supporting health, research and tertiary educational activities". • P.36. Figure 8. The Trust is keen to understand the City of Perth's proposal to create 2 x secondary links from KPBG to QEIIMC. • P.40. There is no mention of improving connectivity of QEII/UWA with the Perth CBD. P.42. Figure 9. The Trust's preferred MRT route is to operate continuously along Winthrop Ave with a transit stopping location near the Kids' Bridge rather than intersecting through QEIIMC. • P.43. Table 11. Sustainable Transport. Action - include transit stations (bus or rail) and public transport (400m walkable catchment) in close proximity to QEIIMC to support and reduce private vehicle usage and improve sustainable transport to and from the Campus. • P.46. Change QEII to QEIIMC. 	<p>Section 2.2 – <i>Planning Direction</i> (formerly Section 2.0 – <i>Vision</i>) of the Strategy does not intend to identify individual projects. Supporting the growth of UWA-QEIIMC is addressed in the final dot point - "<i>Facilitating major city transformations through strong State-City partnerships to guide complex land use planning, funding and delivery of key infrastructure.</i>"</p> <p>The City acknowledges the preferred route for the mass-rapid transit is to align with Winthrop Avenue. Relevant figures in the Local Planning Strategy have been updated to reflect this.</p> <p>The recommendation is noted, and a new strategic connection has been included across Aberdare Road to Kings Park.</p> <p>The terminology in the Local Planning Strategy has been amended to reflect the QEIIMC acronym.</p> <p>The terminology in the Local Planning Strategy has been amended to reflect the QEIIMC acronym (refer to above comment).</p> <p>Action CN1 (i) has been updated to reflect the terminology of the draft <i>State Planning Policy 4.2 – Activity Centres</i> and include reference to knowledge-based industries.</p> <p>Section 4.5.2 – <i>Connectivity</i> recognises the connectivity issues across the city more broadly, noting the opportunity to improve movement across Perth city neighbourhoods.</p> <p>The City acknowledges the preferred route for the mass-rapid transit is to align with Winthrop Avenue. Relevant figures in the Local Planning Strategy have been updated to reflect this (refer to above comment).</p> <p>The actions within 'Sustainable Transport' under Table 11 - <i>Infrastructure – Planning Directions and Actions</i> do not identify individual project requirements. The actions under the Crawley-Nedlands neighbourhood identify the need to improve connectivity</p>	<p>Amend all references throughout the document to QEIIMC.</p> <p>Amend the indicative route identified for the mass-rapid transit to align with Winthrop Avenue.</p> <p>Introduce new 'Strategic Connections' to all relevant Figures to identify improved connectivity across Aberdare Road to Kings Park.</p> <p>Amend CN1(i) to add in reference to knowledge-based industries.</p> <p>Amend the indicative route identified for the mass-rapid transit to align with Winthrop Avenue.</p> <p>Amend all references throughout the document to QEIIMC.</p> <p>Introduce new 'Strategic Connections' to all relevant Figures to identify improved connectivity</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<ul style="list-style-type: none"> P.82. Figure 16. Include Strategic Connection arrow for Aberdare and KPBG crossing. 	<p>within the precinct and this will be dealt with in more detail in the UWA-QEIIMC Specialised Centre Precinct Plan.</p> <p>The submission recommendation is supported. The terminology in the Local Planning Strategy has been amended to reflect the QEIIIMC acronym.</p> <p>The submitters support for urban greening is noted. Action E3 focuses on increasing the greening and expanding tree canopy across all neighbourhoods. This includes a review of existing planning provisions and policy to consider landscaping on private property, significant tree protection, bonuses for urban greening and strengthening and enhancing green links via the City's Urban Forest Plan.</p> <p>The submitters recommendation is noted, and a new strategic connection has been included across Aberdare Road to Kings Park. The City acknowledges the preferred route for the mass-rapid transit is to align with Winthrop Avenue. Relevant figures in the Local Planning Strategy have been updated to reflect this.</p> <p>The submission recommendation is supported. Table 35 has been amended to include reference to research.</p>	<p>across Aberdare Road to Kings Park.</p>
			<ul style="list-style-type: none"> P.82. Figure 16. The Trust's preferred MRT route is to operate continuously along Winthrop Ave with a transit stopping location near the Kids' Bridge rather than intersecting through QEIIIMC. P.83. Change Table 35 - Issues/Opportunity to: 'As one of the largest specialised health, research and education centres in the southern hemisphere it is important to maintain primacy and enhance opportunities for growth'. Research is an essential function of the QEIIIMC. 		<p>Amend the indicative route identified for the mass-rapid transit to align with Winthrop Avenue.</p> <p>Amend the text within Table 35 - <i>Crawley Nedlands– Planning Directions and Actions</i> to acknowledge the role of 'research' as an essential function of QEIIIMC.</p>
			<p>P.93. The Trust supports the inclusion of additional Themes in the Crawley-Nedlands section. There is currently only one theme in comparison to other Neighbourhoods with five or more. The Trust has identified additional key themes including:</p> <ul style="list-style-type: none"> Connectivity Sustainable Transport Community Infrastructure Heritage and Character <p>The Trust identifies access as a significant issue regarding any future short- and long-term developments at the Specialised Centre. In particular, the Trust and City of Perth collaboration is essential to identify and support key strategies to encourage both alternative modes of</p>	<p>The requirement to prepare the Specialised Centre Precinct Plan for the entire neighbourhood, has resulted in less themes being represented for Crawley-Nedlands. This is unique and does not apply to any other neighbourhood. The planning for the precinct will be comprehensive and will involve consideration of connectivity, sustainable transport, community infrastructure, built form, heritage, and character etc. Generally, these themes have been captured under Action CN1. Notwithstanding, there are grounds for highlighting the opportunity for the Precinct Plan to capture sustainable transport and community infrastructure.</p> <p>The City notes the need for collaboration in the preparation of the UWA-QEIIMC Specialised Centre Precinct Plan.</p>	<p>Amend Action CN1 to identify additional planning directions for the UWA-QEIIMC Specialised Centre Precinct Plan, including –</p> <ol style="list-style-type: none"> 1. Sustainable Transport – support sustainable transport modes as the primary method of travel to and within the QEIIIMC Specialised Centre. 2. Community Infrastructure – support the provision of community

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>transport and improved public transport to, from and around the QEIMC/UWA Specialised Centre.</p> <p>Part 2 - Background Analysis Report</p> <ul style="list-style-type: none"> P.94. The Trust has noted there is no mention of improved connectivity and sustainable transport in the summary of Crawley-Nedlands. The neighbourhood is the third largest neighbourhood based on dwelling population and the largest health, medical and education precinct in Western Australia. The Trust would be please to collaborate with the City of Perth to advocate for improved connectivity and sustainable transport options from the QEIMC to the Perth CBD and beyond. 	<p>The Strategy provides actions to address connectivity in a holistic manner and as such, specific reference has not been referenced to the Crawley-Nedlands neighbourhood summary. Further detailed consideration of this matter will be addressed through the preparation of the UWA-QEIMC Specialised Centre Precinct Plan.</p> <p>The City notes the need for collaboration in the preparation of the UWA-QEIMC Specialised Centre Precinct Plan.</p>	<p>infrastructure to meet the needs of residents, workers and visitors.</p> <p>Nil</p>
32	Peak body	City-wide	<p>Summary of Submission</p> <p>The Property Council of Australia welcomes the opportunity to respond to and assist in elevating the outcomes produced by the City of Perth Local Planning Strategy ("the Strategy"). As our city and state grows, we must focus on delivering high quality, innovative and connected communities. To do this, we must effectively utilise space to deliver higher density opportunity hubs and transport corridors to meet the needs of current and future residents of Perth.</p> <p>We recognise that the City of Perth prepared the Strategy; however, through WAPC and Ministerial endorsement, it also represents a commitment by the state government. To this end, the Strategy is an opportunity to crystalise and confirm commitments by both state and local governments for the future of the City of Perth. It is, therefore, an opportunity for alignment.</p> <p>As acknowledged in the Strategy, "Perth city is a focal point of economic activity in Western Australia. It provides services, facilities, and development opportunities to a broad range of stakeholders including residents, businesses, workers, students and local, national and international visitors"¹. Enabling, supporting, and encouraging the private sector to continue to develop new property assets is essential to ensuring that Perth can meet its potential as a global destination city with a thriving residential population.</p> <p>The submission identifies welcome opportunities within the Strategy to provide an adaptive framework and</p>	<p>The submission comments are noted.</p>	<p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>structures to deliver a vision for Perth that successfully curates a thriving residential community, drives investment, and sets Perth apart as a world-class capital city economy. The submission also highlights critical challenges concerning governance and connectivity.</p> <p>Delivering a thriving Perth CBD A strategic vision for Perth, which sets the CBD and its surrounding precincts apart as the capital city of WA is crucial to driving business investment. While the Strategy in its current form is not objectionable, the Property Council believe a bolder vision for Perth with a more robust strategic focus is needed to ensure Perth is a "prosperous, globally competitive economic, social, cultural and civic centre"2.</p> <p>As the peak planning document in the most important economic centre of the state, our capital city planning strategy should demonstrate how it coordinates and aligns the various influences on our city and delivers a compelling vision that attracts prosperity, investment, and liveability. Strategies for capital cities have an obligation to be exceptional – even bold - in normal circumstances, and more so in abnormal circumstances. The impacts of COVID-19, border closures and the economic hardship felt by the conclusion of the mining boom are strongly reflected in the current CBD economy.</p> <p>Similarly, it should be recognised that Perth is in a moment of generational opportunity. Perth is exceptionally well-positioned to recover from COVID with a significant, create a positive legacy and an elevated position nationally and internationally, with the Perth City Deal agreed and under implementation, the state government finances exceptionally buoyant, and commodity prices high. All parties need to align with a shared vision to generate shared prosperity.</p> <p>Perth finds itself in the position of competing for investment against strong regional centres and development hubs. In the absence of a compelling vision supported by well-understood actions and commitments, the current plan appears to reflect the existing state of play in Perth rather than a compelling plan or growth for the future, which should include competing with other major cities in Australia and South-East Asia.</p> <p>The Property Council does not believe the current Strategy is sufficient or ambitious enough to set the City of Perth apart as the capital of WA and a global city.</p>	<p>The submitters comments are noted, and it is agreed that the capital city should provide a bold vision for the future, supported by a robust strategic plan, which coordinates and aligns the various stakeholders, governing bodies and influences.</p> <p>The City held extensive discussions with the Department of Planning, Lands and Heritage (Department) to address the City's desire to prepare a Local Planning Strategy which extends beyond the normal remit as prescribed by the Western Australian Planning Commission's <i>Local Planning Strategy Guidelines</i>, however, it was reinforced by the Department that this is not the role of the Local Planning Strategy.</p> <p>The form and content permitted to be contained within the Local Planning Strategy is specified by the State Government to provide a rationale for land use planning requirements sought to be implemented through the local planning framework. Notwithstanding, the City agrees that the Strategy should provide a bolder vision. In this regard, the City is recommending amendments of Section 2.0 of the Local Planning Strategy to further address the vision for Perth.</p>	<p>Amend Section 2.0 – <i>Vision</i> to reintroduce text around the vision for the City, including the characteristics which have helped to understand the desired future for the city and inform the planning directions required to be achieved within the next 15-years and beyond.</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Attracting Private Sector Investment Private sector investment is essential to achieving the infrastructure, development, business attraction, and population targets outlined in the Strategy. In its current form, the Strategy does not set a clear plan for private sector investment or provide a vision for the infrastructure needed to achieve the ambitions of the neighbourhoods within the municipal area.</p> <p>The Property Council proposes the Strategy include a clear plan for investment attraction and a list of clearly identifiable essential public infrastructure items desired to be delivered. It would also assist in investment attraction to identify a date by which it is hoped the infrastructure will be delivered, acknowledging that many of the items will rely on partnering with state government (and, for the Perth City Deal, the Commonwealth government) to be realised.</p> <p>Leveraging the Perth City Deal The current economic settings in Perth, including the tri-partisan investment in the city through the Perth City Deal, represents an intergenerational opportunity. The Strategy should more clearly articulate the opportunities and investments detailed in the City Deal and align opportunities with the visions for the neighbourhoods.</p> <p>Additionally, the Strategy should speak to the opportunities for private and public sector investment adjacent to the City Deal investment and provide a vision to best leverage and coordinate interlinking neighbourhoods and sites to achieve the highest and best use outcomes.</p> <p>Supporting a residential population in the CBD Over many years, the Property Council has championed the importance of the Perth CBD as both a thriving, connected, experience centre and a highly desirable</p>	<p>The City acknowledges that there are gaps in the Strategy for the identification and delivery of major infrastructure projects. This is due to the limitations imposed for what the Local Planning Strategy can address and inform. The City has received submissions from State Government requesting that detail in this regard be removed from the document.</p> <p>The City agrees there needs to be a collaborative State and Local Government approach to the delivery of transformative infrastructure. The City will continue to work closely with State Government on various projects which will assist in aligning stakeholder priorities and commitments for the capital city. New text to reflect this is proposed to be inserted into new Section 2.4 – <i>Vision Implementation</i>.</p> <p>The City has adopted its <i>Economic Development Strategy</i> in April 2022, which addresses business and development attraction. This Strategy focuses on creating a vibrant and resilient economic environment that facilitates growth and opportunity through direct delivery, partnering and advocacy. Where possible, the Strategy is proposed to be amended to reflect key outcomes of the <i>Economic Development Strategy</i>, which impact future land use planning.</p> <p>The form and content permitted to be contained within the Local Planning Strategy is specified by the State Government. The Strategy has been prepared to in accordance with the Western Australia Planning Commission’s <i>Local Planning Strategy Guidelines (2021)</i>. The guidelines focus is for Strategies to provide the rationale and strategic intent for any changes to land use planning and development outcomes. This rationale is then required to be implemented as part of a new or revised Local Planning Scheme.</p> <p>The land use, built form, public realm and infrastructure responses detailed in the new Local Planning Scheme and policy framework will consider how the City Deal investment can achieve the neighbourhood priorities.</p> <p>The Perth City Deal includes the preparation of a strategic vision plan for Perth. The scope of this is currently being prepared by the Department of Planning, Lands and Heritage and the City of Perth. This strategic plan provides an important opportunity to emphasise the components of the City Deal and opportunities to leverage this investment.</p> <p>The submitters comments to encourage a significant increase to the City’s resident population are noted.</p>	<p>Introduce new text to Action EE2 to acknowledge the desire to work with key stakeholders to support objectives of the City’s Economic Development Strategy to:</p> <ol style="list-style-type: none"> 1. Support the establishment, expansion and relocation of major health, innovation, research and institutions in the city; 2. Leverage knowledge economy opportunities; and 3. Ensure the planning framework is adaptable to leverage opportunities that arise through State and/or Federal funding programs. <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>location for a robust residential community, including though its research report 'Project 90k'3.</p> <p>A consistent theme in the research is the intrinsic link between amenity and residential population attraction. This necessary link is highlighted by significant price variation in the average apartment price when comparing the Perth CBD to surrounding precincts.</p> <p>What the below table (refer to original submission) also demonstrates that affordability is not a significant enough trigger to stimulate buyer investment in the CBD. Consequently, as the cost of development increases, as has been witnessed over the past two years, ensuring that CBD residential projects are feasible, has become more challenging.</p> <p>Engagement with state government and Development WA</p> <p>A substantial portion of Perth's growth will be accommodated within Development WA's redevelopment areas. The Strategy is silent on how Development WA specific site objectives align and are to deliver a coordinated strategic approach with the strategic basis of the proposed Local Planning Strategy and, importantly, how it will interplay with the development ambitions of the City of Perth.</p> <p>Improving the legibility of the CBD</p> <p>More broadly, the Strategy should acknowledge and engage with adjacent state government development assets and leverage the opportunities arising from these redevelopments to enhance the City of Perth by creating a rich and thriving urban fabric surrounding these precincts. In this context, the Strategy should consider how to improve legibility and permeability to improve the engagement of the CBD core with the significant adjacent city features, notably the river and Elizabeth Quay to the south, the Northbridge Link and Cultural Centre area to the north and the Concert Hall and Garden areas to the east and Kings Park to the west.</p> <p>It is recommended that the City of Perth focus on high quality planning and design, rather than introduce further view corridor protections.</p> <p>Readability of the Strategy</p> <p>We recognise that WAPC largely mandates the structure and format of the Strategy, and what can be included in the Strategy is limited due to the streamlining of formatting requirements. However, the Property Council</p>	<p>The City notes the comments raised and agrees that there is a gap in the Local Planning Strategy in terms of how planning will be coordinated across the city. The City has been guided by the Department of Planning, Lands and Heritage regarding the detail that can be included within the Local Planning Strategy.</p> <p>The form and content permitted to be contained within the Local Planning Strategy is specified by the State Government to provide the rationale for any changes in planning direction to the City's local planning framework.</p> <p>The Local Planning Strategy aims to create a more liveable, sustainable, and prosperous city. A component to achieving this aim is to improve connectivity between key attractors and neighbourhoods so that residents, workers, and visitors engage within the city.</p> <p>There are some areas across the city where view corridors remain an important element of the cityscape and are worth protecting to ensure those attractors and key city features remain an important part of the city fabric.</p> <p>The form and content permitted to be contained within the Local Planning Strategy is specified by the State Government to provide a rationale for any planning and development changes which are controlled by the Local Planning Scheme.</p>	<p>Nil</p> <p>Nil</p> <p>Introduce new text in Section 2.4 – <i>Vision Implementation</i> to acknowledge the need for</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>is concerned that the Strategy does not vary significantly from existing conditions in the city and provides a limited vision for future growth in its current form.</p> <p>In general, the Property Council supports the standardisation of strategy documents. However, the CBD and the CBD planning framework should be allowed to look beyond standard templates, enabling a clear vision for capital city growth and development and attraction of investment.</p> <p>The Property Council believes the document in its current form lacks the readability to engage all invested stakeholders strongly. Observations by Property Council members included that the Background Materials are more valuable than the Strategy document and highlight concerns that there does not appear to be a strong correlation between the commentary and the actions.</p> <p>Similarly, it is understood that the Strategy is proposed to align with several other strategic plans currently under development. Yet, there is no clear guidance around how the strategies will intersect with these documents or the governance structures that will enable the Strategy's success. A clear nexus is required across documents, and the state government, to ensure alignment towards a shared goal.</p> <p>In summary, the Strategy provides a piecemeal approach (reiterated by the fragmentation and opacity of actions in the Strategy) that does not vary significantly from existing conditions in the city and offers a limited vision for future growth.</p> <p>Noting there may be constraints on this, the City of Perth should strengthen two key elements of the Strategy—more explicit alignment with other state and local policies and strategies, and a schedule of actions, governance arrangements and commitments that provides sufficient clarity and certainty to attract investment to the city.</p> <p>There is a clear need to provide clarity and guidance around how these assets intersect with the Strategy to give confidence to investors. The City of Perth Act 2016 created the City of Perth Committee as a formal means of collaboration. This powerful committee includes the Premier or their delegate, the Minister for Local</p>	<p>The Local Planning Strategy includes ambitious residential growth targets, whilst seeking to ensure that commercial floorspace growth can be accommodated. The Strategy also identifies several new heritage and character areas and proposes a wide range of new development incentives.</p> <p>To inform the preparation of the draft Local Planning Strategy, the City sought feedback from the Department of Planning, Lands and Heritage with respect to the format and detail of the draft documentation. The Department specified that previous draft versions of the Strategy were too comprehensive, and Part 1 of the Strategy should simply include the vision, objectives and actions for the 15-year life of the Strategy and Part 2 is to address the challenges, opportunities and rationale for the planning directions and actions. Therefore, both parts need to be read together to understand the correlation between context and actions.</p> <p>The actions in the draft Local Planning Strategy aim to identify:</p> <ul style="list-style-type: none"> a) Areas which require further investigation/research as part of the preparing the new Local Planning Scheme. b) Introduce new planning provisions where there is an identified need to be met. c) Identify parts of the existing planning framework which require a review to improve their effectiveness. <p>The Strategy refers to actions that will be addressed through the new Local Planning Scheme, however, due to the Strategy's high-level nature, the detail will be investigated and determined during the preparation of the new Local Planning Scheme.</p> <p>The City acknowledges that there are gaps in the Strategy with respect to the identification and delivery of major infrastructure and is this largely due to the limitations in what the Local Planning Strategy can inform.</p> <p>The City has received previous advice and submissions from State Government requesting that detail in this regard be removed from the document. Notwithstanding, the City agrees that there needs to be a State/City approach to the delivery of transformative infrastructure and a coordinated approach to the planning for the city and it is proposed that new text be added into the new Strategy to acknowledge this.</p>	<p>greater State and Local Government collaboration in delivering major transformational projects and the opportunity to better harness the powers of the <i>City of Perth Act 2016</i> to improve collaboration and governance across stakeholders.</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Government and the Director-General of the Department of Local Government, Sport and Cultural Industries and the City of Perth's leadership team, including the Lord Mayor, Deputy Lord Mayor, and CEO. This committee could provide the leadership needed to drive strong planning outcomes across the City of Perth and should, therefore, reconvene regular meetings as a priority.</p> <p>2.0 To what extent do you support the content and actions of the 'Capital City' theme (Section 4.2)?</p> <p>The Property Council supports the theme titles in section 4.2. However, it does not believe the content and actions flow into the document. For example, both the Capital City Waterfront and City Deal themes do not appear to be reflected in the Strategy content and do not feature in 4.3.8 Planning Directions and Actions.</p> <p>Section 4.2 appears to include several motherhood statements rather than set out clear actions.</p> <p>3.0 To what extent do you support the content and actions of the 'Community, Urban Growth and Settlement' theme (Section 4.3)?</p> <p>The Property Council supports the focus on population growth and is supportive of the notion of reviewing plot ratios to accommodate residential growth targets.</p> <p>In 2020, the Property Council proposed a vision for the City of Perth at 90,000 people. Project 90K was a "call to action for a series of infrastructure, planning, governance and policy changes required to lay the foundations to ensure the ambitious 90,000 person target becomes a reality".</p> <p>The Property Council supports the City of Perth's ongoing commitment to achieving a residential population of 90,000. This population target should be a minimum goal, with an aspiration for an even more robust population in 2050.</p> <p>To achieve this population target, the Strategy needs to be more aggressive in incentivising residential development and attracting residents to the CBD by focusing on liveability and amenity.</p> <p>While the Strategy focuses on ensuring sufficient volume of housing stock for population targets, it also needs to focus on attracting residents to drive demand for that housing supply, particularly through providing appropriate social, cultural, and civic infrastructure.</p>	<p>The City has amended the Local Planning Strategy (Part 1) to improve the readability of Section 4.2 (refer, new proposed Section 2.0) by bringing it forward in the document as this section was intended to provide a high-level overview of planning in the city as opposed to provide detailed planning responses to issues and opportunities.</p> <p>The submitters support for increasing the city's resident population is noted.</p> <p>The City agrees that providing necessary social, cultural and civic infrastructure is a key driver for increasing population. There are actions within the Local Planning Strategy (refer to Table 5 - <i>Community and Urban Growth– Planning Directions and Actions</i>) which direct the preparation of a future Community Infrastructure Plan and the exploration of developer contributions for the delivery of public open space. Action EE4 includes measures that support the development of cultural institutions and activities. The City acknowledges the need to prepare a Social Needs Analysis ahead of any Community Infrastructure Plan to establish a clear need and nexus for contribution items.</p> <p>The City has not suspended the consideration of Scheme Amendments. It is noted that prior to and at the time of public consultation commencing, the Local Planning Strategy had not sufficiently progressed through the planning approval process for it to be considered a 'seriously entertained document'.</p> <p>The City supports new development opportunities which create investment, growth and prosperity, especially where they align with the general direction of the Local Planning Strategy. In this regard, the City has recently advertised a Council Policy to guide the consideration of unique development proposals, or proposals which have not been contemplated under the Local Planning Strategy or Local Planning Scheme on its merit.</p>	<p>Restructure the document to remove existing Section 4.1 and 4.2 and bring it forward in the document into a new Section 2.0 which introduces new text to better set the scene and articulates the vision for the City.</p> <p>Amend Action CUG7 to explicitly refer to the preparation of a Social Needs Analysis to inform the future Community Infrastructure Plan.</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Currently, the City of Perth has paused consideration of scheme amendments while the Strategy is being developed. This freeze on amendments is highly problematic, as it inhibits the progression of projects that have the potential to support targets outlined in the Strategy for an unknown period. Investment is not static. Opportunities requiring a scheme amendment that do not progress during this period may be lost forever if that capital is reallocated to another project.</p> <p>Given the practical timelines for adopting a new scheme by the City of Perth (based on precedent timelines for this process for the City), a moratorium on amendments is considered premature. There should be no reason why an amendment, aligning with the provisions or objectives of the seriously entertained Local Planning Strategy, should not be initiated. Given the message this sends to prospective investors and rising holding costs, the imposition of a moratorium at a time of generational opportunity is considered harmful to the City of Perth's interests in growth and prosperity.</p> <p>There is significant current momentum in the residential market and prohibiting scheme amendments during this period may have the unintended consequence of diverting residential investment away from the city. The City of Perth needs to provide pathways for scheme amendments to be initiated at least until the new town planning scheme is granted consent to advertise.</p> <p>Planning Directions and Actions - Table 5</p> <p>CUG1 This action alone will be insufficient to support the ambition of residential growth in the city. A clear plan for structured residential densification around key amenity and social infrastructure will have a greater immediate impact on demand. Consideration should be given to removing restrictive plot area ratios in strategic areas to give greater opportunities for high-rise and infill, given residential supply is a key objective of the Strategy.</p> <p>CUG2 The focus on plot ratio bonuses as a methodology for incentivising housing diversity is inherently fraught. Data shows that housing in the City of Perth is already substantially more affordable than in the surrounding suburbs. More focus needs to be placed on how residential communities and typologies of housing typologies fit into different areas. Consideration should</p>	<p>The City agrees that action CUG1 will not be sufficient in increasing residential growth in the city. This action should be read in concert with other City Strategies and actions contained within the Local Planning Strategy that address:</p> <ul style="list-style-type: none"> • Public realm improvements; • Creation of highly attractive and functional built form environments; • Collaboration with the State Government; and • Investigation mechanisms to deliver improve community and cultural infrastructure etc. <p>The City has identified a lack of diversity in housing stock across its neighbourhoods to cater for the needs of a wider range of residents, such as families and the ageing population.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>be given to how to incentivise first-mover advantage, such as rates or tax relief could be considered.</p> <p>CUG3 The Property Council strongly opposes the idea that the City of Perth has a 'Capital City Activity Spine'. The concept of a spine is not a good reflection of the city now or a valuable growth plan for the future. The purpose of the spine is not articulated in the document. Instead of a spine, the Strategy should talk about permeability and legibility to the city core, with solid north-south and east-west connectivity. Strengthened connectivity could be achieved through curating a walkable network of destinations, experience and activation mapping, and a clearer vision for engagement with the river.</p> <p>CUG4 The Property Council and the development industry recognise the intrinsic value in supporting more sustainable development. Increased sustainability in built form is already required by State Planning Legislation and various building codes. To maintain the currency for the Strategy, the Property Council proposes the Strategy does not set requirements beyond what is already required by law.</p> <p>CUG5 There is a risk in too strongly regulating heritage and including heritage features out of obligation. Indigenous heritage, in particular, can be an extremely valuable element of the city's fabric and appeal as a destination. However, regulating cultural elements rarely leads to richness and authenticity.</p> <p>CUG6 The Strategy does not appear to provide clear guidance that aligns Public Open Space requirements and infill targets. As such, the Strategy runs the risk of not being able to meet the statement of what it is trying to achieve. The Property Council is concerned this objective is inconsistent with the objective outlined in CUG4. If the City intends to seek private sector contributions towards delivering Public Open Space, an audit demonstrating the need and a clear nexus between the</p>	<p>The purpose of the spine is addressed in action CUG3 and further in 5.1.3, and other sections of the Local Planning Strategy (Part 1).</p> <p>The 'Capital City Activity Spine' sought to connect the city to the river, working to address unique level differences (that aren't experienced east-west) and improve pedestrian amenity around key routes (such as Barrack Street and William Street), which link to key attractors. Notwithstanding, it is proposed that the terminology in the Strategy be amended to remove reference to the Capital City Activity Spine and refer to the intent to improve north-south connectivity between Central Perth and Northbridge.</p> <p>A range of options and tools will be considered for improving Environmentally Sustainable Design outcomes in buildings and spaces on private property as part of the preparation of the new Local Planning Scheme.</p> <p>The protection and management of heritage is important to our social, environmental and economic prosperity. Heritage supports urban amenity by providing familiarity and the presence of landmarks, by underpinning our 'sense of place', and by enhancing the quality of our built environment generally. Protection and interpretation of our heritage is not an obligation, rather a cultural benefit in preserving and passing on our history and culture to future generations.</p> <p>In the same way, interpretation and protection of Aboriginal culture in the city provides depth of understanding of indigenous culture and heritage. Without appropriate regulation and interpretation of these elements, they can be easily lost or damaged. Interpretation with the assistance of Elders Advisory group is a way to raise understanding and respect of indigenous culture in our community. The form of any the Development Contribution Plan(s) has not been determined and will be investigated and explored in detail in preparing the new Local Planning Scheme following the preparation of a Community Infrastructure Plan. The Community Infrastructure Plan will provide details of the various infrastructure needed and associated costs of delivery. Progressing a Social Needs Analysis will assist the City in clearly identifying the need and nexus for the delivery of any contribution items.</p>	<p>Replace any references in the Strategy to the 'Capital City Activity Spine' with the intent to improve north-south connectivity.</p> <p>Nil</p> <p>Nil</p> <p>Amend Action CUG7 to explicitly refer to the preparation of a Social Needs Analysis to inform the future Community Infrastructure Plan.</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>delivery of space and the development site should be established. Alternatively, seeking contribution would merely act as a tax on development and disincentivise future development.</p> <p>CUG7 The Property Council believes the Strategy has an obligation to be more assertive around the need for greater collaboration with state government on how state-owned assets are managed and therefore accommodated into the Strategy and capitalise on the trilateral Perth City Deal. There needs to be a precise alignment and articulation of what community infrastructure the City of Perth believes needs to be delivered by the state government to ensure the Strategy's success and a timeline for delivery. Limiting the infrastructure in this section of future schools is too restrictive. This action should also speak to the future plans for other significant public infrastructure, such as healthcare and recreational infrastructure.</p> <p>4.0 To what extent do you support the content and actions of the 'Economy and Employment' theme (Section 4.4)? The Perth CBD has faced significant headwinds for several years as general economic conditions, an evolving retail landscape, the COVID-19 pandemic, and challenges with antisocial behaviour have combined to limit growth. Despite challenging conditions, the Perth office market has rebounded in the second half of 2021 and into 2022, with businesses expanding and seeking to cement a more substantial presence in the Perth CBD. Despite this, the substance of Perth's recovery is still unclear. The future economic role of Perth is uncertain. Support of investment should therefore be nimble.</p> <p>The Strategy speaks to several Activity Focus Areas. The purpose of these areas is unclear and the value of the areas as a strategic planning tool, and as they are currently defined, is questionable. In fact, in some instances, the proposed actions to support the Areas are counterproductive to existing uses in adjacent areas and counterproductive to the creation of successful mixed use precincts which lead to the creation of a thriving CBD. For instance, the Capital City Retail zone does not include a number of important and highly successful retail areas, and does not recognise the potential for adaptive re-use</p>	<p>Should any development contribution plan be pursued, it will be prepared in accordance with State Planning Policy 3.6 and will require further detailed consideration to establish a clear link between the need of the infrastructure and the demand created by new development.</p> <p>The City acknowledges that there is a need for greater State and Local Government collaboration in relation to state-owned assets and the delivery of major transformative infrastructure and developments across the city.</p> <p>The City understands the complexities involved in strategically lead planning for the capital city area and that collaboration with State Government is critical for the successful growth and delivery of major infrastructure.</p> <p>The WAPC's Capital City Planning Committee is intended to oversee and provide planning direction for planning in the Perth central area. The City intends to continue to work closely with State Government and the Committee on various projects, which will assist in aligning stakeholder priorities and commitments for the capital city.</p> <p>In response to the impacts of the COVID–19 pandemic, the City acted swiftly and adopted a targeted <i>Economic Rebound Strategy</i> to provide both immediate and long-term support for businesses and residents. This included the development of new support to assist business in the city. Support was provided for events and activations. The City also provided assistance to comply with government directions related to managing the impacts of COVID–19. It has also involved numerous initiatives to further support the city's ongoing recovery from the pandemic.</p> <p>The City has also adopted its <i>Economic Development Strategy</i> in April 2022, which seeks to facilitates growth and opportunity through direct delivery, partnering and advocacy. The <i>Economic Development Strategy</i> identifies a series of initiatives and actions across core focus areas which would likely result in the greatest transformational benefits for the city.</p> <p>These themes and objectives were informed by an in-depth understanding of the City's economy, global and regional influences and comparative advantages and challenges; combined with close engagement with stakeholders.</p> <p>Action EE2 has been amended to include reference to land use outcomes specified by the <i>Economic Development Strategy</i>, which should be supported and promoted in the new Local Planning Scheme and policy framework.</p>	<p>Introduce new text in Section 2.4 – <i>Vision Implementation</i> to acknowledge the need for greater State and Local Government collaboration in delivering major transformational projects and the opportunity to better harness the powers of the <i>City of Perth Act 2016</i> to improve collaboration and governance across stakeholders.</p> <p>Introduce new text to Action EE2 to acknowledge the desire to work with key stakeholders to support objectives of the City's Economic Development Strategy to:</p> <ol style="list-style-type: none"> 1. Support the establishment, expansion and relocation of major health, innovation, research and institutions in the city; 2. Leverage knowledge economy opportunities; and 3. Ensure the planning framework is adaptable to leverage opportunities that arise through State and/or Federal funding programs.

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>of some of the building stock within the precinct for uses other than retail.</p> <p>The Capital City Office zone contains a number of retail uses and may lend itself to a range of alternative potential uses to offices to facilitate extended activation of the CBD core, particularly in relation to older building stock. The areas also do not recognise the extensive range of cultural and community assets that exist in different parts of the CBD. It is recommended that a more fine grained approach to the definition of areas is applied, and that the terminology applied to the different areas is adjusted to reflect that certain areas may have a predominant use, but that other uses do exist and are permitted depending on the merits of the use proposal in relation to encouraging the development of a thriving city.</p> <p>The Strategy presents an opportunity to bolster existing positive swings in the office population by providing a clear employment creation and curation plan. The keystone of any strategy for boosting office and the residential population is making places attractive and liveable to people.</p> <p>The Property Council proposes the Strategy provides more direction on:</p> <ul style="list-style-type: none"> • The connection between employment areas and infrastructure; • Opportunities to leveraging the Perth City Deal; • Set actions to support employment attraction across the Activity Focus Areas; • Define what is needed in each Activity Focus Area for it to be successful; • Outlines how to leverage major existing infrastructure and economic engines; • Clearly articulates what infrastructure will be required to support developing or future uses; and • An outcomes driven approach to development in the City, specifically more consideration around how the City would respond to unexpected investment opportunities or market led proposals. <p>5.0 To what extent do you support the content and actions of the 'Environment' theme (Section 4.5)?</p> <p>While the Property Council generally supports the content and actions of the theme, we propose more consideration should be given to the linkages of the city with the river and Kings Park. Walkability is one factor that should be prioritised more in the Strategy. Improving</p>	<p>SPP 4.2 does not provide guidance around activity centres for the City of Perth and instead depicts the city as one large activity centre. Whilst this is reflective of the City's capital city nature, it disregards the unique aspects of city neighbourhoods. The Activity Focus Areas provide guidance to the Scheme in terms of land use forecasting and articulating points of difference across the city.</p> <p>The City acknowledges there are gaps in the Strategy to identify and deliver major infrastructure. This is attributed to the limitations for what the Local Planning Strategy can address and inform.</p> <p>The City supports a State/Local Government approach to the delivery of transformative infrastructure to support growth of the city.</p> <p>A key focus of the Local Planning Strategy is creating a more liveable, sustainable and prosperous city, which includes improving connectivity between key attractors and neighbourhoods so that residents, workers and visitors engage with the city. Walkability is a key aspect of improving this connectivity, and the Strategy includes actions for public realm improvements, the creation of highly attractive and functional built form environments, investigating</p>	<p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>walkability requires upgrading linkages and curating points of interest that encourage a more engaging environment for walkability.</p> <p>The appeal of walking is not simply about direct and efficient connections but about the pedestrian experience, points of interest and vitality on the street. These elements need not be provided by the City of Perth but should be supported as part of enriching the pedestrian experience (and thereby improving the liveability and appeal of the city for residents and businesses also).</p> <p>Another opportunity to improve the legibility, accessibility and connectivity of the city is through supporting investigations into mid-tier transport options to create a more extensive transport network, and better service locations that cannot be supported by existing CAT bus networks. Supporting investigations into mini-bus transport, e-scooters and other mid-tier network options would be highly desirable.</p> <p>There appears to be a knowledge barrier around the CAT bus network and utility, and regularly the services do not run at capacity. The Strategy should also consider how development intersect with existing transport offerings and look for opportunities to improve patronage of such services.</p> <p>The Property Council is aware that the City of Perth is currently developing a sustainability strategy. It is not clear from either document how the strategies will intersect. It is vital that the Strategy does not go further than already required by law, as per CUG4.</p> <p>It is also essential that the requirements in both the planning and sustainability strategies are consistent so that no conflicting information could create ambiguity or complicate decision making.</p> <p>One item not noted in the Strategy is healthy buildings. There is an opportunity for the Strategy to take some leadership in promoting healthy buildings. This could be included as a trigger for development bonuses, given it would increase the appeal of Perth as a destination for residential development.</p>	<p>mechanisms to deliver improved community and cultural infrastructure and more. These elements are intended to work together to make a more safe, legible, attractive walking environment. It is important to note that many other interventions will be undertaken by the City, which sit outside of the remit of the local planning framework.</p> <p>The City supports investigating the opportunities offered by Mid-Tier Transit in collaboration with the State Government and neighbouring Local Governments. The City is currently implementing a trial e-scooter scheme to support improved accessibility and connectivity.</p> <p>The City continues to work with the State Government transport agencies on improvements to the CAT bus service.</p> <p>The City's <i>Strategic Community Plan</i> has been developed in accordance with the State Government's Integrated Planning and Reporting Framework. The plan guides the City's actions and partnerships with stakeholders as the City works towards vision aspirations and objectives of the identified strategic goals.</p> <p>The <i>Strategic Community Plan</i> specifies the various informing documents and strategies which aim to address the strategic goals. The Local Planning Strategy and the Sustainability Strategy are identified within this document.</p> <p>The Local Planning Strategy and the Sustainability Strategy are in alignment. Healthy buildings will be investigated as part of preparation of the new Local Planning Scheme in considering how to improve environmentally sustainable design outcomes in buildings and spaces on private property. The Green Building Council Australia's green star rating tool for example includes health, nature, people and places categories which address the physical and mental health, as well as social needs of building occupants.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>6.0 To what extent do you support the content and actions of the 'Infrastructure' theme (Section 4.6)? The Property Council believes the content and actions in the infrastructure theme do not provide a clear strategic direction to support private sector investment and ensure infrastructure services the population.</p> <p>The Strategy needs to demonstrate a pathway in the delivery of prosperous residential neighbourhoods if density targets are to be achieved and the Perth city is to be perceived as a true residential offering.</p> <p>Prosperous residential neighbourhoods require a balanced mix of land uses, diverse public spaces, housing choice, active public domain, and retail offerings that provide, not just for activity and entertainment, but look to cater to residents' day-to-day needs.</p> <p>With fragmented land ownership in many of the urban investigation areas identified, the orderly delivery of this social and physical infrastructure should not solely rely on the private sector. Instead, the Strategy should demonstrate the delivery pathway for how these spaces will evolve to promote active development and offer a true residential lifestyle offering.</p> <p>The Property Council proposes the Strategy provides a clear direction for coordination and governance for delivering critical infrastructure.</p> <p>7.0 To what extent do you support the content and actions for the Central Perth neighbourhood (Section 5.1)? The Property Council believes the content and actions for the Central Perth neighbourhood are too simplistic and compromise the ability of the City of Perth to attract strategic development.</p> <p>Secondly, the Property Council opposes the concept of a 'Central City Spine'. This concept is not a good reflection of the city, and it seems there is no point to it. Instead of a spine, the Strategy needs to talk about permeability, with strong north-south and east-west connections.</p>	<p>The actions within the Local Planning Strategy aim to achieve a balanced mix of land uses, diverse public spaces, housing choice, active public domain, allow for retail offerings and improve the offering to residents and their day-to-day needs.</p> <p>As mentioned previously, the City supports a collaborative approach with the State Government for the delivery of transformative infrastructure and a coordinated approach to the governance and planning. The WAPC's Capital City Planning Committee is intended to oversee and provide planning direction for planning in the Perth central area.</p> <p>The City will continue to work closely with State Government and the Committee on various projects, which will assist in aligning stakeholder priorities and commitments for the capital city.</p> <p>The role of the Local Planning Strategy is to ensure there is capacity within the planning framework to cater for growth, to ensure it is not restricting strategic development opportunities in the right locations and to indicate to the Local Planning Scheme what type of incentives should be investigated to deliver strategic priorities.</p> <p>The priorities and directions of the City's <i>Economic Development Strategy</i> should be considered together with the Local Planning Strategy when considering the bigger picture for attracting business and development to the city.</p> <p>The 'Capital City Activity Spine' is about connecting north-south land uses, working to address unique level differences (that are not experienced east-west) and improve pedestrian amenity around key routes such as Barrack Street and William Street which link to key attractors. Notwithstanding, it is proposed that the terminology in the Strategy be amended to remove reference to the Capital City Activity Spine and refer to the intent to improve north-south connectivity between Central Perth and Northbridge.</p>	<p>Introduce new text in Section 2.4 – <i>Vision Implementation</i> to acknowledge the need for greater State and Local Government collaboration in delivering major transformational projects and the opportunity to better harness the powers of the <i>City of Perth Act 2016</i> to improve collaboration and governance across stakeholders.</p> <p>Nil</p> <p>Replace any references in the Strategy to the 'Capital City Activity Spine' with the intent to improve north-south connectivity.</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>The residential density objective in this neighbourhood is far too low. To achieve the density objectives and population targets, there should be minimal constraints on supply and requires a plot area ratio comparable to Sydney or Melbourne. Notably, the Property Council is not aware of any other city with a maximum plot area ratio of less than 10. As Perth needs residents more than most capital cities, the planning systems must not inhibit the supply of residential dwellings.</p> <p>Additionally, the absolute height limit for the CBD should be abolished.</p> <p>8.0 To what extent do you support the content and actions for the Northbridge neighbourhood (Section 5.2)?</p> <p>The Property Council believes the population target set out for Northbridge does not align with the neighbourhood's ambition.</p> <p>The ambition for Northbridge to be an entertainment capital requires a strong and diverse embedded population. The Property Council proposes greater focus could be placed on targeting student accommodation and diversifying the housing typology mix in this neighbourhood.</p> <p>Additionally, there is a need to actively manage expectations of incoming residents to Northbridge, to reduce risk to the important entertainment function of the neighbourhood that may arise from conflict and residents' complaints. Incoming residents should be fully informed about Northbridge's entertainment function and treated as if they are fully informed.</p> <p>9.0 To what extent do you support the content and actions for the East Perth neighbourhood (Section 5.3)?</p> <p>The East Perth neighbourhood content and actions do</p>	<p>The City is projected to exceed the State Government targets with forecasts based on a business-as-usual scenario indicating that Perth city's population will grow to approximately 43,000 people by 2036 (Forecast.id, 2021).</p> <p>The City is seeking to achieve an even more ambitious population of approximately 55,000 residents by 2036. This growth trajectory would result in a population of 90,000 residents by 2050.</p> <p>The consideration of plot ratio needs to be balanced with other locational objectives of the Local Planning Strategy (such as the protection of heritage and public realm and appropriate planning responses for character areas).</p> <p>The provision of no constraints on plot ratio renders bonus plot ratio ineffective to incentivise the delivery of other important strategic outcomes, such as additional green spaces, improved public amenity, housing choice, and other community benefits. Building height will be guided by the built form principles and needs to consider the protection of other important aspects of the built environment (i.e. protecting amenity and microclimate of public realm, environmental assets, character areas, view corridors, and heritage).</p> <p>Planning for Northbridge needs to balance the conflicting priorities of increasing resident population whilst also protecting the entertainment capital of the State.</p> <p>The Local Planning Strategy focuses on driving population growth outside the special entertainment precinct located in the east and west of the neighbourhood. An action is included in Table 19 - <i>Northbridge – Planning Directions and Actions</i> of the Local Planning Strategy specifies the diversification of housing typologies and mix in the neighbourhood (see action NB3).</p> <p>The City is aware of the issues surrounding the growth of residential development in Northbridge and has been working closely with the State Government to establish a Special Entertainment Precinct over the Capital City Entertainment Area.</p> <p>The actions identified for East Perth focus on increasing the residential population and diversifying the housing choice. This needs to be supported by improvements to local amenity such as</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Introduce an Action for all Strategy neighbourhoods</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>not appear to address existing concerns regarding vibrancy.</p> <p>The Property Council recommends the Strategy provides a stronger focus on how the East Perth neighbourhood connects with other neighbourhoods and provides stronger guidance on opportunities for activation.</p> <p>The Property Council seeks guidance on what the arrows on the neighbourhood map are intended to represent.</p> <p>Concerning the ambitions for commercial floor space, the Property Council proposes more considerable thought be given to what commercial identity is desired in the neighbourhood. Given vacancy rates in the CBD continue to trend higher than in other major capital cities, the Property Council view it is necessary to prioritise reaching a high-capacity state in the CBD before seeking to develop an office market in East Perth.</p> <p>Given the current residential focus over much of the East Perth neighbourhood, there is an excellent opportunity to boost appeal for residential development in this area by improving liveability.</p> <p>Other considerations which could be included in East Perth are:</p> <ul style="list-style-type: none"> • Unlock underused car parks, including through the ongoing review of the Chevron Hilton Act; 	<p>improving the neighbourhood centre, increasing availability of day-to-day needs for residents, and delivering critical community infrastructure.</p> <p>Action EP2 focuses on what land use, connectivity and public realm interventions could be implemented in the new Scheme to improve activation in the neighbourhood. In addition, a new action has been added into each neighbourhood to include the enhancement of the Neighbourhood Place Plans to address neighbourhood priorities, including public realm improvements and the integration of movement and activity.</p> <p>Section 4.5.2 addresses the importance of improving strategic connections across the city. Major road and rail infrastructure form physical barriers to movement between the City's neighbourhoods, major attractors, assets, and to adjacent local government areas.</p> <p>The Perth City Link is addressing the severance between Central Perth and Northbridge, and it is acknowledged areas including East Perth require improvements to pedestrian and cyclist connectivity. As discussed in section 4.5.2 of the Local Planning Strategy, annotations on the strategy figures identify areas where the City will continue to advocate for connectivity improvements through future planning and infrastructure works to:</p> <ul style="list-style-type: none"> • Strengthen connections throughout Perth city and between neighbourhoods and key attractions; • Improve existing severance issues; • Improve the pedestrian and cyclist environment; and • Reduce car dependency. <p>Commercial floorspace targets and forecasts have been informed by a retail needs analysis undertaken by Colliers. It is important that the local planning framework allow for growth across many land use types.</p> <p>As detailed in Section 4.3 – <i>Economy and Employment</i> the Local Planning Strategy does not seek to prioritise the development of office space in all circumstances.</p> <p>The neighbourhood priorities are centred around increasing resident population and improving liveability through its neighbourhood identity, public realm, community facilities and connectivity.</p> <p>The review of the <i>Chevron-Hilton Hotel Agreement Act 1960</i> is a matter that will be progressed outside of the remit of the new local planning framework.</p>	<p>to expand the City's Neighbourhood Place Plans to address neighbourhood priorities and public realm improvements.</p> <p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<ul style="list-style-type: none"> Use the Strategy to provide a clear vision for the WACA and Gloucester Park; Better address the river and interface with major attractions on the Burswood Peninsula; and Consider indigenous tourism opportunities and experiences on Heirisson Island. <p>The existing residential population presents a substantial opportunity for East Perth to be the preferred site for a primary school.</p> <p>10.0 To what extent do you support the content and actions for the Claisebrook neighbourhood (Section 5.4)?</p> <p>The Property Council is concerned that the Strategy identifies Claisebrook as the preferred destination for a primary school. It is essential that the location being considered for the school aligns with the highest density of residential population. It would appear from the population targets set out in the Strategy that East Perth would be a more appropriate location.</p> <p>The actions and content for Claisebrook should have a stronger focus on walkability.</p>	<p>The Neighbourhood Plan identifies the need to work with the State Government to undertake a detailed planning study of the Riverside precinct, including the WACA and Gloucester Park.</p> <p>Action EP4 also acknowledges the need for the proposed Foreshore Masterplan to improve the river interface, among many other priorities which are articulated in Action E2.</p> <p>The Local Planning Strategy identifies the need to advocate to the State Government for the provision of a new public school/s in either East Perth or Claisebrook to support a growing population and retention of family households in the city. The City acknowledges that the location of school sites will be determined by the Department of Education.</p> <p>Walkability and cycling in Claisebrook is ranked higher than many other neighbourhoods (as detailed in the Perth City Centres Analysis undertaken to inform the Local Planning Strategy).</p> <p>Key connectivity issues for Claisebrook revolve around public transport outreach and connectivity to other neighbourhoods; due to major infrastructure severance (i.e. road and rail to the north and the Swan River to the east).</p> <p>Notwithstanding, a new action has been added into each neighbourhood to include the enhancement of the Neighbourhood Place Plans to address neighbourhood priorities, public realm improvements and the integration of connectivity.</p> <p>The City notes that office vacancy rates have been increasing, however recent data has shown that demand for office space is on the rise in capital cities. Reporting undertaken by Colliers to support the Local Planning Strategy indicates that West Perth is an important secondary location for office development and opportunities to accommodate growth should be accounted for in the new planning framework.</p> <p>The Local Planning Strategy stipulates the need to diversify land uses in West Perth to support growth outside of the office market (i.e. retail, food and beverage, residential).</p> <p>The submitters comments and suggestions are noted. Clear action will be provided through the detailed planning being undertaken through the UWA-QEIMC Specialised Centre Precinct Plan.</p>	<p>Nil</p> <p>Introduce an Action for all Strategy neighbourhoods to expand the City's Neighbourhood Place Plans to address neighbourhood priorities and public realm improvements</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>unique challenges. In particular, there has been a growing resistance from bordering councils to support infill to boost the residential population.</p> <p>The boundary of Crawley-Nedlands means this section of the city is restricted in development and residential population growth.</p> <p>However, this location has a significant opportunity to promote investment in medical and education sectors – two key exports for Western Australia. Boosting investment could be achieved by using bold concessions to promote investment aggressively.</p> <p>The existing infrastructure, history and riverine setting is highly appealing and should be capitalised upon for substantial economic benefit to Perth and Western Australia.</p> <p>Clearer action is required to encourage more development on state government land and bolster the level of connectivity to East Perth.</p>		
33	Consultant on behalf of landowner	East Perth	<p>We act on behalf of Fullspeed Enterprises Pty Ltd in relation to its landholding at Lot 888 (No. 44) Wittenoom Street, East Perth (the subject site) and provide this correspondence as a submission on the City of Perth (City) draft Local Planning Strategy (draft Strategy).</p> <p>This correspondence explains the context of the subject site and surrounding development, including the existing planning framework. On this basis, an explanation of our concerns with the draft Strategy and a description of the vision for the subject site is provided. Finally, requested amendments to the draft Strategy are proposed which we believe will provide an ability for the traditional town centre of East Perth to be revitalised and properly respond to its locational attributes and amenities and to the broader State and local government goals for the capital of Western Australia.</p> <p>Site Context, Existing Planning Framework and Surrounding Development The subject site includes a land area of 3,252m², with frontage to Regal Place (54m) and Wittenoom Street (54m) and is located within the core of the traditional town centre of East Perth, 200m south of Claisebrook Cove. Single storey warehouse style development exists at the subject site, which is reflective of the historic use of the wider Claisebrook neighbourhood. Surrounding subdivision and development is reflective of</p>	<p>The submission comments are noted.</p> <p>The submission comments are noted.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>the era it was realised and the local planning framework that was established in the mid-1990s. Lot sizes are generally small (approximately 300-400m2) and narrow and have facilitated two (2) to three (3) storey town houses, with the exception of larger lots fronting the south side, or to the west of, Claisebrook Cove where multi-storey mixed-use development is present. Original warehouse style development still exists along Regal Place and Wittenoom Street, as well as further afield, however the properties are still relatively small in dimension and land area (approximately 300-600m2)</p> <p>As the land rises to the south to its apex at Wellington Street, a scattering of grouped or multi-storey development is mixed in with original buildings. As part of this, the Old Perth Girls School (Girls School) site will be subject to a large-scale mixed-use development of up to 36 storeys, with approximately 700 dwellings and greater than 3,000m2 of non-residential land uses. This scale of development has been facilitated by Development WA through review of the outdated planning framework in that location. The development on the Girls School site has the potential to draw activity away from the traditional town centre of East Perth which will further reduce the social and economic vitality of the town centre.</p> <p>As can be seen from the above, the subject site represents one of the largest land holdings in the immediate area, and is the largest land holding within the Claisebrook neighbourhood, other than the Girls School, that has yet to be redeveloped. For this reason, the subject site is an anomaly consistent with the Girls School site that should be acknowledged and will require it to be considered differently to the remainder of the street block it is located within. Indeed, it is suggested that redevelopment of the subject site represents a significant opportunity for the East Perth town centre.</p> <p>Draft Local Planning Strategy The draft Strategy identifies the following as it relates to the subject site and to the immediate and wider area:</p> <ol style="list-style-type: none"> 1. The area is identified as part of the Claisebrook Neighbourhood, being an activity centre, with a 200m walkable catchment or neighbourhood frame. 2. The draft Strategy is split into themes. Each of the themes, relevant to the area identified, is detailed below: 	The submission comments are noted.	Nil

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>a) The area is identified within the 'Urban Growth' theme as an 'Intensification Investigation Area'.</p> <p>b) Claisebrook Cove is identified as a tourist attraction.</p> <p>c) The area (west of Plain Street, south of Royal Street and north of Wittenoom) would include potential for mixed-use developments up to 8 storeys based on the Claisebrook Neighbourhood map. If south of Wittenoom, the scale increases to greater than 12 or 16 storeys.</p> <p>3. Planning directions for the Claisebrook area include the following:</p> <p>a) Minimum target of 3,516 dwellings, from the current 1,945 existing.</p> <p>b) Minimum commercial target of 223,747m² floor space from existing floor space of 156,821m².</p> <p>c) Daily and weekly shopping needs targeted along with day and night activity.</p> <p>d) Review plot ratio and bonus plot ratio provisions in relation to residential growth targets and to encourage housing diversity.</p> <p>e) Identify neighbourhood priorities and refine plot ratio provisions or introduce provisions to incentivise delivery (e.g. tourism).</p> <p>In view of the above, we understand the City recognises that more height and density is warranted in this location than has historically been achieved, particularly as the site has good access to services and amenities and perhaps, a future school. Importantly, it forms a tourism hot spot given the amenity and land use focus around Claisebrook Cove and its close proximity to Matagarup Bridge, the Swan River foreshore and Optus Stadium. We are however, concerned over the following aspects of the draft Strategy that require further consideration by the City:</p> <p>1. The draft Strategy does not recognise the locational attributes of the traditional town centre, with access to excellent services and amenities, that should be strengthened by enabling greater population and economic vitality within the core area.</p> <p>In this regard, the draft Strategy will have the effect of drawing activity away from the traditional town centre as greater redevelopment potential will be enabled and concentrated further south where more intense development has been proposed by the draft Strategy. While we understand potential community concerns may have influenced this proposed</p>	<p>As noted in the submission, the subject site is identified within an Intensification Investigation Area within the draft Strategy. Plot ratio increases will be investigated in these areas as part of the preparation of the new Local Planning Scheme taking into consideration the built form outcomes.</p>	Nil

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>outcome, along with consideration for the potential impact upon the amenity of smaller residential properties, this would be at the expense of the economic and social vitality of the traditional town centre. As can be seen in the core of the central city area of Perth, town centres need people to live within them to bring life and activity, rather than restricting populations to the fringes and forcing people to commute, even if this represents a walking distance.</p> <p>In this way, the draft Strategy essentially implements a suburban concept to the central city area that Perth has traditionally followed, with a lack of diversity and number of dwellings in the town centre, which results in a daily commute pattern that draws activity away from where it is needed. While the goals of the draft Strategy appear to acknowledge this, the implementation and reality of what will be delivered is not consistent with this outcome.</p> <p>2. The proposed building height anticipated for the subject site and the immediate street block (up to eight (8) storeys) is not commensurate with its locational qualities and ignores the fact that the subject site represents an opportunity to deliver life and vitality to the town centre. As a concept, it is considered that large landholdings such as the subject site and/or vacant land should be specifically identified as opportunities to meet the overarching population and non-residential floor area targets of the draft Strategy. This could be facilitated by identifying these properties for further investigation to understand how greater height and floor area could be proposed via a specific design solution through the future planning framework to be developed, while also ensuring the local character and amenity is maintained.</p> <p>This is particularly important as the targets for increased population and non-residential floor area would be based on the building heights identified being achieved across the area, which is not representative of what will occur in reality, given the context of contemporary development in the Claisebrook Neighbourhood identified above. For this reason, redevelopment outcomes for land such as the subject site need to be maximised, particularly as they have the ability to accommodate height and density while mitigating amenity impacts.</p>	<p>Under the current local planning framework a building height of up to 4 storeys is permitted on the subject site.</p> <p>The Local Planning Strategy has identified an indicative building height of up to 8 storeys for the subject site. This is intended to provide a transition between the building heights on the northern side of Royal Street (up to 4 storeys) and the southern side of Wittenoom Street (greater than 16 storeys), whilst providing for a comfortable scale of development within the neighbourhood centre. Notwithstanding this, the scale and number of storeys that have been indicated in the Strategy are intended to be a guide only and will be further considered as part of the new Scheme and planning policies.</p> <p>The large size of the subject site and potential for it accommodate significant development is acknowledged.</p> <p>The identification of specific sites based on their current size and/or vacancy for special treatment is not considered equitable and is not supported. Furthermore, the size of a site and vacancy can vary over time.</p>	Nil

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>3. We are of the opinion that the continued reliance on plot ratio as a primary development control and the capping of variations in this regard will stifle investment and creativity in the Claisebrook Neighbourhood. While we acknowledge that the local planning framework has been successful in realising good development outcomes across the local government area, plot ratio remains an outdated standard for built form control, particularly where it is paired with building height and lot boundary setbacks. It also overly complicates the assessment process. It is considered that the simplification of the planning framework should be targeted by the City, consistent with the intent of the State Government, with building envelope controls being implemented as the means through which bulk and scale is managed.</p> <p>Vision for the Subject Site Our client has owned the subject site for many years and has previously sought to develop it with a supermarket and other non-residential land uses. However, due to the planning framework applicable to the site (which still exists for the local area and is applicable to the site) and resulting development outcome that can be achieved, the project was not viable and could not be pursued.</p> <p>The landowner remains committed to the local area and wishes to redevelop the subject site, however to realise the highest and best use, recognise its locational attributes and provide services and amenities that will meet demand for the town centre, a redevelopment proposal of a larger scale than that enabled by the current framework and what is identified within the draft Strategy, is required and is considered appropriate.</p>	<p>Plot ratio is a development control which is included in the State Government's planning framework and is commonly used in other Australian capital cities.</p> <p>Plot ratio controls the intensity of development/ activity and are therefore important in guiding infrastructure and business investment.</p> <p>The Local Planning Strategy aims to reduce unnecessary planning regulation where possible. The City's approach has been to only put development controls in place where there is a clear need to. In this regard, maximum building heights have only been applied where there is a need to protect public amenity in key pedestrian areas/public spaces or established character areas. Elsewhere greater design flexibility is provided, with maximum building heights being determined by reference to the built form/design objectives, other built form controls (e.g. setbacks and street frontage building heights) and plot ratio controls. This is expected to continue to be the approach taken in the new Scheme.</p> <p>Plot ratio has also been effectively used by the City as a development incentive tool to achieve various important strategic outcomes including heritage conservation, residential development, short stay accommodation and public spaces and facilities. Removing plot ratio as a development control would remove this important development incentive tool and the City's ability to facilitate other important strategic outcomes. These include environmental sustainable design, housing diversity/affordability and other community benefits as identified in the draft Strategy.</p> <p>The submission comments are noted.</p> <p>The subject site is identified within an Intensification Investigation Area within the draft Strategy. Plot ratio increases will be investigated in these areas as part of the preparation of the new Scheme taking into consideration the built form outcomes.</p> <p>The draft Strategy has identified an indicative building height of up to 8 storeys for the subject site. This is intended to provide a transition between the building heights on the northern side of Royal Street (up to 4 storeys) and the southern side of Wittenoom Street (greater than 16 storeys), whilst providing for a comfortable scale of development within the neighbourhood centre. Notwithstanding this, the scale and number of storeys that have been indicated in the Local Planning Strategy are intended to be a guide only and will be further considered as part of the new Scheme and planning policies.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>At this stage, the redevelopment concept includes the following vision:</p> <ol style="list-style-type: none"> 1. A supermarket anchor, with child care, medical consulting and other associated non-residential land uses within a podium built form typology that enables access within and through the subject site, providing a connection between Wittenoom Street and Regal Place; 2. Aged persons accommodation within a tower(s) form to leverage the subject site's locational attributes, including views, and to provide opportunities for the community to age in place or have aged persons within close proximity to family living in the immediate area. This would provide an opportunity for a multi-generational precinct, including existing dwellings in the area and the child care and aged persons accommodation within the development. Given the size and dimensions of the subject site, two (2) sculptured towers are capable of being proposed that provide high quality amenity for occupants, while also responding to the amenity of adjoining properties and the surrounding area; <p>An overall building height of approximately 19 storeys with a three (3) to four (4) storey podium that responds to the slope of the subject site from south to north; and</p> <p>While an overall non-residential and residential (aged persons accommodation) floor area is yet to be identified at this early stage, a design led process would be employed to identify a plot ratio area that is appropriate. In this regard, it is observed that the Girls School site has a plot ratio of between 5:1 to 7:1 enabled. It is considered that a plot ratio range of this scale would also be appropriate as a guide for the subject site.</p> <p>Summary and Requested Amendments to Draft Local Planning Strategy We believe the draft Strategy represents a high-quality document and excellent base to work from to develop the wider local planning framework for the capital of Western Australia. However, as this is the draft Strategy</p>	<p>The submitters intentions for the subject site are noted.</p> <p>The submitters intentions for the subject site are noted.</p> <p>The Local Planning Strategy has identified an indicative building height of up to 8 storeys for the subject site. This is intended to provide a transition between the building heights on the northern side of Royal Street (up to 4 storeys) and the southern side of Wittenoom Street (greater than 16 storeys), whilst providing for a comfortable scale of development within the neighbourhood centre. Notwithstanding this, the scale and number of storeys that have been indicated in the Strategy are intended to be a guide only and will be further considered as part of the new Local Planning Scheme and planning policies.</p> <p>The subject site is identified within the Local Planning Strategy within Intensification Investigation Area. Plot ratio increases will be investigated in these areas as part of the preparation of the new Local Planning Scheme taking into consideration the built form outcomes.</p> <p>The submitters comments are noted, and the City agrees with the importance of a bold vision for Perth, supported by a robust strategic plan which coordinates and aligns the various stakeholders, governing bodies and influences.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Amend Section 2.0 – <i>Vision</i> to reintroduce text around the vision for the City, including the characteristics which have</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>for the capital of Western Australia, bold goals and direction are required to facilitate exceptional development outcomes for central Perth and specifically, the Claisebrook Neighbourhood.</p> <p>In this regard, the following amendments to the draft Strategy are proposed for consideration as part of the City's deliberations:</p> <ol style="list-style-type: none"> 1. The subject site and other large landholdings and/or vacant land should be specifically identified as providing opportunities to meet the overarching population and non-residential floor area targets of the draft Strategy. This should be facilitated by identifying the subject site and other such properties for further investigation to understand how greater height and floor area could be proposed via a specific design solution through the future planning framework to be developed. 2. In this regard, the building height of eight (8) storeys anticipated for the subject site should be removed, or if not removed, it be illustrated that this height limit does not apply to the subject site due to the specific opportunities for 'landmark' development that responds to the locational attributes of the site and provides development consistent with the objectives for the wider planning framework, reinforcing the primacy of the East Perth town centre. 3. The simplification of the planning framework should be targeted by the City, consistent with the intent of the State Government, with restrictive plot ratio development controls removed and building envelope controls implemented. As a minimum, and should plot ratio be retained, the capping of plot ratio variations should not be continued. This will ensure greater creativity, innovation and high quality development outcomes can be proposed that cater to site context. 	<p>The City held many discussions with the Department of Planning, Lands and Heritage around the City's desire to have a local planning strategy which extends beyond the normal remit of a Local Planning Strategy as defined by the State Government's Local Planning Manual, however, it was reinforced that this is not the role of the Local Planning Strategy. Notwithstanding, the City agrees that greater detail can be provided within the Strategy to articulate a bolder vision.</p> <p>The form and content permitted to be contained within the Local Planning Strategy is specified by the State Government to provide the rationale for any changes in planning direction to the City's local planning framework.</p> <p>The identification of specific sites based on their current size and/or vacancy for special treatment is not considered equitable and is not supported. Furthermore, the size of a site and vacancy can vary over time.</p> <p>The Local Planning Strategy has identified an indicative building height of up to 8 storeys for the subject site. This is intended to provide a transition between the building heights on the northern side of Royal Street (up to 4 storeys) and the southern side of Wittenoom Street (greater than 16 storeys), whilst providing for a comfortable scale of development within the neighbourhood centre. Notwithstanding this, the scale and number of storeys that have been indicated in the draft Strategy are intended to be a guide only and will be further considered as part of the new Scheme and planning policies.</p> <p>Plot ratio is a development control which is included in the State Government's planning framework and is commonly used in other Australian capital cities.</p> <p>Plot ratio controls the intensity of development/ activity and are therefore important in guiding infrastructure and business investment.</p> <p>The Local Planning Strategy aims to reduce unnecessary planning regulation where possible. The City's approach has been to only put</p>	<p>helped to understand the desired future for the city and inform the planning directions required to be achieved within the next 15-years and beyond.</p> <p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
				<p>development controls in place where there is a clear need to. In this regard, maximum building heights have only been applied where there is a need to protect public amenity in key pedestrian areas/public spaces or established character areas. Elsewhere greater design flexibility is provided, with maximum building heights being determined by reference to built form/design objectives, other built form controls (e.g. setbacks and street frontage building heights) and plot ratio controls. This is expected to continue to be the approach taken in the new Local Planning Scheme.</p> <p>Plot ratio has also been effectively used by the City as a development incentive tool to achieve various important strategic outcomes including heritage conservation, residential development, short stay accommodation and public spaces and facilities. Removing plot ratio as a development control would remove this important development incentive tool and the City's ability to facilitate other important strategic outcomes. These include environmentally sustainable design, housing diversity/affordability and other community benefits as identified in the draft Strategy.</p>	
34	Local Government	Crawley-Nedlands	<p>The City is supportive of the urban consolidation principles informing the identification of potential intensification areas, as well as the specific actions identified for the Crawley-Nedlands Neighbourhood which borders the City of Nedlands. Noting that this neighbourhood falls within the UWA/QEII Specialised Centre, the City supports undertaking further detailed planning through the Precinct Plan process.</p> <p>The City supports the intention of the Draft LPS to provide housing diversity and affordability to cater for the changing demographic and lifestyle choices within Perth, and the broader western suburbs region.</p> <p>The City also supports Perth's commitment to urban greening, including maintaining and improving their tree canopy. The residents of Nedlands are passionate about the City's abundant tree canopy, and it is a renowned part of the character of the western suburbs region. The retention of this leafy, green character has been identified as a key priority area in community engagement for the Broadway and Hampden/Hollywood precinct local planning policies.</p> <p>The City of Perth's Draft LPS aligns with the City of Nedlands own Local Planning Strategy. The local governments share a significant portion of LGA border, and several unique challenges with the prospect of infill development. The City supports the Draft LPS and welcomes the opportunity to make further comment on this or other future planning documents as they are formed.</p>	<p>The submitters support is noted.</p> <p>The submitters support is noted.</p> <p>The City acknowledges the outcomes of former engagement undertaken by the City of Nedlands.</p> <p>The submitters support is noted, and the City looks forward to working closely with the City of Nedlands on the UWA-QEII MC Specialised Centre Precinct Plan.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
35	Local Government	Central Perth	<p>Approach The City supports the innovative approach taken by the City in drafting the local planning strategy. In particular how the Strategy shows the interconnectedness of planning strategy themes, land use activities and geographically distinct neighbourhood areas.</p> <p>By connecting planning directions through specific neighbourhood visions, priorities, growth targets, land use and urban form intent, the document provides a clear strategic line of sight across the planning framework and will ensure the new local planning scheme is well supported.</p> <p>This approach also connects well with additional actions that fall outside the direct remit of the planning framework such as developing a sustainability strategy, an economic development plan or working with the State Government on its Perth CBD Transport Plan.</p> <p>Transport With regard to the possible east-west mass transit route across The Causeway, the City supports a coordinated approach to transport planning and encourages engagement by the City of Perth with the Local Government Consortium - Mid Tier Transport Project. This Group includes a variety of local governments adjacent to the City of Perth, with the remit to explore and identify opportunities for improved transportation links across the Perth Metropolitan area.</p> <p>Infrastructure The City requests inclusion as a key stakeholder for future investigations into opportunities to facilitate the growth of water ferry services to better link the city to other tourist and activity destinations. The South Perth Foreshore and activity centre is well placed to benefit from, and contribute toward such discussions.</p> <p>Foreshore The City recognises the value of the South Perth Swan River Foreshore, in particular its cultural heritage significance, spaces for recreational activities and for providing high tourism value that responds to views of the Perth CBD and Kings Park. It is committed to the continuing enhancement and management of the South Perth Foreshore as reflected in its South Perth Foreshore Strategy and Management Plan.</p> <p>The draft Local Planning Strategy identifies development of a future Swan River Foreshore Masterplan is 'to</p>	The submitters support towards the approach of the draft Local Planning Strategy is noted.	Nil
				<p>The City is currently supporting the development of mid-tier transit plan in collaboration with other Local Governments in the Perth metropolitan area.</p> <p>The planning for ferry routes sits outside the remit of the local planning framework, however Action I2(b) of the Local Planning Strategy identifies the need to work with State Government to investigate opportunities to facilitate the growth of water ferry services. The wording of this action has been updated to include working with adjacent local governments.</p> <p>The submitters comments are noted. Table 36 of the Local Planning Strategy has been updated to include adjacent Local Governments as a stakeholder.</p>	<p>Nil</p> <p>Amend Action I2(b) to include reference to working with Local Governments in the establishment of additional ferry routes.</p> <p>Amend text in Table 36 to acknowledge the role of adjoining local governments as a key stakeholder in the preparation of a Foreshore Masterplan.</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>balance the needs of diverse stakeholder groups, connects the key elements and places along the waterfront and presents a world class destination~</p> <p>Given the relationship between these two areas of foreshore that includes movement connections (ferry) and visual connections (views), the City requests the City of Perth consider its inclusion as a key stakeholder in development of this masterplan. This will provide both local authorities opportunity to align the planning for and management of both areas of Swan River foreshore. It will also provide opportunity for each organisation to collectively identify 'opportunities to facilitate the growth of water ferry services to better link the city to other tourist and activity destinations: as discussed in the above section.</p> <p>The City of South Perth supports this important document and looks forward to working closely with the City of Perth in its implementation.</p>		
36	Local Government	Crawley-Nedlands/West Perth	<p>Strategic links: The strategic plan and relevant neighbourhood plans show strategic external connections to the City of Subiaco and other neighbouring local governments. This aligns with the City of Subiaco's Local Planning Strategy 2020 and is welcomed.</p> <p>The plan does not show a connection between the UWA/QEI Specialised Activity Centre and the City of Subiaco. This is an important link with regard to transport (car, public transport, active transport) and land use with the supporting medical services located in the City of Subiaco and should be added to the strategic plan and the Crawley/Nedlands Neighbourhood plan.</p> <p>Transport and infrastructure: The City of Subiaco is planning to convert Hay Street and Roberts Road to two-way traffic to align with the City of Perth's conversion of Hay and Murray Street to two-way traffic. It is important that these roads are linked across Thomas Street, including continuation of any pedestrian and cyclist infrastructure to provide for consistency between the City of Perth and City of Subiaco boundaries. The draft Local Planning Strategy should include reference to this.</p> <p>The City of Subiaco Local Planning Strategy includes an action to work with the State Government to sink Thomas Street to provide a through road function below ground and provide a local road at grade to improve connectivity between the Perth CBD, West Perth, Kings</p>	<p>The submitters comments are supported. An additional strategic link has been included on all relevant plans to reflect the connection between QEIMC and the City of Subiaco.</p> <p>The City of Subiaco's plans are recognised and supported by the City, however, no further detail is considered necessary in this regard in the Local Planning strategy.</p> <p>The City does not currently have a position on the sinking of Thomas Street, it would therefore be premature to include this in the Local Planning Strategy.</p>	<p>Introduce new 'Strategic Connections' to all relevant Figures to identify improved connectivity between QEIMC across Aberdare Road to the City of Subiaco.</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Park and Subiaco. The City of Perth is encouraged to include a similar action in its draft Local Planning Strategy. Should the City of Perth not want to include such a specific action, Thomas Street should at least be identified as a significant barrier severing communities requiring further investigation and resolution.</p> <p>Future mass transit is shown on a route along Wellington Street and Thomas Street to connect with the UWA/QEII Specialised Activity Centre. This route would only skirt along the eastern boundary of the City of Subiaco, missing key connections to the Subiaco Activity Centre without the opportunity to connect workers and visitors with the Rokeby Road and Hay Street main street within the City of Subiaco. It is recommended that the City of Perth amend the future mass transit route to indicatively divert via Hay Street and Rokeby Road within the City of Subiaco.</p> <p>The City of Subiaco Local Planning Strategy includes an action to work with State Government to sink the Perth to Fremantle railway line and provide for appropriate development and open space/green space on the rail reserve. The City of Perth is encouraged to include a similar action to the extent that the Perth to Fremantle railway line is existent within their boundary, to provide for a range of development and land use outcomes along the railway line, including targeted development opportunities and both active and passive open spaces.</p> <p>The City of Perth is encouraged to include an action to work with the State Government to upgrade public transport services, including frequency of train services and infrastructure improvements to support increased capacity, to support the projected population growth. It is considered beneficial for local governments to work together to advocate for appropriate levels of service across local government boundaries.</p> <p>Pedestrian priority: The draft Local Planning Strategy shows a pedestrian priority area on Hay Street in West Perth. This aligns with the City of Subiaco Local Planning Strategy 2020 which also includes a pedestrian priority designation along Hay Street in Subiaco and is welcomed.</p> <p>Green links and open space: The draft Local Planning Strategy shows a green link along Hay Street but not along railway line. The City of Subiaco Local Planning Strategy 2020 includes a green link along the Perth to Fremantle railway line, but not along Hay Street. It is recommended that the green links are aligned if possible to achieve a continuous green link.</p>	<p>The route shown on the Local Planning Strategy identifies the City's preferred route, however this indicative route has not been determined. The route chosen presents the greatest land use benefit to the City, including workers, visitors, residents, and businesses. The City notes that this should not be looked at in isolation to the rest of the public transport network and will continue to work closely with the State Government on the <i>Perth Greater CBD Transport Plan</i> to investigate how other interventions can improve connectivity.</p> <p>The City does not currently have a position on the sinking of Thomas Street, it would therefore be premature to include this in the Local Planning Strategy.</p> <p>The Local Planning Strategy provides actions to work with the State Government to improve public transport, including east-west mass transit, and how existing public transport nodes can be better capitalised (refer, Table 11 - <i>Infrastructure – Planning Directions and Actions</i>).</p> <p>The submission comments are noted.</p> <p>The City of Subiaco's proposal to align with the City of Perth's Hay Street Green link is acknowledged and supported.</p> <p>In accordance with recommendations from the City of Perth's Green Infrastructure and Biodiversity Study, the draft Local Planning Strategy has introduced a primary green link along the Mitchell Freeway reserve rather than along the railway line.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>While it is acknowledged that Thomas Street is a major barrier for movement of fauna, additional green linkages could be created along with improved pedestrian and cyclist connectivity.</p> <p>Given the anticipated increase in population especially within the West Perth and Nedlands/Crawley neighbourhoods, the City of Perth is encouraged to consider the provision of open space, as well as indoor and outdoor sport space, including active playing fields, for these new residents. The City of Subiaco's active sports spaces are at or over capacity and would not be able to accommodate a significant increase in demand generated by new residential development in adjoining local governments. Refer to the enclosed report on Future Requirements for Sport Space.</p> <p>Given the anticipated increase in population especially within the West Perth and Nedlands/Crawley neighbourhoods, the City of Perth is encouraged to consider the provision of open space, as well as indoor and outdoor sport space, including active playing fields, for these new residents. The City of Subiaco's active sports spaces are at or over capacity and would not be able to accommodate a significant increase in demand generated by new residential development in adjoining local governments. Refer to the enclosed report on Future Requirements for Sport Space.</p>	<p>The freeway reserve option is preferred due to its potential to connect larger regionally significant biodiversity assets, including the Swan River foreshore, Kings Park and Bush Forever Areas outside the city.</p> <p>It also acknowledges the larger green spaces provided within the freeway reserve and the potential for improved planting in this area to support the City's continued partnership with Main Roads to plant more trees and increase native planting as part of its Wildflower Way initiative.</p> <p>Given the restricted amount of space along the railway line the Green Infrastructure and Biodiversity Study recommended the creation of a smaller scale, local pedestrian link at this location. This link will primarily be created via new tree planting as part of the implementation of the City's Urban Forest Plan which is acknowledged in the Local Planning Strategy.</p> <p>Open space projects identified in the Draft Open Space Framework for West Perth and Crawley Nedlands include the following initiatives to help improve the provision of active open space at the neighbourhood scale:</p> <ul style="list-style-type: none"> • Preparation of Design Concept for J H Abrahams to support an upgrade to increase the amenity of this space including a focus on integration of City of Nedlands' active open spaces. Advocate with University of Western Australia (UWA) to improve accessibility of active open space located on the Main University Campus as part of UWA Masterplan. <p>The draft Framework also sets out the following proposals to support the provision of active open space at the city scale:</p> <ul style="list-style-type: none"> • Protect existing active recreational space in the city (Principle 6.1); • Investigate the potential to partner with State Government to create a new BMX track or similar facility on vacant Main Roads land in Mitchell Freeway interchange; • Collaborate with key external stakeholders to improve accessibility and connections to active open space outside the City's ownership (i.e. State Government, adjoining Local Governments and institutional landowners); and • Implement outstanding elements of the Wellington Square Masterplan including tennis courts, clubrooms, sports oval, and lighting to maintain a focus on active space. <p>It is acknowledged that the draft Framework:</p> <ul style="list-style-type: none"> • Recognises that parts of West Perth are within proximity of a range of open spaces in the City of Subiaco; and 	Nil

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
				<ul style="list-style-type: none"> Proposes improved connections to its active open space to help improve provision of active open space in West Perth. <p>The City of Perth will hold more detailed discussions with the City of Subiaco on this issue as part of proposed upcoming community consultation on the Draft <i>Open Space Framework</i> which is due to commence in late 2022.</p>	
37	Local Government	Northbridge	<p>The City is generally supportive of the Strategy, acknowledging the parallels between both the City of Perth and City of Vincent have when it comes to liveable and sustainable neighbourhoods, which is supported and enhanced by its local community and visitors. The City's main points of feedback are:</p> <ol style="list-style-type: none"> The format and presentation of the strategy is strongly supported. However due to the overall length of Part 1, it is suggested that where possible information should be rationalised or relocated into Part 2, to help enhance accessibility. The City of Vincent strongly supports the strategy and its focus on heritage and character areas. The City of Vincent suggests review into bike corridors, strategic development sites (i.e. East Perth Power Station), vehicle parking and land use permissibility against the City of Vincent to ensure consistency between the local government areas. <p>General formatting and approach The City of Vincent strongly supports the general format and presentation of the Strategy, splitting each area into neighbourhoods to provide more bespoke provisions to each area of the City of Perth. However, the City of Vincent suggests removal of any information that may be better placed within Part 2, to reduce the overall length of the strategy to increase accessibility and readability.</p> <p>Character and Heritage areas (Generally) The City of Vincent strongly supports the identification and provision of Character Areas within the Local Planning Strategy but would encourage separating 'Heritage' and 'Character' terms to avoid confusion with members of the public.</p> <p>Planning Strategy Map The City suggests updating this map to include bike corridor connections into the City of Vincent. The State Government's Long-Term Cycle Network for Perth and</p>	<p>The submitters support is noted.</p> <p>The submitters suggestion is noted. Due to the complex planning issues within the city, removing any further information would result in contextual gaps in Part One of the Local Planning Strategy.</p> <p>The submission comments are noted.</p> <p>The City will liaise with the City of Vincent in preparing the new Local Planning Scheme.</p> <p>As noted above, due to the complex planning issues within the city, removing any further information would result in contextual gaps in Part One of the Local Planning Strategy.</p> <p>The City acknowledges the importance to distinguish between 'historic heritage significance' and 'urban or neighbourhood character'. Part Two of the Local Planning Strategy separates these two elements and addresses them in detail. Within Part One, they have been combined to keeping this part of the strategy succinct. A 'Heritage and Character Area Study' is being undertaken in accordance with State Planning Policy No.3.5 to inform the new local planning framework and will consider the differences in these areas and provide recommendations as to how each can be addressed. The City notes the connections into the City of Vincent and the State Government's Long-Term Cycle Network Plan. The City will be preparing a Cycle Plan which will consider alignments in more detail. Design work will include multi-criteria and risk analysis, which will highlight the concerns for appropriate decision making. Project</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Peel should guide the City of Perth’s focus areas for bicycle transit infrastructure and planning.</p> <p>East Perth Power Station Strategic connections into the future East Perth Power Station site are identified but not explained further. The City of Vincent would like to work closely with City of Perth to ensure appropriate and seamless access is provided.</p>	<p>specific public consultation will also take place where residents and stakeholders can provide their concerns for consideration. Section 4.5.2 - <i>Connectivity</i> addresses the importance of improving strategic connections across the city. Major road and rail infrastructure form physical barriers to movement between our neighbourhoods and major attractors and/or assets, and to adjacent local government areas. The Perth City Link is addressing the severance between Central Perth and Northbridge, and it is acknowledged improvements to connections to adjoining local government areas are required. The City welcomes the opportunity to work with the City of Vincent in this regard.</p>	Nil
			<p>Perth parking policy The City of Vincent notes that the City of Perth supports a review of the Perth Parking Policy. The City of Vincent would like to invite discussion on Perth’s main issues and potentially be involved in a joint advocacy piece.</p>	<p>The City welcomes the City of Vincent’s input into any future discussions with the State Government on the Perth Parking Policy.</p>	Nil
			<p>Public open space The Strategy identifies the potential for development contributions for public open space. It isn’t entirely clear if this would be a traditional Development Contribution Arrangement; however, the City of Vincent has recently begun investigating the use of payment in lieu of public open space, which may be a potential option for the City of Perth.</p>	<p>The form of any the Development Contribution plan has not been determined and is being investigated in detail through the preparation of the new Local Planning Scheme and following the preparation of a Social Needs Analysis and Community Infrastructure Plan. The City is open to liaising with the City of Vincent to discuss lessons learnt and options moving forward.</p>	Nil
			<p>Action CUG3(c) This provision is supported. The City of Vincent has introduced built form provisions for character areas and would encourage collaboration with the City of Perth to ensure a consistent approach for the inner-city area.</p>	<p>The City has engaged a consultant to undertake a ‘Heritage and Character Study’ to inform the new planning framework. The City is open to working with neighbouring local governments as a component if finalising the Local Planning Scheme.</p>	Nil
			<p>Action CUG5(c) This provision is strongly supported. The City of Perth’s heritage buildings should be a high priority for protection and enhancement through sensitive redevelopment.</p>	<p>The submission comments are noted.</p>	Nil
			<p>Part 4.3.3 – ‘The planning framework has a limited role in addressing issues related to homelessness’ The City of Vincent believes that there is a role for planning in this space, such as by being flexible in terms of land use permissibility for short stay and lodging houses, requiring (not just incentivising) a diversity of dwelling types, allowing flexibility in design requirements, and restricting the installation of rough sleeper deterrents around new buildings and public spaces through planning conditions.</p>	<p>The City agrees that the actions to increase diversity of housing will assist (in part) homelessness issues faced across the city. Homelessness (also known as ‘rough sleeping’), is a complex issue that requires a whole of community response and there are many steps beyond the scope of land use planning being taken by the City and various stakeholders to address this issue.</p>	Nil
			<p>Action I1(b) This provision is supported. The City of Vincent has drafted parking provisions to the same effect as part of the Leederville Precinct Structure Plan, which is currently being considered by the WAPC.</p>	<p>The submission comments are noted.</p>	Nil

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Part 5.2.4. The City of Vincent would support an additional action to work together to ensure land use permissibility of William Street is consistent, and infrastructure provision is seamless.</p> <p>Tables 36 and 37 There are no adjoining local governments listed as stakeholders; however, a number of these items would require or benefit from the input of City of Vincent and others.</p>	<p>The submitters suggestion is noted and Table 36 and 37 has been updated to include Local Government stakeholders in various instances.</p> <p>Refer to point above.</p>	<p>Amend text in Table 36 to acknowledge the role of adjoining Local Governments as a key stakeholder for the Business and Employment Diversity theme area.</p> <p>Amend text in Table 37 to acknowledge the role of adjoining Local Governments as a key stakeholder for the Northbridge Capital City Entertainment Area theme.</p> <p>Refer to above Action.</p>
38	Local Government	Northbridge/West Perth	<p>The following comments are provided for your consideration, noting they are comments provided by Town Administration and do not fetter any formal position by the Council of the Town of Cambridge.</p> <p>Despite extensions granted to the submission period, the time afforded to the Town did not allow presentation of the draft Local Planning Strategy to a meeting of the Town's Council.</p> <p>Draft Local Planning Strategy The Town is supportive of City of Perth's proposal for additional medium and high-density developments within their designated Intensification Identification Areas (IIA) as shown on the Urban Growth Map (Figure 5) and in Redevelopment Areas controlled by Development WA.</p> <p>The Town notes that the area around City West train station that abuts the Town of Cambridge LGA boundary falls into an Intensification Investigation Area. Increased density in this area is supported as it is consistent with similar levels of development as set out in the Town's draft West Leederville Activity Centre Plan (WLACP). The proposed introduction of bonus plot ratio provisions to encourage a diverse range of housing types is supported. The Town also recognises the importance of increasing the diversity of housing options and the supply of affordable housing, especially in medium to high</p>	<p>The submission comments are noted.</p> <p>The submitters support is noted.</p> <p>The submitters support is noted.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>density developments. The designation of Primary Green Links as shown in the Environment Map (Figure 8) is supported. The Town recognises the importance of urban greening initiatives, particularly in medium to high density areas. Recent consultation within the Town has shown that residents are passionate about ensuring that access to and provision of quality public open space and green infrastructure is prioritised, particularly in areas earmarked for increased density.</p> <p>The Town notes and is supportive of the actions identified in Table 31 for the City West Precinct to better capitalise on key transport infrastructure. It is recommended that Strategic Connections (as shown in Figure 3) are also investigated across the Loftus Street boundary to the City West Precinct.</p> <p>The City's Draft Local Planning Strategy strongly aligns with the Town of Cambridge's own adopted Local Planning Strategy. While the local governments do not share a significant LGA border, both face several unique challenges with the prospect of infill development. The Town welcomes any further opportunity to make comment on the draft Local Planning Strategy or other future planning instruments as they are developed.</p>	<p>An additional strategic connection has been shown on the plans to reflect the need to improve connectivity from the City West Precinct to West Leederville.</p> <p>The submitters comment and support for the draft Local Planning Strategy is noted.</p>	<p>Introduce new 'Strategic Connections' to all relevant Figures to identify improved connectivity between the City West Precinct across Thomas Street to West Leederville.</p> <p>Nil</p>
39	State Government Agency	City-wide	<p>Landgate is generally supportive of the Strategy and highlights that the amended Strata Titles Act 1985 (STA) and the Community Titles Act 2018 (CTA) can help the City of Perth meet the housing growth, diversity, and affordability targets set out in the Strategy.</p> <p>Amendments to the STA have made it easier to terminate strata titles schemes by relaxing the requirement for unanimous lot owner support of a termination and streamlining the termination process in certain circumstances. These amendments make it easier to terminate existing, ageing strata titles schemes and allow land to be freed up for higher density development where appropriate.</p> <p>The STA also now includes provision for leasehold strata titles schemes which are schemes where lots are leased rather than sold. This type of scheme has several uses relevant to the Strategy including the provision of housing for the aged, assisted living facilities, and student accommodation. In addition, the CTA has introduced community titles schemes to WA which allow a single parcel of freehold land to be subdivided into multiple</p>	<p>The submitters comments are noted, and the City is conscious of the changes to the <i>Strata Titles Act 1985</i> through the preparation of the new local planning framework.</p> <p>The submitters comments are noted.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			schemes. These schemes make it easier to combine and manage multiple different land uses within a single scheme and can be used to deliver developments that provide a harmonious mix of residential, recreational, and commercial components.		
40	State Government Agency		<p>4.3.3 Housing Diversity and affordability: The Department supports the city's aims to encourage a range of housing typologies that will support people across their lifecycle, including aged and disability housing. We urge the city to encourage the use of universal design principles as a method to diversify the housing stock to allow for the elderly and people of all abilities to live in a local area. These principles assist in the provision of housing with high levels of accessibility required by seniors, carers, and families with young children. The consideration of specialist housing including dual key arrangements is supported. The city is encouraged to consider flexible housing opportunities to provide for a range of tenancies including short and long term assisted living and emergency housing. It is understood that housing aims are informed by a Housing Needs Assessment undertaken jointly by the Department of Communities and City of Perth in 2020. The Department supports decision making based on data analysis and to this end will continue to work with the city to ensure that information remains current to consider changing housing needs. It is noted that the new Scheme will introduce bonus plot ratio provisions to encourage the development of identified housing types. To be responsive to local neighbourhood requirements and be able to respond to change, the department would suggest that the scheme provision be flexible and able to respond to change.</p> <p>4.3.4 Built environment The department supports the city's aim to deliver integrated build environment and public realm. It is suggested to include a specific requirement for consideration of access and other requirements of people of all abilities. To ensure inclusive decision making and co-design of spaces, the department would encourage the city to include representatives of various groups in the decision-making process.</p> <p>4.3.7 Community Infrastructure It is noted that a Community Infrastructure Plan will guide the delivery of social/ community infrastructure. The department encourages the city to provide for adaptable multifunctional spaces that could cater for a range of use across all community groups. The</p>	<p>The City agrees that the draft documentation does not include specific reference to universal design principles, which are intended to be considered as a component of the built form provisions for the new Local Planning Scheme. As a result, a new dot point has been added in the <i>Section 4.2.4 – Built Environment - Building Design</i> to ensure this is captured. An action has also been included in CUG2 to refer to inclusive built form design which will consider issues around LGBTQIA+ and universal design.</p> <p>The submission comments are noted. Refer to above.</p> <p>The submitters comment is noted. As noted in the submission, a prerequisite of any investigation of development contributions will be the preparation of a Community Infrastructure Plan which will provide details of the various infrastructure needed to meet the needs of a range of community groups and options in delivering this will seek to achieve maximum community benefit. The City</p>	<p>Introduce new text into Section 4.2.4 – <i>Built Environment</i> to promote inclusive and universal design to ensure buildings are accessible and cater for the whole community.</p> <p>Amend Action CUG2(a) to consider bonus plot ratio provisions to encourage a diverse range of housing types including inclusive and universal design.</p> <p>Refer to above Action/s</p> <p>Introduce a new Action to CUG5 to undertake a Social Needs Analysis to inform a future Community Infrastructure Plan.</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>department in principle supports the use of incentives, including plot ratio bonuses to encourage the delivery of community infrastructure. The department would encourage the city to ensure that the community infrastructure delivered is available across the community, to truly provide the intended service. It is not uncommon for strata developments to restrict access to tenancies or similar, not truly fulfilling the requirement for community infrastructure.</p> <p>4.4.3 Land use diversity The department in principle supports the use of economic development strategies to encourage the delivery of diverse land use. Whilst it is recognised that the planning scheme as an instrument cannot attract or ensure economic uses, it can encourage the delivery of adaptable building and spaces that could respond to changing market conditions and economic trends. To this end, it is suggested that ground levels of buildings across neighbourhoods are designed to be adaptable.</p> <p>4.5 Environment The department supports the city's efforts to mitigate the risk associated with climate change, including bushfire and foreshore risk assessment and management. A strategic approach to the mitigation of these provides investment confidence and could attract development. The integrated development of open spaces further improves the wellbeing of residents. To this end the city's approach to encourage greening of private land and buildings is supported. It is recognised that the greening of buildings and spaces within the boundaries of privately owned higher density development lots requires innovative responses. The city is encouraged to develop guiding strategies that could see the delivery of desired outcomes.</p> <p>Neighbourhood development strategies. These strategies, in as far as it impacts the assets of the Department of Communities is generally supported. The department will continue to work with the city to deliver more detailed development plans and built form outcome.</p> <p>Heritage areas. The department supports redevelopment principles that would consider local heritage and encourage the consideration of heritage character in redevelopment initiatives. The department encourages the city to progress policy updates to ensure that it remains current. The department in principle supports the city's strategies to encourage heritage bonus plot ratio, including transfer</p>	<p>acknowledges the need to prepare a Social Needs Analysis ahead of any Community Infrastructure Plan to establish a clear need and nexus for contribution items.</p> <p>The City agrees with this statement and the draft Local Planning Strategy captures the importance of adaptable built form in the Building Design Principles in Section 4.2.4 and Section 4.2.5 – <i>Sustainable Buildings</i> with respect to sustainable buildings. Any future planning policy will seek to promote this.</p> <p>The submitters comments are noted.</p> <p>The submitters comments are noted, and the City welcomes the opportunity to continue to work with the Department of Communities in the future.</p> <p>The submitters comments are noted.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			of plot ratio as a mechanism to encourage local heritage preservation.		
41	State Government Agency	City-wide	<p>Section 4.2.4 of the LPS discusses the preparation of a Swan River foreshore masterplan for the capital city waterfront area. DBCA is looking forward to working closely with the City on the development of this important plan. The foreshore masterplan should be consistent with the objectives and values identified in the Perth Water Buneenboro Locality Plan (Locality Plan), which was finalised in 2021, after an extensive stakeholder and community engagement process. The City was a key partner in this process.</p> <p>The Locality Plan seeks to enhance the core cultural, recreational and environmental values of Perth Water while also enabling environmentally sensitive and responsible growth. Future land use and development strategies and actions recommended by the LPS for land within the Locality Plan area should align with the vision and objectives of the Locality Plan.</p> <p>The second paragraph of Section 4.5.2 of the LPS appears to contain an error which may have intended to refer to the importance of the Locality Plan and DBCA's involvement in the preparation of the foreshore masterplan, and should be amended accordingly.</p> <p>The LPS aims to plan for development associated with a substantial increase in population in the Perth City area, and it is understood that much of this growth will be in areas within Development WA scheme areas, and therefore outside the framework of the LPS. The following comments are consistent with the vision and objectives of the Locality Plan and are relevant for consideration of the LPS.</p> <p>Green links DBCA recommends emphasising the value and role of green spaces under action CN1 in benefiting community health and wellbeing. The justification for improving access and use of Kings Park and Botanic Garden (Kings Park) from a health perspective (page 83) is recommended. The inclusion of primary and secondary green links as shown in Map 4.5 Environment Map, are supported; however, DBCA would encourage the green links running north-south towards the river and foreshore to be an appropriate opportunity for primary links, as opposed to secondary. Additional plantings along these links would help connect the City centre with the more natural riverine environment, and DBCA would</p>	<p>The submitters comments are noted. The Foreshore Masterplan prepared by the City will have due regard to the Perth Water Buneenboro Locality plan.</p> <p>Section 4.4.2 - <i>Swan River/Derbarl Yerrigan and Kings Park/Kaarta Koomba (formerly Section 4.5.2)</i> is proposed to be amended to address anomalies and address the need for any foreshore masterplan to have due regard to the Perth Water Buneenboro Locality Plan.</p> <p>The green links shown under Section 4.4.3 – <i>Urban Greening</i> (refer, Figure 8) aligns with the City's Primary and Secondary links identified in the City's Green Infrastructure and Biodiversity Study.</p> <p>These links have been identified due to their potential to connect larger regionally significant biodiversity assets, including the Swan River foreshore, Kings Park and Bush Forever Areas outside the city.</p> <p>Planting along these links will be consistent with the objectives of the City's Urban Forest Plan.</p> <p>Action E3 focuses on increasing the greening and expanding tree canopy across all neighbourhoods. This includes a review of existing planning provisions and policy to consider landscaping on private</p>	<p>Amend Section 4.4.2 to acknowledge that the Perth Water Buneenboro Locality Plan has been prepared by the Department of Biodiversity, Conservation and Attractions and the Swan River Trust and for any future City of Perth foreshore masterplan to have due regard to the Locality Plan.</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			encourage these plantings to utilise locally native vegetation as far as possible, and be consistent with the objectives of the City of Perth Urban Forest Plan. It is not clear how a primary green link is to be achieved along Riverside Drive as indicated in the plan, unless it was proposed to be removed or realigned. Further, while the principle is supported, it is unclear on the City's intent to incorporate the natural elements of Kings Park into surrounding neighbourhoods through increased urban greening of streets and new developments. DBCA would like to work with the City to plan for the greening of prominent view corridors to Kings Park to promote the use of native species or establish percentage targets for such projects.	property and within the public realm, significant tree protection, bonuses for urban greening and strengthening and enhancing green links via the City's <i>Urban Forest Plan</i> .	
			<p>Foreshore treatment Softer foreshore treatments such as beaches and plantings instead of riverwalls and revetments should be encouraged wherever possible to reconnect Perth Water Buneenboro with the capital City and allow better community access to the river. In this context, the removal or realignment of Riverside Drive would be supported by DBCA as it represents an opportunity to replace the hard river wall with a more interesting, variable, and in parts natural, interface</p> <p>Water sensitive urban design Most of the stormwater from the City's roads, footpaths and property makes its way into the Swan River or the Claisebrook Main Drain via a network of pipes. As part of the LPS, opportunities should be explored for utilising the public open space for improved management and treatment of stormwater from urban hardstand areas through interception using raingardens, living streams, biofiltration and other elements of best practice water sensitive urban design. Any new development should be designed to achieve appropriate water quality treatment in line with current best practice.</p> <p>Public access and connectivity Continued pedestrian and cycle access to and along the public open space foreshore is supported and encouraged. DBCA recommends the City include strategic connections identified in the maps on page 10 and page 42 to highlight:</p> <ul style="list-style-type: none"> • connections between Kings Park and Mount Street; • the pedestrian bridge over Mounts Bay Road connecting Kings Park and John Oldham Park; and • connection links to the Swan River near Narrows/Swan Brewery and Crawley. <p>Activity nodes and activation of public open spaces DBCA supports the encouragement of mixed-use</p>	<p>The City acknowledges the submitters comments and the preparation of a master plan for the Swan River foreshore will look at optimising activation of the foreshore and the consideration of implementing soft edges.</p> <p>The City of Perth has prepared a draft <i>Open Space Framework</i> to improve current and future provision of green open space.</p> <p>The Framework clearly recognises the important role green open space plays in providing a range of environmental/ecosystem services and promoting water sensitive urban design, in addition to providing more traditional recreational opportunities. One of the Framework's key principles for the future planning and design of open space is to strengthen this role.</p> <p>The submission comments are noted. Connectivity to Kings Park from Mount Street and Mounts Bay Road is not considered a major severance issue due to the direct connection these assets have via pedestrian bridges. These arrows aim to identify areas where improved connectivity is required at major severance points.</p> <p>Additional strategic connections are proposed to reflect the need to improve connectivity required between Kings Park and the Swan River due to the severance created by Mounts Bay Road.</p> <p>The submission comments are noted.</p>	<p>Nil</p> <p>Nil</p> <p>Introduce new 'Strategic Connections' to all relevant Figures to identify improved connectivity between Kings Park and the Swan River.</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>offerings that are contained within existing or identified urban nodes, while local nodes should be low-impact and sensitive to the Swan River foreshore environment. DBCA would also welcome opportunities to improve connections and interfaces between the City and Kings Park to improve community accessibility and activation of activity nodes.</p> <p>Viewscales DBCA seeks to ensure the protection of viewscales in the public realm through the assessment of development applications impacting on the Swan River and adjacent public open space. The LPS should have regard to the provisions of Visual Landscape Planning in Western Australia: A manual for evaluation, assessment, siting and design when considering the potential impact of a proposed development on the landscape, particularly with regard to the character and landscape setting of the Swan Canning River System. Proposals should protect tree lines and not dominate or overshadow public areas or views. DBCA agrees with Kings Park being identified as an environmental asset that could be better utilised for passive and active recreation and cultural uses. Similarly, a key consideration to improve connectivity and interfaces between these assets and surrounding areas, physically, visually and culturally should be paramount in future planning and projects.</p> <p>Public transport DBCA supports the improvement of public transport connectivity from the City to key foreshore activity nodes and better pedestrian and cycle access. DBCA recommends further consultation on action WP5 regarding an integrated approach to transport planning within and around Kings Park. Identifying the Kings Park Road Character Area will require further consultation to ensure planning decisions positively influence the planning and provision of transport systems towards more sustainable patterns in, and around, Kings Park. Similarly, the Crawley Nedlands Precinct section to improve transport modes to and from the Queen Elizabeth II Medical Centre (QEIMC) and the University Western Australia warrants further consultation with stakeholders as it is missing a strategic corridor connection between QEIMC and Kings Park at the Aberdare Road and Thomas Street intersection.</p> <p>Further consultation DBCA will continue to be involved in planning for the QEII Specialised Area Precinct Plan, Swan River foreshore masterplan, Open Space Framework and the City's Urban Forest Plan review.</p>	<p>The submitters comments are noted. Any important view lines will be considered as part of the detailed planning for the new Local Planning Scheme.</p> <p>The submission comments are noted. Table 36 and 37 includes various State Government agencies as key stakeholders for improving connectivity across the city (including to the foreshore), as well as connectivity to Kings Park.</p> <p>A Precinct Plan is being prepared for the UWA-QEIMC Specialised Centre and will consider transport and connectivity issues. Further, additional strategic connections have been identified on relevant plans as a result of submissions.</p> <p>The submission comments are noted.</p>	<p>Nil</p> <p>Introduce new 'Strategic Connections' to all relevant Figures to identify improved connectivity across Aberdare Road to Kings Park.</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
42	State Government Agency	City-wide	<p>The Department has reviewed the Strategy. The breakdown of population and dwelling growth by neighbourhood precinct is certainly a welcome addition to understand the potential impact that the residential growth may have on the student enrolment demand across Highgate, Subiaco, West Leederville, Hollywood and Nedlands Primary Schools, and Bob Hawke and Shenton Colleges.</p> <p>The Department acknowledges that the City's population projections are higher than the Western Australian Planning Commission's (WAPC) Perth and Peel @3.5 million projections. If proposed residential growth envisioned by the Strategy eventuates, it will increase accommodation pressure at these inner city schools. This requires careful planning consideration to ensure that the anticipated student demand balances with the provision of public schools in the locality. The Department supports the proposed inclusion of an overarching objective (as part of the delivery of community infrastructure) to recognise the importance of providing adequate public school sites to support the growing student population in the Perth city. Preliminary analysis undertaken by the Department indicates that a new primary school is likely to be required in the East Perth locality over the short to medium term. In addition, a secondary school is also likely to be required in the inner city to meet the student enrolment growth over the longer term. It is noted that the demand for, and timing of, new public schools are dependent on a number of factors including, but not limited to, the rate and extent of residential growth in the Perth city and the preferences of family living arrangements.</p> <p>The Department notes that the Strategy has identified two possible future public school sites in Perth city, each within East Perth and Claisebrook Neighbourhood precincts including the estimated delivery timeframe. Whilst the two possible sites are State owned land, the Department does not support the specific identification of potential sites. This could provide a false expectation to the community and developers of the location of future public school sites and this would adversely impact on the public school planning of Perth city and the broader locality. In light of this, the Department requests any annotations relating to possible future school sites on the relevant neighbourhood precinct maps and the associated estimated delivery timeframe are removed and included in commentary only.</p>	<p>The submission comments are noted.</p> <p>The current content discussing the need for various community infrastructure, including public schools is considered appropriate to assist in future planning.</p> <p>The submission comments are noted.</p> <p>BAU stands for 'Business as Usual'. The Local Planning Strategy has been amended to reflect this.</p> <p>Part Two of the Strategy is proposed to be updated to include reference to the WAPC's Operational Policy 2.4.</p> <p>The analysis undertaken to inform the Strategy has identified the need for additional public schools within the city, preferably within the East Perth or Claisebrook neighbourhoods due to the existing and forecast residential populations and the desire to retain families in the city. The City acknowledges the complexities involved in planning for major community infrastructure such as schools, and that its role is largely an advocacy role. It is proposed that the Strategy be amended to remove reference to specific site locations for a future school.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Introduce new text into Part Two, Section 2.2 – State Planning Policies to provide an overview of WAPC's Operational Policy 2.4 and its implications on planning for the city.</p> <p>Amend Action CUG7 to advocate to the State Government in the short term for the provision of a public primary school and secondary school within</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Other recommended changes to the Strategy include the following:</p> <p>Clarification on what the abbreviation 'BAU' means in Table 1 and Table 2 of section 4.3 of Part One of the Strategy.</p> <ul style="list-style-type: none"> Inclusion of the draft WAPC's Operational Policy 2.4 - Planning for School Sites in Table 1 of Part Two - Section 2.2 as being a planning policy relevant to the preparation of the Strategy. Action EP3 in 'Table 23: East Perth - Planning Directions and Actions' of Part One of the Strategy to be amended to: 'Advocate to the State Government to provide new public school(s) in East Perth.' In addition, the associated timeframe to be adjusted to 'Short to long term'. Inclusion of a new Action item in Table 27: Claisebrook - Planning Directions and Actions' of Part One of Strategy as follows: 'Advocate to the State Government to provide new public school(s) in Claisebrook.' In addition, the associated timeframe to be included as 'Short to long term'. 		the city and remove reference in the Strategy to specific locations.
43	State Government Agency	City-wide	<p>This advice relates only to State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP 3.7) and the Guidelines for Planning in Bushfire Prone Areas (Guidelines). It is the responsibility of the proponent to ensure the proposal complies with all other relevant planning policies and building regulations where necessary. This advice does not exempt the applicant/proponent from obtaining necessary approvals that may apply to the proposal including planning, building, health or any other approvals required by a relevant authority under other written laws.</p> <p>Assessment DFES welcomes the opportunity to provide comment on the Strategy and acknowledges the City's commentary on SPP 3.7 and the Guidelines. The following advice is provided for the City to consider in refining the Strategy:</p> <ul style="list-style-type: none"> DFES notes the strategy identifies bushfire hazards in Section 4.5.1, and the subsequent application of SPP3.7 in bushfire prone areas. DFES notes section 4.5.4, Action E1 (b) regarding land use permissibility, related to Figure 8, and subsequent development approval. DFES supports commentary in 'Part Two Background Analysis Report' regarding SPP3.7. The commentary includes reference to a Bushfire Hazard Assessment, 	<p>The submission comments are noted.</p> <p>The City engaged Bushfire Prone Planning in 2017 to prepare a 'Bushfire Risk Management Plan'. The document was prepared in accordance with State Planning Policy 3.7. A copy of this document can be provided to the Department of Fire and Emergency Services if need be.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>included in Appendix A, and Moderate and extreme hazard levels outlined in Part 1 – Figure 8, discusses in Section 4.4.1.1.</p> <p>- However, it is not clear in the submitted documents regarding the methodology used to determine the Bushfire Hazard Levels. DFES provides the following generic advice regarding the SPP3.7 Policy requirements.</p> <p>Where the Strategy aims to identify suitable land for land use intensification within designated bushfire prone areas, it is important an assessment of the bushfire hazard issues is undertaken that informs the suitability of areas (if any) for urban expansion and/or land use intensification. The minimum requirement to satisfy SPP 3.7 is the preparation of a Bushfire Hazard Level (BHL) assessment and an assessment against the bushfire protection criteria requirements contained within the Guidelines.</p> <p>At this strategic level, it is acknowledged that bushfire management is likely to be only one consideration of the decision maker in determining the suitability of the land for proposed intensification. However, this emphasises the need for an understanding of what the bushfire risks are, so an informed decision can be made as to the suitability of areas for expansion or intensification of land use. Deferring consideration of the bushfire risk to subsequent planning stages may serve to exacerbate the situation through increased expectations from landowners regarding land use change, should the areas identified be unable to achieve compliance with the bushfire protection criteria in the Guidelines. In accordance with our advisory role, we reiterate consideration of the following information prior to the determination of the Strategy.</p>	<p>Bushfire risk has been considered within the Bushfire Risk Management Plan prepared in 2017. Generally, intensification of development is not proposed within the Strategy in any areas subject to bush fire risk, except for Kings Park Road. Kings Park Road has been identified as having a Bushfire Attack Level of 12.5-low and any intensification of development in this area will be able to be compliant with the Guidelines for Planning in Bushfire Prone Areas and AS 3959.</p> <p>The City has updated the text in Part 1 and Part 2 to more specifically state that intensification is not proposed in the bushfire prone areas (except for Kings Park Road as noted above).</p>	<p>Insert new text into Part One, Section 4.4.1 – <i>Natural Assets and Climate Change</i> (formerly Section 4.5.1) to acknowledge that intensification of development within bushfire prone areas is not proposed with the exception of Kings Park Road where the risk is considered minimal.</p> <p>Insert new text into Part Two, Section 4.4.1.1 <i>Natural Environment - Impact of Bushfire on Land Use and Development</i> as follows:</p> <p><i>“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</i></p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>1. Bushfire Hazard Level (BHL) assessment</p> <p>i. A BHL assessment is required subject to Policy Measure 6.3 of SPP 3.7. It provides a 'broad brush' means of determining the potential intensity of a bushfire for an area. This assessment assists in determining the suitability of land contained within strategic planning proposals for future subdivision and development. It is a pre-development tool used to inform decision making at subsequent planning stages to ensure a holistic understanding of the bushfire risk. Opportunities and constraints and the presentation of information within a matrix should be considered, where relevant (refer to the tables below);</p> <p>ii. A BHL assessment should be prepared for all areas identified for land use intensification which are designated as bushfire prone within the Strategy, including those areas that have not been previously tested by SPP 3.7 and are yet to be zoned or developed. This assessment can be a stand-alone document that informs the Strategy, or can form part of the document itself.</p> <p>iii. Although not specified in SPP 3.7 or the supporting Guidelines, the City should also consider the following:</p> <ul style="list-style-type: none"> - identification of measures to improve the resilience of those areas that are developed within or adjoining areas with an extreme bushfire hazard; this could be improved vehicular access and egress; increased hazard separation; improved water infrastructure; implementation of fire management strategies and vegetation management. <p>iv. Appendix Two of the Guidelines outlines the methodology for undertaking a BHL assessment.</p> <p>v. Required outcomes of the assessment are to:</p> <ul style="list-style-type: none"> - identify areas of low or moderate BHL that are most suitable for land use intensification; - evaluate the appropriateness of areas identified for intensification of land use; 	<p>The City engaged Bushfire Prone Planning in 2017 to prepare a <i>Bushfire Risk Management Plan</i>. The document was prepared in accordance with SPP 3.7. A copy of this document can be provided to DFES if need be.</p> <p>Refer to above.</p> <p>Refer to above.</p> <p>The submission comments are noted.</p> <p>The submission comments are noted.</p>	<p><i>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)."</i></p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>- identify improvements required to the broader road network to ensure that vehicular access and egress is available and safe during a bushfire event.</p> <p>2. Opportunities and Constraints Assessment It is critical at this level of the planning to connect the spatial understanding of the bushfire threat with strategic decisions about intensification of land use to reduce the vulnerability of people, property and infrastructure to the threat of bushfire. An understanding of the bushfire hazard provides for the identification of opportunities and constraints for the areas proposed for land use intensification. These areas can then be evaluated against each other, as well as each element of the bushfire protection criteria, to highlight the locations where it is unlikely compliance with the criteria can be achieved. An opportunities/constraints assessment can address issues related to the bushfire protection criteria that have arisen following the BHL assessment, including: Element 1, Element 2, Element 3 and Element 4.</p> <p>3. Bushfire Protection Criteria Matrix i. If the BHL assessment is being prepared with multiple development or investigation areas for land use intensification being considered, the assessment should provide a comparison of the areas. In particular, it should consider the likelihood that development in an individual area may or may not comply with the bushfire protection criteria. ii. This can be in the form of a matrix and provide a qualitative assessment identifying if it is considered that the areas proposed for intensification of land use are likely, possibly or unlikely to meet the criteria. It should recognise that compliance may be subject to the subsequent stages of the planning process. Recommendation – insufficient information The bushfire risk should be understood for those areas where intensification of land use is proposed by the Strategy. DFES notes the Strategy contains an ‘assessment’ of bushfire risk. The City should be satisfied that the submitted information regarding bushfire can identify opportunities and constraints for land use intensification, and the ability to achieve compliance with the bushfire protection criteria of the Guidelines. This assessment should also inform bushfire risk management measures for the Strategy to ensure all recommendations for land use intensification avoid any increase in the threat of bushfire to people, property, and infrastructure.</p>	<p>The <i>Bushfire Risk Management Plan</i> articulates several management strategies to address bushfire risk in bushfire prone areas across the city.</p> <p>As mentioned above, generally no intensification investigation areas (as per Figure 5) are proposed within a bushfire prone area. The risk assessment undertaken has determined a BAL 12.5-low for this area with any development in this area likely to comply with bushfire protection criteria.</p> <p>Bushfire risk (specifically to Kings Park Road) will be further considered as part of the preparation of the Scheme. Further, the UWA-QEIMC Specialised Centre Precinct Plan will consider the impact of bush fire in accordance with SPP 3.7 and the WAPC <i>Planning in Bushfire Prone Areas</i> Guidelines.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>
44	State Government Agency	City-wide	WA Health is broadly supportive of the Strategy and its direction. Please refer to Attachment 1 for our detailed feedback for your consideration.	The submitters support is noted.	Nil

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>ATTACHMENT 1</p> <p>New Women's and Babies Hospital With the development of the New Women's and Babies Hospital on the QEII site significantly ramping up over the next few years, there will be linkages and interdependencies with the Strategy that will have to be considered and will need to be worked through with the City of Perth.</p> <p>System Manager Presence in the City Centre Ideally the Department of Health (DoH), as the System Manager of the WA health system, would maintain a presence in the CBD as a point from which to interface with central agencies, particularly the Department of Treasury. Furthermore, a presence in the CBD is also essential in responding to disasters, which was evident with the outbreak of COVID-19 pandemic.</p> <p>Land Availability The DoH would appreciate any advice for land availability opportunities that would suit a Health facility or purpose as part of the Local Planning Strategy.</p> <p>Royal Perth Hospital Linkages and Interdependencies It is noted that most of Royal Perth Hospital (RPH) is contained within the Transit Investigation Area due to its links to Mclver Station and the planned station precinct renewal projects. There is a mass transit route identified along Wellington Street, which will be further defined in the Perth CBD Transport Plan and the City of Perth's Integrated Transport Strategy aimed at investigating how public transport can be improved. The mass transit solution is not defined (e.g. bus, light rail, etc.), but it should be noted that if major infrastructure or road works are required to Wellington Street this could impact RPH operations, ambulance access, DFEs access and evacuation routes.</p> <p>The RPH site is largely identified as an Urban Heat Island Hotspot. The new Scheme will look to ensure the protection and planting of more trees and vegetation on private land, with priority given to the hot spot areas and priority green links. Innovative approaches to the incorporation of vegetation into high-density inner-city areas will be encouraged. This may also place heavier restrictions on any future planned clearing and could result in developer contributions and the like being applied to future developments if key requirements are not met.</p> <p>The draft strategy identifies UWA-QEII as a specialised Centre for Education and Health, noting these have the</p>	<p>The submission comments are noted.</p> <p>The Local Planning Strategy has not identified any landholdings which would be suitable for health facilities. The City will continue to work and collaborate with the State Government to unlock land for various redevelopment purposes.</p> <p>The submitters concerns are noted.</p> <p>The City is not seeking to resolve a mid-tier transit network, rather provide an indicative route through the city which would provide maximum benefit to the city's workers, visitors, businesses, and residents. The objective is to secure the corridor should the mid-tier transit be required to take that route.</p> <p>The submitters concerns are noted.</p> <p>All options available to the City will be investigated in preparing the new Local Planning Scheme, with the intent that built form controls around urban greening maximise benefit to the environment and the community to address climate change and improve sustainability outcomes across the city.</p> <p>The submission comments are noted. UWA-QEII MC is identified as a 'Specialised Centre' to align with State Planning Policy 4.2.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>potential to be a major centre of knowledge and innovation and a key driver of economic and employment growth for Perth. Although RPH is not specifically identified as part of the specialised centre for health, the strategy does consider seeking to grow sector Medical Health and Life Sciences particularly around UWA/QEII and RPH. It is unclear how this will be encouraged for RPH.</p> <p>Land Use Planning for Natural Hazards A document 'Land Use Planning for Natural Hazards' can also guide the use of land to effectively reduce risk and enhance sustainability for areas prone to hazards such as flooding (including storm surge), fire, strong wind and erosion. Available for download from: https://knowledge.aidr.org.au/resources/land-use-planning-for-natural-hazardshandbook/</p> <p>Public Health Considerations It is noted within the strategy, that good public health is not specifically recognised as part of the vision. Good public health outcomes require good planning strategies. The aim of the planning Strategy should include a direct reference to 'enhancing the public health of the community' or words to that effect. Although the document focuses on outcomes for the City, it does not address potential issues in relation to disaster preparedness, recovery management or the associated impacts on public health. The document should also consider potential anti-social issues and how the built design can minimise the potential future harm.</p> <p>A risk assessment of each of the potential outcomes/goals should be incorporated into the Strategy. For your reference, consider the Health document 'Risky Business' – A resource to manage environmental health risks specifically tailored for local governments. The document is available for download at: http://ww2.health.wa.gov.au/Articles/F_I/Health-risk-assessment</p> <p>The DoH has a document on 'Evidence supporting the creation of environments that encourage healthy active living' which may assist with planning elements related to planning strategy. A copy may be downloaded from: https://ww2.health.wa.gov.au/Articles/F_I/Health-risk-assessment</p> <p>The City of Perth could also use this opportunity to minimise potential negative impacts of increased density</p>	<p>The technical reporting undertaken to inform the City's Economic Development Strategy considers the opportunities in the health, medical and life sciences sector and City strategies and influences. As the State Government has not identified Royal Perth Hospital as a Specialised Centre, the City will not be undertaking any detailed planning for this precinct.</p> <p>The submitters comments are noted.</p> <p>The primary purpose of the Local Planning Strategy is to inform the new Local Planning Scheme. The City acknowledges the importance of public health in creating an attractive and liveable city and the Strategy includes a range of actions that will ensure that built form and public realm contributes positively to public health through design and innovation.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>developments such as noise, odour, light and other lifestyle activities.</p> <p>To minimise adverse impacts on the residential component, the City of Perth could consider incorporation of additional sound proofing / insulation, double glazing on windows or design aspects related to location of air conditioning units and other appropriate building/construction measures such as ensuring adequate ventilation requirements for wet areas. Further design elements that should be considered include:</p> <ul style="list-style-type: none"> • A range of quality public open spaces should be provided to contribute towards the recreation, physical activity, health and social needs of the community. • Parks and open spaces should be located within walking distance of most residents along well-lit connected routes and be co-located with other community facilities to encourage access by walking or cycling. • The design of parks and open space and the infrastructure provided within them should cater for a variety of users to undertake a mix of activities that increase physical activity, provide access to healthy nutritious foods (through community gardens) and prevent injury. <p>Heatwave Guide to Cities It is extremely important for cities to undertake heat-related risk analyses and to devise plans for reducing and managing risks. The below guide is intended to be a basic introduction to this topic and a resource for cities to start planning for extreme heat. The Strategy should be consistent with Climate change adaption methods to deal with potential health hazards such as extreme heat. The guide Heatwave Guide for Cities is intended to be a basic introduction to this topic and a resource for cities to start planning for extreme heat.</p>	<p>The submitters suggestions are noted. A range of options and tools will be considered for improving Environmentally Sustainable Design outcomes in buildings and spaces on private property and in the public realm/public open space as part of the preparation of the new Local Planning Scheme and policy.</p> <p>The City of Perth has prepared a draft <i>Open Space Framework</i> as set out in Action CUG6(b) in the draft Local Planning Strategy.</p> <p>Using an evidence-based approach, the framework identifies current and future gaps in green open space and proposes a range of projects, at both the city and neighbourhood scale, to help improve provision. The document also sets out objectives and planning and design principles to support the development of a network of accessible open spaces characterised by:</p> <ul style="list-style-type: none"> • An equal distribution of open space across the city • Diverse spaces that provide a range of destinations • Multi-functional spaces that support a variety of different uses • Inclusive spaces that feel safe and welcoming to all • Connected spaces with high quality green links. <p>The detailed allocation of facilities and amenities within open space will be determined at subsequent, more detailed planning and design stages through the development of Masterplans and Design Concepts. These will be informed by a comprehensive context analysis and detailed program of community consultation to help identify those facilities and amenities that best match the current and future needs and expectations of a highly diverse community.</p> <p>The submission comments are noted.</p>	<p>Nil</p> <p>Nil</p>
45	State Government Agency	City-wide	The Department supports the draft LPS as it recognises the importance of tourism and highlights Perth's cultural importance. The LPS also acknowledges the key	The submitters support is noted.	Nil

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>relationship between the capital city as a major attractor of visitors and celebrates the value of this visitation, including that of international students, and by extension the Perth City Deal.</p> <p>In particular, initiatives including the Station Precinct Renewal, Capital City Entertainment Area and Swan River/Derbarl Yerrigan are considered important in supporting tourism, and enhancing the visitor experience in the City. These will augment the Perth Cultural Precinct, improve connectivity and the arrival experience for visitors, and support our tourism and hospitality offering. It is pleasing to note these are recognised in the LPS.</p> <p>Tourism WA, which is part of the Department, has been engaging with the Botanical Gardens and Parks Authority and the City, emphasising the importance of expediting easier walking and cycling access to and through the CBD, Kings Park and around the Perth Water precinct. This work is ongoing and supports opportunities to strengthen cultural and tourism activities within the CBD. It is consistent with the LPS and is important in linking key attractions, the Swan River, Elizabeth Quay and Kings Park as part of the overall tourism offer.</p>	<p>The submission comments are noted.</p> <p>The submission comments are noted.</p>	<p>Nil</p> <p>Nil</p>
46	State Government Agency	City-wide	<p>The proposed draft City of Perth Local Planning Strategy has been considered for its potential impact on heritage places within the Scheme area and the following comment is provided:</p> <ol style="list-style-type: none"> 1. There is a strong consideration of cultural heritage within the draft strategy, including references to heritage in the City's Vision, and the identification of Actions arising from cultural heritage Issues and Opportunities. 2. The proposed review of heritage planning policies to ensure they align with the State legislative framework and represent best practice approach to conservation and enhancement of the city's cultural heritage significance is supported. 3. Consideration of adjustments to the Heritage Bonus Plot Ratio Framework and decision making process is also commendable, and the Heritage Council would like to be consulted where recommendations for improvements to the heritage incentives policy framework impact on any of its processes, such as heritage agreements. 4. It is noted that the City is currently reviewing its Local Heritage Survey, which will subsequently inform the Heritage List under a new Scheme. We would recommend that this review includes information about significant interiors, as internal work not 	<p>The submission comments are noted.</p> <p>The submitters support is noted.</p> <p>The City will continue to liaise and work collaboratively with the Department of Planning, Lands and Heritage (Heritage Development) as required to prepare the new Local Planning Scheme.</p> <p>The <i>Heritage and Character Area Study</i> being progressed for the new Local Planning Scheme is investigating the whole site of places in existing Heritage areas and investigation of Proposed Heritage areas. The study team is aware of the three dimensions of heritage significance and will be developing guidelines that involve protection</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>materially affecting the external appearance of a building is not exempt from the requirement for development approval where it is located in a heritage-protected place and the interior is specified as being of cultural heritage significance in a heritage list (Part 7 Clause 61, no 5(b)).</p> <p>5. It should be noted that the <i>Aboriginal Cultural Heritage Bill 2021</i> replaces the <i>Aboriginal Heritage Act 1972</i> after a transitional period. Please contact the Aboriginal Heritage team on aboriginalheritage@dph.wa.gov.au for further information.</p>	<p>of the significant parts of buildings in the Heritage area and guidelines for new development that will not result in facadism or poor heritage outcomes.</p> <p>The Local Planning Strategy has been amended to refer to both the <i>Aboriginal Cultural Heritage Bill 2021</i> and the <i>Aboriginal Heritage Act 1972</i>.</p>	Amend Section 4.2.4 – <i>Built Environment – Heritage and Character</i> to reference the <i>Aboriginal Heritage Act 1972/ Aboriginal Cultural Heritage Bill 2021</i> .
47	State Government Agency	City-wide	<p>The Transport Portfolio is generally supportive of the draft strategy. It is noted that until now, much of this document has been developed without specific engagement with the Transport Portfolio agencies. In this regard, I look forward to further engagement opportunities</p> <p>General Comment: The Department of Transport (DoT) supports:</p> <ul style="list-style-type: none"> the City's vision of a 'liveable city' through creating highly walkable environments, reducing car dependency, and promoting use of active and public transport through better connected neighbourhoods; the City's consideration of Mass Transit in the Local Planning Strategy (LPS); however, the depiction of proposed alignments (albeit indicative) in the LPS is not supported by DoT at this point in time. There are a range of stakeholders involved in various mid-tier transit planning activities and there is not currently a consistent view. DoT is leading network planning on this subject and would like to continue to work collaboratively with the City and other key stakeholders to arrive at an agreed position on route alignments; the development of Capital City Activity Spine and neighbourhood connections. Several initiatives and investigations for developing these connections have tangible links to work currently being undertaken by DoT, and DoT requests to be involved in working closely with the City on these initiatives; 	<p>Significant engagement with key stakeholders has been undertaken to prepare the draft Local Planning Strategy. Of note, a series of workshops over three days were undertaken in 2018 where multiple representatives from the Department of Transport, Public Transport Authority and Main Roads WA attended. This statement is therefore incorrect.</p> <p>Written correspondence was also sent to the above stakeholders in 2019 prior to the first draft strategy being presented to Council and informal correspondence occurred again in 2020 to discuss various strategy items. The submitters support is noted.</p> <p>The submission objection to the indicative Mass Transit is noted. The City acknowledges that the Department of Transport is the lead agency responsible for network planning.</p> <p>The City is not seeking to resolve a mid-tier transit network in the Local Planning Strategy, rather provide an indicative route which would provide maximum benefit to the city's workers, visitors, businesses, and residents.</p> <p>The City agrees that continued collaboration for the planning and delivery of major transport infrastructure will be required and acknowledges that further detailed planning is required to determine the agreed route.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<ul style="list-style-type: none"> a Development Plan and Structure Plan for the QEIMC/UWA specialised centre; and the implementation of City Urban Consolidation principles relating to walkable catchments and improvement of microclimates to improve pedestrian amenity. <p>4.5 – Environment DoT suggests the City consider the below changes or additions:</p> <ul style="list-style-type: none"> The LPS could go further into how it can mitigate Green House Gas emissions. The draft's main reference to mitigation is in the context of land use planning with another limited reference to resilience (e.g. section 4.5.). Emissions mitigation should form a key part of the rationale for sustainable transport planning and investment. <p>4.2.6 - Perth City Deal Under section 4.2.6 Perth City Deal, reference is made to the 'CBD Transport Plan' this should be amended to read 'Perth Greater CBD Transport Plan'.</p> <p>4.6.1 - Sustainable Transport DoT supports the City's desire to: Sustainable improve land use outcomes around train stations and will work with the City and other key portfolio partners to facilitate these outcomes;</p> <ul style="list-style-type: none"> improve active and public transport usage and will partner with the City where appropriate to assist in facilitating these outcomes; review and reduce residential parking requirements through the local planning scheme amendment process. DoT is keen to work with the city on this matter; and ensure suitable End of Trip (EoT) facilities are provided within new developments and are supportive of this occurring through the local planning scheme development process. <p>The Perth Greater CBD Transport Plan includes an initiative to develop an EoT facilities framework which will commence shortly. DoT will seek input from the City as part of its development and would like to think this framework could bring consistency to related matters across many jurisdictions.</p>	<p>The submission suggestion is noted. The Local Planning Strategy has been amended to refer to the aim of achieving net zero emissions in line with the City's recently adopted <i>Sustainability Strategy</i>.</p> <p>The submission comments are noted. The Local Planning Strategy has been modified to update the terminology.</p> <p>The submission comments are noted.</p> <p>Private vehicle growth in the city has been minimal for many years due to constraints on parking supply. Supporting electrification will not change this as bays are converted rather than the number increased. This should encourage conversion to electric vehicles, particularly for country residents visiting the city where range becomes a major issue.</p>	<p>Introduce new text into Section 4.2.5 to refer to the City's aspiration to be a driver of environmentally sustainable design and accelerate the delivery of net zero emissions. Amend Action CUG4 to investigate how built form can help achieve this aspiration.</p> <p>Amend terminology throughout the document to refer to the Perth Greater CBD Transport Plan.</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<ul style="list-style-type: none"> DoT supports car parking provisions being considered as part of a framework which looks at requirements for new transport technologies such as electric vehicles and car sharing. It should be noted that supporting the uptake of electric vehicles, with the stated objective of reducing traffic congestion , could lead to unintended outcomes if not managed correctly. This could lead to increased traffic congestion as a result of increased travel. The LPS should also consider electric vehicle charging infrastructure requirements to support electric vehicle uptake. Electric vehicle provisions in subsequent scheme amendments - DoT recommends that the focus be on provision of off-street recharging capacity, emphasising residential parking facilities. This could be modelled on specifications in use in other jurisdictions such as London. <p>DoT supports car sharing as a travel demand management measure - in particular, combining unbundled car parking with policies that support sustainable or shared travel (such as car sharing). There is also a risk of car sharing adding to demand and kerbside space demand which is an example of the unintended consequences that can be experienced.</p> <p>DoT supports reviewing the Perth Parking Policy (PPP) to alleviate the concerns outlined by the City that the PPP has potential to" discourage sustainable upgrades of existing buildings or business investment in Perth city". DoT initiated an independent review of the PPP in 2019 and has been working closely with the City in implementing the recommendations from the review. This includes initiatives and actions that address the concerns raised by the City around the upgrades to existing buildings. To note, these proposed PPP revisions are currently sitting with the City for its advice/comment. It is also pertinent to reference that despite DoT encouraging affected proponents to engage and explain how their proposals are being affected, there has only been one example produced in the past two years. It is noted that e-rideables are not mentioned in this section, but with the recent legislative changes and adoption by the public are considered as a mode with specific characteristics and needs that warrants specific consideration.</p> <p>4.6.2 Connectivity DoT supports:</p>	<p>The management of kerbside servicing is beyond the scope of matters considered within the Local Planning Strategy.</p> <p>The submission comments are noted.</p> <p>The City continues to work closely on various initiatives at seek to improve the liveability of the city.</p> <p>The submission comments are noted.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<ul style="list-style-type: none"> the City's desire to improve active and public transport usage and will partner with the City where appropriate to assist in facilitation of this; reduction of car dependence in the City; the City's preparation of an Integrated Transport Plan and requests to be engaged as a key stakeholder during its development; the City's intent to improve connectivity at the neighbourhood level; the improvement of pedestrian connectivity through the arcades and laneways and the City's initiatives to allow for public use through various concessions; the City's inclusion of pedestrian priority zones at the neighbourhood planning level; and ensuring easy movement of residents, workers and visitors travelling to and within the city and in reducing barriers to movement. This is of particular importance to active transport modes to assist in the reduction of car dependency. <p>Under section 4.6.2, reference should be made to the WA Long-Term Cycle Network for Perth and Peel - https://www.transport.wa.qov.au/activetransport/long-term-cycle-network.asp. in accordance with the WA Cycle Network Hierarchy https://www.transport.wa.gov.au/mediaFiles/active-transport/AT P WA CycleNetwork Hierarchy.pdf, as endorsed by the City on 25 August 2020. This should also be reflected in the plan depicted on page 42 - at least the 'Primary Route' corridors.</p> <p>4.6.3 - Servicing Management of kerbside space does not appear to be discussed in the draft. This is both a planning and operational issue and DoT recommends this be addressed within the LPS.</p> <p>4.6.4 - Table 11, Action 12 Reference is made to the 'CBD Transport Plan' this should be amended to read 'Perth Greater CBD Transport Plan'.</p> <p>DoT supports:</p> <ul style="list-style-type: none"> action 11 b to remove minimum car bay and lower maximum car bay requirements in areas of the city which are well serviced by public transport; and allow the unbundling of car parking bays from individual apartments; action 11d to increase the minimum requirements for EoT facilities; and 	<p>The City will prepare a new Cycle Plan to consider the cycle network in greater detail, having due regard to the State Government's Long-Term Cycle Network and other transport priorities.</p> <p>The management of kerbside servicing is beyond the scope of matters considered within the Local Planning Strategy.</p> <p>The Local Planning Strategy has been modified to update the terminology.</p> <p>The submitters support is noted.</p>	<p>Remove cycle paths from Figure 9 and add a new Action to investigate and confirm bike path routes through a bicycle path plan, having due regard to the Department of Transport's Long-Term Cycle Network.</p> <p>Nil</p> <p>Amend terminology throughout the document to refer to the Perth Greater CBD Transport Plan.</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<ul style="list-style-type: none"> action I2a, noting DoT does not recommend detailing alignments prior to planning being completed. DoT supports the action for the City and State Government to investigate opportunities which would facilitate the growth of ferry services to better link the city to other tourist and activity destinations. Do T's Maritime business unit can provide technical support in relation to outcomes from investigations which leads to further or updated marine infrastructure requirements. <p>5.1 - Central Perth Neighbourhood</p> <ul style="list-style-type: none"> action CP1 c to improve connection and the public realm relating to the Capital City Spine. DoT requests to be engaged closely with the City in the development of this action; action CP5a(iii) and requests to be consulted where appropriate to assist with this action; optimising train stations and transit-oriented development but recommends also considering these in the broader context of travel demand management policies/initiatives given that the land use planning system plays an important role in travel demand by influencing people's transport needs and travel behaviour; and action CP7a and CP7b and will work with the City and other key portfolio partners to facilitate these outcomes . <p>5.3 - East Perth Neighbourhood DoT is supportive of action EP2b and requests to be engaged as part of the development of this action.</p> <p>5.5 - West Perth Neighbourhood DoT is supportive of action WP4a and would like to work with the City to ensure the City's objectives can be accommodated where Neighbourhood appropriate.</p> <p>5.6 - Crawley - Nedlands Neighbourhood DoT is supportive of action CN1 and is interested in providing strategic transport input into the development of any structure plans for the precinct.</p> <p>6 - Implementation and Review DoT requests specific mention as a key stakeholder in the following Key Actions identified in Table 36:</p> <ul style="list-style-type: none"> sustainable transport; connectivity; Station Precinct renewal; Riverside Precinct urban renewal; City West Station precinct renewal; and Specialised Activity Centre - Crawley-Nedlands . 	<p>It is not considered necessary to include the Department of Transport in the neighbourhood specific actions. Table 36 identifies the role of State Government agencies (which include the Department of Transport) as key stakeholders for the implementation of sustainable transport, connectivity, and servicing themes. Specific reference to the Department of Transport has been included with Tables 36 and 37 where appropriate to provide greater clarity to the Department's role in the Strategy actions.</p> <p>The submission comments are noted.</p> <p>The submission comments are noted.</p> <p>The submission comments are noted.</p> <p>Table 36 and 37 identifies State Government agencies (which would include the Department of Transport) as key stakeholders for the implementation of all these themes. It is not considered necessary to list each separate State Government Agency under each theme, given the number of agencies involved in delivering various theme outcomes and actions.</p>	<p>Amend Table 36 and 37 to specifically acknowledge the Department of Transport as a stakeholder.</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Amend Table 36 and 37 to specifically acknowledge the Department of Transport as a stakeholder where considered appropriate and beneficial.</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
48	State Government Agency	City-wide	<p>4.5.3 Urban Greening The Urban Greening initiative is supported, noting that it should not come at the expense of efficient movement of on road public transport.</p> <p>4.6 Infrastructure - 4.6.1 Sustainable Transport The Perth Parking Policy needs to ensure that any changes proposed do not add to CBD congestion, which would reduce pedestrian activity and delay buses. Changes should consider how parking could be better managed to reduce congestion e.g. reduce parking in inner core and instead place car parks near to major transport corridors on the edge of the CBD.</p> <p>4.6.2 Connectivity Note that improved pedestrian links to and from public transit hubs and stops benefit public transport and commercial precincts. The aspirations for improved pedestrian links are supported. Decisions made on infrastructure outside the CBD can have a big impact on these, e.g. if road capacity is significantly increased on approach roads this will lead to more congestion in the CBD unless people are directed to car parks on fringe of the CBD, likely undermining desired outcomes.</p> <p>4.6.3 Servicing, Figure 9: Infrastructure Map High frequency bus routes operate to QEII (Hospital Avenue) via Kings Park Road and Thomas Street. The Red CAT route extension to the Matagarup Bridge, Blue CAT route through Northbridge, and the new Purple CAT should be included on updated alignments. The PTA supports the need for a high frequency east-west on-road mass transit route but further work needs undertaking to confirm the preferred alignment, mode and integration with existing and planned networks.</p> <p>4.6.4 Planning Directions and Actions, Issue/Opportunity: Sustainable Transport PTA suggests rewording Action 1 c) to 'Support population growth and congestion reduction by working with the State Government to review the Perth Parking Policy to reduce barriers to redevelopment and to protect future funding required for the FTZ, CAT and public transport capacity increases'.</p> <p>5.14 Central Perth Neighbourhood Planning Directions and Actions, Station Precinct Renewal The rationalisation of Mclver and Claisebrook stations has been investigated as part of the optioneering stage of the PTA's Platform and Signalling Upgrade Program. Unfortunately due to the very significant constraints associated with this part of the rail network a</p>	<p>The submission support is noted, and the City acknowledges the need to balance various strategic objectives.</p> <p>The submission comments are noted, and the City agrees that the <i>Perth Parking Policy</i> should not unnecessarily restrict positive redevelopment opportunities whilst ensuring parking can be managed to reduce congestion in Central Perth.</p> <p>The submission comments are noted.</p> <p>Figure 9 – <i>Infrastructure Map</i> has been updated to reflect current CAT services.</p> <p>It is acknowledged that the City is not intending to resolve mid-tier transit options in the Local Planning Strategy. The route represents the City's advocacy position for mid-tier transit which should be investigated through an appropriate planning process. It was selected because it presents the greatest land use benefit to the City and visitors, residents, workers and businesses in the city. It has been shown as an indicative route, acknowledging that further detailed planning is required.</p> <p>No further changes to this action are considered necessary.</p> <p>The action to work with State Government to undertake a detailed study of Mclver and Claisebrook Stations seeks to address the rationalisation of stations to unlock opportunities on underutilised land, improve connectivity and severance issues and to better capitalise on key transport infrastructure. The City notes that this may not include the consolidation of the stations.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Amend Figure 9 - <i>Infrastructure Map</i> to include all CAT routes as 'High Frequency Bus Routes' and CAT.</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>consolidated station is not considered viable.</p> <p>While a range of constraints exist, the most significant issues relate to the ground profile between Claisebrook and Mciver. Given the acute downward slope between the two stations and underneath the Lord Street bridge significant works would be required to accommodate a station and ensure it met universal access and other requirements. This would cause major disruption to the existing railway and surrounding land uses to achieve, including impacts to Lord Street and adjoining properties. It would also prevent operationally viable access to/from Claisebrook depot, which is a vital part of the railway and strategically important to its long-term operation.</p> <p>5.1.4 Central Perth Neighbourhood Planning Directions and Actions, Issue/Opportunity: Station Precinct Renewal Action c</p> <p>The planning study should also consider the important role that these facilities play in enabling efficient operation of public transport services.</p> <p>Part 2 - 2.4 Operational Policies, Table 3, DCP1.6 & 4.5.1.1 Sustainable Transport</p> <p>Development can be intensified around major bus stops as well as bus stations.</p>	<p>The City acknowledges the important role these facilities play in the public transport system; however, the action specifies ways the City could work with State Government to capitalise on the opportunities. This infrastructure offers for improved transit-oriented development, in accordance with <i>Perth & Peel @ 3.5million</i>.</p> <p>The submission comments are noted. The wording to Part Two, Table 3 – <i>Operational Policies</i> has been amended to include bus stops as defined by DCP 1.6.</p>	<p>Nil</p> <p>Amend Part Two, Table 3 – Operational Policies to the following:</p> <p><i>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.</i></p>
49	State Government Agency	City-wide	<p>General Comments: Road Planning</p> <p>The Graham Farmer Freeway Tunnel is significant State infrastructure which traverses the City, and Main Roads will actively continue to collaborate with the City to protect the integrity and operation of the tunnel. Main Roads' Development Design Guidelines for Structures above or adjacent to the Graham Farmer Freeway Tunnel Northbridge informs how this asset is to be protected.</p> <ul style="list-style-type: none"> Further engagement between Main Roads and the City is recommended in relation to the Swan River Foreshore Masterplan to determine its interaction 	<p>The submission comments are noted. The City will further liaise with relevant State Government agencies as part of any further detailed planning for any projects identified within the Local Planning Strategy.</p>	<p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>with the Primary Regional Road Reservation and State Road Assets.</p> <ul style="list-style-type: none"> • Pedestrian access around Primary Regional Roads is an important issue and requires further investigation regarding how connectivity can be improved when traversing the state road network. Early engagement with Main Roads is encouraged. • The proposed Parliament House connection to the CBD over Mitchell Freeway is recognised as a long-standing proposal. Main Roads as an approving agency can provide advice for this to be implemented. • Any changes to the movement network should consider the safety and efficiency of all road users groups. • The Stirling Highway Activity Corridor Study includes some provision for bus queue jump lanes at signalised intersections with particular reference to Broadway/Hampton/Stirling Highway intersections. • Any local area traffic treatments, and modifications to traffic signals, will require further approval from Main Roads under the Road Traffic Code 2000. • Noise sensitive uses located adjacent the Primary Regional Road reservation should implement acoustic attenuation measures, as outlined in State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning, to mitigate potential negative externalities generated by the road environment. <p>Freight Movements</p> <ul style="list-style-type: none"> • Efficient freight movement is essential for city businesses to continue to operate smoothly and for the prosperity and liveability of Perth. Poor freight movement and access restrictions can negatively impact traffic and pedestrian flows since delivery drivers may spend additional time on city roads trying to locate available loading bays. • Whilst the proposed Local Planning Policy includes general transport related actions in relation to parking, pedestrians, cycling and public transport, there is no specific reference to freight. <p>Other Comments</p> <ul style="list-style-type: none"> • Waste removal is another critical service that needs to be well planned for and managed in the inner-city environment, as it can negatively impact on businesses, residents and visitors. <p>Figure 1 The figure shows that this scheme will directly or indirectly impact both Kwinana Freeway and Mitchell</p>	<p>The City completed the <i>Last Kilometre Freight Studies</i> in 2018 and 2019. Both studies indicated the City is not currently facing significant issues around the movement of freight. However, improving the efficiency of the last kilometre could have positive impacts on the economic prosperity, liveability and sustainability of the city as it grows. Freight movement will continue to be addressed through the City's various transport planning projects.</p> <p>The City agrees with this statement and Action I3 of the Local Planning Strategy acknowledges the importance of appropriately planning for waste management in new development.</p> <p>The submitters comment is noted.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Freeway. Together these two freeways form the major north-south transport route within the metropolitan area. They essentially cut through the middle of the planning scheme area. Graham Farmer Freeway - runs approximately east west from the Mitchell Freeway. Initially it is within the study area but is in a tunnel. For the eastern portion, it forms the northern boundary of the planning area and is constructed at surface level generally, connecting to the eastern and hills areas. Albany Highway starts at the eastern end of the planning area and connects across the Swan River to the south eastern suburbs and Great Eastern Highway and Canning Highway. Stirling Highway starts in central Perth and runs west to Fremantle connects to other western suburbs. Guildford Road starts at the northern boundary of the planning area and connects with eastern suburbs. Initially it is locally known as East Parade.</p> <p>Page 3 If the strategy is for 15 years to 2036, how can it demonstrate that it meets the minimum requirements of Perth and Peel @3.5 for 2050?</p> <p>Vision 2.0 "Creating highly walkable environments" at what impact of Main Roads regional roads?</p> <p>Figure 3 - Local Planning Strategy What strategic connection exists between the residential adjacent to Stirling Highway (Mounts Bay Road) and Kings Park across Stirling Highway?</p> <p>Similarly what strategic connections existing across the Mitchell Freeway within the Narrows Interchange? Two are shown.</p> <p>4.2.4 - Capital City Waterfront The Capital City Waterfront has the potential to significantly impact the transport function of Riverside Drive.</p> <p>4.2.6 - Perth City Deal DoT Point 6 CBD Transport Plan as part of the Perth City Deal - what are the details? How does it fit with Main Roads' Network plans?</p> <p>4.3.8 - Planning Directions & Actions Population and housing growth - the proposed increased population will put additional demands on transport links both internally to the study area and externally. However, as these growth numbers are based on the Perth and Peel @3.5M the transport impacts should already be accounted for in planning.</p>	<p>The timeframe for the Local Planning Strategy is consistent with the State Governments Local Planning Manual and Part 2, Section 2.3 demonstrates how the Local Planning Strategy meets the requirements of <i>Perth and Peel @3.5 million</i>. Improving walkability across the city is an important aspect of the Local Planning Strategy and this is consistent with the initiatives of Phase 1 of the State Government's <i>Perth Greater CBD Transport Plan</i>. The strategic connections are not referring to existing connections, rather they are identifying opportunities to improve pedestrian and cyclist connectivity where there are existing barriers. Any strategic connections would be subject to detailed investigations.</p> <p>Any future master planning for the Swan River foreshore will require detailed planning and stakeholder engagement.</p> <p>The <i>Perth Greater CBD Transport Plan</i> is a project of which Main Roads WA are a project portfolio partner.</p> <p>The submission is noted.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>4.4.2 - Employment Growth - Table 7 This table shows an estimated increase in works by 2038 in the study area of 218,165. Table 1 (page 15) only shows an addition population growth of approximately 55,000. This implies an addition inflow to the study area of approximately 163,000 workers. These additional workers will travel on a combination of public transport and cars putting additional demands on both public transport and road network.</p> <p>4.4.3 - Land Use Diversity - Figure 7 It is noted that 'Belmont Park Racecourse' is spelt incorrectly on the map</p> <p>4.5.1 - Natural Assets and Climate Change - Paragraph 2 Which parts of the Graham Farmer Freeway reserve inside the study area are considered bushfire prone areas? The adjacent river front reserve is not mentioned as bushfire prone, even though it is more densely vegetated.</p> <p>4.5.1 - Natural Assets and Climate Change It is noted that consideration is given to Bushfire Prone Areas in Part 1 Section 4.5.1. The onus to manage development in Bushfire Prone Areas must be clearly placed on developers and not on adjacent landowners. Developers must mitigate risks on their land independent of and without expectation of modifications to adjacent, existing land uses.</p> <p>4.5.3 Urban Greening - Paragraph 2 Urban Greening - a significant portion of the Urban hotspots are centred on Main Roads assets (the Mitchell Freeway and Graham Farmer Freeway). Increased tree planting has already been proposed and in some areas implemented on these roads. This tree planting will have an adverse impact of the Bushfire prone areas as the density of trees increase. The two sections have opposing impacts, and both will impact Main Roads assets.</p> <p>4.5.3 Urban Greening Outlines measures for the protection and planting of trees on private land. It is recommended that the use of locally-native plant species be maximised to promote local identity and sense of place and to enhance ecological values. It is also important to ensure that plant sizes and building setbacks allow for vegetation, paths and road maintenance.</p> <p>4.5.3 - Urban Greening - Figure 8 Flood Prone areas - Stirling Highway (Mounts Bay Road) is inside the flood area. Green Links - the Mitchell freeway has been included in the green links including through the central Perth area.</p>	<p>The Local Planning Strategy acknowledges the additional pressure placed on infrastructure as the city grows and aims to identify strategic priorities and actions that the City can deliver through its local planning framework.</p> <p>The submission comment is noted. The spelling error has been corrected.</p> <p>Bushfire prone areas are shown on Figure 8 of the Local Planning Strategy (Part 1).</p> <p>The City supports the management of bushfire prone vegetation in accordance with the State Planning Policy No. 3.7 - <i>Planning in Bushfire Prone Areas</i>.</p> <p>The urban greening proposed by the City as part of the <i>Urban Forest Plan</i> will consider, ongoing management, vegetation spacing and requirements of the WAPC's Planning in Bushfire Prone Area Guidelines to mitigate any bushfire hazards. It is noted that any vegetation planting is unlikely to create a bushfire hazard, due to the scale and nature of planting intended.</p> <p>The City's approach to urban greening will be determined through detailed planning and design and will consider various environmental issues.</p> <p>Figure 8 has been updated to ensure the primary and secondary green links are consistent with the City's existing <i>Green Infrastructure and Biodiversity Study</i>.</p>	<p>Nil</p> <p>Amend spelling throughout document for the 'Belmont Park Racecourse'</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Update Figure 8 to show primary and secondary green links consistent with the City's existing <i>Green</i></p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>4.5.4 - Planning Directions and Actions Urban Greening - as noted above this includes sections of Graham Farmer Freeway and Mitchell Freeway.</p> <p>4.6.3 Servicing - Figure 9 This figure shows desired improvement to pedestrian and cyclist connectivity across the Mitchell Freeway, Graham Farmer Freeway and Stirling Highway around UWA. How is this to be achieved?</p> <p>5.1.4 Central Perth Neighbourhood - Planning Directions and Actions</p> <ul style="list-style-type: none"> Action CP6c states "review the existing planning policy provisions that apply to land along Mounts Bay Road west of the freeway". It is recommended that: The City consider the impacts to fauna of any changes to landscaping along Mounts Bay Road/John Oldham Park, particularly investigating ways to deter swan and duck crossings e.g. barriers, and/or limiting lawn foraging areas. The environmental conditions in this location - windy, exposed area, soil profile - need to be considered when determining landscaped treatments/species. The differing maintenance and management requirements of the landscaped area near Swan River compared to those for John Oldham Park need to be referred to. Consideration of the present Principal Shared Path is required in terms of suitable landscaping treatments as maintaining movement/connectivity is key for this area. <p>5.3.3 East Perth Neighbourhood - Planning Directions - Figure 13 Shows a mass transit link over Causeway. How is this envisioned to be fulfilled? What form of mass transit? Currently bus lanes.</p> <p>5.4.3 Claisebrook Neighbourhood - Planning Directions - Figure 14 Pedestrian and Bike connectivity across Graham Farmer Freeway, how is this to be achieved?</p> <p>5.5.3.2 West Perth Neighbourhood - Land Use This section outlines the plan to increase emphasis on residential and commercial/secondary office</p>	<p>The submission is noted. Please refer to the above response.</p> <p>The ways connectivity could be improved at these points is articulated in the Local Planning Strategy under Action I2 of Table 11 - <i>Infrastructure – Planning Directions and Actions</i></p> <p>Such considerations raised by the submitter would be considered in more detail in the review of the existing policy provisions as part of the new Local Planning Scheme.</p> <p>The route shown on the Local Planning Strategy identifies the City's preferred route, however, this indicative and subject to further planning. The route chosen presents the greatest land use benefit to the City, including workers, visitors, residents, and businesses. The City notes that this should not be looked at in isolation to the rest of the public transport network and will continue to work closely with the State Government on the Perth Greater CBD Transport Plan to investigate how other interventions can improve connectivity across the city.</p> <p>Action I2 of Table 11 - <i>Infrastructure – Planning Directions and Actions</i> addresses recommended locations for improvement to identified strategic connections.</p> <p>It is not anticipated that development on private landholdings would impact on road reserves. Stormwater would need to be managed as ordinarily required at Development Approval stage.</p>	<p><i>Infrastructure and Biodiversity Study</i></p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>development between Mitchell Freeway and Havelock and Sutherland Streets. In that regard it is recommended that the City ensures that proposed residential/commercial development:</p> <ul style="list-style-type: none"> • does not impinge upon or impact nearby Wildflower Capital Initiative landscaping by Main Roads, including maintenance access; and • does not impact the stormwater wetland levels, water quality and vegetation at Hamilton Lake 3/City West Compensating Basin located between Sutherland Street and Mitchell Freeway near the Freeway on-ramp. <p>5.5.3 West Perth Neighbourhood - Figure 15 Pedestrian and bike connectivity across Mitchell freeway how is this to be achieved?</p> <p>5.6.3 Crawley-Nedlands - Planning Directions - Figure 16 Pedestrian and bike connectivity across Stirling Highway, how is this to be achieved, especially location to the east of the area to the riverfront?</p> <p>6.0 Implementation and Review - Table 36 Agree with principles and for Main Roads continued involvement in the CBD Transport Plan.</p> <p>Part 2 - 2.2 State Planning Policies It is noted that consideration is given to Bushfire Prone Areas in Part 2 Section 2.2. The onus to manage development in Bushfire Prone Areas must be clearly placed on developers and not on adjacent landowners. Developers must mitigate risks on their land independent of and without expectation of modifications to adjacent, existing land uses.</p> <p>Main Roads supports statements relating to minimisation of noise impacts (Table 1) and managing road and rail noise in accordance with State Planning Policy 5.4.</p> <p>2.3 Regional Planning Context - Figure 3 Does not show Graham Farmer Freeway where it is in tunnel. No other regional road from western end of Riverside Drive to Freeway ramps.</p> <p>3.3 Local Planning Framework - Figure 5 - Does not show Graham Farmer Freeway in Tunnel. - Does not show Stirling Highway. - Primary regional road at western end of causeway different to MRS and Gif 3.</p> <p>3.4 Local Planning Scheme - Figure 6 Does not show Graham Farmer Freeway in tunnel and also near and across Swan River.</p>	<p>Refer to above comment.</p> <p>Refer to above comment.</p> <p>Planning for bushfire is required to be consistent with the State Planning Policy No. 3.7 - <i>Planning in Bushfire Prone Areas</i> (SPP 3.7).</p> <p>The submitters comment is noted.</p> <p>Figure 3 is consistent with the Department of Planning, Lands and Heritage's mapping.</p> <p>Noted. Figure 5 has been updated to ensure it shows reserves under the City's local planning schemes and the Metropolitan Region Scheme accurately.</p> <p>Figure 6 is consistent with the Department of Planning, Lands and Heritage's mapping.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Amend Part Two – Figure 5 - <i>Planning Schemes within the City of Perth</i> to ensure it accurately shows reserves under the City's Schemes and Metropolitan Region Scheme.</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>On a technical note, a small portion of Guildford Road (local name East Parade) is missing south of GFF.</p> <p>4.3.1.3 Perth City Deal Agree with principles and for Main Roads continued involvement in the CBD Transport Plan.</p> <p>4.4.1.3 Urban Greening Urban Greening when applied to major transport infrastructure can have significant implications for safety and efficiency. These need to be taken into account when these policies are being implemented.</p> <p>4.5 Infrastructure The strategy calls for a review of the Perth Parking Policy, and parking in general. It acknowledges that with the expected growth in population is also expected that there will be more cars on the roads. Beyond suggesting this increase in traffic demand should preferably be aimed at public transport and other more sustainable transport modes, it should be acknowledged that potentially not achieving this in the expected timeframes will result in a more congested road network. Any changes in parking policy should be clearly linked to its likely impact on traffic and congestion and the level of acceptable congestion in the CBD and the primary arterials into and out of the CBD should be defined to ensure all related agencies are aware and in agreement with the expectation.</p> <p>Ideally, guidance should be offered in terms of how long the congested peak is expected to extend and what is acceptable, and also what is considered an acceptable level of peak congestion in terms of delay to users at intersection-level, whether this be general traffic, public transport, cyclists or pedestrians.</p> <p>Additional comments: The strategy should consider drop off and pick up for ride sharing services, future increases in uptake of ride sharing as a mode of transport can have a significant impact on high density areas like the Perth CBD and a kerb management strategy should be considered to ensure this practice does not negatively impact on critical traffic movements (such as bus operations). The strategy should consider how the increased use of micro delivery vehicles will be accommodated. This could include light trucks, cars, motorcycles, bicycles, and even autonomous drones and rovers in the medium to long terms. With increased density, the need for service delivery also increases; which should be taken into account.</p>	<p>The submitters comment is noted.</p> <p>The submitters comment is noted. Safety concerns associated with urban greening will be considered at detailed planning stage.</p> <p>The City appreciates the complexities and often conflicting objectives to achieve sustainable transport options. Any changes to car parking rates will be tested to ensure they are effective and practical as part of the detail in preparing the Local Planning Scheme.</p> <p>Car sharing provides a means for reducing car ownership, and therefore is likely to reduce overall traffic volumes. Providing options is key to reduced car ownership.</p> <p>The management of kerbside servicing is dealt with outside of the Local Planning Strategy.</p> <p>The City's <i>Last Kilometre Freight Study</i> indicated there is no immediate need for changes to the freight network. As such, it is not referenced.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>4.5.1.2 Connectivity Segregated cycling/e-scooter infrastructure needs consideration to improve user safety and efficiency.</p> <p>Support strategy to include pedestrian connectivity through private developments for the general public.</p> <p>4.5 - Changing Technology The strategy is limited on technology and its significance going forward. It is recommended that appropriate commentary is provided on technology within the strategy to link it to Main Roads' ITS Masterplan 2022-2030 (currently in development) which will assist in linking appropriate supporting technology.</p> <p>Appendix A - 1.2.1.3 Table 20 With reference to Table 20, some key amenity designations are considered inadequate:</p> <ul style="list-style-type: none"> Narrows interchange is more than Turf and Trees - it also includes wetlands, native habitat, path network. Heirisson Island is more than Path Network - it is also turf and trees, wetlands, native habitat, Aboriginal heritage. <p>Appendix A - 1.4.1.9 Figure 41 and 46 With reference to Figure 41, land designated as owned by City of Perth at the Narrows includes land owned by Main Roads, but this is not shown. Areas shown as Road Reserve conflict with those shown in Section 1.5.1.1 Figure 46.</p> <p>Appendix A - 1.4.1.9 Figures 42 and 41 With reference to Figure 42, the biodiversity link of the Narrows is missing and does not seem to align with Figure 41. Areas shaded as road network in Figure 42 are instead shown as City of Perth ownership in Figure 41.</p> <p>Appendix A - 1.4.1.10 New tree planting in hot spot areas as depicted in this section that are in the Main Roads road reserve have to comply with Main Roads' safety and vegetation placement guidelines. Species selection and plant positioning need to be protective of Principal Shared Path infrastructure and facilitate pedestrian/cyclist use e.g. adequate foliage offset from the path, limited hazards like large gum nuts, reduced likelihood of root invasion. Furthermore, the new Pedestrian Bridge and planning strategy for the Heirisson Island/East Perth area as outlined in Appendix A needs to be detailed, particularly with the associated Threatened Ecological Community and Aboriginal Heritage Sites.</p>	<p>The City is currently investigating the implementation of a shared e-scooter scheme in collaboration with our adjacent Local Governments, Kings Park and the University of Western Australia. As with all plans, detailed design work needs to be completed to understand feasibility.</p> <p>The submitters comment is noted.</p> <p>As the Main Roads WA ITS Masterplan has not been completed, the Local Planning Strategy is unable to have due regard to it.</p> <p>No changes are considered necessary.</p> <p>No change is recommended given the high-level nature of these maps.</p> <p>No change is recommended given the high-level nature of these maps.</p> <p>This section of the City-wide Profile Analysis summarises outcomes of the City's Urban Forest Plan and no further changes are considered necessary.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			4.5 - Draft LPS - Environment Map Mass Transit, as referred to within the strategy and this map needs definition. The proposed route along the steep section of Plain Street and across the Causeway requires further consideration for major infrastructure works/upgrades that should be highlighted in the strategy.	It is unclear what the submitter is referring to as Figure 8 is mapping important environmental considerations. This figure is not intended to map future transport routes.	Nil
50	State Government Agency	City-wide	<p>The Department's Swan Avon Region has reviewed the Draft Strategy and is satisfied that the City of Perth's major water and environmental challenges have been suitably identified and appropriate future planning management options have been proposed.</p> <p>The Department has no specific comments to provide and is happy to assist the City of Perth with the progression of specific water and environment actions, including strategies to manage Swan River flood impacts on future development.</p> <p>Please note that all referrals from the City of Perth to the Department should be sent to our Swan Avon Regional office at swanavon.landuse@dwer.wa.gov.au. This will ensure that proposals are received, assessed and responded to as quickly as possible.</p>	The submitters comments are noted.	Nil



CITY OF PERTH
LOCAL PLANNING STRATEGY

CERTIFICATION FOR ADVERTISING

Certified for advertising by the Western Australian Planning Commission on: 22 January 2022

Signed for and on behalf of the Western Australian Planning Commission.



DELEGATED UNDER S.16 OF
THE PLANNING AND DEVELOPMENT ACT 2005

COUNCIL RECOMMENDATION / SUBMITTED FOR APPROVAL

Supported for submission to the Western Australian Planning Commission for endorsement by resolution of the City of Perth at the Meeting of Council held on the: _____

LORD MAYOR

CHIEF EXECUTIVE OFFICER
ENDORSEMENT OF LOCAL PLANNING STRATEGY

Endorsed by the Western Australian Planning Commission on: _____

Signed for and on behalf of the Western Australian Planning Commission.

DELEGATED UNDER S.16 OF
THE PLANNING AND DEVELOPMENT ACT 2005

PREPARATION

The City of Perth Local Planning Strategy has been prepared in accordance with Part 3 of the *Planning and Development (Local Planning Scheme) Regulations 2015*.

The City of Perth Local Planning Strategy has been prepared by the City of Perth in association with:

THEME	CONTRIBUTIONS
Document Preparation	Taylor Burrell Barnett, 2021
Community and Stakeholder Engagement	Element, 2018
Community, Urban Growth and Settlement	Intermethod, 2018 Hassell, 2019 Urbis, 2018 Hames Sharley, 2020 Taylor Burrell Barnett, 2021
Economy and Employment	Pracsys, 2017, 2020 Colliers, 2019
Environment	Cameron Chisholm Nicol, 2018
Infrastructure	City of Perth, 2018

REFERENCE	VERSION	DATE
Version 1	Draft for Council Consideration	13 July 2021
Version 2	Draft for WAPC Certification	22 January 2022
Version 3	Final Draft for WAPC Endorsement	
Final	Final Endorsed Version	

ACKNOWLEDGMENT OF COUNTRY

We acknowledge the Whadjuk Nyoongar people, Traditional Owners of the lands and waters where the City of Perth is today and pay our respects to Elders past and present. Nyoongar peoples are the original inhabitants and Traditional Owners of the South West of Western Australia.

While Nyoongar is identified as a single language there are variations in both pronunciation and spelling – Noongar, Nyungar, Nyoongar, Nyoongah, Nyungah, Nyugah, Yungar and Noonga. The City of Perth uses 'Nyoongar' which is reflected throughout this document except when specifically referring to an external organisation that utilises alternative spelling.

Wandandi Artist Sandra Hill's Stolen Generations Artwork 'Mia Mia' in Wellington Square



EXECUTIVE SUMMARY

The Local Planning Strategy (the Strategy) is one of the key guiding documents for the growth of Perth city over the next 10-15 years. It will provide the strategic basis for the preparation of the City of Perth's new Local Planning Scheme and planning policies.

The Strategy will support the City in fulfilling its role to recognise, promote and enhance the social, environmental, economic and cultural setting of the city for the community, both now and into the future.

Liveable, sustainable and prosperous – this is the aspiration for Perth.

The Strategy provides a range of planning directions and actions at a city wide and neighbourhood level that seek to:

1. Create a LIVEABLE city of neighbourhoods where people love to live, work and play.
2. Build a SUSTAINABLE city that can meet growing economic, social and environmental challenges.
3. Strengthen Perth city as a PROSPEROUS globally competitive economic, social, cultural and civic centre.

Create a LIVEABLE city of neighbourhoods where people love to live, work and play.

Highly liveable, mixed-use neighbourhoods will be created which provide for a diverse range of activities and provide a full offering of goods and services which meet the needs of the community.

Each neighbourhood will have a strong sense of place and community.

Residential growth will be centered around flourishing neighbourhood centres and areas with high levels of accessibility and amenity.

Built form and public spaces will be designed to strengthen the unique heritage, character and attractiveness of each neighbourhood.

Quality and diverse housing and well-planned community services and facilities will improve the overall livability and desirability of the city's neighbourhoods. To enable local living opportunities and to reduce car dependency, active and public transport that better connects the city's neighbourhoods and highly walkable environments will be prioritised.

Build a SUSTAINABLE city that can meet growing economic, social and environmental challenges.

Ensuring the sustainability of Perth city will enable the community and its buildings, spaces and infrastructure to adapt to future economic, social and environmental changes.

Improved land use diversification will help Perth city withstand economic cycles, and land-use planning will mitigate and adapt to adverse climate change impacts.

Perth city's cultural diversity will be celebrated and provide a foundation for ongoing social stability and community cohesion.

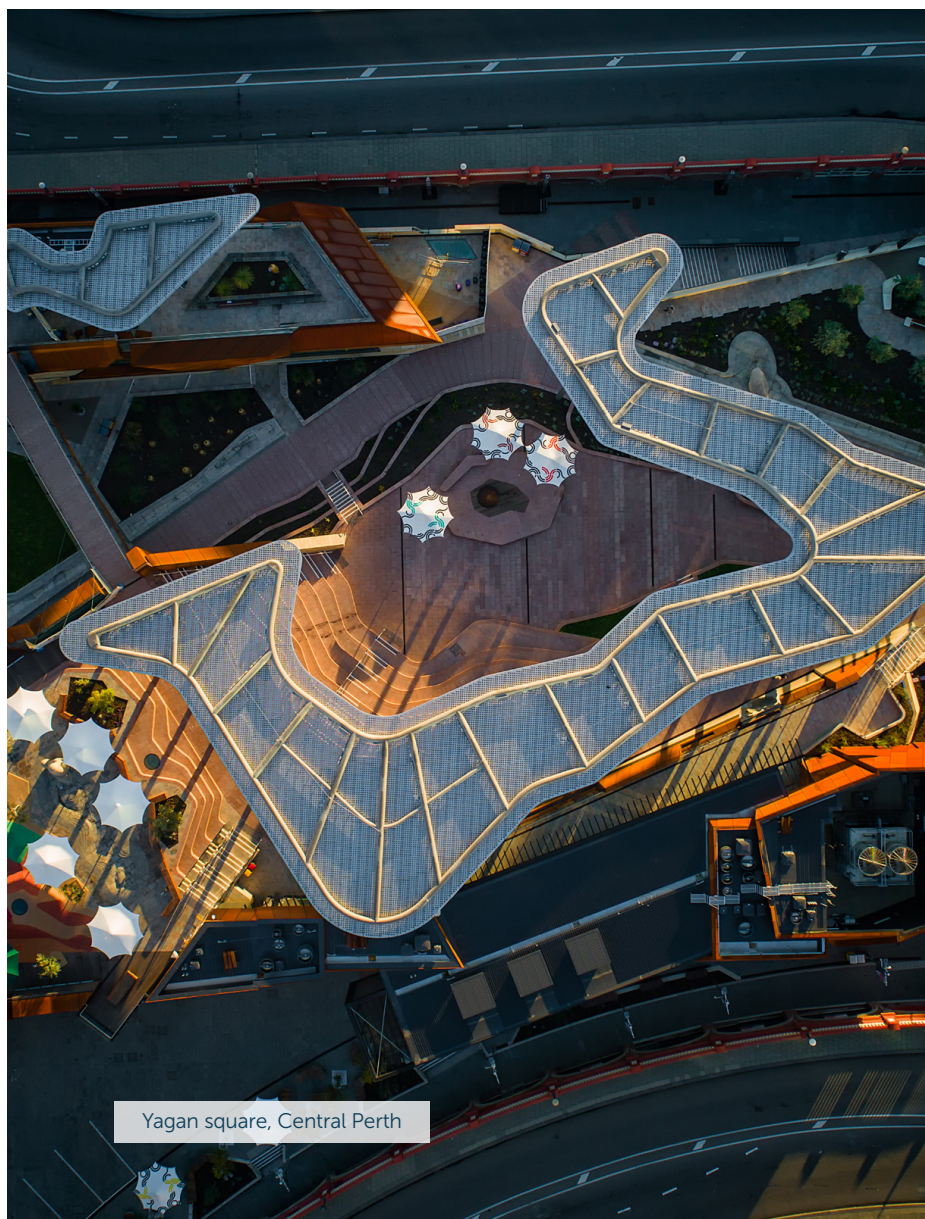
Strengthen Perth city as a PROSPEROUS globally competitive economic, social, cultural and civic centre.

Perth city will grow as a competitive destination and preferred location for business. The local planning framework will provide for economic growth and diversity by bolstering development opportunities in key locations and allowing for wide a range of land uses. It will be flexible to allow for innovation and adaptation to meet changing social, economic and environmental circumstances.

Perth city's unique natural and cultural assets will be protected and enhanced providing for a rich cultural and visitor experience. The local planning framework will encourage improved access to and use of the Swan River and Kings Park as well as a wide range of creative and cultural uses.

Land uses, services, amenities and infrastructure which are expected of a globally competitive capital city and which meet the needs of residents, workers, visitors and students will be promoted.

State-City partnerships will guide complex land use planning as well as the funding and delivery of key infrastructure which will result in major city transformations.



Yagan square, Central Perth

TABLE OF CONTENTS

1.0 INTRODUCTION 1

2.0 VISION 5

3.0 LOCAL PLANNING STRATEGY 15

4.0 ISSUES AND OPPORTUNITIES 19

4.1 OVERVIEW	19
4.2 CAPITAL CITY	19
4.3 COMMUNITY AND EMPLOYMENT	32
4.4 ENVIRONMENT	38
4.5 INFRASTRUCTURE	48

5.0

NEIGHBOURHOODS 53

5.1 CENTRAL PERTH NEIGHBOURHOOD	55
5.2 NORTHBRIDGE NEIGHBOURHOOD	63
5.3 EAST PERTH NEIGHBOURHOOD	69
5.4 CLAUSEBROOK NEIGHBOURHOOD	76
5.5 WEST PERTH NEIGHBOURHOOD	82
5.6 CRAWLEY-NEDLANDS NEIGHBOURHOOD	88

6.0

IMPLEMENTATION AND REVIEW 93

1.0

INTRODUCTION

Perth is the only Australian capital city located on the edge of the Indian Ocean and shares an approximate time zone with 60 per cent of the world's population and the rapidly growing and maturing economies of South East Asia.

As the capital city, Perth city is a focal point of economic activity in Western Australia. It provides services, facilities and development opportunities to a broad range of stakeholders including residents, businesses, workers, students and local, national and international visitors.

Under the Planning and Development (Local Planning Schemes) Regulations 2015, every local government is required to prepare a Local Planning Strategy that:

- Sets out the long-term planning directions for the local government;
- Applies any state or regional planning policy that is relevant to the local planning strategy; and
- Provides the rationale for any zoning or classification of land under the local planning scheme.

The Strategy forms the strategic basis for the preparation of the new City of Perth Local Planning Scheme No. 3 (the new Scheme) and planning policies.

PART 1 – LOCAL PLANNING STRATEGY

This part provides:

- The City of Perth's vision for Perth city, which will guide land use and development;
- City-wide planning directions and actions premised upon the themes of Community and Urban Growth, Economy and Employment, Environment and Infrastructure;
- Neighbourhood planning directions and actions to deliver the desired outcomes within Perth city's six neighbourhoods; and
- A framework for implementation and periodic review.

PART 2 – BACKGROUND ANALYSIS REPORT

This part provides:

- A summary of the State and regional planning frameworks relevant to Perth city;
- A summary of the 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.

TECHNICAL APPENDICES

These support Parts 1 and 2 including:

- City-wide local Profile Analysis; and
- Neighbourhood Profiles and Analysis.

The Strategy applies to the area shown in **Figure 1** – Location Map and **Figure 4** – Local Planning Strategy Map.

This Strategy comes into operation on the day on which it is endorsed by the Western Australian Planning Commission.



The Strategy is a 15-year look-ahead to 2036 to guide the growth and development of Perth city. It lays the foundation for the effective planning, management and delivery of development, infrastructure, facilities, places and spaces. Implementing actions of the Strategy will help the City lead growth, become resilient in economic cycles and capitalise on shifting climatic conditions, and demographic and global megatrends.

The Strategy demonstrates the ability to meet the minimum dwelling and floorspace requirements of the State Government's plan for Perth and Peel @ 3.5 million people by 2050.

Figure 2 illustrates the relationship between the Strategy and the State planning framework.

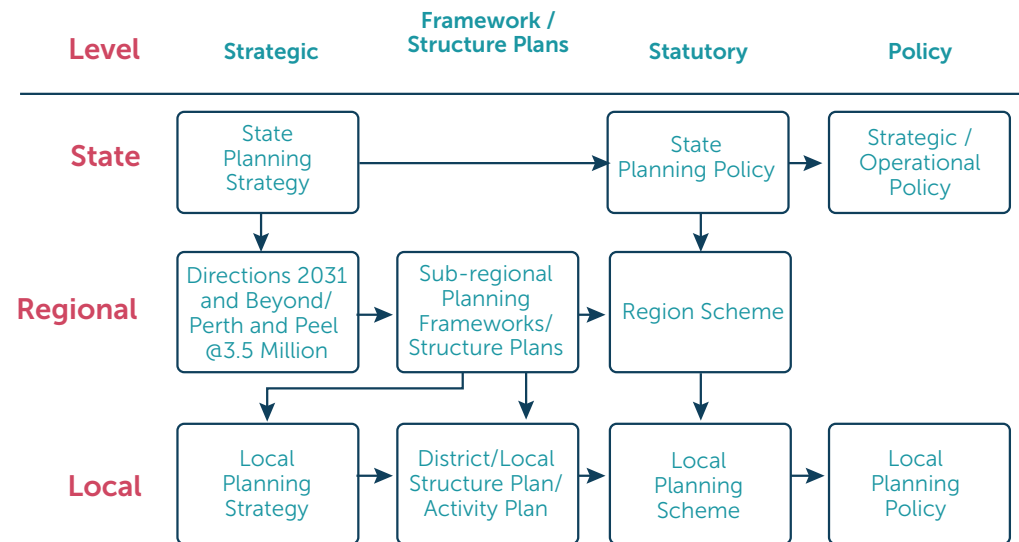
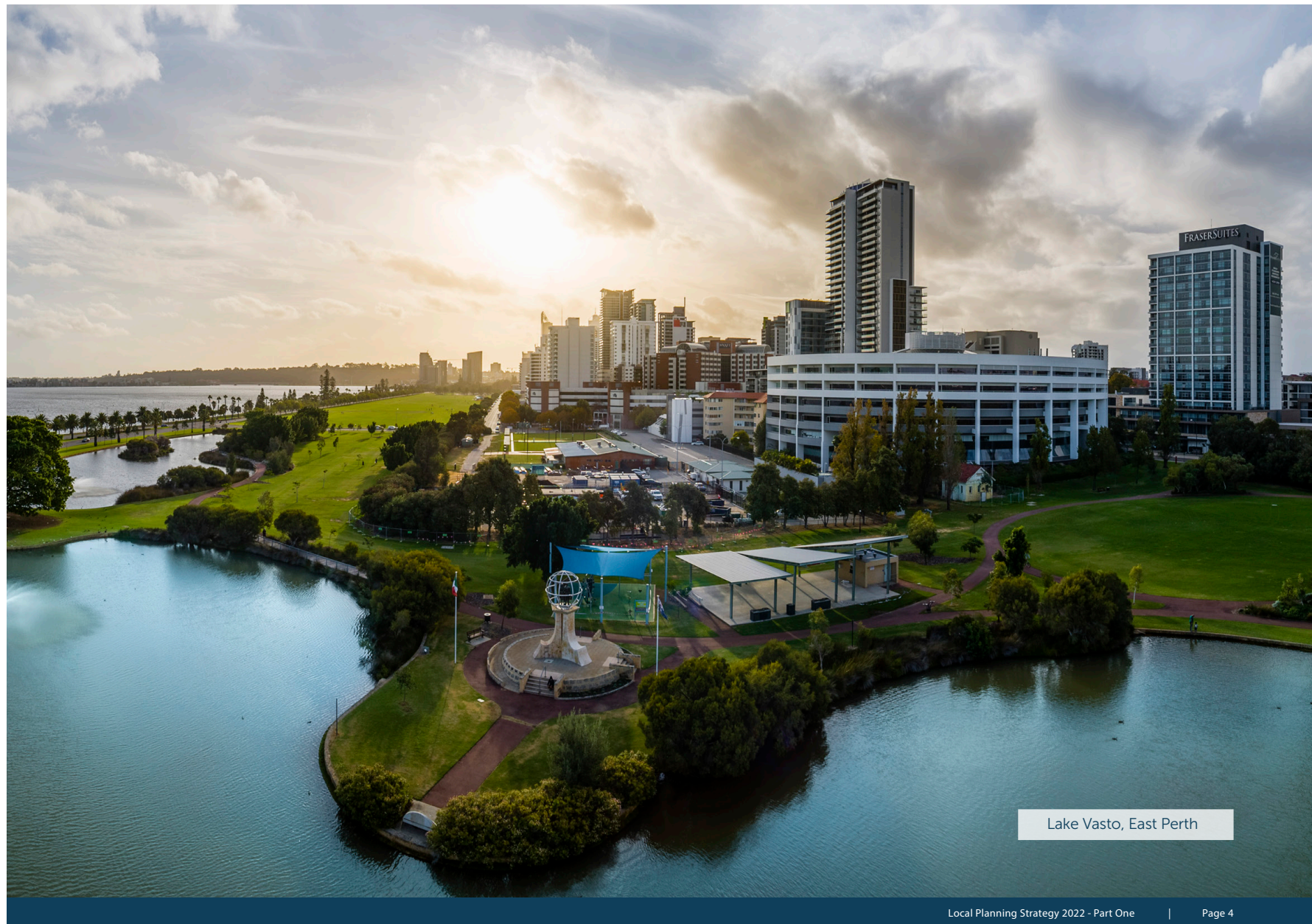


Figure 2 - Western Australian planning system framework (WAPC 2010)



2.0

STRATEGY APPROACH

The Local Planning Strategy has been prepared in line with the strategic goals articulated in the City's Strategic Community Plan.

The Local Planning Strategy will be implemented alongside several other issue specific strategies being prepared under the City's Strategic Integrated Planning and Reporting Framework.

It is important that this Strategy is read alongside other City strategies and plans which will help the City achieve its vision of being a liveable, sustainable and prosperous city.

2.1 VISION

As Western Australia's capital city, Perth is the civic, cultural and economic heart of the State, and a gateway to Asia and beyond. This Strategy recognises the City's role as the State's capital city, and the unique collection of neighbourhoods which form the foundation for its growing communities of the future.

Perth's waterfront, beautiful natural environment and unique and diverse ecosystem shapes our distinct cultural identity and the way we live, work and play.

The Strategy is an important element to enact the City's vision for Perth which is to create:

"A liveable, sustainable and prosperous city – this is our aspiration for Perth. We want our community to be as safe as possible, to be inclusive, active, vibrant and connected. We want to live in a healthy environment. and we all want to be part of an economically successful, flourishing and thriving city."

Central to this vision, the City is seeking to enhance itself as a place for people. A city which continues to be the preferred location for business and centre of commerce; a place where people want to return time and again for the unique experiences that a capital city offers. A place where everyone is welcome.

Our ambition is that Perth will be home to 55,000 residents by 2036. Beyond that, Perth will continue to grow in a sustainable manner where in the future more than 90,000 people will live in the capital city.

Implementing actions of the Strategy will help the City of Perth lead growth, become resilient in economic cycles and capitalise on shifting climatic conditions, demographic and global megatrends.

The Strategy is also a catalyst for the strengthening of relationship with State Government, as envisaged under the *City of Perth Act 2016*. Strong relationships and collaboration between City of Perth stakeholders and key decision-making bodies will ensure the strategy is implemented in a structured, inclusive and sustainable way.

Beyond responding to immediate and emerging issues, the Strategy has considered the characteristics that will make the city a more liveable, sustainable and prosperous place.

These characteristics have helped to understand what Perth can be and inform the planning directions required to be achieved within the next 15-years and beyond:

1. A Defined City Heart

Successful cities have a defined central area which is the focus place for people to meet and gather.

2. Connected and Accessible

Cities that are greatly accessible, have a range of services and amenities, which can be easily reached either by active or efficient public transport.

3. Economically Ambitious

Cities with diverse economies are more likely to withstand changes in market conditions.

4. Critical Mass

A collection of people and activities in central nodes is what makes cities buzz; residents, retailers, hospitality, culture and entertainment thrive and draw people and business in.

5. Safe and Inclusive

Cities which offer safe environments and varied services and activities to a range of people across many demographics and cultures are successful in creating places where people of all walks of life choose to be.

6. Play to Your Strengths

Those cities which celebrate and build on the resources, infrastructure and natural assets they have are able to carve their niche on the global map.

7. Diverse Living Options

Liveable cities are those which offer a range of housing options which meet the needs of existing and future residents and offer people the opportunity to stay throughout their life.

8. Attractive

Cities which look and feel good and provide a high level of amenity in terms of their built and natural places and spaces are the ones which attract residents, workers, businesses and visitors.

9. Hidden Gems

Surprises within a city are what make them unique and set them apart from their counterparts. These unique city findings are what draw people in and invite them to explore.

10. Sustainable Development

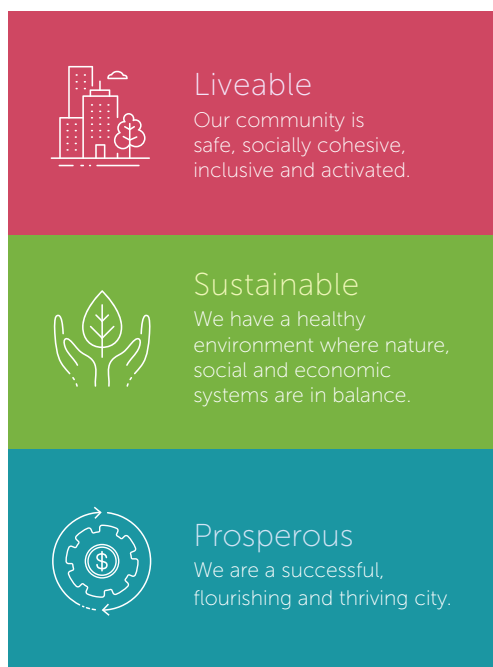
Globally competitive and resilient cities are those that have pioneered efforts to combat climate change. The City of Perth has joined the global movement of cities' commitments to plan for, manage and mitigate the predicted impacts of climate change and will continue to do so into the future.

11. Unified vision

A shared vision which all levels of government, stakeholders, private sector and community buy into.

2.2 PLANNING DIRECTION

The Strategy provides a range of planning directions and actions at a city-wide and neighbourhood level that respond to the three pillars of the City's vision for a liveable, sustainable and proposes city. These directions guide the actions sought to be addressed by the Strategy for the next 15-years:



Liveable

Create a liveable city of neighbourhoods where people love to live, work and play, by:

- Significantly increase the number of residents to bring additional life to the city and ensure there is sufficient capacity to accommodate housing growth targets across the city.
- Create a thriving residential community in the heart of the city.
- Create vibrant neighbourhood centers, providing for the daily and weekly needs of residents, workers and visitors with life during the day, night and on weekends.
- Reinvigorate the Capital City Retail Area with life during the day and night and on weekends.
- Ensure development positively contributes to the public realm and desired character of the Perth city neighbourhoods.
- Improve movement to and across Perth city neighbourhoods.
- Improve Perth city's connection to and use of the Swan River.
- Improve connection with and use of Kings Park.
- Increasing access and use of Perth city's natural assets.



Sustainable

Build a sustainable city that can meet growing economic, social and environmental challenges, by:

- Ensuring that the city is well serviced by infrastructure to support the envisaged population and business growth and density of development.
- Ensuring high quality, functional and attractive development with high standards of environmentally sustainable design.
- Protecting the natural environment and increase Perth city's resilience to climate change.
- Increasing the greening of the city and expand its tree canopy.
- Encouraging sustainable modes of transport.
- Ensuring that there is adequate community infrastructure to support the needs of residents, workers and visitors.
- Increasing the diversity of housing options and supply of affordable housing to provide for a greater diversity of residents and households.



Prosperous

Strengthen Perth city as a prosperous globally competitive economic, social, cultural and civic centre, by:

- Providing for business and employment growth ensuring the city retains its special social, economic, cultural and civic role as the capital of Western Australia.
- Ensuring the primacy of the Capital City Office Area.
- Supporting the vitality of the Capital City Retail Area.
- Ensuring Northbridge remains the State's premier entertainment area.
- Supporting the growth of University of Western Australia (UWA), Queen Elizabeth II Medical Centre (QEIIIMC) as a thriving medical, research and education precinct.
- Supporting businesses and employment diversity
- Capitalising on key transport infrastructure.
- Reduce unnecessary planning regulation to make it easier to do business in the city.
- Supporting creative, cultural and tourism activities through the new Scheme and local planning policies.
- Protecting and integrate the unique heritage and character elements of the area into urban renewal.
- Conserving and respect the cultural heritage of Perth city including Aboriginal cultural heritage.
- Strengthening creative, cultural and tourism activity.
- Supporting cultural institutions and activities.



2.3 CAPITAL CITY

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. UWA, QEII MC 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. Kings Park, the Swan River, 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 (REMPPLAN, 2021) and over 25,000 attend UWA or QEII MC.

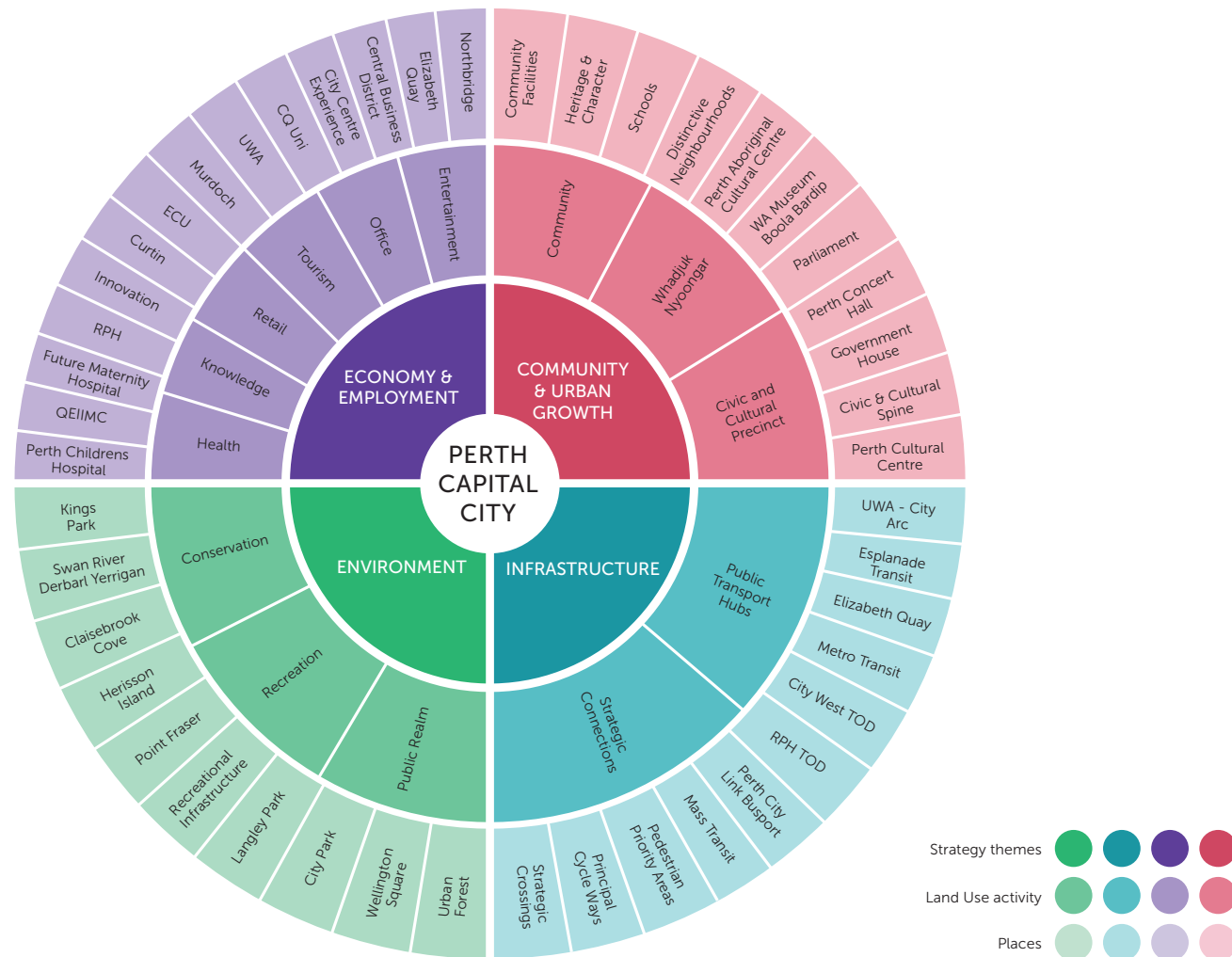
Figure 3 illustrates the various Capital City land uses, and places with reference to the Strategy's key themes. Planning directions and actions relating to Perth city's Capital City role are embedded

throughout the Strategy. Given the importance of this Capital City role, the Strategy proposes several planning directions and actions which may not be delivered solely through the local planning scheme and policies. It is important for the City to advocate and plan for future land use intensification, infrastructure improvements and projects of State significance, in partnership with other State Authorities and the private sector. It is likely that as these major projects and initiatives will require future strategies and scheme amendments to strengthen Perth City as the primary economic, social, cultural and civic centre in Western Australia.



Page 9 | Local Planning Strategy 2022 - Part One

Figure 3 -
Capital City Qualities



2.3.1 Strengthen Perth City as the Primary Economic, Social, Cultural and Civic Centre of WA

Perth city is an economic engine room and the centre for employment, social and cultural experiences for Greater Perth and Western Australia. Perth is the global gateway to Australia on the Indian Ocean and is in the same time zone as approximately 60% of the world's population. Perth city's economy generates an estimated \$83.2 billion in Gross State Product (GSP) which represents 22% of GSP generated in Greater Perth and 15% of GSP generated in Western Australia.

Given this significant economic role and function, it is vital that the Capital City land use areas including offices, retail, civic and entertainment are not only protected but able to grow to their full potential.

This strategy seeks to provide sufficient flexibility in the planning framework and new Scheme to allow for innovation, adaptation and multi-purpose outcomes whilst maintaining sufficient guidance to safeguard the economic and employment future of the Capital City.

2.3.2 Foster the Connection of Neighbourhoods and Land Uses

Great cities of the world are connected and integrated to support vitality, knowledge exchange and a strong sense of place. In planning for the future of Perth Capital City emphasis will be placed upon improving strategic linkages between the Capital City Activity Areas, the UWA-QEIIMC Specialised Centre and the Neighbourhood Centres. The Strategy stresses the need to prioritise the movement of pedestrians and cyclists in the Central Perth Neighbourhood, around transit stations and in Neighbourhood Centres. The Strategy recommends investigating extending key public transit routes east-west and north-south.

2.3.3 Education and Health Clusters

2.3.3.1 UWA-QEIIMC SPECIALISED CENTRE

As the most significant cluster of tertiary education, research and health facilities in the southern hemisphere, the UWA and QEIIIMC campuses have the potential to be a major centre of knowledge and innovation and a key driver of economic and employment growth for Perth. A precinct plan is being prepared for the Specialised Centre to support activity synergies and the clustering of compatible land uses. The Neighbourhood plan for Crawley-Nedlands outlines the key considerations to address in a precinct structure plan.

2.3.3.2 ROYAL PERTH HOSPITAL AND CURTIN UNIVERSITY

As one of the city's most important medical institutions and key economic driver for the city, the Royal Perth Hospital has an ongoing role as a medical and research facility.

The expansion of Curtin University as an element of the Perth City Deal is a significant component for the future growth of this precinct. As a major landholding of State significance, the City will collaborate closely with the State Government for future planning for the area considering (amongst other matters):

- The heritage status and significance of the Royal Perth Hospital.
- Addressing the severance issues to the movement network resulting from the train line.
- Capturing the highest and best use of existing State and City owned land; and
- Encouraging the clustering of land uses which attract workers into the area.

The City will continue to collaborate with Royal Perth Hospital and State government agencies on the future planning and development of the area.

2.3.4 Capital City Waterfront

The Swan River and the foreshore have iconic cultural, environmental and aesthetic qualities. The waterfront is a key attraction for the local community and visitors alike. To balance visitation and access to the attraction with the intrinsic values of the location, a holistic approach to planning is required. Key places along the waterfront can be supported and enhanced with strong connections and improved access by public transport. A Swan River foreshore masterplan is being prepared and is intended to balance the needs of diverse stakeholder groups, connects the key elements and places along the waterfront and presents a world class destination.

2.3.5 Celebrate our Cultural Uniqueness

Perth city has been a place of human settlement for thousands of years. Its rich cultural make-up is influenced by the Whadjuk Nyoongar culture and the various groups that have occupied Perth post-settlement. Future planning for the Capital City provides opportunities to highlight and enhance these qualities and to support greater understanding of Perth's heritage, culture and tourism potential. It is recommended that the

cultural activity hubs and iconic landmarks of Perth, including the Cultural Precinct, waterfront, universities and schools, Kings Park and civic parks and gardens be considered as part of a holistic vision for and celebration of Capital City culture.

2.3.6 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 Perth city's neighbourhoods. These projects include:

- A new Edith Cowan University Cultural and Creative Industries Education CBD Campus abutting Yagan Square.
- Investment in the Curtin University's Historical Heart Cluster, including the expansion of the Graduate School of Business and Law School; the creation of a healthcare and clinical training facility; and the expansion of the university's capacity to deliver short courses and post graduate programs.
- 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
- The Perth Greater CBD Transport Plan.

The Perth City Deal will support Perth city's longterm prosperity via delivering improved livability, cultural and tourism outcomes that attracts residents, skilled workers, students and visitors.

2.3.7 Covid-19

Although significant economic, residential and social growth is anticipated for Perth city, the impact of Covid-19 and the lasting ramifications this pandemic may have on markets is unknown. Regular reviews and monitoring of the Strategy will ensure that the City is agile and able to respond to changing circumstances as they unfold.

2.4 VISION IMPLEMENTATION

The City acknowledges that planning for the capital city is complex and multifaceted, involving a range of stakeholders, agencies and decision-making authorities with influence over the growth and shape of the city.

During the development of this Strategy, it has been essential for the City to consider and align, with other influencing stakeholder views and projects, and the Strategy has identified, where possible, opportunities for collaboration to achieve strategic outcomes.

The form and content permitted to be contained within the Local Planning Strategy is prescribed by the Western Australian Planning Commission's Local Planning Strategy Guidelines 2020. As a result, the Strategy's role in influencing change in Perth city is limited to the land under the City's control and land use change or direction sought to be implemented through the local planning framework.

Greater State and Local Government collaboration is needed to define major infrastructure and

transformational projects to unlock the city's potential and deliver essential infrastructure, attract investment, and cater to its growing population.

The *City of Perth Act 2016* has paved the way for change in the way Perth city operates and is governed. There is the opportunity to better harness the powers of the Act to improve collaboration between stakeholders and formalise governance structures.

Under the *City of Perth Act 2016*, the Capital City Planning Committee is intended to oversee and provide planning direction for planning in the Perth central area. The City intends to continue to work closely with State Government and the Committee on various projects, which will assist in aligning stakeholder priorities and commitments for the capital city.

Tables 36 and 37 specify the key actions and timeframe required to implement changes to the planning framework in support of achieving the vision for Perth.





3.0

LOCAL PLANNING STRATEGY

The Local Planning Strategy Map shown in **Figure 4** is intended to provide a spatial overview of the proposed planning directions for Perth city to achieve the Strategy vision.

The Strategy is based on the opportunities and constraints analysis for growth undertaken in the background analysis report **Part 2** and **Appendix A** and **B**. This demonstrates that Perth city has sufficient capacity to accommodate forecasted demand for employment floorspace to support economic growth as well as to meet and exceed the Perth and Peel dwelling targets in the longer term, with proportionate progress towards this target during the lifespan of the Strategy.

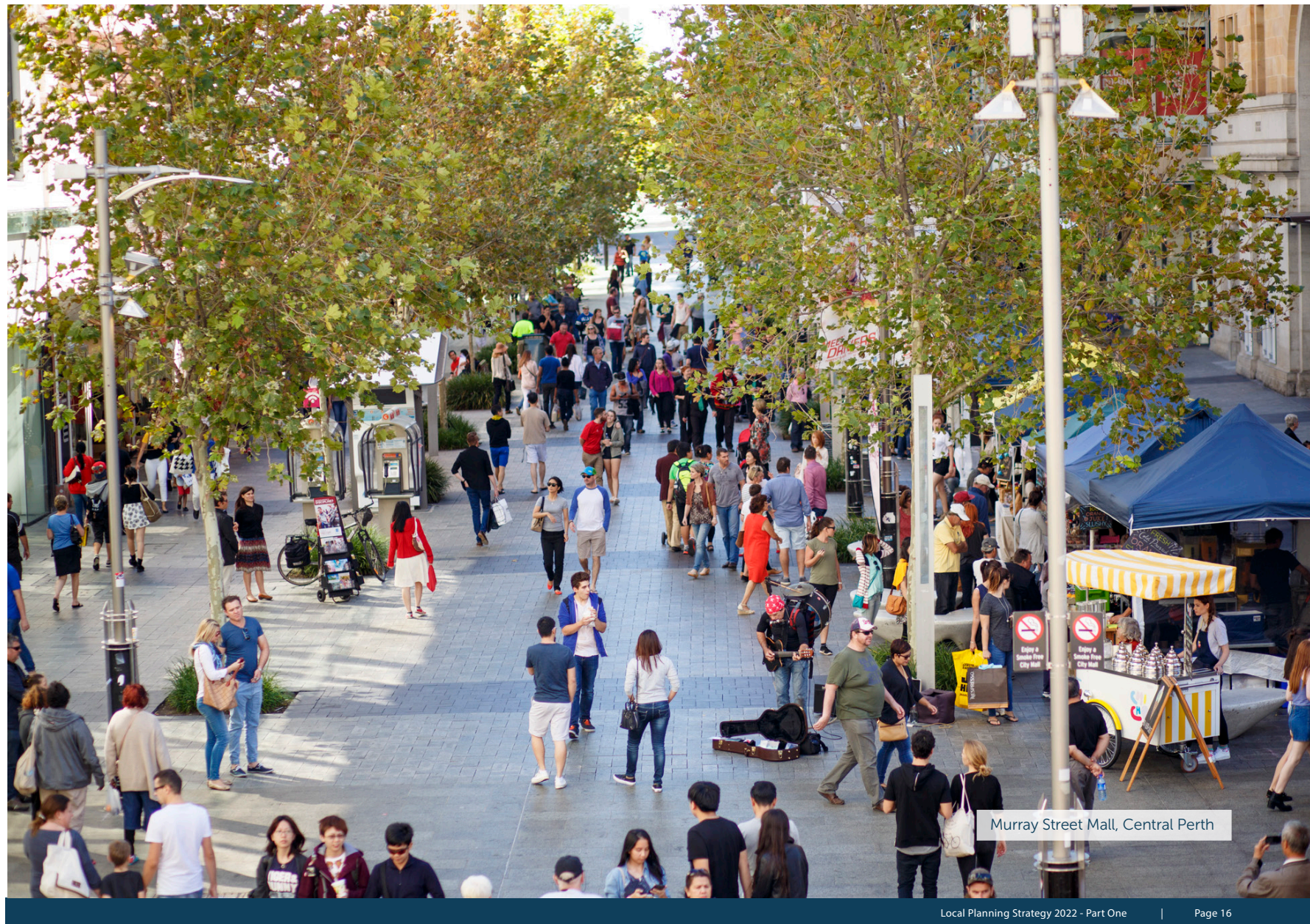
Locations for future growth will be guided by the Strategy's urban consolidation principles.

Enhancing the liveability of Perth city's neighbourhoods as well as improving connections between them are key focuses of the Strategy.

Perth city's resident population has significantly increased over the past 20 years with more and more people wanting to live in the city where they are close to a range of services, public transport, employment and study opportunities, activities and entertainment.

More people living as well as working and visiting Perth city will bring more life to it and improve its vibrancy. Increasing the resident base, will also provide greater economic support for local businesses especially at night and on weekends and help Perth city to become more self-sustaining and resilient.

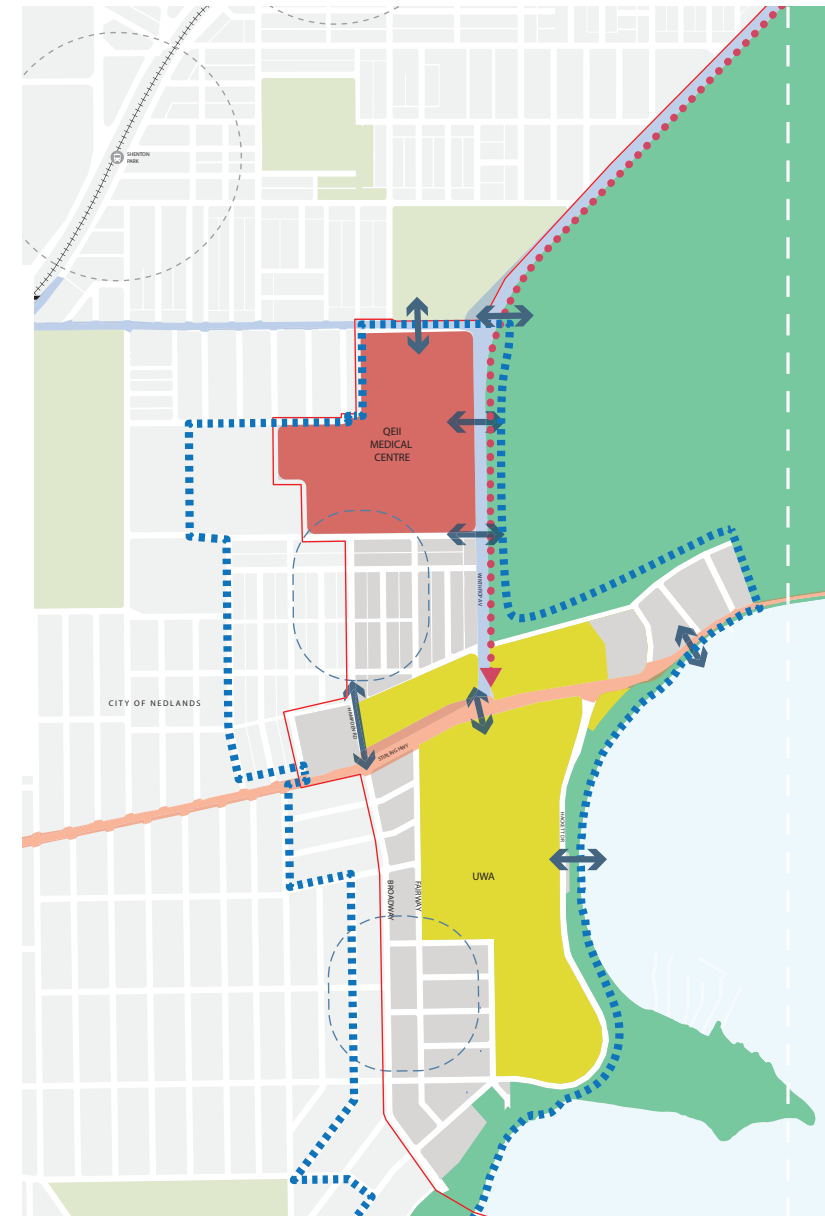
The elements shown and annotated on the Local Planning Strategy Map are not intended to be exhaustive, and are supported by the city wide theme plans in **Section 4.0** and the neighbourhood plans in **Section 5.0**.

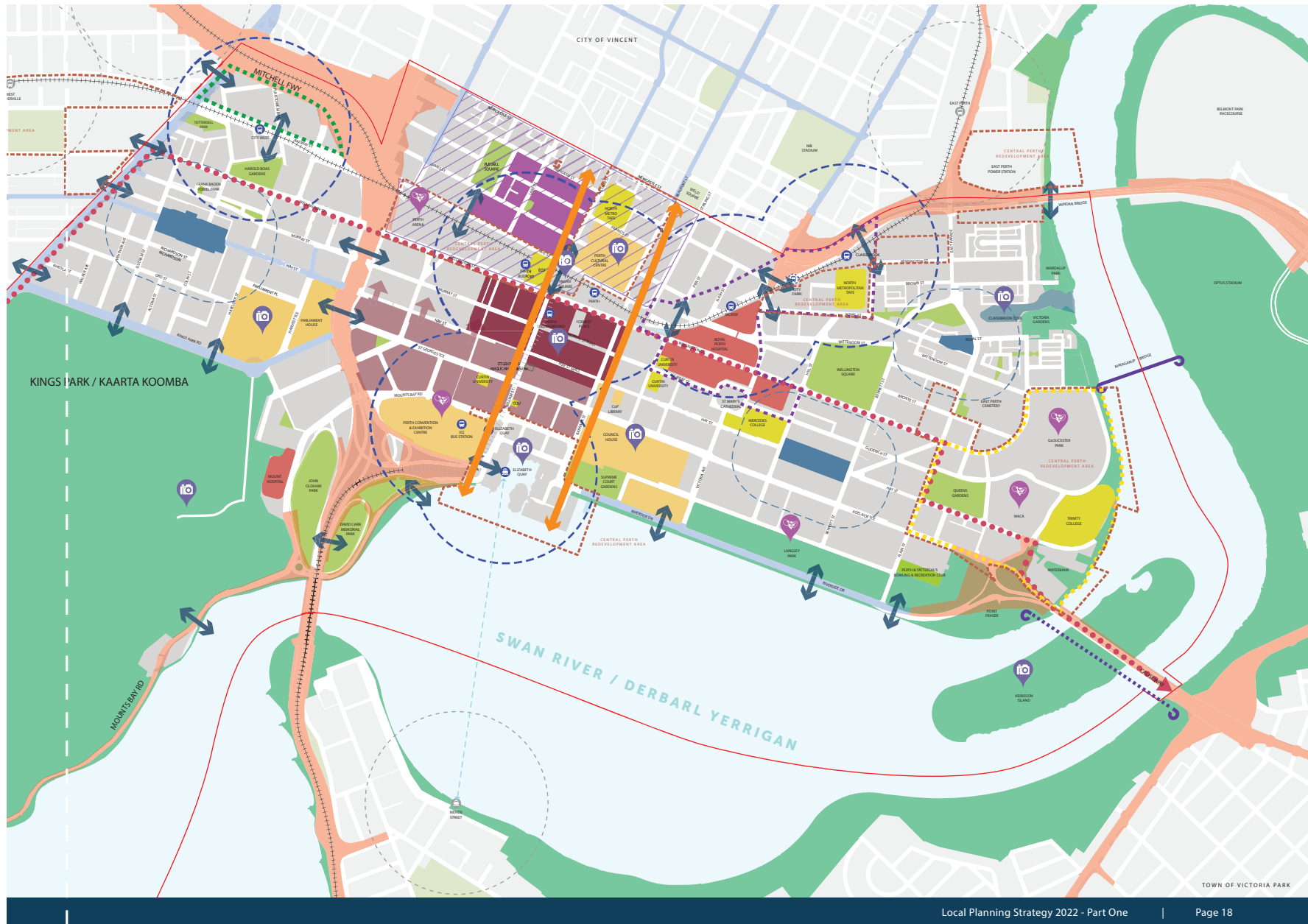


LEGEND

Boundaries	
	City of Perth Local Government
	DevelopmentWA Redevelopment Areas
Community and Urban Growth	
	Activity Centre - Neighbourhood (200m Walkable Catchment)
	Transit Precinct (400m Walkable Catchment)
	Improved Connectivity Area
	Refer Neighbourhood Plans for further detail
Precinct Planning Areas	
	Mclver-Claisebrook
	Riverside
	City West
	UWA-QEIIIMC Specialised Centre
Economy and Employment	
	Capital City Office Area
	Capital City Retail Area
	Capital City Entertainment Area
	Northbridge Special Entertainment Precinct
	Health
	Capital City Civic and Cultural Activity
	Education
	Event
	Tourist Attraction
Environment	
	Regional Parks and Recreation
	Parks and Recreation
	Waterways
Infrastructure	
	Railway Line
	Railway Station
	Transit Investigation Area
	Bus Station
	Ferry Station
	Ferry Route
	Primary Regional Roads
	Other Regional Roads
	Strategic Connection
	Mass Transit Proposed (Indicative)
	Matagarup Bridge
	Future Pedestrian and Cyclist Bridge

Figure 4 - Local Planning Strategy Map





4.0

ISSUES AND OPPORTUNITIES

For each planning issue identified, planning directions and actions have been outlined.

The Planning directions identified are short statements that specify what is to be achieved or desired for the issue/opportunity. Each planning direction is supported by an action(s), that clearly and concisely outlines what is proposed and how it is to be undertaken, rationale and time frame.

Timeframes proposed are to be interpreted as follows:

- Short term 1-5 years
- Medium term 5-10 years
- Long term 10-15 years
- Ongoing - beyond the timeframe of the Strategy.

4.1 OVERVIEW

Consistent with the State Planning Framework, planning issues of relevance to the strategy are presented under the following themes:

- **Community and urban growth**
- **Economy and employment**
- **Environment**
- **Infrastructure**

A large proportion of Perth city's urban and economic growth is expected to occur within the Development WA scheme areas which currently sit outside the City Scheme and planning framework.

Many of these areas are intended to be transitioned back to the City over the coming years. The Strategy recognises these redevelopment precincts, however does not make recommendations in relation to land use, urban form, facilities and infrastructure. Prior to normalisation, and incorporation into the new Scheme, a full review will be required of the planning framework over these area's after to ensure that there is alignment with the Strategy's strategic and neighbourhood planning directions.

4.2 COMMUNITY, URBAN GROWTH AND SETTLEMENT

4.2.1 Population growth

Perth city's resident population has significantly increased over the past 20 years with more and more people wanting to live in the city where they are close to a range of services, public transport, employment and study opportunities, activities and entertainment.

More people living as well as working and visiting Perth city will bring life to the city and improve its vibrancy. Increasing Perth city's resident base, will also provide greater economic support for local businesses especially at night and on weekends and help the city become more self-sustaining and resilient.

As at 2016, when the last census was recorded, Perth city had a resident population of approximately 27,000 people. According to Forecast.id, this population increased to approximately 32,900 people by 2021.

The State Government's Central Sub-regional Planning Framework has set a target for this population to grow to approximately 53,320 people by 2050 (Western Australian Planning

Commission, 2018). This equates to a population of approximately 42,500 people by 2036. The City is on track to meet the State Government's targets with forecasts based on a business-as-usual scenario indicating that Perth city's population will grow to approximately 43,000 people by 2036 (Forecast.id, 2021). The City is seeking to achieve a more ambitious population however of approximately 55,000 residents by 2036 in line with its Strategic Community Plan target of 90,000 residents by 2050.

The forecast and target population is expected to be distributed across Perth city neighbourhoods as follows in **Table 1**.

Table 1: Population Growth by Neighbourhood

Neighbourhood	Population Growth by Neighbourhood		
	2016	2036	
		BAU Forecast	Target
Central Perth	5,672	11,915	12,375
Claisebrook	3,938	5,840	6,875
Crawley-Nedlands	5,141	6,770	6,800-7,300
East Perth	7,288	10,466	15,125
Northbridge	2,053	3,867	4,125
West Perth	2,858	4,160	9,625
TOTAL CITY OF PERTH	26,950	43,018	54,925-55,425

Note: Population and dwelling growth targets for Crawley-Nedlands will be informed by future structure planning.
BAU stands for business as usual

4.2.2 Housing Growth

There were approximately 12,282 dwellings in Perth city during the last census in 2016. According to Forecast.id estimates, this increased to 14,550 dwellings in 2021.

To house the City of Perth's population target, there will be a need for approximately 27,350 dwellings by 2036.

Dwelling targets for each neighbourhood have been derived from the neighbourhood population forecasts and targets and through capacity analysis refer **Part 2 - Section 4.2.1.1** and are outlined in **Table 2**.

Table 2: Dwelling Growth by Neighbourhood

Neighbourhood	Dwelling Growth by Neighbourhood		
	2016	2036	
		BAU Forecast	Target
Central Perth	2,596	5,482	6,219
Claisebrook	1,945	3,040	3,516
Crawley-Nedlands	1,554	2,001	2,400-2,600
East Perth	3,651	5,406	7,776
Northbridge	928	1,480	2,019
West Perth	1,608	2,261	5,326
TOTAL CITY OF PERTH	12,282	19,670	27,256-27,456

Note: Dwelling numbers refer to occupied dwellings only (Source: Forecast.id, 2021).
BAU stands for business as usual

Refer to **Part 2 Section 4.2 – Community, Urban Growth and Settlement (Figure 7, 8 and Table 7)** for further detail.

To achieve housing growth, the new Scheme will need to provide the capacity and incentives for this to occur refer **Part 2 - Section 4.2.1.1**. Housing growth will be distributed within each neighbourhood taking into consideration the urban consolidation principles set out in **Section 4.2.4 Built Environment**.

4.2.3 Housing Diversity and Affordability

The provision of a wide range of housing types allows for the retention of residents through various stages of their lifecycles and make for more inclusive and cohesive communities.

Consistent with the high intensity nature of development in large parts of Perth city, over 80% of the dwellings in the city in 2016 were high density dwellings (i.e., three storeys or more). The overwhelming majority (94.4%) of dwellings were between one to three bedrooms, with two-bedroom dwelling representing almost 50% of all housing stock.

A housing needs assessment (Department of Communities and City of Perth, 2020) identifies the need to increase the proportion of the following housing types within Perth city, at an affordable price point:

- Apartments with at least three bedrooms, particularly to accommodate families and intergenerational households.

- Specialist housing to cater for senior residents and those living with disabilities.
- Alternate dwelling types and tenure models such as co-living (including student housing), dual-key and build-to-rent options to cater to a diverse population seeking alternate housing needs and lifestyles.

The planning framework has a limited role in addressing issues related to homelessness. However, encouraging the delivery of diverse and affordable housing can assist individuals and families progressing out of crisis and transitional accommodation.

Ways in which affordable artist live/work spaces can be provided are also being investigated by the City. Housing diversity will be sought across Perth city's neighbourhoods.

The new Scheme will introduce bonus plot ratio provisions to encourage these aims.

4.2.4 Built Environment

The Strategy proposes significant growth within Perth city over the next 10 to 15 years. New development can improve liveability, efficiency and identity, and accommodating and distributing this growth must be carefully considered. The State Government's Perth and Peel @ 3.5 Million planning framework's urban consolidation principles for Greater Perth have been refined and adapted for the city as follows:

CITY URBAN CONSOLIDATION PRINCIPLES

- Consolidate intensity 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 (200m walkable catchment);
- Transit station/precincts (bus and rail) and public transport (400m walkable catchment); and
- Open spaces.
- 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;
 - Buffers that assist in mitigating the impact of bushfire and flood; and
 - A gradation of intensity/scale of development down to the river.

A number of areas of the city have been identified for potential intensification based on the urban consolidation principles. These areas are shown on **Figure 5** Urban Growth Map as Intensification Investigation Areas. Plot ratio increases will be investigated in these areas as part of the preparation of the new Scheme taking into consideration-built form outcomes.

URBAN SETTING

The urban environment in Perth city can be broadly split into two categories as follows:

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 the area. These areas provide high levels of activity and interest through a 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.

These settings will inform development provisions in the new Scheme and planning policies. The Strategy identifies locations for the application of the category Buildings in Landscape Setting on the Neighbourhood Maps. All other areas on the plans shall be assumed to be Buildings in Urban Centre Setting.

Indicative building heights have been depicted in the Strategy as follows in **Table 3**:

Table 3: Indicative Building Heights

Scale	Indicative Number of Storeys
High	Over 16
Medium-High	Up to 16
Medium	Up to 12
Low-Medium	Up to 8
Low	Up to 4

The scale and number of storeys have been provided as a guide only and will be further considered as part of the new Scheme and planning policies.

BUILDING DESIGN

The design principles of State Planning Policy 7.0 Design of the Built Environment (SPP 7.0) as well as the following principles will underpin the new Scheme and planning policies with respect to the design of buildings and spaces.

Building design 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.
- 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.
- Promote inclusive and universal design to ensure buildings are accessible and cater for the whole community.
- Mitigate negative impacts on neighbouring development.
- Provide and protect views from the public realm to the sky and 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.

HERITAGE AND CHARACTER

The City has a rich array of heritage places. There are currently 18 Aboriginal sites in the City registered under the *Aboriginal Heritage Act 1972/ Aboriginal Cultural Heritage Bill 2021* and 333 places included on the City of Perth's heritage lists, with 51% of these also being of State significance. State Planning Policy 3.5 (SPP 3.5) Historic Heritage Conservation will underpin the conservation of heritage places. The new Scheme and planning policies will ensure that future development is sensitively woven into our heritage and cultural fabric, builds on Perth city's uniqueness and celebrates our cultural diversity.

A number of character areas have been identified across Perth city. These areas have unique built and landscape elements that create a special sense of place and streetscape. They are not heritage areas, although some may have heritage places and areas located within them. The new Scheme and planning policies will seek to ensure that important elements of their character are reinforced and enhanced in new development.

Four areas previously identified by the Council for possible inclusion as Heritage Areas (identified on **Figure 4** Local Planning Strategy Map and relevant Neighbourhood Maps as Heritage Investigation Areas).

4.2.5 Sustainable Buildings

The Strategic Community Plan aspires to promote world-class architecture within the City. New developments must contribute positively to the Capital City environment and demonstrate leadership and creativity in design quality. The City will be reviewing current design planning provisions to meet its growing and evolving needs and align with best practice to achieve Capital City objectives in environmentally sustainable design and adaptable built form.

The Sustainability Strategy seeks to achieve net zero emissions within the community. The City aspires to be a driver of environmentally sustainable design and accelerate the delivery of net zero emissions. The Environmentally Sustainable Design Options Analysis undertaken for the City recommends that 4 and 5-star Green Star ratings be mandated depending on construction costs, while 6-star Green Star ratings be incentivised in the new Scheme. Some options that can contribute to a higher green star rating include solar panels, water efficient fixtures, natural ventilation, heating and cooling etc. Electric vehicle charging stations should also be encouraged in new developments.

Adaptable building design is vital in 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 ready to respond to different patterns of use and specific user requirements throughout the building's lifetime.

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.

4.2.6 Public Open Space

Public open space performs many essential roles within the City. It is critical in meeting the community's active and passive recreational needs and protecting and enhancing natural ecosystems. Well designed and managed spaces are vital in a liveable city, delivering numerous environmental and social benefits.

As the City continues to grow, there will be greater demand on Perth city's public open space for a wide variety of uses.

The City is well serviced by public open space, with approximately 545ha (41 %) of its total land area being dedicated for local, neighbourhood, district and regional parks. Kings Park makes up 400ha of public open space.

There are also other areas of open space within the City on land which is owned or managed by the State Government and large private institutions or integrated into developments on private property.

Public open space and these other forms of open space are generally well distributed across the city however there are gaps in provision in some areas as shown in **Figure 6** – Community Infrastructure, Public Open Space and Facilities.

Where possible, the City will protect existing areas through appropriate reservation under the new Scheme and explore planning mechanisms for the delivery of new public open spaces where there is an identified need as indicated on the City-Wide Open Space Plan. An Open Space Framework will also be prepared to further guide the provision, use and development of public open space.



4.2.7 Community Infrastructure

Community infrastructure provides opportunities for a range of social and recreational activities and lays the foundation for a strong and connected community.

Given the significant resident population growth envisaged for the City, it is important to ensure that there is adequate community infrastructure for the future.

The City currently has three formal community centres as well as two special purpose centres as shown on **Figure 6** – Community Infrastructure and Open Space. These are supported by a number of private secondary schools and regional-level institutions and facilities that cater for a broad

range of users including the city's residents. Perth city does not currently have any public primary or secondary schools.

Community infrastructure planning is traditionally based on forecasting resident needs. In a capital city environment however, consideration needs to be given to not only residents but the many workers, students and visitors that the city attracts.

In the absence of multi-user benchmarking suitable for a capital city, the City has undertaken benchmarking of community infrastructure based on Perth city's resident population forecasts and targets (City of Perth, 2020). The community infrastructure most likely to be required by 2036 is set out in **Table 4**.

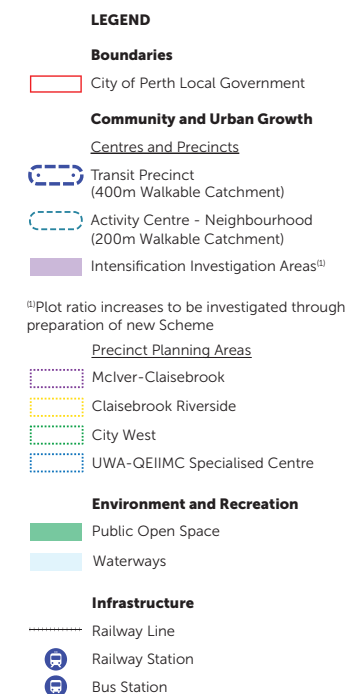
Table 4: Community Infrastructure Needs

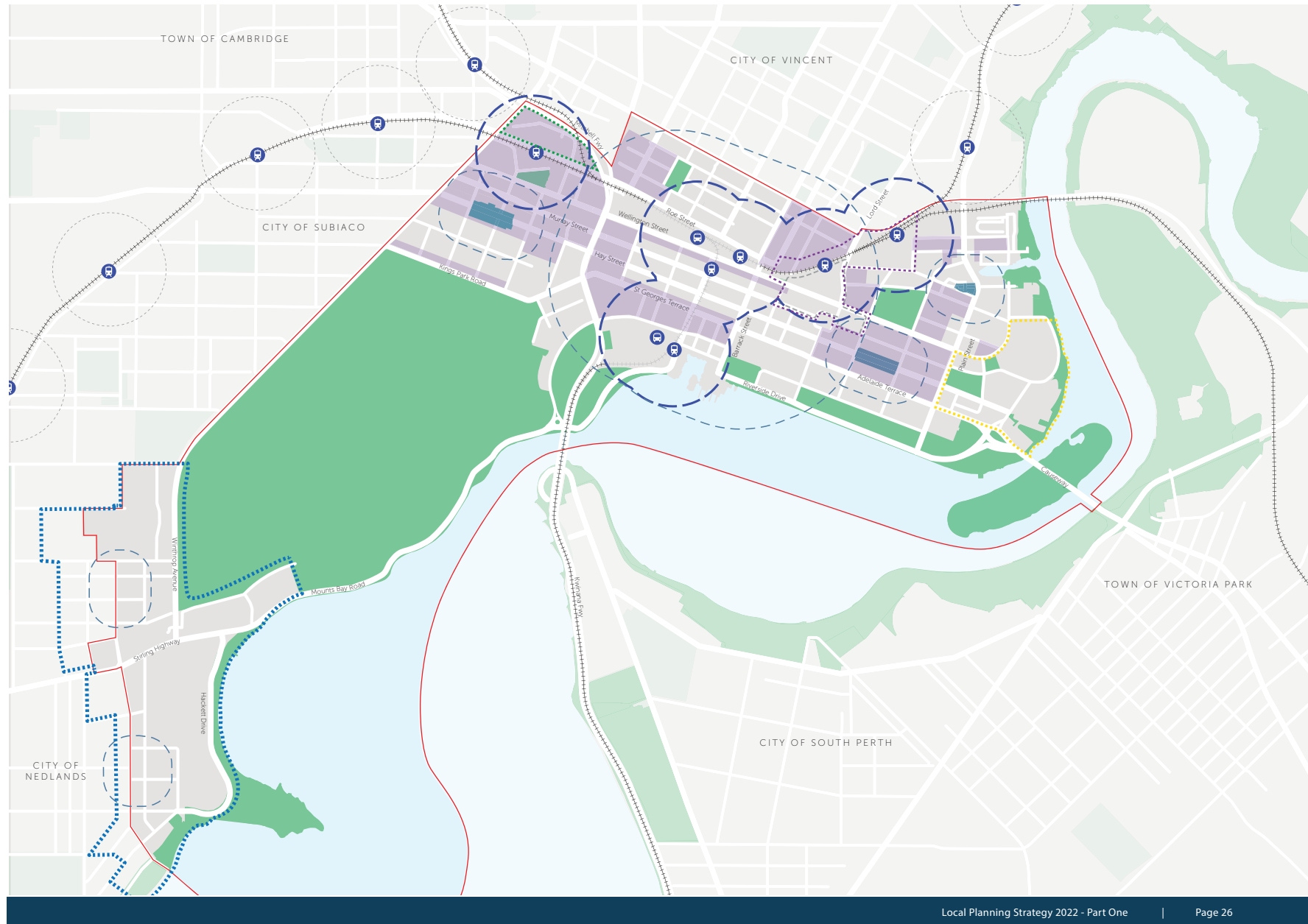
	RESPONSIBILITY	THRESHOLD	ESTIMATED TIMEFRAME
Primary School (Public)	State Government	400 + City of Perth residents aged 5 – 11 years old	2026
Secondary School (Public)	State Government	1000 + City of Perth residents aged 12 – 17 years old	2036
Community Centres	City of Perth	5,000 City of Perth residents without local access to a community centre	2020 – ongoing

Further consideration of Perth city's community infrastructure needs and how these will be delivered will occur in preparing the City of Perth's Community Infrastructure Plan.

The City of Perth along with the State and Federal Governments are working with the WACA on future opportunities to include a multi-purpose sports venue to enhance liveability of Perth city.

Figure 5 - Urban Growth Map





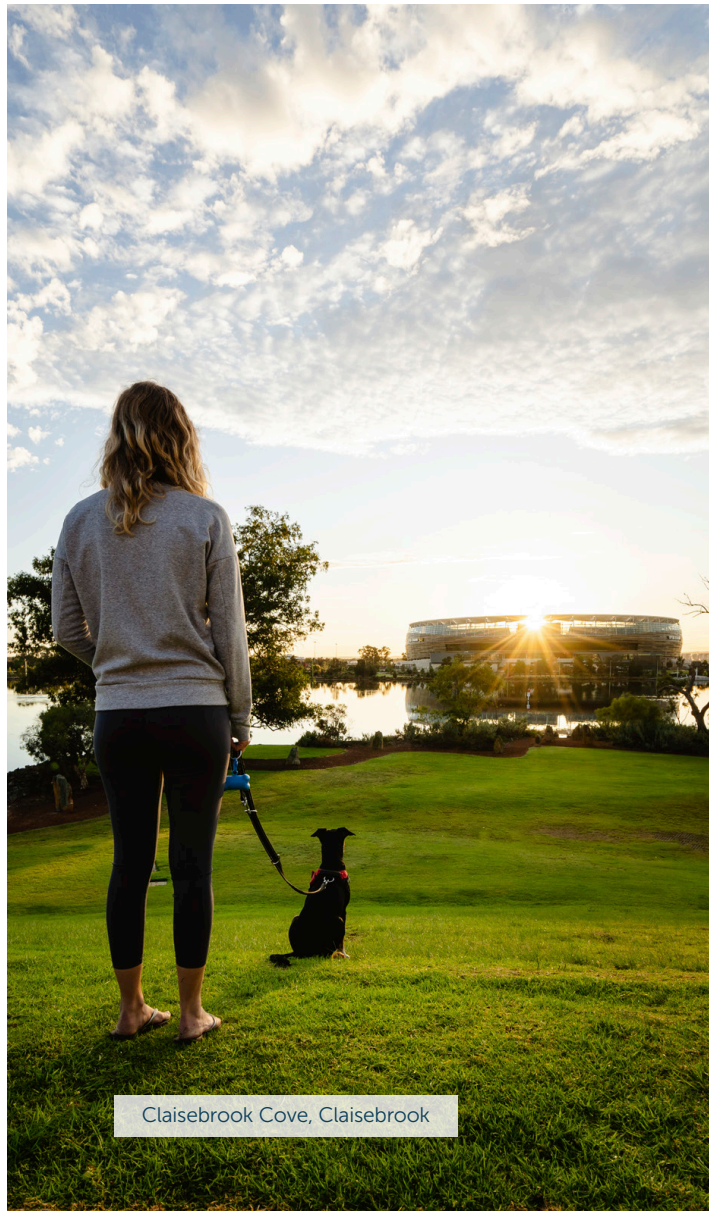
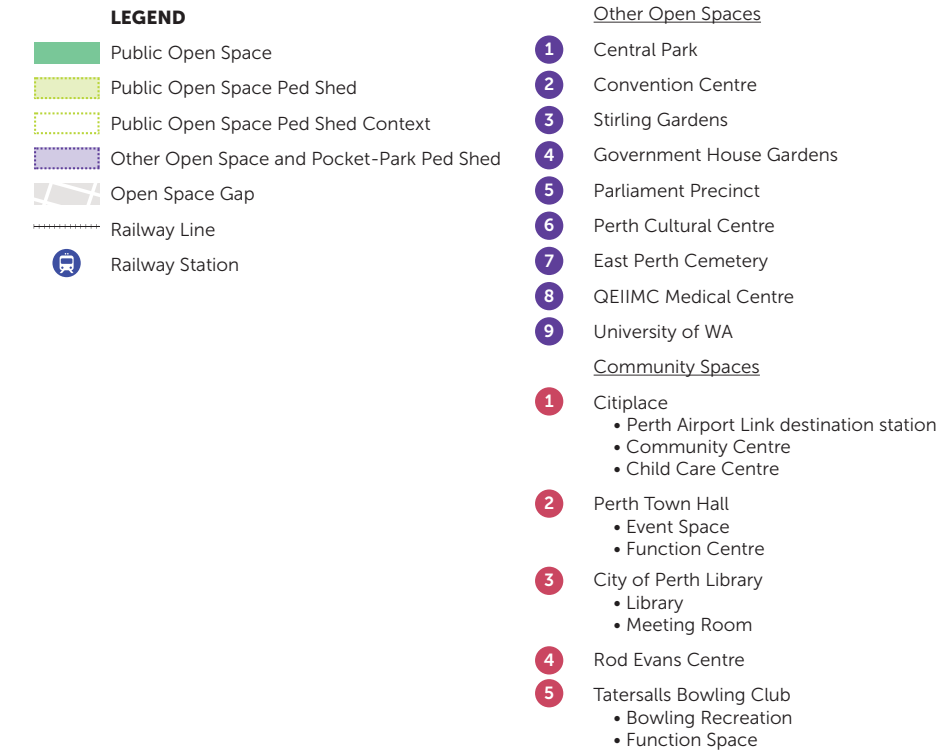
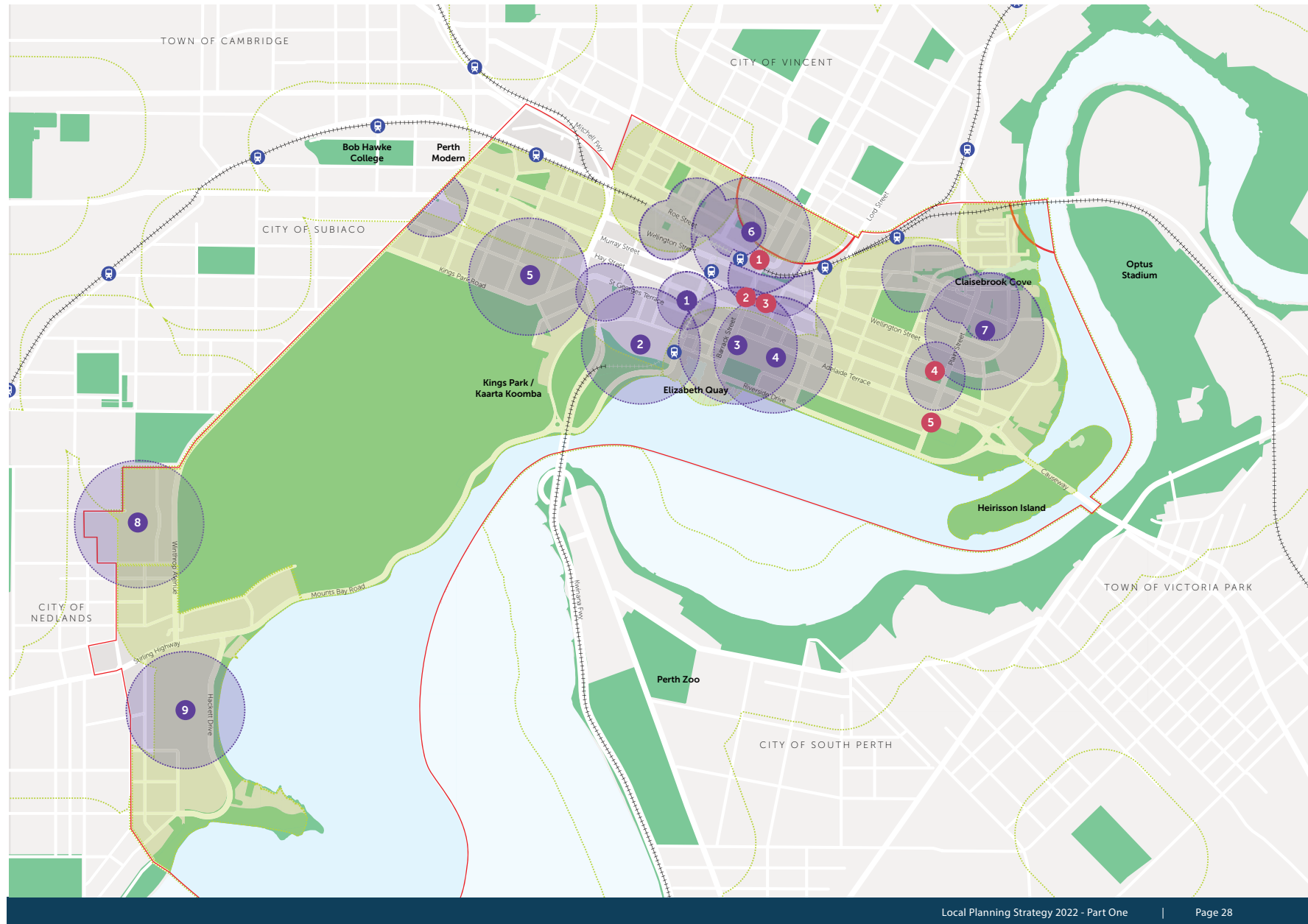


Figure 6 - Community Infrastructure and Public Open Space Map





4.2.8 Planning Directions and Actions

The planning directions specify what is to be achieved or desired for the Community and Urban Growth issues and opportunities. Each planning direction is supported by an action(s), that clearly and concisely outlines what is proposed and how it is to be undertaken, the rationale, and associated timeframe.

Table 5: Community and Urban Growth– Planning Directions and Actions

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Population and Housing Growth Significantly increase the number of residents to bring additional life to the city, the strategy includes a resident population target of 55,000 by 2036 (doubling of Perth city's population between 2016 and 2036) and opportunities for further population growth beyond that timeframe in accordance with the vision of the Strategic Community Plan.	Significantly increase the number of residents to bring additional life to the City and ensure that there is sufficient capacity to accommodate housing growth targets across the city.	CUG1 a. Review existing plot ratio, including residential bonus plot ratio provisions (particularly in the Intensification Investigation Areas and areas with high amenity and redevelopment potential) to ensure that there is sufficient capacity to accommodate residential growth targets across Perth city.	Part 2 – Section 4.2.1 and 4.2.2 Supporting infill and consolidation targets	Short term
Housing Diversity and Affordability Facilitate an environment for improved liveability and amenity through the provision of a range of housing types and lifestyle choices to support a diverse demographic including families.	Increase the diversity of housing options and supply of affordable housing to provide for a greater diversity of residents and households.	CUG2 a. Introduce bonus plot ratio provisions to encourage a diverse range of housing types including: <ol style="list-style-type: none"> Three-bedroom dwellings that suit families; Aged and adaptable housing; Student and other specialist co-living housing; Affordable housing including live/work spaces; and Inclusive and universal design. 	Part 2 – Section 4.2.2.1 and 4.2.2.2 Accommodate a range of demographics/ household types and providing choices to live, work and recreate within neighbourhoods.	Short term

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Built Environment The City is seeking to create a well-planned, stimulating, attractive and functional built form environment that helps make Perth city a great place to be.	Ensure that development positively contributes to the public realm and desired character of the Perth city neighbourhoods.	CUG3 <ol style="list-style-type: none"> Enhance the physical connections and public realm within Central Perth focused on Barrack Street and William Street, from the Swan River to the Perth Cultural Centre. Where plot ratio increases are being considered (i.e. in the Intensification Investigation Areas) undertake built form modelling to determine what level of increase can be accommodated without compromising desired built form and character outcomes. Introduce built form provisions for character areas where they do not exist to ensure that important built and landscape elements of their character are reinforced and enhanced in new development. In areas where the streetscape character and amenity is lacking, investigate land use, built form and design options to address this and incorporate increased greening. Review the existing built form and design provisions to align with urban settings and landscape settings categories. Identify important view corridors between the public realm and significant natural and built landmarks which are worthy of protection and introduce built form provisions to ensure their protection. Investigate the exclusion of basement car parking from the new Scheme definition of plot ratio to encourage this over above ground parking. Review existing built form provisions to: <ol style="list-style-type: none"> Minimise wind impacts and apply appropriate standards; Minimise overshadowing of pedestrian priority streets and key public spaces; and Minimise heat and light reflection. 	Part 2 – Section 4.2.3 Buildings and urban spaces have a significant impact on Perth city's liveability, productivity and sustainability. The built environment is also the most recognisable and influential element expressing Perth city's identity, character and sense of place. High quality public realm in Perth city centres and neighbourhoods will also make them more attractive destinations.	Short term
Sustainable Buildings High quality and sustainable design will ensure that buildings positively contribute to Perth city's amenity and unique appeal while being adaptable and resilient.	Ensure high quality, functional and attractive development with high standards of environmentally sustainable design.	CUG4 <ol style="list-style-type: none"> Introduce planning provisions to improve the environmentally sustainable design of developments. Investigate bonus plot ratio provisions for competitive design processes to facilitate design excellence on prominent sites and for large developments and projects of strategic importance. Review existing Scheme plot ratio provisions to allow for minor variations to maximum plot ratio to enable refurbishments of and alterations to existing buildings. Introduce planning policy provisions to ensure that student housing and other forms of co-living housing are designed to provide appropriate standards of amenity. Investigate the appropriateness of applying the R-Codes in areas of high intensity and diverse land use. Investigate if planning incentives should be used to achieve environmentally sustainable design outcomes in new developments and encourage the adaptive reuse of existing buildings. Investigate how built form planning provisions can help achieve net zero emissions in line with the City's Sustainability Strategy. 	Part 2 – Section 4.2.3.2 Ensuring quality built form and appropriate sustainability measures befitting for a capital city.	Short term

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Cultural Heritage Perth city has rich cultural heritage which requires protection..	To conserve and respect the cultural heritage of Perth city including Aboriginal cultural heritage.	CUG5 <ol style="list-style-type: none"> Investigate ways to reflect Whadjuk Nyoongar culture, spirituality and history in new development. Prepare Local Heritage Survey and review existing planning provisions for heritage places and areas to ensure that they are comprehensive and reflect best practice. Review existing planning provisions for the awarding of heritage bonus plot ratio and transfer plot ratio to improve conservation outcomes. 	Part 2 – Section 4.2.3.3 Ensuring the strategy is inclusive of cultural context..	Short term
Public Open Space Some public open spaces in Perth city are not optimally used and certain areas do not have convenient access to open space.	Ensure the community has access to an adequate and diverse range of public open space to meet its needs.	CUG6 <ol style="list-style-type: none"> Ensure the protection of existing open space areas through appropriate reservation under the new Scheme. Prepare an Open Space Framework to guide the provision, use and development of Perth city's public open space. Investigate the use of existing bonus plot ratio and/or the establishment of a Development Contribution Plan to assist in the delivery of new public open spaces where there is an identified need or gap in the catchments as indicated on Figure 6. Investigate through the Strategic Property Review the potential for any City owned or managed land: <ol style="list-style-type: none"> Currently used as open space to be reserved under the local planning scheme for public open space if it is not already; and To be used for public open space where there is an identified need as indicated on Figure 6. 	Part 2 – Section 4.2.2.5 Improving the quality, usability and distribution of open space will enhance the amenity of Perth city and support a healthy lifestyle for its residents and visitors	Short-Medium Term
Community Infrastructure The offer of community infrastructure in Perth city has not kept pace with the needs of its growing resident, worker and visitor population.	Ensure that there is adequate community infrastructure to support the needs of residents, workers and visitors	CUG7 <ol style="list-style-type: none"> Undertake a Social Needs Analysis to inform a future Community Infrastructure Plan. Investigate the establishment of bonus plot ratio and/or a Development Contribution Plan to assist in the delivery of community infrastructure. Advocate to the State Government for the provision of a public primary school and secondary school within the city. 	Part 2 – Section 4.2.2.4 The careful planning and coordination of community infrastructure is essential to meet the social and recreational needs of Perth city's residents, workers and visitors.	Short-Medium Term

4.3 ECONOMY AND EMPLOYMENT

4.3.1 Hierarchy of Activity Centres and Activity Focus Areas

The State Government's Central sub-regional planning framework and State Planning Policy 4.2 – Activity Centre recognise Perth (including East Perth, Northbridge and West Perth) as the Capital City and the UWA and QEIMC as being a Specialised Activity Centre.

Whilst a mix of land uses are promoted across large parts of the city, there are a number of core or focus areas within the Central Perth neighbourhood supporting the Capital City economy and a number of neighbourhood scale centres supporting local convenience and mixed-use activity as shown in **Figure 7** Economy and Employment. These activity focus areas will need to be recognised and reflected in the zoning and land use permissibility in the new Scheme.

The areas around neighbourhood centres are proposed to be investigated for possible additional development and intensification facilitated through the planning framework.

Table 6: Activity Focus Areas

Activity Focus Areas	Role
Capital City Office (within the Central Perth neighbourhood)	The primary focus for office uses as the centre of commerce and administration for Greater Perth and the State.
Capital City Retail (within the Central Perth neighbourhood)	The primary focus for retail uses for Greater Perth along with other uses such as food and beverage, entertainment and cultural uses which provide for day time, night time and weekend activity.
Capital City Entertainment (within the Northbridge neighbourhood)	The primary focus for entertainment, cultural and creative uses for Greater Perth, along with retail, food and beverage.
Capital City Civic and Cultural Areas (within Central Perth and Northbridge neighbourhoods)	The primary focus for civic and cultural uses for Greater Perth, which provide for day time, night time and weekend activity.
Secondary Office (within the West Perth neighbourhood)	The secondary focus for office uses and other commercial uses that are compatible and complementary to residential uses.
UWA/QEIMC Specialised Centre	The focus for regionally significant economic and institutional activities as well as knowledge-based industries supporting both health and tertiary education activities.
Neighbourhood Centres: <ul style="list-style-type: none"> Royal Street (within the Claisebrook neighbourhood) Hay Street (within the East Perth neighbourhood) Hay Street (within the West Perth neighbourhood) Broadway (within the Crawley-Nedlands neighbourhood) Hampden Road (within the Crawley-Nedlands neighbourhood) 	Provide for a range of goods and services to support the neighbourhood's daily and weekly needs.

Note: The suitability of Broadway and Hampden Road as Neighbourhood Centres will be informed by future structure planning.



Page 33 | Local Planning Strategy 2022 - Part One

CAPITAL CITY OFFICE AREA

The City of Perth must ensure its primary office area is appropriately protected into the future to retain its role as the primary centre of business within Greater Perth and the State. This means ensuring there is sufficient capacity within the plot ratio density controls under the new Scheme to accommodate office growth. Consideration should also be given to removing residential bonus plot ratio incentives within this area under the new Scheme as large apartment buildings with multiple landowners, have potential to sterilise land and limit office growth opportunities.

CAPITAL CITY RETAIL AREA

The growth and evolution of suburban retail centres has seen the Primary Retail Area come under increasing competition for shopper traffic which is likely to be compounded by the growth of online retail. To remain competitive, the Primary Retail Area needs to evolve and accommodate a wider range of uses such as food and beverage, entertainment and cultural uses which provide for day time, night time and weekend activity.

A 2018 analysis of Perth city centres, including the Capital City Retail area, Capital City Entertainment area, and Neighbourhood Centres, found that not all residents within the city have adequate access to the services and amenities needed in their day to day lives. Many of the centres had low levels of pedestrian activity and evening activity and some centres were too extensive in length which resulted in a dilution of activity (Intermethod, 2018).

Increasing the number of residents and workers in and around Perth city centres will be essential to build the critical mass to support a full range of goods and services. High quality public realm in the centres will also make them more attractive destinations.

There is a need to ensure that Perth city centres are strengthened by avoiding extensive linear development of centres as well as out of centre retail development.

CAPITAL CITY ENTERTAINMENT AREA

Northbridge plays a significant economic and cultural role with its concentration of entertainment venues and cultural facilities. Collectively, this blend of land uses has created the largest cultural and entertainment precinct in WA. The City will continue to work with the State Government to ensure the protection of this important precinct through both changes to the Environmental Protection (Noise) Regulations and the City's current planning framework.

CAPITAL CITY CIVIC AND CULTURAL AREAS

Central Perth and Northbridge play a significant civic and cultural role with its concentration of civic and cultural facilities and areas throughout, which creates the cultural and civic hub of the State. The City will continue to work with the State Government to ensure this is reinforced and strengthened through the enhancement of the Capital City Civic and Cultural area and areas throughout Central Perth.

4.3.2 Employment Growth

The State Government's Perth and Peel @ 3.5million Central Sub-regional Planning Frameworks (March 2018) included targets of 204,690 more workers and 285,840 more jobs for the Central sub-region between 2011 and 2050. Whilst a specific target was not provided for city, the framework did specify a target for the UWA-QEIMC Specialised Centre of 6,520 additional jobs by 2050 (Western Australian Planning Commission, 2018).

Employment across all local industry sectors in Perth city was estimated at 149,475 jobs (Colliers International, 2019).

Table 7 shows the current employment numbers in 2016 per Neighbourhood and possible changes by 2038 based on a business-as-usual scenario. Promoting economic diversification is likely to add an additional 9,890 workers by 2038 (refer **Part 2 Appendix A section 1.3.1.10**). But it is noted that this figure does not take into consideration the long-term impact of COVID-19, which is largely unknown.

In 2038, the additional employment floorspace demand for Perth city will equate to approximately 1.56 million square metres of floorspace. It is anticipated that around 80 per cent of this space will be required for office use. The new Scheme will need ensure that its plot ratios provide sufficient capacity to accommodate this floorspace, refer **Table 8** Employment Floorspace Demand by Neighbourhood and **Part 2 - Section 4.2.1.1**.

Table 7: Employment Forecast per Neighbourhood (Colliers International, 2019)

Neighbourhood	Existing Workers (2016)	Additional workers to 2038	Estimated total workers 2038
Central Perth	84,840	39,405	124,245
Claisebrook	7,128	3,311	10,439
Crawley - Nedlands	13,893	6,453	20,346
East Perth	9,711	4,510	14,221
Northbridge	11,960	5,502	17,462
West Perth	21,477	9,975	31,452
TOTAL	149,009	69,156	218,165

Table 8: Employment Floorspace Demand by Neighbourhood (Colliers International, 2019)

Neighbourhood	Estimated Total Floorspace 2018 (m ²)	Additional Floorspace Demand 2038 (m ²)	Total Floorspace 2038 (m ²)
Central Perth	2,173,742	931,521	3,105,263
Claisebrook	156,821	66,926	223,747
Crawley - Nedlands	624,452	31,632	656,084
East Perth	224,793	107,196	331,989
Northbridge	448,455	155,470	603,925
West Perth	509,986	266,137	776,123
TOTAL	4,138,249	1,558,882	5,697,131

4.3.3 Land Use Diversity

The resources and energy sector and specialised support services are Perth city's competitive edge and will continue to be an important contributor to the economy. But there is great value in seeking to grow in other key sectors including:

- Tourism and Food and Beverage
- Education (international)
- Medical Health and Life Sciences particularly around UWA/QEIIIMC and Royal Perth Hospital
- Community Services particularly in Central Perth (Pracsys, 2017)

Whilst the new Scheme can influence what land uses emerge through land use permissibility and by offering bonus plot ratio for specific land use outcomes, it has limited ability to attract specific industries. An Economic Development Strategy can however assist in guiding economic diversification and determining land use priorities across Perth city.

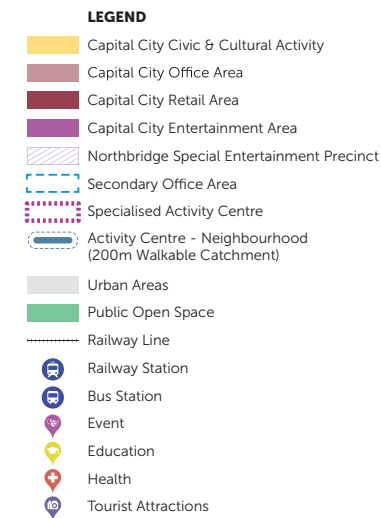
The specific land uses which are eligible for bonus plot ratio need to be regularly reviewed taking into consideration strategic land uses priorities and market delivery. Land use incentives are currently provided under the existing Scheme for residential and short stay accommodation in select areas of the city. Whilst residential incentives are still considered warranted given Perth city's residential population target, the incentives for short stay accommodation are no longer considered needed as many hotels have been delivered since their introduction and they have successfully achieved their purpose.

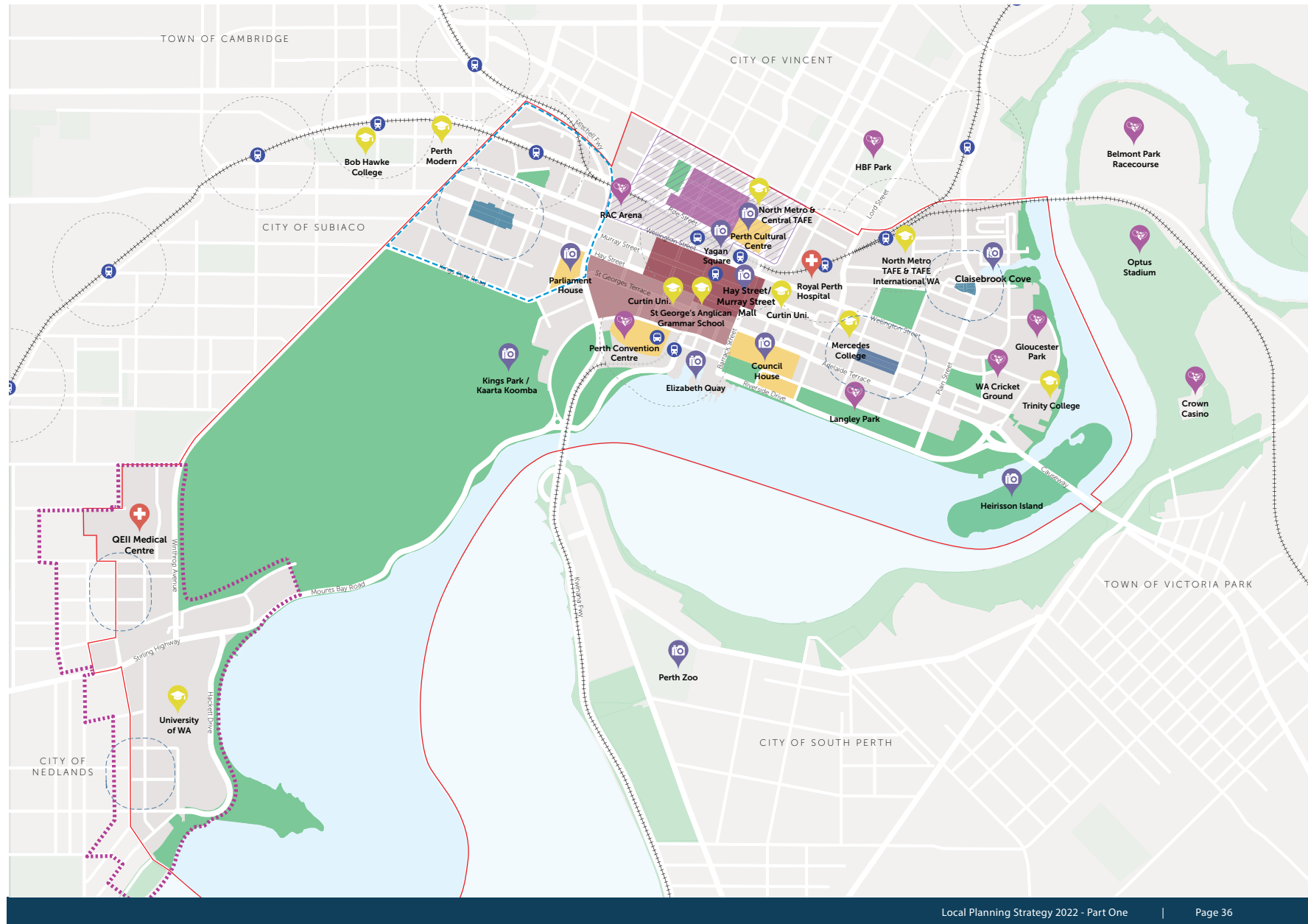
Managing land use conflict such as adverse noise impacts will also be critical as the population increases and land use diversifies. Managing these conflicts will be a crucial consideration for neighbourhoods such as Northbridge and Central Perth.

4.3.4 Reducing Regulation

High vacancy rates and falling rents have encouraged an increase in refurbishments to attract tenants. This increase is particularly relevant to C and D grade office buildings, where office space quality improvements are becoming necessary to attract tenants. For this reason, it is essential that future land-use planning and change-of- use processes do not limit opportunities to convert these buildings to other uses.

Figure 7 - Economy and Employment Map





4.3.5 Planning Directions and Actions

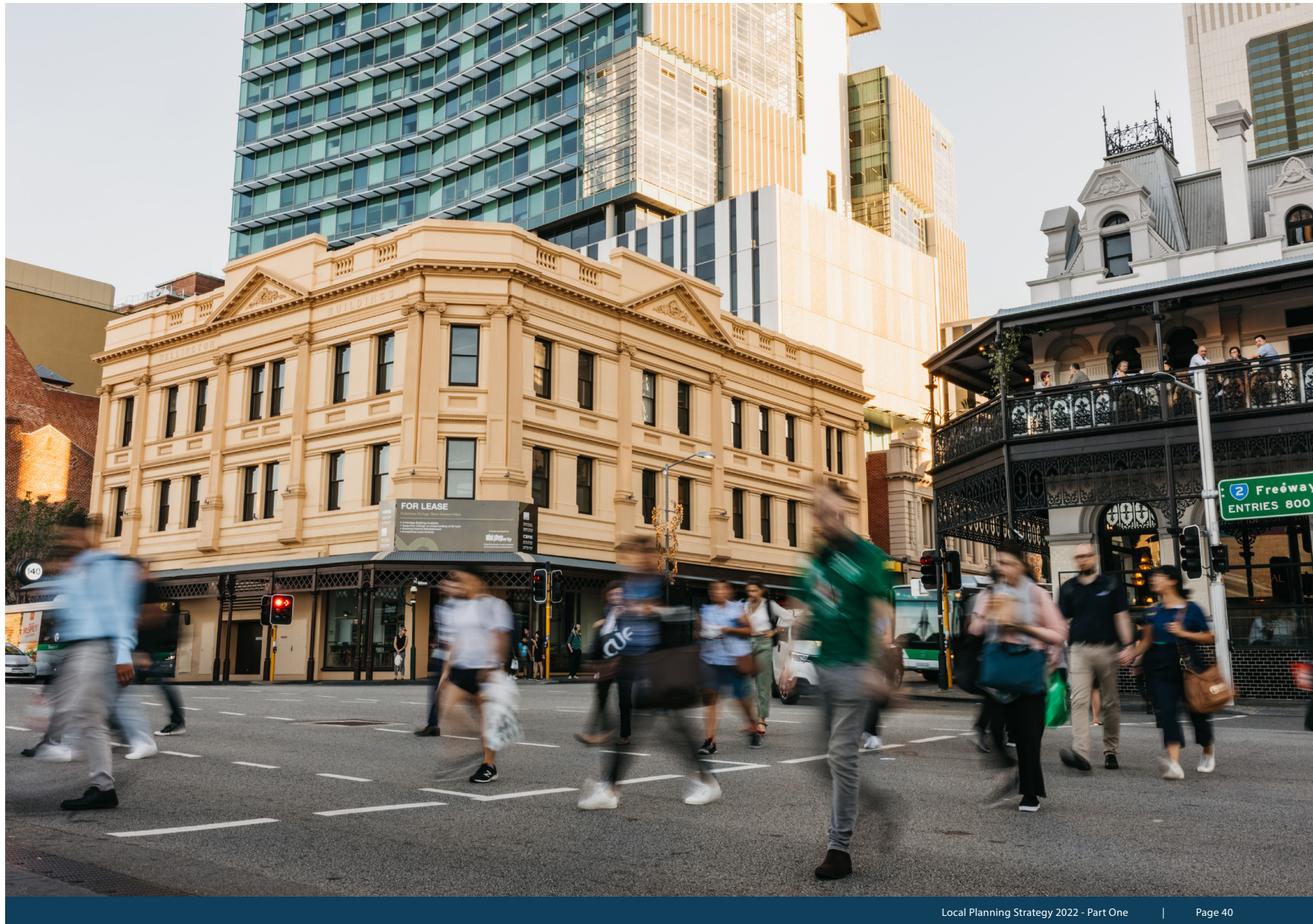
The planning directions specify what is to be achieved or desired for the Economy and Employment issues and opportunities. Each planning direction is supported by an action(s), that clearly and concisely outlines what is proposed and how it is to be undertaken, the rationale, and associated timeframe.

Table 9: Economy and Employment – Planning Directions and Actions

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
A Hierarchy of Diverse and Thriving Centres Widespread mixed use development throughout Perth city has diluted activity and can undermine the role and performance of key centres.	To support the vitality of the Capital City Retail and Entertainment Areas as well as Neighbourhood Centres to ensure that they thrive and meet community and economic needs.	EE1 a. Strengthen the vitality of Neighbourhood Centres through: i. Reviewing existing plot ratios to ensure there is a sufficient population surrounding Perth city's Neighbourhood Centres; ii. Encouraging land uses that meet the daily and weekly needs of residents; iii. Supporting the development of new community facilities and services. iv. Investigate the gradual activation of laneway networks in appropriate locations within the Capital City Activity Areas and Neighbourhood Centres; and v. Public realm improvements that reflect the important status of Neighbourhood Centres as local focal points. b. Protect the viability of the Capital City Retail Area and Neighbourhood Centres by: i. Review existing retail land use permissibility outside of these areas to ensure that they do not undermine the role and function of the Capital City Retail Area and Neighbourhood Centres; and ii. Introduce planning provisions to require applications for significant retail developments outside of the Capital City Retail Area or Neighbourhood Centres to prepare an Impact Test.	Part 2 – Section 4.3.1.8 To maintain and enhance: <ul style="list-style-type: none"> Perth city's role as the centre for retail and entertainment in WA; and The role of neighbourhood centres as the key focal point for local retail, cultural, entertainment and community services. 	Short term

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Business and Employment Growth Maintain and enhance the primacy of Perth city as the primary centre of commerce, shopping entertainment and culture within Greater Perth and the State.	Provide for business and employment growth ensuring the city retains its special social, economic, cultural and civic role as the capital of Western Australia.	EE2 <ol style="list-style-type: none"> Review existing plot ratio provisions (particularly in Intensification Investigation Areas) to ensure that there is sufficient capacity to accommodate business and employment growth forecasts across Perth city. Refer to action NB1(a) to work with the State government to ensure protection of the Northbridge special entertainment precinct. Refer to action CP1(b) for potential removal of residential plot ratio bonus incentives in the Capital City Office Area. Work with key stakeholders to support objectives of the City's Economic Development Strategy to: <ol style="list-style-type: none"> Support the establishment, expansion and relocation of major health, innovation, research and institutions in the city; Leverage knowledge economy opportunities; and Ensure the planning framework is adaptable to leverage opportunities that arise through State and/or Federal funding programs. 	Part 2 – Section 4.3.1 State Planning Policy 4.2 identifies Perth Capital City as the premier activity centre and the most intensively concentrated commercial area across Western Australia.	Short term
Business and Employment Diversity Over reliance on single economic sectors increases Perth city's vulnerability to economic downturns, which impacts on worker numbers, office vacancy rates, and the overall city vibrancy.	Support businesses and employment diversity.	EE3 <ol style="list-style-type: none"> Review existing land use permissibility to enable land use diversity in Perth city neighbourhoods with a focus on: <ol style="list-style-type: none"> Supporting new investment, emerging industries and large business opportunities; Activating underutilized properties and landholdings; and Supporting activation and extended hour destinations. Remove existing bonus plot ratio provisions for hotels and other short stay accommodation. Review existing land use permissibility to ensure that all land uses which may have significant amenity impacts require development approval, enabling conditions to be imposed on their operation where appropriate. 	Part 2 – Section 4.3.1.4 Cities with diverse economies are more likely to withstand changes in market conditions and offer a wider range of activities and services to support visitation and population growth.	Short term

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Cultural Activity While Perth city has large cultural precincts, there are some gaps in the spaces and places available for creative activity across the neighbourhoods.	To support cultural institutions and activities	EE4 <ol style="list-style-type: none"> Develop a Cultural Infrastructure Plan to integrate with the State Government's plan, starting with an audit of existing and projected supply and demand for cultural infrastructure and creative spaces in Perth city. Investigate the establishment of bonus plot ratio and/or a Development Contribution Plan to assist in the delivery of cultural infrastructure. Review planning provisions to ensure that a range of creative and cultural uses can be accommodated across Perth city, particularly in Central Perth and Northbridge. 	Part 2 – Section 4.3.1.5 Creative enterprises deliver significant benefits to city life through community connection, cultural identity and economic uplift.	Short to Medium term
Reducing Regulation Ensure regulations are not limiting employment and business growth.	Reduce unnecessary planning regulation to make it easier to do business in the city.	EE5 <ol style="list-style-type: none"> Ensure the new planning framework supports ongoing Perth city investment, business growth and industry innovation through a flexible approach to land use and the consideration of scheme amendments on their merit. Remove the need for development approval of temporary land uses which are unlikely to have any significant amenity impacts. Place the majority of development controls, with the exception of land use permissibilities, maximum plot ratio and maximum bonus plot ratio, within local planning policies rather than the new Scheme. Refer to Action I1c relating to the review of the Perth Parking Policy. 	Part 2 – Section 4.3.1 A flexible approach will be necessary in the planning framework in order to maintain and attract business growth and diversity to support employment requirements.	Short term





4.4 ENVIRONMENT

4.4.1 Natural Assets and Climate Change

Climate change in the Perth city will result in higher temperatures, less rainfall, more frequent and extreme weather events and conditions conducive to bushfires, and rising water levels in the Swan River. The new Scheme will play an active role in responding to and mitigating climate change via environmentally sustainable design requirements, promoting greening in private developments, encouraging resource efficiency and renewable energy, and water sensitive design.

With the increasing risk of bushfires across the State, the State Planning Policy No. 3.7 - Planning in Bushfire Prone Areas (SPP 3.7) requires local governments to address relevant bushfire hazards when considering new development. Kings Park and parts of the Graham Farmer Freeway reserve are identified as bushfire prone areas (refer to Figure 8 –Environment Map) by the Department of Fire and Emergency Services (DFES), and Heirisson Island and Pelican Point also contain significant bushland. When preparing the new Scheme, land use permissibility in and adjoining these areas will be reviewed to ensure they align with SPP 3.7.

Generally, intensification of development within bushfire prone areas is not proposed. With the exception of Kings Park Road where the risk is considered minimal.

Rising sea levels and the risk and frequency of flooding events are also predicted to increase. Significant areas of the Perth foreshore were reclaimed in the past and sit within floodplains affected by 1:100 year storm events (refer to Figure 8 –Environment Map). The new planning framework will include appropriate mechanisms to manage any related risks when undertaking development in these areas.

The location of the city amongst reclaimed foreshore and wetlands also means that the impacts of acid sulfate soils need to be addressed and managed when considering new development in certain areas. The need for specific planning provisions will be investigated when preparing the new Scheme.

4.4.2 Swan River/Derbarl Yerrigan and Kings Park/Kaarta Koomba

Both the Swan River and Kings Park provide an iconic backdrop for Western Australia's capital city. They are places of natural beauty that are highly valued environmental, cultural and recreational assets of State, regional and local significance.

Various government agencies are responsible for the planning and management of these assets. A collaborative approach between these agencies is essential to ensure that the best outcomes for the community and the environment can be realised in the future. The protection and enhancement of their quality and significance for future generations needs to be paramount. Improving connections and interfaces to them is also important so that they can be easily accessed and enjoyed more. This will be addressed in the new Scheme and also pursued with the relevant agencies.

The Perth Water Buneenboro Locality Plan has been prepared by the Department of Biodiversity, Conservation and Attractions and the Swan River Trust in collaboration with seven state and local government agencies. It applies to the section of the Swan River and its foreshore between the Narrows and Windan Bridges and will provide a framework for the future use and development of this area. The City will progress master planning for the section of foreshore between Elizabeth Quay and Point Fraser that will have due regard to the Perth Water Buneenboro Locality Plan.



4.4.3 Urban Greening

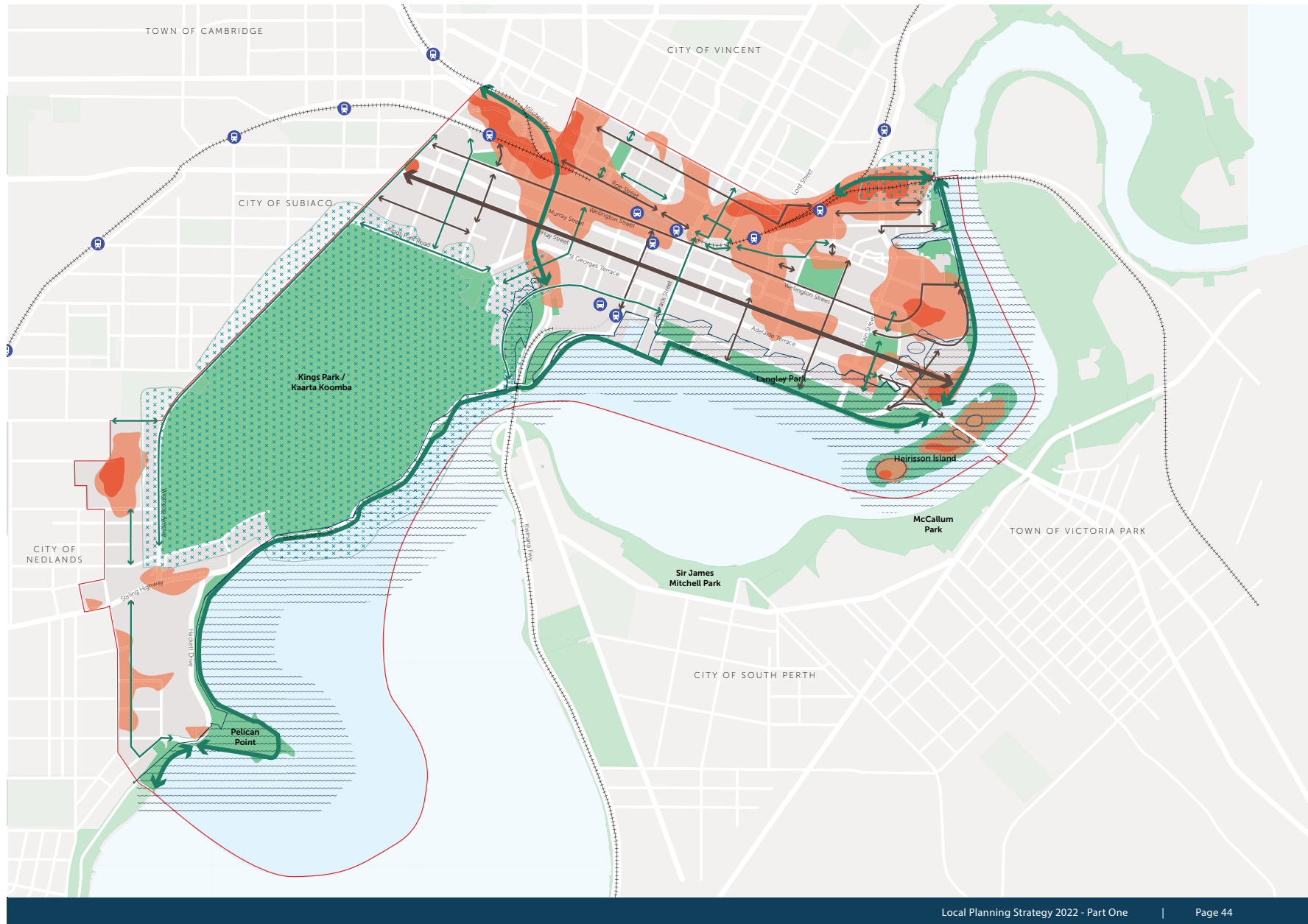
Trees and vegetation deliver a wide range of environmental, social and economic benefits. They capture and store carbon, reduce temperatures and stormwater runoff, improve air and water quality and support biodiversity. They create more comfortable and attractive streets, improve physical and mental health, reduce heating and cooling costs and increase property values.

These green links align with the Primary and Secondary Biodiversity Links identified in the City's Green Infrastructure and Biodiversity Study. A number of urban heat island hot spot areas and priority green links have been identified within the city (refer to **Figure 8 –Environment Map**). The City of Perth's Urban Forest Plan has facilitated the planting of over a thousand street trees, initially in these areas and then more broadly across Perth city, and the planting of many more is planned. But the Urban Forest Plan recognises that planting trees in the public realm is not enough.

The new Scheme will look to ensure the protection and planting of more trees and vegetation on private land, with priority given to the hot spot areas and priority green links and strengthening the relationship between the private and public realm. Innovative approaches to the incorporation of vegetation into high-density inner- city areas will be encouraged, including green walls and roofs.

Figure 8 - Environment Map





4.4.4 Planning Directions and Actions

The planning directions specify what is to be achieved or desired for the Environment issues and opportunities. Each planning direction is supported by an action(s), that clearly and concisely outlines what is proposed and how it is to be undertaken, the rationale, and associated timeframe.

Table 10: Environment – Planning Directions and Actions

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Natural Environment The natural environment underpins our health and well-being as well as sense of identity, place and culture however is being subjected to increasing challenges.	Protect the natural environment and increase Perth city's resilience to climate change.	E1 <ol style="list-style-type: none"> Introduce planning provisions for development in flood prone areas as shown on the Strategy's Environment Plan (Figure 8) to mitigate potential impacts of flooding. Review existing land use permissibility to ensure that any sensitive land uses in bushfire prone areas as shown on the Strategy's Environment Plan (Figure 8) align with State Planning Policy 3.7 and its associated guidelines (as amended). Investigate the introduction of planning provisions to mitigate the impacts of acid sulfate soils on the natural and built environment. 	Part 2 - Section 4.4.1.1 The protection and wise management of the natural environment and resources is essential to the future of the city as acknowledged in State Planning Policy No. 2.0 – Environment and Natural Resources (SPP 2.0).	Short term

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Swan River/Derbarl Yerrigan and Kings Park/ Kaarta Koomba Kings Park and the Swan River are highly valued assets of Perth city, and attract visitors from across Greater Perth.	Increase access and use of Perth city's natural assets.	E2 <ol style="list-style-type: none"> Review existing land use and built form controls along the streets leading to the Swan River to ensure that they are conducive to creating an attractive and comfortable pedestrian environment. Undertake a foreshore masterplan to address: <ol style="list-style-type: none"> Improved walking and active transport connectivity to the river's edge; Maintain the primary purpose of the foreshore as a public, environmental, recreational and cultural heritage asset, and increase activation and use; Encourage private investment, micro-businesses and tourism within activity nodes; Recognise, celebrate and protect historical and cultural qualities of the river and its foreshore, including the importance of the riverfront to the Whadjuk Nyoongar community; Protect and enhance the biodiversity and environmental values of the river and foreshore; Respond to and mitigate sea level rise and flood risks; Consider opportunities for activation of the riverfront through different treatments of the foreshore edge and water activities; and Enhance and revitalise Langley Park to improve its contribution to activity and city life, and the function of Langley Park and its relationship to the water. Work with the Botanic Gardens and Parks Authority to investigate opportunities to improve access to Kings Park. 	Part 2 - Section 4.4.1.2 To ensure the coordinated planning of Kings Park and the Swan River across the various responsible authorities.	Medium term
Urban Greening It is important that the design quality and sustainability of landscaping in Perth city is maximised to optimise the benefits to the environment and the community.	Increase the greening of the city and expand its tree canopy.	E3 <ol style="list-style-type: none"> Review existing planning policy provisions to increase the amount of landscaping on private property and improve its design and quality. Identify significant trees worthy of special protection and introduce planning provisions to ensure their retention. Investigate the viability of green roofs and walls in the city with a view to introducing bonus plot ratio to encourage their delivery. Update planning provisions to focus on water sensitive design and the identification of species that support biodiversity and best cool our spaces. Strengthen and enhance green links and levels of canopy cover through the implementation of the City of Perth's Urban Forest Plan. 	Part 2 - Section 4.4.1.3 Strengthening and enhancing green links and levels of canopy cover through the city over public and private assets through implementation of the City of Perth's Urban Forest Plan	Short term



Page 47 | Local Planning Strategy 2022 - Part One

4.5 INFRASTRUCTURE

4.5.1 Sustainable Transport

The new Scheme and planning policies have limited influence on the nature and design of the road and public transport networks but can encourage the utilisation of active and public transport over the private car.

Public transport nodes, particularly train and bus stations, are focal points of activity in Perth city. In line with the principles identified in the State's Perth and Peel @ 3.5 Million, the urban consolidation principles identified in this Strategy (refer **Section 4.3.4**) seek to make better use of land around these public transport nodes. This will be achieved through intensification of a mix of land uses, the review of plot ratio provisions under the new Scheme and by working with the State Government to better integrate development and public transport. Detailed planning is proposed over the areas surrounding the:

- Mclver train station and Claisebrook train station and a potential consolidated new train station;
- City West train station;
- Perth train station; and
- Elizabeth Quay train station and busport.

With this Strategy proposing significant growth in Perth city, car parking provision will need to be carefully managed. Residential car parking requirements come under the remit of the City and options to reduce residential car parking provision will be considered in the new Scheme and planning policies. This framework will also consider requirements for new transport technologies such as electric vehicles and car share.

The State Government's Perth Parking Policy limits commercial car parking and public parking provision in Perth city based on land area and location (except in Crawley-Nedlands). It is an effective tool in reducing traffic congestion in the city and indirectly encouraging active and public transport. However, the requirements of the policy have had inadvertent implications that limit redevelopment in the city. The Perth Parking Levy also adds to the cost of business in large parts of the city.

A review of the Perth Parking Policy is required to ensure that while managing the parking, it does not discourage sustainable upgrades of existing buildings or business investment in Perth city.

In Crawley-Nedlands parking provision, and transport more generally, will be addressed as part of the detailed planning for the QEII MC-UWA Specialised Centre.

An effective way to support active transport is to ensure that new development provides suitable end of trip facilities. The requirements for end of trip facilities will be updated in the new Scheme and planning policies to align with best practice.

4.5.2 Connectivity

At the centre of Greater Perth, Perth city is relatively well connected to a range of transport options, but more needs to be done to ensure easy and safe movement of residents, workers and visitors to and within the city now and in the future. Again, the new Scheme and planning policies have limited influence on this, but the City has a key advocacy role to play.

As we move towards a Greater Perth population of 3.5 million, significant improvements to the public transport network will be required to address congestion on our roads. The Department of Transport is preparing Phase Two of the Perth Greater CBD Transport Plan and the City is preparing an Integrated Transport Strategy. As part of this work, long term options for a more effective public transport system to and between Perth city's transit precincts, specialised centre and neighbourhoods needs to be investigated.

Consideration should also be given to those areas outside the 400m walkable catchment as indicated on **Figure 9** - Infrastructure Map.

Major road and rail infrastructure form physical barriers to movement between our neighbourhoods and to adjacent local government areas. The Perth City Link has started to resolve severance between Central Perth and Northbridge, but there is still much more to be done with improved connections required in a number of areas as indicated on **Figure 9** - Infrastructure Map. Strategic connections have also been identified in **Figure 4**.

The Strategy and the various Neighbourhood Plans (refer **Figures 11-16**) seek to:

- Strengthen connections throughout Perth city and between neighbourhoods and key attractions;
- Improve existing severance issues;
- Improve the pedestrian and cyclist environment; and
- Reduce car dependency.

The City will continue to advocate for these to be addressed as part of future detailed planning and infrastructure works.

The Swan River is a natural physical barrier to movement to the south and east of Perth city. The completion of the Matagarup Bridge has improved access to the east. The new riding and walking bridge proposed to follow the Causeway alignment (identified in Phase One of the Perth Greater CBD Transport Plan) will improve access from the south east and at the same time enable more people to enjoy the river foreshore. The City will advocate for further improvements to active and public transport access to city neighbourhoods via the Swan River.

An important part of Perth city's pedestrian network are arcades, walkways and laneways on private land. Some of these are part of older developments and some have been provided more recently in return for bonus plot ratio. In recent years some important north south links in the Central Perth neighbourhood have been lost, highlighting the need for appropriate planning provisions in the new Scheme and planning policies to protect important pedestrian links in the future. There is also a need for guidance in the new Scheme and planning policies on the granting of

bonus plot ratio for new pedestrian links to ensure they are located where they will be of most benefit. Desired locations will generally be where the pedestrian link:

- Increases pedestrian permeability by providing connections through large street blocks;
- Improves the level of connectivity without having an adverse impact upon the existing street network by unnecessarily duplicating preferred routes;
- Provides an important connection between key destinations;
- Alleviates overcrowding in nearby streets and laneways; and
- Provides convenient pedestrian access that is universally accessible, safe and comfortable to use.

Figure 9 - Infrastructure Map identifies pedestrian priority areas where new development should have particular regard to creating high levels of pedestrian interest and amenity that encourage people to linger longer.

The Hay Street Pedestrian Walkway and Road Reserve Widening Policy specifically facilitates widening for increased footpath width to accommodate higher pedestrian volumes. This Policy requires review to determine its ongoing relevance given changing priorities, many sections of Hay Street have now been widened and widening is not desirable in some character areas.

As the capital city and focal point of activity in Western Australia, Perth city must also accommodate aviation access and ensure its associated infrastructure is considered within the local planning framework.

4.5.3 Servicing

As development within Perth city increases and densifies, there will be increased servicing, management and maintenance demands. Identifying innovative ways to achieve service efficiency that doesn't compromise the appearance and amenity of our city will become increasingly important.


















Designing for servicing and waste collection in developments can be particularly challenging, particularly on small sites and in high density, mixed use areas. Consideration of these aspects of a development need to be considered early in the design process to ensure high quality outcomes are achieved. Planning provisions will be updated to provide clarity around the requirements and allow for innovative solutions.

Perth city's laneways provide important access for servicing, helping to reduce congestion on our streets. Some also provide important pedestrian connections/ walkways or have a cultural function as activated spaces. The City will investigate opportunities to make servicing more efficient and safer and to reduce conflict between competing activities.

Utilities and service infrastructure within Perth city can accommodate expected growth in line with the Central Sub-regional Planning Framework. However the City of Perth is seeking to pursue a higher resident population than that envisaged under this framework. The City will be guided by Infrastructure WA and its strategy and work closely with service providers in preparing the new Scheme to determine future infrastructure needs, timing and triggers.

Figure 9 - Infrastructure Map

LEGEND

-  Future Pedestrian and Cyclist Bridge
-  Strategic connections
-  Principal Shared Path
-  High Frequency Bus Routes & CAT
-  Pedestrian Priority Areas
-  Matagarup Bridge
-  Public Open Space
-  Railway Line
-  Railway Station
-  Transit Investigation Area (400m Walkable Catchment)
-  Bus Station
-  Ferry Station
-  Ferry Route
-  Airport Link at Perth Train Station
-  Primary Regional Roads
-  Other Regional Roads
-  Mass Transit Proposed (Indicative)

The alignment of the mass rapid transport route is indicative only. The actual alignment will be determined through detailed planning processes, including the UWA-QEIIIMC Specialised Centre Precinct Structure Plan



4.5.4 Planning Directions and Actions

The planning directions specify what is to be achieved or desired for the Infrastructure issues and opportunities. Each planning direction is supported by an action(s), that clearly and concisely outlines what is proposed and how it is to be undertaken, the rationale, and associated timeframe.

Table 11: Infrastructure – Planning Directions and Actions

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Sustainable Transport Public transport nodes, particularly train stations, are focal points of activity that can be capitalised on through focusing redevelopment in the surrounding areas.	Encourage sustainable modes of transport.	I1 a. Work with the State Government to investigate how key public transport nodes can be better capitalised upon and land use and transport integration improved. b. Review existing residential car parking provisions to: i. Remove minimum car bay and lower maximum car bay requirements in areas of the city which are well serviced by public transport; and ii. Allow the unbundling of car parking bays from individual apartments. c. Work with the State Government to review the Perth Parking Policy to remove any barriers to redevelopment. d. Increase the minimum requirements for end of trip facilities. e. Review existing planning policy provisions to ensure planning is not a barrier to the implementation of new transport technologies.	Part 2 – Section 4.5.1.1 Better integration of transport infrastructure with land use can encourage the use of active and public transport over the private car.	Short term
Connectivity Perth city is relatively well connected to a range of transport options. However, more needs to be done to ensure easy movement of residents, workers and visitors travelling to and within the city.	Improve movement to and across Perth city neighbourhoods.	I2 a. Work with the State Government to investigate how public transport can be improved to and within the city, including new east-west mass transit. b. Work with the State Government and adjoining local governments to investigate opportunities to facilitate the growth of water ferry services to better link the city to other tourist and activity destinations. c. Work with the State Government to investigate how physical barriers created by major transport infrastructure and natural assets can be addressed to improve movement to and across the city, and improve utilisation of land. d. Work with the State Government to investigate aviation access requirements as part of the City of Perth's Integrated Transport Strategy. e. Review the existing Hay Street Pedestrian Walkway and Road Reserve Widening Policy to determine its ongoing relevance. f. Introduce planning policy provisions that: i. Identify and require the retention of important existing pedestrian links on private land; and ii. Identify general locations for desired strategic pedestrian links on private land that may warrant the awarding of bonus plot ratio. g. Investigate and confirm bike path routes through a bicycle path plan, having due regard to the Department of Transport's Long-Term Cycle Network.	Part 2 - Section 4.5.1.2 An effective movement network is essential to the economic, social and environmental prosperity of Perth city.	Short term

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Servicing Opportunity to support Capital City and neighbourhood growth through innovation and effective and efficient servicing.	Ensure that the city is well serviced by infrastructure to support the envisaged population and business growth and density of development.	I3 <ol style="list-style-type: none"> Liaise with the State Government and service providers to ensure that the city is adequately serviced by infrastructure to support future growth and development. Introduce planning policy requirements for loading and servicing bays of both residential and commercial development and ensure these minimise detrimental impact on the public realm. Review existing planning policy provisions to ensure that appropriate waste management facilities are incorporated into new development. Undertake a study of Perth city's laneways to determine where activation should be prioritised and where there are opportunities to improve access for servicing of developments. Work with landowners to understand the future servicing needs of the Capital City Retail Area. 	Part 2 - Section 4.5.1.3 Ensuring adequate and contemporary levels of servicing to support urban and economic growth.	Short term

5.0

NEIGHBOURHOODS

The Strategy proposes a city of six neighbourhoods that each have a strong sense of place and community. The following section of the Strategy outlines the planning directions through vision, priorities, growth targets and land use and urban form intent for each of Perth city's neighbourhoods.

Planning directions and actions are identified to facilitate their growth and development over the next 15 years.

The city includes the suburbs of Perth (part), Northbridge, East Perth (part), West Perth (part), Crawley and Nedlands (part). However, for the purposes of this Strategy the city has been broken up into the following neighbourhoods (refer to

Figure 10 – Perth City Neighbourhood Areas Map):

- **Central Perth:** is the heart of the city and the busiest day time area with the highest economic output and greatest development intensity. It has a diverse mix of uses, including Perth city's Capital City Office area and Capital City Retail area, making it a thriving capital city environment. This land use mix continues to diversify, with increasing residential and visitor accommodation and businesses such as small bars and restaurants, shared working spaces, entertainment and event venues.
- Major attractors include Forrest Place and the Hay and Murray Street Malls, RAC Perth Arena, Perth Concert Hall, Perth Convention and Exhibition Centre, Royal Perth Hospital, Elizabeth Quay, Barrack Square, Yagan Square, Stirling Gardens, Supreme Court Gardens, and the Swan River foreshore.
- **Northbridge:** is a diverse and dynamic neighbourhood with a predominant night-time, entertainment and cultural economy. Its blend of land uses forms the primary cultural and entertainment precinct in Western Australia. Various other land uses are also present, including residential and visitor accommodation, offices and shops.
- Major attractors include the Perth Cultural Centre (with the Art Gallery of WA, the WA Museum and the State Library of WA), the Northbridge Piazza, Russell Square, and the North Metropolitan TAFE (Perth Campus).
- **East Perth:** accommodates a significant proportion of Perth city's residential accommodation as well as a range of visitor accommodation, offices and a mix of commercial activities that contribute to the residential amenity. It is also home to several large-scale facilities and institutions.
- Major attractors include the WACA (Western Australian Cricket Association Ground), Gloucester Park, The Perth Mint, Queens Gardens, Heirisson Island, Matagarup Bridge and the Swan River foreshore.
- **Claisebrook:** comprises a large area of remediated, former industrial land redeveloped into a medium density residential area adjoining the Swan River. Claisebrook Cove and the Royal Street neighbourhood centre are located at its heart, with cafes and bars lining the Cove's edge. Several larger light industrial lots and significant institutional developments are also present.
- Major attractors include Victoria Gardens, Wellington Square, the North Metropolitan TAFE (East Perth Campus) and the Swan River foreshore.

- **West Perth:** is primarily a mixed-use residential and office precinct with retail, restaurant and small-scale commercial facilities centred along Hay Street. A large number of medical specialist and resource-based consulting offices are located in the neighbourhood. Parliament House and supporting State Government offices are situated at the eastern end of the neighbourhood adjoining the Mitchell Freeway.
- Major attractors include Parliament House, Scitech, Watertown, Harold Boas Gardens, Totterdell Park and Kings Park to the south.
- **Crawley-Nedlands:** includes a large proportion of land occupied by the UWA and QEII MC. The remaining land is predominantly occupied by low-density residential development, interspersed with a mix of medium and high-density student accommodation. Retail areas are focused around Hampden Road and Broadway.
- Major attractors include QEII MC, UWA, the Royal Perth Yacht Club, the Swan River foreshore and Kings Park to the north west.
- Some detail is not provided for the Crawley-Nedlands neighbourhood as this is subject to further detailed planning in accordance with State Planning Policy 4.2 Activity Centres (SPP4.2).



Figure 10 - Perth City Neighbourhood Areas Map



Elizabeth Quay, Central Perth

5.1 CENTRAL PERTH NEIGHBOURHOOD

5.1.1 Vision

Central Perth hums with activity both day and night. It is a place of commerce and enterprise, culture and artistic endeavour, recreation and entertainment. Its history reveals itself in its streets, open spaces and buildings - as the beating heart of the capital of Western Australia.

5.1.2 Priority

Support the capital city commercial, retail, entertainment, cultural and civic functions of Central Perth and increase the residential population to encourage a stronger weekend and night time economy.

5.1.3 Planning Directions

5.1.3.1 Population, Dwelling and Business Growth

The population, dwelling and business growth forecasts and targets for the Central Perth Neighbourhood are outlined below. It should be noted that these are indicative and will be reviewed as part of further detailed planning.

Table 12: Residential targets and forecasts 2016 – 2036

	Residents	Dwellings ¹
Existing	5,672	2,596
Forecast	11,915	5,482
Minimum Target	12,375	6,219

Note 1: refers to occupied dwellings.

Refer to **Part 2 Section 4.2 – Community, Urban Growth and Settlement (Figure 7, 8 and Table 7)** for further detail.

Table 13: Commercial targets and forecasts 2016 – 2036

	Workers	Commercial Floorspace
Existing	84,840	2,173,742sqm
Forecast	124,245	3,105,263sqm

Refer to **Part 2 – Appendix A (Tables 36 and 38)** for further detail.

A large proportion of Central Perth's growth forecasts are anticipated to occur within DevelopmentWA's Perth City Link and Elizabeth Quay redevelopment precincts. Master planning for these areas anticipates the following development yields:

Perth City Link

- Population – 3,000
- Dwellings – 1,650
- Commercial Floorspace – 220,000sqm

Elizabeth Quay

- Population – 1,400
- Dwellings – 800
- Commercial Floorspace – 225,000sqm

5.1.3.2 Land Use

The land use areas envisioned for the Central Perth Neighbourhood are described below and generally indicated on **Figure 11** Central Perth Neighbourhood Map;

Capital City Office Area centred around St Georges Terrace from from Mitchell Freeway to Barrack Street; the focus of commerce and administration for Greater Perth and the State.

Capital City Retail Area centred around the Hay and Murray Street malls, the focus for retail uses for Greater Perth, with other uses that provide for day, night and weekend activity.

Mixed Use Areas:

- At the west end of Murray and Wellington Streets and along Mounts Bay Road; maintain the mixed- use nature of the area, with greater emphasis on offices and education.
- To the east of Barrack Street, and around Elizabeth Quay, maintain the mixed-use nature of these areas, with greater emphasis on residential and visitor accommodation.

Residential Areas along Mounts Street and Terrace Road: maintain the residential nature of these areas.

5.1.3.3 Urban Form and Character

Indicative urban form (building heights, urban and landscape setting areas) is shown in **Figure 11** Central Perth Neighbourhood Map.

Table 14 provides a summary of the urban form and landscape elements of the character areas to be reinforced in new development. Four character areas have been identified within the neighbourhood.

Table 14: Central Perth Neighbourhood Character Areas

CHARACTER AREA	DESCRIPTION
Hay and Murray Streets Character Area	Traditional fine grain of development with buildings extending to the footpath and comprising narrow tenancies, 2 to 3 storey facades, transparent shopfronts, frequent entries and awnings over the street. Frequent pedestrian connections are provided within the street blocks.
St Georges Terrace Character Area	An area of landmark tower developments focused along an east west boulevard, that are predominant in the city skyline and create an atmosphere of prosperity and status. Frequent pedestrian connections are provided within the street blocks.
Mount Street Character Area	Tree lined residential streets with no through traffic that accommodate narrow, medium rise buildings within a landscaped setting. The gaps between the buildings allow views from the public realm to the distance, and often to the river.
Terrace Road Character Area	A stepped profile of buildings that provide a transition of scale from Langley Park towards the north and respond to the change in topography.

Figure 11: Central Perth Neighbourhood Map

LEGEND

Boundaries

- City of Perth Local Government
- DevelopmentWA Redevelopment Areas

Planning Areas and Actions

- Neighbourhood Areas

Community and Urban Growth

Centres and Precincts

- Activity Centre - Capital City (800m Walkable Catchment) from retail area edge
- Transit Precinct
- Improved Connectivity Area

Precinct Planning Areas

- Melver - Claisebrook

Indicative Land Use and Urban Form

- Capital City Retail
- Capital City Office
- Capital City Civic & Culture Activity
- Northbridge Special Entertainment Precinct
- High Scale Mixed Use (>16 Storeys)
- Medium Scale Mixed Use (<12 Storeys)
- High Scale Residential Use (>16 Storeys)
- Medium Scale Residential Use (<12 Storeys)

Note: The indicative height range and landuses have been identified as a guide only and will be further investigated in the context of neighbourhood and character areas through the planning scheme review.

Buildings in landscaped setting*

*Where not identified as buildings in landscaped setting are assumed to be buildings in urban setting

Character Areas

- St Georges Terrace
- Hay and Murray Streets
- Mount Street
- Terrace Road

Environment and Recreation

- Public Open Space

Economy and Employment

- Public Purpose

Infrastructure

- Railway Line
- Railway Station
- Transit Investigation Area
- Bus Station
- Ferry Station
- Mass Transit Proposed (indicative)
- Strategic Connection
- Pedestrian Priority Area

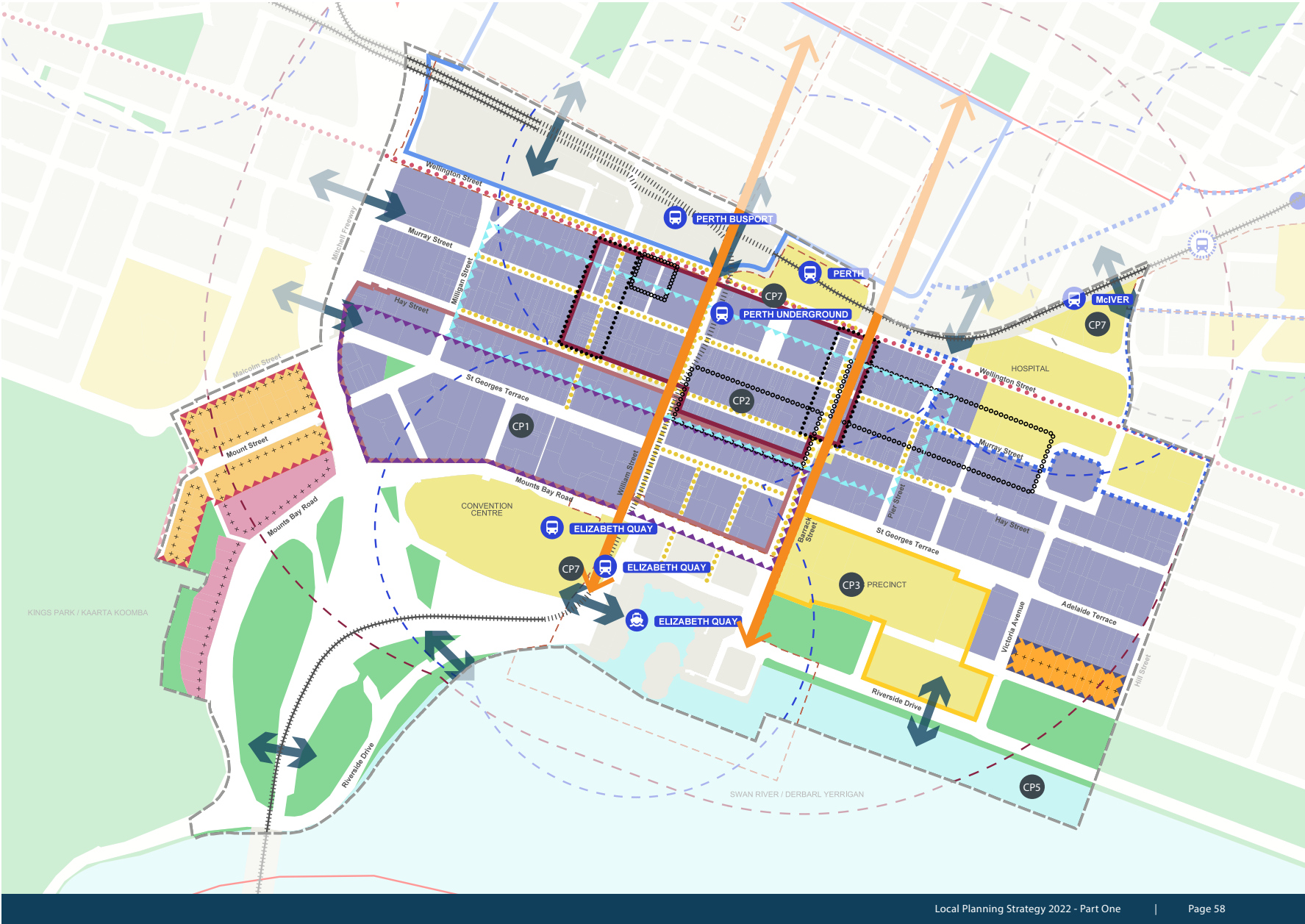
Other

- Existing Heritage Area
- Heritage Investigation Area

CENTRAL PERTH PLANNING ACTIONS:

- CP1 Capital City Office Area
- CP2 Capital City Retail Area
- CP3 Capital City Civic and Cultural Activity
- CP5 Swan River/Derbarl Yerrigan
- CP7 Station Precinct Renewal

Refer **Table 15** Central Perth Planning Directions and Actions for further details.



5.1.4 Central Perth Neighbourhood Planning Directions and Actions

The planning directions and actions for the Central Perth Neighbourhood are outlined in **Table 15** and illustrated in **Figure 11**. They should be read in conjunction with the Strategy and Theme planning directions and actions outlined in **Sections 3** and **4**.

Table 15: Central Perth Neighbourhood – Planning Directions and Actions

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Capital City Office Area Maintain the primacy of land use focus whilst enabling complimentary mixed use development.	Ensure the primacy of the Capital City Office Area.	CP1 In the Capital City Office Area: a. Review the existing plot ratio provisions to ensure that there is sufficient capacity to accommodate forecast office growth. b. Consider removing the residential plot ratio bonus incentives in the Capital City Office Area. c. Refer to CUG3(a) relating to improving north-south connectivity and enhancing the physical connection and public realm between the Capital City Office Area and other Capital City activity areas.	Part 2 – Section 5.2.1.1 and 5.2.1.2 Support and grow the centre of business for the State.	Short term
Capital City Retail Area Maintain the primacy of land use focus whilst enabling complimentary mixed use and visitor accommodation development.	Reinvigorate the Capital City Retail Area with life during the day and night and on weekends.	CP2 In the Capital City Retail Area: a. Investigate and introduce detailed built form provisions to accommodate new development while protecting and enhancing the area's amenity and unique heritage and character. b. Introduce planning provisions to protect important existing pedestrian links and to create new pedestrian links. c. Review existing land use permissibility to discourage land uses which do not support appropriate levels of activation. d. Support active streets including outdoor dining and seating. e. Refer to action I3(e) relating to improvement of servicing of the Capital City Retail Area. f. Refer to CUG3(a) relating to improving north-south connectivity and enhancing the physical connection and public realm between the Capital City Retail Area and other Capital City activity areas.	Part 2 – Section 5.2.1.4 Support and grow the primary retail area for the State.	Short term
Capital City Civic and Cultural Activity Opportunity to enhance the visitor attraction and destination land uses.	Strengthen creative, cultural and tourism activity.	CP3 a. Work with the State Government to develop a plan for the Perth Concert Hall and surrounding area. b. Review planning provisions to ensure that a range of creative and cultural uses can be accommodated within the Central Perth neighbourhood. c. Refer to CUG3(a) relating to improving north-south connectivity and enhancing the physical connection and public realm between the Capital City Civic and Cultural Areas and other Capital City activity areas.	Part 2 – Section 4.2.2.4 and 4.3.1.5 Support and grow economic and employment diversity and visitor amenity and attractions	Short term

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Residential Community Enhance the vibrancy of Central Perth whilst balancing the primacy of and demand for non-residential land uses.	Create a thriving residential community in the heart of the city.	CP4 a. Ensure the design and construction of new residential developments, particularly those in close proximity to the Northbridge Special Entertainment Precinct, incorporate appropriate measures to mitigate any adverse noise impacts. b. Refer to action CUG2(a) re the introduction of bonus plot ratio to encourage housing diversity, and in particular housing for students and essential workers. c. Refer to action CUG1(a) re reviewing plot ratios in relation to residential growth targets.	Part 2 – Section 4.2.1.1, 4.2.2.1 and 4.2.2.2 Meet the infill requirements for the sub regional frameworks and broad distribution of residential development across the city and provide sufficient population for services and facilities outside office hours.	Short term
Swan River/Derbarl Yerrigan Respect and enhance this key cultural icon of Perth.	Improve Perth city's connection to and use of the Swan River.	CP5 a. Continue the preparation of a masterplan for the Swan River foreshore (and streets leading to it) between Barrack Square and Point Fraser that addresses the following planning directions; i. Public Asset – Maintain the primary purpose of the Foreshore as a public, environmental and recreational asset; ii. Activation – Optimise the potential for visitation and enjoyment of the unique Swan River environment and link to other waterfront destinations to enhance experience; iii. Pedestrians and Cyclists – provide for and prioritise pedestrian and cyclist access along the foreshore; iv. Built Form Scale – Ensure built form is of an appropriate scale; v. Cultural Heritage Significance – respond to the cultural significance of the area; and vi. Climate Resilience - mitigate rising sea levels and flood risks.	Part 2 – Section 5.2.1.3 Celebrate Perth city's unique, world class waterfront location and link tourist destinations and cultural values to develop a masterplan for the Swan River.	Medium term

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Heritage and Character Protect and celebrate the unique character of Perth whilst facilitating regeneration and increased activation.	Protect and integrate the unique heritage and character elements of the area into urban renewal.	CP6 <ol style="list-style-type: none"> Finalise the Barrack Street Heritage Area planning policy and progress the listing of the Hay Street Mall, Queen Street and Murray Street East Heritage Investigation Areas with supporting planning policies, to ensure that they are all appropriately conserved. Refine existing and/or introduce planning provisions to ensure that important elements of built and landscape character in the following areas are reinforced and enhanced in new development: <ol style="list-style-type: none"> St Georges Terrace Character Area; Hay and Murray Streets Character Area; Mount Street Character Area; and Terrace Road Character Area. Review the existing planning policy provisions that apply to land along Mounts Bay Road west of the freeway to introduce: <ol style="list-style-type: none"> a landscaped street setback to improve interface with John Oldham Park; and maximum building widths to provide frequent views to the scarp. Advocate to the State Government for the review of its Parliament House Precinct Policy. 	Part 2 – Section 5.2.1.6 and 5.2.1.7 Celebrate Perth city's unique heritage and character as an asset to the local population and as places of interest for visitors.	Short term
Station Precinct Renewal Better capitalise on key transport infrastructure.	Develop appropriate planning framework and plans for transit-oriented development catchments, rail line and rail station interfaces.	CP7 <ol style="list-style-type: none"> Work with the State Government to undertake a detailed planning study of the precinct surrounding the McIver and Claisebrook Train Stations that addresses the following planning directions: <ol style="list-style-type: none"> Station Rationalisation: Rationalise the McIver and Claisebrook train stations; Growth Opportunities: Optimise development opportunities on underutilised land to accommodate resident population, business and employment growth; Health, Knowledge, and Innovation: The Royal Perth Hospital is a significant medical and research facility and major employer for Perth. Any future redevelopment of Royal Perth Hospital should consider: <ul style="list-style-type: none"> Outcomes of previous masterplanning undertaken for the site. The heritage status and significance of the Royal Perth Hospital. Addressing the severance issues caused from the train line. Considering highest and best use of existing State and City owned land. Encourage the clustering of land uses which attract workers into the area. Connectivity: Improve movement to and across the Central Perth, Northbridge and Claisebrook neighbourhoods; and Public Realm: To enhance the public realm and ensure that development positively contributes to it. 	Part 2 – Section 5.2.1.11 To rationalise and optimise transit stations and transit oriented development in this location.	Medium-Long term

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Station Precinct Renewal (continued) Better capitalise on key transport infrastructure.	Develop appropriate planning framework and plans for transit-oriented development catchments, rail line and rail station interfaces	b. Work with the State Government to undertake a detailed planning study of the Perth Train Station area that addresses the following planning directions: i. Sense of Arrival - Enhance the Perth Train Station as a key international gateway and destination of Perth city; ii. Growth Opportunities - Optimise development opportunities on underutilised land to accommodate resident population, business and employment growth; iii. Connectivity - Strengthen the physical connections north and south of the railway and between the Capital City activity areas; and iv. Public Realm - To enhance the public realm and ensure that development positively contributes to it. c. Work with the State Government to undertake a detailed planning study of the area including the Elizabeth Quay train station, Elizabeth Quay Bus Port and Perth Convention and Exhibition Centre (PCEC), that addresses the following planning directions: i. Swan River: better connect and integrate the precinct with the Swan River; ii. Connectivity: improve ease of movement within the precinct and between the precinct to surrounding areas including Elizabeth Quay and the Capital City Office area; iii. Growth Opportunities: Optimise development opportunities on underutilized land to accommodate residential population, business and employment growth and build upon the tourism offering; and iv. Public Realm: Enhance the public realm and ensure that development positively contributes to it.	Part 2 – Section 5.2.1.13 To rationalise and optimise transit stations and transit oriented development in this location.	Medium-Long term
Public Open Space Some areas of Central Perth are not well serviced with open space	Increase the supply of public open space.	CP8 a. Refer to actions CUG6(c) and (d) re increasing public open space in catchment gaps as shown in Figure 6 .	Part 2 - Section 4.2.2.5 and 5.2.1.12 Encourage the market delivery of new open space to meet the demands of the growing worker, resident and visitor community.	Short term
Neighbourhood Priorities Consideration needs to be given to neighbourhood priorities that the market is not delivering.	Deliver neighbourhood priorities	CP9 a. Identify Central Perth neighbourhood priorities (land uses, built form, public realm and infrastructure) and investigate the refinement of existing and/or the introduction of bonus plot ratio provisions to incentivize their delivery where appropriate. b. Update the Central Perth Neighbourhood Place Plan to consider public realm improvements that assist in delivering the neighbourhood priorities and aspirations, including the Main Street Refresh and Forgotten Spaces Laneway Strategy.	Part 2 – Section 4.2.3 and 5.2.1.12 To encourage the market delivery of neighbourhood priorities.	Short Term



Northbridge Piazza, Northbridge

5.2 NORTHBRIDGE NEIGHBOURHOOD

5.2.1 Vision

Northbridge is the entertainment capital of Perth, attracting people from across the metropolitan area and beyond. They are drawn to its lively and gritty nightlife, combined with its diverse food scene and independent retail offer and creative opportunities.

Northbridge is also the hub of a pulsing culture and arts scene supported by the resident creatives that call this neighbourhood home. There is a true sense of community in this inner-city neighbourhood.

5.2.2 Neighbourhood Priority

Encourage the ongoing growth of the entertainment and cultural function of Northbridge through partnership with State Government. Support the emerging residential population in the eastern portion of the neighbourhood with services and amenities that meet their diverse needs. Incentivising residential development that includes affordable housing for students, key workers and creatives.

5.2.3 Planning Directions

5.2.3.1 Population, Dwelling and Business Growth

The population and business growth forecasts and targets for the Northbridge neighbourhood are outlined below. It should be noted that these are indicative and that these will be reviewed as part of further detailed planning.

Table 16: Residential targets and forecasts 2016 – 2036

	Residents	Dwellings ¹
Existing	2,053	928
Forecast	3,867	1,480
Minimum Target	4,125	2,019

Note 1: refers to occupied dwellings.

Refer to **Part 2 Section 4.2** – Community, Urban Growth and Settlement (**Figures 7** and **8** and **Table 7**) for further detail.

Table 17: Commercial targets and forecasts 2016 – 2036

	Workers	Commercial Floorspace
Existing	11,960	448,455sqm
Forecast	17,462	603,925sqm

Refer to **Part 2 - Appendix A (Tables 36 and 38)** for further detail.

5.2.3.2 Land Use

The land uses envisioned for the Northbridge neighbourhood are described below and generally indicated on **Figure 12** Northbridge Neighbourhood Map.

Capital City Entertainment Area located in the core of Northbridge; the focus for entertainment, cultural and creative uses for Greater Perth and the State.

Capital City Civic and Cultural Area between Beaufort and William Streets and adjacent to Perth Central Train Station and Bus Port; a focus for State cultural facilities.

Mixed Use areas:

- West of Stirling Street; maintain the mixed use nature of the area, but with greater emphasis on commercial development.
- East of Stirling Street; maintain the mixed use nature of the area but with greater emphasis on residential development.

5.2.3.3 Urban Form and Character

Indicative Urban form (building heights as well as urban and landscape setting areas) is shown in **Figure 12** Northbridge Neighbourhood Map.

These will be reviewed in the preparation of the new Scheme and the implications considered for the Northbridge Neighbourhood.

One character area has been identified within the neighbourhood.

Table 18 provides a summary of the urban form and landscape elements of the character areas to be reinforced in new development.

Table 18: Northbridge Neighbourhood Character Area

CHARACTER AREA	DESCRIPTION
Northbridge Character Area	<p>Traditional fine grained rhythm of development with streetscapes dominated by either:</p> <ul style="list-style-type: none"> Narrow two and three storey facades built to the street, with transparent shopfronts and awnings over the footpath. Narrow frontages with a mix of one and two storey facades setback from the street. A diversity of building aesthetics with a vibrant mix of materials and colours. A variety of pedestrian connections and spaces that add complexity and interest.



Page 65 | Local Planning Strategy 2022 - Part One

Figure 12: Northbridge Area Map

NORTHBRIDGE PLANNING ACTIONS:

- NB1 Capital City Entertainment Area
- NB2 Capital City Civic and Cultural Activity
- NB5 Station Precinct Renewal

Refer **Table 19** Northbridge Planning Directions and Actions for further details.

LEGEND

Boundaries

- City of Perth Local Government
- DevelopmentWA Redevelopment Areas

Planning Areas and Actions

- Neighbourhood Areas

Community and Urban Growth

Centres and Precincts

- Transit Precinct
- Improved Connectivity Area

Precinct Planning Areas

- Mclver - Claisebrook

Indicative Land Use and Urban Form

- Capital City Entertainment Area
- Northbridge Special Entertainment Precinct
- High Scale Mixed Use (>16 Storeys)
- Medium-High Scale Mixed Use (<16 Storeys)
- Medium Scale Mixed Use (<12 Storeys)
- Low-Medium Scale Mixed Use (<8 Storeys)

Note: The indicative height range and landuses have been identified as a guide only and will be further investigated in the context of neighbourhood and character areas through the planning scheme review.

- Buildings in landscaped setting*

*Where not identified as buildings in landscaped setting are assumed to be buildings in urban setting

Character Areas

- Northbridge

Environment and Recreation

- Public Open Space
- Capital City Civic and Cultural Activity

Economy and Employment

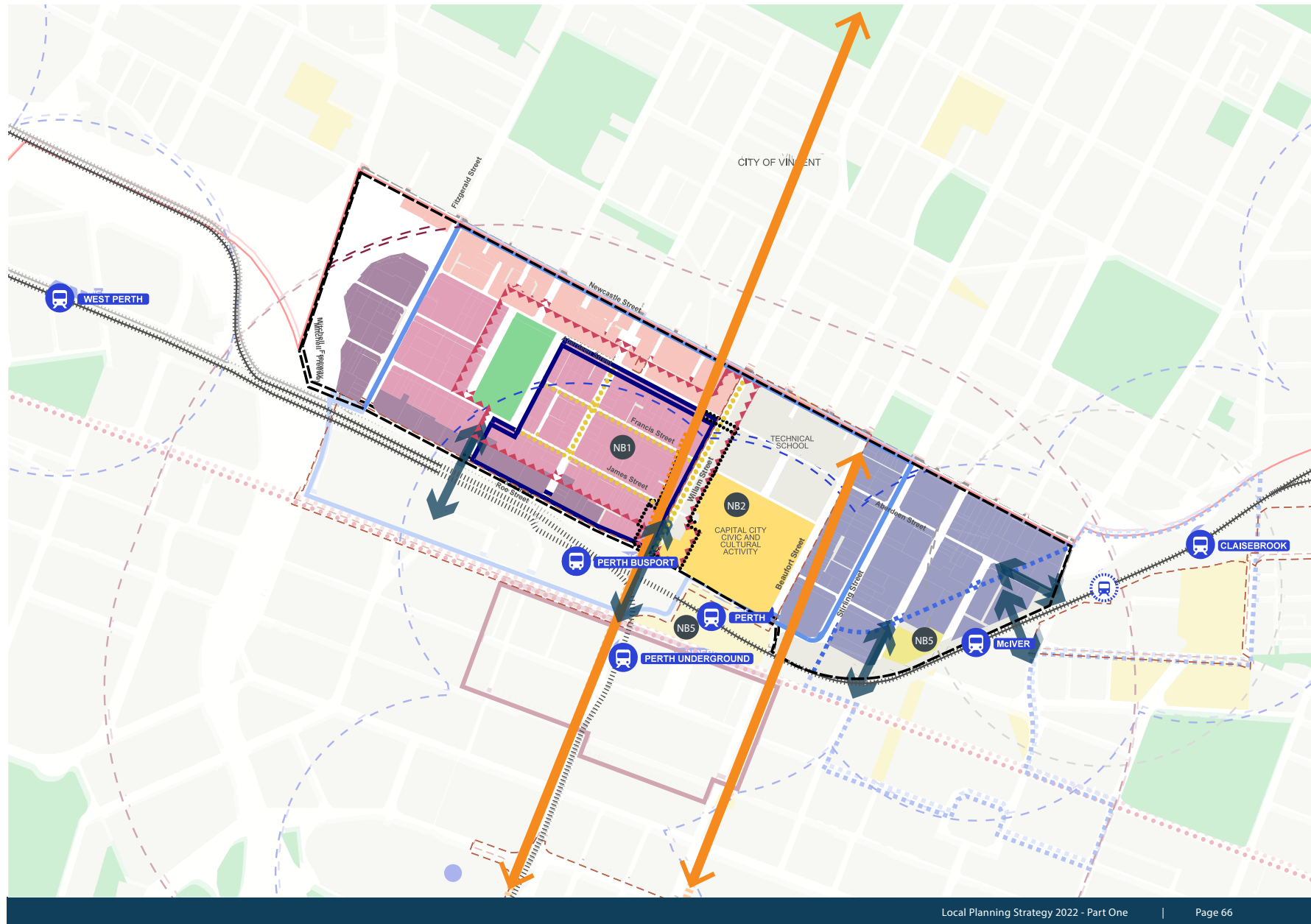
- Public Purpose

Infrastructure

- Railway Line
- Railway Station
- Transit Investigation Area
- Bus Station
- Mass Transit Proposed
- Strategic Connection
- Pedestrian Priority Area

Other

- Existing Heritage



5.2.4 Northbridge Neighbourhood Planning Directions and Actions

The planning directions and actions for the Northbridge Neighbourhood are outlined in **Table 19** and illustrated in **Figure 12**. They should be read in conjunction with the Strategy and Theme planning directions and actions outlined in **Sections 3** and **4**.

Table 19: Northbridge – Planning Directions and Actions

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Capital City Entertainment Area Northbridge faces challenges from the proximity of conflicting land uses, particularly residential development.	Ensure Northbridge remains the State's premier entertainment area.	NB1 <ol style="list-style-type: none"> Continue to work with the State Government to progress Amendment No 41 to City Planning Scheme No 2 and the proposed amendments to the Environmental (Noise) Regulations 1997 to establish a Special Entertainment Precinct over the Capital City Entertainment Area and surrounds to allow for noise levels and provide for noise attenuation requirements that align with the area's role as the State's premier entertainment area. Review existing land use permissibility in the Capital City Entertainment Area to ensure that residential and visitor accommodation are discretionary land uses and require planning approval to enable an assessment of their compatibility with entertainment uses and conditions to be imposed where needed. Review existing land use permissibility in the Capital City Entertainment Area to ensure that it allows for a range of retail and other day time land uses. Support active streets and the presence of outdoor dining and seating. Refer to action CUG3(a) relating to improving north-south connectivity and public realm between the Capital City Entertainment Area and other Capital City activity areas. 	Part 2 – Section 5.2.2.2 To minimize land use conflicts and ensure that Northbridge remains the State's premier entertainment precinct	Short term
Capital City Civic and Cultural Activity Opportunity to enhance the visitor attraction and destination land uses.	Support creative, cultural and tourism activities through the new Scheme and local planning policies.	NB2 <ol style="list-style-type: none"> Review planning provisions to ensure that a range of creative and cultural uses can be accommodated within the Northbridge neighbourhood. Refer to action CUG3(a) relating to improving north-south connectivity and public realm between the Capital City Entertainment Area and other Capital City activity areas, and action CP7(b) relating to the Perth train station and the enhancement of the connectivity and public realm between the Perth Cultural Centre and other Capital City activity areas. 	Part 2 – Section 4.3.1.5 Leveraging existing opportunities in cultural and creative industries within the neighbourhood to create an innovative hub and support a more diverse economy.	Short term

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Residential Community Enhance the vibrancy of the neighbourhood whilst balancing the primacy of and demand for non-residential land uses.	Establish a new residential community in the eastern end of the neighbourhood, east of Stirling Street.	NB3 <ol style="list-style-type: none"> Ensure the design and construction of new residential developments, particularly those in close proximity to the Northbridge Special Entertainment Precinct, incorporate appropriate noise attenuation measures to mitigate any adverse noise impacts. Refer to action CUG2(a) re the introduction of bonus plot ratio to encourage housing diversity, and in particular housing for students and essential workers. Refer to action CUG1(a) re reviewing plot ratios in relation to residential growth targets. 	Part 2 – Sections 4.2.1.1, 5.2.2.2 and 5.2.2.7 To provide for residential growth with appropriate levels of liveability and amenity.	Short term
Heritage and Character Protect and celebrate the unique character of Northbridge whilst facilitating regeneration and increased activation.	Protect and integrate the unique heritage and character elements of the area into urban renewal.	NB4 <ol style="list-style-type: none"> Redefine the planning provisions that apply to the William Street Heritage Area to ensure that they adequately conserve its cultural heritage significance. Review existing planning provisions and introduce new planning provisions to ensure that important elements of built and landscape character of the Northbridge Character Area are reinforced and enhanced in new development. 	Part 2 – Section 5.2.2.4 and 5.2.2.5 Celebrating Northbridge's unique heritage and character as an asset to local population and as places of interest for visitors.	Short term
Station Precinct Renewal Transit oriented development opportunity around key transport infrastructure at the gateway to Perth city.	Better capitalize on key transport infrastructure.	NB5 <ol style="list-style-type: none"> Refer to action CP7a relating to undertaking a detailed planning study of the Mclver - Claisebrook precinct. Refer to action CP7b relating to undertaking a detailed planning study of the Perth Train Station area. 	Part 2 – Section 5.2.1.11, 5.2.1.13 and 5.2.2.6 To provide for better land use and transport integration.	Medium/ long term
Neighbourhood Priorities Consideration needs to be given to neighbourhood priorities that the market is not delivering.	Deliver neighbourhood priorities.	NB6 <ol style="list-style-type: none"> Identify Northbridge Neighbourhood priorities (land uses, built form, public realm and infrastructure) and investigate the refinement of existing and/or the introduction of bonus plot ratio provisions to incentivise their delivery where appropriate. Update the Northbridge Neighbourhood Place Plan to consider public realm improvements that assist in delivering the neighbourhood priorities and aspirations, including the Main Street Refresh, Forgotten Spaces Laneway Strategy and Northbridge Laneway Upgrades. 	Part 2 – Section 4.2.3 and 5.2.2.7 To encourage the market delivery of neighbourhood priorities.	Short term



Page 69 | Local Planning Strategy 2022 - Part One

5.3 EAST PERTH NEIGHBOURHOOD

5.3.1 Vision

East Perth is situated on the doorstep of the Swan River. It is the eastern gateway to the Central Perth. East Perth is a vibrant neighbourhood with a bustling neighbourhood centre, community facilities and beautiful parks. East Perth offers diverse housing options and is well placed to accommodate a larger resident population.

5.3.2 Neighbourhood Priority

Improve the identity of East Perth through a defined town centre, community facilities, beautiful streets and an easily walkable neighbourhood that connects people to places.

5.3.3 Planning Directions

5.3.3.1 Population, Dwelling and Business Growth

The population, dwelling and business growth forecasts and targets for the East Perth Neighbourhood are outlined below. It should be noted that these are indicative and will be reviewed as part of further detailed planning.

**Table 20: Residential targets and forecasts
2016 – 2036**

	Residents	Dwellings ¹
Existing	7,288	3,651
Forecast	10,466	5,406
Minimum Target	15,125	7,776

Note 1: refers to occupied dwellings.

Refer to **Part 2 Section 4.2** – Community, Urban Growth and Settlement (**Figure 7, 8** and **Table 7**) for further detail.

**Table 21: Commercial targets and forecasts
2016 – 2036**

	Workers	Commercial Floorspace
Existing	9,711	224,793sqm
Forecast	14,221	331,989sqm

Refer to **Part 2 Appendix A (Tables 36 and 38)** for further detail.

A large proportion of East Perth's growth forecasts are anticipated to occur within Development WA's Riverside redevelopment precinct. Master planning for this area anticipates the following development yields:

- Population – 7,000
- Dwellings – 4,000
- Commercial Floorspace – 94,000sqm

5.3.3.2 Land Use

The land uses envisioned for the East Perth Neighbourhood are described below and generally indicated on **Figure 13** East Perth Neighbourhood Map:

Neighbourhood Centre along Hay Street generally between Hill and Bennett Streets; focusing on land uses that provide for daily and weekly shopping needs, support day, night and weekend activity – and activity on the street such as outdoor dining.

Mixed Use Area centred along Adelaide Terrace; maintaining the mixed-use nature of the area, but with greater emphasis on residential development.

Residential Areas along Terrace Road and in the area of Goderich and Wellington Streets maintaining the residential nature of these areas.



5.3.3.3 Urban Form and Character

Indicative urban form (building heights as well as urban and landscape setting areas) is shown on the East Perth Neighbourhood map **Figure 13**.

These settings will be reviewed in the preparation of the new Scheme and the implications considered for the East Perth Neighbourhood.

One character area has been identified within the neighbourhood.

Table 22 provides a summary of the urban form and landscape elements of the character area to be reinforced in new development.

Table 22: East Perth Character

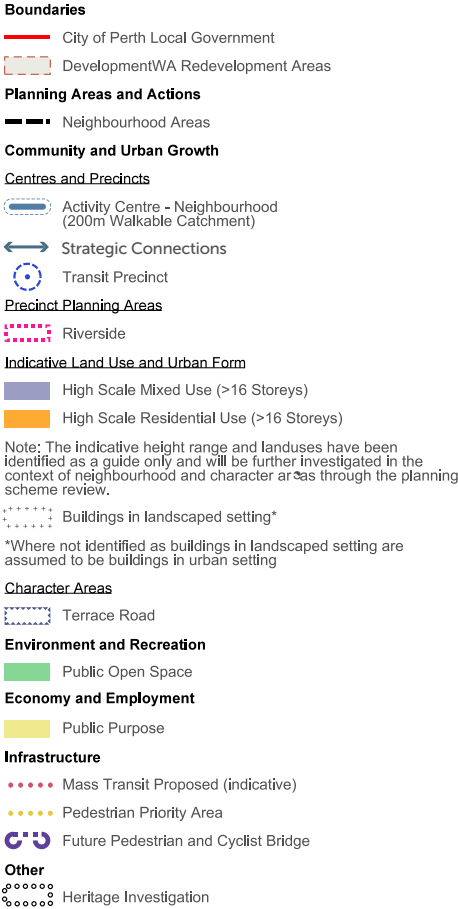
CHARACTER AREA	DESCRIPTION
Terrace Road Character Area	A stepped profile of buildings that provide a transition of scale from Langley Park towards the north and respond to the change in topography.

Figure 13: East Perth Neighbourhood Map

EAST PERTH PLANNING ACTIONS:

- EP2 Neighbourhood Centre
- EP3 Public Schools
- EP4 Swan River/Derbarl Yerrigan
- EP6 Riverside Precinct Urban Renewal

Refer **Table 23** East Perth Planning Directions and Actions for further details.





5.3.4 East Perth Neighbourhood Planning Directions and Actions

The planning directions and actions for the East Perth Neighbourhood are outlined in **Table 23** and illustrated in **Figure 13**. They should be read in conjunction with the Strategy and Theme planning directions and actions outlined in **Sections 3** and **4**.

Table 23: East Perth – Planning Directions and Actions

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Residential Community Enhance the vibrancy of the neighbourhood with additional residents.	Create a thriving residential community.	EP1 a. Support the ongoing role of existing local and regional community facilities. b. Refer to action CUG2(a) re the introduction of bonus plot ratio to encourage housing diversity, and in particular housing for aged persons. c. Refer to action CUG1(a) re reviewing plot ratios in relation to residential growth targets.	Part 2 – Section 4.2.1.1, 4.2.2.1, 4.2.2.2 To provide for residential growth with high levels of liveability and amenity.	Short term
Neighbourhood Centre The neighbourhood centre needs to be strengthened and enhanced.	Create a vibrant neighbourhood centre, providing for the daily and weekly needs of residents, workers and visitors with life during the day, night and on weekends.	EP2 In the Hay Street East neighbourhood centre: a. investigate the introduction of bonus plot ratio incentives to encourage the delivery of a full-line supermarket within or well connected to the centre; b. enhance and improve mid-block pedestrian links to the centre from the north and south respectively. c. review built form controls to enhance the amenity, character and urban greening of the street interface between the public and private realms. d. review existing land use permissibility to discourage land uses which do not support appropriate levels of activation. e. Enhance the public realm and support active streets including outdoor dining and seating. f. Refer to action EE1(a) re reviewing plot ratios around the neighbourhood centre to accommodate residential growth to support the viability of the centre.	Part 2 – Section 5.2.3.4 To attract and retain a permanent residential population and to enhance visitor experience.	Short term
Public Schools There is a need to provide for the increasing residential population.	Provide a new public primary school and a new public secondary school to support the growing residential community.	EP3 a. Advocate to the State Government to provide new public school(s) in East Perth.	Part 2 – Section 4.2.2.4 Ensure adequate provision for education needs for the family household catchment of the neighbourhood.	Short term

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Swan River/Darbarl Yerrigan Respect and enhance this natural and cultural icon of Perth city.	Improve connection to and use of the Swan River.	EP4 a. Refer to CP5(a) regarding continuing the preparation of the masterplan for the Swan River foreshore (and streets leading to it) between Barrack Square and Point Fraser.	Part 2 – Section 4.4.1.2 Celebrate the unique, world class waterfront location and link tourist destinations, neighbourhood activity and cultural values to develop a masterplan for the Swan River.	Medium term
Heritage and Character Protect and celebrate the unique character of Perth whilst facilitating regeneration and increased activation.	Protect and integrate the unique heritage and character elements of the area into urban renewal.	EP5 a. Progress the listing and planning policy provisions for the Goderich Street Heritage Investigation Area to ensure that it is adequately conserved. b. Refine the existing planning policy provisions to ensure that important elements of built and landscape character in the Terrace Road Character Area are reinforced and enhanced in new development.	Part 2 – Section 5.2.3.2 and 5.2.3.3 Celebrate East Perth's unique heritage and character as an asset to the local population and as places of interest for visitors.	Short term

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Riverside Precinct Urban Renewal Opportunity to capitalise on renewal and redevelopment in an important strategic waterfront location.	Encourage the urban renewal of the sporting precinct.	EP6 <ol style="list-style-type: none"> Work with the State Government to undertake a detailed planning study of the Riverside precinct that addresses the following planning directions: <ol style="list-style-type: none"> Urban Renewal – encourage the urban renewal of the area building upon the key sporting and education facilities within it; Activation – improve the level of activation of the area during the day, night and on weekends; Public Realm – improve the interface between large institutions and facilities and the public realm; Growth Opportunities – optimise development opportunities on underutilised land; Swan River – improve connection to and use of the Swan River. Connectivity – Improve movement between the area and surrounding neighbourhoods; Residential Community – create a thriving residential community; and Community and Recreational Facilities – provide community and recreational facilities to support the residential community. 	Part 2 – Section 5.2.3.5 To encourage investment and redevelopment in the precinct.	Medium term
Neighbourhood Priorities Consideration needs to be given to neighbourhood priorities that the market is not delivering.	Encourage the delivery of neighbourhood priorities.	EP7 <ol style="list-style-type: none"> Identify East Perth neighbourhood priorities (land uses, built form, public realm and infrastructure) and investigate the refinement of existing and/or the introduction of bonus plot ratio provisions to incentivize their delivery. Update the East Perth Neighbourhood Place Plan to consider public realm improvements that assist in delivering the neighbourhood priorities and aspirations, including the Main Street Refresh. 	Section 4.2.3 and 5.2.3.6 To encourage the market delivery of neighbourhood priorities.	Short term

5.4 CLAISEBROOK NEIGHBOURHOOD

5.4.1 Vision

Claisebrook is a thriving residential neighbourhood with unique architecture designed to take advantage of its river setting. It sits beside the Swan River with Claisebrook Cove at the heart. The Cove has restaurants and bars along its southern edge, and the nearby Royal Street Neighbourhood Centre provide residents and visitors with a varied entertainment and retail offering. The neighbourhood provides a range of living opportunities for families, with high quality community, educational and open space facilities to meet the needs of its growing and diverse community.

5.4.2 Neighbourhood Priority

Protect local character and amenity and undertake detailed planning for the future use and development of underutilised Government land around the Mclver – Claisebrook Train Stations, with a focus on increasing the residential population. To create a diverse community within the neighbourhood, there is a need to facilitate the delivery of community facilities as well as diverse and affordable housing options through incentivisation.

5.4.3 Planning Directions

5.4.3.1 Population, Dwelling and Business Growth

The population, dwelling and business growth forecasts and targets for the Claisebrook Neighbourhood are outlined below. It should be noted that these are indicative and will be reviewed as part of further detailed planning.

Table 24: Residential targets and forecasts 2016 – 2036

	Residents	Dwellings ¹
Existing	3,938	1,945
Forecast	5,840	3,040
Minimum Target	6,875	3,516

Note 1: refers to occupied dwellings.

Refer to **Part 2 Section 4.2** – Community, Urban Growth and Settlement (**Figure 7, 8** and **Table 7**) for further detail.

Table 25: Commercial targets and forecasts 2016 – 2036

	Workers	Commercial Floorspace
Existing	7,128	156,821sqm
Forecast	10,439	223,747sqm

Refer to **Part 2 Appendix A (Tables 36 and 38)** for further detail.

5.4.3.2 Land Use

The land use areas envisioned for the Claisebrook Neighbourhood are described below and generally indicated on **Figure 14 Claisebrook Neighbourhood Map**:

Neighbourhood Centre along Royal Street between Bennett and Plain Streets and immediately to the south of Claisebrook Cove; focusing on land uses that provide for daily and weekly shopping needs and support day, night and weekend activity.

Mixed Use Areas to the north of the neighbourhood centre focusing on Brown and Kensington Streets and to the west, east and north of Wellington Square; maintaining the mixed use nature of these areas, but with greater emphasis on residential development.

Residential Areas adjacent to the Swan River, north and south of Claisebrook Cove; maintaining the residential nature of the area.

5.4.3.3 Urban Form and Character

Indicative urban form (building heights as well as urban and landscape setting areas) is shown on the Claisebrook Neighbourhood Map **Figure 14**.

These settings will be reviewed in the preparation of the new Scheme and the implications considered for the Claisebrook Neighbourhood.

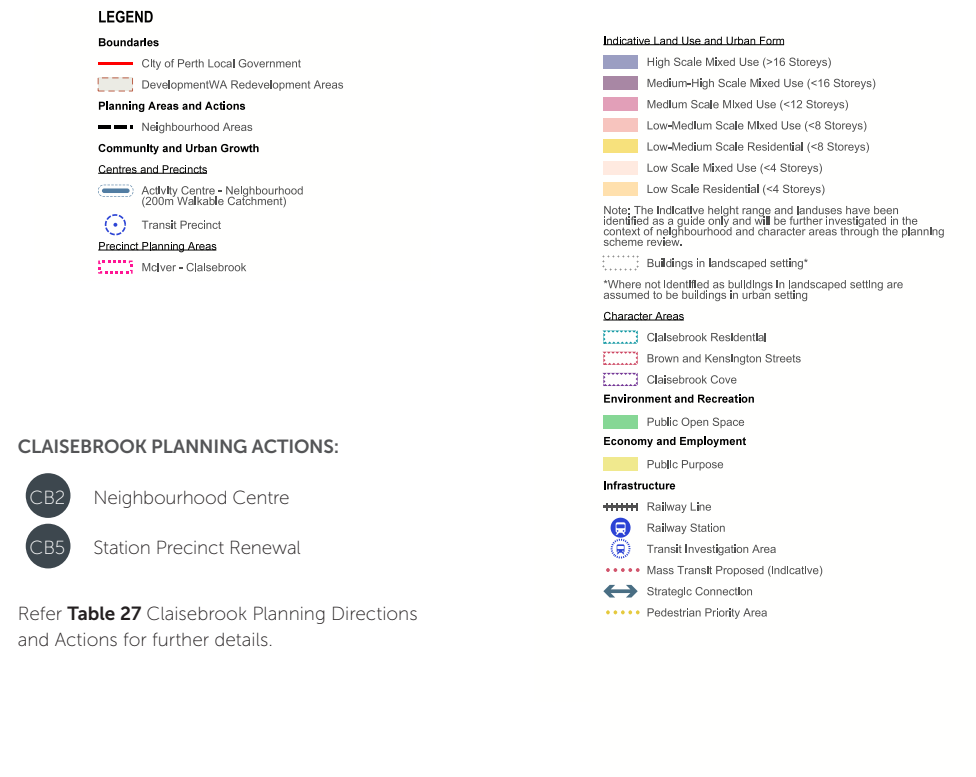
Three character areas have been identified within the neighbourhood.

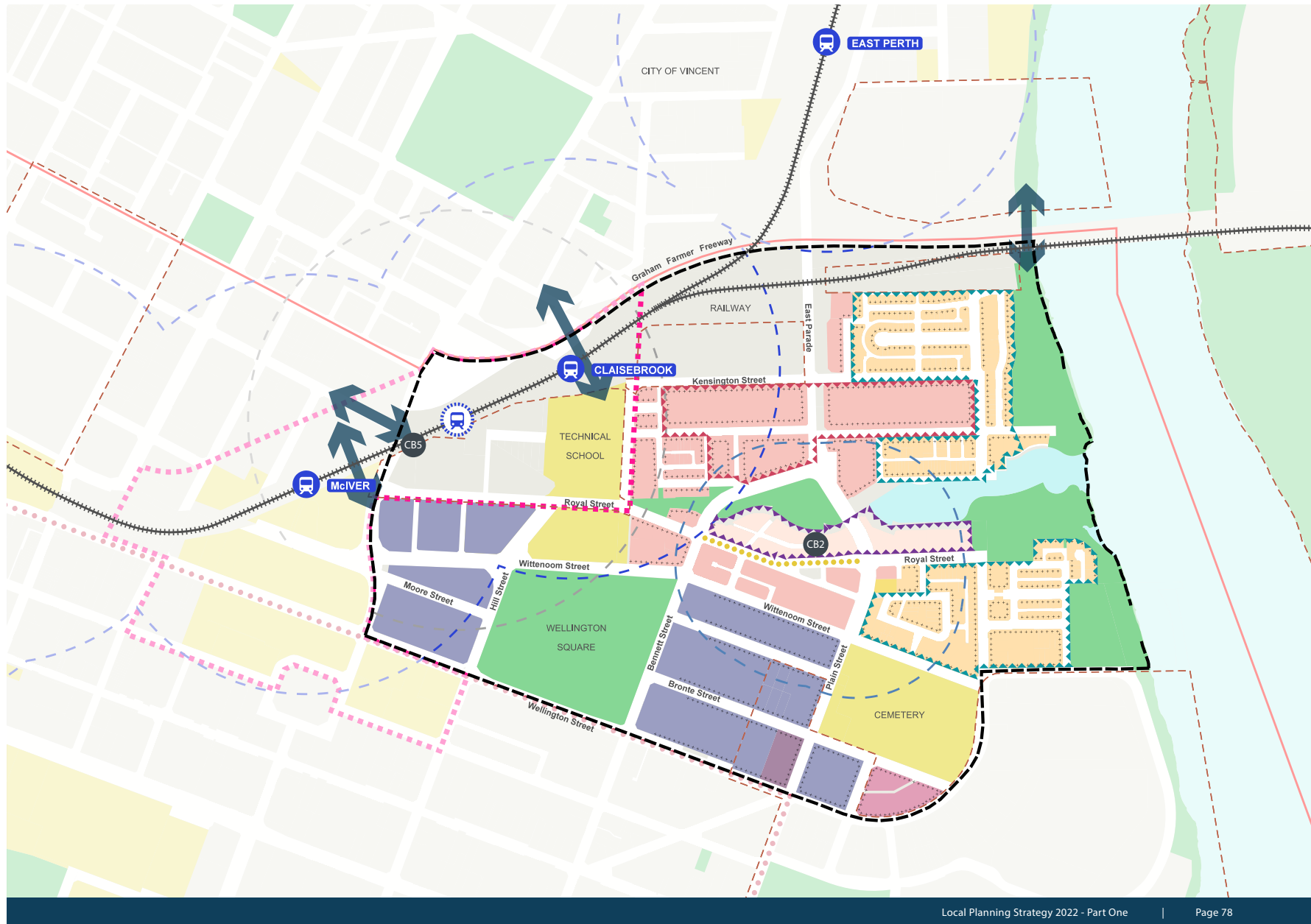
Table 26 provides a summary of the urban form and landscape elements of the character areas to be reinforced in new development.

Table 26: Claisebrook Neighbourhood Character Areas

CHARACTER AREA	DESCRIPTION
Claisebrook Residential Character Areas	Tree lined residential streets that accommodate a fine grain of low to medium rise residential buildings with many windows and balconies overlooking the street and landscaped front yards.
Brown and Kensington Streets Character Area	Large east west street blocks with numerous light industrial/warehouse buildings, some of which have been repurposed.
Claisebrook Cove Character Area	Medium rise waterfront buildings with alfresco spaces contributing to a coordinated promenade character.

Figure 14: Claisebrook Neighbourhood Map





5.4.4 Claisebrook Neighbourhood Planning Directions and Actions

The planning directions and actions for the Claisebrook Neighbourhood are outlined in **Table 27** and illustrated in **Figure 14**. They should be read in conjunction with the Strategy and Theme planning directions and actions outlined in **Sections 3** and **4**.

Table 27: Claisebrook – Planning Directions and Actions

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Residential Community Enhance the vibrancy of the neighbourhood through protecting the primacy of residential uses and balancing the demand for non-residential uses.	Create a thriving residential community.	CB1 a. Refer to action CUG2(a) re the introduction of bonus plot ratio to encourage housing diversity. b. Refer to action CUG1(a) re reviewing plot ratios in relation to residential growth targets.	Part 2 – Section 4.2.1.1, 4.2.2.1, 4.2.2.2 To provide for residential growth with high levels of livability and amenity.	Short term
Neighbourhood Centre There is a need to support the centre to better meet the needs of residents and workforce and to concentrate the extent of the centre to improve levels of activation.	Create a vibrant neighbourhood centre, providing for the daily and weekly needs of residents, workers and visitors with life during the day, night and on weekends.	CB2 In the Royal Street neighbourhood centre: a. Refine the boundaries of the centre to improve the concentration of activity and improve its viability; and b. Review existing land use permissibility to discourage land uses which do not support appropriate levels of activation. c. Enhance the public realm and support active streets including outdoor dining and seating. d. Refer to action EE1(a) re reviewing plot ratios around the neighbourhood centre to accommodate residential growth to support the viability of the centre.	Part 2 – Section 5.2.4.4 To focus activity within the neighbourhood centre to enhance its viability.	Short term
Swan River/Derbarl Yerrigan Respect and enhance this natural and cultural icon of Perth city.	Improve connection to and use of the Swan River.	CB3 a. Refer to action E2(a) re the creation of attractive and comfortable pedestrian environments along the streets leading to the Swan River	Part 2 – Section 4.4.1.2 Celebrate the unique, world class waterfront location and link tourist destinations, neighbourhood activity and cultural values.	Medium term

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Heritage and Character Protect and celebrate the unique character of Claisebrook whilst facilitating regeneration and increased activation.	Protect and integrate the unique heritage and character elements of the area into urban renewal.	CB4 a. Review existing planning provisions to ensure that important elements of built and landscape character in the following areas are reinforced and enhanced in new development: i. Claisebrook Residential Character Areas, ii. Brown and Kensington Streets Character Area, and iii. Claisebrook Cove Character Area.	Part 2 – Section 5.2.4.2 and 5.2.4.3 Celebrate Claisebrook's unique heritage and character as an asset to the local population and as places of interest for visitors	Short term
Station Precinct Renewal Better capitalize on key transport infrastructure.	Prepare a precinct plan for McIver-Claisebrook transit-oriented development catchment and rail station.	CB5 a. Refer to action CP 7a relating to undertaking a detailed planning study of the McIver - Claisebrook precinct.	Part 2 – Section 5.2.4.6 To rationalise and optimise transit stations and transit oriented development in this location.	Medium term
Neighbourhood Priorities Consideration needs to be given to neighbourhood priorities that the market is not delivering.	Encourage the delivery of neighbourhood priorities	CB6 a. Identify neighbourhood priorities (land uses, built form, public realm and infrastructure) and investigate the refinement of existing and/or the introduction of bonus plot ratio provisions to incentivize their delivery. b. Update the Claisebrook Neighbourhood Place Plan to consider public realm improvements that assist in delivering the neighbourhood priorities and aspirations, including the Main Street Refresh.	Part 2 – Section 4.2.3 and 5.2.4.7 To encourage the market delivery of neighbourhood priorities.	Short term
Public Schools There is a need to provide for the increasing residential population.	Provide a new public primary school and a new public secondary school to support the growing residential community.	CB7 a. Advocate to the State Government to provide new public school(s) in Claisebrook.	Part 2 – Section 4.2.2.4 Ensure adequate provision for education needs for the family household catchment of the neighbourhood.	Short term



Harold Boas Gardens, West Perth

5.5 WEST PERTH NEIGHBOURHOOD

5.5.1 Vision

Leafy streetscapes and its close relationship with Kings Park have enabled West Perth to feel like an urban village. Its streets are lined with beautifully restored heritage buildings, and its vibrant café-culture, caters to its worker and residential community alike.

5.5.2 Neighbourhood Priority

Increase the residential population to create more vibrancy and activity outside of office hours, while maintaining the neighbourhood's function as a Secondary Office Area. To enable this, it will be vital to facilitate diverse, affordable housing options suited to future residents housing needs.

5.5.3 Planning Directions

5.5.3.1 Population, Dwelling and Business Growth

The population, dwelling and business growth forecasts and targets for the West Perth Neighbourhood are outlined below. It should be noted that these are indicative and will be reviewed as part of further detailed planning.

Table 28: Residential targets and forecasts 2016 – 2036

	Residents	Dwellings ¹
Existing	2,858	1,608
Forecast	4,160	2,261
Minimum Target	9,625	5,326

Note 1: refers to occupied dwellings.

Refer to **Part 2 - Section 4.2** – Community, Urban Growth and Settlement (**Figure 7, 8** and **Table 7**) for further detail.

Table 29: Commercial targets and forecasts 2016 – 2036

	Workers	Commercial Floorspace
Existing	21,477	509,986sqm
Forecast	31,452	776,123sqm

Refer to **Part 2 - Appendix A (Tables 36 and 38)** for further detail.

5.5.3.2 Land Use

The land uses envisioned for the West Perth Neighbourhood are described below and generally indicated on **Figure 15** West Perth Neighbourhood Map.

Neighbourhood Centre along Hay Street with a core of activity between Outram and Colin Streets and a surrounding frame of complimentary activities, focusing on activities that promote day, night and weekend activity and intensity of residential development.

Mixed Use Areas:

- To the north and south of the Neighbourhood Centre (south of the railway line) maintaining the mixed use nature of the area with greater emphasis on residential development.
- Between the Freeway and Havelock and Sutherland Streets; maintaining the mixed use nature of the area, but with greater emphasis on residential and commercial/ secondary office development.
- To the north of the railway line, detailed planning is required in this area to support opportunities for transit oriented development, and intensification of residential land uses as well as retail and offices.

5.5.3.3 Urban Form and Character

Indicative urban form is shown on **Figure 15** West Perth Neighbourhood Map.

These will be reviewed in the preparation of the new Scheme and the implications considered for the West Perth Neighbourhood.

Three character areas have been identified within the neighbourhood.

Table 30 provides a summary of the urban form and landscape elements of the character areas to be reinforced in new development.

Table 30: West Perth Neighbourhood Character Areas

CHARACTER AREA	DESCRIPTION
Hay Street West Character Area	Traditional fine grained development with 2 to 3 storey facades built to the street, incorporating narrow and transparent shopfronts with awnings.
Ord and Outram Streets Character Area	Predominantly narrow lots that accommodate a blend of old and new buildings in high quality in ground landscaping with views between them and to the sky.
Kings Park Road Character Area	Tree lined boulevard to the city fronted by prestigious residential and office buildings set in high quality in ground landscaping with views between them and to the sky.

Figure 15: West Perth Neighbourhood Map

WEST PERTH PLANNING ACTIONS:

- WP3 Neighbourhood Centre
- WP6 City West Precinct

Refer **Table 31** West Perth Planning Directions and Actions for further details.

LEGEND

Boundaries

- City of Perth Local Government
- DevelopmentWA Redevelopment Areas

Planning Areas and Actions

- Neighbourhood Areas

Community and Urban Growth

Centres and Precincts

- Activity Centre - Neighbourhood (200m Walkable Catchment)
- Transit Precinct (400m Walkable Catchment)
- Clause 32 - Parliament House Precinct Policy

Precinct Planning Areas

- City West

Indicative Land Use and Urban Form

- High Scale Mixed Use (>16 Storeys)
- Medium-High Scale Mixed Use (<16 Storeys)
- Medium Scale Mixed Use (<12 Storeys)

Note: The indicative height range and landuses have been identified as a guide only and will be further investigated in the context of neighbourhood and character areas through the planning scheme review.

Buildings In landscaped setting*

*Where not identified as buildings in landscaped setting are assumed to be buildings in urban centre setting

Character Areas

- Hay Street West
- Ord and Outram Streets
- Kings Park Road

Environment and Recreation

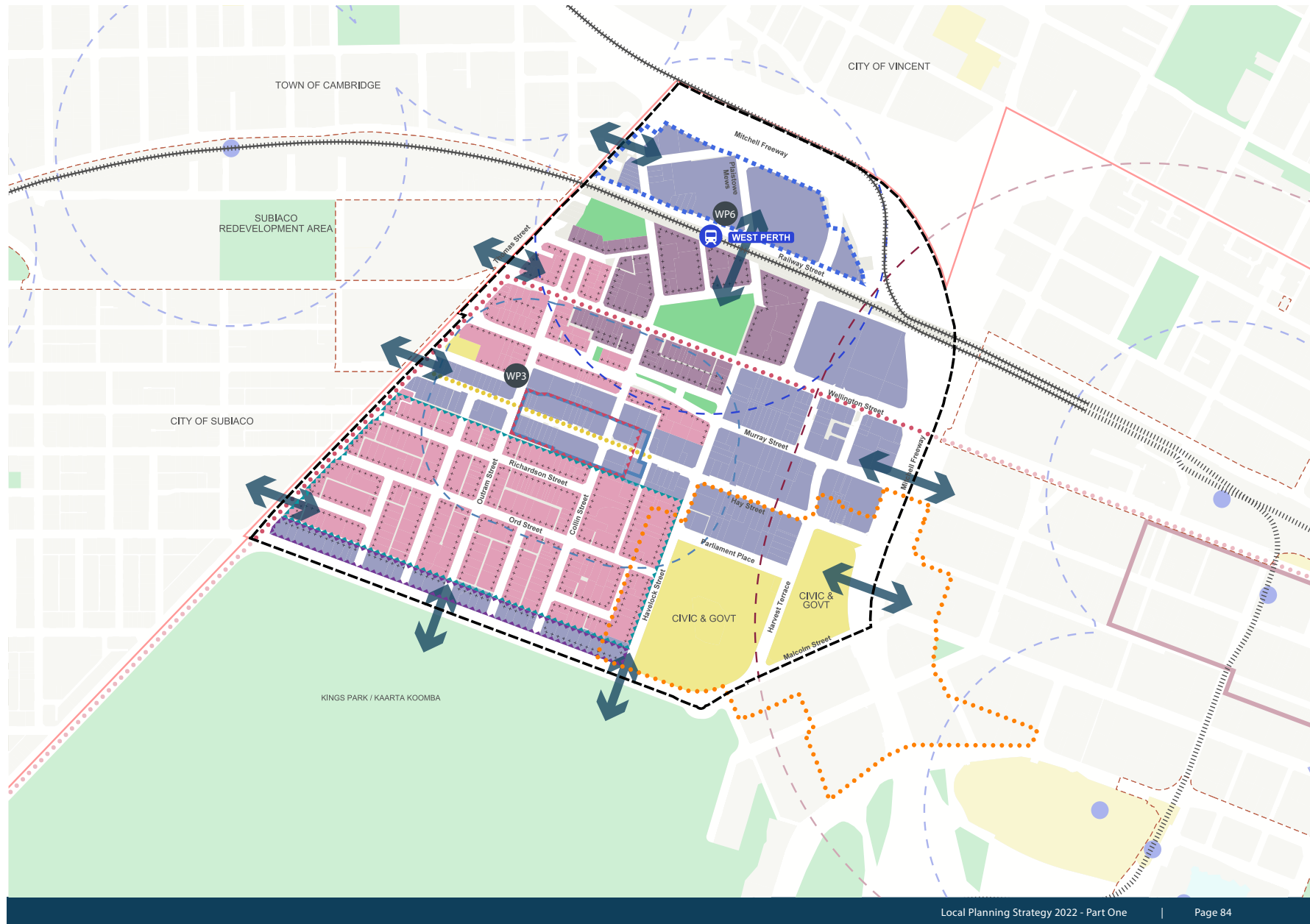
- Public Open Space

Economy and Employment

- Public Purpose

Infrastructure

- Railway Line
- Railway Station
- Mass Transit Proposed (indicative)
- Strategic Connection
- Pedestrian Priority Area



5.5.4 West Perth Neighbourhood Planning Directions and Actions

The planning directions and actions for the West Perth Neighbourhood are outlined in **Table 31** and illustrated in **Figure 15**. They should be read in conjunction with the Strategy and Theme planning directions and actions outlined in **Sections 3** and **4**.

Table 31: West Perth – Planning Directions and Actions

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Residential Community Enhance the vibrancy of the neighbourhood whilst balancing the primacy of and demand for non-residential land uses.	Create a thriving residential community	WP1 a. Refer to action CUG2(a) re the introduction of bonus plot ratio to encourage housing diversity. b. Refer to action CUG1(a) re reviewing plot ratios in relation to residential growth targets.	Part 2 - Section 4.2.1.1, 4.2.2.1 and 4.2.2.2 To provide for residential growth with high levels of liveability and amenity.	Short term
Secondary Office Area West Perth performs an important secondary function for office development within the city and this needs to be supported and enhanced.	Ensure that West Perth continues to perform as a secondary office area for the city.	WP2 a. Review the existing plot ratio provisions to ensure that there is sufficient capacity to accommodate forecast office growth.	Part 2 - Section 4.3.1.7 and 5.2.5.1 Important to maintain the secondary office area to support economic activity.	Short term
Neighbourhood Centre There is a need to support the centre to better meet the needs of local residents and workforce and to limit the extent of the centre to improve levels of activation.	Create a vibrant neighbourhood centre, providing for the daily and weekly needs of residents, workers and visitors with life during the day, night and on weekends.	WP3 In the Hay Street neighbourhood centre: a. Investigate the introduction of bonus plot ratio provisions to encourage the delivery of a supermarket within or well-connected to the centre. b. Investigate the refinement of existing bonus plot ratio provisions to encourage the delivery of a provision of a central community gathering space/town square. c. Refining the scheme zoning boundaries of the centre to improve the concentration of activity and improve its viability. d. Review existing land use permissibility to discourage land uses which do not support appropriate levels of activation. e. Enhance the public realm and support active streets including outdoor dining and seating. f. Refer to action EE1(a) re reviewing plot ratios around the neighbourhood centre to accommodate residential growth to support the viability of the centre.	Part 2 - Section 5.2.5.4 To enhance the functioning of the neighbourhood centre.	Short term
Kings Park/Kaarta Koomba Enhance access to this cultural icon of Perth whilst recognizing the environmental and bushfire issues which need to be respected.	Improve connection with and use of Kings Park.	WP4 a. Refer to action E2(c) re improving access to and use of Kings Park.	Part 2 - Section 4.4.1.2 Celebrate the unique, world class location and link to tourist destinations, neighbourhood activity and cultural values.	Short term

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Heritage and Character Protect and celebrate the unique heritage and character of West Perth whilst facilitating regeneration and increased activation.	Protect and integrate the unique heritage and character elements of the area into urban renewal.	WP5 <ol style="list-style-type: none"> Develop planning provisions to ensure that important elements of built and landscape character in the following areas are reinforced and enhanced in new development: <ol style="list-style-type: none"> Hay Street West Character Area; Ord and Outram Streets Character Area; and Kings Park Road Character Area. Investigate built form provisions in the landscaped setting areas west of Havelock Street to improve redevelopment outcomes on narrow lots. 	Part 2 - Section 5.2.5.2 and 5.2.5.3 Celebrate West Perth's unique heritage and character as an asset to the local population and as places of interest for visitors.	Short term
City West Precinct Better capitalize on key transport infrastructure.	Better capitalise on key transport infrastructure.	WP6 <ol style="list-style-type: none"> Undertake a detail planning study for the area north of the City West train station that addresses the following planning directions: <ol style="list-style-type: none"> Residential Community – create a thriving residential community; City West Precinct – Better capitalise on opportunities surrounding the City-West train station; Growth Opportunities – optimise development opportunities on underutilised land; Transport Interface – Improve the interface with Thomas Road, Mitchell Freeway and the train line; Public Realm – Enhance the public realm and provide additional public open space; and Accessibility – Create a connected place that is walkable and easily accessible from surrounding areas. 	Part 2 - Section 5.2.5.6 To optimise transit stations and transit-oriented development in this location.	Short/Medium term
Neighbourhood Priorities Consideration needs to be given to neighbourhood priorities that the market is not delivering.	Encourage the delivery of neighbourhood priorities.	WP7 <ol style="list-style-type: none"> Identify neighbourhood priorities (land uses, built form, public realm and infrastructure) and investigate the refinement of existing and/or the introduction of bonus plot ratio provisions to incentivize their delivery. Update the West Perth Neighbourhood Place Plan to consider public realm improvements that assist in delivering the neighbourhood priorities and aspirations, including the Main Street Refresh. 	Part 2 - Section 4.2.3 and 5.2.5.7 To encourage the market delivery of neighbourhood priorities.	Short term



Hampden Road, Crawley-Nedlands

5.6 CRAWLEY-NEDLANDS NEIGHBOURHOOD

5.6.1 Vision

Nestled in a sea of trees and Matilda Bay, Crawley-Nedlands foundations are built on the strength of its community and the proximity to the University of Western Australia and the Queen Elizabeth II Medical Centre. The friendly neighbourhood vibe is not only due to its long-term residents but also the permanent presence of students, academics, researchers and health workers bringing life and activity to the neighbourhood.

5.6.2 Neighbourhood Priority

Connect the neighbourhood via better transport solutions to enable its institutions to participate in global markets while protecting local liveability, character and supporting housing diversity.

5.6.3 Planning Directions

5.6.3.1 Population, Dwelling and Business Growth

The population, dwelling and business growth forecasts and targets for the Crawley-Nedlands Neighbourhood are outlined below. It should be noted that these are indicative and that these will be reviewed as part of further detailed planning.

Table 32: Residential targets and forecasts 2016 – 2036

	Residents	Dwellings ¹
Existing	5,141	1,554
Forecast	6,770	2,001
Minimum Target	6,800-7,300	2,400-2,600

Note 1: Refers to occupied dwellings.

Note 2: Dwelling and population growth targets for Crawley-Nedlands will be informed by future structure planning

Refer to **Part 2 Section 4.2** – Community, Urban Growth and Settlement (**Figure 7, 8** and **Table 7**) for further detail.

Table 33: Commercial targets and forecasts 2016 – 2036

	Workers	Commercial Floorspace
Existing	13,893	624,452sqm
Forecast	20,346	656,084sqm

Refer to **Part 2 Appendix A (Tables 36 and 38)** for further detail.

5.6.3.2 Land Use Urban Form and Character

The land uses as well as the urban form and desired character of the Crawley-Nedlands Neighbourhood will be determined through detailed planning. Three character areas have however been identified within the neighbourhood and are shown on **Figure 16** – Crawley- Nedlands Neighbourhood Map.

Table 34 provides a summary of the built form and landscape elements of these character areas to be reinforced in new development.

Table 34: Crawley-Nedlands Neighbourhood Character Areas

CHARACTER AREA	DESCRIPTION
Mounts Bay Road Character Area	Tree lined residential streets with prestigious high rise apartment buildings that sit within generous landscaped setbacks.
Northern Character Area	Tree lined streets with a consistent fine-grained rhythm of lots and building facades. Front setbacks that are layered with low walls/fences, sometimes carports, landscaped gardens and front verandahs.
Southern Character Area	Street verges and building setbacks that accommodate trees and other planting that create a significant landscape character.



Karella Street, Crawley-Nedlands

Figure 16: Crawley-Nedlands Neighbourhood Map

LEGEND

Boundaries

— City of Perth Local Government

Planning Areas and Actions

— Neighbourhood Areas

Community and Urban Growth

Centres and Precincts

— 200m Walkable Catchment

⁽¹⁾ Extent of area to be investigated through precinct plan.

Precinct Planning Areas

— UWA-QEIMC Specialised Centre ⁽¹⁾

Indicative Land Use and Urban Form

Precinct Plan to investigate and determine Indicative landuse, urban form, height and plot ratio.

Character Areas

— Northern Character Area

— Southern Character Area

— Mounts Bay Road Character Area

Environment and Recreation

— Public Open Space

Economy and Employment

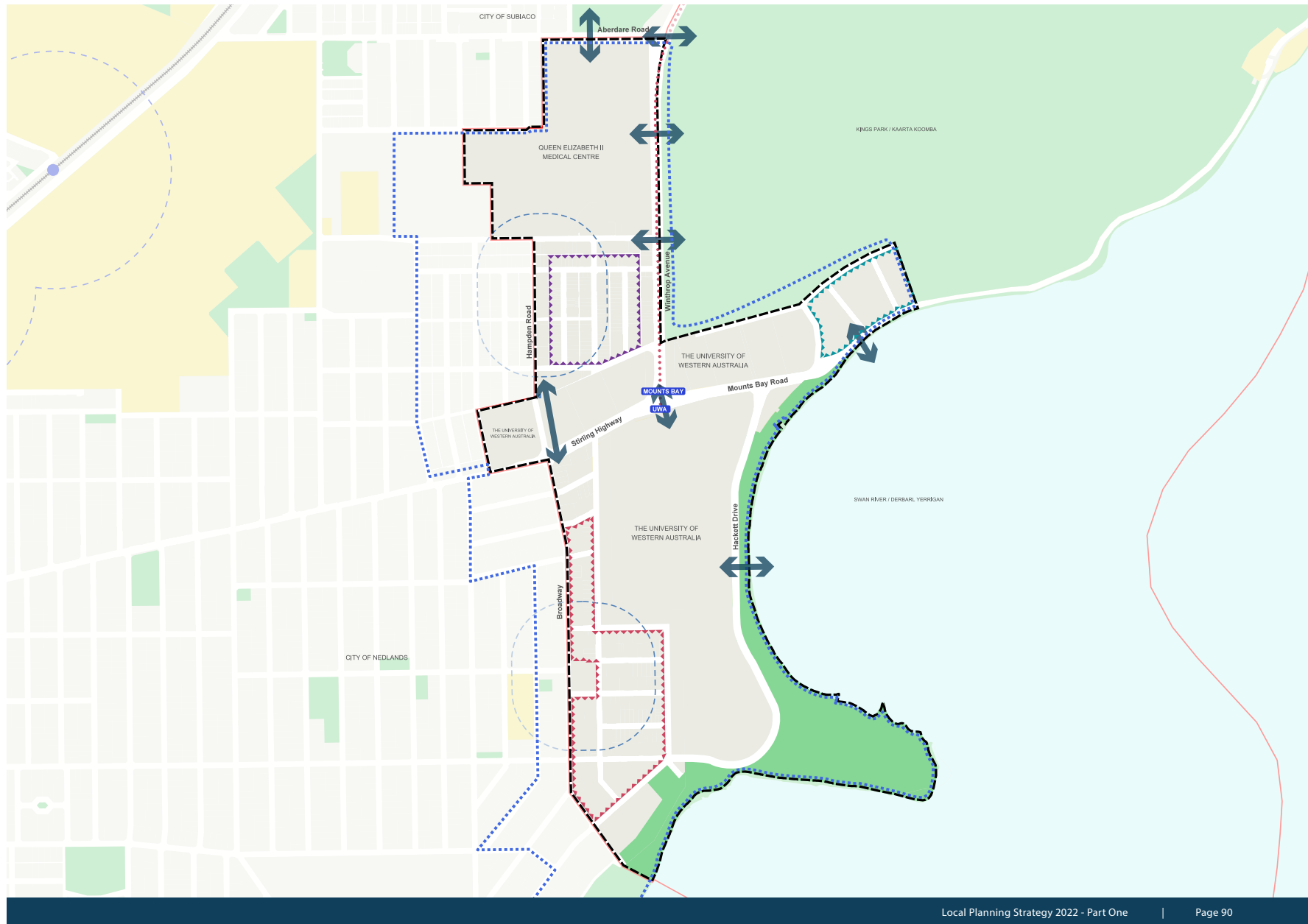
— Public Purpose

Infrastructure

— Railway Line

— Mass Transit Proposed (Indicative)

— Strategic Connection



5.6.4 Crawley-Nedlands Neighbourhood Planning Directions and Actions

The planning directions and actions for the Crawley-Nedlands Neighbourhood are outlined in **Table 35** and illustrated in **Figure 16**. They should be read in conjunction with the Strategy and Theme planning directions and actions outlined in **Sections 3** and **4**.

Table 35: Crawley Nedlands– Planning Directions and Actions

Issue/ Opportunity	Planning Direction	Action	Rationale	Timeframe
Specialised Centre As one of the largest specialised health, research and education centre in the southern hemisphere it is important to maintain primacy and enhance opportunities for growth.	Support the growth of the area as a thriving medical, research and education precinct.	CN1 Work with the State Government, the City of Nedlands and key stakeholders to prepare a Precinct Plan for the UWA-QEIIIMC Specialised Centre that addresses the following planning directions for the neighbourhood/planning area: <ol style="list-style-type: none"> Specialised Centre – Encourage the growth of the precinct planning area as a thriving medical, research and education precinct with knowledge-based industries. Support the intellectual property generation and commercialisation in recognition of its role as a Specialised Centre under the State's strategic planning framework; Residential Community – Create a thriving residential community and provide for a diversity of housing; Neighbourhood Centres – Support the neighbourhood centres and ensure that they thrive and meet community needs; Kings Park and Swan River - Improve access and use of Kings Park and Swan River; Character - Ensure buildings positively contribute to the public realm and enhance the desired built form character of the neighbourhood; Transition – Provide for a sensitive development transition between the Specialised Centre and surrounding areas to minimize any adverse impacts; Public Realm – Enhance the public realm to create an attractive, comfortable and safe environment which encourages walking and cycling; Connectivity - Create a connected and accessible place particularly between UWA and QEIIIMC and back into Central Perth by a range of transport modes; Neighbourhood Priorities - Identify neighbourhood priorities (land uses, built form, public realm and infrastructure) and investigate the refinement of existing and/or the introduction of bonus plot ratio provisions to incentivize their delivery; Sustainable Transport – support sustainable transport modes as the primary method of travel to and within the UWA-QEIIIMC Specialised Centre; and Community Infrastructure – support the provision of community infrastructure to meet the needs of residents, workers and visitors. Strategic Investment - identify strategic investment opportunities presented by the UWA-QEIIIMC Specialised Centre. 	Part 2 – Section 2.2 To meet the requirements of State Planning Policy 4.2 – Activity Centres.	Short term

Issue/ Opportunity	Planning Direction	Action	Rationale	Timeframe
Swan River/ Derbarl Yerrigan Respect and enhance this cultural icon of Perth city.	Improve connection to and use of the Swan River.	CN2 a. Prepare a masterplan for the Swan River foreshore (and streets leading to it) from the Narrows Bridge to JH Abrahams Reserve. <i>(note: refer to Action E2(b) for parameters around preparing the foreshore master plan).</i>	Part 2 – Section 5.2.6.3 To improve access and use of the Swan River foreshore, future development needs to be planned and coordinated.	Medium term
Neighbourhood Priorities Consideration needs to be given to neighbourhood priorities that the market is not delivering.	Encourage the delivery of neighbourhood priorities.	CN3 a. Update the Crawley-Nedlands Neighbourhood Place Plan to consider public realm improvements that assist in delivering the neighbourhood priorities and aspirations, including the Main Street Refresh.	Part 2 - Section 4.2.3 To provide a high-quality public realm that reflects the neighbourhood priorities and aspirations.	Short term

6.0

IMPLEMENTATION AND REVIEW

The key actions, deliverables, stakeholders and indicative timeframes are outlined for matters that apply to the whole of Perth city (**Table 36**) and the Neighbourhoods (**Table 37**). The City will undertake the majority of the actions and will otherwise coordinate the efforts of other stakeholders in the implementation of actions. Where there is opportunity or need for an action to be undertaken earlier than shown in the indicative timeframe the City will work with stakeholders to ensure that opportunities are considered and needs are addressed.

Implementation is intended to occur within specified timeframes.

A comprehensive review of the Strategy and Scheme is to be undertaken every 5 years in the form of a report for review which will include an assessment of status of all actions and their relevance.

Amendments to the Strategy and Scheme may be required to assist the implementation of actions going forward.

It is assumed that the local community (residents and businesses) will be part of the Stakeholder groups for most, if not all of the actions and deliverables outlined below.

Timeframes proposed are to be interpreted as follows:

Short term	0-5 years	This means the action is either confirmed or planned within existing Corporate Business Plan for undertaking in the current or next financial year. Actions identified for implementation through the Local Planning Scheme No.3 and Local Planning Policies all fall within this timeframe.
Medium term	5-10 years	This means there may be a larger strategic body of work that needs to be undertaken prior to the action being delivered, or there is an opportunity or need to schedule the project in the Corporate Business Plan to: <ul style="list-style-type: none"> • Address an identified risk or issue that could worsen if not resolved. • Act upon a unique or emerging opportunity that is time critical. • Collaborate with relevant stakeholders. • Align with other projects or initiatives underway or near commencement. • Leverage market demand. • Satisfy legislative requirements.
Long term	10-15 years	This means the action should be taken, however, there is no trigger or opportunity for immediate action, or its commencement might be contingent upon other actions.

Table 36: Key Action Summary and Implementation Schedule for actions that relate to city-wide

THEME	KEY ACTION SUMMARY	SECTION REFERENCE FOR FURTHER INFORMATION	STAKEHOLDERS	KEY DELIVERABLES	INDICATIVE TIMEFRAME
COMMUNITY, URBAN GROWTH AND SETTLEMENT					
Population and Housing Growth	Ensure sufficient capacity to accommodate population and housing growth targets and capital city intensity	Part 1 Section 4.3.8	City of Perth, State Government Agencies, Department of Planning, Lands and Heritage, DevelopmentWA, Private Sector, Development Industry, Peak Bodies.	Scheme Review	Short Term
Housing Diversity and Affordability	Make provision for diverse housing options and supply of affordable housing	Part 1 Section 4.3.8	City of Perth, State Government Agencies, DevelopmentWA, Department of Communities, Private Sector, Development Industry, Peak Bodies	Scheme and Policy Review	Short Term
Built Environment	Investigate intensification opportunities in accordance with urban consolidation and built form principles	Part 1 Section 4.3.8	City of Perth, State Government Agencies, DevelopmentWA, Private Sector, Peak Bodies	Scheme and Policy Review	Short Term
Building Design	Ensure high standards of sustainable design	Part 1 Section 4.3.8	City of Perth, State Government Agencies, DevelopmentWA, Private Sector, Peak Bodies	Scheme and Policy Review	Short Term
Cultural Heritage and Character	Inform the provision of appropriate development in response to cultural heritage and desired character and public realm	Part 1 Section 4.3.8	City of Perth, State Government Agencies, Traditional Owners	Scheme and Policy Review, Local Heritage Survey	Short Term
Public Open Space	Make provision for adequate and diverse range of public open space	Part 1 Section 4.3.8	City of Perth, State Government Agencies, DevelopmentWA, Private Sector, adjoining Local Governments	Scheme and Policy Review, Open Space Framework	Short-Medium Term
Community Infrastructure	Make provision for adequate community infrastructure to meet future need	Part 1 Section 4.3.8	City of Perth, State Government Agencies, DevelopmentWA, Private Sector, adjoining Local Governments	Community Infrastructure Plan Development Contribution Plan/ Scheme	Short-Medium Term

THEME	KEY ACTION SUMMARY	SECTION REFERENCE FOR FURTHER INFORMATION	STAKEHOLDERS	KEY DELIVERABLES	INDICATIVE TIMEFRAME
ECONOMY AND EMPLOYMENT					
Hierarchy of Diverse and Thriving Centres	Review plot ratios and planning provisions to support the vitality of the core land uses in the Capital City Areas and Neighbourhood Centres	Part 1 Section 4.4.5	City of Perth, Private Sector	Scheme and Policy Review, Impact Test	Short Term
Business and Employment Growth	Review plot ratios and planning provisions to ensure sufficient capacity to meet targets	Part 1 Section 4.4.5	City of Perth, State Government Agencies, Department of Planning, Lands and Heritage, DevelopmentWA, Private Sector, Development Industry, Peak Bodies	Scheme and Policy Review	Short Term
Business and Employment Diversity	Review existing land use permissibility to ensure adequate provisions for diversity of employment	Part 1 Section 4.4.5	City of Perth, Department of Planning, Lands and Heritage, Private Sector, adjoining Local Governments	Scheme and Policy Review, Economic Development Strategy	Short Term
Cultural Activity	Plan for cultural infrastructure and allow for creative and cultural land uses	Part 1 Section 4.4.5	City of Perth, Department of Planning, Lands and Heritage, Department of Local Government, Sport and Cultural Industries, Private Sector	Scheme and Policy Review, Cultural Infrastructure Plan	Medium Term
Reducing Regulation	Reduce requirements for approvals where possible and practical	Part 1 Section 4.4.5	City of Perth, Department of Planning, Lands and Heritage, Private Sector, Development Industry, Peak Bodies	Scheme and Policy Review	Short Term

THEME	KEY ACTION SUMMARY	SECTION REFERENCE FOR FURTHER INFORMATION	STAKEHOLDERS	KEY DELIVERABLES	INDICATIVE TIMEFRAME
ENVIRONMENT					
Natural Environment	Review existing land use permissibility to ensure adequate provisions to meet environmental requirements for flood, acid sulfate soils and bush fire prone areas and sensitive locations.	Part 1 Section 4.5.4	City of Perth, Department of Planning, Lands and Heritage, State Government Agencies, Department of Environment	Scheme and Policy Review	Short Term
Swan River/ Derbarl Yerrigan and Kings Park/ Kaarta Koomba	Review planning provisions and prepare masterplan for Swan River foreshore and investigate opportunities to improve access to and use of Kings Park.	Part 1 Section 4.5.4	City of Perth, Department of Planning, Lands and Heritage, State Government Agencies, Swan River Trust, Botanic Gardens and Parks, Traditional Owners, adjoining Local Governments	Scheme and Policy Review Masterplan for Swan River	Medium Term
Urban Greening	Review existing planning provisions to ensure adequate provisions to support tree retention, green links and landscaped development outcomes	Part 1 Section 4.5.4	City of Perth	Scheme and Policy Review City Urban Forest Plan	Short Term
INFRASTRUCTURE					
Sustainable Transport	Work with State Government to improve public transport and land use integration.	Part 1 Section 4.6.4	City of Perth, State Government Agencies, PTA, Industry Sector, Peak Bodies	Scheme and Policy Review Input to Perth Parking Policy Review	Short Term
Connectivity	Work with State Government to improve movement across Perth city.	Part 1 Section 4.6.4	City of Perth, State Government Agencies, PTA, Main Roads WA, Development WA, Peak Bodies, Private Sector, adjoining Local Governments, Department of Transport	Policy Review Input into Perth Greater CBD Transport Plan	Short Term
Servicing	Review planning provisions to ensure appropriate services and waste management.	Part 1 Section 4.6.4	City of Perth, State Government Agencies, Service and Utility providers	Scheme and Policy Review	Short Term

Table 37: Key Action Summary and Implementation Schedule for actions that relate to Neighbourhoods

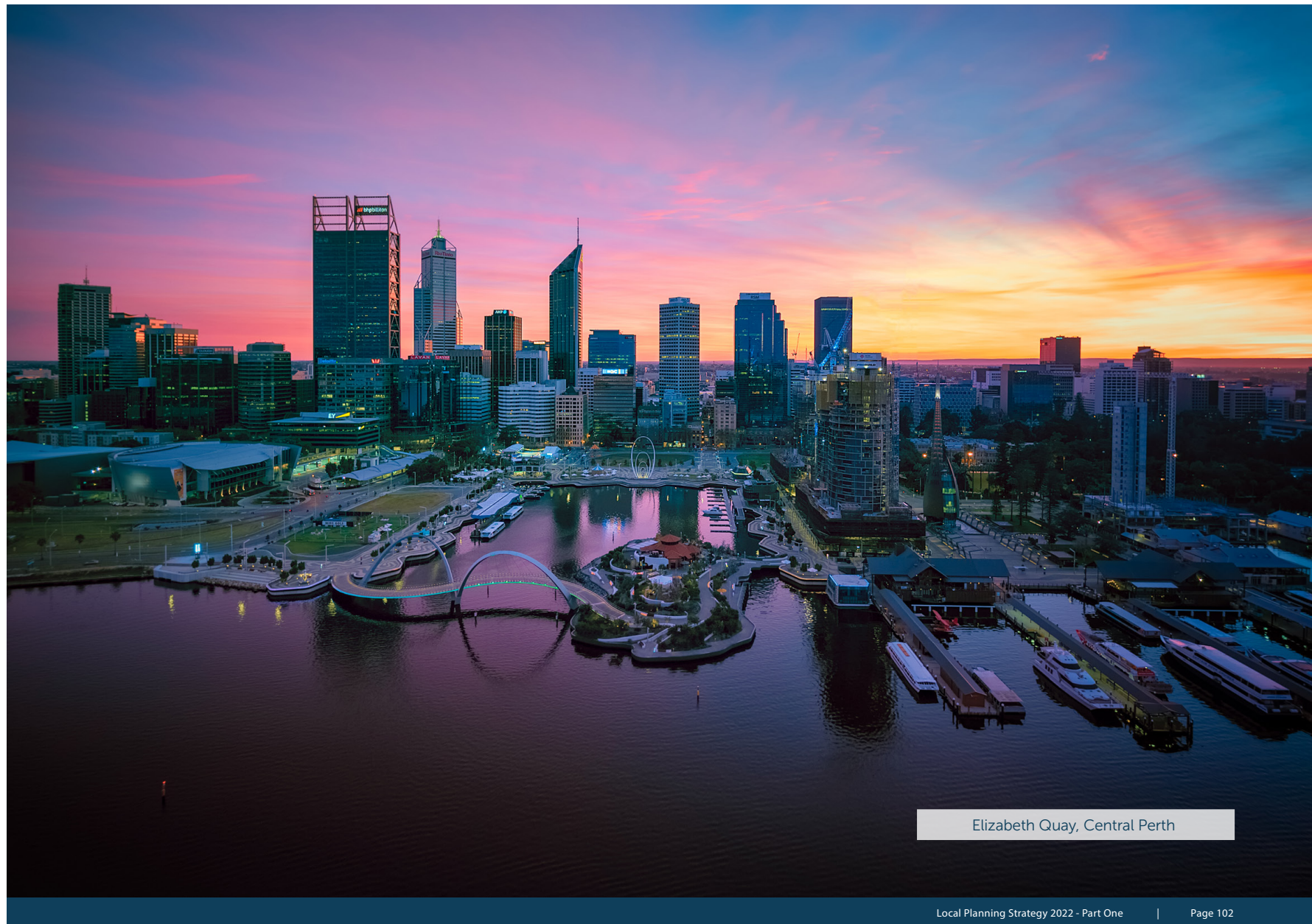
THEME	KEY ACTION SUMMARY	SECTION REFERENCE FOR FURTHER INFORMATION	STAKEHOLDERS	KEY DELIVERABLES	INDICATIVE TIMEFRAME
CENTRAL PERTH					
Capital City Office Area	Review existing plot ratios and planning provisions to ensure adequate capacity for growth.	Part 1 Section 5.1.4	City of Perth, Department of Planning, Lands and Heritage, Private Sector, Development Industry, Peak Bodies	Scheme and Policy Review	Short Term
Capital City Retail Area	Review planning provisions to ensure activation of area and protection of heritage and character.	Part 1 Section 5.1.4	City of Perth, Department of Planning, Lands and Heritage, Private Sector, Development Industry, Peak Bodies	Scheme and Policy Review	Short Term
Capital City Civic and Cultural Activity	Work with State Government and key stake-holders to plan for the future of Perth Concert Hall Precinct, creative industry and cultural activity growth.	Part 1 Section 5.1.4	City of Perth, State Government Agencies	Scheme and Policy Review	Short Term
Residential Community	Review planning framework to facilitate diversity in residential development to meet future household and demographic demand.	Part 1 Section 5.1.4	City of Perth, State Government Agencies, department of Communities, Development WA	Scheme and Policy Review	Short Term
Swan River/ Derbarl Yerrigan	To prepare a masterplan for the Swan River foreshore between Barrack Street and Point Fraser.	Part 1 Section 5.1.4	City of Perth, Department of Planning, Lands and Heritage, State Government Agencies, Swan River Trust, Traditional Owners, adjoining Local Governments	Masterplan for Swan River foreshore	Medium Term
Heritage and Character	Review planning framework and provisions to reflect desired neighbourhood heritage and character.	Part 1 Section 5.1.4	City of Perth, Department of Planning, Lands and Heritage, State Government Agencies	Scheme and Policy Review	Short Term
Station Precinct Renewal	Work with the State Government to undertake detailed planning studies of <ul style="list-style-type: none"> Mclver-Claibbrook precinct Perth Train Station area Elizabeth Quay Train Station and Busport area 	Part 1 Section 5.1.4	City of Perth, Department of Planning, Lands and Heritage, State Government Agencies, PTA, MRWA, Development WA	Detailed Planning Studies	Medium-Long Term

THEME	KEY ACTION SUMMARY	SECTION REFERENCE FOR FURTHER INFORMATION	STAKEHOLDERS	KEY DELIVERABLES	INDICATIVE TIMEFRAME
Public Space	Review planning framework to identify planning provisions to facilitate additional public open space.	Part 1 Section 5.1.4	City of Perth	Open Space Framework Scheme and Policy Review	Short Term
Neighbourhood Priorities	Review existing plot ratio provisions to incentivise delivery of neighbourhood priorities.	Part 1 Section 5.1.4	City of Perth	Scheme and Policy Review	Short Term
NORTHBRIDGE					
Capital City Entertainment Area	Work with State Government on legislative reform. Review land use permissibility and building attenuation standards.	Part 1 Section 5.2.4	City of Perth, State Government, adjoining Local Governments	Amendment No. 41 to CPS 2 Scheme and Policy Review	Short Term
Residential Community	Review planning framework to provide adequate measures for noise attenuation and to facilitate diversity in residential development to meet future household and demographic demand.	Part 1 Section 5.2.4	City of Perth, State Government Agencies, Department of Communities, Development WA	Scheme and Policy Review	Medium Term
Heritage and Character	Review planning framework and provisions to reflect desired neighbourhood heritage and character.	Part 1 Section 5.2.4	City of Perth, Department of Planning, Lands and Heritage, State Government Agencies	Scheme and Policy Review	Short Term
Station Precinct Renewal	Work with the State Government to undertake detailed planning studies of: <ul style="list-style-type: none"> Mclver-Claisebrook Precinct Perth Train Station Area 	Part 1 Section 5.2.4	City of Perth, Department of Planning, Lands and Heritage, State Government Agencies, PTA, MRWA, Development WA	Scheme and Policy Review Detailed planning studies	Medium-Long Term
Neighbourhood Priorities	Review existing plot ratio provisions to incentivise delivery of neighbourhood priorities.	Part 1 Section 5.2.4	City of Perth	Scheme and Policy Review	Short Term

THEME	KEY ACTION SUMMARY	SECTION REFERENCE FOR FURTHER INFORMATION	STAKEHOLDERS	KEY DELIVERABLES	INDICATIVE TIMEFRAME
EAST PERTH					
Residential Community	Review planning framework to facilitate diversity in residential development to meet future household and demographic demand.	Part 1 Section 5.3.4	City of Perth, State Government Agencies, Development WA	Scheme and Policy Review	Short Term
Neighbourhood Centre	Review planning framework, plot ratios and land use permissibility to facilitate to growth and activation.	Part 1 Section 5.3.4	City of Perth	Scheme and Policy Review	Short Term
Primary/ Secondary Schools	Advocate to the State Government to provide new public schools to support the growing population.	Part 1 Section 5.3.4	City of Perth, State Government Agencies, Department of Education	Advocacy	Short Term
Swan River/ Derbart Yerrigan	To prepare a masterplan for the Swan River foreshore between Barrack Street and Point Fraser.	Part 1 Section 5.3.4	City of Perth, Department of Planning, Lands and Heritage, State Government Agencies, Swan River Trust, Traditional Owners, adjoining Local Governments	Masterplan for Swan River foreshore	Medium Term
Heritage and Character	Review planning framework and provisions to reflect desired neighbourhood heritage and character.	Part 1 Section 5.3.4	City of Perth, Department of Planning, Lands and Heritage, State Government Agencies, Development WA	Scheme and Policy Review	Short Term
Riverside Precinct Urban Renewal	Work with State Government to undertake a detailed planning study for the Riverside Precinct.	Part 1 Section 5.3.4	City of Perth, Department of Planning, Lands and Heritage, State Government Agencies, Development WA	Detailed planning study	Medium Term
Neighbourhood Priorities	Review existing plot ratio provisions to incentivise delivery of neighbourhood priorities.	Part 1 Section 5.3.4	City of Perth	Scheme and Policy Review	Short Term

THEME	KEY ACTION SUMMARY	SECTION REFERENCE FOR FURTHER INFORMATION	STAKEHOLDERS	KEY DELIVERABLES	INDICATIVE TIMEFRAME
CLAISEBROOK					
Residential Community	Review planning provisions to facilitate diversity in residential development to meet future household and demographic demand and support the Royal Street Neighbourhood Centre.	Part 1 Section 5.4.4	City of Perth, State Government Agencies, Development WA	Scheme and Policy Review	Short Term
Neighbourhood Centre	Review planning provisions to facilitate growth and activation of Royal Street Neighbourhood Centre.	Part 1 Section 5.4.4	City of Perth	Scheme and Policy Review	Short Term
Swan River/ Derbarl Yerrigan	Improve pedestrian environment of the streets leading to the Swan River.	Part 1 Section 5.4.4	City of Perth, Department of Planning, Lands and Heritage, Development WA, adjoining Local Governments	Scheme and Policy Review Input into the Perth Greater CBD Transport Plan	Medium Term
Heritage and Character	Review planning framework and provisions to reflect desired neighbourhood heritage and character.	Part 1 Section 5.4.4	City of Perth, Department of Planning, Lands and Heritage, State Government Agencies, Development WA	Scheme and Policy Review	Short Term
Station Precinct Renewal	Work with the State Government to undertake a detailed planning study of the: <ul style="list-style-type: none"> Mclver-Claisebrook Precinct 	Part 1 Section 5.4.4	City of Perth, Department of Planning, Lands and Heritage, State Government Agencies, PTA, MRWA, Development WA	Detailed planning study	Medium Term
Neighbourhood Priorities	Review existing plot provisions to incentivise delivery of neighbourhood priorities.	Part 1 Section 5.4.4	City of Perth	Scheme and Policy Review	Short Term
WEST PERTH					
Residential Community	Review planning framework to facilitate diversity in residential development to meet future household and demographic demand and support Hay Street Neighbourhood Centre.	Part 1 Section 5.5.4	City of Perth, State Government Agencies	Scheme and Policy Review	Short Term

THEME	KEY ACTION SUMMARY	SECTION REFERENCE FOR FURTHER INFORMATION	STAKEHOLDERS	KEY DELIVERABLES	INDICATIVE TIMEFRAME
Secondary Office Area	Review plot ratio provisions to ensure capacity for office growth.	Part 1 Section 5.5.4	City of Perth	Scheme and Policy Review	Short Term
Neighbourhood Centre	Review planning provisions to facilitate growth and activation of Hay Street Neighbourhood Centre and the delivery of a supermarket.	Part 1 Section 5.5.4	City of Perth	Scheme and Policy Review	Short Term
Kings Park/ Kaarta Koomba	Work with State Government to investigate improved access and use of Kings Park.	Part 1 Section 5.5.4	City of Perth, State Government Agencies, MRWA, Botanic Gardens and Parks	Advocacy	Short Term
Heritage and Character	Review planning provisions to reflect desired neighbourhood heritage and character.	Part 1 Section 5.5.4	City of Perth, Department of Planning, Lands and Heritage, State Government Agencies	Scheme and Policy Review	Short Term
City West Station Precinct Renewal	Work with the State Government to undertake detailed planning studies of City West Precinct.	Part 1 Section 5.5.4	City of Perth, Department of Planning, Lands and Heritage, State Government Agencies, PTA, MRWA	Detailed planning study	Short-Medium Term
Neighbourhood Priorities	Review existing plot provisions to incentivise delivery of neighbourhood priorities.	Part 1 Section 5.5.4	City of Perth	Scheme and Policy Review	Short Term
CRAWLEY-NEDLANDS					
Specialised Centre	Work with State and Local Government Agencies to prepare a Precinct Plan for the UWA-QEIIIMC Specialised Activity Centre.	Part 1 Section 5.6.4	City of Perth, State Government Agencies, City of Nedlands, City of Subiaco, UWA, QEIIIMC Medical, Swan River Trust, Botanic Parks and Gardens, MRWA, Department of Transport, Public Transport Authority	Precinct Plan Masterplan for Swan River	Short-Medium Term



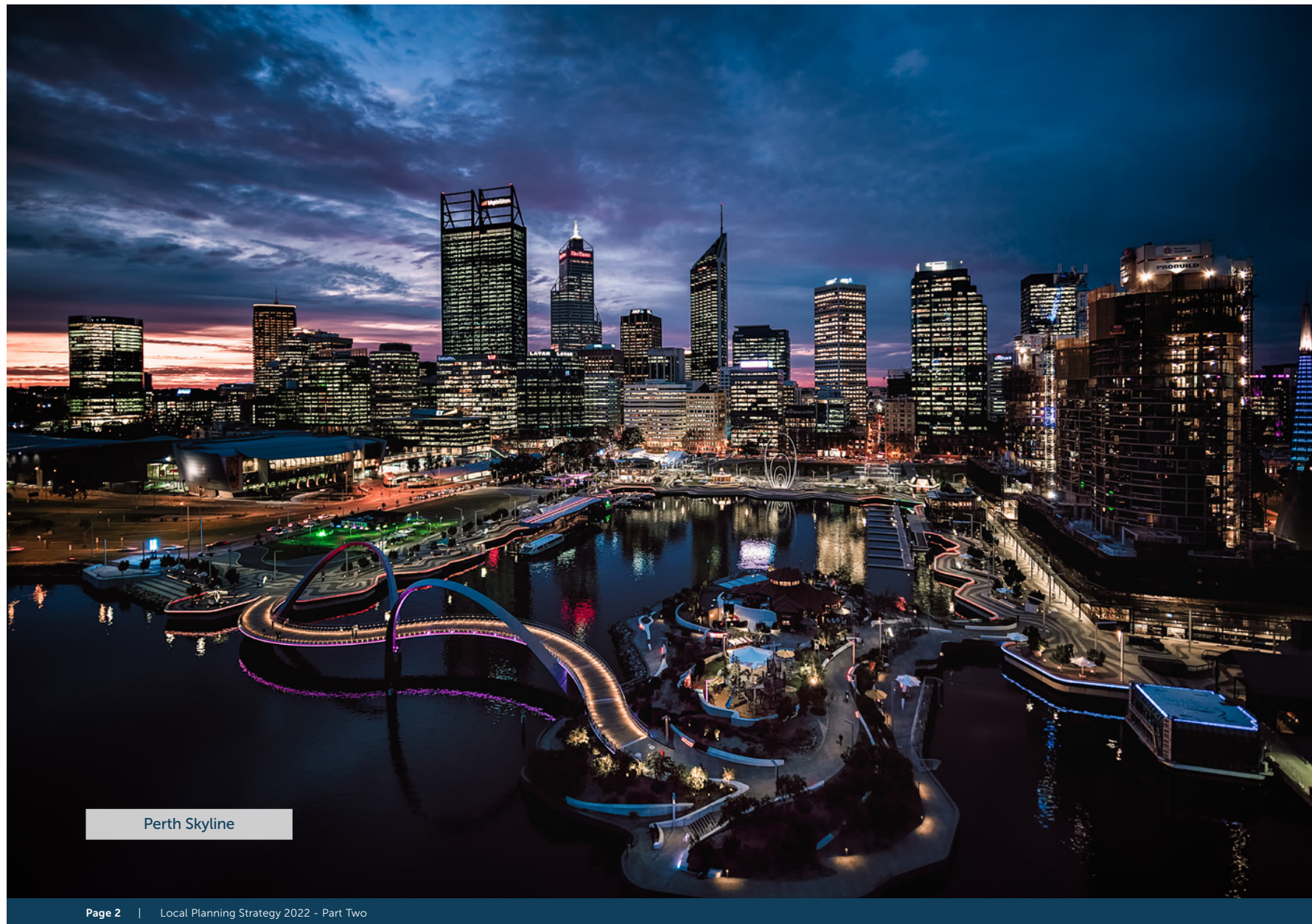
Elizabeth Quay, Central Perth











CONTENTS

1.0 INTRODUCTION **4**

1.1 CAPITAL CITY CONTEXT	4
--------------------------	---

2.0 STATE AND REGIONAL PLANNING CONTEXT **6**

2.1 STATE PLANNING STRATEGY 2050	7
2.2 STATE PLANNING POLICIES	8
2.3 REGIONAL PLANNING CONTEXT	16
2.4 OPERATIONAL POLICIES	20
2.5 POSITION STATEMENT AND GUIDELINES	20

3.0 LOCAL PLANNING CONTEXT **22**

3.1 STRATEGIC COMMUNITY PLAN	22
3.2 PREVIOUS LOCAL PLANNING STRATEGY(S)	24
3.3 LOCAL PLANNING FRAMEWORK	24
3.4 LOCAL PLANNING SCHEME	26
3.5 OTHER PLANNING SCHEMES	28
3.6 MINOR TOWN PLANNING SCHEMES	28
3.7 LOCAL PLANNING POLICIES	28
3.8 OTHER PLANNING POLICIES	32
3.9 OTHER RELEVANT STRATEGIES, PLANS AND POLICIES	34

4.0 CITY WIDE LOCAL GOVERNMENT PROFILE **36**

4.1 DEMOGRAPHIC PROFILE	36
4.2 COMMUNITY, URBAN GROWTH AND SETTLEMENT	40
4.3 ECONOMY AND EMPLOYMENT	60
4.4 ENVIRONMENT	66
4.5 INFRASTRUCTURE	70

5.0 NEIGHBOURHOOD PROFILE AND ANALYSIS **76**

5.1 NEIGHBOURHOOD PROFILES SUMMARY	77
5.2 NEIGHBOURHOOD PLANNING ISSUES AND OPPORTUNITIES	80

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 (QEIMC) 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 (REMPAN, 2021) and over 25,000 attend UWA or QEIMC.

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



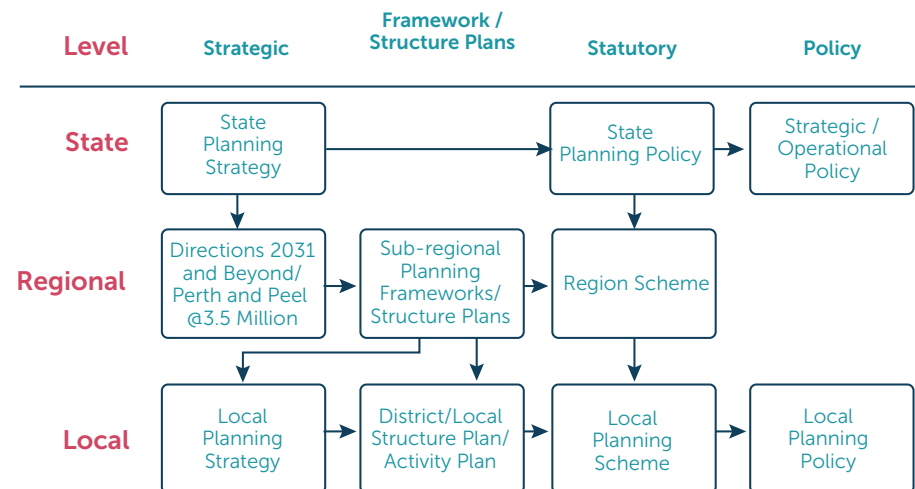
2.0

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)	<p>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.</p> <p>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.</p> <p>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.</p>	Noted – no specific planning response is required through the Strategy.
State Planning Policy 2.0 – Environment and Natural Resources (SPP 2.0)	<p>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.</p> <p>The objectives of this policy are to:</p> <ul style="list-style-type: none"> • 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. <p>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:</p> <ul style="list-style-type: none"> • 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)	<p>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.</p> <p>The three key objectives of this policy are:</p> <ul style="list-style-type: none"> 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. <p>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.</p>	<p>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.</p> <p>The planning framework will need to demonstrate that the protection and management of the identified bushland assets will not be negatively impacted.</p>
Draft State Planning Policy 2.9 – Planning for Water (SPP 2.9)	<p>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.</p> <p>The objectives of this policy are to:</p> <ul style="list-style-type: none"> 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. 	<p>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.</p>
State Planning Policy 2.10 – Swan-Canning River System (SPP 2.10)	<p>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.</p> <p>The objectives of this policy are to:</p> <ul style="list-style-type: none"> 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. 	<p>The Swan River adjoins several of the city neighbourhoods.</p> <p>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.</p> <p>It is noted that no specific planning response is required through the Strategy.</p>

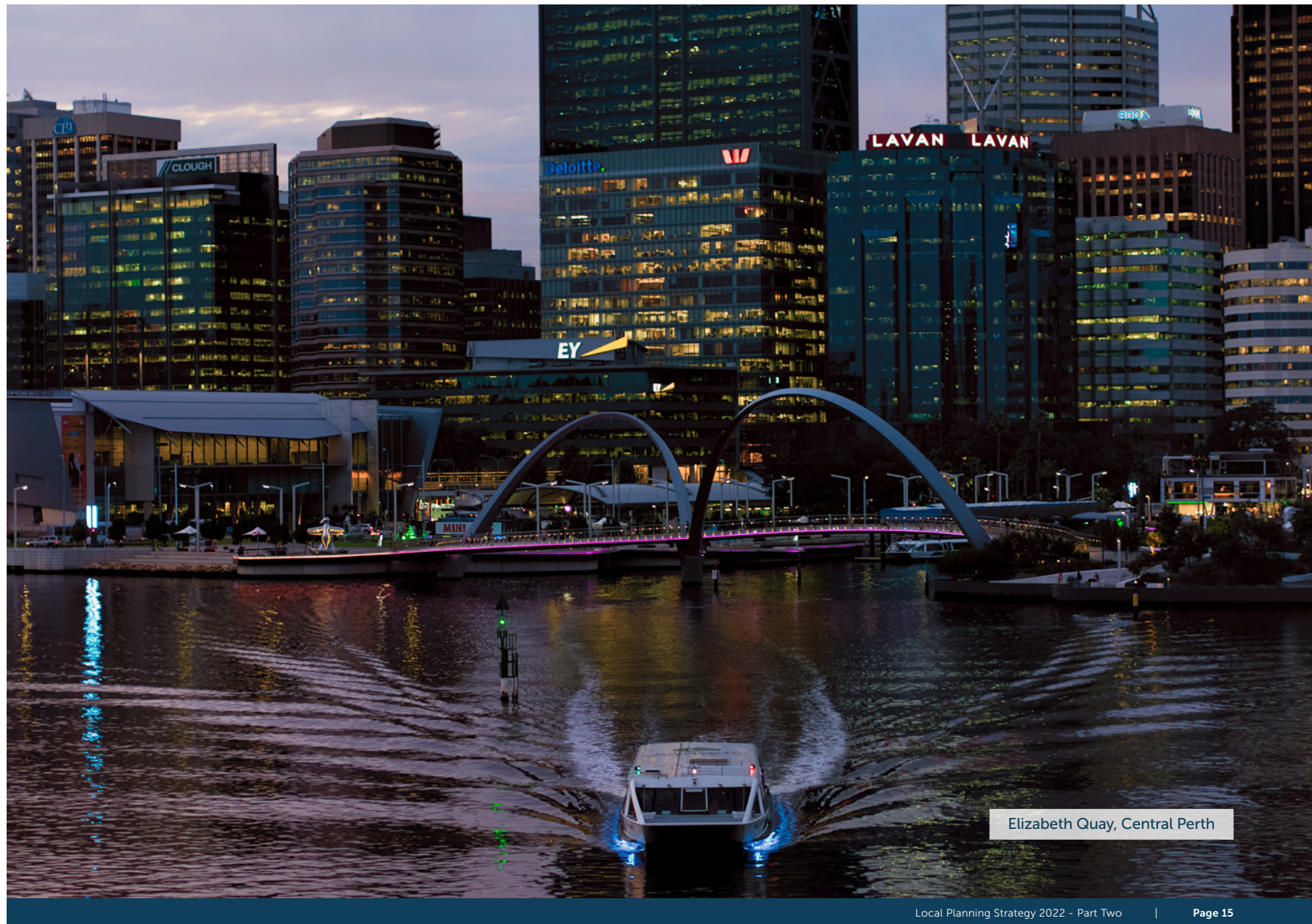
STATE PLANNING POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS & RESPONSES
State Planning Policy 3.0 – Urban Growth and Settlement (SPP 3.0)	<p>This policy aims to foster and facilitate well-planned and sustainable growth and settlement by establishing requirements for sustainable settlements and communities and the broad policy in accommodating growth and change.</p> <p>The policy objectives are to:</p> <ul style="list-style-type: none"> 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. 	<p>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.</p>
State Planning Policy 3.5 – Historic Heritage Conservation (SPP 3.5)	<p>This policy sets out the principles of sound and responsible planning for the conservation and protection of Western Australia's historic heritage.</p> <p>The objectives of this policy are:</p> <ul style="list-style-type: none"> 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. <p>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.</p>	<p>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.</p>
Draft SPP 3.6 - Infrastructure Contributions (SPP 3.6)	<p>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.</p> <p>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.</p> <p>The policy has the following over-arching objectives:</p> <ul style="list-style-type: none"> 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. 	<p>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.</p> <p>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.</p>

STATE PLANNING POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS & RESPONSES
<p>State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP 3.7)</p>	<p>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)</p> <p>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).</p> <p>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.</p> <p>The objectives of SPP 3.7 are as follows:</p> <ul style="list-style-type: none"> • 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. <p>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.</p> <p>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.</p> <p>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.</p>	<p>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.</p> <p>These areas are highlighted in the Strategy and an action to review the permissibility of sensitive land uses in these areas is proposed.</p>

STATE PLANNING POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS & RESPONSES
<p>Draft State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP 4.2) (August 2020)</p>	<p>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.</p> <p>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.</p>	<p>Central Perth, West Perth, East Perth and Northbridge are identified as being within the Capital City Activity Centre under draft SPP 4.2 UWA-QEIMC in Crawley-Nedlands is identified as a Specialised Centre.</p> <p>The Strategy includes a range of recommendations to ensure the Capital City and UWA-QEIMC develop in accordance with the functions, characteristics and performance targets set out in draft SPP 4.2.</p> <p>The policy requires the preparation of a Precinct Structure Plan for the UWA-QEIMC 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.</p> <p>The Capital City Activity Centre is generally comprised of the highest density residential and commercial buildings, and residential density targets are not applicable.</p>
<p>State Planning Policy 5.2 – Telecommunications Infrastructure (SPP 5.2)</p>	<p>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.</p> <p>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.</p> <p>The objectives of this policy are to:</p> <ul style="list-style-type: none"> • 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. <p>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).</p>	<p>The implications of the policy are restricted to consideration of future infrastructure requirements as the population grows.</p>

STATE PLANNING POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS & RESPONSES
State Planning Policy 5.4 – Road and Rail Noise (SPP 5.4)	<p>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.</p> <p>The objectives of the policy are:</p> <ul style="list-style-type: none"> • 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. <p>A number of potential management and mitigation measures are outlined within the policy, including:</p> <ul style="list-style-type: none"> • 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. <p>SPP5.4 is supplemented by the Road and Rail Noise Guidelines.</p>	<p>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.</p>
State Planning Policy 7.0 – Design of the Built Environment (SPP 7.0)	<p>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.</p> <p>The policy is guided by ten key principles:</p> <ol style="list-style-type: none"> 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 <p>Design Review Guide</p> <p>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.</p>	<p>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.</p>

STATE PLANNING POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS & RESPONSES
State Planning Policy 7.2 – Precinct Design (SPP 7.2)	<p><u>State Planning Policy 7.2: Precinct Design (SPP 7.2)</u></p> <p>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.</p> <p><u>State Planning Policy 7.2: Precinct Design Guidelines (SPP 7.2)</u></p> <p>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.</p> <p><u>State Planning Policy 7.2: Precinct Plan Manner and Form</u></p> <p>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.</p>	<p>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.</p> <p>The Strategy identifies four areas (UWA- QEIIIMC Specialised Centre, McIver- Claisebrook, Riverside and City West) which require further detailed planning potentially through the preparation of precinct plans.</p>
State Planning Policy 7.3 – Residential Design Codes Volumes 1 and 2 (SPP 7.3)	<p>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.</p> <p>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.</p> <p><u>State Planning Policy 7.3 Residential Design Codes (SPP 7.3)</u></p> <p>SPP 7.3 is currently comprised of two volumes as follows:</p> <ul style="list-style-type: none"> 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. 	<p>The R-Codes currently apply to limited areas of the city.</p> <p>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.</p>
Draft Operational Policy 2.4 – Planning for Schools	<p>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.</p>	<p>Should a school be considered within the City, this policy will be used to guide the site selection.</p>



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.

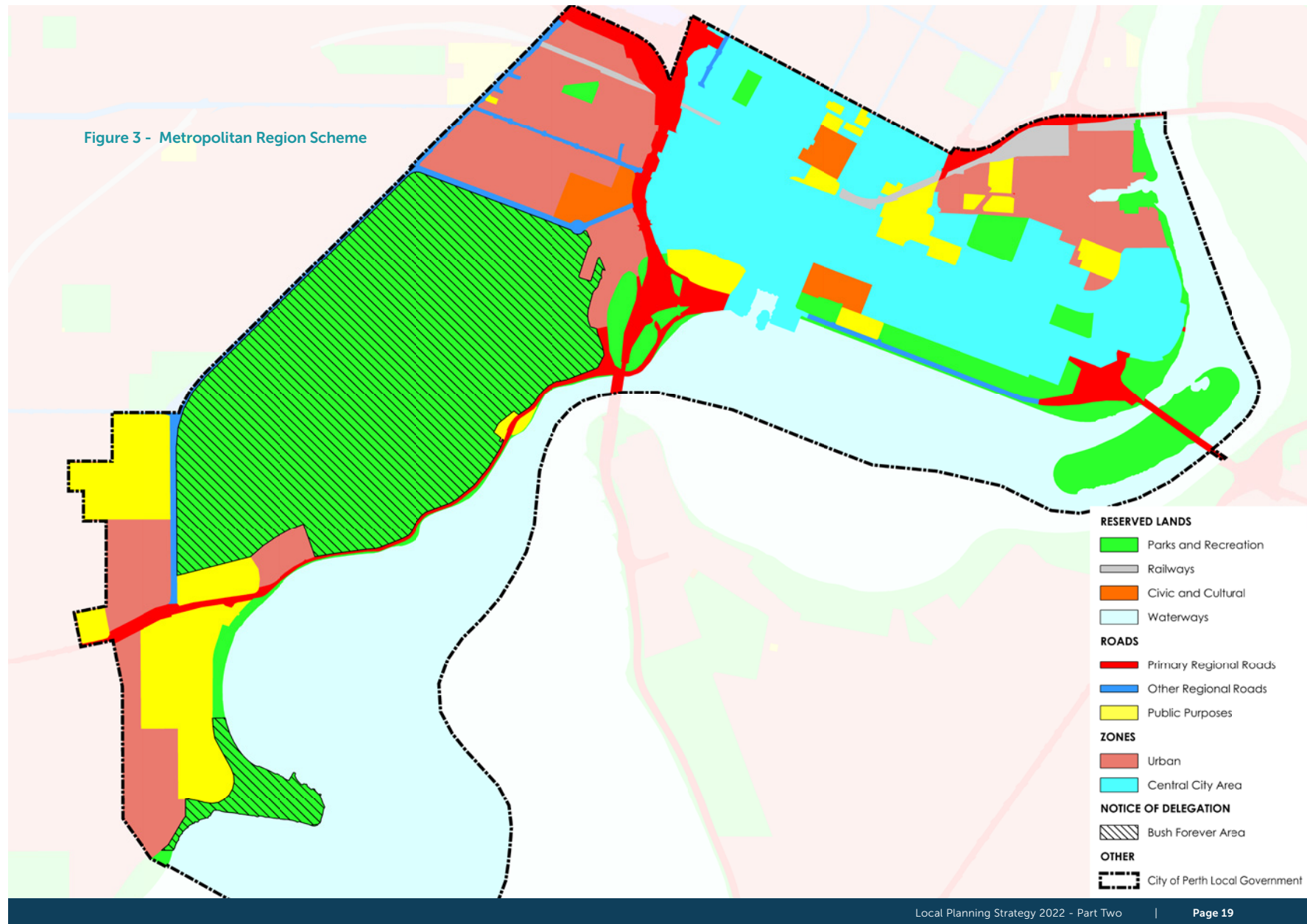
Regional planning instruments considered to be specifically relevant to Perth city are outlined and described in **Table 2**.

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	<p>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.</p> <p>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.</p>	<p>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.</p>
Perth and Peel @ 3.5m	<p>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.</p> <p>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.</p> <p>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.</p> <p>An additional 35,000 people, 213, 130 dwellings and 285,840 jobs are forecast for the Central Sub-Region by 2050.</p> <p>The State Strategy includes a set of urban consolidation principles to guide infill development.</p>	<p>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.</p> <p>The Strategy identifies a target of 55,000 people (additional 28,050 people) and 27,277 dwellings (additional 14,995 dwellings) by 2036.</p> <p>The Strategy includes urban consolidation principles similar to those set out in the State Strategy to guide future intensification of development within Perth city.</p>

REGIONAL PLANNING INSTRUMENT	REGIONAL PLANNING INSTRUMENT OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS & RESPONSES
REGIONAL STRATEGIES		
Perth and Peel @ 3.5m – The Transport Network	<p>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.</p> <p>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.</p>	<p>The Strategy aligns with the transport framework, providing planning direction and actions to provide for an affordable and accessible integrated transport system.</p>
SUB-REGIONAL STRATEGIES		
Central Sub-regional Framework (2018)	<p>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:</p> <ul style="list-style-type: none"> • 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. <p>The Central Sub-Region Planning Framework sets the following targets for Perth city by 2050:</p> <ul style="list-style-type: none"> • 53, 320 people (additional 35,000 people) • 26, 890 dwellings (additional 15,910 dwellings) <p>A total of 24, 190 jobs (additional 6,520 jobs) were identified specifically for UWA-QEIMC by 2050.</p>	<p>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.</p> <p>The Strategy identifies a target of 55,000 people (additional 28,050 people) and 27,277 dwellings (additional 14,995 dwellings) by 2036.</p> <p>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.</p>

REGIONAL PLANNING INSTRUMENT	REGIONAL PLANNING INSTRUMENT OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS & RESPONSES
Capital City Planning Framework (2013)	<p>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.</p> <p>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.</p> <p>Key issues the Planning Framework sought to address are:</p> <ul style="list-style-type: none"> • Future population requirements; • Future commercial space requirements; • Future social and community needs; • Future transport requirements; and • Governance. <p>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.</p>	<p>The Strategy aligns with the Framework, providing planning direction and actions that address all of its objectives.</p>
Metropolitan Region Scheme	<p>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.</p> <p>The remainder of the area is reserved under the MRS as follows:</p> <ul style="list-style-type: none"> • 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, QEIIIMC, 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. <p>There are several conservation areas included as 'Bush Forever' areas, including Kings Park and Matilda Bay Reserve.</p>	<p>The land use direction in the Strategy aligns with the MRS zones and reserves.</p>



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.



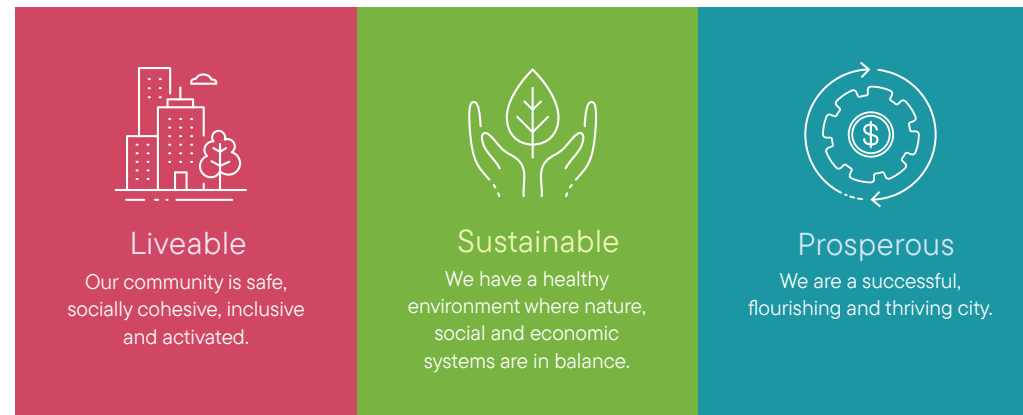
3.0 LOCAL PLANNING CONTEXT

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







Page 24 | Local Planning Strategy 2022 - Part Two

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:

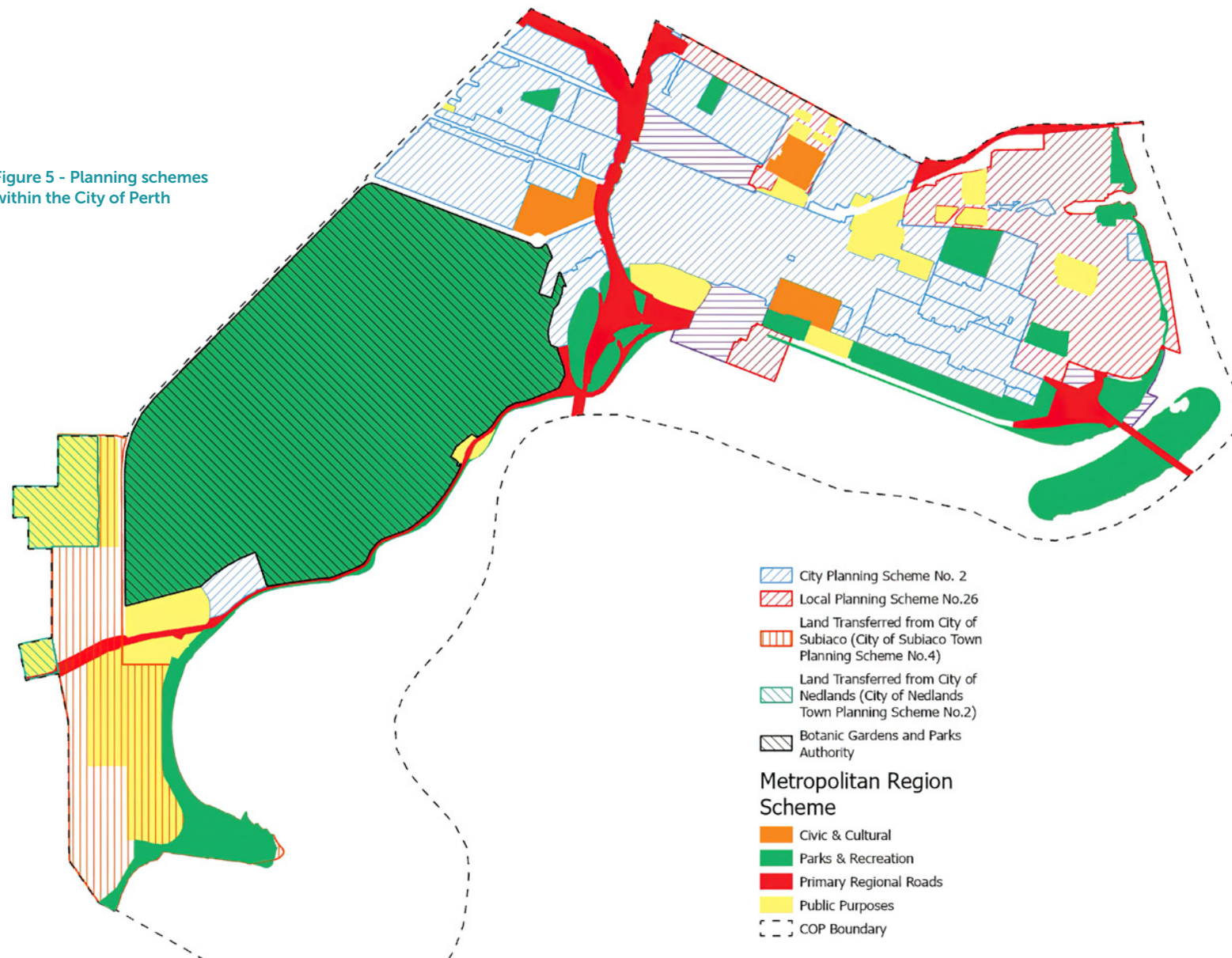
- the use of land;
- the intensity and design of development; and
- the preservation and conservation of designated places and areas that are considered to contribute to Perth city's amenity.

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

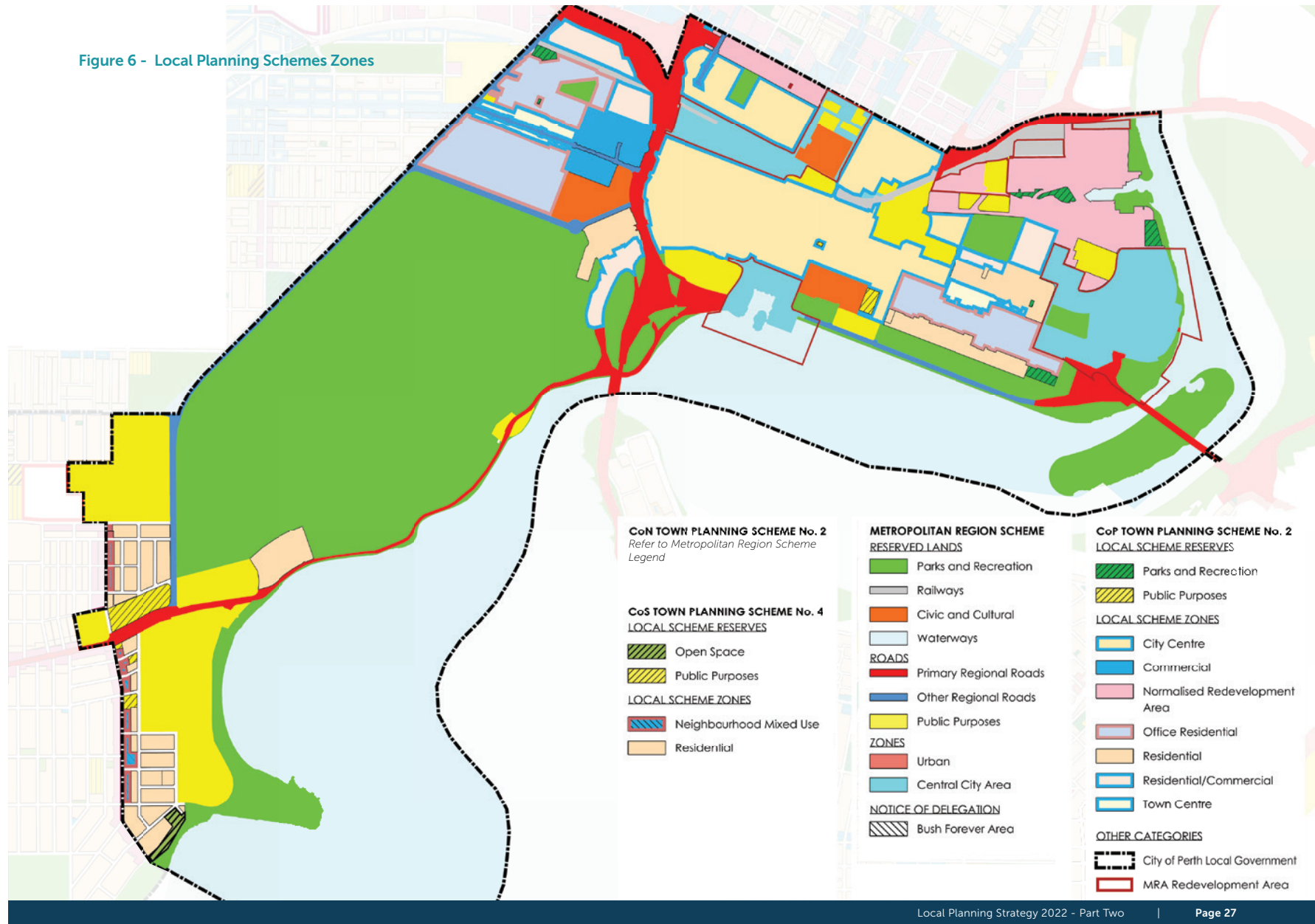
The City's City Planning Scheme No. 2 (CPS2) was gazetted on the 9 January 2004. It is the City's primary local planning scheme that guides and controls land use and development across the majority of Perth city in alignment with the Metropolitan Region Scheme. CPS2 consists of the scheme text and map, 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 QEIIIMC 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.	
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 2001/11 April 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 2009/11 April 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	<p>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).</p> <p>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:</p> <ul style="list-style-type: none"> • 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	<p>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).</p> <p>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.</p> <p>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.</p>	The Strategy identifies the need for a review of the PPP.



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

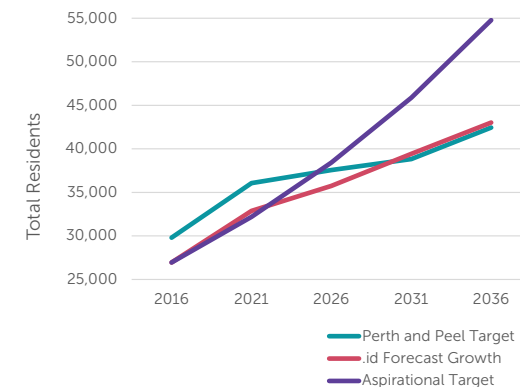
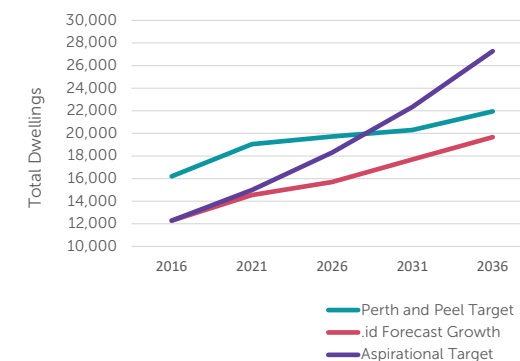


Figure 8 - Dwelling growth target comparison



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
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
	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:

- 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;
- 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;

- 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) (m²)	Vacant/Under Construction (2018) (m²)	Additional Commercial Floorspace Target (2038) (m²)
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 (m²)	Additional Commercial Floorspace Forecast – to 2038 (m²)	Total Additional Floorspace Forecast (m²)	Total Floorspace Forecast (m²)
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.



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**.

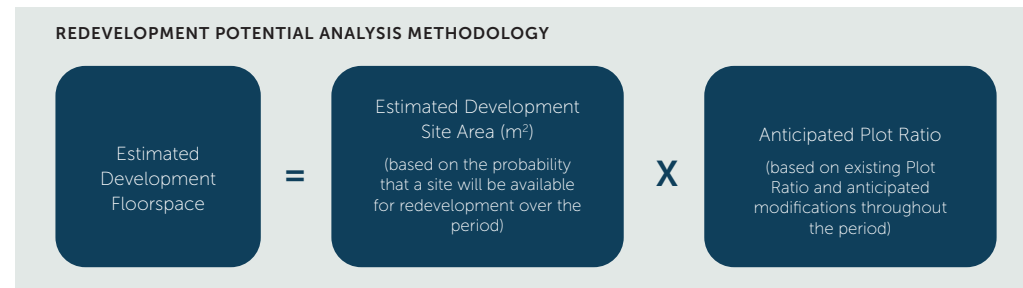


Table 11 - Total Floorspace Capacity Surplus / Deficit based on redevelopment potential analysis

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 QEIIIMC 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 (m²)	DevWA Commercial Floorspace Estimates (m²)	Commercial Floorspace Demand Forecast (m²)	Floorspace Surplus / Deficit (m²)
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:

- Mclver-Claisebrook Precinct (Central Perth, Claisebrook and Northbridge);
- City West Precinct (West Perth);
- Riverside Precinct (East Perth); and
- UWA-QEIIIMC 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 have 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 @ 3.5 million. 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, Northridge

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.



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.

URBAN GROWTH



GROWTH TARGETS

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



DEVELOPMENT INTENSIFICATION AREAS

- McIver Claisebrook Precinct (Central Perth, Claisebrook and Northbridge).
- City West Precinct (West Perth).
- Riverside Precinct (East Perth).
- UWA-QEIIIMC 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.

Local Planning Strategy 2022 - Part Two | Page 59

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-QEIIIMC 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 City'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 liveability.

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 certainty.

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-QEIIIMC 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.



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.



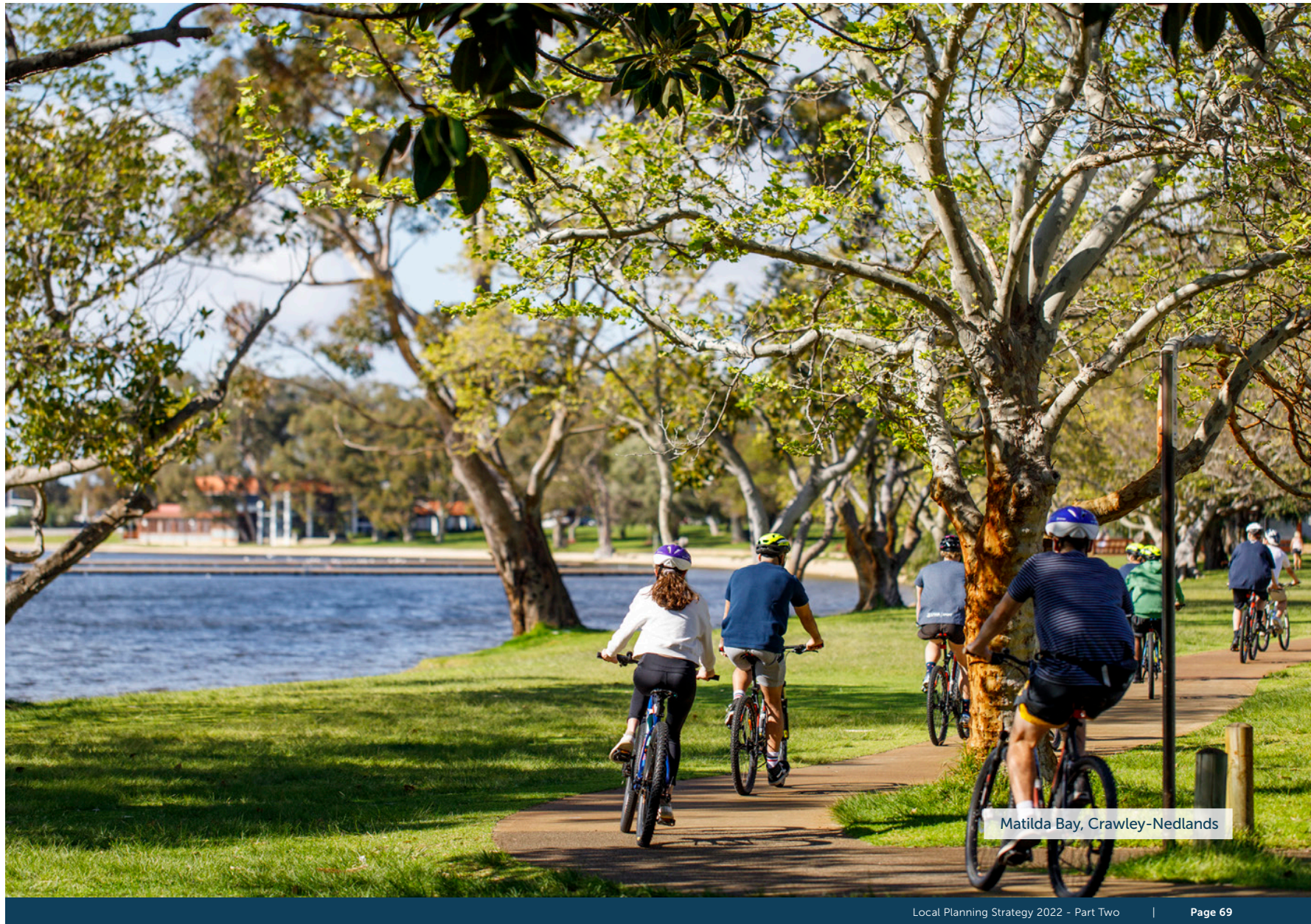
FLOODRISK

- 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.



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 create 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.



5.0

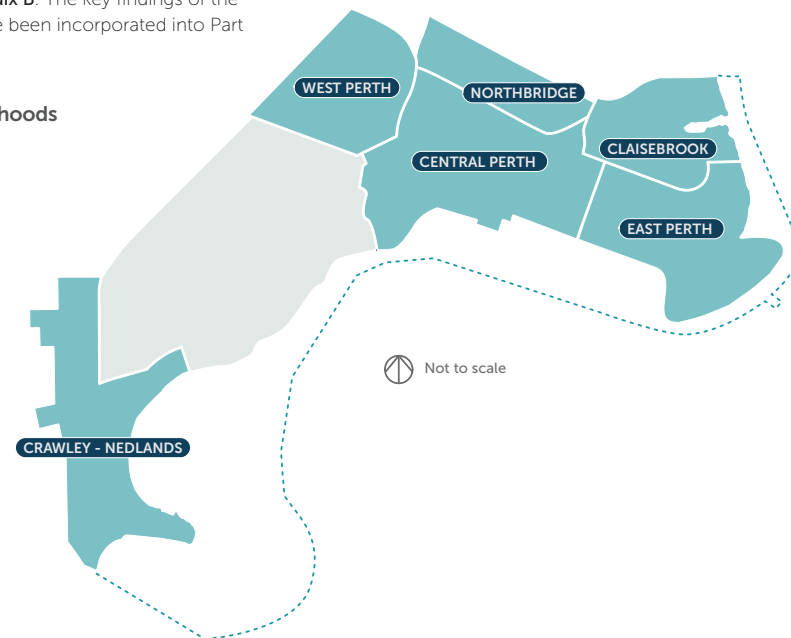
NEIGHBOURHOOD PROFILES AND ANALYSIS

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 QEIIIMC 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

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 Mclver-Claisebrook Precinct

The Mclver - 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.



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 Mclver-Claisebrook Precinct

The Mclver-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 Mclver 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.



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 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.



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

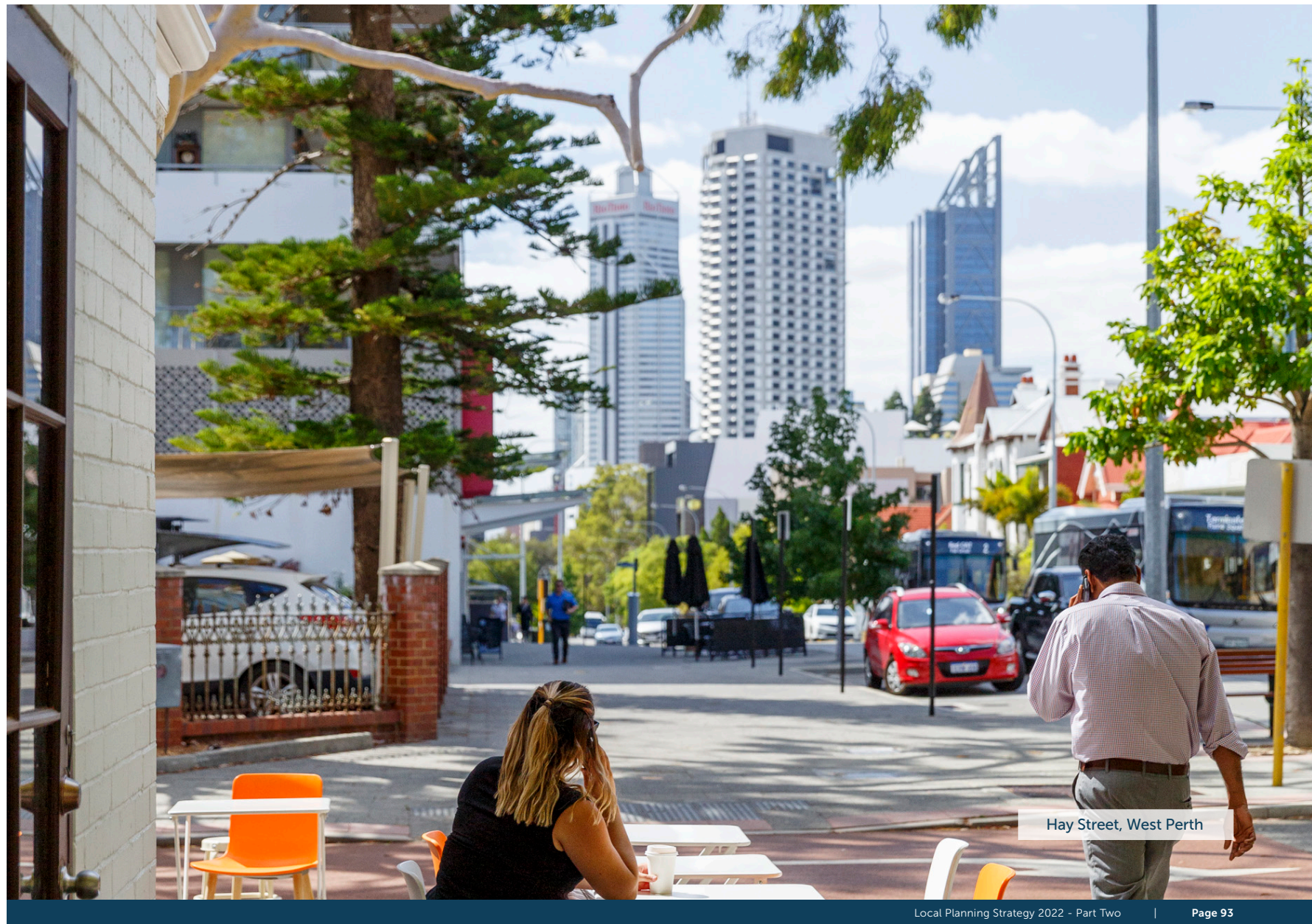
The City will determine the most appropriate planning instrument to facilitate the desired outcomes for the precinct.

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.



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 – QEIIIMC 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-QEIIIMC 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

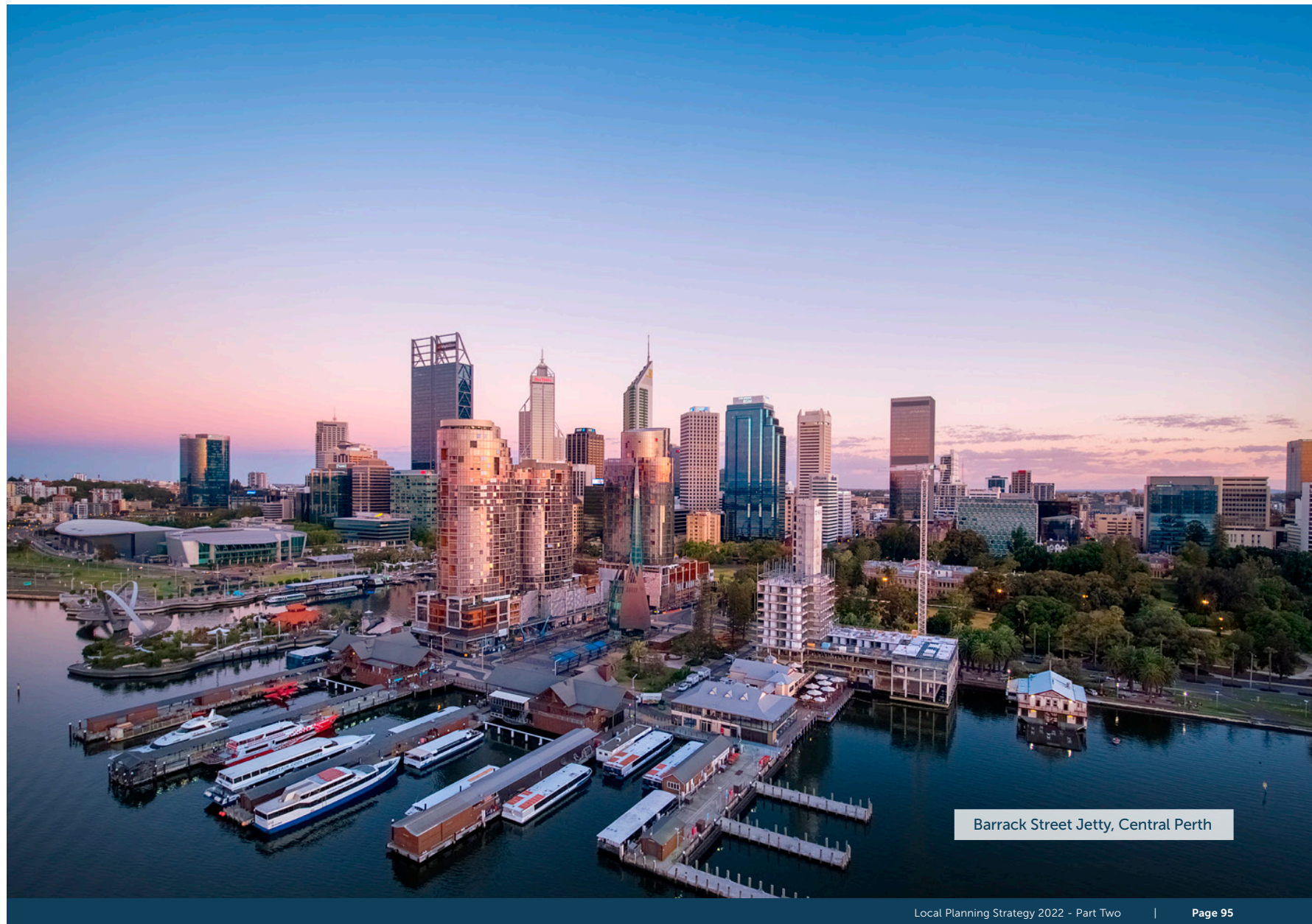
The importance of Matilda Bay and Pelican Point to the Whadjuk Nyoongar peoples is well documented. There are also five heritage places within Crawley-Nedlands, with four of these on the State Heritage Register, and further places being investigated as part of the State Heritage Assessment Program and the City's Local Heritage Survey. The new planning scheme and the UWA– QEIIIMC 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.



Winthrop Hall, UWA



REFERENCES

1. Alan Tingay and Associates. 1997. Perth's Greenways
2. Australian Bureau of Statistics. 2001. Census. Retrieved from: www.abs.gov.au
3. Australian Bureau of Statistics. 2011. Census. Retrieved from: www.abs.gov.au
4. Australian Bureau of Statistics. 2016. Census. Retrieved from: www.abs.gov.au
5. Australian Bureau of Statistics. 2017. National Output. Retrieved from: www.abs.gov.au
6. Australian Bureau of Statistics. 2019. June Gross State Product. Retrieved from: www.abs.gov.au
7. Cameron Chisholm Nicol. 2017. C-Grade Office Case Study
8. Chris Maher Architect. 2020. Heritage Bonus Plot Ratio Incentives Analysis
9. City of Parramatta. 2017. Social Infrastructure Strategy
10. City of Perth. 2008. Council Policy 6.17 – Affordable Housing
11. City of Perth. 2010. Urban Design Framework. Retrieved from: perth.wa.gov.au
12. City of Perth. 2014. Waste Strategy 2014-2024. Retrieved from: perth.wa.gov.au
13. City of Perth. 2015. Draft Traffic Trend Report
14. City of Perth. 2016a. City Snapshot. Retrieved from: perth.wa.gov.au
15. City of Perth. 2016b. Urban Forest Plan 2016 –2036. Retrieved from: perth.wa.gov.au
16. City of Perth. 2016c. Drainage Connection Guidelines
17. City of Perth. 2017a. GI and Biodiversity Study Audit Report June
18. City of Perth. 2017b. Water Sensitive Transition Study
19. City of Perth. 2017c. Bushfire Prone Planning: Bushfire Risk Management Plan
20. City of Perth. 2017d. Movement and Place Assessment
21. City of Perth. 2018a. Open Space Study
22. City of Perth. 2018b. Precinct Plan No. 11 – Hamilton Precinct
23. City of Perth. 2018c. Bicycle Parking and End of Journey Facilities Background Report
24. City of Perth. 2020. Community Infrastructure Study
25. Colliers International. 2019. Commercial Land Use Trends Analysis and Demand Forecast
26. Claisebrook Catchment Group Inc. 2008. Local Biodiversity Study for the City of Perth
27. CCN. 2018. Environmentally Sustainable Design Options Analysis
28. Department of Biodiversity, Conservation and Attractions. 2018. Perth Water Precinct Plan
29. Department of Communities and City of Perth. 2020. Housing Needs Assessment
30. Department of Biodiversity, Conservation and Attractions. 2016. Swan River System Landscape Description
31. Department of Infrastructure, Transport, Regional Development and Communities. 2020. City Deal. Retrieved from: www.infrastructure.gov.au
32. Department of Parks and Wildlife. 2015. Swan Canning River Protection Strategy
33. Department of Planning. 2015. Perth Land Use and Employment Survey. Retrieved from: www.dplh.wa.gov.au
34. Department of Planning, Lands and Heritage. 2018. Aboriginal Heritage Enquiry System: Registered Aboriginal Sites
35. Department of Planning, Lands and Heritage. 2019. WA Tomorrow Population Forecasts. Retrieved from: www.dplh.wa.gov.au
36. Department of Premier and Cabinet. 2016. An Agreement reached between the Noongar People and the WA Government Fact Sheets
37. Department of Transport. 2011. Public Transport for Perth in 2031 – Mapping out the Future for Perth's Public Transport Network
38. Development WA. 2021. City Link, Elizabeth Quay and Riverside Masterplans
39. East Perth Redevelopment Authority. 2011. A Case Study in Urban Revitalisation
40. Forecast.id. 2016. City of Perth. forecast.id.com.au
41. Forecast.id. 2020. City of Perth. forecast.id.com.au
42. Forecast.id. 2021. City of Perth. forecast.id.com.au
43. Hames Sharley. 2020. Built Form Character Study
44. Hames Sharley. 2021. Hay Street Mall Upper Level Activation Study
45. Intermethod. 2017. Movement and Place Assessment
46. Intermethod. 2018. City of City Centres Analysis
47. Jacobs. 2017. Last Kilometre Freight Study
48. National Trust. 2012. Aboriginal Interpretation Guidelines WA
49. Pracsys. 2017. Economic Future Scenario Assessment
50. Pracsys. 2020. Neighbourhood Activity Centres Analysis
51. Profile.id. 2016. City of Perth. Retrieved from: profile.id.com.au
52. Profile.id. 2017. City of Perth. Retrieved from: profile.id.com.au
53. Profile.id. 2021. City of Perth. Retrieved from: profile.id.com.au
54. Public Transport Authority. 2020. Annual Report (2018-19 and 2019-2020)

55. Regional Australia Institute. 2016. Regional Insight
56. REMPLAN. 2016. City of Perth Economic Profile. Retrieved from: www.remplan.com.au
57. REMPLAN. 2018. City of Perth Unemployment Rate per Financial Year. Retrieved from: www.remplan.com.au
58. REMPLAN. 2020. City of Perth Economic Profile. Retrieved from: www.remplan.com.au
59. REMPLAN. 2021. City of Perth Employment Report. Retrieved from: www.remplan.com.au
60. REMPLAN. 2020. City of Perth Economic Profile. Retrieved from: www.remplan.com.au
61. RUAH Community Services. 2016. Retrieved from: www.ruah.org.au
62. Savills. 2018. Briefing Perth CBD Office
63. South West Aboriginal Land and Sea Council. 2016. Connection to Country. Retrieved from: www.noongar.org.au
64. Tourism WA. 2017. Entertainment Precincts' Study
65. Tourism WA. 2020. The Perth Hotel Development Pipeline Report
66. UNESCO. 1995. Our Creative Diversity: Report of the World Commission on Culture and Development
67. Urbis. 2017. Perth Apartment Essentials at Q4
68. Urbis. 2018. City of Perth Housing Analysis
69. Western Australia Government. 2016. City of Perth Act
70. Western Australian Local Government Association. 2017. Perth Biodiversity Project
71. Western Australian Planning Commission. 2010. Directions 2031 and Beyond. Retrieved from: www.dplh.wa.gov.au
72. Western Australian Planning Commission. 2010. Central Metropolitan Perth Sub-Regional Strategy
73. Western Australian Planning Commission. 2013. Capital City Planning Framework - a Vision for Central Perth
74. Western Australian Planning Commission. 2018. Central Sub-Regional Planning Framework. Retrieved from: www.dplh.wa.gov.au
75. Western Power. 2016a. Network Capacity Mapping Tool
76. Western Power. 2016b. Manager Asset Management Systems
77. Western Power. 2018. Network Capacity Mapping Tool
78. Y Research. 2016. Perth CBD Secondary Office Stock Study
79. Y Research. 2018. City of Perth Retail Tenant Identification Study

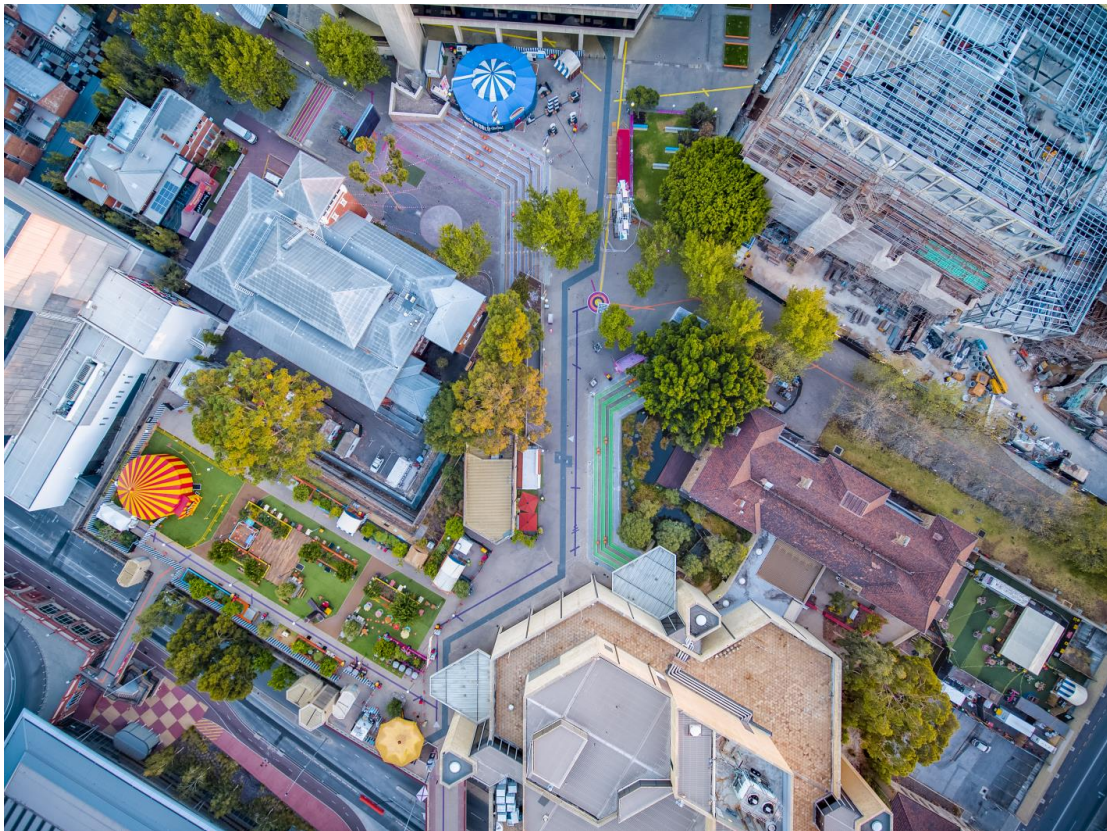






Appendix A – City-Wide Local Profile Analysis

December 2022



Disclaimer

This draft document has been published by the City of Perth. Any representation, statement, opinion or advice expressed or implied in this publication is made in good faith and on the basis that the City, its employees and agents are not liable for any damage or loss whatsoever which may occur as a result of action taken or not taken, as the case may be, in respect of any representation, statement, opinion or advice referred to herein. While the City has tried to ensure the accuracy of the information in this publication, the Publisher accepts no responsibility or liability for any errors, omissions or resultant consequences including any loss or damage arising from reliance in information in this publication. Before relying on this information, users should carefully evaluate its accuracy, currency, completeness and relevance for their purposes, and should obtain appropriate professional advice relevant to their circumstances.

Alternative formats

An electric version of this report is available from
www.perth.wa.gov.au
Large print and alternative formats can be requested from the
City of Perth.

Published by City of Perth

27 St Georges Terrace, Perth
GPO Box C120, Perth WA 6839
Telephone: (08) 9461 3333
Email: city@cityofperth.wa.gov.au

Contents

1.	City-wide profile and analysis	1
1.1.	Demographic profile and population forecast	1
1.1.1.	Existing profile and trends	1
1.2.	Community, urban growth and settlement.....	18
1.2.1.	Existing profile and trends	18
1.3.	Economy and employment.....	35
1.3.1.	Existing profile and trends	35
1.4.	Natural Environment	63
1.4.1.	Existing profile and trends	63
1.5.	Built environment	77
1.5.1.	Existing profile and trends	77
1.6.	Transport and infrastructure	93
1.6.1.	Existing profile and trends	93
2.	Glossary.....	106
2.1.	Terms	106
2.2.	Acronyms	113
2.3.	Bibliography	114



1. City-wide profile and analysis

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

1.1. Demographic profile and population forecast

1.1.1. Existing profile and trends

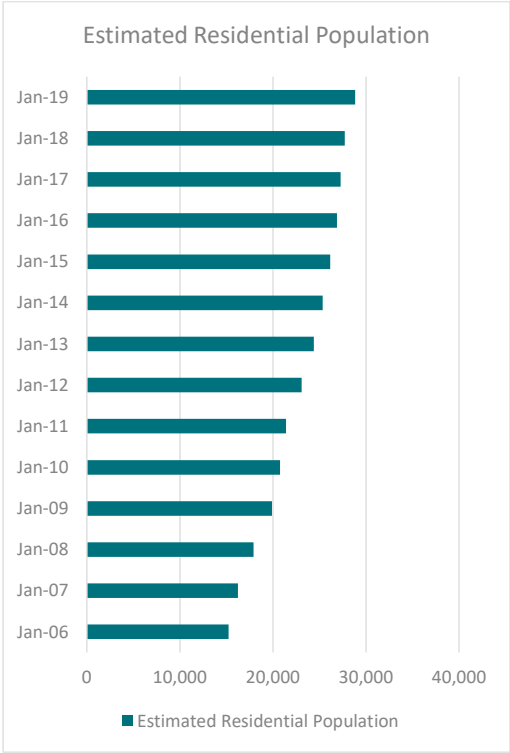
1.1.1.1. Population profile

Perth city attracts the largest concentration of people in Greater Perth each day, reflecting its capital city status and the wide variety of opportunities for work, education, entertainment, shopping, recreation, services, tourism and social and cultural activities.

Growth and density

The resident population of Perth city has grown at a rapid rate over the past decade and was the second fastest-growing local government area within Greater Perth (Urbis, 2018). The population increased from 15,232 in 2006 to 28,832 estimated residents in 2019, refer to **Figure 1** (Profile.id, 2021). However, population growth has slowed, with the average annual population growth 2.8% between 2014 and 2019, compared to 7.0% between 2007 and 2013.

Figure 1 - Population growth (ERP) in Perth city, 2006-19



The residential population across each of Perth city's six neighbourhoods, as at 2016, is illustrated in Table 1.

Table 1 - Residential population by neighbourhood (Australian Bureau of Statistics, 2016)

Neighbourhood	2016 population
Central Perth	5,672
Claisebrook	3,938
Crawley-Nedlands	5,141
East Perth	7,288
Northbridge	2,053
West Perth	2,858

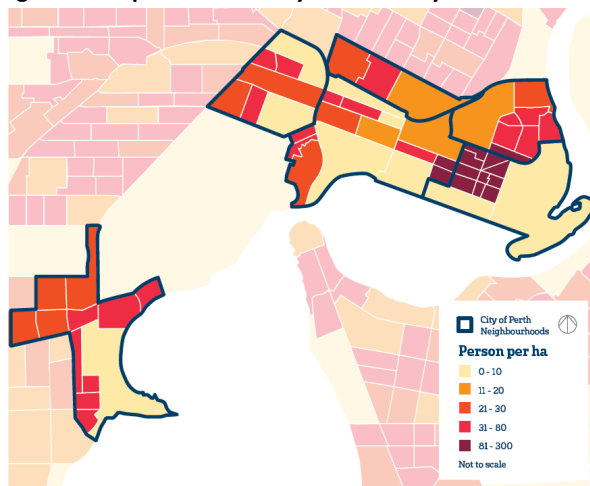
Over the past decade, Perth city has grown its share of Greater Perth's resident population, increasing from 1.0% of the population in 2006 to 1.3% of the population in 2016 (refer to Table 2).

Table 2 - Census population (Australian Bureau of Statistics, 2001 – 2016)

	2006	2011	2016
Greater Perth	1,512,083	1,728,867	1,943,858
City of Perth	15,229	20,677	26,128
% of Greater Perth	1.0%	1.2%	1.3%

The city's weighted population density (excludes non-residential open spaces/reserves) is 67.5 people per hectare with density highest in the western portion of East Perth. This is notably higher than typical suburban contexts across Greater Perth which generally range between 35 – 45 people per hectare (Urbis, 2018). As would be expected, population density is significantly lower in areas that have historically been used for commercial or civic uses, such as around Central Perth (refer to Figure 2).

Figure 2 - Population density in Perth city

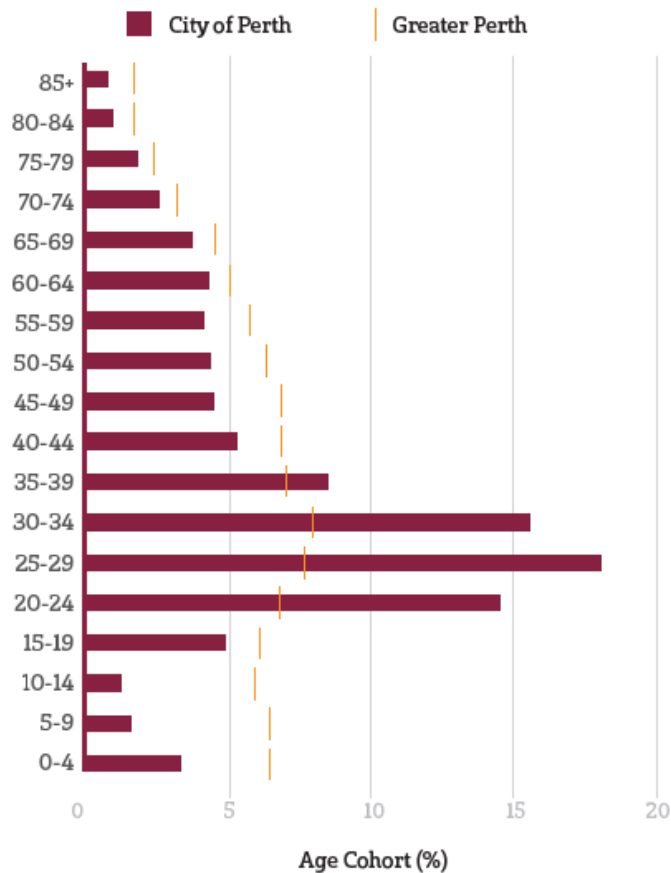


Over the past decade, Perth city has seen a substantial increase in population density, however, it is still low compared to central Sydney (671 persons per ha) and Melbourne (525 persons per ha)(Urbis, 2018).

Age and sex

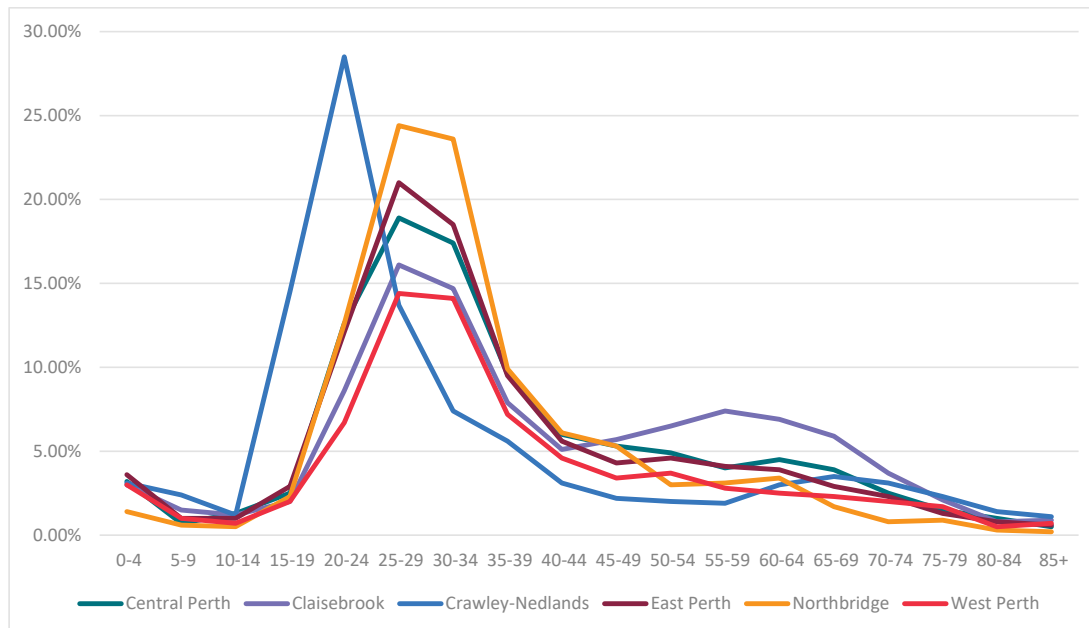
There is a slightly higher proportion of male residents than female residents in Perth city (52.4% compared to 47.5%), which differs from Greater Perth (49.6% compared to 50.4%). The age of residents in the city is largely different to Greater Perth, with very low percentages of children, teens and people older than 40. The 20-39 age bracket forms the largest proportion of Perth city's population (57.7%) which is significantly higher than Greater Perth (29.7%) (refer Figure 3).

Figure 3 – Total Population by Age Cohort, Perth city residents vs Greater Perth residents (Australian Bureau of Statistics 2016)



Age distribution across the city's six neighbourhoods is fairly consistent, with specific exceptions (refer Figure 4). There is a greater proportion of young people aged 15-24 and a lower proportion of people aged 25-59 in Crawley-Nedlands. The proportion of people aged 20-39 in Northbridge (70.6%) is even greater than Perth city generally and Claisebrook accommodates a comparatively higher proportion of people aged 45-69.

Figure 4 – Neighbourhood Population by Age Cohort (Australian Bureau of Statistics 2016)



Household attributes

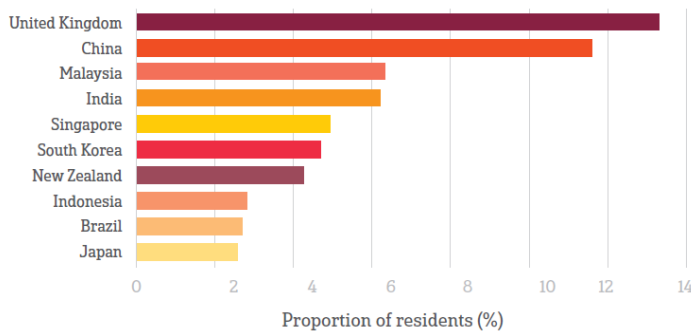
Households within the city are primarily couples without children (27.1%), and lone-person households (32.1%) (Profile. id, 2017). Families with children only account for approximately 14.3% of total households. This is comparable to the inner-city areas of Melbourne and Sydney, which also had a low proportion of households containing children (approximately 17.5%) (Urbis, 2018). The number of households containing families with children is substantially higher across Greater Perth (46% of total households).

Ethnicity and language spoken at home

There are many people born outside of Australia (13,563) living in Perth city – over half of the total population (54.7%) (Australian Bureau of Statistics, 2016). This contrasts with Greater Perth, which has a much higher proportion of Australian-born residents. The most common countries of birth outside of Australia are the United Kingdom (13.3% of residents born outside of Australia) and China (11.6%) (refer to **Figure 5**). Population change over the 2011 to 2016 period suggests that China, Southern Asia and Korea/Japan-born residents increased at a faster rate than other cohorts.

The resident Aboriginal and Torres Strait Islander population is comparatively small (218 persons) and represents less than 1.0% of Perth city residents (compared to 1.6% across Greater Perth).

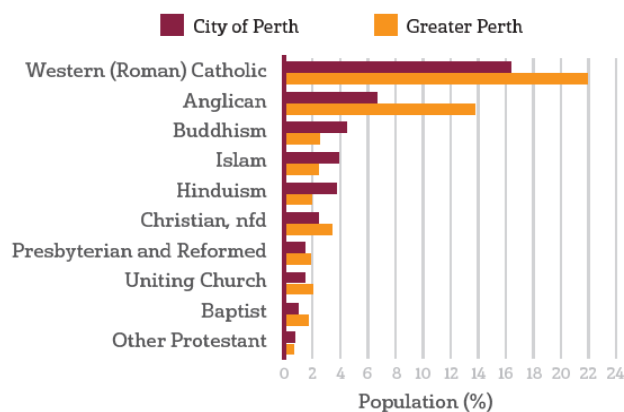
Figure 5- Country of birth of residents born outside of Australia (Australian Bureau of Statistics, 2016)



In 2016, 38.6% of Perth city residents spoke a language other than English at home, compared to an average of 20.1% across Greater Perth. The top three languages were Mandarin (9.2%), Cantonese (2.8%) and Korean (2.4%), compared to the top three across Greater Perth – Mandarin (2.3%), Italian (1.4%) and Cantonese / Filipino / Vietnamese (1.0% each) (Australian Bureau of Statistics, 2016). The proportion of residents speaking Mandarin and Cantonese in Perth city was slightly lower than other capital city locations.

In 2016, the largest religious group in Perth city was Western (Roman) Catholic, which accounted for 16.4% of the 45.8% of the population who nominated a religion. Whilst this is lower than Greater Perth, Perth city has a greater percentage of people who affiliate with Buddhism, Islam and Hinduism (refer to **Figure 6**).

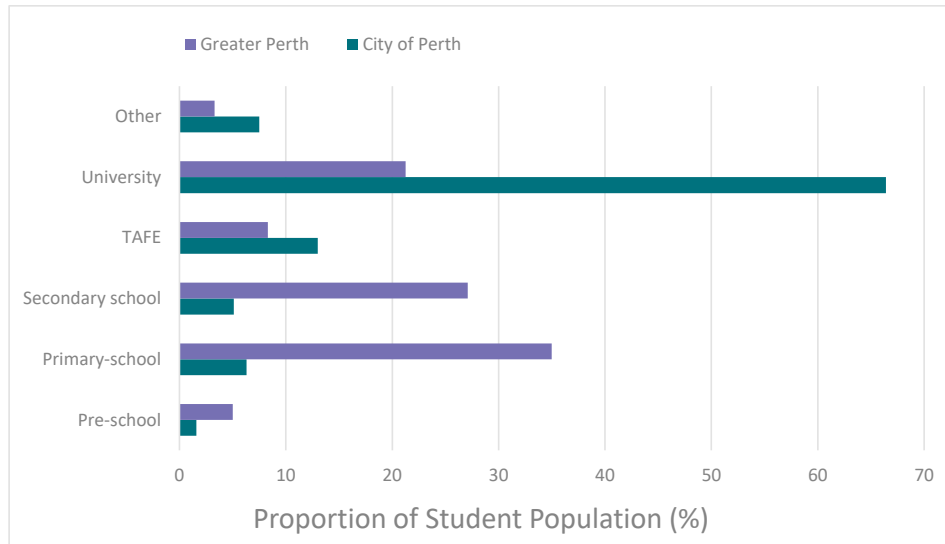
Figure 6 - Religion, Perth city resident's vs Greater Perth residents (Profile. id, 2016)



Education, employment and income

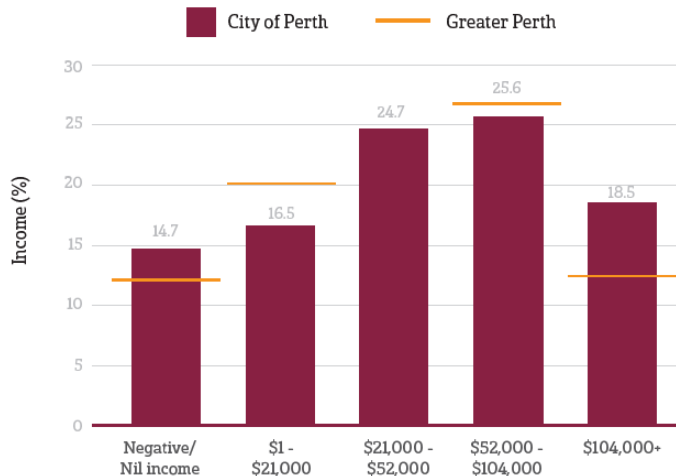
In 2016, a total of 6,318 residents within Perth city attended educational institutions. Of this student population, 79.5% attended tertiary institutions which is significantly higher than the Greater Perth average of 21.25%. Conversely, the low number of children in Perth city's population means a lower percentage of primary and secondary students (6.2% and 5.1% respectively) (refer to **Figure 7**).

Figure 7 – Student Population by Institution (Australian Bureau of Statistics, 2016)



Residents within the city are relatively wealthy, with a high proportion of the population earning more than \$104,000 (18.5%). However, when compared to Greater Perth, a relatively high proportion of the population do not receive an income (14.7%) (refer to **Figure 8**).

Figure 8 - Annual individual income, Perth city residents vs Greater Perth residents (Australian Bureau of Statistics, 2016)



Perth city has a relatively high labour force participation rate of residents, with 60% of residents aged over 15 years employed or looking for work. More residents work full-time (46%) than in part-time work (17%). However, the unemployment rate in Perth city is approximately 10%, which is relatively high compared to the Greater Perth rate of 8% (refer to **Table 3**).

Table 3 - Labour force status of residents in Perth city (Profile. id, 2016)

Labour Force Status	Number of People	Proportion (%)
Employed	12,675	89.7
Employed full-time	8,426	59.6
Employed part-time	4,002	28.3
Hours worked not stated	247	1.7
Unemployed (Unemployment rate)	1,458	10.3
Looking for full-time work	702	5.0
Looking for part-time work	756	5.3
Total labour force	14,133	100.0

The largest proportion of Perth city workers are in the 25-34 and 35-44 age groups, representing 52.8% of total workers. The most common industries for city resident workers are professional services (namely professional, scientific and technical services (14.3%), and mining (8%)). There is also a relatively high proportion of residents employed in industries such as accommodation and food services (13.7%), health care and social assistance (10.1%), and retail trade (6.4%) (refer to **Table 4**).

Table 4 - Industry of employment of residents in Perth city (Australian Bureau of Statistics, 2016)

Industry	Number of People	Proportion (%)
Professional, scientific and technical services	1,647	14.3%
Accommodation and food services	1,577	13.7%
Health care and social assistance	1,158	10.1%
Mining	922	8.0%
Retail trade	742	6.4%
Construction	732	6.4%
Education and training	695	6.0%
Public administration and safety	652	5.7%
Administrative and support services	509	4.4%
Inadequately described	445	3.9%

Primarily, residents are employed as professionals (35%), managers (16%) and clerical administrative workers (12%). There is a low portion of labourers, machinery operators and trades workers residing in the city (refer to **Table 5**).

Table 5- Occupation of residents in Perth city (Australian Bureau of Statistics, 2016)

Occupation	Number of people	Percentage (%)
Professionals	3,987	35%
Managers	1,791	16%
Clerical and administrative workers	1,330	12%
Community and personal service workers	1,245	11%
Technicians and trades workers	1,143	10%
Labourers	810	7%
Sales workers	727	6%
Machinery operators and drivers	267	2%
Inadequately described	135	1%

Only 5,641 Perth city residents work within the city. All other peoples who work in Perth city live in other local government areas (LGA). The most common areas where Perth city workers live are Joondalup, Wanneroo, Melville and Bayswater (refer to **Table 6**).

Table 6 - Perth city workers by place of usual residence (LGA) (Australian Bureau of Statistics, 2016)

LGA	Number of People
Joondalup (C)	10,927
Wanneroo (C)	9,035
Melville (C)	7,234
Bayswater (C)	6,247
Swan (C)	5,986
Canning (C)	5,912
Vincent (C)	5,814
Perth (C)	5,641
Gosnells (C)	5,235
Cockburn (C)	5,109

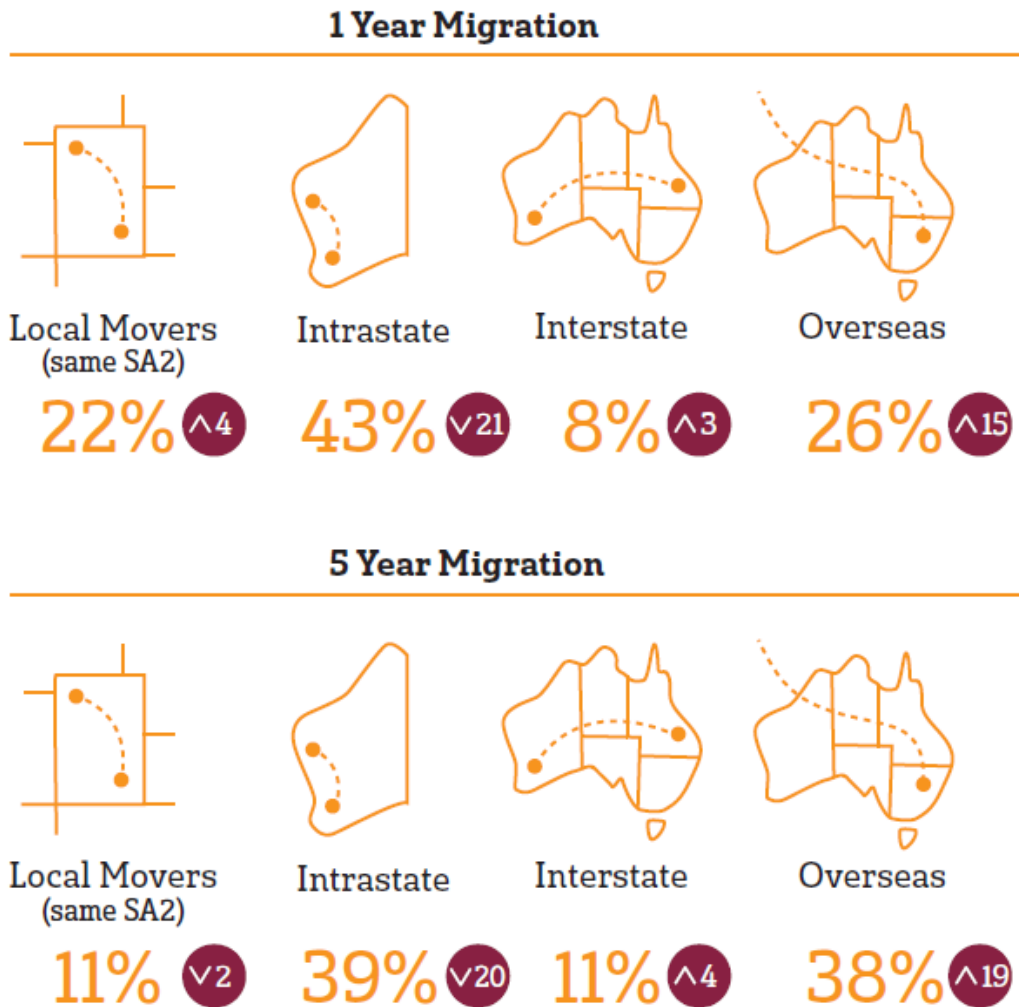
Migration patterns

New residents who moved to Perth city between 2011 and 2016 were most likely to have moved from the inner-ring suburbs of Perth. The highest local migration was residents moving from Subiaco-Shenton Park closely followed by residents moving from Mount Lawley-Inglewood (Urbis, 2018). Similarly, residents who left Perth city between 2011 and 2016 tended to move to suburbs nearby – demonstrating that nearby areas often draw residents away from the city (Urbis, 2018).

One-year migration data shows a high level of people moving locally within Perth city, and a relatively low level of overseas migration (26%). However, the five-year migration data shows a trend towards a lower percentage of

local migration, and a high percentage of overseas migration (38%). Over the five-year period, Intrastate migration has remained the highest migration contributor (refer to Figure 9).

Figure 9 - One and five-year migration to Perth city (Urbis, 2018)



Perth city has a relatively high resident turnover compared to Greater Perth, with only around 18% of residents having lived at the same address in the five years prior to the 2016 Census. However, this figure is similar to other inner-city local government areas, with Melbourne at 22% and Sydney at 34%. Notably, both Melbourne and Sydney's local government areas cover a larger land area of historically residential suburbs (Urbis, 2018).

1.1.1.2. Population growth forecasts and target

Population forecasts and projections estimate the future size, distribution and characteristics of the population. These forecasts show Perth city's likely future if current and emerging trends continue as they are. The City reviewed population forecasts from three different sources in the development of the Local Planning Strategy:

- Western Australia (WA) Tomorrow forecasts (developed by the State Government);
- Forecasts from .id Consulting (data subscription held by the City of Perth); and
- Population modelling by Urbis (as part of the 2018 Housing Analysis).

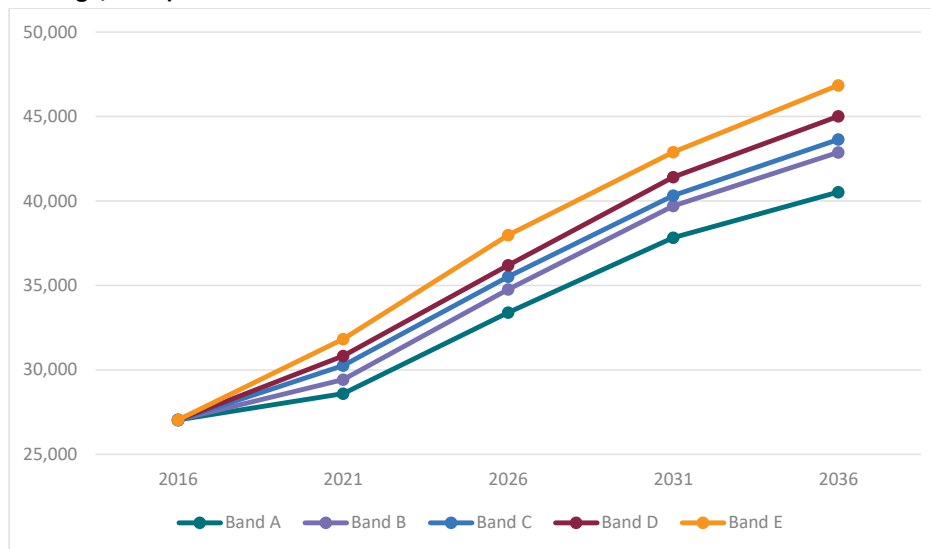
WA Tomorrow

WA Tomorrow provides estimates of Western Australia's future population based on current fertility, mortality and migration trends. This forecast is then apportioned among different geographic areas, including local government areas (LGA) in a 'top-down' process. WA Tomorrow includes five forecast 'bands' (A to E) that show a range from high growth (A) to low growth (E). Band C is the median forecast (refer to **Figure 10**).

The most recent WA Tomorrow forecasts were released in 2019, and forecast out to 2031. The scenarios can be summarised as follows:

- Band A: 37,830 residents by 2031 (10,790 additional) – annual growth rates 1.2-3.4%.
- Band B: 39,710 residents by 2031 (12,670 additional) – annual growth rates 1.8-3.6%.
- Band C: 40,320 residents by 2031 (13,280 additional) – annual growth rates 2.4-3.5%.
- Band D: 41,420 residents by 2031 (14,380 additional) – annual growth rates 2.8-3.5%.
- Band E: 42,890 residents by 2031 (15,850 additional) – annual growth rates 2.5-3.9%.

Figure 10 - Population forecasts Perth city from WA Tomorrow (Department of Planning, Lands and Heritage, 2019)



Note: forecasts are extrapolated to 2036 based on mean annual increase between 2016 – 2031.

.id Consulting forecasts

.id Consulting produces population forecasts covering a period until 2041 for Perth city as part of their demographic data product suite. These forecasts are based on a combination of three statistical models (Forecast. id, 2020), which consider trends in births, deaths, ageing and migration, as well as incorporating information about planned residential development activity. The most recent forecast from .id was released in May 2020.

The current forecasts indicate that Perth city will grow to 43,018 people by 2036 (1.7% - 4.0% annual growth rate), which aligns with the WA Tomorrow forecasts above. As demonstrated in **Table 7**, there is substantial difference in the growth forecast for across city's neighbourhoods. The population of Central Perth is expected to increase significantly between 2016 and 2036, while the population of Crawley-Nedlands and West Perth are expected to see little growth over the same period. These projections reflect the current residential development trends in these areas, and are an indication of what is likely to occur in the absence of any major intervention to the existing planning framework.

Table 7 - Forecast population and dwellings from .id Consulting (Forecast. id, 2020)

Neighbourhood	2016		2026		2036		2041	
	Population	Dwellings	Population	Dwellings	Population	Dwellings	Population	Dwellings
Central Perth	5,672	2,596	9,831	4,306	11,915	5,482	14,116	6,661
Claisebrook	3,938	1,945	4,473	2,316	5,840	3,040	6,660	3,481
Crawley-Nedlands	5,141	1,554	6,006	1,639	6,770	2,001	7,220	2,216
East Perth	7,288	3,651	8,428	4,286	10,466	5,406	12,616	6,551
Northbridge	2,053	928	3,444	1,247	3,867	1,480	3,978	1,540
West Perth	2,858	1,608	3,572	1,913	4,160	2,261	4,517	2,464
Total	26,950	12,282	35,754	15,707	43,018	19,670	49,107	22,913

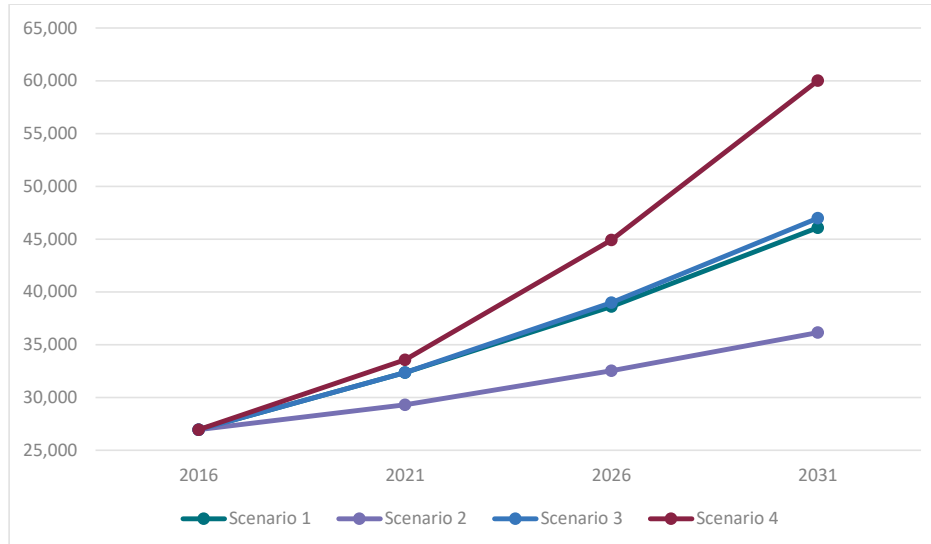
2018 Housing Analysis scenario projections

As part of City's 2018 Housing Analysis, four population growth scenarios were investigated. The scenarios can be summarised as follows:

- **Scenario one: 46,085 residents by 2031 (19,129 additional) – annual growth rates 3.6-3.7%:** based on Greater Perth's population experiencing consistent growth towards 3.5 million by 2050, and trends within Perth city expected to continue.
- **Scenario two 36,146 residents by 2031 (9,190 additional) – annual growth rates 1.7-2.1%:** increased competition and investment in infill development in neighbouring areas, whereby Perth city captures a lower market share of Greater Perth's population growth than current trends.
- **Scenario three 46,983 residents by 2031 (20,027 additional) – annual growth rates 3.7-3.8%:** a diversity scenario, whereby a combination of cultural trends, expanded amenities and services and family-friendly dwelling products encourages an increasing number of families and older residents remaining in/moving to Perth city.
- **Scenario four 60,006 residents by 2031 (33,050 additional) – annual growth rates 4.5-6.0%:** a high growth scenario, whereby the City captures an increasing share of Greater Perth's population growth (compared to historical averages).

The models were calculated by estimating how the key inputs (age-specific fertility, mortality and migration rates) would vary in each scenario (refer to **Figure 11**).

Figure 11 - 2018 Housing Analysis Population Scenario Projections



Key outcomes emerged when these projections were compared and analysed:

- The Perth city's demographic mix (in terms of age and household composition) will largely remain unchanged unless there is significant intervention. The most significant driver of population growth for the City is expected to be migration, particularly the in-migration of young adults and the out-migration of establishing families (i.e. young children and adults in their 30s). A major change to these dynamics would be needed to significantly alter the City's demographic mix;
- Scenarios one, three and five indicate more growth than all WA Tomorrow bands and id.Consulting forecasts; and
- The age profile and household composition of residents does not differ much between different dwelling types which indicates that families are still very likely to live in apartments.

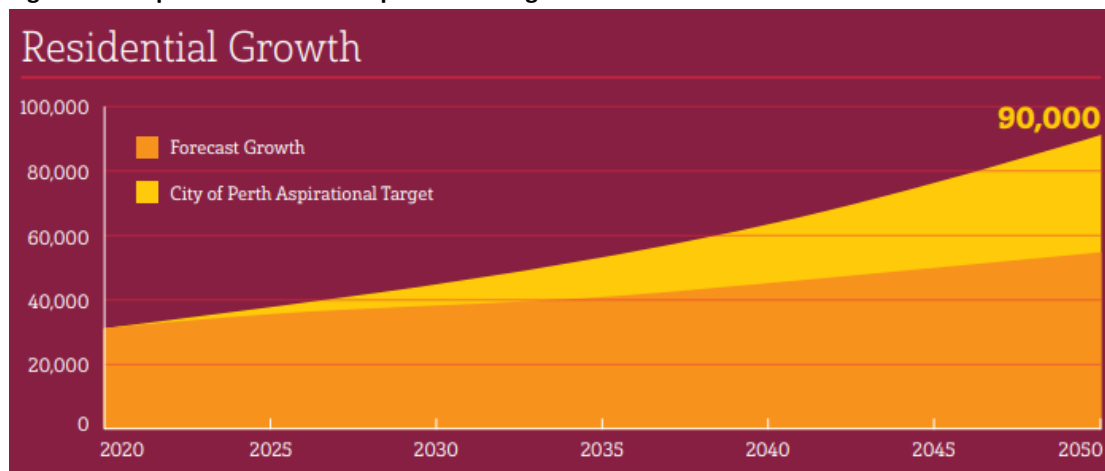
Population target

Strategic Community Plan 2050 target

In preparing the Strategic Community Plan, an aspirational population target was investigated to guide residential growth within Perth city. Upon reviewing the various population forecasts outlined above, a population target of 90,000 by 2050 was chosen which represents an annual growth rate of approximately 3.6% and a tripling of the city's existing population. This target was endorsed under the Strategic Community Plan 2019 – 2029.

Figure 12 illustrates this aspirational growth target relative to the forecast growth rate provided by id. Consulting.

Figure 12 - Population Growth - Aspirational Target vs Forecast.id Estimate



Although exceeding the forecasts provided by WA Tomorrow and id.Consulting, the target above is viewed as a moderate growth rate in light of the growth scenarios offered in the Colliers 2018 Housing Analysis. Such a target is a realistic aspiration, particularly as the city expands its amenities, services and dwelling types to attract a range of demographics.

2036 population target and neighbourhood distribution

This Local Planning Strategy is a 15-year document and therefore seeks to provide population targets to approximately 2036. Using the 3.6% growth rate endorsed under the Strategic Community Plan, Perth city's population would reach approximately 55,000 by 2036 (refer to **Figure 12**).

To distribute this population target by neighbourhood, a methodology was developed which examined:

- Three reference models (refer to **Figure 13**):
 - **Model 1: Existing neighbourhood distribution** – 55,000 population target distributed using the proportion of existing neighbourhood populations.
 - **Model 2: Forecast neighbourhood distribution** – 55,000 population target distributed using the proportions of population forecasts provided by .id Consulting.
 - **Model 3: Neighbourhood development capacity** – 55,000 population target distributed according to where development capacity exists under the City's planning schemes (refer **Error! Reference source not found.** for further information on development capacity); and
- Neighbourhood population growth constraints and opportunities (refer to **Table 8**).

Figure 13 - Neighbourhood population distribution reference models

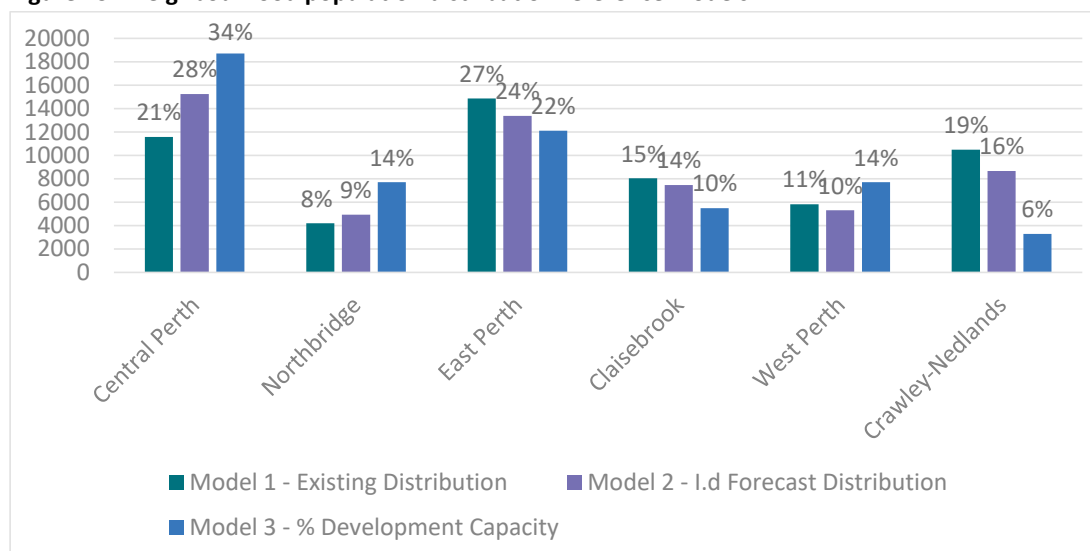


Table 8 – Neighbourhood residential growth constraints and opportunities summary

Constraints		Opportunities
Central Perth	<ul style="list-style-type: none"> Primarily commercial market. Significant heritage and strata redevelopment constraints. Neighbourhood character areas to be preserved. 	<ul style="list-style-type: none"> Significant plot ratio capacity. Significant bonus plot ratio opportunities. Boosted by EQ and PCL redevelopment areas.
Northbridge	<ul style="list-style-type: none"> Land use constraints (special entertainment precinct). ~50% commercial market. Neighbourhood character area to be preserved. 	<ul style="list-style-type: none"> Significant plot ratio capacity. Eastern Northbridge development opportunities largely unconstrained. Significant BPR opportunities.
East Perth	<ul style="list-style-type: none"> Moderate heritage and strata redevelopment constraints. Terrace road character areas to be preserved. 	<ul style="list-style-type: none"> Predominantly residential market. Boosted by Riverside redevelopment area.
Claisebrook	<ul style="list-style-type: none"> Neighbourhood character areas to be preserved. Built-up small landholdings constrain comprehensive redevelopment. No planning framework over redevelopment areas. Limited bonus plot ratio opportunities. 	<ul style="list-style-type: none"> Predominantly residential market. Long-term growth capacity in Development WA areas. TOD redevelopment potential (Mclver/Claisebrook stations). Growth opportunities surrounding Wellington Square.
West Perth	<ul style="list-style-type: none"> ~50% commercial market. Neighbourhood character areas to be preserved. 	<ul style="list-style-type: none"> Significant unconstrained development capacity. Currently low density – potential to increase. Significant bonus plot ratio opportunities. TOD redevelopment potential (City West).

Constraints		Opportunities
		<ul style="list-style-type: none"> Growth opportunities along Kings Park Road. Highly accessible.
Crawley-Nedlands	<ul style="list-style-type: none"> Built-up small landholdings constrain comprehensive redevelopment. Currently no bonus plot ratio opportunities. Neighbourhood character areas to be preserved. 	<ul style="list-style-type: none"> Predominantly residential market. Currently low density – potential to increase in targeted areas. Surrounding university and hospital precincts.

After reviewing the population distribution reference models against the neighbourhood constraints and opportunities, the following neighbourhood population targets were generated (refer to **Table 9**).

Table 9 - Neighbourhood population target breakdown

	Central Perth	Northbridge	East Perth	Claisebrook	West Perth	Crawley-Nedlands	Total
Existing population (Forecast. id, 2016)	5,672	2,053	7,288	3,938	2,858	5,141	26,950
Existing dwellings (Forecast. id, 2016)	2,596	928	3,651	1,945	1,608	1,554	12,282
2036 population target	12,375	4,125	15,125	6,875	9,625	6,875	55,000
% of total population target	22.5%	7.5%	27.5%	12.5%	17.5%	12.5%	100%
2036 dwelling target¹	6,219	2,019	7,776	3,516	5,326	2,421	27,277

Each neighbourhood target generally falls within the range of the three reference models illustrated in **Figure 13**, with specific exceptions.

A higher population target was chosen for West Perth due to its significant redevelopment opportunity areas, residential amenity, accessibility and its opportunities for increased residential development capacity. A slightly lower target was chosen for Northbridge given that residential development will be constrained throughout large portions of the neighbourhood due to noise mitigation requirements from the Special Entertainment Precinct (refer section 8). A slightly higher population target was chosen in East Perth due to the significant residential growth targets envisaged within Development WA's Riverside redevelopment area.

Overall, with strategic planning scheme and policy interventions, each neighbourhood is considered capable of accommodating the above population targets by 2036.

¹ Dwelling target = (additional population/average household size) + existing dwellings

Dwelling yield and residential floorspace demand

To ensure that there is sufficient capacity for the population targets above, it is important to understand the extent of residential floorspace required to accommodate the targeted additional population. **Table 10** calculates the additional dwelling yield and residential floorspace growth requirements for each neighbourhood based on the following assumptions:

- Population based on **Table 9** targets;
- Neighbourhood average household size based on id.Forecast projections to 2036 (Forecast. id, 2021); and
- Average new dwelling supply based on recent trends (80sqm) (Urbis, 2017).

Table 10 - Residential Floorspace Growth Targets to 2036

Neighbourhood	Additional Population to 2036	Average Household Size	Additional Dwellings Required	Additional Residential Floorspace Demand (m ²)
Central Perth	6,703	1.85	3,623	289,859
Claisebrook	2,937	1.87	1,571	125,647
Crawley-Nedlands	1,734	2	867	69,360
East Perth	7,837	1.9	4,125	329,979
Northbridge	2,072	1.9	1,091	87,242
West Perth	6,767	1.82	3,718	297,451
TOTAL	28,050	n/a	14,994	1,199,538

A floorspace capacity analysis for each neighbourhood is provided in section **Error! Reference source not found.**, which considers both residential and commercial floorspace demand to 2036.



1.2. Community, urban growth and settlement

1.2.1. Existing profile and trends

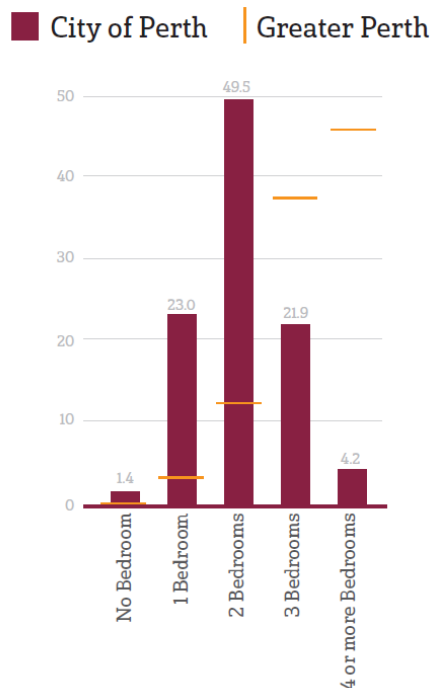
1.2.1.1. Housing

There were 14,943 dwellings in the city in 2016, roughly 52 dwellings per hectare. Approximately 8,237 additional dwellings were constructed between 2004 and 2016, an increase of 123% over the 12-year period, or 6.9% annually (Australian Bureau of Statistics, 2001 – 2016).

Medium and high-density dwellings account for 95.4% of the housing stock within Perth city (Profile. id, 2017) – a characteristic shared with other capital city locations. ABS Census data classifies medium density as one or two-storey units and high density as three storeys or more.

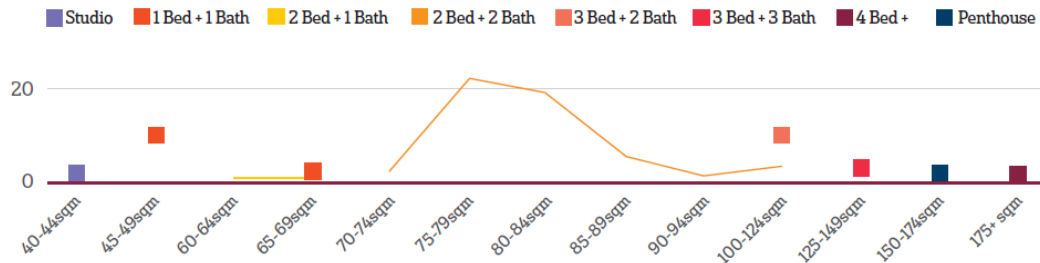
The overwhelming majority (94.4%) of dwellings in the city have between one to three bedrooms, with two bedroom dwelling representing almost 50% of all housing stock. This contrasts with Greater Perth, which sees much higher levels of three and four bedroom dwellings as illustrated in **Figure 14**.

Figure 14 – Bedrooms per dwelling, Perth city as benchmarked against Greater Perth (Australian Bureau of Statistics, 2016)



From 2016–17, apartment sales for Greater Perth indicate that one-bedroom apartments tended to be approximately 50sqm in size, though some one-bedroom apartments reached 70sqm in size. The majority of two-bedroom apartments were between 75sqm and 85sqm in size, though there were a number of two-bedroom apartments larger than 100sqm. Three-bedroom apartments tended to be between 100 and 149sqm in size (refer Figure 15). These sizes are similar to Greater Perth apartments, apart from a higher amount of Greater Perth three-bedroom apartments being larger than 125sqm.

Figure 15 - Apartment sizes in the Perth city (sales recorded between Q4 2016–Q4 2017) (Urbis, 2017)



Housing affordability and activity trends

Perth city experiences a cyclical housing market. A strong residential market in the early 2000s led to high levels of development and a steady growth in the median price of all dwelling types. Overall, median dwelling prices in Perth city are relatively high, in comparison to Greater Perth (refer to **Table 11**). However, the median sale price of dwellings in the city has generally been falling since 2012, and the volume of sales has decreased in line with the softening market (refer **Figure 16**) (Urbis, 2017).

Generally, apartment development has come in waves because of market conditions, policy changes and the availability of opportunities such as redevelopment precincts. Much of Perth city is zoned for mixed-use development – meaning that the feasibility of residential development is affected by the demand for other land uses (notably office space).

Figure 16 - Median price and sales by dwelling type in Perth city 1990-2017 (Urbis, 2018)

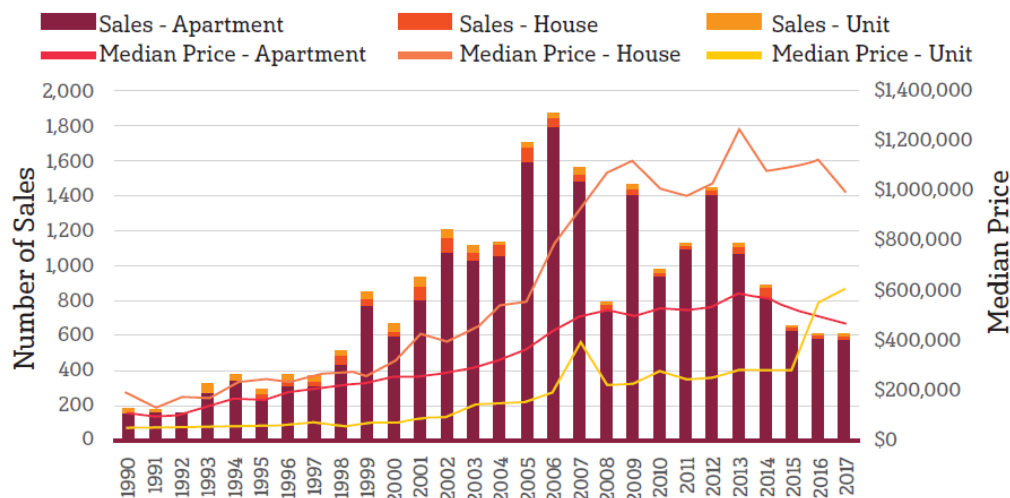


Table 11 - Median price by property type in Perth city vs. Greater Perth (Urbis, 2018)

Property Type	Perth city	Greater Perth
Apartment	\$465,000	\$390,000
House	\$1,000,000	\$493,000
Unit	\$605,000	\$420,000

Over half of all dwellings (57.8%) in Perth city are rented privately and an additional 7.3% are either publicly rented or are another form of rental. Rents are relatively high compared to Greater Perth, with 23.8% of rented dwellings costing renters over \$550 a week (Urbis, 2018). This proportion is more than double than that of Greater Perth – and demonstrates the premium offer of the city. Perth city also sees a relatively high amount of social and community housing (4.4%) compared to the Greater Perth average (3.1%) (Profile. id, 2017).

While Perth city residents are relatively wealthy on average, housing affordability and suitability is an ongoing issue for some city residents. Some evidence suggests that rental and mortgage stress is the same, or below, Greater Perth averages as shown in **Table 12**. However, housing suitability is an issue for some, with 5.8% with 5.8% of households in Perth city indicating a requirement for more beds, compared to 2.3% across Greater Perth (refer to **Table 12**).

Whilst Perth city has seen significant population growth, there are complicated challenges in providing housing for people who are socially and economically disadvantaged. On Census night in 2016, there were 9,005 persons classified as homeless in WA and during RUAH Community Services Perth Registry Week in February 2016, 430 people identified as being homeless in Perth city (RUAH Community Services, 2016).

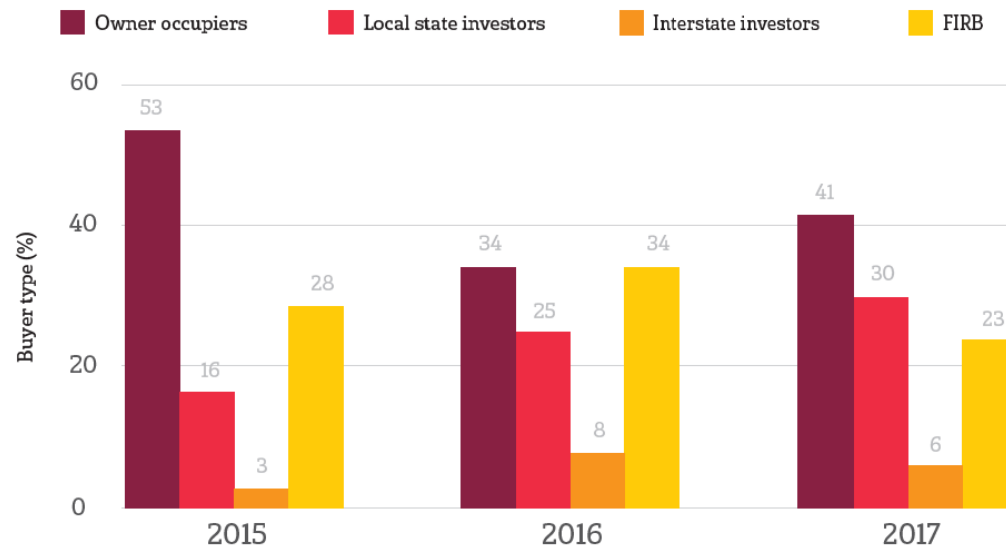
Table 12 - Housing affordability metrics as at 2017 (Urbis, 2018)

Housing affordability metrics	Perth city (%)	Greater Perth (%)
Households receiving rent assistance	16.3%	13.8%
Mortgage stress (% of households)	7.8%	7.1%
Rental stress (% of households)	21.5%	30.0%
Proportion of households requiring extra beds	5.8%	2.3%

Purchaser trends

Apartment buyers in Perth city continue to be investors more so than owner-occupiers – with investors accounting for 59% of buyers in 2017 (refer to **Figure 17**)(Urbis, 2018). The makeup of the investor market shifted over 2015-2017, with the number of foreign investors falling from 60% of investors in 2015 to 39% of investors in 2017. This likely reflects the broader decline in foreign investment experienced across Australia between 2016 and 2017, rather than local market factors.

Figure 17 - Buyer profile of apartments in Perth city 2015-17^(Urbis, 2017) ²



Housing target

As outlined in Section 1.1.1.2, to achieve a population of 55,000 by 2036, the City aims to accommodate approximately 15,000 new dwellings. Dwelling targets for each neighbourhood are provided in Table 13.

Table 13 - Neighbourhood dwelling targets to 2036

	Central Perth	Northbridge	East Perth	Claisebrook	West Perth	Crawley-Nedlands	Total
Existing dwellings (Forecast. id, 2016)	2,596	928	3,651	1,945	1,608	1,554	12,282
Additional dwellings (2036)	3,623	1,091	4,125	1,571	3,718	867	14,995
Total dwelling target (2036)	6,219	2,019	7,776	3,516	5,326	2,421	27,277

1.2.1.2. Community infrastructure

Community infrastructure provides opportunities for a range of social and recreational activities and lays the foundation for a strong and connected community.

Given the significant resident population growth envisaged for the city it is important to ensure that there is adequate community infrastructure for the future.

Community infrastructure planning is traditionally based on forecasting resident needs. In a capital city

² FIRB stands for the Foreign Investment Review Board. Foreign investors generally need to apply for approval from FIRB before purchasing residential property in Australia.

environment, consideration needs to be given to not only residents but the many workers, students and visitors that the city attracts. It also

In the absence of multi-user benchmarking suitable for a capital city, the City has undertaken benchmarking of community infrastructure based on the City's resident population forecasts and targets (City of Perth, 2020). The current provision of community infrastructure and additional community infrastructure that is likely to be required by 2036 to support the city's residents is set out below.

This benchmarking does not consider non-resident users or community infrastructure provision in adjoining local government areas so should be considered a starting point for further considering the city's community infrastructure needs and how these will be delivered will occur in preparing the City's Community Infrastructure Plan. It should also be acknowledged that there are a range of regional-level institutions and facilities that cater for a broad range of users including the city's residents.

It should be noted that the City along with the State and Federal Governments are working with the WACA on future opportunities to include a multi-purpose sports venue and public pool as part of the Perth City Deal.

Child care

There are currently nine child care services in the city that offer long day care, providing approximately 756 child care places. Family day care is another type of child-care, which operates within the home of the educator. There are currently no registered family day-care services located within the city.

Benchmarking for the provision of long day care to 2036 is provided in **Table 14**.

Table 14 - The provision of long day care within Perth city – benchmarked

Provision Benchmark - Children aged 0-4 years, at a rate of around 2.5 places for each resident child (City of Parramatta, 2017)					
	Existing		2036		
Neighbourhood	Population	Provision (places)	Population (forecast)	Population (target)	Provision surplus/deficit
Central Perth	199	231	322	343	+97 – +102
Northbridge	23	93	137	198	+35 – +38
East Perth	277	70	484	570	-124 – -210
Claisebrook	124	0	172	398	-69 – -81
West Perth	108	140	143	145	+8 – +83
Crawley-Nedlands	158	222	147	153	+162 – +163

This analysis suggests that there may be current and future demand for additional childcare in East Perth and Claisebrook. By 2036, this would be in the order of approximately 200 – 300 places in total. Notwithstanding, it is noted that additional childcare centres are available in neighbourhood local government areas which may capture some of the demand from East Perth and Claisebrook residents.

Population growth in other neighbourhoods is unlikely to result in a shortage of childcare places. Although Central Perth, West Perth and Crawley-Nedlands appear to be oversupplied, current provision is likely due to the high proportion of workers in these areas. It will be important that any future Community Infrastructure Plan considers the additional childcare demand generated by workers with children.

Primary schools

Primary school is an essential and compulsory service for children and their families. Schools often form an important role in a neighbourhood, fostering community and providing a place for events and activities outside of school hours.

There are no public schools operating in Perth city, although a private primary school is provided at Trinity College, from year 4 onwards. The city is split into five public primary school intake areas that are located just outside of Perth city (Nedlands, Hollywood, Subiaco, West Leederville and Highgate).

Benchmarking for the provision of public primary schools to 2036 is provided in **Table 15**.

Table 15 - The provision of public primary schools - benchmarked

Provision Benchmark – One primary school per 400 children aged 5-11 years ³					
	Existing		2036		
Neighbourhood	Population 5-11 years	Provision of public primary school	Population 5-11 years (forecast)	Population 5-11 years (target)	Provision surplus/deficit
Central Perth	83	0	155	161	Nil
Northbridge	15	0	30	32	Nil
East Perth	121	0	303	438	Nil – 1 primary school
Claisebrook	79	0	148	174	Nil
West Perth	60	0	68	157	Nil
Crawley-Nedlands	164	0	147	149	Nil
Total – Perth city	522	0	851	1111	2 primary schools
Total – Central Perth, East Perth, Claisebrook	283	0	606	773	1 primary school

There are currently 522 children aged 5-11 years living in Perth city. While this is enough to fill an average-sized primary school, this population is dispersed across five existing catchment areas.

The combined 5-11-year-old population across Central Perth, East Perth and Claisebrook is anticipated to reach between 606 – 773 by 2036. Currently, these areas are part of the Highgate Primary School Local Intake Area which is understood from the Department of Education to be experiencing high enrolment levels in recent years. Therefore, it is highly likely that these areas will require an inner-city primary school in the near future. The benchmarking suggests that East Perth alone could require a primary school by 2036 if population targets are met.

A new public primary school may also help attract more families into the city and could provide a place that the rest of the community can use.

³ Western Australian average primary school size

The total 5-11-year-old population across Perth city is anticipated to reach between 851 – 1,111 by 2036. Although this suggests that a second inner-city primary school may be needed by 2036, it is important to consider that a portion of this population is likely to continue to attend public primary schools outside of Perth city, as well as private primary schools.

Secondary schools

Secondary education is compulsory up until the end of the year young people turn 17 and 6 months in Western Australia. It is therefore assumed that demand for government schools will be close to the total number of residents between 12 – 17 years, with some residents choosing to attend private schools. The average secondary school size in WA is around 1,000 children. School size is, however, highly variable, with some Perth schools nearing 2,000-3,000 students.

There are no public secondary schools operating in Perth city however three private high schools – Mercedes College, St George's Anglican Grammar School and Trinity College – are in Central Perth and East Perth. Crawley-Nedlands and West Perth are currently part of the local intake area of Shenton College, while the rest of Perth city is part of the intake area of Mount Lawley Senior High School. All Perth city neighbourhoods also fall into the intake area of Bob-Hawke College, except for Nedlands-Crawley, which remains in the Shenton College catchment.

Benchmarking for the provision of secondary schools to 2036 is provided in **Table 16**.

Table 16 - The provision of secondary schools - benchmarked

Provision Benchmark – One secondary school per 1000 persons aged 12-17 years ⁴					
	Existing		2036		
	Population 12-17 years	Provision of public secondary schools	Population 12-17 years (forecast)	Population 12-17 years (target)	Provision surplus/deficit
Total – Perth city	440	0	1,021	1,305	- 1 secondary school

There are not many people of secondary-school age living in Perth city currently. Although the population aged 12-17 is predicted to reach over 1,000 people by 2036, it is anticipated that the majority of this catchment will attend the new Bob Hawke College which is highly accessible from most parts of the city – especially areas close to a train station. Furthermore, a portion of this population will likely attend private secondary schools. It is therefore unlikely that a government secondary school will be needed in the city during the life of this Strategy.

However, should the City and surrounding local government areas continue to accommodate strong population growth, it is likely that a secondary school will be needed within Perth city at some stage beyond 2036. As such, it would be wise for the City to work with the State Government now to find potential sites for a school, for development in the future.

Tertiary education

Several universities have a presence within Perth city. The main campus of the University of Western Australia is in Crawley, providing undergraduate and postgraduate courses to almost 24,000 students. Curtin University and Central Queensland University also operate some courses from Perth city locations. The city also has two North Metropolitan TAFE campuses and around 55 private training colleges.

The Perth City Deal (Department of Infrastructure, Transport, Regional Development and Communities, 2020) announced in 2020 proposes to expand the presence of university campuses in Perth city through the following:

⁴ Western Australian average high school size

- Relocating Edith Cowan University's law and business schools, along with the Western Australian Academy of Performing Arts, into Perth city; and
- Expanding or establishing new inner-city presences for Curtin and Murdoch Universities.

There are no established benchmarks for the provision of tertiary education facilities at a local government level, and today's universities operate on models that extend their reach internationally. These institutions attract thousands of visitors (students and workers) each day and encourage residential growth (as students try to live near their place of study).

Residential aged care

Residential aged care services provide accommodation and a range of support services for older people who can no longer live at home. The aged care sector has changed a lot over the past twenty years, with in-home care and a trend to larger facilities for residential aged care. The provision of residential aged care is important for allowing 'ageing in place' where people can remain in their neighbourhood when they are no longer able to live on their own.

There are currently two residential aged care facilities known to operate within Perth city, located in East Perth and Claisebrook. In total, these facilities provide around 80 places (refer to **Table 17**).

Table 17 - Provision of residential aged care – benchmarked

Provision Benchmark – 73 places per 1,000 people aged 70 years and over ⁵					
	Existing		2036		
Neighbourhood	Population 70+ years	Provision (places)	Population 70+ years (forecast)	Population 70+ years (target)	Provision surplus/deficit
Total – Perth city	1,691	80	3,581	4,578	-181 – -254

This analysis suggests that there is currently a small shortfall of residential aged care places within Perth city. By 2036, this shortfall is predicted to increase to 181-254 places – which would mean two to three additional facilities would be needed (as most facilities provide 80 or more places). The City should consider how aged-care development could be further encouraged to increase the diversity of the resident population.

Community centres

Community centres provide space for a range of community activities, services and programs. These could include community health services, youth services, as well as a variety of recreational activities and programs. Community facilities are also often provided in apartment buildings. In locations of high density, which is most of Perth city, there may be more need for nearby internal and external spaces that can host events that might otherwise take place in the home. Nationally, there is a trend away from smaller neighbourhood facilities to larger multi-purpose facilities, to benefit from 'economies of scale'. Community centres are usually built and maintained by local government authorities or not-for-profit organisations.

The City currently owns three formal community centres:

- The Citiplace Community Centre – located in the City Railway Station Complex at Wellington St. The centre has a large conference room, small conference room, and dining room that are can be hired for community use as well as end of trip facilities and stroller/wheelchair hire. It currently provides a range of activities and services for people over the age of 55 and people with disabilities;
- The Rod Evans Centre – located on Plain St, East Perth. This centre was used to offer services for people

⁵ Australian Government provision ratios

over the age of 55, but closed in December 2016. The future of this centre has not yet been determined; and

- City of Perth library – located on the corner of Hay Street and Cathedral Avenue. In addition to typical library services, additional community centre functions are available including meeting spaces, a dedicated young adult space, and a venue for community events.

In addition to the above, there are various community and cultural spaces provided by the City, not-for-profit agencies, state government authorities and private institutions throughout the Perth city including the following:

- Hellenic Community Centre, Northbridge (not-for-profit) – offers a playgroup, language and cultural classes, and opportunities for volunteering;
- Chung Wah Hall, Northbridge (not-for-profit) – the Chung Wah Hall can be hired as a venue for events;
- Perth Cultural Centre (State Library, Art Gallery, WA Museum) – provides meeting places, exhibitions, events and activities, including for families and children;
- Tattersalls Bowling Club, East Perth (City of Perth owned);
- Northbridge Piazza City of Perth owned);
- Perth Town Hall – is available for venue hire, and is suitable for a range of events including concerts, weddings and exhibitions; and
- UWA-QEII facilities – various meeting places, events and community services provided on UWA-QEII facilities which are available to the public.

The City's community facilities are shown on **institutions**.

Figure 18.

Community infrastructure benchmarking varies due to the diverse range of facilities provided in terms of size and use. A review of Australian case studies revealed a typical benchmarking range of one community centre per 5,000 – 10,000 residents, depending on the scale of the centre (City of Perth, 2020). Preliminary benchmarking based on this range is provided in **Table 18**.

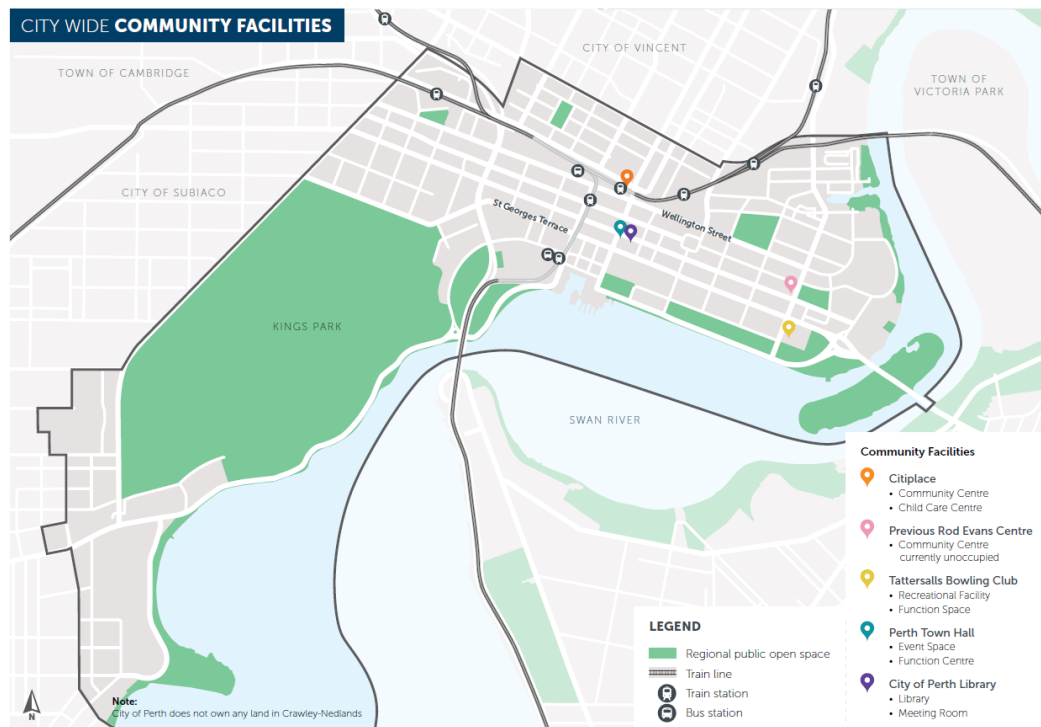
Table 18 – Provision of community centres - benchmarked

Provision Benchmark – One community centre per 5,000 residents					
	Existing		2036		
Neighbourhood	Population 2016	Provision	Population (forecast)	Population (target)	Provision surplus/deficit
Central Perth	5,672	Citiplace Community Centre, City of Perth Library, Perth Town Hall.	11,915	12,375	Nil
Northbridge	2,053	Two not-for-profit centres, Perth Cultural Centre and Northbridge Piazza	3,867	4,125	Nil
East Perth	7,288	Rod Evans Centre (currently closed), Tattersalls Bowling Club.	19,466	15,125	- 1-2 community centres.
Claisebrook	3,938	Nil	5,840	6,875	- 0-1 community centre

West Perth	2,858	Nil	3,869	9,625	- 0-1 community centre.
Crawley-Nedlands	5,141	Nil – (UWA-QEII facilities)	6,770	6,875	0-1 community centre

The analysis above suggests a current need for a community centre in East Perth and possible future need for additional centres in Crawley-Nedlands, Claisebrook and West Perth. This preliminary benchmarking should be expanded on as part of a future Community Infrastructure Plan by reviewing the suitability of existing centres for a broad range of services to cater to meet community needs. Furthermore, the future study should examine supplementary community infrastructure and services which are offered by private institutions.

Figure 18 – Community Facilities



Other community infrastructure

The following facilities were also examined as part of the Community Infrastructure study:

- **Youth centre / space** – there are no youth centres in Perth city. Other local government areas are incorporating these spaces into multi-purpose community centres, and this may be an option for the City in the future;
- **Aquatic Facilities** – there are no aquatic centres located in Perth city and the current resident population is below the benchmark (1 centre per 75,000+ residents depending on facility size) for provision of such facilities (City of Perth, 2020). Notwithstanding, the City Deal's proposed WACA redevelopment includes an inner-city public swimming pool. UWA pools are also available to the public during certain hours. Additionally, Beatty Park (North Perth) and Aqualife (Victoria Park) are close to some Perth city neighbourhoods;
- **Indoor sport and recreation centre** – there are no public indoor sport and recreation centres located in Perth city. As with aquatic facilities, the current resident population of Perth city is below the benchmark for the provision of these facilities (one centre for every 50,000-100,000 people). However, the City Deal's WACA redevelopment proposes publicly accessible sporting facilities in conjunction with the swimming pool. Additionally, there may be opportunity for some active recreation provided through community centres. Lords (Subiaco), Loftus Recreation Centre (Leederville), The RISE (Maylands) and Leisurelife (Victoria Park) also provide services surrounding the city;
- **Skate / BMX park** – there are currently no formal skate/BMX parks in Perth city. The draft Wellington Square Master Plan includes a young adult's pump track which can be used for skating and BMX riding. The provision benchmark is one for every 25,000-50,000 residents; and
- **Playgrounds and park equipment** - a 2017 audit found there were nine playgrounds in the city, of which four were in East Perth. Six parks have outdoor gym sets (two in Central Perth, one in East Perth, and three in Claisebrook), and two parks in the city have outdoor sporting courts (at Claisebrook and Crawley). New recreational facilities are also planned as part of the redevelopment of Wellington Square including a playing field, tennis courts, basketball courts and playgrounds. Benchmarks for provision of these facilities are not well established.

Health and community services

Given its important role as a capital city, Perth city has a broad range of health and community care support services, including those that cater for vulnerable and disadvantaged groups. Residents may benefit from easy access to these regional services. The city is also home to a high number of Aboriginal services and organisations, which would see large numbers of Aboriginal and Torres Strait Islander peoples visiting Perth each day. **Table 19** shows the details of a desktop audit undertaken in 2016, which identified the following health and community services in Perth city:

Table 19 - Provision of health and community services

Service	Number
Private hospitals	3
Public hospitals	3
General practice clinics	20
Crisis support (including homelessness and youth support) services	18
Counselling services	28
Mental health services	35
Drug and alcohol support services	16

Service	Number
Aboriginal health services	4
Women's health services	10
Child health centre	2
Disability support services	14
Supported accommodation services for people disabilities	2
Job seeker support services	9

1.2.1.3. Public open space

Perth city has approximately 546.7 hectares of public open space (POS), which represents 39.7% of City's total land area. In this context, public open space is defined as open green areas, owned and/or managed by the City, that are primarily used to meet the passive and active recreational needs of city residents, workers and visitors – all while providing a range of environmental, socio-economic and cultural benefits and services.

In 2018 the City completed an Open Space Study which classified Perth city's public open space according to the hierarchy shown in **Figure 19** (City of Perth, 2018^a).

Figure 19- POS hierarchy categories used for Open Space Study 2018



The city's public open space includes parks and gardens (at a city and neighbourhood scale), the river foreshore, bushland areas and parts of the city's freeway and railway reserves as shown in **Table 20**.

Table 20 - Classification of significant POS reservations across the City of Perth

Open space name	Hierarchy	Area(ha)	Key amenity
Kings Park			
Central Perth			

Florence Hummerston Reserve	Micro	0.18	Seating
John Oldham Park	Neighbourhood	6.5	Playground, lake
David Carr Memorial Park	Regional	5.7	Lake, dual use path
Jacobs Ladder Park	Micro	0.24	Stairs
Swan River Foreshore (Brewery to EQ)	Regional	2.9	Dual use path
Narrows Interchange	District	6.2	Turf/trees
Mount Street North	Micro	0.13	Turf/trees
Supreme Court Gardens	Capital city	2.96	Lake, seating
Stirling Gardens	Capital city	1	
Council House Gardens	Regional	0.56	
Swan River Foreshore	Regional	0.75	Dual use path
Railway Reserve Perth (Wellington St)	Micro	0.19	Seating
Swan River Foreshore	Regional	3.6	Dual use path
Kings Park*	Capital city	420	Memorial, playground, bushland
Northbridge			
Russell Square	Neighbourhood	2.13	Seating pagoda
James Street (State Library)	Micro	0.01	Playground
East Perth			
Langley Park	Capital City	11.2	Open turf
Lake Vasto / Ozone Reserve	District	6.68	Playground, lakes, turf, shelter
Point Fraser	District	5.5	Seating, foreshore lookout
Queens Gardens	District	3.54	Open grounds, shelter, seating
Hay Street East Park	Micro	0.19	Playground, BBQ, seating
East Perth Foreshore	Regional	1.22	Dual use path, fitness
Tattersalls Bowling Club	Local	0.47	Sport grounds, facilities
Rod Evans Park	Local	0.57	Turf, seating, path network
Swan River Foreshore	Regional	1.7	Dual use path
Heirisson Island	Capital city	32.3	Path network,
Claisebrook			
Wellington Square	District	7.75	Ovals, path network, facilities
Pioneer Gardens	Local	0.34	Seating
Haig Park Place (South)	Micro	0.05	Seating

Haig Park Place (North)	Micro	0.09	Seating
Victoria Gardens	Neighbourhood	2.58	Shelter, BBQ, furniture
Old Belvidere Prom Median	Local	0.21	Seating
Henry Lawson Walk	Local	0.3	Seating, path network
Beacon Terrace PAW	Micro	0.04	Seating, path network
Regal Place Plaza	Micro	0.07	Seating
137 Royal Street	Micro	0.06	Seating, water feature
Mardalup	Neighbourhood	2.9	Path, playground, courts, BBQ
Peace Park	Neighbourhood	2.3	Path, exercise, BBQ
Claisebrook Creek Reserve	Neighbourhood	1.9	Path, BBQ, playground
Mardalup Park (Northern Extension)	Local	0.36	Dual use path
Railway Reserve East Perth (GF Fwy)	Local	0.47	Dual use path
West Perth			
Totterdell Park	Neighbourhood	0.77	Playground, lake, open turf
Harold Boas Gardens	Neighbourhood	2.0	Playground, open turf, seating
1326 Hay Street	Micro	0.08	Turf and seating
Frank Baden Powell Park	Micro	0.05	Seating
1333 Hay Street	Micro	0.12	Turf and seating
Murray Thelma Reserve	Micro	0.25	Seating
Crawley-Nedlands			
Swan River Foreshore	District	2.16	Path network, seating shelter
Wingfield Ave PAW	Micro	0.1	Seating
JH Abrahams Park	District	5.3	Playground, BBQ, boat ramp
Total		546.7	

In addition to the public open space which is owned and/or managed by the City, there are significant open space areas located on land which is managed by the State government and private institutions including:

- Government House Gardens;
- Parliament Precinct;
- Perth Cultural Centre;
- Convention Centre;
- Perth Cultural Centre;
- East Perth Cemeteries;
- QEII Medical Centre; and
- University of Western Australia.

There are also numerous open spaces integrated into development on private land which are open to the public. Key examples of these spaces include Central Park, Brookfield Place, Raine Square and QV1 Plaza. These have been generally established on private land in exchange for bonus plot ratio and are therefore only required to be maintained for the life of a development.

Figure 20 illustrates the city's public open space areas as well as key private and state managed open space areas. The plan demonstrates Kings Park provides the majority of the public open space, along with reserves along the Swan River foreshore, with pockets located throughout the rest of the City. **Figure 20** illustrates 200 – 400m walkable catchments (PedSheds) around each open space according to their hierarchy, in accordance with the City of Perth Open Space Study. Capital city, regional, district, neighbourhood and local public open space PedSheds have been distinguished from microparks and other open spaces due to differences in their prominence and function.

Figure 20 – Open space plan



Perth City has the highest proportion of public open space per resident/worker, compared to Melbourne and Sydney (refer to **Table 21**). It is worth noting that Perth has over twelve times the amount of public space land area per resident/worker than Sydney.

Table 21 - Amount of POS in three Australian capital cities (City of Perth, 2018^a; Colliers International, 2019; Forecast.id, 2016)

City	Total land area (ha)	Total residents	Total workers	POS area (ha)	Total land area (%)	POS area per resident (m ²)	POS area per resident and worker (m ²)
Perth	1,377	26,950	149,009	546.7	40	203	31
Melbourne	3,770	93,627	360,330	555	15	59	12
Sydney	2,672	205,333	437,727	386	15	18	6

Whilst the city has a significant amount of public open space, particularly when compared to other capital cities, the distribution of green space is unbalanced – with large percentages of open space provided in East Perth, Claisebrook and Central Perth, and significantly smaller proportions in the remaining neighbourhoods. The concentration of POS across each neighbourhood is provided in **Table 22**.

East Perth has the highest proportion of POS at 35.6%. Northbridge and West Perth have the lowest concentration of POS at 2.5% with only 2.0% of the neighbourhood's land area formed by green space.

Table 22 - Concentration of POS by neighbourhood

	Central Perth	Northbridge	East Perth	Claisebrook	West Perth	Crawley-Nedlands
Total POS area (ha) (City of Perth, 2018 ^a)	30.91	2.14	63.37	19.42	3.27	7.56
Total land area (ha) (Profile.id, 2021)	247	85	178	114	133	200
Population (2016)	5,672	2,053	7,288	3,938	2,858	5,141
POS concentration (% of total land area)	12.5%	2.5%	35.6%	17%	2.5%	3.8%
POS per resident (m²)	54.5	10.4	86.9	11.5	11.4	14.7



1.3. Economy and employment

1.3.1. Existing profile and trends

1.3.1.1. Capital City

Perth city is WA's capital and primary centre for commercial, civic, cultural, administrative and tourism services. This key economic role attracts approximately 205,750 visitors (City of Perth, 2016) and 134,500 workers (REMPAN, 2021) on a typical weekday.

The *City of Perth Act 2016* formally the economic, social, cultural and civic role that the Perth city plays as the capital of WA. The Act promotes the continued growth of the city to ensure its continued role as a thriving centre of business with vibrant cultural and entertainment precincts, having due regard to the flow-on impact on the Perth metropolitan area.

The majority of land within Perth city is identified as part of the 'Perth Capital City' activity centre under State Planning Policy 4.2 (SPP 4.2), which is the highest-order centre for the Perth and Peel region. The areas identified as 'Perth Capital City' include Central Perth, West Perth, Northbridge and East Perth. The UWA-QEII precinct is separately identified as a 'specialised centre' under State Planning Policy 4.2.

State Planning Policy 4.2 identifies general characteristics for Perth Capital City, however, unlike other activity centre hierarchies, no specific performance targets are prescribed. The general characteristics of the Perth Capital City activity centre are summarised in **Table 23**.

Table 23 - SPP 4.2 Perth Capital City activity centre characteristics

Characteristic category	Description
Main role/function	Perth Capital City is the largest of the activity centres, providing the most intensely concentrated development in the region. It has the greatest range of high order services and jobs, and the largest commercial component of any activity centre.
Transport connectivity and accessibility	Focus of regional road and rail infrastructure as well as radial bus network.
Typical retail types	<ul style="list-style-type: none"> • Department store/s. • Discount department stores. • Supermarkets. • Full range of speciality shops.
Typical office development	<ul style="list-style-type: none"> • Major offices. • Commonwealth and state government agencies.
Future indicative service population (trade) area	Greater metropolitan region.

The city's economy generates an estimated \$83.2 billion in Gross State Product (GSP) which represents 22% of GSP generated in Greater Perth and 15% of GSP generated in Western Australia Australian Bureau of Statistics 2016, 2017, 2019). Perth city's Gross Regional Product (GRP) grew by 4.5% each year between 2009 and 2015. This was largely due to the significant contributions of the three strongest sectors – mining, professional, scientific and technical services, and finance (Colliers International, 2019). However, the dominance of these sectors had also in relatively low economic diversity. Recent economic growth in emerging tourism, education and food and beverage markets suggests potential for a more diversified local economy.

1.3.1.2. Hierarchy of activity

Whilst a mix of land uses are broadly promoted across the city, there are areas with a specific economic focus. These are summarised in **Table 24**.

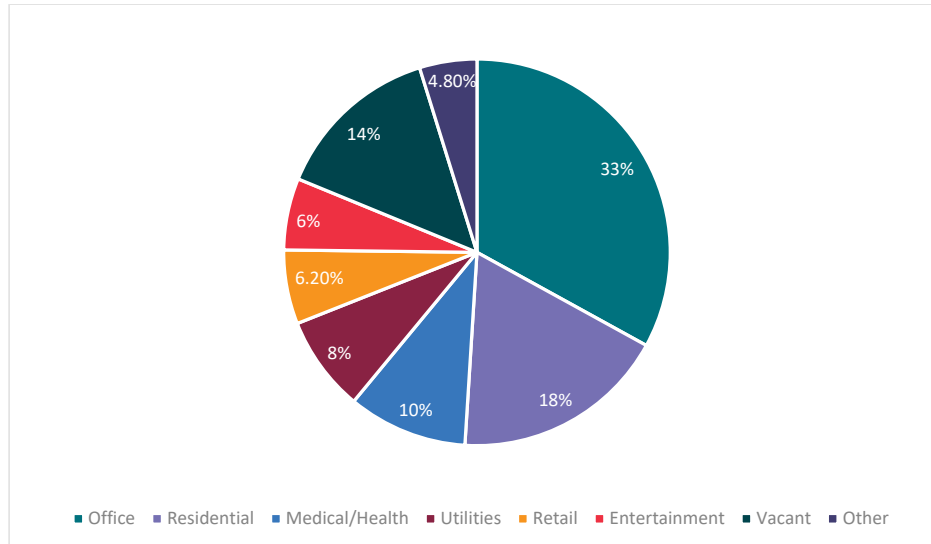
Table 24 - Perth city hierarchy of activity

Activity Focus Areas	Role
Primary Office (Central Perth)	The primary focus for office uses as the centre of commerce and administration for Greater Perth and the State.
Primary Retail (Central Perth)	The primary focus for retail uses for Greater Perth along with other uses such as food and beverage, entertainment and cultural uses which provide for day time, night time and weekend activity.
Primary Entertainment (Northbridge)	The primary focus for entertainment, cultural and creative uses for Greater Perth, along with a wide range of retail, food and beverage and cultural uses.
Secondary Office (West Perth)	Will accommodate a significant proportion of the city's offices.
UWA-QEII Specialised Centre (Crawley-Nedlands)	The focus for regionally significant economic and institutional activities as well as knowledge based industries supporting both health and tertiary education activities.
Neighbourhood Centres: <ul style="list-style-type: none"> Royal Street (Claisebrook) Hay Street East (East Perth) Hay Street West (West Perth) Broadway (Crawley-Nedlands) Hampden Road (Crawley-Nedlands) 	Provide for a range of goods and services to support the neighbourhood's daily and weekly needs.

1.3.1.3. Employment Land use

Over half (53%) of the total land area within Perth city is reserved (including crown leases such as UWA, the Old Swan Brewery and Perth Convention and Exhibition Centre). A further 18% of the land is reserved for transportation. This results in a remaining 29% of total land area within the city dedicated to a mix of land uses. The primary land uses are illustrated in **Figure 21**.

Figure 21 - Perth city primary land use breakdown (Intermethod, 2018)



Land-use density and intensity differs significantly across Perth city, with the highest concentration of commercial activity within the Central Perth (west), West Perth and Northbridge. Nedlands has the lowest, with only 2.0% of its floorspace used for commercial activity.

Education and medical is an important land use in Crawley-Nedlands. Education accounts for 44% of land use within Crawley, and hospital/medical accounts for 36% of total land use within Nedlands (Profile.id, 2016).

There is limited industrial activity within Perth city, accounting for less than 1.0% of its floorspace. Almost all the city's industrial activity is concentrated in Claisebrook, which was historical use of land was predominately industrial prior to redevelopment.

Office floorspace

Perth city contains approximately 2.3 million sqm of office floorspace which represents approximately 45% of the total office stock within Greater Perth. It is the most dominant activity across Perth city measured by floorspace and occupies an average of 2.9sqm of office space per sqm of land (Colliers International, 2019). The majority of Perth city's office floorspace (1.4 million sqm) is located within the CBD Core, which is the area bounded by Hay Street, Barrack Street, Mounts Bay Road and the Mitchell Freeway (refer to **Table 25** and

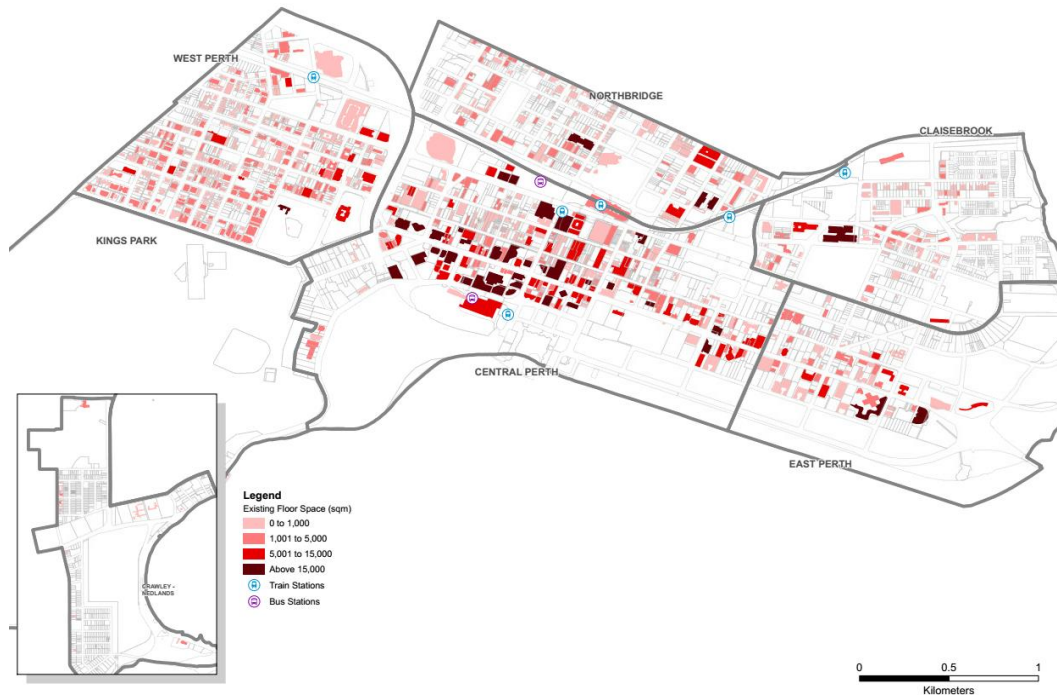
Figure 22).

Table 25 - Existing office floorspace by neighbourhood (Colliers International, 2019)

Neighbourhood	Occupied Stock (m ²)	Proportion of Total
Central Perth	1,431,548	62%
Northbridge	170,329	7%
East Perth	139,828	6%
Claisebrook	93,227	4%
West Perth	428,985	19%

Crawley-Nedlands	45,849	2%
------------------	--------	----

Figure 22 – Office floorspace distribution across Perth city (Colliers International, 2019)



Most of the large-scale office development (predominately occupied by the mining and resource sector) is focused along St Georges Terrace between Mitchell Freeway and Barrack Street. Development in recent years has intensified office development to the western end of St Georges Terrace. A gradual shift towards the north and south of St Georges Terrace is also occurring, which will be strengthened by Elizabeth Quay and Perth City Link. The redevelopment of 140 William Street and Raine Square will create a strong continuous north-south link along William Street.

Secondary office precincts exist within East Perth and West Perth. East Perth has traditionally been occupied by State Government tenants, embassies and law-related firms. West Perth is home to many junior mining companies and other professional services (Colliers International, 2019).

Office vacancy

Whilst workforce numbers across all industries have steadily increased within Perth city, the change in economic climate, due to the end of the mining boom, has seen a significant workforce reduction in the resource sector and its supporting industries – which has had flow-on effect to office space demands in the city. This weaker demand for office space has coincided with the end of a decade-long period of office development, which saw over 800,000sqm of office floorspace developed across WA (Y Research, 2016). Because of lower demand and new supply, vacancy rates in the city reached 22.5% in early 2017. Between 2017-2018, office vacancy rates somewhat improved to 19.84% (Savills, 2018). However it is anticipated that vacancy rates have increased since Covid-19. Based on existing high-vacancy rates in Perth city, and the softer economic conditions, it is likely that supply will be constrained in the medium to longer term (Colliers International, 2019).

The amount of vacant office space estimated across each neighbourhood as at 2018 is outlined in **Table 26**.

Table 26 Office vacancy by neighbourhood

Neighbourhood	Vacant Office Stock (m ²)	Proportion of Total Neighbourhood Office Stock
Central Perth	330,171	23%
Northbridge	42,051	25%
East Perth	18,302	13%
Claisebrook	23,016	25%
West Perth	71,479	17%
Crawley-Nedlands	11,319	25%

The current oversupply of floorspace creates an opportunity for new businesses from a wide range of sectors to re-locate to the city. However, the grade of a building, and its location, has a significant impact on demand. Based on a demand and supply analysis undertaken by Colliers International, secondary grade building (which combine B, C and D grades) vacancy levels are likely to remain high. Whilst the vacancy rate for premium office space (mostly located in the CBD) was only 4.1% in 2018 (the lowest it's been since July 2014), high vacancy levels for the secondary office stock are a major concern. Because C and D grade buildings (representing 73.4% of building stock) are generally situated outside of the CBD core, they remain a less popular option (Colliers International, 2019).

The high vacancy rates and falling rents have encouraged an increase in refurbishments, in an effort to attract tenants. This is particularly relevant to C and D grade office buildings, where improvements to office space quality is becoming necessary to attract tenants.

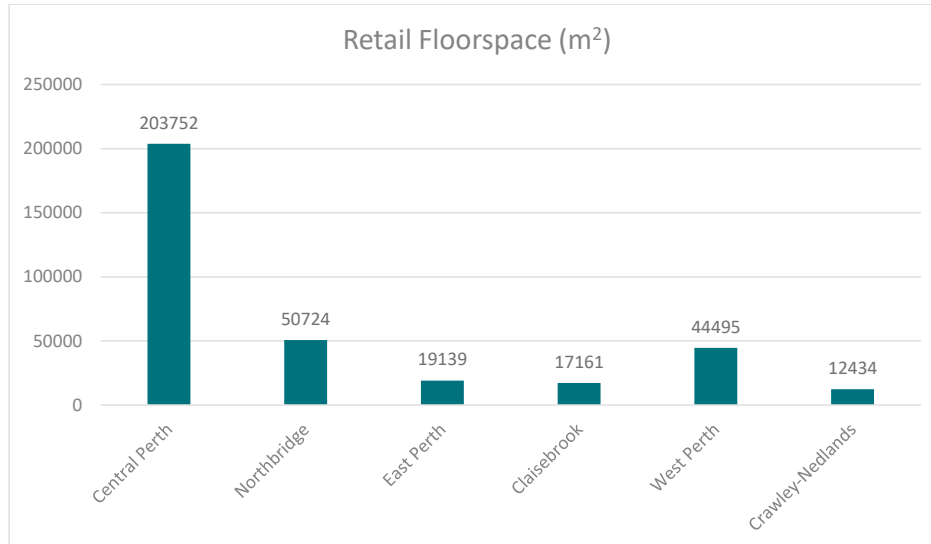
Office decentralisation

Over the years, Perth city's office market has become increasingly decentralised. Despite supplying 45% of Greater Perth's office floorspace, Perth city has a lower share of regional office stock in comparison to other Australian cities such as Sydney (61%), Melbourne (60%) and Brisbane (56%) (Colliers International, 2019). This is partly because of a shortage of office stock within the city over the last decade, as well as State Government initiatives that have encouraged office development within metropolitan centres such as Joondalup and Fremantle (Colliers International, 2019). Despite the recent challenges within the Perth city office market, large-scale decentralisation of office activity in Perth city is unlikely – due to the city's high level of accessibility, increasingly competitive rent, amenities, and proximity to key international firms and service providers.

Retail floorspace

As at 2018, Perth city accommodated 353,086 sqm of retail floorspace. Over half of this total was located in Central Perth, 14% in Northbridge and 12.6% in West Perth.

Figure 23 - Existing retail floorspace by neighbourhood



A 2018 study investigated retail activity across Perth city (Y Research, 2018). To understand retail trends, the analysis broke down retail markets in to three sub-regions:

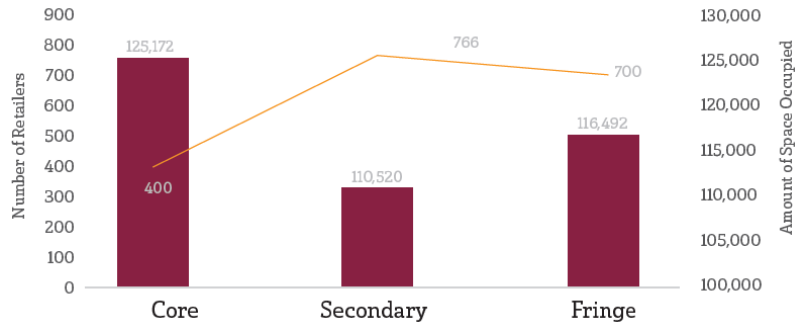
- The core sub-region. The core sub-region covers the Hay and Murray Street malls and includes all retailers within the area between William and Barrack Streets and Wellington Street and St Georges Terrace;
- The secondary sub-region covers the area of the Perth city from William Street west to Milligan Street, south of St Georges Terrace to the Swan River, east of Barrack Street to Victoria Avenue and north of Wellington Street to Aberdeen Street in Northbridge; and
- The fringe sub-region covers the rest of the city, including all of Crawley, East Perth, Nedlands and West Perth.

There are 400 retailers are located in the core sub-region (within the Central Perth neighbourhood). These retailers occupied approximately 125,172 sqm, or 35.5%, of occupied retail space within the Perth city (refer to **Figure 24**). Major properties located in the core sub region include the Hay and Murray Street Malls, Carillion City, Forrest Chase, ENEX 100 and the Piccadilly, Plaza and Trinity Arcades.

The secondary sub-region was the smallest market, despite having the highest number of retailers – at 766. These retailers occupied approximately 110,520 sqm (31.4%) of occupied space. Major properties located in the secondary sub-region include Wesley Quarter, King Street, Equus, The State Building, Brookfield Place, James Street Northbridge, Allendale Square, Elizabeth Quay and Chinatown in Northbridge (refer to **Figure 24**).

The fringe sub-region is the second largest market, with 700 retailers equating to approximately 116,492 sqm (33%) of occupied space. This region includes retail centres that, essentially, operate as ‘out-of-town’ suburbs centres – such as Watertown, City West, Royal Street in East Perth and Broadway Shopping Centre.

Figure 24 – Count of retailers and floorspace by sub-region (Y Research, 2018)



In total, 756 (40.5%) of retailers operate from a shopping complex within the city – with 59.5% of retailers operating from main street properties.

Of the 1,866 retailers operating within Perth city, 62.1% (1,160) of retailers are independent retailers with one or two stores, largely operating only in the city. The remaining 37.9% of retailers are part of a chain of stores.

The retail-uses shown in **Figure 25** are the 15 most common currently operating within the city (by ANZSIC code):

Figure 25 - Count of Retailers by ANZSIC Code

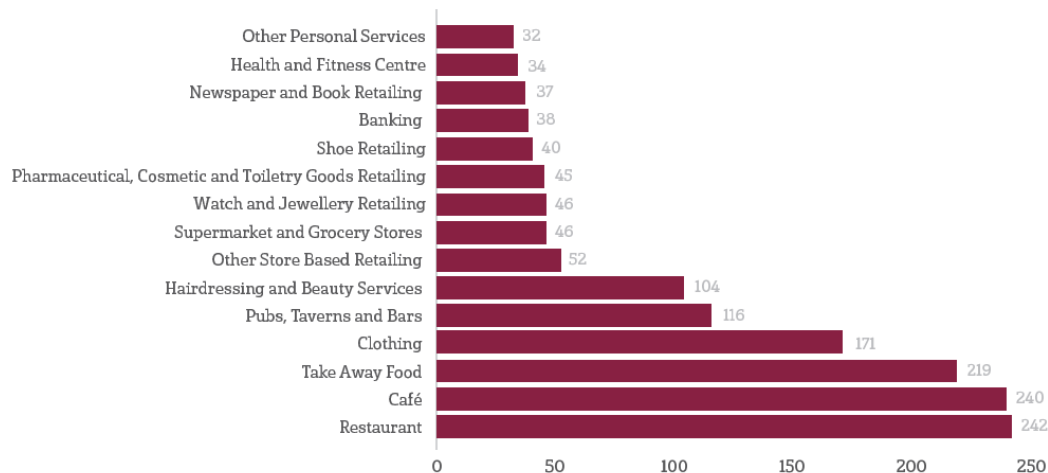
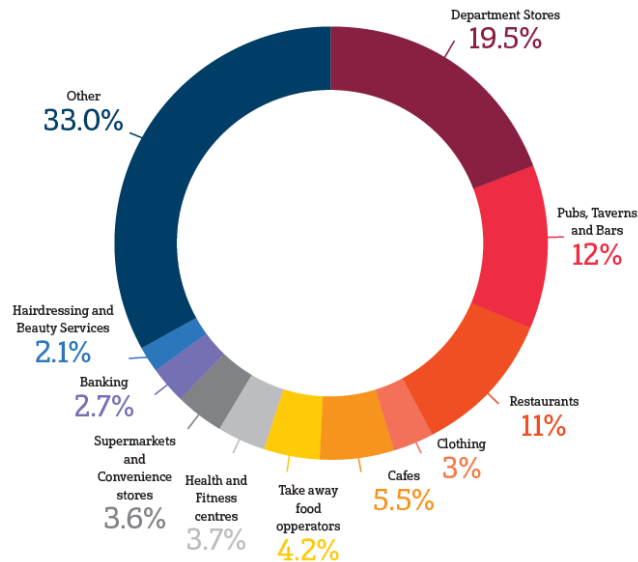


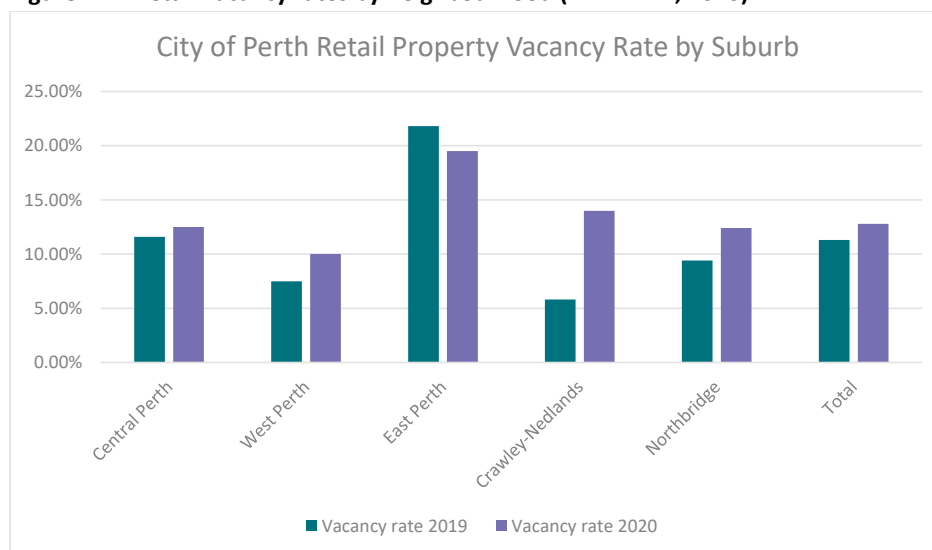
Figure 26 highlights the retail-uses currently occupying the highest amount of retail space across the Perth city.

Figure 26 - Retailers by retail floorspace (Y Research, 2018)



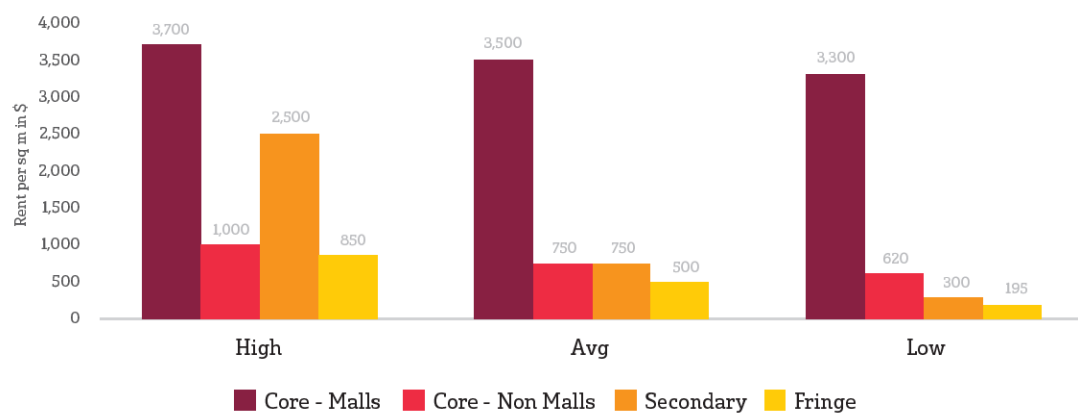
The retail vacancy rate across the city stood at 12.8% in February 2020, up from 11.3% in February 2019 (refer to Figure 27).

Figure 27 – Retail vacancy rates by neighbourhood (REMPPLAN, 2020)



Across the Perth city retail markets there is a wide variety of market rents. Most tenants are paying around \$3,500 per sqm in the CBD (within Central Perth neighbourhood). This is double the rent for specialty retailers in Perth's major regional and sub-regional centres, who pay between \$1,100–\$2,000 per sqm. Rents in the CBD outside of the malls and Barrack and William Streets are nearly 75% cheaper than the main malls (refer to Figure 28).

Figure 28 - Retail rents by property type per annum (Y Research, 2018)



Entertainment, recreation and cultural floorspace

The distribution and nature of entertainment and recreation uses varies across Perth city neighbourhoods. However, the presence of daytime and evening destinations is evident across all neighbourhoods, contributing to the vibrancy of Perth city as the major entertainment destination within the Greater Perth region. There was over 360,000sqm of entertainment, recreation and cultural floorspace across Perth city as at 2015 (Colliers International, 2019). The breakdown of this floorspace is shown in **Table 27** and on **Figure 29**.

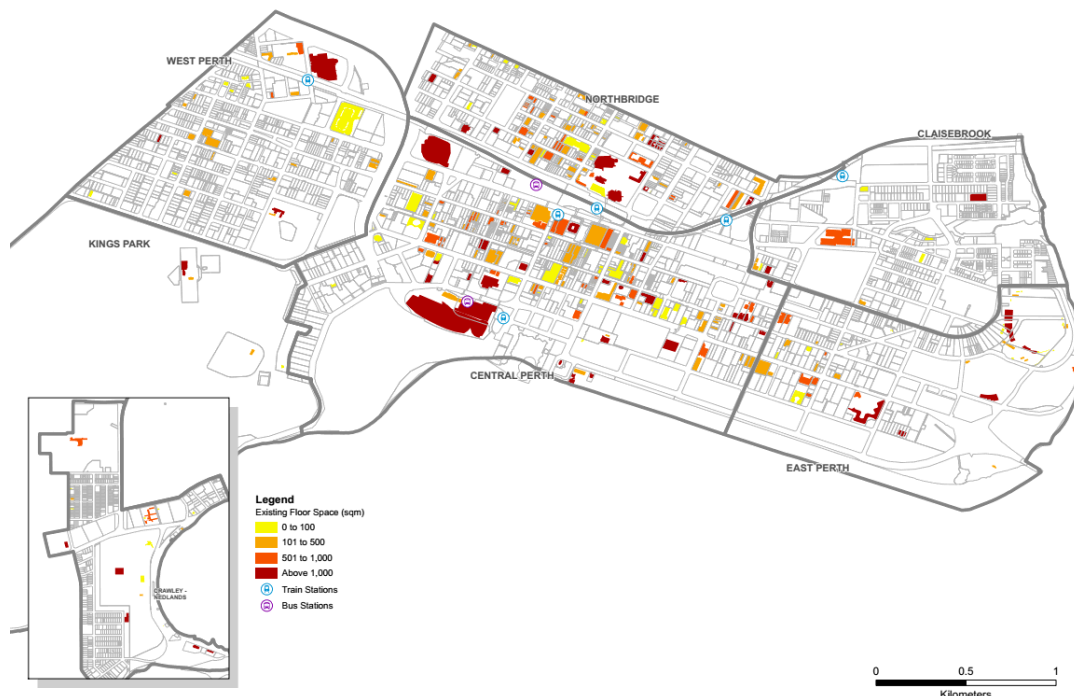
Table 27 – Existing entertainment, recreation and cultural floorspace by neighbourhood (Colliers International, 2019)

Neighbourhood	Entertainment/recreation/cultural floorspace (m ²)	Proportion of Total
Central Perth	193,602	53.5%
Northbridge	104,439	28.8%
East Perth	13,419	3.7%
Claisebrook	4,872	1.3%
West Perth	12,580	3.5%
Crawley-Nedlands	16,288	4.5%
Total	362,190	100%

Unsurprisingly, Central Perth and Northbridge account for the largest amount of floorspace (over 80%). According to Tourism WA's: Perth Entertainment Precincts' report, Central Perth is the most visited area across the Greater Perth region, closely followed by Fremantle and Northbridge. Central Perth's key attractors included its retail and food and beverage mix, with 53% of respondents having visited the city to shop or eat (Tourism WA, 2017). The distribution of entertainment and hospitality is fairly evenly distributed throughout Central Perth and Northbridge, with higher concentrations in the west of Central Perth and concentrations of activity along St Georges Terrace and Hay Street.

Generally, the concentration of entertainment and hospitality relates to the density of employment and housing. For this reason, there are fewer entertainment, recreation and hospitality destinations in West Perth, Crawley-Nedlands and Claisebrook, and they tend to be clustered along main streets within the neighbourhood centres (and largely service the local worker and resident population).

Figure 29 - Entertainment, recreational, cultural floorspace distribution in Perth city (Colliers International, 2019)



Health, education and community service floorspace

Due to its central location, Perth city has always been home to a range of medical, research, education and community service establishments. These services are an important component of the community infrastructure of a city, and support its resident and worker population. As the city's resident population increases, local services and activities become increasingly important.

Crawley-Nedlands has significant areas dedicated to health, education and research – including Queen Elizabeth II Medical Centre (QEII) and UWA. These institutions form part of a 'specialised centre' – as defined by State Planning Policy 4.2 Activity Centres – and significantly affect the land-use characteristic of the neighbourhood.

QEII MC is the major employment centre within Nedlands – with its 28-hectare medical centre (which includes Sir Charles Gairdner Hospital) employing over 5,500 staff and treating over 420,000 patients a year (North Metropolitan Health Service, 2021). According to the City Centres Analysis, QEII brings around 25,000 students, workers and visitors to Crawley-Nedlands each day.

Similarly, Crawley's land-use diversity is dominated by a single major land use because of UWA. The university employs, on average, 4,700 academic and administrative staff and has around 26,000 enrolled students each year. Additionally, the recent City Deal will see the additional campuses situated within the city including:

- A new Edith Cowan University Cultural and Creative Industries Education CBD Campus which will bring together programs in technology, industry and creativity, including the WA Academy of Performing Arts, the school of Business and Law and an advanced technology and cyber security centre;
- The Murdoch University's Vertical Inner-City Campus focusing on digital innovation in delivering business, law and information technology disciplines, including an industry partnership with CISCO and an e-sports academy; and
- Investment in the Curtin University's Historical Heart Cluster, including the expansion of the Graduate

School of Business and Law School and the creation of a healthcare and clinical training facility.

Royal Perth Hospital precinct is a major health precinct located in the north-east corner of Central Perth which includes a 450-bed hospital and the major trauma centre of Western Australia. Central Perth also accommodates Mount Hospital which is a 224 bed private facility located on Mounts Bay Road to the west of Mitchel Freeway.

It is estimated that there will be a demand for an additional 67,000sqm of floor space for health and research land uses across Perth city by 2038 (Colliers International, 2019). The majority of this floorspace would be required in Central Perth, East Perth and Northbridge,

The breakdown of health, education and community service floorspace by neighbourhood, as at 2015, is outlined in Table 28.

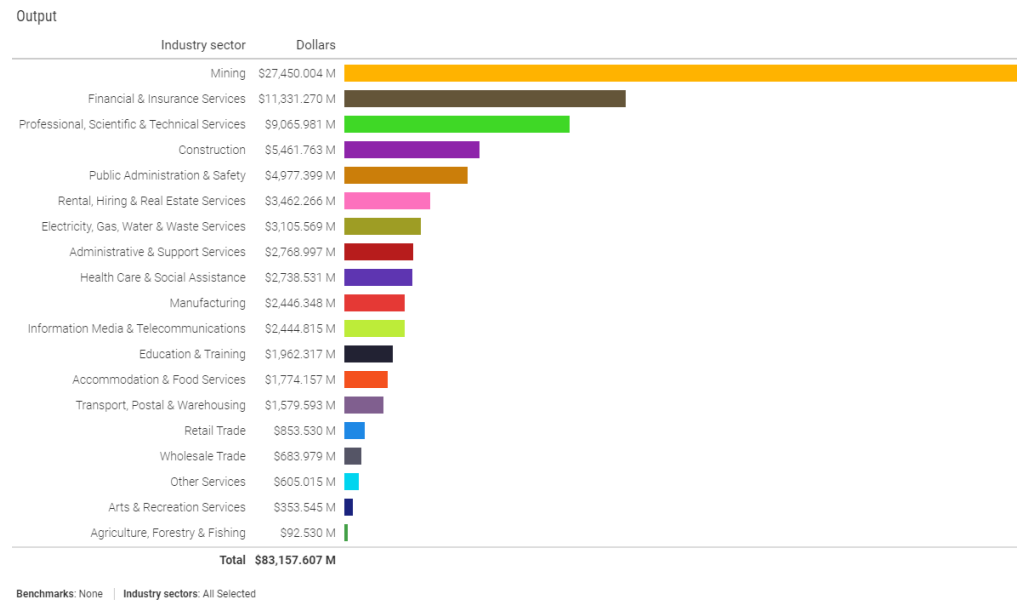
Table 28 - Health, education and community service floorspace by neighbourhood

Neighbourhood	Entertainment/recreation/cultural floorspace (m ²)	Proportion of Total
Central Perth	193,602	53.5%
Northbridge	104,439	28.8%
East Perth	13,419	3.7%
Claisebrook	4,872	1.3%
West Perth	12,580	3.5%
Crawley-Nedlands	16,288	4.5%
Total	362,190	100%

1.3.1.4. Economic diversity

The mining, financial and professional services sectors have sustained high wages and employment growth over the past two decades. However, overall, Perth city has relatively low economic diversity. It is ranked in the 52nd percentile of Australian local governments for economic diversification, which is lower than Adelaide (32nd percentile), Darwin (39th percentile), Melbourne (43rd percentile) and Sydney (46th percentile) (Hatchman and Regional Australia Institute, 2016) The path to diversity takes time, and will require consistent and ongoing effort in this area. **Figure 30** highlights prominent industry sectors in Perth city.

Figure 30 - Perth city industry output (June 2019) (Australian Bureau of Statistics, 2019 and REMPLAN, 2020)



As the WA economy transitions away from its reliance on the resources sector, several industries have begun to emerge as major Perth city office occupiers. Recently, improved affordability has seen an increase in the amount of city office space occupied by education, technology, shared work spaces and medical companies. In 2012, these sectors occupied 4.6% of city office space, and in early 2017, this increased to 7.3% (Pracsys, 2017).

In 2017, the City undertook an Economic Future Scenario Analysis to instigate likely trends industry sectors and job creation. The study recommended that growth of the following sectors should be prioritised:

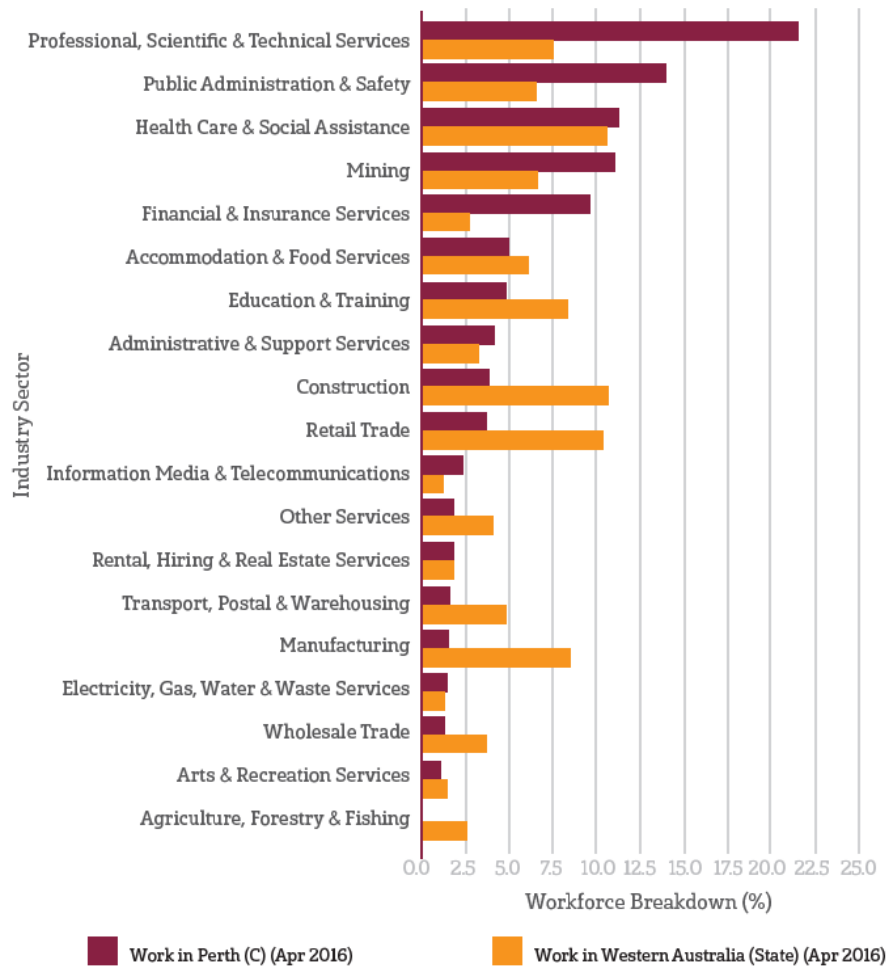
- Tourism and Food and Beverage;
- Education (international);
- Medical Health and Life Sciences primarily around UWA-QEII specialist activity centre and Royal Perth Hospital; and
- Community Services.

Economic diversity will continue to be important as the city grows. A diverse economy will ensure the city remains resilient – not relying on one industry alone but leveraging from a mix of industries, human capital and competitive advantage (Pracsys, 2017).

1.3.1.5. Employment

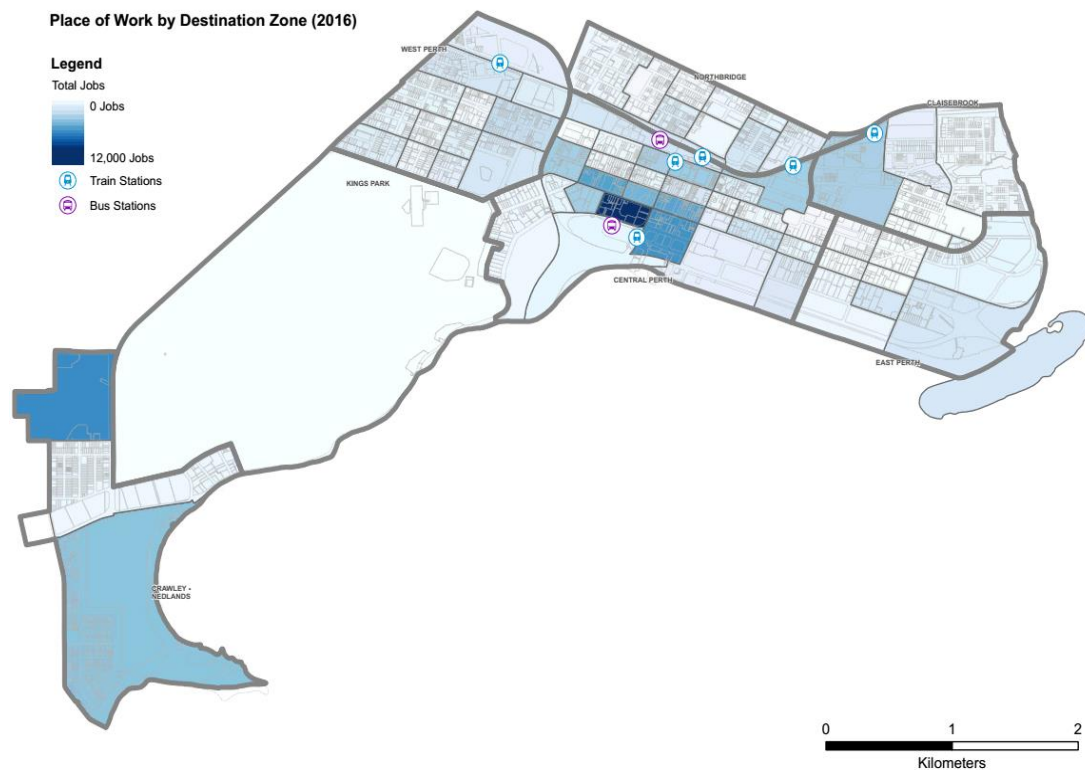
According to data from REMPLAN, it's estimated that there were approximately 150,000 jobs in Perth city in 2016. Professional, scientific and technical services dominate the employment market, with a 21.4% share of jobs in the local economy. Public administration, health and mining sectors each contribute to more than 10% of the Perth city workforce. These reflect the presence of major educational and health facilities as well as professional, mining and government offices (refer to **Figure 31**).

Figure 31 - Perth city workforce breakdown (REMPAN, 2016)



The greatest employment intensity in Perth city is within Central Perth (56%) and, more specifically, the CBD (refer to **Figure 32**). West Perth is the neighbourhood with the second largest number of employees, of which 40% are employed in the professional services sector.

Figure 32 - Place of work by neighbourhood



A large proportion of Perth city workers live in other parts of Greater Perth, and commute in to the city daily. This demonstrates the level of importance businesses place on being located in Perth city, as well as their need for Perth city to remain highly accessible to workers.

The three dominant occupations within the city are professionals, clerical/administration workers and managers (refer to **Table 29**). These three professions account for almost 75% of the 150,000 workers within the city – and also make up 60% of the jobs held by Perth city residents. Comparatively, these three professions combine to total less than 50% of jobs available in the Greater Perth area.

Table 29 - Perth city workforce occupations (Australian Bureau of Statistics, 2016)

Occupation	Work and live in Perth city		Work in Perth city and live elsewhere	
	Jobs	%	Jobs	%
Managers	931	16.0	21,164	14.7
Professionals	2,395	41.2	55,326	38.5
Technicians and Trades Workers	394	6.8	11,242	7.8
Community and Personal Service Workers	637	11.0	9,396	6.5
Clerical and Administrative Workers	778	13.4	30,489	21.2
Sales Workers	276	4.7	6,425	4.5

Machinery Operators and Drivers	25	0.4	2,292	1.6
Labourers	336	5.8	5,745	4.0
Not stated or inadequately described	37	0.6	1,588	1.1

Of all Perth city residents over the age of 15, a total of 5,791 (23.2%) also work within the city (Australian Bureau of Statistics, 2016). This accounts for 3.9% of the entire Perth city workforce, reinforcing that a significant amount of the workforce travel from other local government areas, as demonstrated in **Table 29**.

Employment trends

As at March 2018, the unemployment rate among Perth city residents was 4.6%, which is lower than the WA average (6.9%) but higher than the City of Sydney (3.9%) and inner-Melbourne (3.9%) (REMPAN, 2018).

The availability of a highly skilled and educated workforce enables organisations to respond to changing environments, address challenges and pursue commercial opportunities. Conversely, a lack of access to appropriate human capital can constrain the growth of local enterprises and discourage new business creation. The availability of high-quality workforce, combined with economic cycles, impacts employment and business sector trends.

While the number of workers in Perth city represents the largest cluster of employment in WA, Perth city's employment levels and density of jobs is lower than the City of Sydney and Inner Brisbane, but greater than the Cities of Melbourne and Adelaide (Colliers International, 2019). Improving the appeal of Perth city to existing and prospective workers – in combination with the provision of more housing options and greater amenity – will encourage more people to both live and work within Perth city.

1.3.1.6. City vibrancy and performance

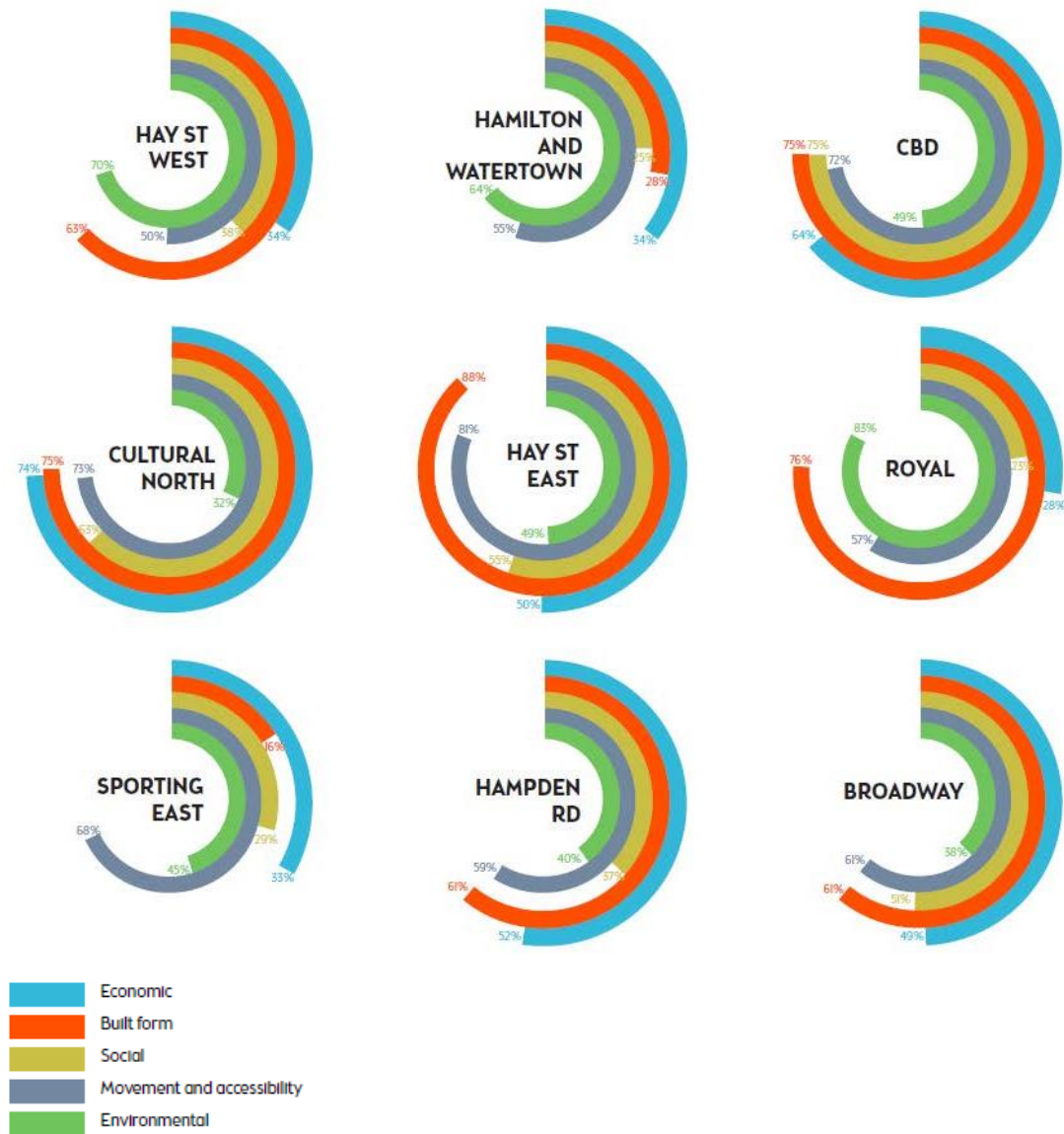
Activity centres

Although the majority of Perth city is identified as the 'Perth Capital City' activity centre under State Planning Policy 4.2, several smaller centres have emerged within the city which generally service their surrounding neighbourhood context. The City has examined the existing performance and future roles of these centres through two key studies – Perth City Centres Analysis (Intermethod, 2018) and Neighbourhood Activity Centres Analysis (Pracsys, 2020).

Perth City Centres Analysis

The Perth City Centres Analysis (2018) assessed the strengths and weaknesses of nine existing and emerging centres to measure performance across the following themes - economic, built form, social, movement and accessibility and environmental. These performance indicators for each neighbourhood are illustrated in **Figure 33**.

Figure 33 - Perth City Centres evaluation framework for activity centres



ECONOMIC SCORE CARD

	Daytime pedestrian footfall	Evening pedestrian footfall	Business diversity	Place vibrancy - day time	Place vibrancy - evening	Night time economy	Vacancies at ground floor level	Event visitor numbers	Total theme score
Hay St West	3.4	0.1	3.4	1.2	0.3	0.5	1.7	0.5	34%
Hamilton and Watertown	0.5	0	3.5	0.5	0	0.1	4.3	1.5	35%
CBD	4.6	4.4	4.4	3.1	1.8	1.0	2.8	5	64%
Cultural North	1.4	3.2	3.9	2.7	3.6	5	3.3	4	74%
Hay St East	1.7	2.7	3.6	2.5	3.8	1.5	1.5	2	50%
Royal	0.8	1.3	4.1	2	0.3	0.4	0	0	28%
Sporting East	0	0	3	0.2	0	0.3	4.5	5	33%
Hampden Rd	0.6	0.3	2.6	2.7	2.1	3.4	3.6	0	52%
Broadway	0.9	0	3.1	1.4	0.3	2.8	4.5	0.5	49%

BUILT FORM SCORE CARD

	Active frontages	Urban design quality	Total theme score
Hay St West	2.7	3.6	63%
Hamilton and Watertown	0.7	2.1	28%
CBD	4	3.5	75%
Cultural North	3.7	3.8	75%
Hay St East	5	3.8	88%
Royal	3.7	3.9	76%
Sporting East	0	1.6	16%
Hampden Rd	2.7	3.4	61%
Broadway	3.7	2.4	61%

97

9

SOCIAL SCORE CARD

	Population density	Live local services	Family friendly facilities	Total theme score
Hay St West	1.7	1.5	2.7	58%
Hamilton and Watertown	0	1	2.7	25%
CBD	3.4	5	2.8	75%
Cultural North	1.9	5	1.5	56%
Hay St East	5	2.1	1	55%
Royal	1.4	1	1	23%
Sporting East	0.4	2	2	29%
Hampden Rd	1	2	2.5	37%
Broadway	2	3.6	2	51%

ENVIRONMENTAL SCORE CARD

	Tree ratio	Green space accessibility	Total theme score
Hay St West	2.1	4.9	70%
Hamilton and Watertown	3.5	2.9	64%
CBD	1.9	3	49%
Cultural North	1.4	1.8	32%
Hay St East	2.5	2.6	49%
Royal	5.0	3.3	83%
Sporting East	1	3.5	45%
Hampden Rd	0.9	3.1	40%
Broadway	1.7	2.1	38%

MOVEMENT AND ACCESSIBILITY SCORE CARD

	Public transport outreach	Connectivity	Ease of cycling	Total theme score
Hay St West	2.1	2	3.5	50%
Hamilton and Watertown	4.3	1.5	2.5	55%
CBD	4.3	3.5	3	72%
Cultural North	5	3	3	73%
Hay St East	4.1	5	3	81%
Royal	1.4	3.5	4	59%
Sporting East	3.7	3.5	3	68%
Hampden Rd	3.4	3.5	2	59%
Broadway	2.7	4	2.5	61%

98

The analysis confirms that while some centres had clear strengths, particularly against built form and environmental indicators, they lacked optimal activation and generally scored poorly across economic and social indicators. The study highlights key issues and strategic directions for each neighbourhood centre which are summarised in **Table 30**.

Table 30 - Perth City Centres Analysis summary

Area of Activity	Key Issues	Key Strategic Directions
Hay St West	<ul style="list-style-type: none"> Lack of cohesion and design quality. Limited land use mix and night time economy - increases the centre's vulnerability to economic downturns. A lack of family orientated facilities impacts negatively upon an otherwise appealing location. 	<ul style="list-style-type: none"> Retain and promote fine-grain building typologies, and encourage increased land use diversity. Improve connections to the CBD, Parliament and Kings Park. Encourage family supportive facilities to increase residential appeal. Consider interim uses to activate commercial vacancies.
Hamilton and Watertown	<ul style="list-style-type: none"> Physically severed from the CBD and Northbridge. Street environment is unattractive for pedestrians and cyclists. Limited land use mix and night time economy. 	<ul style="list-style-type: none"> Maintain bulky-goods function until a comprehensive redevelopment is viable. Redevelopment should improve pedestrian and cycling connection, particularly to City West station. Consider interim uses to activate commercial vacancies.

52

Area of Activity	Key Issues	Key Strategic Directions
CBD	<ul style="list-style-type: none"> Excessive vehicle traffic adversely impacts pedestrians and cycling connectivity. Activity cycles according to business hours. Large floorplate developments limit fine grain activity. 	<ul style="list-style-type: none"> Emphasise strategic Capital City role while increasing the residential population and night time economy. Encourage interim uses to activate vacant ground floor tenancies. Encourage adaptive reuse of historic building stock. Improve north-south pedestrian links and street activation, particularly between City Link and Elizabeth Quay. Activate the ground plane of large floorplate buildings. Promote cycling.
Northbridge Cultural	<ul style="list-style-type: none"> Perception of poor safety especially at night. Limited urban green space and children's playgrounds. Limited daytime activation. Heavily trafficked roads adversely impact pedestrians and are poorly activated. 	<ul style="list-style-type: none"> Maintain strong cultural and entertainment functions and minimise land use conflict with new residents. Retain and promote a diverse fine grain business ecosystem; particularly the historic strip shops. Promote cycling and connectivity to Perth station. Introduce urban greenery to increase shading and improve amenity.
Hay Street East	<ul style="list-style-type: none"> Limited community amenity such as supermarkets and medical services. Disruptive one-way Hay St traffic. Underutilised historic heritage structures. 	<ul style="list-style-type: none"> Celebrating the historic buildings through adaptive reuse. Encourage community amenity to support a growing population. Make Hay St two-way or narrow the lanes further. Improve access to McIver station.
Royal St	<ul style="list-style-type: none"> Limited intensity and evening economy. Breadth of catchment is limited due to severance (railway, freeway and river). Lack of community facilities despite residential population. Poor connection to Claisebrook Cove and Claisebrook Station. 	<ul style="list-style-type: none"> Encourage community infrastructure to support the residential population. Encourage the redevelopment of the large Government owned properties. Improve legibility and wayfinding. Expand role of Perth City Farm.
Sporting East	<ul style="list-style-type: none"> Limited land use diversity. Lacks activity outside of major events. Large underdeveloped land parcels have great redevelopment potential. Relatively poor public transport connectivity, particularly north-south. Uncertain redevelopment timeframe for Waterbank. 	<ul style="list-style-type: none"> Redevelopment should capitalise upon the clustering of sporting activities and proximity to river. Use large land parcels for community infrastructure e.g. public schools. Enhance public transport to reduce reliance on surface car parking. Further increase urban greenery.
Hampden Rd	<ul style="list-style-type: none"> Narrow footpaths cause crowding Poor connectivity to the QEII precinct. 	<ul style="list-style-type: none"> Partner with the City of Nedlands, local businesses and QEII hospital to develop a joint vision for the strip.

Area of Activity	Key Issues	Key Strategic Directions
	<ul style="list-style-type: none"> Lack of coordinated urban design and low street tree cover. Shared management with City of Nedlands. 	<ul style="list-style-type: none"> Improve pedestrian and cycling connectivity to the medical precinct through Broadway and beyond to the PSP along the Swan River.
Broadway	<ul style="list-style-type: none"> Low land use diversity and intensity. Minimal active street frontages with most businesses concentrated in the Broadway Fair shopping centre. Numerous strata developments limit redevelopment opportunities. Shared management with City of Nedlands. 	<ul style="list-style-type: none"> Partner with City of Nedlands, local businesses and the UWA to develop a clear, joint vision for the strip. Improve pedestrian and cycling connectivity to the Swan River through Hampden Rd to the medical precinct.

Neighbourhood Activity Centres Analysis

The Neighbourhood Activity Centres Analysis 2020 examined the performance of the city's six neighbourhood activity centres and provided recommendations for how these centres could support the economic development, population growth, retail viability and enhanced liveability. The study identified floorspace gaps (current and future) for priority land uses and identified the key issues impacting the performance of each centre. These findings are summarised in **Figure 31**.

Table 31 - Neighbourhood Activity Centres Analysis 2020 - Summary

Neighbourhood Activity Centre	Key Issues					
Central Perth Retail Core	<ul style="list-style-type: none">Access is a strength, as it is the public transport core for Greater Perth. Most origin points are well located around the retail core. However, the eastern end of the core is less connected to the primary origins (EQ and Perth Station).Missed activation opportunities at key exposure points. These should be occupied by high-turnover retail or food and beverage.Dilution of activity due to excessive passages between Hay and Murray St malls.Under-activated at night and on weekends – low sense of safety.Numerous anchors but limited activation and wayfinding between them.Benchmarked land use gaps:					
	Land Use	Supermarket	Specialty retail	Office	Health-Education	Entertainment
	Benchmark Gap (sqm)	0	1,063	2,658	530	1,696
Hay Street West Perth	<ul style="list-style-type: none">Limited access from the outside of the city and movement on Hay St is restricted due to one-way traffic.Limited connectivity between the centre and key origin points or visitor anchors (City West train station, Parliament House, Kings Park).Most workers drive to West Perth, limiting pedestrian traffic.Nighttime activity is limited and dispersed.No clear anchor within the centre.Critical mass of residents and workers are not in close proximity to the centre.					
	Land Use	Supermarket	Specialty retail	Office	Health-Education	Entertainment
	Benchmark Gap (sqm)	863	355	655	212	1,740

Neighbourhood Activity Centre	Key Issues					
Hay Street East Perth	<ul style="list-style-type: none">There is limited public transport access to the neighbourhood centre and movement on Hay Street is limited due to one-way traffic.Limited connectivity between the centre and key origin points or visitor anchors (CBD core, WACA, Gloucester Park, Optus Stadium).Dominance of vehicle traffic limits pedestrian activity.Lack of continuous active frontages and key corner sites are poorly activated.No clear anchor within the centre.Limited links to surrounding public open spaces.Benchmarked land use gaps:					
	Land Use	Supermarket	Specialty retail	Office	Health-Education	Entertainment
	Benchmark Gap (sqm)	1,216	2,097	1,387	1,803	2,169
Northbridge	<ul style="list-style-type: none">No defined neighbourhood centre.Somewhat separated from public transport connections but close to Perth and Mclver station.Lack of activation between Stirling Street area and entertainment precinct.No clear anchor.Limited public open spaces in Northbridge-east.Benchmarked land use gaps:					
	Land Use	Supermarket	Specialty retail	Office	Health-Education	Entertainment
	Benchmark Gap (sqm)	0	352	949	293	614
Royal Street Claisebrook	<ul style="list-style-type: none">Limited public transport access, with most users accessing the Neighbourhood via the Central Perth.Limited connectivity with surrounding train stations, river foreshore and Optus Stadium.Parking for workers is separated from the centre which limits pedestrian activity.Limited activation of the intersection of Plain St and Royal St.Claisebrook Cove is an anchor, creating good activation for operators facing the water. However, there remains limited connection to the Royal St area.The main employment anchors are State government employment and the TAFE campus, both of which are not well linked to the Royal St Centre.Benchmarked land use gaps:					
	Land Use	Supermarket	Specialty retail	Office	Health-Education	Entertainment
	Benchmark Gap (sqm)	618	1,262	496	840	2,069
Crawley-Nedlands (Broadway and Hampden Rd)	<ul style="list-style-type: none">There is limited public transport servicing the Broadway neighbourhood centre.Traffic between UWA and Broadway is diluted due to multiple access options. These routes are poorly activated.Limited wayfinding between Hampden Rd centre and surrounding anchors.Hampden Rd centre has no clear anchor.Benchmarked land use gaps:					
	Land Use	Supermarket	Specialty retail	Office	Health-Education	Entertainment

Neighbourhood Activity Centre	Key Issues					
	Benchmark Gap (sqm)	549	1,612	1,703	751	2,849

Overall, the study found that many of the city's activity centres do not attract sufficient pedestrian traffic to achieve optimal activation. This is generally due to low population concentrates, a dilution of active frontages, a lack of key anchors and land use gaps. Cyclical activation was also identified as an issue with many centres lacking activation at night and on weekends, while other areas such as Northbridge achieved low daytime activation.

The study suggests a range of planning and non-planning actions to improved activity centre performance. Key recommended actions for the city as a whole include:

- Support accelerated population growth to 90,000 by 2050.
- Establishing a coordinated vision over each neighbourhood centre.
- Change of use exemptions and development incentives for key land use gaps.
- Improved connectivity and wayfinding.
- Public realm projects to support desired activation in key areas.
- Free alfresco dining in key areas.
- Regular data monitoring to respond to changes in activity.

Movement and Place

In 2017 the City engaged Intermethod undertake a Movement and Place Assessment of Perth city streets to evaluate their roles in terms of movement and place. The movement and place approach was conceived in 2001 in Europe and has been used in various cities in the United Kingdom, Australia, New Zealand and China. It recognises that streets perform two functions: movement of people and goods, and places which are destinations in their own right.

As a city grows, the demand for space and potential for conflict increases. An integrated approach to transport and urban planning is required to resolve any competition between the priorities of movement and place (Intermethod, 2017). The assessment assists with setting street design principles for the public realm and the interface with the private realm, and evaluating performance of the streets and network, and addressing conflicts.

The Movement and Place Assessment undertaken for the City established a baseline vibrancy pattern for Perth city, acknowledging that the vibrancy of a place is not just determined by land use, but is also influenced by pedestrian volumes, on-street activities and active building frontages.

The Assessment found that many streets are not well activated and daytime activation in most neighbourhoods drops significantly on the weekend. Central Perth (east) and West Perth experience the greatest fall in activity on the weekend –likely due to the loss of the worker population and their associated Monday-Friday activity.

Northbridge and Central Perth (west) have proven night-time economies and experience the highest levels of activation in the evenings during the week and on weekends. This is mainly driven by the food and beverage offer within these areas. Other neighbourhoods have significantly lower levels of activation at night-time, signifying the dominance of commercial and residential land uses in those areas. Overall, Northbridge and Central Perth (west) show the most consistent levels of activity, with all other neighbourhoods lagging behind.

The assessment recognises that there are many factors that impact on vibrancy including some that can be influenced by the planning framework, such as land uses, development intensity and building design. But other such as physical road and footpath conditions, speed limits, pedestrian and cycling facilities, landscaping and legislation and policies relating to outdoor dining, licensing and events. An integrated approach to creating vibrancy in city streets will be essential.

1.3.1.7. Hotels and Short Stay Accommodation supply

Recent investment in Perth city's tourism offering has focused on capacity shortfalls in hotel accommodation – with approximately 3,000 new hotel rooms delivered in the city since 2012 (when the City introduced development incentives for hotels and other forms of short-term accommodation).

However, hotel occupancy rates fell in 2016 and early 2017, with demand failing to keep pace with additional accommodation supply. The hotel industry has been impacted further by Covid – 19 with hotel occupancy down by 33% in June 2020 compared to the same period the previous year (Tourism WA. 2020).

1.3.1.8. Proposed Northbridge Special Entertainment Precinct

Northbridge plays a significant economic and cultural role with its concentration of entertainment venues as well as cultural facilities. Collectively, this blend of land uses has created the largest cultural and entertainment precinct in WA.

An economic analysis of the proposed Northbridge Special Entertainment Precinct undertaken by Lucid Economics in 2018 on behalf of Tourism WA, demonstrated that the value of tourism generated within the precinct equated to \$174 million in Gross State Product and approximately 1,600 jobs (both directly and indirectly). It is estimated that in 2017 the precinct attracted approximately 916,000 visitors.

The City has been working with the State Government to ensure the protection of this important precinct through both changes to the Environmental Protection (Noise) Regulations and the City's planning scheme. The latter ensuring that new development is appropriately attenuated to mitigate noise generated from entertainment venues.

1.3.1.9. Employment Floorspace Growth

The 2019 Commercial Land Use Trends Analysis and Demand Forecast provides employment floorspace projections from 2018 – 2038. These forecasts are detailed below.

Future office demand

It is estimated that there will be demand for an additional 1.2 million sqm of office floorspace between 2018 to 2038, which represents a 51.3% increase. The breakdown by neighbourhood is shown in **Table 32**.

Table 32 - Office floorspace demand forecasts by neighbourhood (Colliers International, 2019)

Office Floorspace Demand Forecasts (m ²)						
Neighbourhood	2018	2023	2028	2033	2038	20 Year addition
Central Perth	1,443,010	1,596,962	1,785,629	1,974,336	2,182,986	739,976
Northbridge	171,692	190,010	212,458	234,911	259,736	88,044
East Perth	140,948	155,985	174,413	192,845	213,226	72,278
Claisebrook	93,973	103,999	116,286	128,575	142,163	48,190
West Perth	432,420	478,554	535,091	591,640	654,165	221,745
Crawley-Nedlands	46,216	51,147	57,190	63,233	69,916	23,700
Total	2,328,259	2,576,657	2,881,067	3,185,540	3,522,192	1,193,933

As indicated above, Central Perth remains the most desirable location for future office space. It is likely that demand will continue to occur between Elizabeth Square and Kings Square and along the CBD core of St Georges

Terrace. Due to West Perth's available car parking, this neighbourhood will continue to remain desirable to certain industries – and it is estimated that 46,000–60,000 sqm of office floorspace may be required per annum to meet the demand up until 2038.

Future retail demand

A demand-and-supply analysis for Perth city was undertaken to determine the retail outlook between 2018-2038 (refer to **Table 33**).

Table 33 - Retail floorspace demand by neighbourhood (Colliers International, 2019)

Retail additional floorspace forecasts (m ²)						
Neighbourhood	2018	2023	2028	2033	2038	20-year addition
Central Perth	203,752	230,923	259,011	285,332	313,911	110,159
Northbridge	50,724	55,320	60,333	65,800	71,763	21,039
East Perth	19,139	21,515	24,125	27,006	30,279	11,140
Claisebrook	17,161	19,786	21,556	23,203	25,100	7,939
West Perth	44,495	48,669	53,545	58,593	64,187	19,692
Crawley-Nedlands	12,434	13,086	13,851	14,627	15,469	3,035
Total	353,087	395,168	438,822	481,542	528,323	175,236

It is estimated that there will be demand for an additional 175,236sqm of retail floorspace between 2018 to 2038. The bulk of this floorspace is expected to continue in Central Perth, particularly within the malls and Forrest Place – and this will likely intensify and diversify as worker population increases. Northbridge and West Perth were identified as secondary sites for future retail development – most likely due to the prominent office, residential and entertainment land uses in these areas which support retail demand. Retail demand outside of Central Perth, Northbridge and West Perth will be largely driven by the resident population, and the desire to service their needs.

Future entertainment, recreational and cultural demand

It is estimated that there will be demand for an additional 64,500sqm of entertainment, recreational and cultural floorspace across Perth city between 2018 to 2038, which represents a 17.8% increase (Colliers International, 2019). The majority of this floorspace would be required in Central Perth and Northbridge, as these types of land uses benefit from clustering activity (to take advantage of the existing consumer base and passing trade) (Colliers International, 2019). Future population growth in city neighbourhoods is likely to impact demand across various sub-categories, such as bars and fitness venues, and planning policy should be flexible to cater to this need as it arises.

It is estimated that there will be demand for an additional 64,500sqm of entertainment, recreational and cultural floorspace across Perth city between 2018 to 2038, which represents a 17.8% increase (refer to **Table 33**). The majority of this floorspace would be required in Central Perth and Northbridge, as these types of land uses benefit from clustering activity (to take advantage of the existing consumer base and passing trade) (Colliers International, 2019). Future population growth in city neighbourhoods is likely to impact demand across various sub-categories, such as bars and fitness venues, and planning policy should be flexible to cater to this need as it arises.

Table 34 – Entertainment, recreation and cultural floorspace demand by neighbourhood (Colliers International, 2019)

Retail additional floorspace forecasts (m ²)						
Neighbourhood	2018	2023	2028	2033	2038	20-year addition
Central Perth	196,233	201,951	208,186	214,986	222,402	26,169
Northbridge	104,439	106,604	111,306	116,435	122,029	128,129
East Perth	13,419	14,003	15,272	16,656	18,165	19,811
Claisebrook	5,054	5,448	5,878	6,348	6,859	1,805
West Perth	12,580	13,128	14,317	15,614	17,029	18,573
Crawley-Nedlands	16,288	16,415	16,690	16,991	17,318	17,676
Total	362,190	368,677	382,767	398,135	414,895	433,174

Future health, education and community service demand

It is estimated that there will be demand for an additional 67,094sqm of health, education and community service floorspace across Perth city between 2018 to 2038, which represents a 18.5% increase. The majority of this floorspace would be required in Central Perth, East Perth and Northbridge (refer to **Table 33**).

Table 35 – Health, education and community services floorspace demand by neighbourhood (Colliers International, 2019)

Retail additional floorspace forecasts (m ²)						
Neighbourhood	2018	2023	2028	2033	2038	20-year addition
Central Perth	330,747	334,302	338,179	342,407	347,019	16,272
Northbridge	119,435	123,854	128,674	133,930	139,663	20,228
East Perth	50,703	53,797	57,173	60,854	64,869	14,166
Claisebrook	40,633	42,044	43,582	45,260	47,089	6,456
West Perth	19,943	21,599	23,406	25,377	27,526	7,583
Crawley-Nedlands	549,387	549,909	550,478	551,099	551,776	2,389
Total	1,110,848	1,125,505	1,141,492	1,158,927	1,177,942	67,094

Total employment floorspace demand

It is estimated that there will be demand for an additional 1.5 million sqm of employment floorspace between 2018 to 2038. The breakdown by neighbourhood is shown in (refer **Table 36**). Colliers International anticipates that approximately 80% of this space will be required for office use.

Table 36 - Total employment floorspace demand to 2038 (Colliers International, 2019)

Neighbourhood	Existing floorspace 2018 (m ²)	Additional demand to 2038 (m ²)
Central Perth	2,173,742	931,521
Claisebrook	156,821	66,926
Crawley-Nedlands	624,452	31,632
East Perth	224,793	107,196
Northbridge	448,455	155,470
West Perth	509,986	266,137
TOTAL	4,138,249	1,558,882

Note: 'Commercial floorspace' refers to all non-residential land uses as surveyed under the Commercial Land Use Trends Analysis and Demand Forecast, 2019

The total additional employment floorspace required to 2038 is shown in **Table 37**. Taking into account the amount of space estimated as vacant or under construction, the total amount of new employment floorspace space required is approximately 994,636sqm.

Table 37 – Additional commercial floorspace required to 2038 (Colliers International, 2019)

Neighbourhood	Additional demand to 2038 (m ²)	Vacant / under construction (m ²)	Remaining floorspace required to 2038 (m ²)
Central Perth	931,521	396,484	535,037
Claisebrook	66,926	23,016	43,910
Crawley-Nedlands	31,632	11,319	20,313
East Perth	107,196	18,302	88,894
Northbridge	155,470	42,051	113,419
West Perth	266,137	73,074	193,063
TOTAL	1,558,882	564,246	994,636

1.3.1.10. Employment growth

As part of the Commercial Land Use Trends Analysis and Demand Forecast, Colliers international calculated estimated employment growth per neighbourhood to 2038 (refer **Table 38**). Almost 70,000 additional workers are anticipated in Perth city by 2038. The majority of these workers will be located in Central Perth, which is unsurprising given the distribution of anticipated employment floorspace growth (refer **Table 36**).

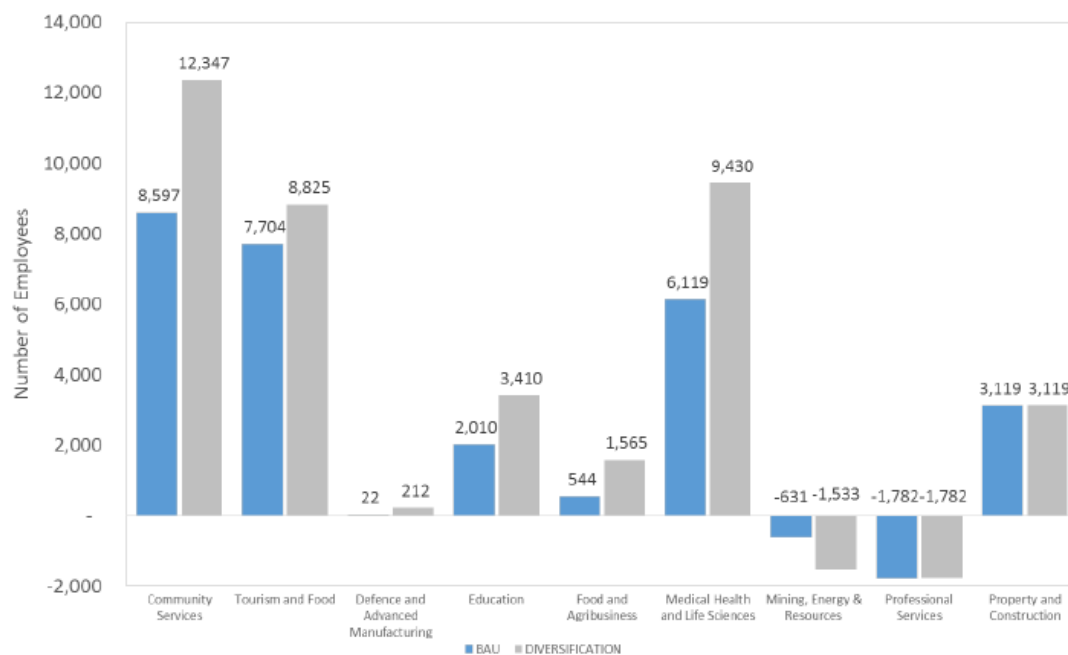
Table 38 - Employment growth to 2038 (Colliers International, 2019)

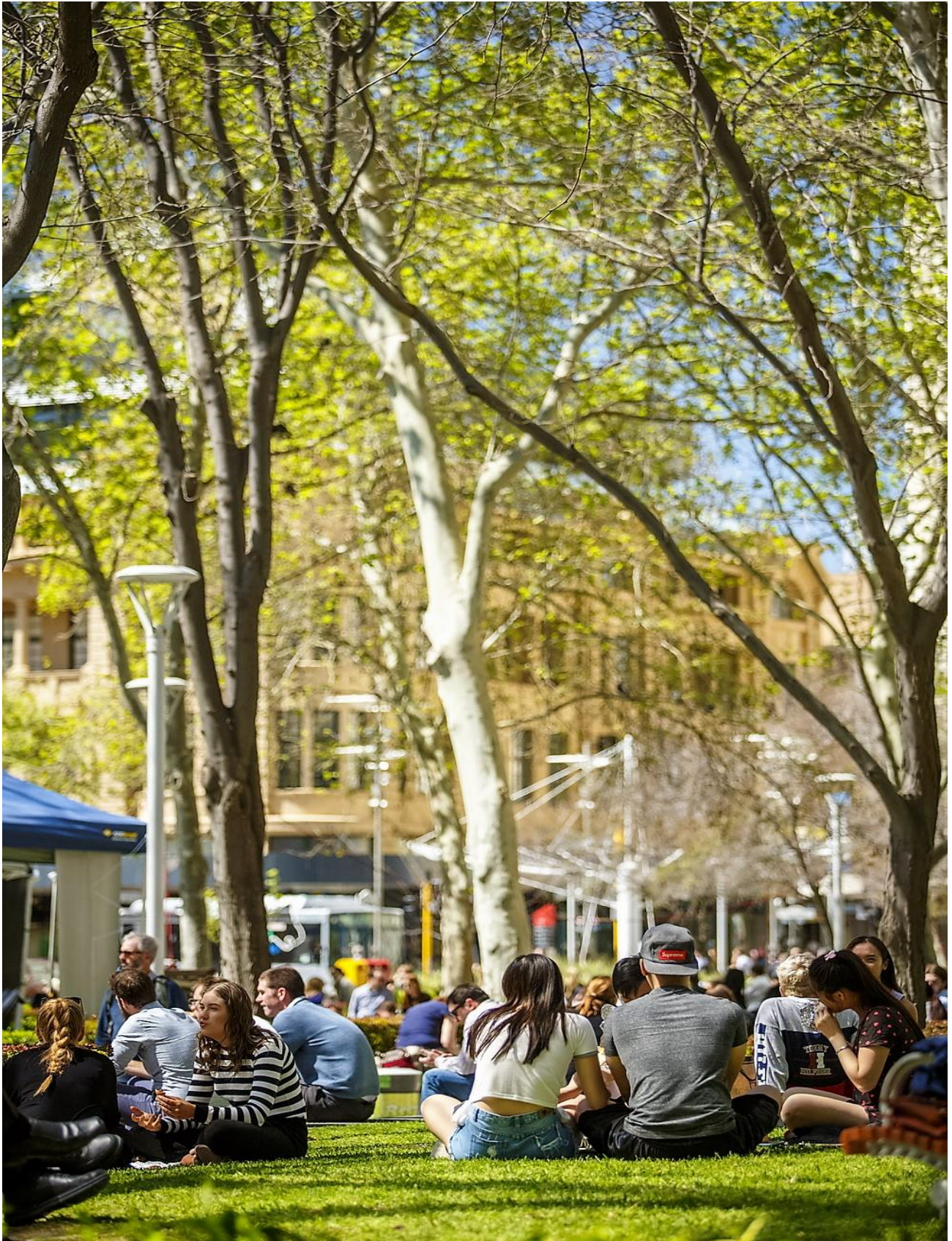
Neighbourhood	Existing workers 2016	Additional workers to 2038	Estimated total workers 2038
Central Perth	84,840	39,405	124,245
Claisebrook	7,128	3,311	10,439
Crawley-Nedlands	13,893	6,453	20,346

East Perth	9,711	4,510	14,221
Northbridge	11,960	5,502	17,462
West Perth	21,477	9,975	31,452
TOTAL	149,009	69,156	218,165

In addition to the estimates above, the Commercial Land Use Trends Analysis and Demand Forecast examined the impact of a 'diversification scenario' on employment growth within Perth city. This diversification scenario is derived from the Pracsys Economic Future Scenario Assessment (Pracsys, 2017), and was found to deliver an additional 9,890 employees by 2038, compared to the business as usual trends shown in **Table 38**. The growth in workers across the key employment sectors under the diversification scenario is illustrated in **Figure 34**.

Figure 34 - 20-year employment growth - BAU vs Diversification scenario





1.4. Natural Environment

1.4.1. Existing profile and trends

The natural environment is a key component of Perth city's fabric. It provides the physical conditions upon which the city has developed and contributes daily to the human enjoyment of the city and its landscape. The natural environment is central to Perth city's 'sense of place.'

1.4.1.1. State Planning Policy No. 2

State Planning Policy No. 2, provides guidance for the protection, management, conservation and enhancement of the natural environment. The objectives of this policy are:

- To integrate environment and natural resource management with broader land use planning and decision-making;
- To protect, conserve and enhance the natural environment; and
- To promote and assist in the wise and sustainable use and management of natural resources.

The State Planning Policy No. 2 objectives and policy measures are reflected in the consideration of the following sections of this document related to Perth city's natural environment.

1.4.1.2. Swan River

The Swan River is an important attribute of Perth city, contributing to both its environmental and social fabric. The Swan-Canning sub catchment area covers 2,090sqm of the much larger Swan Avon catchment area (approximately 126,000sqm) (Department of Parks and Wildlife, 2015). It is located on the northern intersection of the Swan River's lower and middle estuary systems, where the water quality ranges from good (lower estuary) to poor (middle estuary).

Between 1883 and 1967, significant areas of the Perth foreshore were reclaimed from the river (refer to **Figure 35** and **Figure 36**). It should be noted that much of the reclaimed foreshore is currently within the floodplains affected by the 1:100-year storm events (refer to **Figure 36**) (City of Perth, 2018⁹).

The Swan River foreshore is ecologically sensitive and continues to experience some habitat/biodiversity loss, pollution impacts and foreshore degradation (due to urbanisation and the effects of climate change).

The City takes fortnightly microbial water samples from the Swan River at eight locations from Crawley to Claisebrook, between November and April each year. Analysis of these water samples assists in the early detection of water quality issues, which may impact water users. Results since 2012 have indicated fair to good water quality – with opportunities for improvement. Sources of microbial pollution include storm-water and construction site runoff, animals and boating wastes.

Figure 35 - Areas of reclaimed land within Perth city

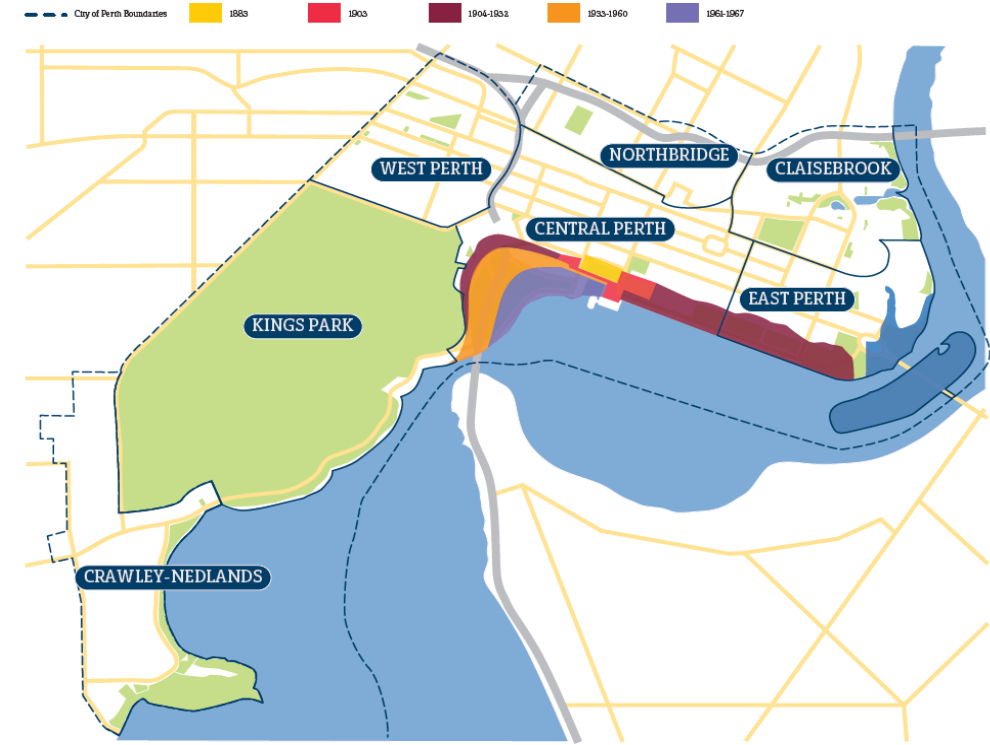
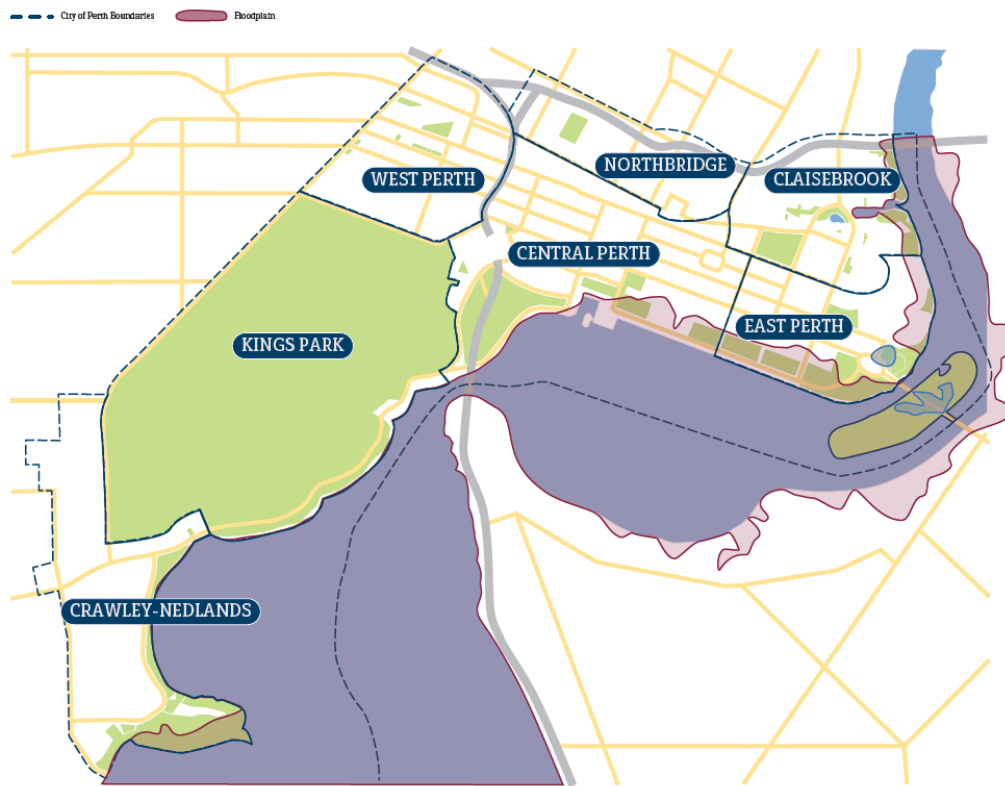


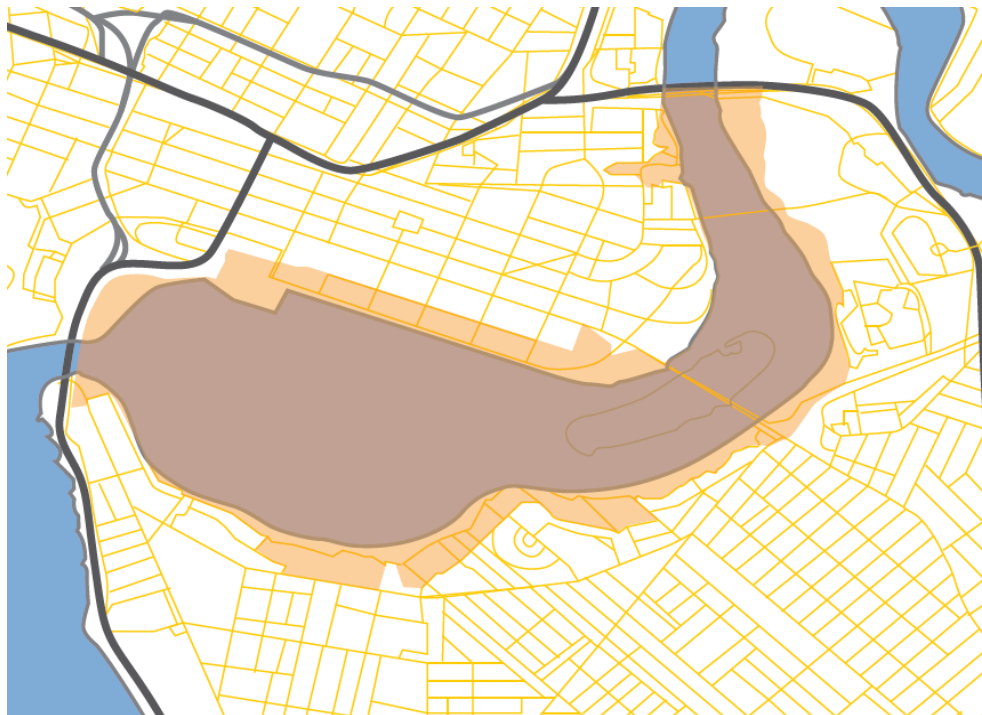
Figure 36 - Area subject to flooding within Perth city (City of Perth, 2018^a)



The Perth Water Buneenboro Locality Plan is currently being prepared by the Department of Biodiversity, Conservation and Attractions. The Perth Water Locality is identified as the section of the Swan River and its foreshore between the Narrows and Windan bridges (refer to **Figure 37**). The locality plan is being developed as a framework to determine acceptable developments and uses for the area, based on defining landscape characteristics, community aspirations and environmental and cultural value.

The development of the Perth Water Buneenboro Locality Plan is being overseen by the Perth Water Vision Group, which is comprised of the various State and local government agencies. Future land use and development strategies and actions recommended by the Local Planning Strategy for land within the Perth Water Buneenboro Locality Plan, should align with the future prepared framework's vision and objectives.

Figure 37 - Perth Water Buneenboro Locality Plan study area (Department of Biodiversity, Conservation and Attractions, 2018)



1.4.1.3. Wetlands

Historically, there was a chain of wetlands extending across the northern area of Perth City (now East Perth and Northbridge) to Lake Monger, which shaped the original planning of the Swan River Colony settlement, giving rise to the east-west alignment of roads.

The majority of these wetlands have been constructed over, however, some have either remained or been modified as the city's landscape evolved.

shows the original locations of the wetlands, with the current city landscape superimposed (City of Perth, 2018^a).

Figure 38 - Location of original wetlands



1.4.1.4. Soils

There are three naturally occurring types of soil in Perth city:

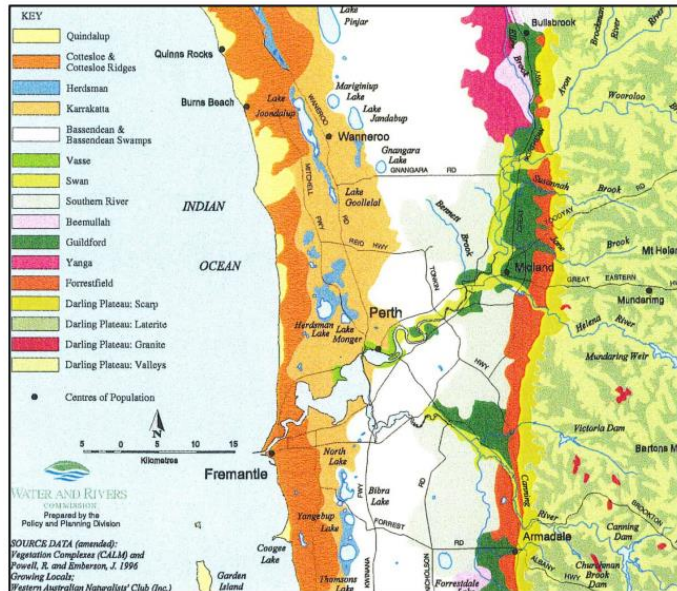
- Vasse soils – along the river foreshore;
- Herdsman soils – marking the location of the former wetlands; and
- Karrakatta sands – across the remainder of the City of Perth.

Figure 39 shows the locations of soil types for the metropolitan area, including Perth city.

Imported soil was also used to assist in the creation of the Narrows interchange, and dredged material from the bed of the Swan River was used to shape Heirisson Island and parts of the foreshore (Claisebrook Catchment Group Inc, 2008).

The location of the city amongst reclaimed foreshore and wetlands also means that the impacts of acid sulfate soils need to be addressed and managed when considering new development in certain areas. The need for specific planning provisions will be investigated when preparing the new scheme.

Figure 39 - Soil types of the Swan River system and surrounding areas (Department of Biodiversity, Conservation and Attractions, 2016)



1.4.1.5. Climate change

Climate change is a significant challenge facing Perth city, and will require concerted action to reduce the potentially severe consequences. In May 2018, the City completed its Climate Change Adaptation Plan, developed in line with the Commonwealth Government's *Climate change impact and risk management framework – A Guide for Business and Government* and the *International Standard AS/NZ ISO 31000:2009 – Risk Management*. The guidelines provide a structured, systematic approach to establishing the context, identifying risks, analysing risks, evaluating risks and treating risks. It has been developed to support climate-resilient development, through the implementation of relevant adaptation actions.

The implementation of relevant adaptation actions identified in the Climate Change Adaptation Plan will support the City to effectively address and manage the risks of climate change.

1.4.1.6. Greenhouse gas emissions

An inventory of greenhouse gas emissions (GHG) was calculated for Perth city (prior to the 2016 integration of Crawley-Nedlands) using the Global Protocol for Community-Scale Greenhouse Gas Emission Inventories, an accounting and reporting standard used by the City as signatory to the Compact of Mayors (City of Perth, 2016).

In 2014-15, the inventory found 90% of GHG emissions in Perth city were generated by non-residential activity, which reflect the size of the City's economy and the influx of workers from outside the City each day. By sector (i.e. places where emissions are generated), buildings generated 63% of emissions, and transport 35%. By source, electricity was by far the largest source of emissions (59%).

In comparison to the cities of Melbourne and Sydney, Perth city emits:

- A significantly lower amount of GHG through buildings; and
- A significantly higher amount of GHG through transport.

The significantly higher amount of GHGs emitted from transport may reflect higher levels of reliance on private car use, and lower-levels of public transport use, to access employment in Perth city from across Greater Perth (compared with Melbourne and Sydney).

1.4.1.7. Water consumption

In 2017, the City was benchmarked using the Water Sensitive Cities (WSC) Index tool to rate how the overall management of its water was fairing in terms of its sustainability outcomes. The initial assessment produced the Water Sensitive Cities Index Report 2017 and these results fed into the City's Water Sensitive City Study 2017 (City of Perth, 2017^b). The study identified Perth city's water consumption baseline and business as usual forecast consumption to 2036 across sectors. The study also identified water saving practices that could reduce the city's consumption if implemented. The results are summarized in refer to **Table 39**.

Table 39 - Water use consumption of varied scenarios by 2036 across the City of Perth

	2016	2036				
		Business as usual (kL)	Water efficient behaviour savings (kL)	Water efficient infrastructure savings (kL)	Water sensitive city	
					Total savings (kL)	Resulting water consumption (kL)
City of Perth operations	1,039,277	1,341,711	69,249	201,257	270,505	1,071,206
Residences	1,656,545	2,501,340	125,067	250,134	375,201	2,126,139
Hospitality	570,718	627,790	31,389	62,779	94,168	533,621
Commercial	1,408,776	1,760,970	88,049	176,097	264,146	1,496,825
General industry	1,332,737	1,532,648	76,632	153,265	229,897	1,302,750
Private groundwater use	2,960,770	2,960,770	148,039	296,077	444,116	2,516,655

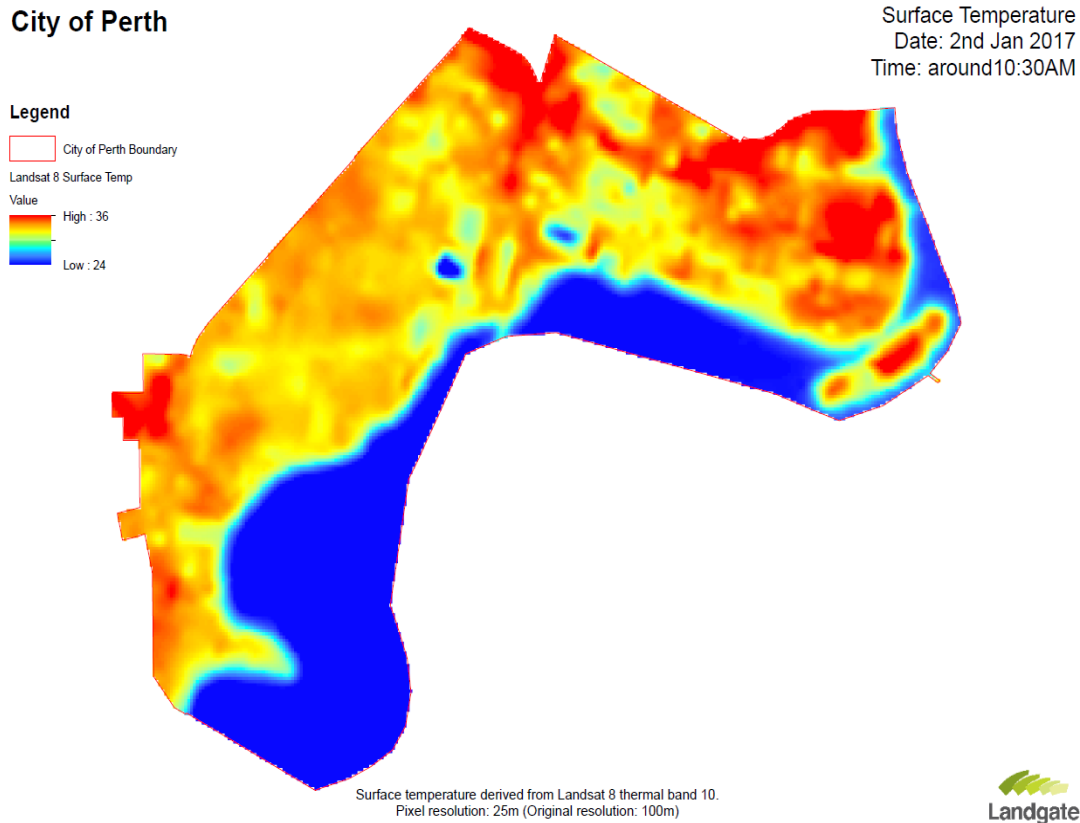
1.4.1.8. Urban heat island effect and hot-spot areas

Cities are generally hotter than surrounding less built up areas – sometimes by as much as one to three degrees Celsius. Urban surfaces can be highly effective at absorbing and storing heat during the day, creating higher daytime temperatures. This heat is then released at night, leading to higher temperatures after dark. This phenomenon is known as the 'urban heat island effect' (UHI).

'Hot-spot' areas (City of Perth, 2016^a) tend to be located where there is a high concentration of hard surfaces such as roads, railway lands, and large areas of unirrigated natural surfaces. Research undertaken for the City's Urban Forest Plan has indicated that the city currently has several temperature 'hot-spot' areas (refer to **Figure 40**).

Some of these hot-spots are in residential areas and around major gathering places. They also appear to correlate to those parts of the city with lower levels of canopy cover. Perth's urban heat island effect contributes to higher city temperatures, with potentially negative impacts on city liveability and community health and wellbeing. With Perth city temperatures predicted to rise, this situation may worsen over time. Planting more trees to increase the level and quality of canopy cover in hot-spot areas will assist in reducing these impacts.

Figure 40 - Hotspot locations across Perth city (City of Perth, 2016^b)

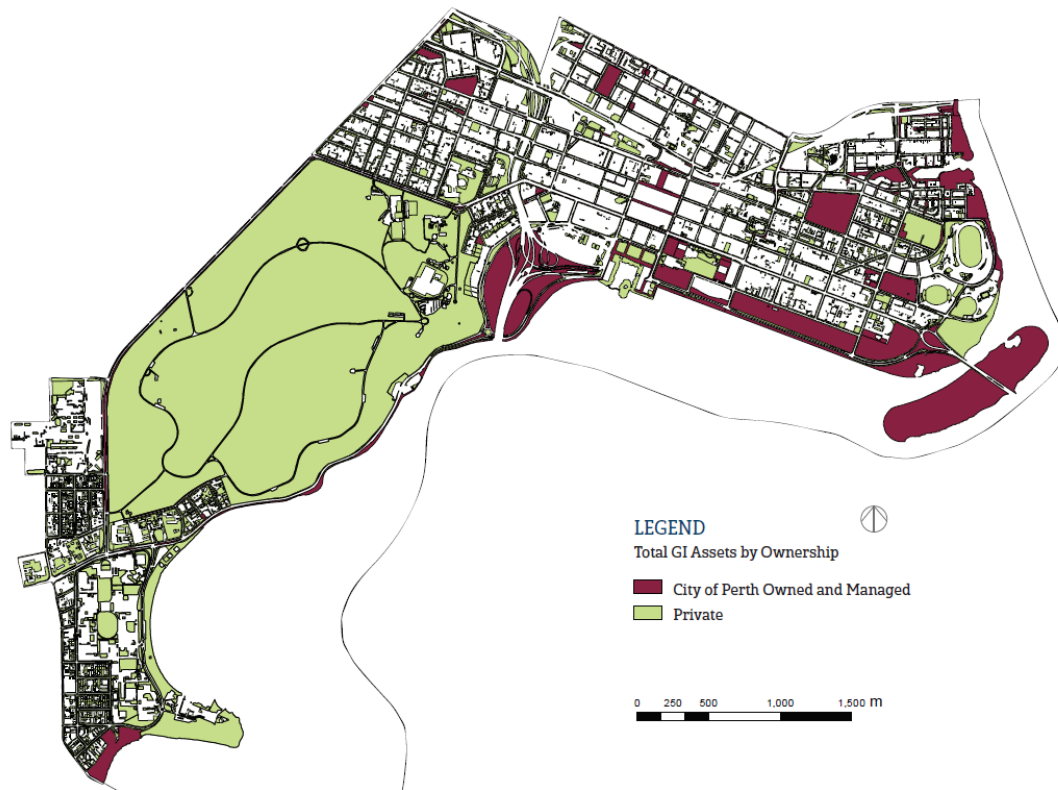


1.4.1.9. Biodiversity

The presence of two threatened ecological communities, listed under the *Environment Protection and Biodiversity Conservation Act 1999*, have been recorded in the City – including Banksia Woodland of the Swan Coastal Plain and Subtropical and Temperate Coastal Saltmarsh. The Subtropical and Temperate Coastal Saltmarsh at Heirisson Island supports two ant species and a butterfly that are only present in this region because of the saltmarsh.

Approximately 65% of the city is terrestrial or land-based habitat (and some minor wetlands) – with the remaining (35%) comprising the Swan River estuary. Of the terrestrial habitat, 746.4 hectares has been recorded as 'green infrastructure' (refer **Figure 41**).

Figure 41 - Total green infrastructure assets by ownership (City of Perth, 2017^a)

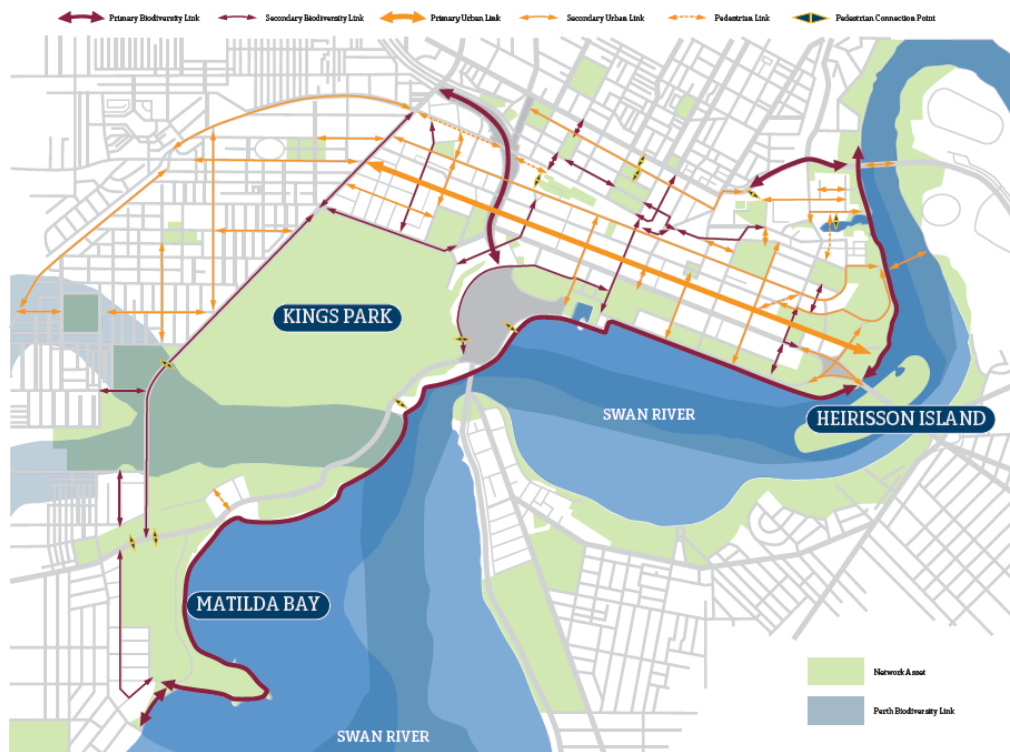


Of the 'green infrastructure' throughout the city, 27% of flora was composed of WA native flora, 21% was non-West Australian native flora and the remainder (52%) was composed of exotic species.

Studies of Perth city's green infrastructure led to the design of a green infrastructure network (refer **Figure 42**). The green infrastructure network integrates a range of biocultural features and uses to create robust and meaningful green linkages throughout the city. Although the expansion and enhancement of these linkages relies primarily on green infrastructure within public spaces (parks, foreshore, verges, and medians), they can be supported by the greening of adjacent private spaces and developments.

The types of connectors that form the overall network are broadly classified into 'biodiversity' and 'urban' connectors or links in accordance with previous studies and reports created at the local and regional scale (Western Australian Local Government Association, 2017 and Alan Tingay and Associates, 1998).

Figure 42 - Green infrastructure network for the City of Perth (City of Perth, 2017^a)

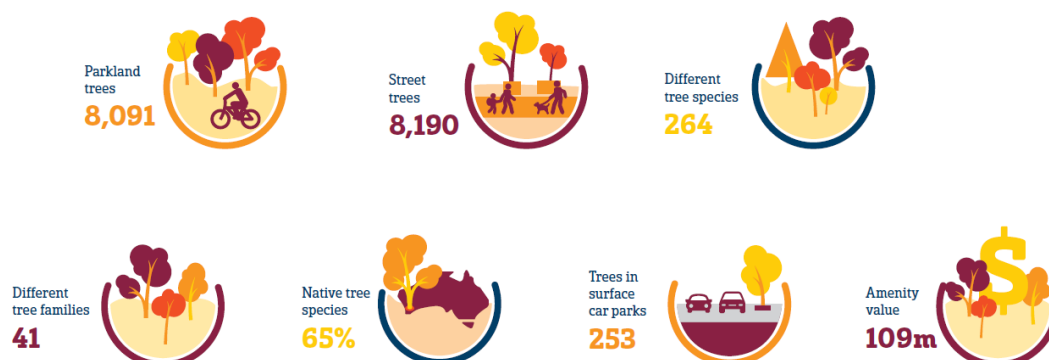


1.4.1.10. Urban forest

An urban forest is broadly defined as the collection of green spaces, trees and other vegetation that grows within an urban area, on both public and private land. The City's urban forest is a valuable asset and key element of city infrastructure which improves liveability, community health and wellbeing. It also contributes to the creation of a climate-resilient city, and helps improve overall environmental quality (refer to **Figure 43**).

At present, there are an estimated 14,811 street and parkland trees in Perth city (pre-July 2016 boundary, excluding Kings Park). These provide an estimated total canopy cover of 10.7% of the city's land area, which is considered low. In July 2016, the City acquired an additional 1,590 street and parkland trees through the amalgamation of parts of the City of Subiaco and City of Nedlands which has an estimated canopy cover of 27%. A further 133 trees were added to the urban forest upon completion of Elizabeth Quay by Development WA.

Figure 43 – Perth city street and parkland tree facts



The City's Urban Forest Plan is a strategic action plan that aims to promote the long-term health and resilience of the city's urban forest – and maximise the level of community benefits it can deliver. The plan recognises and values the urban forest as an important asset, and a key element of city infrastructure.

The Urban Forest Plan is being developed in three stages. Stage One has been completed, and focuses on the city's population of street and parkland trees. Stages Two and Three are currently in development. Stage Two will address trees on private property, while Stage Three focuses on the other vegetation that makes up the urban forest – including wider elements of green infrastructure.

Through a targeted program of new tree planting, the City is aiming to increase the level of canopy over a 30-year period. New tree planting will be prioritised in temperature 'hot spots' and spaces with high levels of pedestrian activity – to help reduce city temperatures and promote urban cooling.

1.4.1.11. Bush Forever

Three open space areas within the city are classified as Bush Forever sites:

Bush Forever Site	Description
No.317 – Kings Park Escarpment	276 hectares of the escarpment of Kings Park – behind the old Swan Brewery – containing remnant vegetation.
No.402 – Pelican Point in Crawley	Pending Threatened Ecological Community classification due to temperate coastal saltmarsh. One of three locations in the Swan River that form the Swan Estuary Marine Park – where 'internationally protected waders visit every summer coming from far away areas such as Asia, Mongolia and Siberia' (City of Perth. 2017 ³). JH Abrahams Reserve is a part of this site.
'Other native vegetation' – Heirisson Island (south-east corner)	Heirisson Island has a Threatened Ecological Community classification – due to its subtropical and temperate coastal saltmarsh.

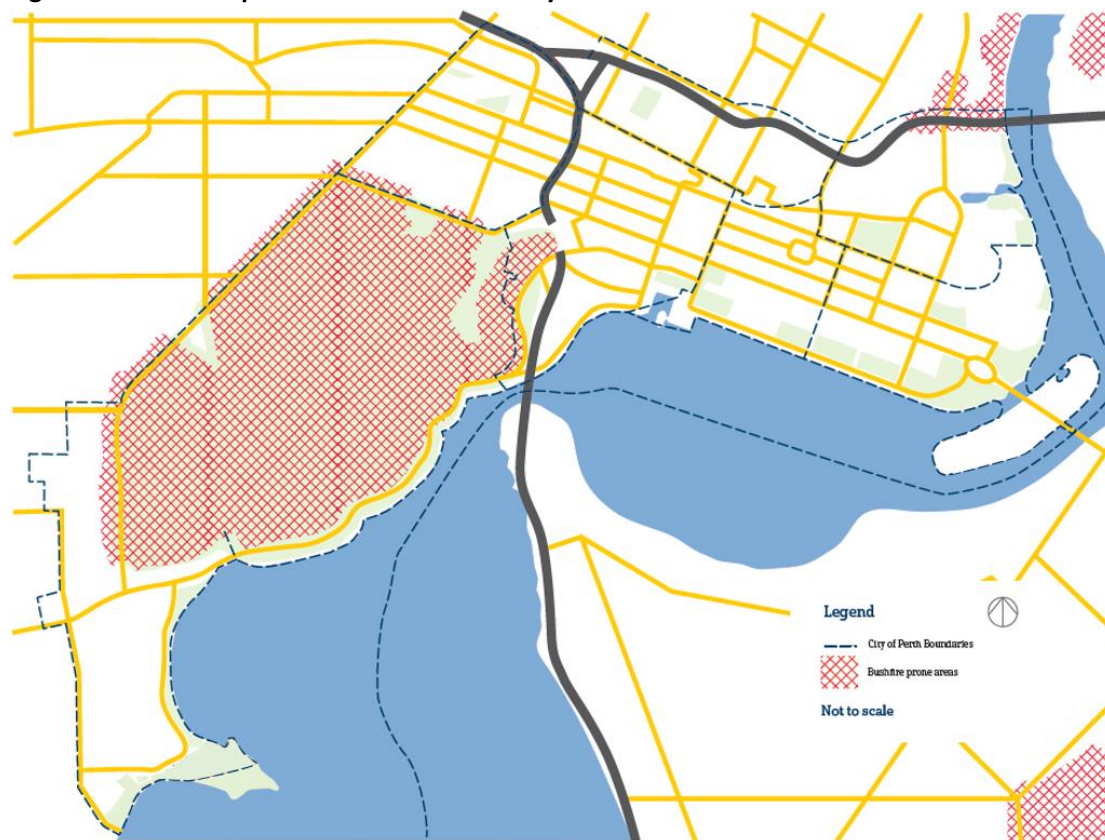
Bushfire prone areas

Climate change is projected to result in harsher bushfire weather. The Department of Fire and Emergency Services (DFES) Map of Bushfire Prone areas identifies two areas in Perth city as bushfire prone:

- Kings Park; and
- Portion of the Graham Farmer Freeway reserve.

The areas classified as bushfire prone are illustrated in **Figure 44**).

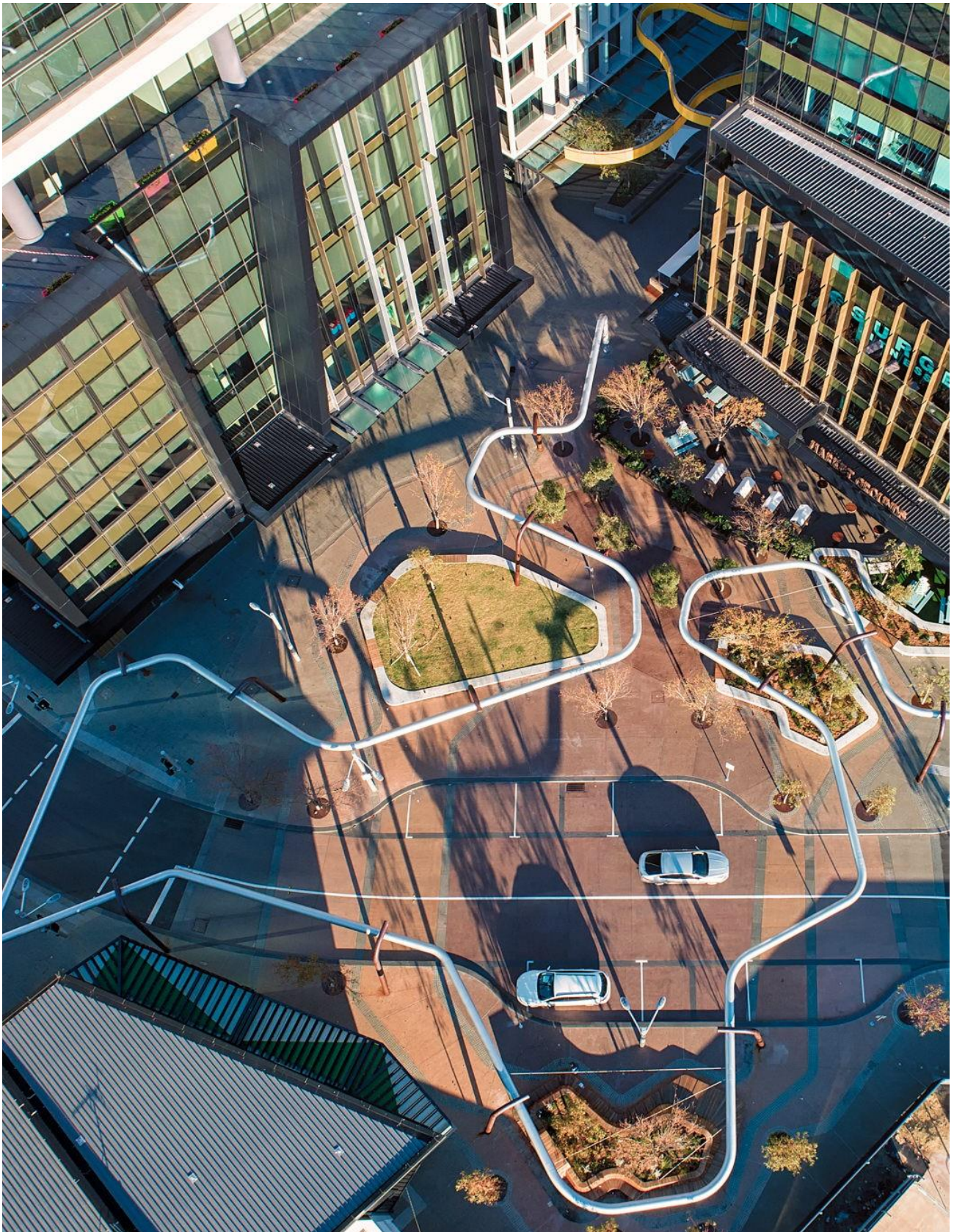
Figure 44 - Bushfire prone areas within the City of Perth



In 2017, the City undertook a Bushfire Risk Management Plan (City of Perth, 2017^c) which produced Bushfire Attack Level (BAL) contour plans of bushfire prone areas across the city. These contour plans revealed high-risk areas (BAL FZ-40) within Kings Park with moderate-low risk areas (BAL 29-low) extending onto areas adjoining the park including along Kings Park Road, Mounts Bay Road, Park Avenue and Winthrop Avenue/Thomas Street.

Although not identified as a bushfire prone area by DFES (refer Figure 44), the City's Bushfire Risk Management Plan revealed the Pelican Point conservation area in Crawley as a bushfire prone area (BAL FZ-40) with moderate-low risk areas (BAL 29-low) extending across the Matilda Bay Sailing Club and a portion of UWA.

The areas identified as bushfire prone under the Bushfire Risk Management Plan BAL contour map are illustrated in **Part 1 –Figure 8**.



1.5. Built environment

1.5.1. Existing profile and trends

Buildings and the urban spaces they create have a major impact on the city and its liveability, productivity and sustainability. The City's Urban Design Framework, 2010 states that:

'the built form of the city is the most recognisable and influential element of the city. It is the container of activity, the signifier of Perth's centre to the rest of the surrounding metropolitan area; and the canvas of architectural expression.'

An understanding of Perth city's built environment provides a picture of how well placed it is to fulfil its social, economic, cultural, environmental and civic role as the capital city of Western Australia (Western Australia Government, 2016).

1.5.1.1. City form

Structure and grain

The structure and grain of Perth city dictates how easy it is to move about the city, and how it functions. It also influences the diversity of ownership and land uses, interest at street level, lot orientation and building design response.

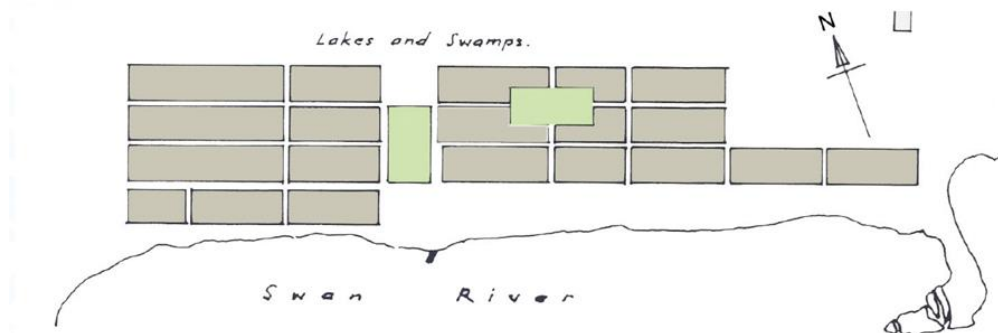
The city's layout and functionality is influenced by its natural topographical features, such as the Swan River and Kings Park, as well as major transport infrastructure such as the Mitchell Freeway, Graham Farmer Freeway, the railway line, Thomas Road/Winthrop Avenue and Stirling Highway. This has resulted in some areas of the city being well integrated with each other (as well as with areas outside of the city) and other areas being relatively physically isolated.

A number of major east-west streets connect East Perth through to the city core, West Perth and beyond, whilst a number of north-south streets connect Perth city to the inner-urban neighbourhoods to the north and the Graham Farmer Freeway.

The size of the city's street blocks affects the ease of movement throughout the city, whilst the orientation of the city's street blocks dictates the orientation of lots and, therefore, building design response.

The length of river frontage and the alignment of the railway (previously lakes and swamps) dictated the central city's strong east-west street block orientation, resulting in lots that are orientated north-south.

Figure 45 - Perth townsite plan 1829



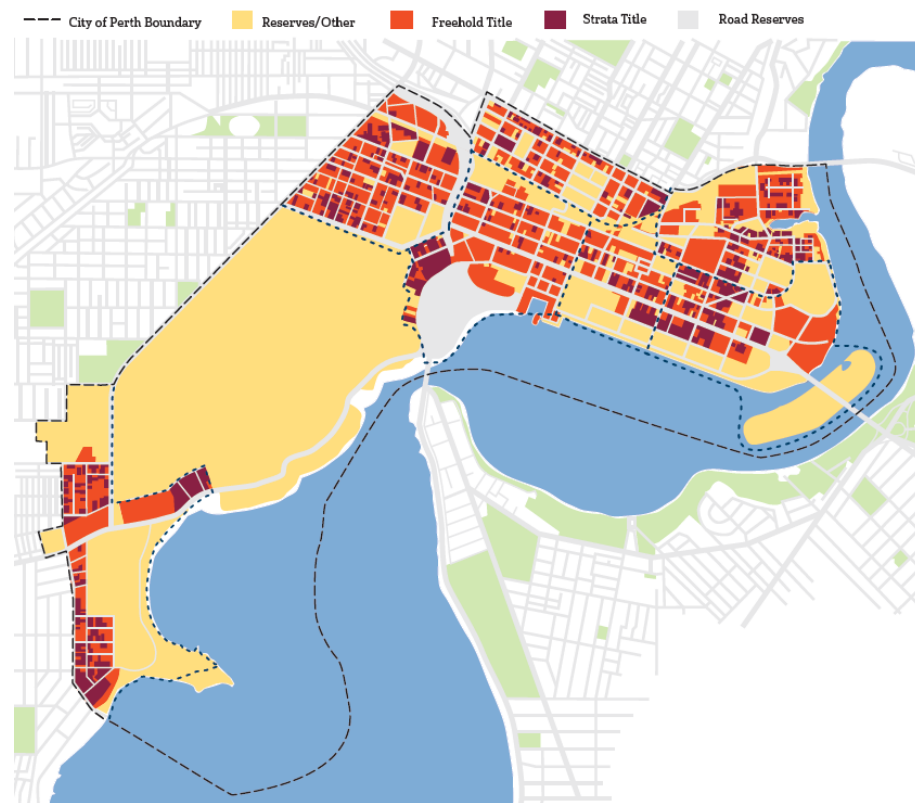
Beyond the central city, street blocks vary in orientation, configuration and size. Whilst street blocks across the city are generally regularly sized and shaped, large street blocks can be found where institutional uses reside, particularly in East Perth and Crawley-Nedlands.

Parts of the city are serviced by laneways, some which form part of well-connected systems and others have

varied degrees of connectivity. Well-connected systems of laneways can be found in West Perth and Nedlands, which enable the dispersal of vehicular traffic in these areas.

Over half of the total land area of Perth city is set aside as reserves (approximately 53%) (City of Perth, 2016³). This includes major assets such as Kings Park, river foreshore areas, Parliament and Government Houses and their grounds, as well as other crown leases for varying uses – including the University of Western Australia, Royal Perth Hospital, QEII Medical Centre, Gloucester Park, the WACA and the Perth Exhibition and Convention Centre. A further 18% is set aside for roads, railways and public utilities. The remaining 29% of land within the city is made up of freehold and strata titled developments (refer to **Figure 46**) (Western Australia Government, 2016).

Figure 46 - Land tenure

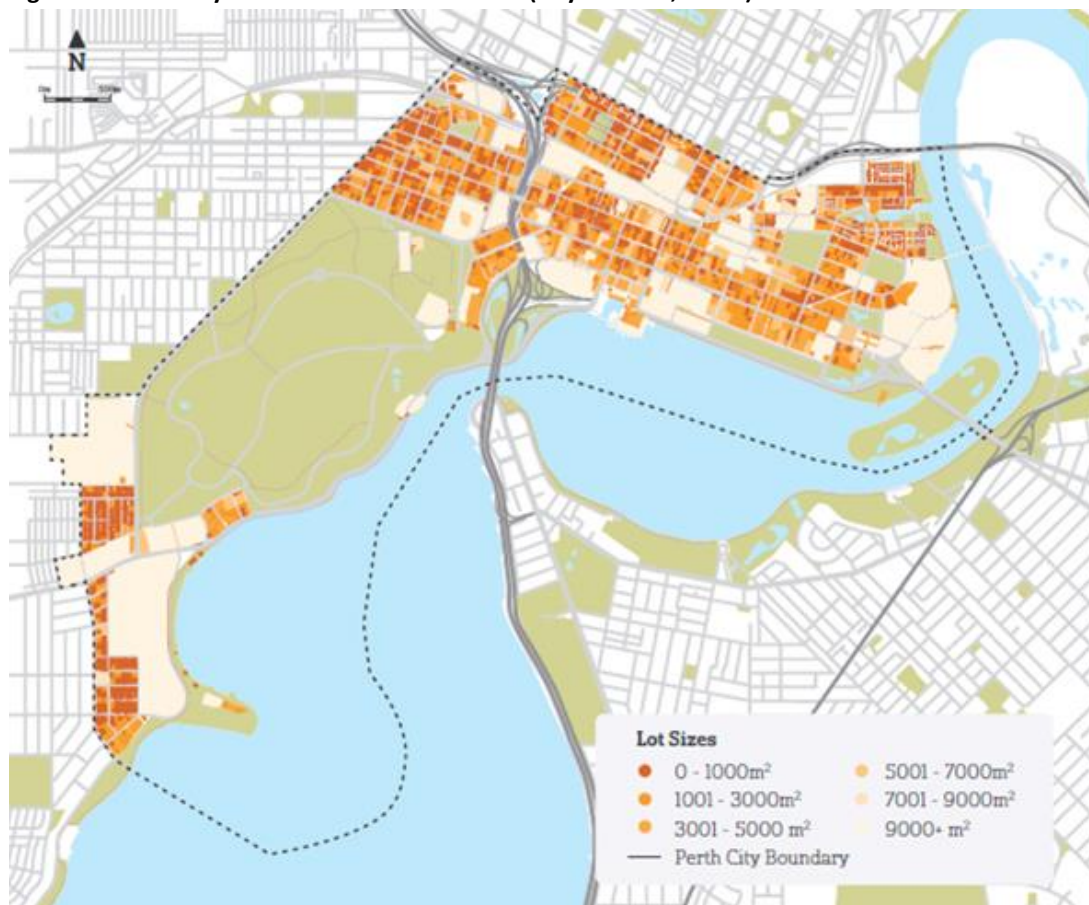


Lots sizes within Perth city are predominantly less than 1000sqm (approximately 76.4%). Some concentrations of medium-sized lots (between 1,001sqm and 9,000sqm) can be found along Terrace Road in East Perth, Mounts Bay Road in Crawley and to the north of the Mclver train station. Most large lots that consist of greater than 9000sqm accommodate government institutional uses – or are located within State Government redevelopment areas. The diversity of lot sizes within Perth city is outlined in **Table 40** and shown in **Figure 47**.

Table 40 - Diversity of lot sizes in 2016

Category (m ²)	Count	%
0–1000	4,670	76.4
1001–3000	1,035	13.8
3001–5000	213	2.8
5001–7000	77	1.0
7001–9000	13	0.2
9001+	107	1.4
TOTAL	6,115	100

Figure 47 - Diversity and distribution of lot sizes (City of Perth, 2016^a)



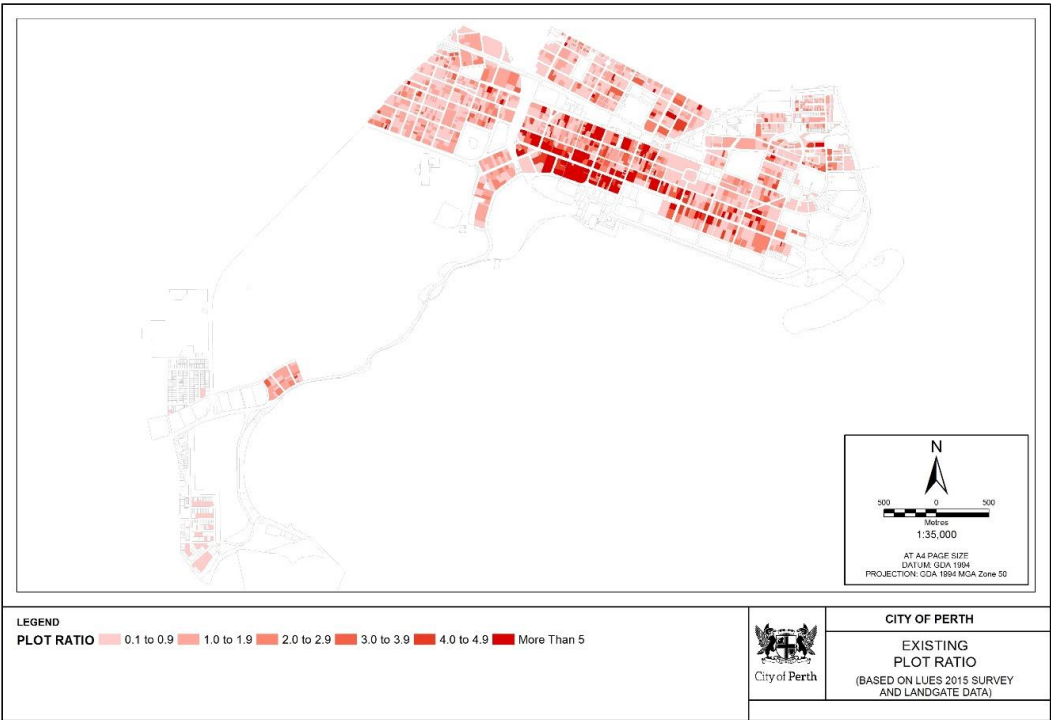
Intensity of development

The density of development or floorspace generally determines the levels of residents, workers and visitors and therefore, the activity in the city. It is also closely linked to built form outcomes, particularly heights, which influence the character, identity and legibility of the city.

The estimated floorspace (NLA – Net Lettable Area) in Perth city in 2015 was 6,342,978sqm – or an average of 6,447sqm of floorspace (NLA) per hectare (excluding Kings Park) (Department of Planning, 2015).

Figure 48 shows the existing intensity of floorspace and development across the city, with the greatest intensity of development being located within Central Perth, focused predominantly on St Georges Terrace (with some high intensity development also evident along Wellington Street). High intensity development can also be found along Adelaide Terrace in East Perth and within the area north of the McIver train station in Northbridge. Lower intensity development is evident in parts of Crawley-Nedlands, West Perth, Northbridge and Claisebrook.

Figure 48 - Existing Perth city plot ratio



The intensity of development, and the associated built form controls, defines the city skyline – which forms an important part of Perth city’s identity. Figure 49 shows the different skylines across the city from various angles. These show the tallest buildings being located within Central Perth, with a level of uniformity of height along St Georges Terrace and Adelaide Terrace and a general scaling down of buildings to the north and to the south towards the Swan River. Recent approved development has started to break this traditional pattern of development. Development in West Perth has generally sat below the Kings Park escarpment when viewed from the south.

Figure 49 - Perth City Skyline



1.5.1.2. Buildings

Built form typologies

‘The built form creates the walls that define the streets and other urban space; sets the scale of streets, precincts and neighbourhoods; influences the way activities in buildings interact with the public domain and through overshadowing, influences the way people use urban spaces at different times of the year (City of Perth 2010).

A range of different building typologies have developed in Perth city over time – making a major contribution to the character and amenity of its neighbourhoods. Consistent patterns of height, footprint and architectural style are key elements of these built form typologies. A summary of the typologies in Perth city is provided here, while the characteristic built form typologies in each neighbourhood are discussed in more detail in the Neighbourhood profiles and analysis section of this report.

Large areas of the Central Perth, East Perth, West Perth and Northbridge neighbourhoods are characterised by building footprints that extend to the lot boundaries and create a continuous built edge along the street. In the areas with a retail and entertainment focus, the edge to the street is ‘fine grain’ – characterised by frequent entries, continuous shopfronts and awnings over the footpath. In the areas with a predominance of offices, there tends to be greater separation between entries and a continued emphasis on glazing.

In these areas, building height generally ranges from medium to high-rise – Perth city’s tallest buildings are mostly located in the Central Perth neighbourhood on St Georges Terrace. These buildings are highly visible and recognisable from outside the city. In recent years, taller buildings have also been developed in the East Perth, West Perth (east of Havelock Street) and Northbridge neighbourhoods (east of Beaufort Street).

The exceptions to the pattern of greater height in these central neighbourhoods are the numerous institutional

and heritage buildings that are interspersed within them. These buildings are generally of lower height, in response to their function or limitations to structural capabilities at the time of their construction. The institutional buildings generally fulfil a regional or state role – and include Perth Arena, the Perth Convention and Exhibition Centre and the North Metropolitan TAFE. Heritage buildings are numerous and outlined in greater detail in section 1.5.1.3. There are several areas where streetscapes with buildings of cultural heritage significance and consistent architectural styles remain – such as in King Street, Queen Street, Barrack Street, William Street (in Central Perth and Northbridge), Hay Street Mall, Pier Street and Murray Street east. Some of these are formally identified as heritage areas on the State Heritage List or under CPS2.

Traditionally, many of the medium-rise buildings in these inner-city neighbourhoods did not have street or side-setbacks at the upper levels. This differed with the taller buildings seeking views across Greater Perth. However, over recent years, most new multi-storey buildings have generally included podiums at the base with greater setbacks from all elevations at the upper levels. This is partly a reflection of changes to the CPS2 provisions in 2014, which were intended to:

- Improve wind conditions and views of the sky from public areas;
- Provide a continuous active edge along the street for pedestrians; and
- Improve outlook and amenity within buildings.

The areas of Perth city where building footprints are setback from lot boundaries, provide a distinctly different streetscape. These areas often are, or were, predominantly residential. They include small areas in the west of Central Perth and Northbridge neighbourhoods, areas of the West Perth, East Perth and Claisebrook neighbourhoods and the majority of the Crawley-Nedlands neighbourhood. Activity centres located within some of these areas are the exception to the rule, as they commonly have traditional shopfronts with nil street setbacks.

The setback areas, particularly the street setback, often accommodate gardens and trees that provide softer and more informal edges. The extent and quality of landscaping varies and is often a product of the age and intensity of development on the lot. Older developments generally had smaller floor areas and, in the case of residential development, were smaller dwellings that required fewer car parking spaces. Redevelopments generally result in a greater intensity of development – with more floor area and a requirement for more car parking (particularly in the case of residential development). While often this car parking is provided in basements, these basements reduce the opportunity for deep soil zones for trees.

These areas mostly accommodate low to medium-rise buildings (generally up to 10 storeys). The low-rise residential buildings generally contain single houses and grouped dwellings, while the medium-rise residential buildings include apartments. The non-residential buildings are commonly office buildings, retail, dining and local services – as well as buildings on larger sites with varied (and often more extensive) footprints that fulfil a state or regional function. These include buildings like Parliament House, Gloucester Park, the WACA, UWA and QEII.

Building design quality

Building quality is complex – and is more than how well the building is constructed. It relates to its functionality, sustainability and aesthetics, both internally and externally. In 2016, the WAPC released a package of documents for public comment, as part of its Design WA initiative, to provide a framework to improve the quality of design in the built environment. These included the draft of State Planning Policy 7 – Design of the Built Environment, which is intended to establish the principles of good design that need to be applied to all new development. The proposed principles relate to:

- context and character;
- landscape quality;
- built form and scale;
- functionality and build quality;
- Sustainability;
- Amenity;
- Legibility;

- Safety;
- Community; and
- aesthetics.

While these can be used as measures of building quality, there is very limited available data relevant to these principles. However, some data is available in relation to the current functionality, sustainability, streetscape contribution and character of buildings within Perth city.

Environmental sustainability of development

The importance of environmentally sustainable design (ESD) in buildings is now widely acknowledged for its environmental, economic and social benefits. Environmentally sustainable design generally includes:

- energy resilience and low carbon emissions;
- efficient use of water;
- maximising indoor environmental quality;
- minimising waste;
- maximising reuse and recycling;
- resilience to increasing weather events; and
- promoting biodiversity, where possible.

The City recently commissioned a study to identify robust and viable 'best practice' planning options that promote high levels of environmental sustainability through the design of new buildings in the city (Environmentally Sustainable Design Options Analysis) (CNN, 2018). Part of this study involved a review of the current ESD performance of buildings in Perth city.

In 2016 over half (57%) of the city's greenhouse gas emissions were produced by non-residential buildings (primarily office, retail and institutional), while 6.0% were produced by residential buildings. This will change over time as more residential buildings are constructed.

A breakdown of total water use in the city in 2016 showed that residential, commercial and hospitality development accounted for 18%, 16% and 6.0% of total water use, respectively.

There is a range of rating tools available to measure the overall environmental sustainability of buildings – with Green Star being the most widely used at present. There are currently 14 (38%) four-star rated 'best practice standard' buildings, 21 (57%) five-star rated or 'excellence standard' buildings and two (5%) six-star rated or 'world leadership standard' buildings in Perth city. The low number of rated buildings and the four and five-star majority, suggests that there is significant room for improvement in the area of ESD.

The National Australian Built Environment Rating System's (NABERS) Office Energy and Water rating tools are also widely used – but only consider the one land use and the two specific areas of ESD. NABERS also have Indoor Environment and Waste rating tools that are not as widely adopted as energy and water rating tools.

In October 2018, there were 151 buildings and tenancies with a NABERS energy rating (i.e. whole building, base building and tenancies) in Perth city. Most had a rating of between three to 5.5 stars (which equates to average to excellent), with the average rating being 3.9 stars. This is above the state average of 3.6 stars but equal to the national average.

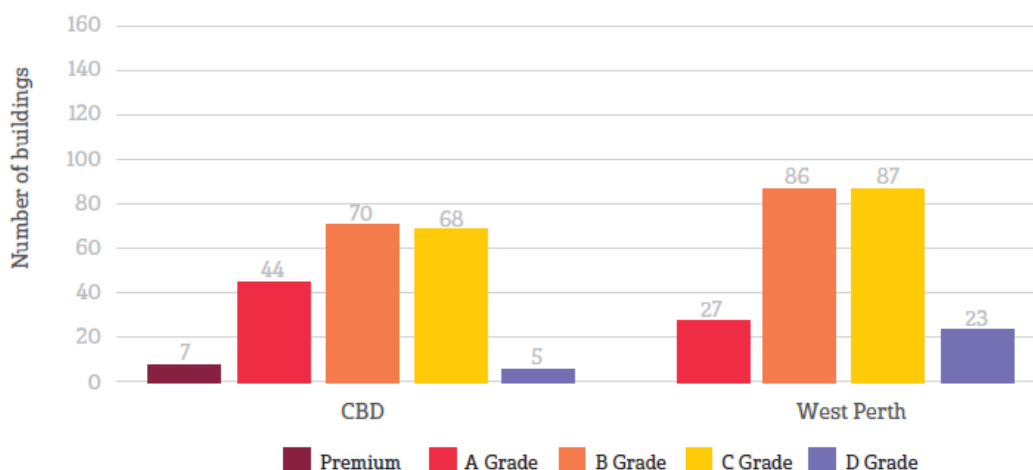
Of the 101 buildings that had a NABERS water rating (i.e. whole building and base building), most were rated between 1.5 to four stars (which equates to poor to good). The average rating was 3.4 stars, which is very close to the national average of 3.5.

The only minimum standards that are applicable to the environmentally sustainable design of buildings uniformly across WA are the National Construction Code requirements for building energy efficiency. These requirements relate to mechanical services, lighting, insulation and glazing. Compliance can be achieved through a deemed-to-satisfy process, verification using a reference building, or the Nationwide House Energy Rating Scheme (NatHERS). These requirements are currently being reviewed to improve outcomes.

Office grades

The Property Council of Australia (PCA) gathers data on the grades of office buildings in the CBD and West Perth. The boundaries used by the PCA for the CBD closely align with the boundaries of the Central Perth and East Perth neighbourhoods, while for West Perth they closely align with the boundaries of the West Perth neighbourhood. The data provides an indication of the quality of a large proportion of the non-residential buildings in these neighbourhoods (refer **Figure 50**). Most of the office buildings in these neighbourhoods are B and C grade.

Figure 50 - Perth city office grades (City of Perth, 2016^a)



It is likely that the C and D grade office buildings are making a significant contribution to the Perth city's carbon emissions – noting that commercial buildings are responsible for 57% of city's emissions – with the greatest emissions likely to be coming from the lower grade buildings.

The City has advocated for changes to the *Local Government Act, 1995* to enable agreements between local governments, building owners and financiers to fund projects that deliver environmental performance improvements in buildings. These agreements are known as Building Upgrade Finance and are utilised in Victoria, New South Wales and South Australia. If enabled here, the upgrades will not only lead to improved environmental performance, but also numerous other benefits – including greater utilisation of aging building stock.

Building frontages

The most recent assessment on building frontage quality was undertaken in 2017 as part of an internal baseline study commissioned by the City. The assessment of frontage activation was based on the approach established by Gehl Architects and used in the Perth 2009: Public Spaces and Public Life report. It used frequency of tenancies, diversity of function, transparency of facades, level of articulation, materials and detailing to determine if building frontages were scored as either 'good', 'somewhat-in-between good and poor' or 'poor' (refer to **Figure 51**).

The audit found that:

- Within each neighbourhood the frontage activation score varied considerably;
- Activation scores along key retail and entertainment/hospitality streets were universally high – e.g. Hay Street Mall, Murray street (west of Cathedral Square), William Street, James Street and Barrack;
- Arterial roads, service lanes and heavily trafficked areas universally received low frontage activation scores;
- The Central Perth city neighbourhood had the highest frontage activation score; and
- The activity centres in Crawley and Nedlands scored well, while the other streets received a very low frontage activation score (which is to be expected given their residential nature)

Figure 51 - Level of frontage activation



Character areas

There are areas within each neighbourhood with a unique built form and streetscape character that helps to create a sense of place and identity. These areas have a prevalent street and lot pattern, built form and/or landscaping that deliver a distinctive and attractive character. These character areas are not heritage areas, although some may have heritage places and areas located within them. Rather, they are areas which provide important character value that should be recognised, reinforced and enhanced in future development.

A Built Form Character Study conducted by Hames Sharley defined Perth city's most important character areas and their key elements. Building on the results of this study, 14-character areas have been defined (Hames Sharley, 2020). Each character area is described in the 'neighbourhood profiles and analysis' section of this document and illustrated in the Neighbourhoods section of Part 1.

Residential Development

The State Government's R-Codes provide design guidance for residential development across the State and are applied through local government planning schemes. The R-Codes have primarily suited a suburban context where development is predominantly residential and therefore only had limited application in Perth city. Currently, the R-Codes apply only to land that has been designated a residential density code. These areas are illustrated in **Figure 52**.

Figure 52 - City of Perth R-coded areas



For all other areas of Perth city which are not assigned a residential density code, design guidance for residential development is provided by the City’s Local Planning Policies including the Residential Development Policies.

1.5.1.3. Heritage

Heritage and culture help to create a sense of place and identity, they are an essential ingredient of what makes an area unique, they have a positive influence on community life and they contribute to the local economy and tourism. Perth city’s diverse people, places and built form have greatly shaped its cultural landscape. These factors play an important role in a city’s development – its economic growth, environmental sustainability, social unity and harmony, human freedoms and political stability (UNESCO, 1995).

Traditional ownership

Perth city is in the ancient country of the Nyoongar people, who have been the traditional custodians of the south west of Western Australia for at least 45,000 years (South West Aboriginal Land and Sea Council, 2016). The natural environment that is vital to Nyoongar culture, and traditionally the source of food and water, has been greatly changed by the development of Perth city over the last 200 years.

At the time of European settlement in 1829, areas surrounding what is now Central Perth city were known as Mooro, Beeloo and Beeliar (refer to **Figure 53**). The Whadjuk Nyoongar, as the traditional owners of these lands, had established a rich culture in these places (Western Australian Planning Commission, 2013).

Figure 53 - The original landscape and Whadjuk Nyoongar place names (City of Perth, 2016^a)



A key component of the South West Native Title Settlement is the *Noongar (Koorah, Nitja, Boordahwan) (Past, Present, Future) Recognition Act, 2016* which commenced on WA Day (6 June) 2016. The Act formally recognises the Nyoongar people as Traditional Owners of the south-west of Western Australia, as well as (Department of Premier and Cabinet, 2016):

- The living cultural, spiritual, familial and social relationship that the Nyoongar people have with the Nyoongar lands; and
- The significant and unique contribution that the Nyoongar people have made, are making, and will continue to make, to the heritage, cultural identity, community and economy of the state.

Recognising, understanding and valuing Nyoongar history and its modern-day culture is at the heart of the South West Native Settlement and the City's Reconciliation Action Plan.

'The City of Perth is Whadjuk boodjar (country). The lines between boodjar, moort (families) and Kaitij (knowledge) cannot be untied, dissolved or squashed by buildings, infill and freeways. These lines are the legacy of the Whadjuk Nyoongar. The Whadjuk own them. Boodjar, moort and katitjin define ownership, connect resources and families, tell how to manage country and keep it healthy, and are the law. Boodjar linked to moort and katitjin is more productive, more useful, more shared. It has been this way for thousands of years.'

- Dr Tod Jones and Len Collard in "This City is Whadjuk Country"

Aboriginal heritage sites

Aboriginal heritage sites in the city are required under the *Aboriginal Heritage Act 1972* to be given due regard in local development assessment, planning schemes and planning strategies. This Act will soon be updated with new legislation that is more culturally appropriate and equitable.

In accordance with the City's Reconciliation Action Plan, the City is working with the Whadjuk Nyoongar community to inform heritage management in the city and a potential future Cultural Heritage Management Plan.

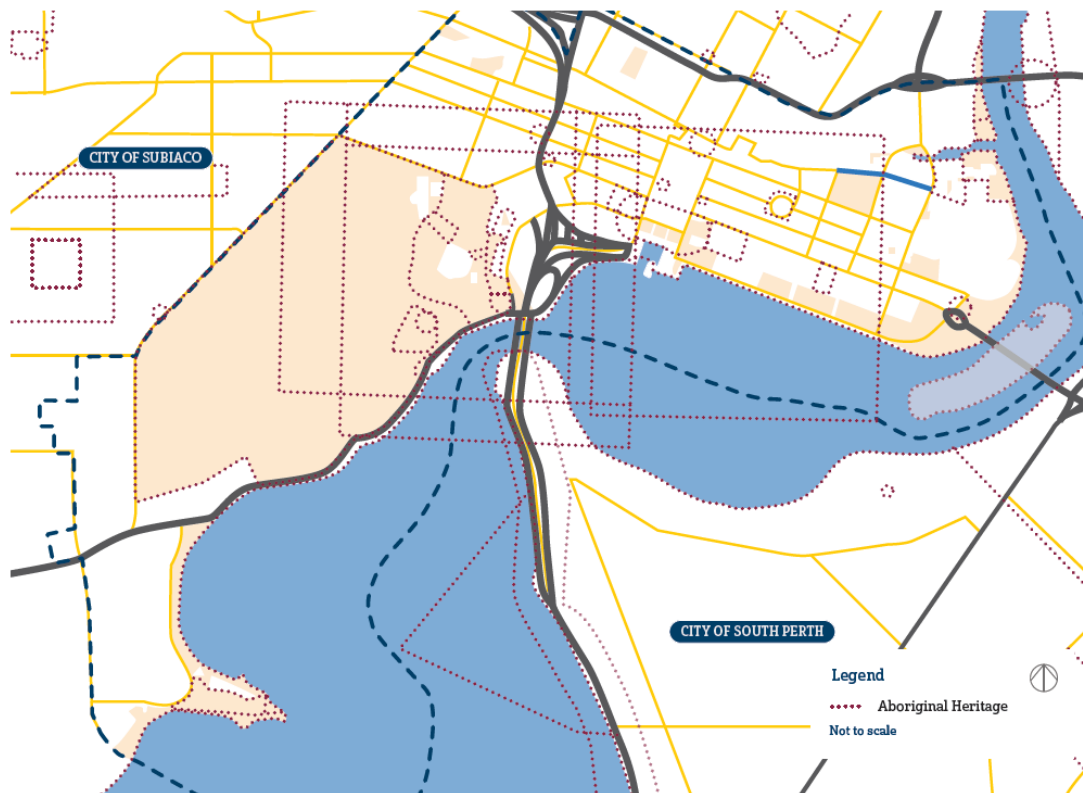
The City is guided by the advice from Department of Planning, Lands and Heritage when complying with the *Aboriginal Heritage Act 1972* requirements. Where non-statutory opportunities arise to support interpretation and presentation of Aboriginal heritage, the National Trust Guidelines for Interpretation of Aboriginal Heritage 2012 (WA) provides initial guidance for both the City and other organisations (National Trust, 2012).

As at April 2020, 18 sites within the City's boundary were registered in accordance with the *Aboriginal Heritage Act 1972* (refer to **Table 41** and **Figure 54**) (Department of Planning, Lands and Heritage, 2018). These are places of cultural and spiritual importance that link the past and the present – places where Whadjuk Nyoongar people met, camped, hunted and performed ceremonies.

Table 41 - Registered Aboriginal sites within Perth city

Location	Site ID	Type
Kings Park Scarred Tree	3502	Modified tree
Swan River	3536	Mythological
Heirisson Island	3589	Mythological, camp, hunting place, meeting place, plant resource
Gudinup	3593	Ceremonial
Claisebrook Camp	3694	Camp, water source
Spring Street	3703	Camp, named place, water source
Kings Park Waugal	3704	Ceremonial, mythological, plant resource, water source
Mt Eliza Waugal	3754	Mythological
Kings Park	3761	Ceremonial, hunting place
East Perth Power Station	3767	Camp, meeting place, other
Mounts Bay Road	3787	Mythological, camp, named place, water source
Perth Town Hall	3789	Camp
Matilda Bay	3791	Ceremonial, camp, water source
Government House	3798	Skeletal material/burial, camp, water source
Victoria Square	3799	Skeletal material/burial
Kilang Minangaldjkba	21621	Water source
Midegegooroo's Execution and Burial	29278	Historical, skeletal material/burial
Wellington Square, the Old Recreation Reserve, Bunjie Park	37452	Historical, man-made structure, rockshelter, meeting place

Figure 54 - Spatial representation of registered Aboriginal sites within the Perth city



Built heritage

Heritage places bring character and diversity to a city's built form and its streetscapes. Perth city's heritage places are protected through a range of mechanisms, including:

- The provisions of State Planning Policy 3.5 – Historic Heritage Conservation;
- The State Register of Heritage Places, established under the *Heritage Act 2018* and supported by the State Development Assessment Framework;
- The CPS2 heritage list and heritage areas, and the City of Subiaco Town Planning Scheme No. 4 (Subiaco Scheme No. 4) heritage list – all established under the deemed provisions of the Planning and Development (Local Planning Schemes) Regulations 2015; and
- Metropolitan Redevelopment Authority redevelopment area heritage inventories.

As at March 2021, Perth city has:

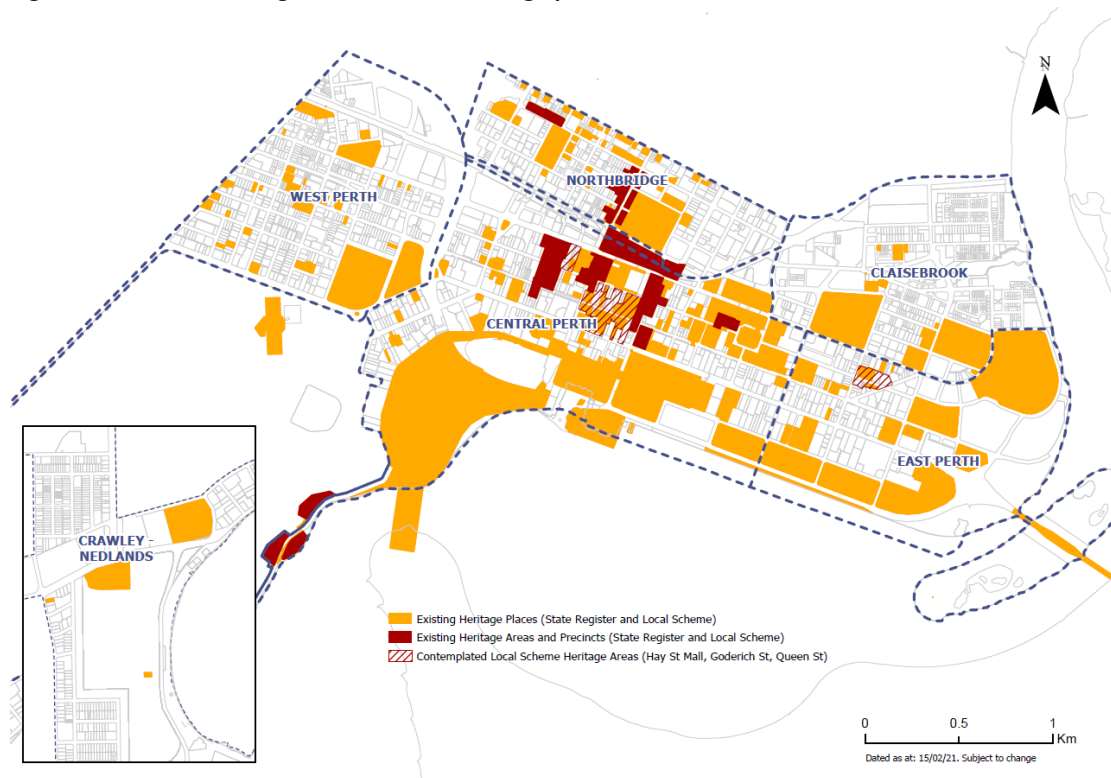
- 333 heritage places on the CPS2 heritage list. This will increase to 369 following the gazettal of Amendment No. 46 to CPS2 and the subsequent normalisation of several DevWA redevelopment areas.
- 5 State Heritage Precincts:
 - Old Swan Brewery Precinct.
 - Central Government Offices & Town Hall Precinct.
 - Aberdeen Street Precinct.
 - William & Wellington Street Precinct.
 - Royal Perth Hospital Heritage Precinct.

The following additional State Heritage Precincts will be added following the normalisation of those DevWA redevelopment areas:

- William Street Precinct (William Street Precinct (East Side)).
- Perth Railway Precinct (Perth Railway Station, Perth Train Station).
- 3 local heritage areas:
 - William Street Heritage Area.
 - Barrack Street Heritage Area.
 - King Street Heritage Area.

Inclusion on the City's heritage list, or the State Heritage Register, ensures they have statutory protection for their preservation and conservation. The indicative locations of these places are illustrated in Figure 55.

Figure 55 - Location of registered cultural heritage places in 2018



At the time of writing, three additional heritage areas are being considered for potential listing under CPS2 – Queen Street, Hay Street Mall and sections of Goderich Street.

While from time to time the City adds places and areas to its heritage list, it is acknowledged there are more that warrant assessment for inclusion. The City is reviewing its Local Heritage Survey and will seek to ensure all places and areas of appropriate cultural heritage significance are included on the Heritage List in the new scheme in order to safeguard their statutory protection.

The City's current local planning scheme (CPS2) also provides plot ratio incentives for the conservation, enhancement and ongoing maintenance of heritage places. This is achieved through the following two mechanisms:

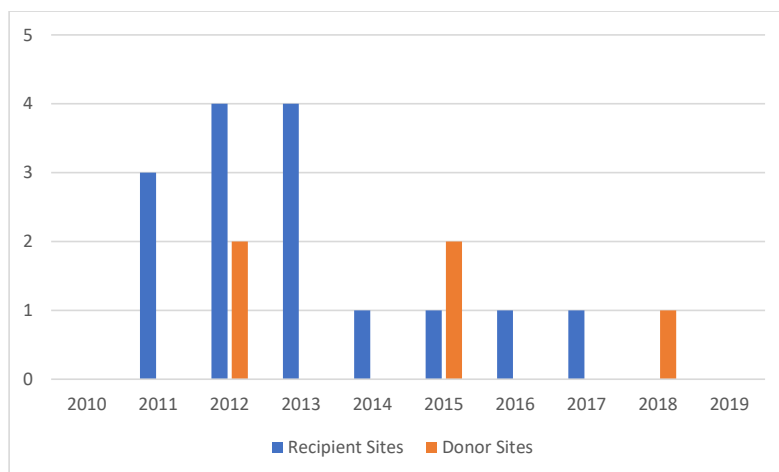
- Bonus Plot Ratio – a maximum 20% plot ratio bonus above the maximum specified under CPS2 may be awarded where a development conserves and enhances a heritage place or area; and
- Transfer Plot Ratio – transferring a portion of unused plot ratio from a heritage place or area (donor site) to a receiving development (recipient site). Any transferred plot ratio must be purchased by the recipient.

These have been utilised to deliver numerous retention and adaptation development projects within Perth city, such as Brookfield Place and the State Buildings.

A five-year review of development applications in Perth city between July 2014 – 2019 revealed that a total of 9 applications sought bonus plot ratio for heritage conservation. This represents 24% of all bonus plot ratio applications received during this period, and on average, 17% bonus plot ratio was sought.

Between 2010 and 2019, the City has approved 5 donor sites and 15 recipient sites for Transfer Plot Ratio transactions. Although no clear trends were observed, it appears that the uptake of Transfer Plot Ratio generally declined over the latter part of the decade as illustrated **Figure 56**.

Figure 56 - Transfer Plot Ratio Take-Up 2010 - 2019



The decline in uptake of transfer plot ratio was likely influenced by the broad increases in maximum 'base' plot ratio across the city, introduced through Amendment No. 25 to CPS2 in 2013. Increasing the amount of 'base' plot ratio available will logically devalue bonus mechanisms as fewer developments will require additional plot ratio to meet their needs.

Natural and intangible heritage

Several trees and city parks are listed on the City's Local Heritage List (under CPS2) including Stirling Gardens, Supreme Court Gardens, Langley Park, Queens Park and Harold Boas Gardens. The City also keeps a Significant Tree Register (for what were previously City of Subiaco areas).

Kings Park (Mooro Katta or Kaarta Gar-up) and the Swan River (Derbarl Yerrigan) are two places within the city that are culturally significant from both a Whadjuk Nyoongar and post-colonial perspective. The Whadjuk Nyoongar people have visited and used Mooro Katta or Kaarta Gar-up, two of the many names for Mount Eliza, for thousands of years for camping, hunting and ceremonies. It is also the site of the State War Memorial, which is visited by more than 40,000 people each Anzac Day Dawn Service in remembrance of the ANZAC soldiers who died in World War One. As such, it has cultural significance to many people.



1.6. Transport and infrastructure

1.6.1. Existing profile and trends

An efficient and sustainable movement system is not only integral to the economic, social and environmental prosperity of Perth city, but also to Greater Perth, due to the large concentration of jobs, services, facilities, education and social and cultural activities in the city.

There are various authorities in control of the city's transport network, including:

- City of Perth;
- Department of Transport;
- Main Roads WA; and
- Department of Planning, Lands and Heritage.

The Perth Greater CBD Transport Plan (being prepared by the Department of Transport) and the Integrated Transport Strategy (being prepared by the City) are the two primary documents coordinating the delivery of transport infrastructure within the City.

1.6.1.1. Parking

The control of car parking standards is divided between the City and the State Government. Residential car parking requirements are set by the City, while non-residential car parking requirements are set by the Department of Transport through the Perth Parking Policy.

The City's Parking Policy sets out minimum and maximum car-parking standards for residential development across the majority of Perth city, with the exception of Crawley-Nedlands. In Central Perth, there is no minimum requirement for car parking bays, and a maximum of 1.5 bays per dwelling is permitted. Elsewhere – including areas of West Perth and East Perth – a minimum standard of one bay per dwelling and a maximum of two bays per dwelling is permitted. In some small areas of the city – such as Terrace Road and parts of East Perth and Crawley – residential car parking must comply with the standards set out under the R-Codes.

Perth city is located within the Perth Parking Management Area (PPMA), where all non-residential parking bays must be licensed by the Department of Transport. Annual license fees, known as the Perth Parking Levy, are collected by the Department of Transport to improve alternative means of transport to and from central Perth. There are approximately 52,000 such bays within the PPMA. This includes approximately 15,000 short-stay and on-street bays, 9,000 long stay bays and 28,000 tenant bays.

The provision of car parking within Perth city is complex and affects multiple stakeholders and governing agencies. Further discussion on the way parking affects future planning decisions is included in the Built Environment section.

The Department of Transport's Perth Parking Policy (2014) identifies Public Parking Zones and a Tenant Parking Hierarchy, which apply to non-resident parking in the city. There are three sub-zones under the Public Parking Zones:

- Pedestrian Priority Zone (PPZ) – only allows new public short-stay parking that does not require access from the streets within the PPZ;
- Short Stay Parking Zone (SPZ) – generally allows new public short-stay facilities; and
- General Parking Zone (GPZ) – allows both short and long-stay public parking.

Figure 57 - Perth Parking Policy Public Parking Zones and a Tenant Parking Hierarchy



The Tenant Parking Street Hierarchy establishes a ranking system to identify areas that prioritise public transport or pedestrians above the provision of car parking. This hierarchy is directly linked to the control of parking provisions across the city.

Figure 58 - Perth Parking Policy Tenant Parking Street Hierarchy



The Perth Parking Policy sets a maximum permitted number of commercial parking bays per 10,000sqm of lot area. Four standards apply, depending on the location, with the lowest permitted parking levels being in the centre of the city and Northbridge.

The two major providers of off-street public car parking facilities in Perth city are City of Perth Parking and Wilson Parking, offering approximately 8,700 car bays between them. The highest concentration of public car parks is in West Perth, Central Perth and Northbridge.

1.6.1.2. Public transport

Public transport is vital to the effective function of Perth city and the Greater Perth area. The city is serviced by a range of TransPerth bus and rail routes, a free CAT bus service and an increasingly popular ferry service across the Swan River.

The majority of Perth city's workforce (97%) live outside of the Perth city area (REMPLAN, 2016) – many of whom rely on public transport to get to and from work. The long-term trend shows a growing acceptance of public transport. Between 2018-2019, public transport use across the Perth metropolitan region increased by 1.1%, however usage declined substantially (-17.6%) in 2019-2020 due to Covid-19 restrictions) (Public Transport Authority, 2020).

Currently, over 50% of all public transport peak-hour trips across Greater Perth are to Perth city. Despite a decline over the past decade, the Department of Transport forecasts an increase in the use of public transport as Greater Perth's population grows towards 3.5 million people. According to the Department of Transport, around 65% of peak-hour trips to the Perth CBD, and over 70% of work trips to the wider business district (including West Perth, East Perth and Northbridge) will be taken by public transport by 2050 (Department of Transport, 2011). Currently, bus services to Central Perth are carrying up to 70% of road commuters. However, this accounts for just 5-10% of

the total number of vehicles on the road.

The CAT bus system comprises of four routes, joining East Perth, Central Perth, West Perth and Northbridge. Busses run at least every 15 minutes. The Red and Yellow CAT busses, which have East-West routes, operate from around 6am on weekdays (8.30am on weekends) until the early evening. The Blue CAT bus, with a North-South route between Elizabeth Quay and Northbridge, operates until around midnight on Fridays and Saturdays. The Green CAT bus is a key route for city workers, travelling between West Leederville and Elizabeth Quay, Monday to Friday (it does not operate on the weekends).

1.6.1.3. Roads

Three major roads cross the city, including the Graham Farmer Freeway, the Mitchell Freeway and Albany Highway over the Causeway. All three are classified as Primary Regional Roads under the Metropolitan Region Scheme (MRS). Several other Regional Roads are also designated under the scheme – and include Thomas Street, Hay Street (west), part of Fitzgerald Street, Kings Park Road and Riverside Drive. St Georges Terrace, Adelaide Terrace, Hay Street, Murray Street and Wellington Street are the main local traffic distributors, allowing for east-west movement through the city.

Data capturing the average number of vehicles entering and exiting Perth city during the week indicates an overall decline in the vehicle activity in both the inner and outer cordons from 2013-2015 (City of Perth, 2015). A relatively higher level of activity was recorded in the outer cordon. The reduced number of vehicle activity may signify the downturn of the WA economy and business activity at this time, with the increased traffic in the outer cordon, signifying regional vehicles drive around Central Perth rather than through it.

While the above data provides a picture of the extent of vehicle activity in Perth city, there is currently no data indicating the purpose of these trips i.e., for work, accessing goods and services, delivering goods or visiting residents.

1.6.1.4. Two-way streets

Existing one-way streets in Perth city are being converted to two-way streets, as part of a program to make the street network more user-friendly to pedestrians, cyclists and users of on-demand and public transport. The conversion of Hay Street and Murray Street to two-way will greatly help in achieving a more integrated transport system in an east-west direction.

1.6.1.5. Car ownership

There is a relatively low level of vehicle ownership among residents of Perth city when compared to Greater Perth – with 64.3% of households owning one or more private motor vehicles, compared to 84% of households in Greater Perth. There are also a much higher number of Perth city households that do not own a car – 18.4%, compared to 4.7% in Greater Perth (refer to **Table 42**).

Despite this relatively lower level of car ownership in Perth city, there is no indication that vehicle ownership will reduce over time. In fact, between 2006 and 2016 there was an 8.0% increase in households with one motor vehicle (although this may be due to a reduction in the ‘not stated’ responses over this time).

Table 42 - Number of motor vehicles per household

Number of motor vehicles per household (enumerated)	2006	2011	2016	Change from 2006-2016
None	19.3%	21.5%	18.4%	- 0.9%
1 motor vehicle	38.3%	44.2%	46.3%	8.0%
2 motor vehicles	15.5%	15.4%	15.1%	- 0.4%
3 or more motor vehicles	3.3%	2.7%	2.9%	- 0.4%
Not stated	23.5%	16.3%	17.4%	- 6.1%

Among Perth city residents, driving a car remains the most common means of getting to work, with around a third of all residents commuting this way (refer to **Table 43**). However, trends indicate that there has been some shift over time from private vehicle use to public transport, with around a quarter (25%) of residents commuting by public transport in 2016, compared to around one in six (16%) in 2006.

Active transport, such as walking or cycling is far more common among Perth city residents than in Greater Perth. Over 20% of the city’s employed residential population chose to walk to their place of work in 2016, compared to 2.1% of Greater Perth residents.

Table 43 - Method of travel to work from place of residence in the Perth city (Australian Bureau of Statistics, 2006-2016)

Method of travel	2006	2011	2016	Change from 2006-16
Car driver	36.1%	33.1%	32.8%	-3.3%
Walked only	21.2%	22.5%	20.6%	-0.6%
Bus	13.4%	17.2%	18.9%	5.5%
Train	3.0%	5.4%	5.8%	2.8%
Cycled	1.3%	2.3%	1.9%	0.6%

Worked at home	4.7%	3.1%	3.6%	-1.1%
----------------	------	------	------	-------

It should be noted that statistics from the 2006 and 2011 columns in the above table are based on the former City boundary.

1.6.1.6. Freight

The delivery of goods and services to and within Perth city is vital, however, freight deliveries are often competing for space on busy city streets. The City undertook the Last Kilometre Freight Study in 2016, which investigated the changing needs, challenges and demands of the last kilometre freight task in Perth city. However, there is limited data available on the number of vehicle trips relating to servicing and delivery, or their route and movement networks.

1.6.1.7. Pedestrians

Walking and other pedestrian activity will remain the priority form of transport in Perth city. An integrated movement network creates an effective way to travel between key city landmarks, commercial precincts, residential areas and regional public transport. Design and infrastructure can significantly influence the extent to which people choose to walk.

The City is improving the pedestrian environment through a series of public realm improvements. Pedestrians are also impacted when other modes of transport are prioritised. For example, where cars are given priority at intersections, pedestrians often face delays, which diminishes the quality of the pedestrian environment. Ensuring that stakeholders share the City's ambitions for walkability is critical, so we can work on improving the pedestrian culture in Perth city.

Recent pedestrian surveys indicate a drop in pedestrian numbers since similar surveys were undertaken in 2008 and 2009. A total of 239,434 pedestrians were recorded in 2017, which includes the collection of data across all Perth city neighbourhoods. This is a 10% decrease since 2008-09, where a total of 264,832 pedestrians were counted (Intermethod, 2018). The locations experiencing the highest levels of pedestrian activity across Perth city can be seen in **Table 44**.

Table 44 - Areas with the highest levels of pedestrian activity (Intermethod, 2018)

Daytime Pedestrian Flow	Evening and Night Time Pedestrian Flow
Murray St Mall (between Forrest Pl and Barrack St)	William St (between Murray St Mall and Hay St Mall)
William St (between Murray St Mall and Hay St Mall)	James St (between Mountain Tce and Parker St)
Hay St Mall	Barrack St (between Murray St Mall and Hay St Mall)
St Georges Tce (between William St and Sherwood Ct)	Murray St Mall (between Forrest Pl and Barrack St)
St Georges Tce (between Mercantile Ln and William St)	William St (between Francis St and James St)

Comparing studies undertaken in 2008-09 and in 2017, the greatest growth in pedestrian movement has happened on:

- William Street (between Murray St Mall and Hay St) – 16% growth;
- Lake Street (between Francis St and James St) – 6.0% growth;
- James Street (between Mountain Tce and Parker St) – 6.0% growth; and
- St Georges Terrace (between Mercantile Ln and William St) – 4.0% growth.

The greatest decline in growth has occurred to the east of the City, in the following locations:

- Adelaide Terrace (between Victoria Ave and Hill St) – 35% decline;
- Hay Street (between Hill St and Bennett St) – 32% decline; and
- Hay Street (Barrack St to Pier St) – 30% decline.

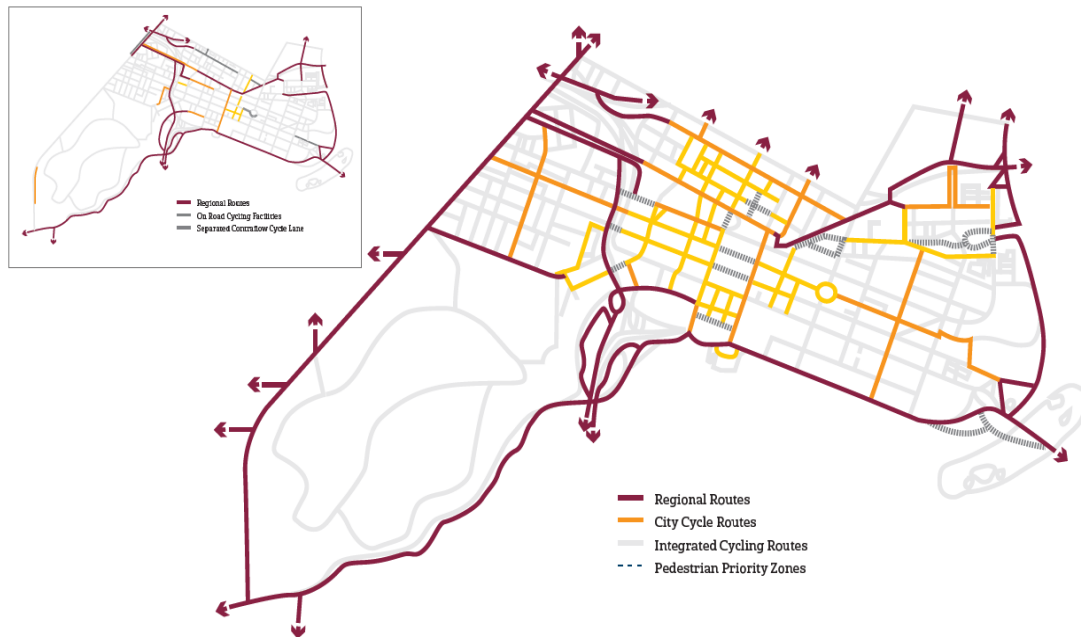
1.6.1.8. Cyclists

According to the Department of Transport, the number of people cycling to work or for leisure has increased more than five times since the development of the Perth Bicycle Network in 1996. This is expected to increase in the coming years as the cycling network is further expanded. As at 2016, one in forty (2.5%) people who worked in the city commuted to work by bicycle (REMPLAN, 2016).

Central Perth is generally well connected by regional cycling routes that extend into the outer suburbs – primarily via Principal Shared Paths (PSPs) along the rail lines. These are well used by cycle commuters from the outer suburbs, with 11 fixed bicycle counters placed on the PSP network around the city centre. These counters recorded an average of 10,000 bicycle trips per weekday during 2015-16.

The City's Cycle Plan 2029 was endorsed by the council in 2012 and identified the planned cycle network for Perth city (**Figure 59**). This plan is currently being reviewed to ensure it remains the best method of directing cyclists throughout the city.

Figure 59 - City of Perth Cycle Plan 2029 - planned ultimate cycle network



End of trip facilities

There is no data recorded on the number of end of trip facilities throughout Perth city currently. However, the City undertook a review of its requirements for bicycle parking and end-of-trip facilities in 2018 (City of Perth, 2018^c). The review compared the City's requirements for end of trip facilities to best practice examples throughout Australia (refer **Table 45**).

Table 45 - Comparison of end of trip facilities

Land Use	City of Perth	City of Sydney	Adelaide City	Brisbane City
Office – staff	1 per 500m ² GFA	1 per 150m ² GFA	1 per 200m ² GFA	1 per 200m ² GFA
Office – visitors	n/a	1 per 400m ² GFA	2 plus 1 per 1,000m ² GFA	1 per 500-750m ² GFA
Retail – staff	1 per 500m ² GFA	1 per 250m ² GFA	1 per 300m ² GFA	1 per 200m ² GFA
Retail – visitors	n/a	2 plus 1 per 100m ² over 100m ² GFA	1 per 600m ² GFA	1 per 200-500m ² GFA
Apartment – residents	1 per 3 units	1 per dwelling	1-2 per dwelling	1 per unit
Apartment - visitors	n/a	1 per 10 dwellings	n/a	1 per 4 units

The review found the City's requirements for end-of-trip facilities were low comparative standards from other capital cities including Sydney, Adelaide and Brisbane. The City's rates were also found to be low in comparison to development case studies from Development WA and nearby local governments.

Overall, the City's current rates are not considered to meet commuter expectations or industry standards.

1.6.1.9. Utilities and services

Utility services are critical to the future growth of both commercial and residential development in Perth city. Most utility services are currently delivered via large-scale infrastructure networks that stretch across Greater Perth and the State. The Central Sub-regional Framework provides a long-term integrated planning framework for land use, infrastructure and states:

'The service capacity of existing infrastructure to accommodate the proportion of 3.5 million people who will live in the city in infill developments within the next 30-40 years has been taken into consideration and proposed infrastructure, primarily upgrades, [have] been identified ...'

The State government developed the Infrastructure Coordination Framework (ICF), which is administered through the WAPC Infrastructure Coordinating Committee (ICC). The purpose of this framework is to ensure the strategic alignment of infrastructure coordination and delivery within Greater Perth as it continues to grow.

Generally, servicing-infrastructure and utilities within Perth city have the capacity to accommodate expected growth in the short-term. However, the pressure on servicing and utilities such as water, sewerage systems, electricity and telecommunications will continue to increase with Perth city's population.

The delivery of an efficient service-delivery structure will be critical in making sure the city can continue to attract and appropriately service its residents, businesses and tourists. A brief outline of the current state of individual utility-services in the city is outlined below.

Electricity

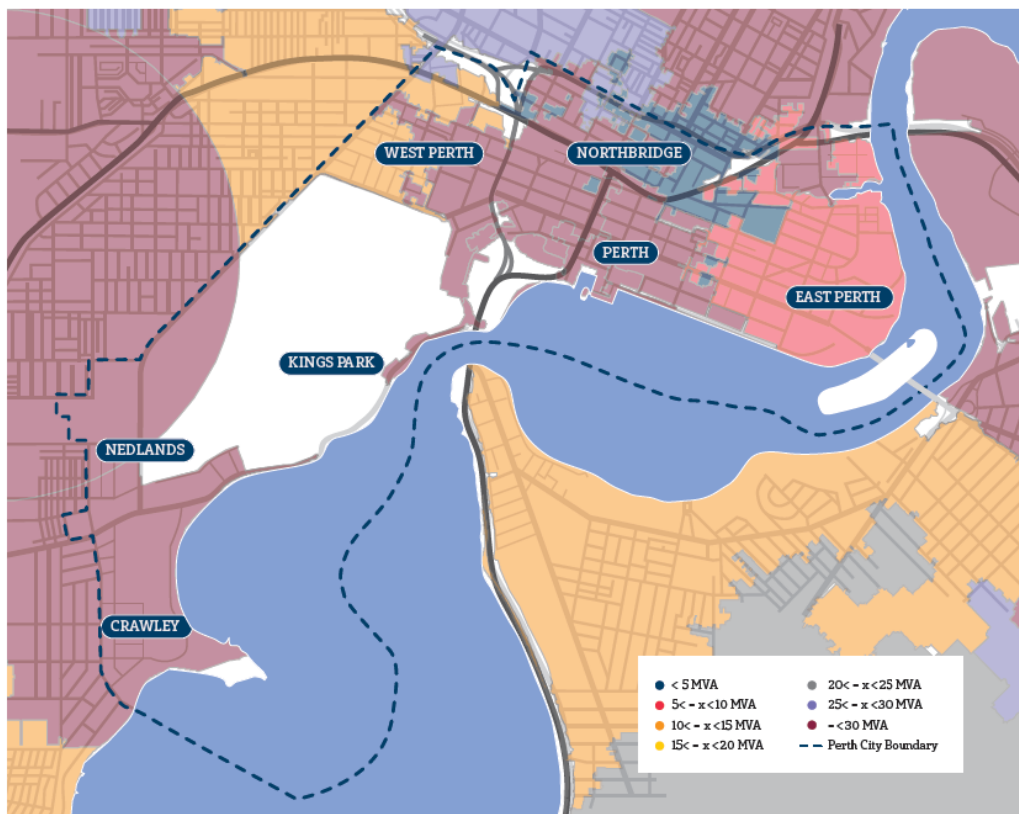
Electricity is provided throughout Perth city from Western Power's South West Interconnector System (SWIS). High voltage electricity is delivered to eight zone substations by overhead and underground cables. Electricity is then reticulated to each property through an underground cable network, generally located within the road reserves.

The central area of Perth city, including UWA and QEII have high levels of remaining capacity. However, the area around the Mclver train station and part of Northbridge and Crawley have low levels of remaining capacity (refer to **Figure 60**). It should be noted that areas shown as having low levels of remaining capacity do not necessarily

represent an overall capacity constraint problem, as there is flexibility to transfer load-demand from a constrained zone substation to a nearby zone substation (if it has available capacity) (Western Power, 2016^a)

Western Power, in conjunction with the Department of Planning, Lands and Heritage is currently reviewing its Transmission Network Development Plan (TNDP) and Long-term Network Development Plans (LNDPs) to respond to forecast growth over the next 25 years (Western Power, 2016^b).

Figure 60 - Forecast capacity to 2026 for electrical infrastructure (Western Power, 2018)



Natural gas

Natural gas is reticulated throughout Perth city via a network of high-pressure pipes (mains) that are located within the road reserves. These are managed by ATCO Gas.

Potable water

Potable water is supplied throughout Perth city by the Integrated Water Supply System (IWSS), which is owned and managed by the Water Corporation. The system sources raw water from a range of sources, which is then treated and distributed through trunk mains to local reservoirs and high-capacity storage tanks. From the storage reservoirs and tanks, water is delivered to individual properties through gravity pipes. Perth city is supplied with potable water from the Mt Isa Reservoir.

To support the needs of population growth and climate change to 2031 and beyond, the Water Corporation is developing new water source infrastructure to boost the capacity of the IWSS – and is working with residential and business consumers to reduce per capita water use.

Wastewater (sewerage)

The wastewater (sewerage) systems within Greater Perth are owned and managed by the Water Corporation.

These systems are a pipe network that transports sewerage from individual properties to a temporary holding storage and pump station. The pump stations then transfer the wastewater to a treatment plant, where it is treated and then discharged into the ocean. The Water Corporation is currently investing in systems to reduce ocean discharge by injecting the treated wastewater into the ground. Perth city is within the Subiaco Wastewater Treatment Plant (WWPT) catchment.

Wastewater inflows to Perth's treatment plants are projected to increase significantly by 2031. How much wastewater is collected and treated will depend on growth, as well as water use by homes and businesses (Western Australian Planning Commission, 2010). A range of works are being considered over the next few years to accommodate growth. It is recommended that the East Perth Distribution Main be extended in the meantime.

Stormwater drainage

The stormwater drainage system within Perth city is owned and managed by the city and/or the Water Corporation. The city's system provides for drainage from property, roads, footpaths and public open spaces through a series of pipes, which then discharge into the Swan River and the Claisebrook Main Drain.

The system is designed to Australian Rainfall and Runoff standards, and generally manages most rainfall conditions – with the exception of high river-tides (when the outfalls cannot discharge water quickly enough) and localised flooding that occurs along the Esplanade reserve. These events are generally short-term, and flooding clears when the river tides recede.

The Australian Rainfall and Runoff standard has been recently revised and the city is reviewing the impact of this on its infrastructure. The city limits the amount of discharge from properties and requires a minimum storage to be provided onsite (City of Perth, 2016).

Telecommunications

Telecommunications systems provide for voice and data communication via copper and fibre-optic cabling, which generally run within the road reserves. Perth city has separate cabling networks owned and managed by a range of providers. Currently, the older copper cables are being replaced by fibre-optic cables.

The city has separate areas currently serviced through the National Broadband Network (NBN), which provides a data network for high-speed phone and internet services.

The City operates a public WiFi service across Central Perth and Northbridge, which provides 24 hour continuous access to the internet. Fibre-optic has expanded throughout East Perth, which will extend the City's CCTV capability and allow the public WiFi service to be expanded. Any further expansions of public WiFi will be undertaken in accordance with the City's Information Technology Strategy.

Decentralised systems

The majority of utility services are currently delivered via large-scale infrastructure networks that stretch across Greater Perth and the state. However, there are also existing and emerging technologies that enable some utility services to be generated and delivered via decentralised-systems at the neighbourhood level or at building level. These include district heating and cooling schemes, rainwater tanks and solar photovoltaic cells.

Waste

Waste is generated by businesses, facilities (like hospitals and stadiums), city visitors (who use public spaces and attend events), residents, and infrastructure and building construction, renewal and demolition. The generation of waste can have an impact on the natural environment at local and regional level – including litter, possible contamination of land and water, the generation of greenhouse gas (methane) and energy consumption through collection, processing and disposal.

The City's Waste Strategy 2014-2024+ aims to *'be cognisant of and contribute to the achievement of State Government and waste management objectives in terms of quantitative and time-based targets,'* and work towards the State Government target to divert 65% of municipal solid waste from landfill by 2020 (City of Perth, 2014).

The City's future population growth, and subsequent waste collection, requires a flexible and innovative

approach. To do this, we need to provide options for recycling alongside education on how to minimise and reuse materials. The City experiences significant shifts in population throughout the day and night, which results in changing needs and demands. Having the ability to service all the different waste and recycling streams, no matter when or where it is produced, is an ongoing challenge.

Servicing and delivery

There are two public loading docks within Perth city, located at Forest Place (accessed via Wellington Street) and Enex100 (accessed via St Georges Terrace). For the most part, deliveries to businesses located in Forest Place and Murray Street Mall use the Forest Place dock. Businesses located in the Hay Street Mall and to a lesser extent, along St Georges Terrace use the Enex100 dock (Jacobs, 2017). There are also several buildings within the city that have their own private loading docks. Additionally, there are a number of public loading zones/bays that are shared by delivery vehicles, service vehicles and construction and tradespeople.

As the number of people living and working in the city increases, the potential for conflict and demand for space on the city's already-crowded street network will continue to grow. With this also comes an increased need for built infrastructure that caters to the needs of delivery services, including loading docks, loading zones and access to malls. Addressing amenity and liveability issues when planning for the last kilometre freight task in the city will therefore require compromise and balance.

Planned service infrastructure and extensions

The Central Sub-Regional Planning Framework identifies where development is likely to take place. This provides more certainty to infrastructure agencies in respect to forward planning and the allocation of funding and resources. The objective is to ensure the timely, efficient and cost-effective delivery of electricity, water, wastewater and other service infrastructure. The delivery of this infrastructure needs to be aligned with the anticipated staging of infill development.

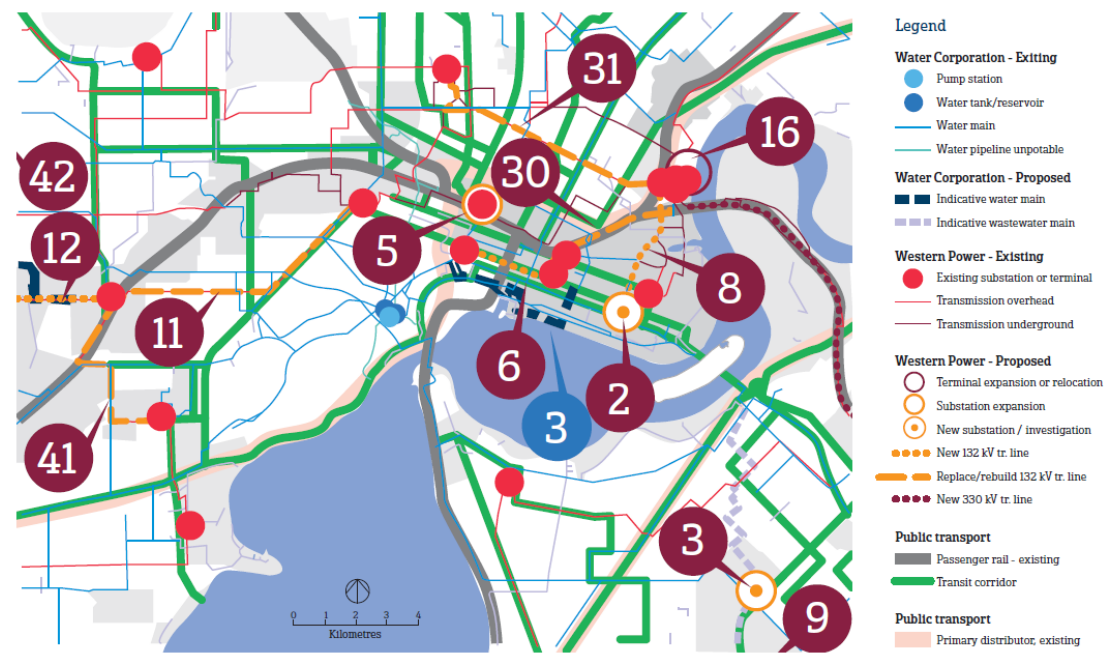
An excerpt from the Central Sub-Regional Planning Framework (refer **Figure 61**) identifies proposed servicing upgrades, extensions and new infrastructure required to ensure the Central sub-region is adequately serviced between now and 2050. Infrastructure requirements and staging, as it applies to Perth city, is outlined below:

- The Water Corporation's proposed water supply infrastructure includes the extension of the East Perth distribution mains, for delivery in the medium-term (2022-31).

New electricity infrastructure is required to meet the growing needs of Perth city. The following new electrical infrastructure is needed for Perth city:

- A new 132 Kilovolt (kV) infrastructure line along Hay Street to Milligan Street (currently proposed 2015-2021);
- A new 132kV substation in Central Perth, with new 132kV infrastructure line route between East Perth and Central Perth;
- A new 330kV terminal in East Perth and new 330kV infrastructure line route between Cannington and East Perth, is expected to be needed in the medium-term (2022-31);
- Upgrades to the 132kV infrastructure line routes between East Perth and Hay Street and East Perth and North Perth, will also be required in the medium-term; and
- A new sub-station is proposed in East Perth – with associated line routes linking these sub-stations into the network – and the existing substation in Northbridge is proposed to be expanded

Figure 61 - Perth & Peel @3.5m Infrastructure Staging



The need for these services, as well as the timing and the delivery will require further investigation through more detailed planning. As time goes by, it is expected that electricity infrastructure will be complemented by more innovative technologies – such as microgrids, embedded renewable energy generation and energy storage systems.



2. Glossary

2.1. Terms

Activity centres: focal points of commercial activity within Perth city. They comprise uses such as commercial, retail, higher-density housing, entertainment, tourism, civic-community, and day to day needs. Activity centres vary in size across Perth city and are designed to be well-served to public transport.

Adaptive reuse: the process that changes a disused or ineffective item into a new item that can be used for a different purpose. Sometimes, nothing changes but the item's use. This term is specifically used regarding the adaptive reuse of buildings (Department of Environment and Heritage, 2004).

Affordable housing: dwellings that households on low to-moderate incomes can afford, while meeting other essential living costs. Affordable housing includes public housing, not-for profit housing and other subsidised housing under the National Rental Affordability Scheme, together with private rental and home ownership options for those immediately outside the subsidised social housing system.

Affordable living: the principle that direct rental or mortgage payments are not the only costs that households incur. Other expenses include the consumption of water, gas and electricity, property fees and taxes, the cost of transport (to work, education and shopping) and the price of food.

Amenity: factors that combine to form the character or sense of place of an area and include the present and likely future amenity.

Applicant: a person or company who applies for development approval.

Application (also 'development application'): documentation lodged for assessment with a relevant authority regarding a proposed development.

Built environment (also 'urban environment' and 'urban space/s'): human-made structures, features, and facilities viewed collectively as an environment in which people live and work.

Built form (also 'urban fabric' and 'urban form'): has the same meaning as set out in the City's Urban Design Framework, and refers to an element of urban design that: defines streets and urban spaces; sets the scale of streets, precincts and neighbourhoods; influences the way activities in buildings interact with the public domain; and, through overshadowing from structures, influences the way in which people use urban spaces at different times of the year.

Bush Forever: is a whole-of-government policy for the conservation of regionally significant bushland on the Swan Coastal Plain portion of the Perth Metropolitan Region.

Central Perth: the area within the Central Perth neighbourhood as defined by the Local Planning Strategy spatial plans.

Civic use: has the same definition contained under the Planning and Development (Local Planning Schemes) Regulations 2015, and means premises used by a government department, an instrumentality of the State or the local government for administrative, recreational or other purposes.

Cultural Heritage significance: has the same definition as the *Heritage Act 2018* and means aesthetic, historic, scientific, social or spiritual value for individual groups within Western Australia.

Cultural landscape: has the same meaning outlined by the World Heritage Committee and refers to cultural properties or elements within a landscape that represent the combined works of nature and people.

Desktop audit: a high-level review of policies and procedures.

Design Guidelines: design policy prepared under the City's planning scheme.

Diversification: The process by which an economy (i.e. a region) strives to increase the range of industries and outputs it holds, so that income can be derived from many different sources not directly related to each other. Diversification is fundamental in building economic resilience: the more diverse the industry portfolio, the less sensitive it will be to fluctuations in external drivers or markets; likewise, the greater the range of productive enterprises, the higher the likelihood that one of them will achieve above-average performance and become a competitive advantage.

Dwelling: a self-contained suite of rooms, including cooking and bathing facilities, intended for long-term residential use. Units (whether self-contained or not) within buildings offering institutional care (such as hospitals) or temporary accommodation (such as motels, hostels and holiday apartments) are not defined as dwellings.

Economic base: a business that generates employment in a community or a geographical area.

Emerging activity centres: a commercial area in a Perth city neighbourhood that has been identified under the Perth City Centres Analysis 2018 where an activity centre has begun to form but is not yet established. These centres may require additional planning provisions or specialised approaches to become a prosperous centre.

Employment self-sufficiency: the ratio (expressed as a percentage) of the total labour force (local residents who are employed or seeking employment) of a defined area relative to the total number of jobs available in that area. A percentage above 100 indicates a region has more jobs locally than resident workers.

End-of- trip facilities (also 'end-of- journey facilities'): has the same definition as CPS2 Planning Policy 5.3 Bicycle Parking and End of Journey Facilities, and means the facilities which support the use of bicycle transport by allowing cyclists the opportunity to shower and change at the beginning or end of their journey to and from work.

Fine grain: refers to:

- (a) analysis of something at a greater detail.
- (b) an element of urban design that describes a streetscape's built form pattern that is characterised by aspects such as frequent entries to buildings, continuous shopfronts, awnings over the footpath and an emphasis on glazing.
- (c) describes a built form pattern where street blocks and/or the subdivision of lots that are predominantly of a smaller scale. This built form pattern is considered to promote diversity in land uses and walkability within a neighbourhood.

Entertainment/Recreation/Cultural: Activities which provide entertainment, recreation and culture for the community and which occur in buildings and/or on land, such as passive and active sports venues, museums, amusements and gambling services.

Floor area: the same definition as provided in City Planning Scheme No. 2. Refers to the floor area of a building.

Floorplate: gross floor area of a level within a building.

Gazetted: a statutory or other notice required by law and/or Government authority that has been published in the Western Australian Government Gazette.

Government Gazette: the publication that contains formal public notices required to be published by law and Government authority, and includes the General and Special Gazettes.

Greater Perth: the Australian Bureau of Statistics Greater Capital City Statistical Area – Greater Perth. It includes the metropolitan areas of Perth and Peel.

Green infrastructure: the network of interconnected and multifunctional green spaces, elements, corridors, water systems such as surface and groundwater systems that are integrated within the city's urban fabric.

Green network (also 'green infrastructure network'): Perth city's public and private green spaces and their linkages. The green network includes Bush Forever sites, national and regional parks, district and local parks,

sports fields, school grounds, community facilities, golf courses, foreshores and riverfront areas connected by streetscapes, trails, cycle paths and pedestrian footpaths.

Health/Welfare/Community Services: Government, government-subsidised and non-government activities that provide the community with a specific service, including hospitals, schools, personal services and religious activities.

High frequency transit corridor: where public transport services are available at a high frequency, usually every five minutes during peak times and every 15 minutes outside of peak times.

Household composition: has the same definition as the Australian Institute of Health and Welfare and means the composition of the household based on the relationship between household members.

Housing continuum: a concept used by the WA State Affordable Housing Strategy 2010-2020 to describe the affordable housing system in Western Australia. It presents the range of housing options available to different households on a continuum with crisis accommodation (for people at risk of homelessness) at one end and unsubsidised home ownership at the other end.

Housing stock: the total number of dwellings within a geographical area.

Industrial: land zoned for industrial use under the Metropolitan Region Scheme to provide for manufacturing industry and the storage and distribution of goods and associated uses.

Infill (also 'urban infill' or 'infill development'): the redevelopment of existing urban areas at a higher density than currently exists.

Inner-city: refers to Perth city and neighbouring localities.

Integrated transport planning: a 'vertical' and 'horizontal' approach to managing a movement network. The 'vertical' element acknowledges the needs and influences each tier of government has on a movement network, and the collaboration required to ensure a functional and dynamic movement network that supports prosperous communities. The 'horizontal' element considers key transport issues such as transport system interdependencies, interactions between transport and land use, transport safety, traffic congestion, parking, travel demand management and accessibility that influence the planning and provision of sustainable transport systems (WAPC, 2012 and City of Perth 2016^d).

Investigation area: land within Perth city that will be subject to further planning investigation/s to consider its suitability, and the area of land to be identified, for a possible change of use.

Knowledge-based economy: any economy based on creating, evaluating and trading knowledge. It describes a trend in advanced economies towards a greater dependence on knowledge, information and high skill levels.

Knowledge-based industries: industries that are in the business of the production, distribution and use of knowledge and information.

Labour force: the total number of local residents who are participating in the labour force and considers people employed plus those seeking work.

Land-use planning: the process of regulating and managing the use of land by government in an efficient and ethical way, to prevent land-use conflicts and plan for the needs of the community.

Last kilometre freight: a term used to refer to the final leg of the journey of goods and services from a depot to the destination for consumption.

Liveable (also 'Liveability'): encompasses the many characteristics that make a place desirable for people to live. Liveability means a community which is *'safe, attractive, socially cohesive and inclusive, and environmentally sustainable; with affordable and diverse housing linked by convenient public transport, walking and cycling infrastructure to employment, education, public open space, local shops, health and community services, and*

*leisure and cultural opportunities.*⁶

Live-local (also 'live-locally' and 'living locally'): the ability for residents within a neighbourhood to access essential services such as grocery shops, medical services, childcare and education facilities, along with green space, community facilities and areas of high amenity, within a pedestrian dominated walkable catchment (Barton, Grant, Guise, 2010).

Live-local services: essential services such as grocery shops and medical facilities that are available to residents within a walkable catchment of their city neighbourhood.

Local planning strategy: local-level planning frameworks adopted by local governments across WA to provide strategic direction for land use and development within a municipal area. A local planning strategy is used to guide or inform the content of statutory city or local planning schemes.

Local planning scheme: are detailed planning schemes developed by local governments to manage the range of permitted land uses within specified locations. For localities covered by the Metropolitan Region Scheme, the Peel Region Scheme or the Greater Bunbury Region Scheme, local planning schemes must be consistent with the provisions identified within the relevant region scheme.

Model scheme text: the format and wording that all local planning schemes are required to follow, as set out under Schedule 1 – Model provisions for local planning schemes of the Planning and Development (Local Planning Schemes) Regulations 2015.

Native Title: the recognition by Australian law of Aboriginal and Torres Strait Islander people's traditional rights and interests in land and waters held under traditional law and custom.

Net lettable area (also 'floorspace'): has the same definition as the Planning and Development (Local Planning Schemes) Regulations 2015, and means the area of all floors within the internal finished surfaces of permanent walls but does not include the following areas —

- (a) stairs, toilets, cleaner's cupboards, lift shafts and motor rooms, escalators, tea rooms and plant rooms, and other service areas;
- (b) lobbies between lifts facing other lifts serving the same floor;
- (c) areas set aside as public space or thoroughfares and not for the exclusive use of occupiers of the floor or building;
- (d) areas set aside for the provision of facilities or services to the floor or building where those facilities are not for the exclusive use of occupiers of the floor or building.

Node: refers to-

- (a) a focal point of increased activity within a neighbourhood. An activity node can refer to focal points for specific activities such as: retail, service or other commercial activities; community facilities; or mass transit and public transport connections.
- (b) an area designated within public open space for increased activation or linkages.
- (c) assets within the city's green infrastructure network that are defined by their primary 'benefit' (community health and wellbeing, energy resilience, water sensitivity, biodiversity, waste management or climate adaptation) and are physically connected by green links or green corridors.

Noise attenuation: the process of reducing the impact of noise generated from either within or externally to a room or entire building. This can be done through the installation of materials such as insulation that absorbs and diffuses the noise.

Office/Business: Administrative, clerical, professional and medical offices are activities which do not necessarily

⁶ Lowe M, Whitzman C, Badland H, Davern M, Hes D, Aye L, et al. Liveable, healthy, sustainable: What are the key indicators for Melbourne neighbourhoods? Melbourne: Place, Health and Liveability Research Program, University of Melbourne, 2013.

require the land area/floor space or exposure of other land uses. Although offices require building and parking facilities, these needs are quite distinct from those of commercial uses and service industries.

Other Retail: Many of these activities are not normally accommodated in a shopping centre. By virtue of their scale and special nature the goods of these activities separate them from the Shop/Retail category (for example car sales yard or carpet showroom).

Owner-occupiers: a person who owns the dwelling they live in.

Peer-to-peer economy: a decentralised economic model whereby two individuals interact to buy or sell goods and services directly with each other, without an intermediary third-party, or without the use of a company of business.

Perth city: land within the City of Perth local government area which expanded on 1 July 2016 to include parts of Crawley and Nedlands (previously in the Cities of Subiaco and Nedlands). This includes a total area of approximately 13.85 square kilometres and is also commonly referred to in the document as 'the city'.

Planning controls: the devices, specifically statutory controls, used to managing the development of land and buildings.

Planning system: the broad institutional and regulatory arrangements that govern land use planning in Western Australia.

Plot ratio: the same definition as the City Planning Scheme No. 2, and means the ratio of the floor area of a building to the area of land within the boundaries of the lots on which that building is located.

Plot-ratio controls: a type of density and built form control for future development where a maximum plot-ratio is applied to a designated area under a planning scheme.

Precinct: has the same definition as the City Planning Scheme No. 2, and means an area within a neighbourhood or which may cross over neighbourhood boundaries and is of limited size having –

- (a) A similar use or other characteristic; and
- (b) Specified boundaries.

Price point: a point on a scale of possible prices at which something might be marketed.

Primary resource sector: economic sector involved in the extraction and collection of natural resources, such as iron ore and timber, as well as activities such as agriculture and fishing.

Public realm: the space around, between and within buildings that are publicly accessible, including streets, piazzas, parks and open spaces. These areas and settings support or facilitate public life and social interaction.

R-Codes: State Planning Policy 7.3 – Residential Design Codes.

Registered Aboriginal sites: a place which has been assessed as meeting Section 5 of the *Aboriginal Heritage Act 1972*.

Rescinded (in terms of policy): a policy, procedure or decision which has formally been reversed or cancelled by a resolution of Council.

Residential density targets: were established in Directions 2031 and Beyond and require new areas and structure plans under review to adhere to a target of 15 dwelling units per gross hectare of urban zoned land, therefore excluding land within all other zones and reserves under the applicable region scheme. Also refer to residential site density.

Saltmarsh: a plant species/community associated with the Swan Coastal Plain and Swan River.

Scheme text: text of a local planning scheme referred to in Part 2 s.8 of the Planning and Development (Local

Planning Schemes) Regulations 2015.

Scheme use area (or 'land-use zone'): an area, identified under City Planning Scheme No. 2, City of Nedlands Town Planning Scheme No. 2 or City of Subiaco Town Planning Scheme No. 4 that is classified and divided into scheme use areas or zones, with the exception of reserves, as shown on an associated city or local planning scheme map. Appropriate uses are prescribed for each scheme use area or zone under the respective scheme.

Servicing: the supplying or supplier of utilities or commodities, as water, electricity, or gas, required or demanded by the public.

Shop/Retail

Any activity which involves the sale of goods from a shop located separate to, and/or in, a shopping centre other than those included in Other Retail.

Short-term accommodation: has the same definition as City Planning Scheme No. 2 and Planning and Development (Local Planning Scheme) Regulations 2015, and means premises used for accommodation that may be occupied by the same person/s for a maximum period of three months within any twelve month period, and are not subject to residential tenancy agreements (residential leases).

Sleeve: an architectural element of a building, where a strip of apartments or other active uses is built on the outer face of a podium, usually where facing the street or public realm, to remove any visibility to internal car parking areas.

South West Region: the area of land located in the south-western corner of Australia and covers an area of nearly 24,000 square kilometres.

Spatial Plans: plans prepared to spatially demonstrate the strategies and actions of the Local Planning Strategy.

Staying activity (also 'staying activities') include a range of participatory activities which encourage people to stay or remain in a public place/space.

Streetscape: is a term used to define the character, built form, view or scene of a street, especially in a city or urban setting.

Structure plans: plans for the coordination of future subdivision and zoning of an area of land, including the provision of transport networks, public open space, utility and service networks, urban water management, development standards and community infrastructure.

Sustainability: meeting the needs of current and future generations through the integration of environmental protection, social advancement and economic prosperity.

Sustainable urban existence (also 'sustainable urban growth'): a well-planned and coherent settlement pattern, along with carefully managed urban growth and change that delivers wider social, economic and environmental objectives (WAPC, 2006).

Transit-oriented development: an urban development around public transport stations that increases use of public transport. The aim is to locate moderate-to high intensity commercial, mixed use, community and residential development close to train stations and/or transit corridors to encourage public transport use over private vehicles.

Urban tree canopy (also 'canopy cover'): has the same definition as the City's Urban Forest Plan, and means the percentage of urban land covered by tree canopy when viewed from above.

Urban consolidation: refers to urban development processes such as infill and increased densities, and/or the logical extension or 'rounding off' of existing urban and industrial areas to more effectively utilise existing social, service and transport infrastructure.

Urban expansion (also 'urban growth'): the rate at which the population of an urban area increases.

Urban forest: has the same definition as the City's Urban Forest Plan, and is broadly refers to the collection of green spaces, trees and other vegetation that grows within an urban area, on both public and private land.

Urban heat island: has the same definition as the City's Urban Forest Plan, and means an urban area which experiences elevated temperatures compared to their outlying surroundings, creating an 'urban heat island'.

Urban planning (also 'town planning'): the process of managing the development of land and buildings.

Urban settlement: is a concentrated settlement that constitutes or is part of an urban area.

Urban village: urban development typically characterised by medium to high density housing, mixed use zoning, fine grain built form, good public transit and an emphasis on walkability and public space.

Urban-zoned: land reserved and zoned Urban under the Metropolitan Region Scheme.

Value capture: the process of retaining some percentage of the value provided in every transaction.

Wayfinding: information systems, such as signage or tactile paving that guide people through a physical environment and enhance their understanding and experience of the space.

Weighted population density: the mean of the densities of sub-areas of a larger area, weighted by the populations of those sub-areas.

2.2. Acronyms

ABS: Australian Bureau of Statistics

BCA - Building Code of Australia

BUWM: Better Urban Water Management

CPC: City of Perth Committee

CPPC: Central Perth Planning Committee

CPS2: City of Perth City Planning Scheme No. 2

DAA: Department of Aboriginal Affairs

DevWA: Development WA

DFES: Department of Fire and Emergency Services

DOH: Department of Health

DPLH: Department of Planning, Lands and Heritage

DOT: Department of Transport

DWER: Department of Water and Environmental Regulation

DBCA: Department of Biodiversity, Conservation and Attractions

DWMS: District Water Management Strategy

LGA: Local Government Area

LPS26: Local Planning Scheme No. 26 – Normalised Redevelopment Areas

LWMS Local Water Management Strategy

MHI: Municipal Heritage Inventory

OBRM: Office of Bushfire Risk Management

SPC: State Planning Committee

SPP: State Planning Policy

TPS4: Town Planning Scheme No. 4

UWA: University of Western Australia

QEII: Queen Elizabeth II Medical Centre

UWMP: Urban Water Management Plan

WAPC: Western Australian Planning Commission

2.3. Bibliography

1. Alan Tingay and Associates. 1997. Perth's Greenways
2. Australian Bureau of Statistics. 2001. Census. Retrieved from: www.abs.gov.au
3. Australian Bureau of Statistics. 2011. Census. Retrieved from: www.abs.gov.au
4. Australian Bureau of Statistics. 2016. Census. Retrieved from: www.abs.gov.au
5. Australian Bureau of Statistics. 2017. National Output. Retrieved from: www.abs.gov.au
6. Australian Bureau of Statistics. 2019. June Gross State Product. Retrieved from: www.abs.gov.au
7. Barton, H; Grant M; Guise. 2010. Shaping neighbourhoods: for Local Health and Global Sustainability
8. Cameron Chisholm Nicol. 2017. C-Grade Office Case Study
9. Chris Maher Architect. 2020. Heritage Bonus Plot Ratio Incentives Analysis
10. City of Parramatta. 2017. Social Infrastructure Strategy
11. City of Perth. 2008. Council Policy 6.17 – Affordable Housing
12. City of Perth. 2010. Urban Design Framework. Retrieved from: perth.wa.gov.au
13. City of Perth. 2014. Waste Strategy 2014-2024. Retrieved from: perth.wa.gov.au
14. City of Perth. 2015. Draft Traffic Trend Report
15. City of Perth. 2016^a. Perth City Snapshot. Retrieved from: perth.wa.gov.au
16. City of Perth. 2016^b. Urban Forest Plan 2016 -2036. Retrieved from: perth.wa.gov.au
17. City of Perth. 2016^c. Drainage Connection Guidelines
18. City of Perth. 2016^d. Transport Study
19. City of Perth. 2017^a. GI and Biodiversity Study Audit Report June
20. City of Perth. 2017^b. Water Sensitive Transition Study
21. City of Perth. 2017^c. Bushfire Prone Planning: Bushfire Risk Management Plan
22. City of Perth. 2017^d. Movement and Place Assessment
23. City of Perth. 2018^a. Open Space Study
24. City of Perth. 2018^b. Precinct Plan No. 11 – Hamilton Precinct
25. City of Perth. 2018^c. Bicycle Parking and End of Journey Facilities Background Report
26. City of Perth. 2020. Community Infrastructure Study
27. Colliers International. 2019. Commercial Land Use Trends Analysis and Demand Forecast
28. Claisebrook Catchment Group Inc. 2008. Local Biodiversity Study for the City of Perth
29. CCN. 2018. Environmentally Sustainable Design Options Analysis
30. Department of Biodiversity, Conservation and Attractions. 2018. Perth Water Precinct Plan
31. Department of Communities and City of Perth. 2020. Housing Needs Assessment

32. Department of Biodiversity, Conservation and Attractions. 2016. Swan River System Landscape Description
33. Department of Infrastructure, Transport, Regional Development and Communities. 2020. Perth City Deal. Retrieved from: www.infrastructure.gov.au
34. Department of Parks and Wildlife. 2015. Swan Canning River Protection Strategy
35. Department of Planning. 2015. Perth Land Use and Employment Survey. Retrieved from: www.dplh.wa.gov.au
36. Department of Planning, Lands and Heritage. 2018. Aboriginal Heritage Enquiry System: Registered Aboriginal Sites
37. Department of Planning, Lands and Heritage. 2019. WA Tomorrow Population Forecasts. Retrieved from: www.dplh.wa.gov.au
38. Department of Premier and Cabinet. 2016. An Agreement reached between the Noongar People and the WA Government Fact Sheets
39. Department of Transport. 2011. Public Transport for Perth in 2031 – Mapping out the Future for Perth’s Public Transport Network
40. Development WA. 2021. Perth City Link, Elizabeth Quay and Riverside Masterplans
41. East Perth Redevelopment Authority. 2011. A Case Study in Urban Revitalisation
42. Forecast.id. 2016. City of Perth. forecast.id.com.au
43. Forecast.id. 2020. City of Perth. forecast.id.com.au
44. Forecast.id. 2021. City of Perth. forecast.id.com.au
45. Hames Sharley. 2020. Built Form Character Study
46. Hames Sharley. 2021. Hay Street Mall Upper Level Activation Study
47. Intermethod. 2017. Movement and Place Assessment
48. Intermethod. 2018. City of Perth City Centres Analysis
49. Jacobs. 2017. Last Kilometre Freight Study
50. National Trust. 2012. Aboriginal Interpretation Guidelines WA
51. North Metropolitan Health Service. 2021. Retrieved from: www.scgh.health.wa.gov.au
52. Pracsys. 2017. Economic Future Scenario Assessment
53. Pracsys. 2020. Neighbourhood Activity Centres Analysis
54. Profile.id. 2016. City of Perth. Retrieved from: profile.id.com.au
55. Profile.id. 2017. City of Perth. Retrieved from: profile.id.com.au
56. Profile.id. 2021. City of Perth. Retrieved from: profile.id.com.au
57. Public Transport Authority. 2020. Annual Report (2018-19 and 2019-2020)
58. Regional Australia Institute. 2016. Regional Insight

59. REMPLAN. 2016. City of Perth Economic Profile. Retrieved from: www.remplan.com.au
60. REMPLAN. 2018. City of Perth Unemployment Rate per Financial Year. Retrieved from: www.remplan.com.au
61. REMPLAN. 2020. City of Perth Economic Profile. Retrieved from: www.remplan.com.au
62. REMPLAN. 2021. City of Perth Employment Report. Retrieved from: www.remplan.com.au
63. REMPLAN. 2020. City of Perth Economic Profile. Retrieved from: www.remplan.com.au
64. RUAH Community Services. 2016. Retrieved from: www.ruah.org.au
65. Savills. 2018. Briefing Perth CBD Office
66. South West Aboriginal Land and Sea Council. 2016. Connection to Country. Retrieved from: www.noongar.org.au
67. Tourism WA. 2017. Entertainment Precincts' Study
68. Tourism WA. 2020. The Perth Hotel Development Pipeline Report
69. UNESCO. 1995. Our Creative Diversity: Report of the World Commission on Culture and Development
70. Urbis. 2017. Perth Apartment Essentials at Q4
71. Urbis. 2018. City of Perth Housing Analysis
72. Western Australia Government. 2016. City of Perth Act
73. Western Australian Local Government Association. 2017. Perth Biodiversity Project
74. Western Australian Planning Commission. 2010. Directions 2031 and Beyond. Retrieved from: www.dplh.wa.gov.au
75. Western Australian Planning Commission. 2006. State Planning Policy 3 Urban Growth and Settlement
76. Western Australian Planning Commission. 2010. Central Metropolitan Perth Sub-Regional Strategy
77. Western Australian Planning Commission. 2012. Guidelines for the preparation of integrated transport plans
78. Western Australian Planning Commission. 2013. Capital City Planning Framework - a Vision for Central Perth
79. Western Australian Planning Commission. 2018. Central Sub-Regional Planning Framework. Retrieved from: www.dplh.wa.gov.au
80. Western Power. 2016^a. Network Capacity Mapping Tool
81. Western Power. 2016^b. Manager Asset Management Systems
82. Western Power. 2018. Network Capacity Mapping Tool
83. Y Research. 2016. Perth CBD Secondary Office Stock Study
84. Y Research. 2018. City of Perth Retail Tenant Identification Study

Appendix B – Neighbourhood Profiles and Analysis

December 2022



Disclaimer

This draft document has been published by the City of Perth. Any representation, statement, opinion or advice expressed or implied in this publication is made in good faith and on the basis that the City, its employees and agents are not liable for any damage or loss whatsoever which may occur as a result of action taken or not taken, as the case may be, in respect of any representation, statement, opinion or advice referred to herein. While the City has tried to ensure the accuracy of the information in this publication, the Publisher accepts no responsibility or liability for any errors, omissions or resultant consequences including any loss or damage arising from reliance in information in this publication. Before relying on this information, users should carefully evaluate its accuracy, currency, completeness and relevance for their purposes, and should obtain appropriate professional advice relevant to their circumstances.

Alternative formats

An electric version of this report is available from
www.perth.wa.gov.au
Large print and alternative formats can be requested from the
City of Perth.

Published by City of Perth

27 St Georges Terrace, Perth
GPO Box C120, Perth WA 6839
Telephone: (08) 9461 3333
Email: city@cityofperth.wa.gov.au

Contents

1.	Neighbourhood profiles and analysis	1
1.1.	Central Perth.....	2
1.1.1.	Central Perth neighbourhood profile	2
1.1.2.	Neighbourhood analysis	8
1.2.	Northbridge	9
1.2.1.	Northbridge neighbourhood profile.....	9
1.2.2.	Neighbourhood analysis	14
1.3.	East Perth.....	15
1.3.1.	East Perth neighbourhood profile	15
1.3.2.	Neighbourhood analysis	21
1.4.	Claisebrook	22
1.4.1.	Claisebrook neighbourhood profile.....	22
1.4.2.	Neighbourhood analysis	28
1.5.	West Perth	29
1.5.1.	West Perth neighbourhood profile.....	29
1.5.2.	Neighbourhood analysis	35
1.6.	Crawley-Nedlands.....	36
1.6.1.	Crawley-Nedlands neighbourhood profile	36
1.6.2.	Neighbourhood analysis	42
2.	Glossary.....	44
2.1.	Terms	44
2.2.	Acronyms	52
2.3.	Bibliography	53



iii

1. Neighbourhood profiles and analysis

For the purposes of the Local Planning Strategy, Perth city has been split in to six 'neighbourhoods'. The primary purpose of doing so was to allow for an analysis of the city at a fine grain and more detailed level – to ensure that strategies and actions are tailored to the unique character and spatial patterns of an area. Kings Park has not been investigated 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 potential strengths it offers to nearby neighbourhoods – has been considered when investigating Perth city's neighbourhoods. These neighbourhoods are shown in **Figure 1**.

Figure 1 - Perth city neighbourhoods



1.1. Central Perth

1.1.1. Central Perth neighbourhood profile

The Central Perth (refer to **Figure 2**) 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 (Intermethod, 2018). It is also the centre of Greater Perth's railway, bus and freeway networks.

Neighbourhood activity is divided between three main land uses:

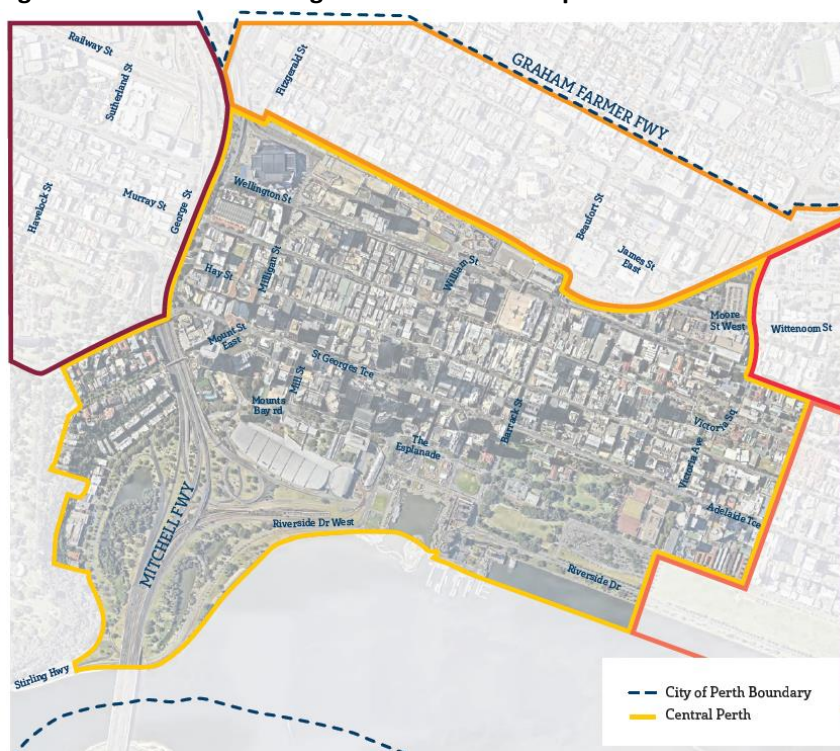
- The retail precinct of the Hay Street and Murray Street malls;
- The office core along St Georges Terrace; and
- The government precinct along the eastern end of St Georges Terrace towards Adelaide Terrace.

The neighbourhood is the focus of office and retail activity; however, land use mix has continued to diversify.

Central Perth is rich in history and built heritage. The land and waters in and around central Boorlo or Burrell (Perth) are culturally significant to the traditional owners, the Whadjuk Nyoongar people. Perth is also known as Beerit, meaning "pathways", due to its importance for meetings, travel and trade for the Whadjuk Nyoongar people for at least 35,000 years. Pockets of gold-rush-era buildings, along with a historic street grid, also create a strong sense of place.

The neighbourhood has a unique river and parkland setting. The Swan River/Derbarl Yerrigan and the foreshore to the south and the Mount Eliza escarpment and Kings Park/Kaarta Koombato the west form the setting for an iconic city skyline with the tallest buildings in Greater Perth.

Figure 2 - Central Perth neighbourhood location plan



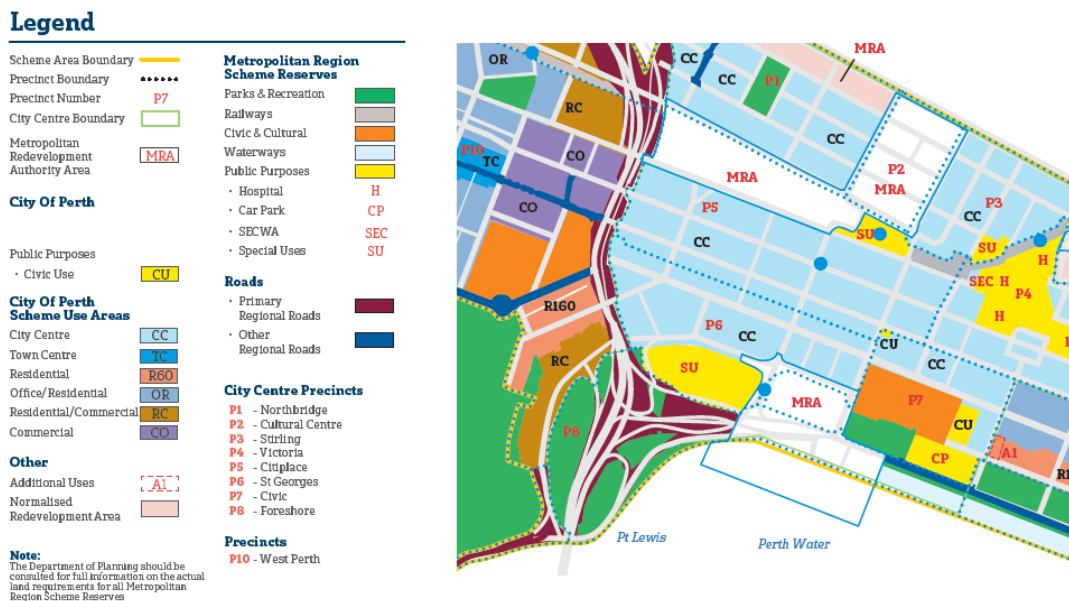
1.1.1.1. Land use

As the engine room of Perth city, Central Perth neighbourhood is the busiest day-time area, with the highest economic output (Intermethod, 2018).

The neighbourhood is predominantly identified as 'City Centre' under CPS2, which allows a range of uses – recognising Central Perth's role as WA's primary business, commercial, civic, cultural and entertainment centre, as well as a tourist destination (refer to **Figure 3**). The portion of the neighbourhood to the west of Mitchell Freeway comprises of 'Residential – R160' and 'Residential/Commercial' areas. The south-eastern edge of the neighbourhood comprises 'Office/Residential' along Adelaide Terrace and 'Residential – R160' along Terrace Road. Areas on the periphery of the neighbourhood are reserved under the MRS for 'Parks and Recreation' (Swan River foreshore), 'Public Purpose' (Royal Perth Hospital, Convention Centre, Perth Train Station and parking) or designated as Development WA redevelopment areas (Perth City Link in the north and Elizabeth Quay in the south).

The diversity of uses and experiences in the Central Perth neighbourhood make it a vibrant capital city environment, particularly during the day. Land-use mix within Central Perth has continued to diversify in recent years, with diverse business sectors emerging – such as small bars and restaurants, shared working spaces, entertainment and event venues. However, activity in the majority of the central area of Perth City continues to peak in response to traditional 9am–5pm working week business hours. Exceptions within this area are the east end of Murray and Hay Streets.

Figure 3 - City Planning Scheme No. 2 - Central Perth neighbourhood



The primary office area of Central Perth is centre of commerce and administration for Greater Perth and the State. This area is dominated by office development, however a mix of active uses such as food and beverage, cultural activities and local retail have emerged, particularly at street level.

The majority of Perth city's retail is also concentrated within Central Perth, primarily within the retail core along Hay and Murray Street malls. Central Perth's open-air mall experience and the diversity of retail choices (including flagship stores) in the city give it competitive retail edge.

1.1.1.2. Population and demographics

Significant efforts have been made in recent years to encourage residential development within Central Perth.

The Central Perth population increased by 2,704 people between 2006 and 2016, according to Census data (refer **Table 1**) (Urbis, 2018). This population accounts for approximately 21% of Perth city's total estimated resident population. The largest growth has occurred within the 15–29-year age bracket, which accounts for roughly 34% of the overall population in Central Perth in 2016 (Urbis, 2018).

Table 1 - Central Perth resident and housing characteristics (Urbis, 2018)

Indicator	Central Perth	City of Perth
Resident characteristics		
Estimated resident population	5,672	26,950
Population growth (2006-16)	2,704	10,987
Median age	32	31
High income households	46.1%	43.3%
Low income households	26.4%	28.7%
Australia-born	33.1%	35.5%
Attending tertiary education	9.8%	17.8%

1.1.1.3. Dwelling characteristics

Of the 2,796 private dwellings in the neighbourhood, over 90% were considered 'high density', as categorised under the Australian Bureau of Statistics, being flats or apartments of three storeys or more. The relatively large proportion of high-density dwellings can be attributed to CPS2 and the bonus plot-ratio bonus awarded to high-density residential developments, as well as the high cost of land in the Central Perth area.

Table 2 - Central Perth dwelling characteristics (Urbis, 2018)

Indicator	Central Perth	City of Perth
Dwelling characteristics		
Total occupied dwellings	2,596	12,282
Average household size	1.8	1.9
Dwelling density (dwellings per ha)	28	31
Owner occupier households	13.6%	15.4%
Social housing	3.2%	5.3%
Households with children	15.5%	16.5%
Three-bedroom households	13%	21%
Median rent (2017)	\$460	\$425
Median dwelling price (2017)	\$479,750	\$460,000

1.1.1.4. Built environment

The varying built forms across the Central Perth neighbourhood can be attributed to the primary regional role the central business district plays in the Central Sub-Region and wider Metropolitan Region. The predominant built form of the Central Perth neighbourhood consists of medium to tall office towers of varying ages, quality and height. Tall office towers are focused along St Georges Terrace, where they are located on the highest part of the ridge to take advantage of the views to the Swan River and Kings Park. Office tower buildings generally form nil

setbacks to the street – with large open-ground floor foyers, sometimes with small food and beverage tenancies, providing a level of activity in these spaces during business hours.

Significant landholdings reserved for public purpose also exist across the neighbourhood including:

- The Supreme Court of Western Australia;
- The Royal Perth Hospital;
- The Perth Arena;
- The Perth Exhibition and Convention Centre;
- Elizabeth Quay busport and train station; and
- Council and Government House and grounds.

These government and public-purpose buildings and complexes are generally of a large scale – designed for uses such as government administration, regional health services, mass transit or large-scale exhibitions and conventions.

Other predominant aspects of the Central Perth neighbourhood’s built form include: multi-storey retail and large-scale pedestrian malls of Hay and Murray Streets; small-scale arcades and laneways; and plaza-style urban and green spaces such as Forrest Place, Cathedral Square and Central Park.

The Central Perth neighbourhood is also one of the oldest parts of the city, with a number of historical buildings, heritage areas and landmarks. Several streets within the neighbourhood are historically significant, containing historical buildings that have been adapted and reused (such as King and Queen Streets).

The residential neighbourhood around Mount Street on the northern edge of Kings Park and Mt Eliza consist of multi-storey residential apartment buildings that have been designed to capture the views across the city, the Swan River and Kings Park. Medium-scale commercial buildings and short-term accommodation apartment complexes extend along Mounts Bay Road from the central city to the base of Mt Eliza and Kings Park, including the Mount Hospital.

1.1.1.5. Character

There are many historic buildings, heritage areas and landmarks within Central Perth. Several streets such as King Street, Queen Street and Barrack Street provide a unique streetscape setting with the lower scale Federation Free Classical style buildings - creating an inviting and unique neighbourhood. There is also standalone heritage listed buildings that, when maintained and refurbished, can act as landmarks and attractions. An example of this is the State Treasury Building which has been restored and sits proud on the corner of Barrack Street and St Georges Terrace.

The character of the Hay and Murray Street Malls is unique to Perth and provides an opportunity for open-air shopping - a legacy of the popular late 19th and early 20th Century development that featured arcades, coffee palaces, theatres, picture gardens and hotels. The character of the Hay and Murray Street Malls draws through to the eastern end of Central Perth along Barrack Street. There are pockets of fine grain development and urban grit which contribute to the character of the area. The Hay and Murray Street Malls also include many heritage buildings. The upper levels of these buildings have been retained with modern shop fronts being incorporated on the ground levels.

As outlined in the Local Profile Analysis, key character areas have been identified across Perth city. Four of these character areas are within Central Perth and are illustrated in **Figure 4** and described in **Table 3**.

Figure 4 - Central Perth character areas

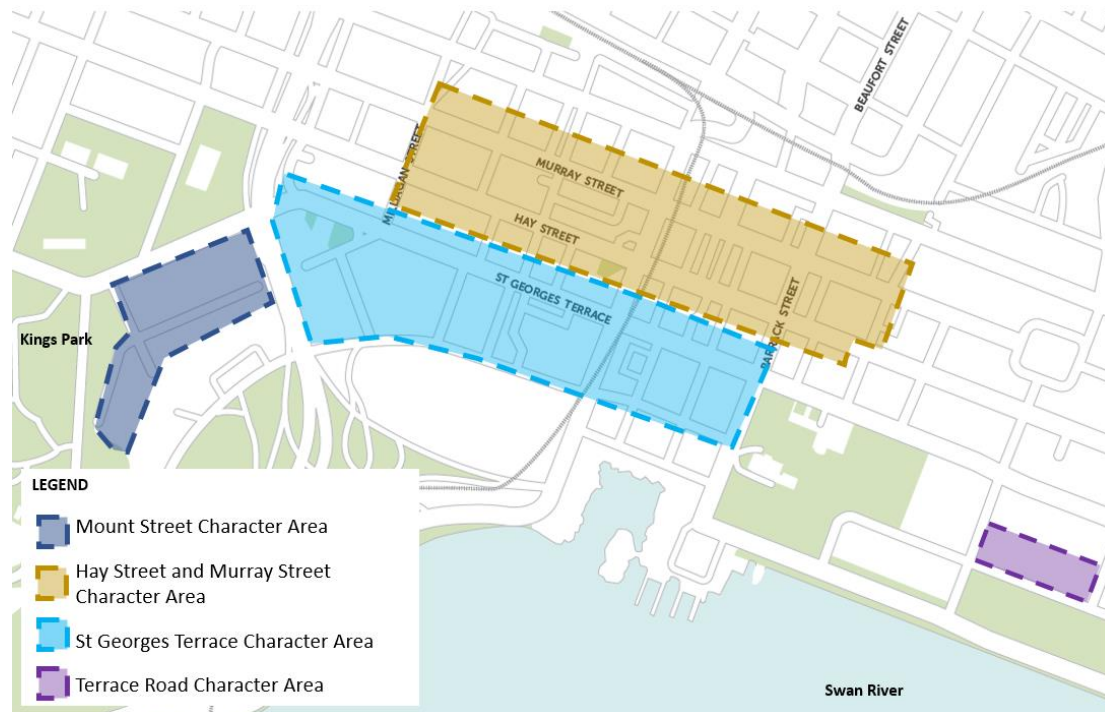


Table 3 - Central Perth character areas

Character Area	Description
Hay and Murray Street Character Area	<ul style="list-style-type: none"> Fine grained rhythm of development with narrow 2 to 3 storey facades built to the street, transparent shopfronts and awnings over the footpath. Frequent pedestrian connections are provided within the street blocks.
St Georges Terrace Character Area	<ul style="list-style-type: none"> An area of landmark tower developments focused along an east west boulevard, that are predominant in the city skyline and create an atmosphere of prosperity and status. Frequent pedestrian connections are provided within the street blocks.
Mount Street Character Area	<ul style="list-style-type: none"> Tree lined residential streets with no through traffic that accommodate narrow, medium rise buildings within a landscaped setting. The gaps between the buildings allow views from the public realm to the distance, and often to the river.
Terrace Road Character Area	<ul style="list-style-type: none"> A stepped profile of buildings that provide a transition of scale from Langley Park towards the north and respond to the change in topography. (Note: the majority of this area falls within East Perth.)

1.1.1.6. Local movement network

Whilst Central Perth is considered to have a good walk and cycle street grid, the neighbourhood continues to face problems with severance and pedestrian amenity due to major transport infrastructure and through traffic. For example, the southern boundary of the neighbourhood is bordered by the Swan River but currently underutilised due to severance caused by current road infrastructure. Over the last five years work has been undertaken to overcome this severance, notably the development of Elizabeth Quay and redevelopment of Barrack Square (Intermethod, 2018). North-south linkages have also been improved through Perth City Link and the recent completion of Yagan Square (a critical pedestrian link between Central Perth and Northbridge).

1.1.1.7. Culture

The Central Perth neighbourhood includes most of Perth city's prominent cultural and event spaces and iconic landmarks – including Forrest Place, Perth Arena, Perth Concert Hall, His Majesty's Theatre, Perth Town Hall and Elizabeth Quay. Cathedral Square and Supreme Court Gardens have recently been revamped to accommodate more frequent events.

1.1.1.8. Open space

The Supreme Court Gardens and Stirling Gardens are two prominent public open space areas within Central Perth – with an area totalling approximately 3.9ha. The western area of Langley Park is also located within Central Perth, and straddles the East Perth neighbourhood boundary. However, accessibility to public green space within the majority of Central Perth is generally limited. There are a number of important public open spaces on private land, such as Central Park and Brookfield Place.

1.1.2. Neighbourhood analysis

Strengths	Weaknesses	Opportunities	Threats
<p>Central Business District: Whilst residential land-use has significantly increased over the past decade, office and retail land-use still dominate. Office remains the highest and best use.</p> <p>Activation: This neighbourhood has the highest day-time activation levels. It is second to Northbridge for high weekend night-time activity (particularly the west end). Highest pedestrian counts are along William Street between Hay Street and Murray Street mall.</p> <p>Public realm: Quality of the public realm within the malls, Yagan Square and Elizabeth Quay are high. They are attractive and functional public spaces.</p> <p>Planning controls: Planning controls allow intense development, with high base-plot ratios and bonuses widely available for residential development. Central Perth also includes two major Development WA redevelopment areas that apply more discretion to development outcomes than local council.</p> <p>Connectivity: Centre for metropolitan transport including freeways and rail. Central Perth also includes two major bus ports and is easily accessible from the Mitchell Freeway and Mounts Bay Road.</p> <p>Government investment: Central Perth has been a focal point for investment in amenities, infrastructure and redevelopment precincts, with close to \$2 billion invested in Elizabeth Quay (\$440 million), Perth City Link (\$1.4 billion) and street and public space improvements. In addition, government has supported a range of events to activate Elizabeth Quay and attract conventions, conferences and performances to the convention centre and Perth Arena.</p> <p>Cultural and amenity attractions: Central Perth has an array of natural and built attractions for recreation and entertainment, including Kings Park, Forrest Place, His Majesty's Theatre, Yagan Square, Central Park, Elizabeth Quay and Perth Arena. Cinemas are planned to be opened within two major redevelopments in Central Perth, which will further add to population amenities.</p> <p>Land-use mix: The neighbourhood is the focus area of office, retail and commercial activity in Greater Perth. Precincts such as Brookfield Plaza, Wolf Lane, Shafto Lane, Elizabeth Quay, Yagan Square, Kings Square, Raine Square, Treasury Building and 140 William support numerous convenience food precincts and stand-alone restaurants and bars.</p> <p>Existing scale of development: Central Perth is home to Perth's tallest buildings, including Brookfield Place, Central Park Tower and QV1.</p> <p>Live local: Residents have access to the Royal Perth Hospital, Mount Private Hospital and 24-hour GP services, though connectivity to these services varies. Central Perth is home to three full-line supermarkets.</p>	<p>Residential: The lack of a distinct residential precinct with safe and high amenity, walkable streets, and parks undermines the marketability of apartments.</p> <p>Pedestrian amenity: High number of roads that prioritise vehicle movements over pedestrians. Poor pedestrian connectivity in some areas, limited wayfinding and long dull distances of travel, resulting in significant loss of pedestrians.</p> <p>Green space: The northern area of the neighbourhood has poor accessibility to green space or areas of respite.</p> <p>Live local: Limited number of community facilities and family friendly facilities.</p> <p>Built form/streetscape: Contemporary office buildings have, in many cases, resulted in poor streetscape integration and unattractive facades. Areas dominated by larger floorplates result in fewer reference points for visitors and pedestrians. There are many vacant buildings, including the upper floors of the Hay Street and Murray Street malls.</p> <p>Severance: Caused by key regional infrastructure e.g. rail and freeway reducing links to neighbouring areas.</p> <p>Critical mass: There are insufficient people in Central Perth outside core office hours to support economic activity and vibrancy.</p> <p>Night-time and weekend activity: Low levels of activity at night time and on weekends results in a lack of customers for businesses and contributes to streets and public spaces not feeling safe.</p> <p>Parliament House Precinct Policy: this policy includes building height restrictions in some areas on the west side of Central Perth. However, the policy has never been reviewed since being endorsed in 1983.</p>	<p>Connectivity: Proximity to Swan River and improved accessibility to river edge via Elizabeth Quay offers the ability to leverage river connections.</p> <p>Vitality: Potential to build upon emerging nightlife culture to improve afterhours activity.</p> <p>Residential: The existing large-scale office buildings can support the acceptance of large scale residential developments.</p> <p>Conversions: The cost to convert office to alternative uses, including residential or special use, is often prohibitive. However, older and under-developed sites have redevelopment potential.</p> <p>METRONET: Improved rail connectivity will have a positive impact on accessibility.</p> <p>Redevelopment precincts: Kings Square and Elizabeth Quay will contribute a significant number of future residents. Raine Square and Forrest Chase redevelopments will improve the retail offer to future residents.</p> <p>Pedestrian flows: Identified in Movement and Place Study e.g. train patrons channelled through pedestrian walkway to Central Train Station.</p> <p>Development capacity: the plot ratios provided in the current scheme could be increased to stimulate new development opportunities.</p> <p>Unique character: there are several areas with distinct built form which creates a unique character specific to Central Perth.</p> <p>Mclver Train Station: currently an underutilised area with the potential to be transformed into a vibrant transit orientated precinct servicing the east end of Central Perth.</p> <p>Increased student population: the demand for centrally located student housing will increase with the relocation of Edith Cowan University to Central Perth.</p>	<p>Maintaining office primacy: The decentralisation of Government departments out of Perth city and the growth sub-regional activity centres will have significant impact on the prominence the capital city activity centre.</p> <p>Continued loss of fine-grain floorplates: Reduces future opportunities for adaptation to remain resilient.</p> <p>Site availability: Due to the strength of the office market, residential development may continue to be a costlier option, and much built form is uneconomical to convert to residential. Strata arrangements also form a barrier to any near-term redevelopment.</p> <p>Dilution: New attractions such as Yagan Square and Elizabeth Quay draw visitors but dilute the critical mass over a larger area of the city as it transitions.</p> <p>Loss of mall/arcade permeability: Due to large floorplate anchor tenants.</p> <p>Climate change: Due to the foreshore location of this neighbourhood, planning should address climate change and the potential impact of a 100-year flood on the area.</p> <p>Maintaining retail primacy: There are significant retail and B, C and D grade office vacancies in the city. COVID-19 has compounded this situation. It may accelerate a cultural shift toward online retail and virtual working options, reducing demand for CBD floorspace in the long-term.</p> <p>Retail and office vacancy: There are significant retail and B, C and D grade office vacancies in the city. COVID-19 has compounded this situation. It may accelerate a cultural shift toward online retail and virtual working options, reducing demand for CBD floorspace in the long-term.</p> <p>Heritage Conservation: There are currently no design guidelines for the Barrack Street heritage area. Additionally, three areas – Queen Street, Hay Street Mall and sections of Goderich Street – are being considered for potential listing under CPS2 but are yet to be endorsed.</p>

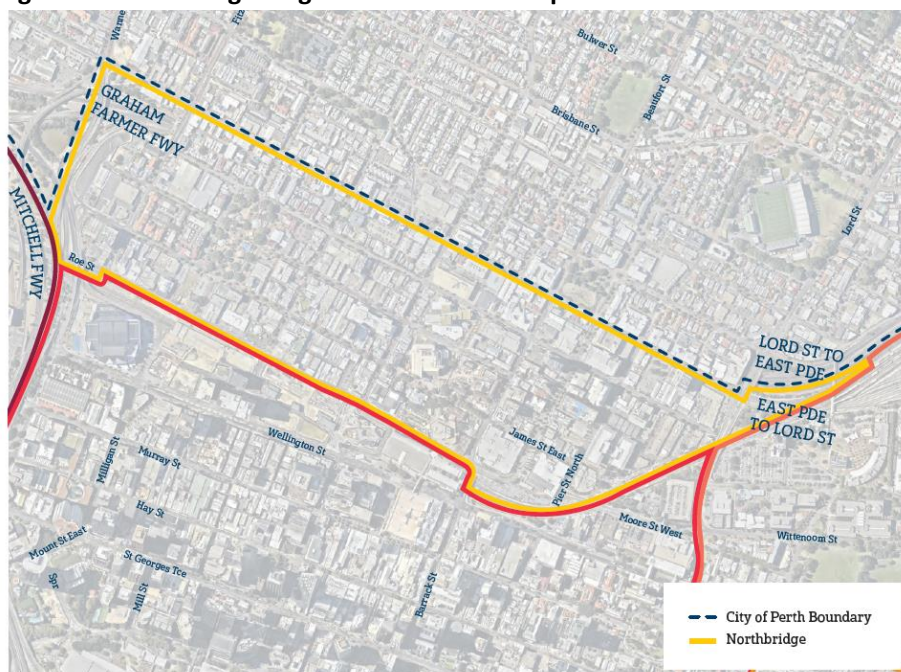
1.2. Northbridge

1.2.1. Northbridge neighbourhood profile

Northbridge is Perth city's most northerly neighbourhood, sharing its boundary to the south with the Perth City Link redevelopment area (refer to **Figure 5**). 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 predominately low-scale development, with some recent larger-scale development interspersed in certain locations.

The south-eastern portion of the neighbourhood, the precinct bounded by Beaufort Street and the stretch of railway between McIver and Central Perth stations, is a key growth area in Perth city. Within this precinct, there are seven new developments – providing residential, student housing and short-term accommodation – recently completed, approved or under construction. This growth is set to heavily impact the dynamics of the area.

Figure 5 - Northbridge neighbourhood location plan

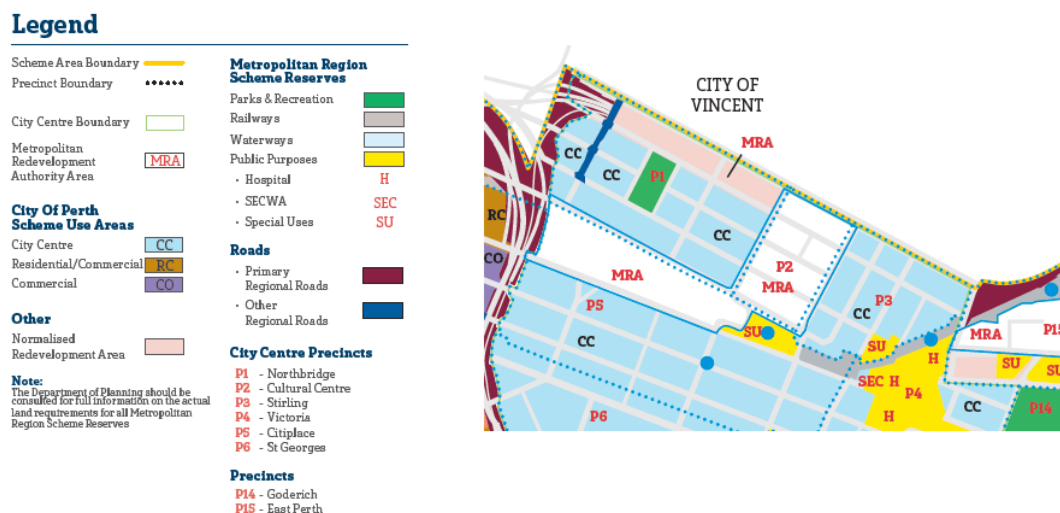


1.2.1.1. Land use

Most of the Northbridge neighbourhood is identified as 'City Centre' under the CPS2, except for the Development WA areas (e.g. the Perth Cultural Centre and NW TAFE campus), an MRS 'Primary Regional Road' and a Local Scheme Reserve for 'Parks and Recreation'.

The entertainment and hospitality industry is thriving in Northbridge, supported by the cultural drawcards of the Cultural Centre and the Perth Arena. Collectively, this blend of land uses has formed the largest cultural and entertainment precinct in WA. This makes Northbridge a lively and buzzing neighbourhood at night-time and on weekends, outside of Central Perth's peak periods. During the day, the neighbourhood is home to a range of land uses, including residential, office, not-for-profit, showroom and food and beverage.

Figure 6 - City Planning Scheme No. 2 - Northbridge neighbourhood



The varied land uses within the neighbourhood mean the area performs relatively well in terms of a 'live local' score – which is due to the numerous supermarkets, medical centres, libraries and food and beverage premises (Intermethod, 2018). Residential growth is, however, putting pressure on the existing entertainment land uses, due to noise containment regulations as noted in Part 2 - Section 4.3.1.6.

1.2.1.2. Population and demographics

The residential growth of Northbridge can be conceptually divided into two distinct areas – the area east of the Cultural Centre, and the area to the west. The western area has had a long history as a residential area, with the first notable growth of the residential population occurring here between the late 1800s and early 1900s. From the 1996 - 2011, rapid residential growth took place due to State-led renewal of the inner-city, largely as part of the New Northbridge redevelopment project by Development WA (previously the Metropolitan Redevelopment Authority).

The area of Northbridge east of the Cultural Centre has had a more recent history as a residential area. It was previously dominated by commercial land uses before experiencing significant residential growth from 2013 onwards. This can be attributed to plot-ratio bonuses intended to incentivise residential development in the area, which were made available under CPS2.

The demographics of the overall Northbridge neighbourhood differs to the Perth city average in some notable respects (Profile id, 2016):

- There are relatively few children, particularly young children aged 0–4 years (1.3% vs. 3.1%);
- There are a far greater number of young adults aged 25–34 years (48.0% vs. 33.0%);
- There are relatively few people of retirement age (3.7% vs. 9.9%);
- Northbridge has more male than female residents, with males accounting for 55.6% of the population; and
- Less than a quarter (23.2%) of Northbridge residents were married, fewer than the average for all City of Perth residents (32.2%). Almost two thirds (64.8%) had never been married – perhaps reflecting the large proportion of young adults in the neighbourhood.

The presence of one of the State's major tertiary institutions, North Metropolitan TAFE's Northbridge campus, has significant influence on the housing market in the area. Only 22% of the residents living in this area (east of the

Cultural Centre) are purchasing or fully own their property, which is notably less than the Perth City average of 36% of residents. The median rent paid in the area is \$375 to \$424 per week, less than the average across the City of Perth (\$450–\$549 per week) (Australian Bureau of Statistics 2016).

Table 4- Northbridge resident and housing characteristics (Urbis, 2018)

Indicator	Northbridge	City of Perth
Resident characteristics		
Estimated resident population	2,053	26,950
Population growth (2006-16)	1,068	10,987
Median age	30	31
High income households	37.7%	43.3%
Low income households	30.0%	28.7%
Australia-born	32.1%	35.5%
Attending tertiary education	6.1%	17.8%

1.2.1.3. Dwelling characteristics

Dwelling typology in Northbridge differs substantially between the east and the west sides of the neighbourhood. Almost a third (31%) of dwellings in the western area are 'medium density' dwellings, whilst 93% of the eastern dwelling stock is 'high density'. Aligned to this finding is that 97% of the dwellings contain one to two bedrooms. CPS2 encourages residential development within the eastern area, through the application of a bonus plot-ratio of up to 20%.

Table 5 – Northbridge dwelling characteristics (Urbis, 2018)

Indicator	Northbridge	City of Perth
Dwelling characteristics		
Total occupied dwellings	928	12,282
Average household size	1.9	1.9
Dwelling density	8	31
Owner occupier households	7.3%	15.4%
Social housing	6.2%	5.3%
Households with children	9.6%	16.5%
Three-bedroom households	10%	21%
Median rent (2017)	370	425
Median dwelling price (2017)	\$422,500	\$460,000

1.2.1.4. Built environment

The Northbridge neighbourhood built form is informed by its function as Perth's primary entertainment and cultural precinct. The eastern end of the precinct is dominated by the Cultural Centre, which incorporates a mix of retained fine-grain low-rise historical buildings through to medium-scale cultural administrative and education buildings such as the Art Gallery of WA, the State Library of WA, North Metro TAFE campus, the Perth Theatre

Centre and the new Museum. These varying built forms provide interest and activity across the streetscapes.

The remainder of the neighbourhood's built form currently consists of low to medium-rise non-residential or hotel development, predominantly operating for entertainment and cultural uses. Some new developments occurring in the neighbourhood are of a larger or taller scale, often amalgamating smaller lots and potentially eroding the fine grain elements provided by the smaller historical buildings. Smaller tenancies provide varied mixed-retail offerings along William and James Streets. Low to medium-scale residential development is located on the northern and eastern fringes of the neighbourhood.

The eastern-most portion of the neighbourhood abutting the Mitchell and Graham Farmer Freeway and Charles Street interchange, is an area currently consisting of medium-scale former industrial warehouses and recently constructed road connections relating to the Perth City Link development.

1.2.1.5. Character areas

There is one character area within Northbridge which is illustrated in **Figure 7** and described in **Table 7**.

Figure 7 - Northbridge character areas



Table 6 - Northbridge character area

Character Area	Description
Northbridge character area	<p>Fine grained rhythm of development with streetscapes dominated by either:</p> <ul style="list-style-type: none"> • Narrow two and three storey facades built to the street, with transparent shopfronts and awnings over the footpath. • Narrow frontages with a mix of one and two storey facades setback from the street. • A diversity of building aesthetics with a vibrant mix of materials and colours. • A variety of pedestrian connections and spaces that add complexity and interest.

1.2.1.6. Local movement network

Northbridge has a fairly good level of walkability in terms of connectivity to land uses and transport. Street infrastructure such as footpaths, trees and awnings all contribute positively to the pedestrian experience. Generally, the streets of Northbridge are activated by the significant presence of retail and alfresco dining, which rely on passing trade and pedestrian volumes. The western pocket of Northbridge consists of mainly commercial and residential land-uses, which stimulate less pedestrian movement, resulting in an overall low 'place status' within this area of Northbridge.

Whilst much effort has been made in recent years to improve connectivity of Northbridge, as with Central Perth, cycle routes within the neighbourhood are compromised once they reach the more heavily-trafficked streets.

1.2.1.7. Culture

Northbridge's varied economy is supported by strong arts cultural offerings, which forms a critical component of the neighbourhood's sense of place. Overall, Northbridge is regarded as WA's premier entertainment precinct. Areas such as William Street have long been protected for their built form heritage, and the Perth Cultural Centre, which sits between Beaufort Street and William Street, is home to the Art Gallery of WA, State Library, State Theatre and the new WA Museum. This rich cultural and economic diversity also extends to the local demographic profile – approximately two-thirds of Northbridge residents (67.7%) were born outside of Australia, higher than the average of Perth city (64.2%) (refer to **Table 4**).

1.2.1.8. Open space

Other than Russell Square, the Urban Orchard and Weld Square (located in the City of Vincent), there is limited access to open space and a relatively low level of street trees within Northbridge. However, the neighbourhood is rich in urban spaces – with the Northbridge Piazza, the Perth Cultural Centre and Museum Street all appropriately positioned to complement pedestrian's interest in nearby attractions and businesses. Notwithstanding, there is a distinct lack of open space within the eastern portion of the neighbourhood.

1.2.2. Neighbourhood analysis

Strengths	Weaknesses	Opportunities	Threats
<p>Night-time activation: Northbridge has the highest night-time activation of all Perth neighbourhoods on week nights and weekends.</p> <p>Policy change: CPS2 Residential Bonus Plot Ratio incentivised residential development in the western area of Northbridge.</p> <p>Character: Much of the fine grain historic building stock is intact, providing a diverse and interesting human-scale street frontage, particularly along William Street and James Street.</p> <p>Culture: Significant cultural offer in terms of the neighbourhood being home to the Art Gallery of WA, State Library, State Theatre and, by 2020, the new WA Museum.</p> <p>Inclusive: Northbridge fosters a diverse cultural experience which is inclusive of all people.</p> <p>Live local: There are several small supermarkets, medical centres, libraries, and food and beverage opportunities within the neighbourhood.</p> <p>Economy: Strong entertainment and hospitality industries, with Northbridge being the largest metropolitan entertainment precinct in WA.</p> <p>Legibility and accessibility: Good accessibility via public transport (bus and rail), and connectivity has recently improved through the development of Perth City Link. Street network results in an easy to navigate pedestrian environment.</p> <p>Rental market: Historically, Northbridge has outperformed other rental markets in Perth city due to its desirability to a range of sub-markets. This is evident in the emerging student accommodation market.</p>	<p>Visitation: The number of visits to Northbridge from regional visitors is still relatively low.¹ Northbridge appears to have an image problem with regional residents, who (compared to metro residents) gave it the lowest ratings on all perceptual statements.</p> <p>Safety: There is a perception that Northbridge is unsafe and noisy, and therefore not as attractive to older people or families.</p> <p>Severance: The Cultural Centre divides two distinct areas of Northbridge, while Roe Street and the train line act as physical barriers to adjoining neighbourhoods.</p> <p>Open Space: Open space is limited within the neighbourhood, and a relatively low number of street trees adds to the neighbourhood's low environmental score.</p> <p>Family friendly: The neighbourhood performs poorly in terms of the family-friendly index, due to a lack of schools and childcare facilities in the immediate area.</p> <p>Fragmented land ownership: Northbridge has numerous smaller land holdings, older and vacant buildings and low-density development, which makes redevelopment more difficult.</p> <p>Active street frontages: High traffic levels along Beaufort Street and Roe Street has resulted in low levels of street level activation and unfriendly pedestrian amenity. Inactive street frontages within the western area results in limited pedestrian activity.</p> <p>Daytime activation: The strength of the night time economy within Northbridge limits vibrancy and activation during the day.</p> <p>Lack of neighbourhood centre: The absence of a clearly defined neighbourhood centre within Northbridge may mean the day to day needs of residents and workers are not being met.</p>	<p>Beaufort Street: The new WA Museum creates an opportunity to improve the interface of the Cultural Centre with Beaufort Street.</p> <p>Perth City Link: The completion of this will improve the connectivity between Northbridge and Central Perth and potentially draw more people into the neighbourhood.</p> <p>Development sites: While a lot of the land in Northbridge is fragmented, a large proportion of land is within freehold ownership. This typically makes redevelopment less challenging than strata-titled land.</p> <p>Students: The emerging student population will support the expansion of amenities and facilities in the immediate area.</p> <p>Northbridge East Residential Growth: The area of Northbridge east of Stirling Street is a prime area for residential growth as it falls outside of the Special Entertainment Precinct and contains several large underdeveloped parcels of land.</p> <p>Northbridge East Residential Growth: The area west of Fitzgerald Street located between the Special Entertainment Precinct and the Freeway contains several large underdeveloped parcels of land where a range of land use options could be developed.</p> <p>Public transport: the neighbourhood benefits from access to multiple train stations, including Perth train station and Mclver train station.</p>	<p>Land-use conflict: Residential development in Northbridge puts pressure on the existing entertainment land uses. Mitigating land-use conflict will be critical as residential growth increases.</p> <p>Character: Residential price points in the neighbourhood are competitive. Apartment products are generally homogenous, which may erode the existing character of the area.</p> <p>Anti-social behaviour and safety: There are perceptions that Northbridge is unsafe which deters some people from visiting the area.</p>

¹ 22% of regional residents visited in the last 6 months, according to Tourism WA survey

1.3. East Perth

1.3.1. East Perth neighbourhood profile

East Perth is located between Central Perth and the Causeway, which connects Perth city with nearby Victoria Park and Burswood (refer to **Figure 8**). 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, which 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.

Figure 8 - East Perth location plan



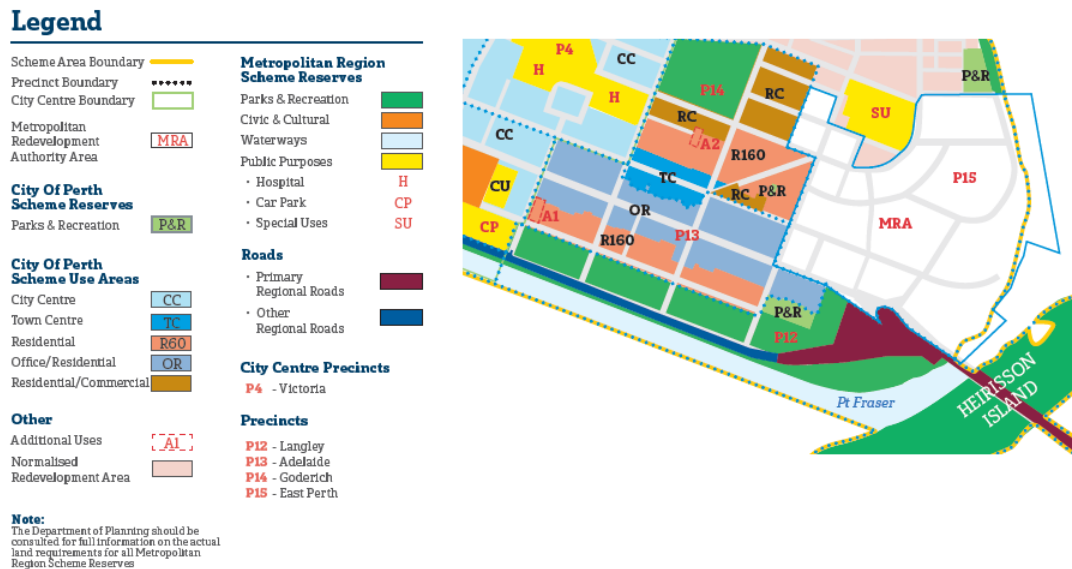
1.3.1.1. Land use

The planning framework for East Perth consists of a range of scheme use areas under CPS2, as well as areas that fall within State Government jurisdiction (refer to **Figure 9**). These include:

- Office/Residential – straddling either side of Adelaide Terrace;
- Town Centre – along Hay Street;
- Residential R160 – fronting Terrace Road and between Hay Street and Wellington Street;
- Residential/Commercial – two separate areas between Hay Street and Wellington Street;
- Local Scheme Reserve – Tallersall's Bowling Club and open space north of Nile Street;
- Development WA areas – the Riverside precinct;
- MRS 'Reserves' – Langley Park and Heirisson Island; and
- MRS 'Primary Regional Road' – including parts of Adelaide Terrace and Riverside Drive, as well as the Causeway.

East Perth benefits from several high-quality heritage buildings and places, as well as significant institutions that serve both the local community and visitors. The highest residential densities in Perth city are in East Perth, and there is a general level of community acceptance of high-rise and high-density built form in this area – given its connection to Central Perth. However, there is a general lack of community facilities and amenities such as public schools, family-friendly facilities, supermarkets and medical facilities (Intermethod, 2018). The Hay Street East activity centre does provide some services to the neighbourhood, however its breadth is limited relative to its large residential population catchment.

Figure 9 - City Planning Scheme No. 2 map - East Perth neighbourhood



1.3.1.2. Population and demographics

Since 2011 the East Perth resident population has increased by approximately 1,918 people, equating to a 6.9% annual growth rate (refer to **Table 7**) (Australian Bureau of Statistics, 2016). Growth within the neighbourhood has been steady over the years, largely underpinned by flexible planning controls on Residential and Special Residential development under CPS2. The East Perth neighbourhood accounts for 27.4% of Perth city's total population, and has the highest population density per hectare. Over the past five years, growth has continued to be dominated by the 30–39-year age group.

On the eastern flank of the neighbourhood, Development WA's Waterbank redevelopment area is anticipated to commence development soon. Once completed, the 40-hectare precinct could accommodate up to 7,000 new residents – and will feature a mix of shops, office, bars, and restaurants. This has the potential to double East Perth's population.

Table 7 - East Perth resident and housing characteristics (Urbis, 2018)

Indicator	East Perth	City of Perth
Resident characteristics		
Estimated resident population	7,288	26,950
Population growth (2006-16)	3,863	10,987
Median age	31	31
High income households	43.6%	43.3%
Low income households	26.8%	28.7%
Australia-born	28.6%	35.5%
Attending tertiary education	10.2%	17.8%

More than two thirds (71.1%) of East Perth residents were born outside of Australia, higher than the average for Perth city (64.2%) and Greater Perth (38.7%).² According to 2016 Census data, these immigrants came from a variety of countries, including England (7.3% of East Perth population), China (6.0%), India (5.4%) and Malaysia (4.4%). The diverse cultural makeup of East Perth's population is notable, and an important aspect of the neighbourhood's social fabric.

1.3.1.3. Dwelling characteristics

East Perth has a very high proportion of high-density dwellings (95.9% of neighbourhood dwellings compared to Perth city average of 82.8%). Analysis shows that home ownership aligns closely to the common trends found within the city – with renting the dominant tenure type in East Perth, representing two-thirds (66.6%) of residents renting privately. This is slightly higher than the city average (61.7%). The median rent paid is \$375 to \$424 per week, which makes it one of the most affordable neighbourhoods to live in Perth city.

Many dwellings in East Perth are lone households (32%), which is similar to the average for Perth city. Interestingly, these lone households contain a large percentage of older people aged over 65 years, which contrasts with Perth city trends (Profile.id, 2016).

² Excluding 'not stated'

Table 8 – East Perth dwelling characteristics (Urbis, 2018)

Indicator	East Perth	City of Perth
Dwelling characteristics		
Total occupied dwellings	3,651	12,282
Average household size	1.9	1.9
Dwelling density	61	31
Owner occupier households	11.8%	15.4%
Social housing	6.0%	5.3%
Households with children	15.8%	16.5%
Three-bedroom households	20%	21%
Median rent (2017)	420	425
Median dwelling price (2017)	\$425,000	\$460,000

1.3.1.4. Built environment

The built form of the western and southern areas of East Perth city neighbourhood are dominated by medium to tall tower-style developments. Streetscape activity levels vary across the neighbourhood where these developments are located, due to low levels of available space provided at ground floor to operate retail or other active uses. Ground floors of many tower developments across the neighbourhood solely consist of lobbies and vehicle and waste access, reducing the ability to provide greater levels of active uses.

Significant landholdings reserved for public purpose are located in the east of the city neighbourhood – including Perth Mint, the WACA, Gloucester Park and State Government redevelopment areas such as Waterbank, as well as at-grade uncovered car parking. An eastern section of Goderich Street consists of a number of historical single-storey residential buildings that offers an essentially intact streetscape.

1.3.1.5. Character areas

There is one character area within East Perth which is illustrated in **Figure 10** and described in **Table 9**.

Figure 10 – East Perth character area

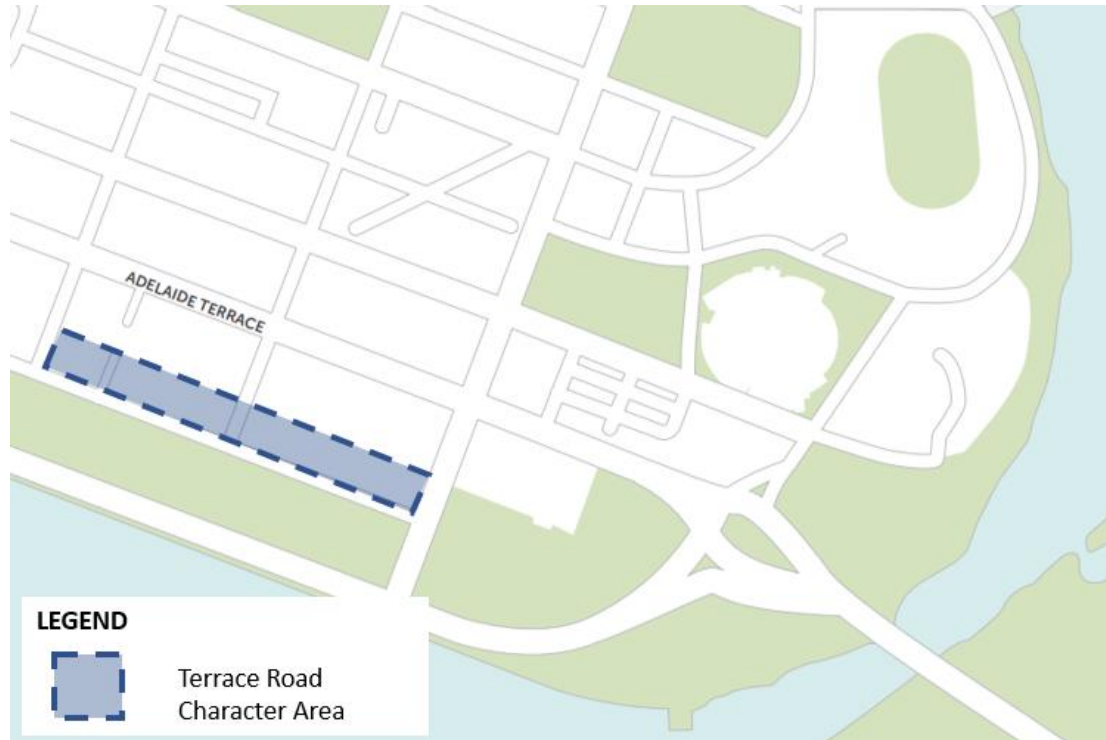


Table 9 – East Perth character area

Character Area	Description
Terrace Road character area	<ul style="list-style-type: none"> A stepped profile of buildings that provide a transition of scale from Langley Park towards the north and respond to the change in topography.

1.3.1.6. Local movement network

Generally, the streets in East Perth have relatively high movement levels compared to other Perth city neighbourhoods such as Nedlands-Crawley and Claisebrook. This is primarily due to the strong north-south connections to regional roads and to neighbouring local government areas of the City of Vincent and Town of Victoria Park. Most of this traffic is contained to Adelaide Terrace, Riverside Drive, Bennett Street and Plain Street, reducing the amount of through-traffic within the neighbourhood's lower-level local roads (City of Perth, 2017^d).

The high traffic-movement levels within the neighbourhood impact on its ability to operate as a 'place'. Streets scoring the highest status as 'places' are Hay Street between Hill Street and Bennett Street, which correlates to activity within the Hay Street East activity centre. The remainder of the neighbourhood currently lacks vibrancy and streetscape activation during the day – a result of several land uses and older building stock that limit daytime activation.

1.3.1.7. Culture

Numerous regionally significant cultural places and event spaces are located in the East Perth neighbourhood. Heirisson Island is one of the most significant sites for Whadjuk Nyoongar people within Perth city. They have

traditionally used the island as a camping ground, meeting place, hunting place and to collect important plant resources. It is also the beginning of a songline running through the city up to Kings Park. The Perth Mint was opened in June 1899 and is Australia's official bullion mint and wholly owned by the Government of Western Australia. The WACA and Gloucester Park hold significant sporting events throughout the year, whilst Langley Park hosts a diverse range of events. In 2018, Langley Park had the second highest number of approved events in the city.

1.3.1.8. Open space

The open space areas account for approximately 19% of the neighbourhood's total land area. These spaces are largely associated with the Swan River foreshore, offering social and recreational value to the local community and visitors. Queens Park is located more centrally within the neighbourhood and provides a traditional gated park setting. However, the central-western portion of the neighbourhood along the Hay Street activity centre lacks convenient access to open spaces.

1.3.2. Neighbourhood analysis

Strengths	Weaknesses	Opportunities	Threats
<p>Density provisions: Density provisions have historically been higher than other neighbourhoods outside of Central Perth, and have supported larger-scale residential development, making it a key residential area.</p> <p>Swan River: The neighbourhood is in close proximity to the Swan River – a natural and recreation asset.</p> <p>Aged facilities: Unlike many other neighbourhoods, there are a variety of ageing services, including a 40-dwelling aged-care facility, Tattersalls Bowling Club and other services.</p> <p>Education: There are two private schools within the neighbourhood – although there are no public schools.</p>	<p>Connectivity: The neighbourhood is severed from adjoining neighbourhoods, due to busy roads and the river. It is not located within close proximity to any train stations. Parts of the neighbourhood are also poorly connected to public transport and movement networks are illegible. Additionally, steep topography and the Causeway footpath are not conducive to creating an attractive walkable environment.</p> <p>Vibrancy: The area lacks any ‘heart’ or community node.</p> <p>Streetscape: Many streets are dominated by vehicle movements and lack pedestrian infrastructure and landscaping.</p> <p>Live local: Whilst there is the presence of secondary schools, there is limited availability of community facilities to support the population.</p> <p>Supermarkets: There is a limited local shopping offer, as well as limited family facilities such as community centres and playgrounds.</p> <p>Hay Street East: This activity centre struggles to generate the activity required to support operations, despite the large residential and commercial catchment.</p> <p>Underutilised land: There are large areas of underutilised land around the WACA and Gloucester Park. These are under Development WA’s control and require a coordinated plan for redevelopment.</p> <p>Public transport: East Perth is not serviced by a train station and the eastern portion of the neighbourhood has limited access to bus services.</p> <p>Fragmented land control: Due to the large institutions and redevelopment areas, there are several stakeholders involved in future development of the neighbourhood, which could hinder the City’s ability to meet community expectations.</p> <p>Green spaces: the west end of the neighbourhood has limited access to public open space.</p>	<p>Land availability: There are several large land parcels in freehold ownership that offer significant redevelopment opportunities, especially within the Riverside precinct.</p> <p>Historic built form: There are several heritage structures within the neighbourhood that could be better celebrated and retrofitted for use.</p> <p>Green space: The neighbourhood is surrounded by large areas of public open space that could be better utilised and would benefit from improved pedestrian and cycle connections.</p> <p>New stadium: The new stadium presents a key opportunity to draw people into the neighbourhood and benefit local businesses.</p> <p>Residential density: There is a general community acceptance of high-density development within the neighbourhood. It is a familiar residential development opportunity area to developers, making it a low risk investment area.</p> <p>Sporting infrastructure: Repurposing the use of sporting infrastructure such as the WACA and Gloucester Park to attract more diverse audiences and activity to East Perth.</p> <p>Development capacity: the plot ratios provided in the current scheme could be increased to stimulate new development opportunities.</p> <p>Unique character: there are several areas with distinct built form which creates a unique character specific to the neighbourhood.</p> <p>Street activation: There is opportunity for greater street activation across East Perth, particularly within the Hay Street activity centre. This could include the promotion of outdoor dining.</p>	<p>Competition: Whilst nearby areas offer redevelopment potential that could positively impact the neighbourhood’s vitality, redevelopments such as the Old Perth Girls School, could potentially compete with the existing activity centre if not planned appropriately.</p> <p>Community opposition: Whilst density has generally been accepted in the past, as the population increases there is the risk that existing residents be sensitive to loss of views, overshadowing and the delivery of more affordable product.</p> <p>Climate change: Due to the foreshore location of this neighbourhood, planning should address climate change and the potential impact of a 100-year flood on the area.</p> <p>Office relocation: The loss of significant Government workers will reduce daytime activity and vibrancy which has the potential to detrimentally impact local businesses.</p> <p>Heritage built form: there are areas of East Perth (including Goderich Street) that have heritage significance, but do not currently have heritage protection under the current scheme.</p>

1.4. Claisebrook

1.4.1. Claisebrook neighbourhood profile

Claisebrook is located on the north-eastern edge of Perth city (refer to **Figure 11**). Claisebrook was historically the location for industrial uses in the early twentieth century, including the East Perth Gas Works, engine sheds and railway yards. The neighbourhood is rich in history, including Perth's significant early colonial era cemetery. Presently, the neighbourhood comprises of a large area of remediated, 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 low amount of commercial space, other than several retail, dining and entertainment premises around Claisebrook Cove and Royal Street.

Figure 11 - Claisebrook neighbourhood location plan



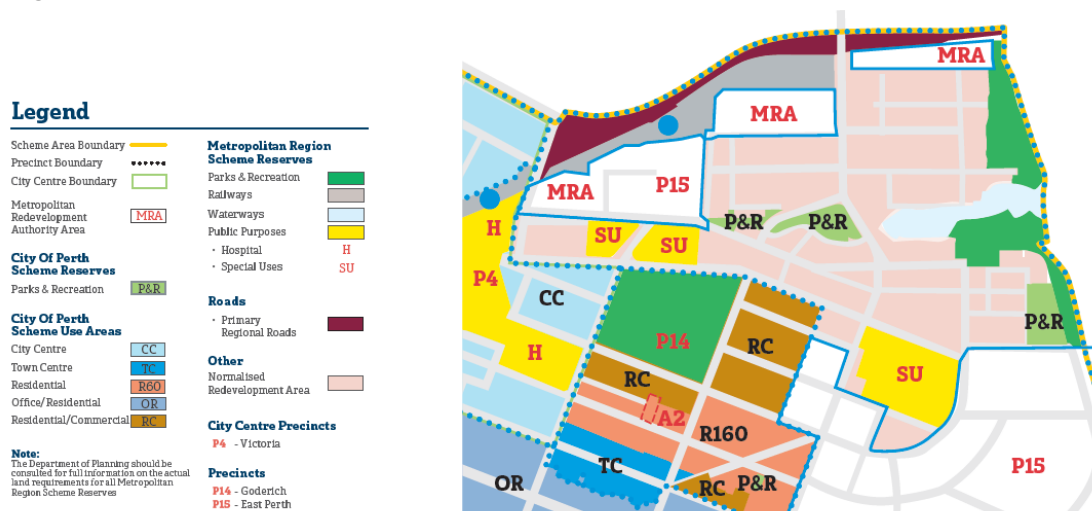
1.4.1.1. Land use

The majority of Claisebrook is encompassed by the City of Perth's Local Planning Scheme No. 26 – Normalised Redevelopment Areas (LPS26), with only a few precincts to the north remaining under the control of Development WA. Land reserved under the MRS 'Public Purpose – Hospital' (Royal Perth Hospital precinct) is located to the west and there is an MRS Parks and Recreation Reserve to the east. The central northwest of the neighbourhood was redeveloped over the last 20 years to residential and low-density commercial, with the intent of serving local needs. The central south west of the neighbourhood is dominated by Wellington Square, which the City is currently reviewing and planning for redevelopment. Wellington Square is bordered to the immediate east and west by the following land use areas under CPS2: Commercial, Residential and Residential/Commercial and Residential (refer to **Figure 12**).

Whilst Claisebrook Village is considered to have been a well-planned urban regeneration initiative, it was developed on the fringe of Perth city at a time when suburban low-density prevailed – against the backdrop of a city unfamiliar with contemporary forms of high-density living. Arguably, it has not been designed to deliver the population densities required to ultimately create a vibrant urban village (East Perth Redevelopment Authority, 2011). Furthermore, whilst Local Planning Scheme No. 26 encourages a mix of land uses, predominantly residential uses have prevailed.

Royal Street is the neighbourhood's main activity centre. However, visitation to the centre is limited – and at 500m long, the centre struggles to sustain a high level of activation for its full length. As a consequence, the precinct is suffering from high levels of street-front vacancy (Intermethod, 2018). The eastern end of Royal Street finishes at Claisebrook Cove which is an inlet fed by the Swan River. Cafes and bars located along the Cove's water edge typically experience higher activity levels during the evenings and weekends, acting as a prime destination for residents. Whilst Royal Street has the built form and environmental qualities of a main street, its regional attraction is limited, and its activity levels are shown to significantly drop at night-time.

Figure 12 – City Planning Scheme No.2 and Local Planning Scheme No. 26 maps - Claisebrook neighbourhood



1.4.1.2. Population and demographics

Claisebrook has a recent history as a residential area. From the mid-1990s, rapid residential growth took place because of new dwellings being constructed in the Claisebrook Village area. Between 1996 and 2011, the population more than quadrupled – as former industrial areas were redeveloped into residential areas by Development WA.³ Since 2011, Claisebrook's population has increased by approximately 594 people, equating to a 3.6% annual growth rate (refer to **Table 10**) (Australian Bureau of Statistics, 2016). Largest growth has been in the 25–34 year age bracket, where the population accounts for 40% of overall population growth between 2011–16, though the median age remains higher than the average for the city (Australian Bureau of Statistics, 2016).

Despite comprising 14.6% of Perth city's resident population, and having more multi-bedroom dwellings compared to the Perth city average, the neighbourhood is not well serviced by community infrastructure – lacking direct access to schools, medical centres and other community facilities conducive to everyday family living.

Table 10 - Claisebrook resident and housing characteristics (Urbis, 2018)

Indicator	Claisebrook	City of Perth
Resident characteristics		
Estimated resident population	3,938	26,950
Population growth (2006-16)	930	10,987
Median age	36	31
High income households	51.1%	43.3%
Low income households	22.5%	28.7%
Australia-born	46.1%	35.5%
Attending tertiary education ³⁸	6.7%	17.8%

Whilst the family composition of residents in Claisebrook is similar to the Perth city average, the neighbourhood has a higher number of homeowners (36%) and a wealthier population – with 29.6% of households earning over \$3,000 per week. Whilst the neighbourhood experiences higher mortgage repayments – and a higher proportion of households paying high rental payments, compared to the Perth city average – less than one in ten (8%) of the neighbourhood's residents are experiencing housing stress.⁴

1.4.1.3. Dwelling characteristics

Dwellings in the Claisebrook neighbourhood are largely concentrated around Claisebrook Cove, as a result of the Development WA's redevelopment design. The density of dwellings within the neighbourhood is generally lower than the Perth city average – 71% of dwellings in the neighbourhood are high density (flats or apartments of three storeys or more), compared to 82.8% for Perth city as a whole. There is also almost twice the number of medium-density dwellings in Claisebrook, compared to Perth city (24.4% vs. 12.6%).

³ Excludes responses not stated or not applicable.

⁴ Housing Stress is defined as per the NATSEM (National Centre for Social and Economic Modelling) model as households in the lowest 40% of incomes who are paying more than 30% of their usual gross weekly income on housing costs.

Table 11 - Claisebrook dwelling characteristics (Urbis, 2018)

Indicator	Claisebrook	City of Perth
Dwelling characteristics		
Total occupied dwellings	1,945	12,282
Average household size	2.0	1.9
Dwelling density	21	31
Owner occupier households	21.7%	15.4%
Social housing	4.5%	5.3%
Households with children	14.2%	16.5%
Three-bedroom households	33%	21%
Median rent (2017)	385	425
Median dwelling price (2017)	\$520,000	\$460,000

1.4.1.4. Built environment

As discussed previously, the built form of the Claisebrook neighbourhood varies significantly. The predominant built form of the north-western precinct consists of medium-density residential, focused around Claisebrook Cove. The medium-density style of development is a result of the East Perth Redevelopment project that converted the former industrial area into a residential and mixed-use precinct and realigned the original Claise Brook into Claisebrook Cove. The built form in this area consists of medium-density residential development that surrounds Claisebrook Cove, with low to medium-rise commercial development focused around Royal and Lord Streets. Built form south of Royal Street, between Wellington Square and East Perth Cemetery, currently consists of low to medium-density residential in the south and small-scale warehouses and industrial buildings in the north.

There are several government agencies that reside within Claisebrook. These office spaces require larger floorplates, which results in many of the areas in the north and west of the neighbourhood being characterised by large, bulky built-form. Prescriptive requirements under the current planning framework have not helped innovate built-form design responses in the area.

1.4.1.5. Character areas

There are three character areas within Claisebrook which are illustrated in **Figure 13** and described in **Table 12**.

Figure 13 - Claisebrook character areas



Table 12 - Claisebrook character areas

Character Area	Description
Claisebrook residential character areas	<ul style="list-style-type: none"> Tree lined residential streets that accommodate a fine grain of low to medium rise residential buildings with many windows and balconies overlooking the street and landscaped front yards.
Brown and Kensington Street character areas	<ul style="list-style-type: none"> Large east west street blocks with numerous light industrial/warehouse buildings, some of which have been repurposed.
Claisebrook Cove character area	<ul style="list-style-type: none"> Medium rise waterfront buildings with alfresco spaces contributing to a coordinated promenade character.

1.4.1.6. Local movement network

Around half of Claisebrook dwellings are within an 800m distance from Claisebrook or Mclver train stations, however connectivity is limited in places due to poor legibility and the orientation of the street network. Furthermore, the neighbourhood's wider catchment opportunities are limited due to severance caused by the railway and freeway infrastructure to the north and the river edge to the east. Connectivity between Royal Street and Claisebrook Cove is poor due to ground level changes and poor sight lines. A free CAT service operates throughout the day however, severance and connectivity issues result in a one-way route system which is not time efficient. It also does not service the north eastern residential and small commercial area of Claisebrook, limiting both resident and worker movements and reducing accessibility by visitors.

1.4.1.7. Culture

Old Perth Girls School and East Perth Cemetery provide areas of historical interest in the area, with the Old Perth Girls School site identified for its historical and potential redevelopment significance. The whole neighbourhood has a deep and rich cultural history associated with the Whadjuk Nyoongar people. There are a number of Registered Aboriginal Sites within Claisebrook, particularly along the Swan River foreshore, Claisebrook Cove and Wellington Square.

1.4.1.8. Open space

Claisebrook benefits from its proximity to high-quality green spaces, with the majority of the neighbourhood being within a walkable distance to open space areas and the Swan River. This provides opportunities for passive and informal active recreation to residents and visitors. Wellington Square is a dominant feature within the neighbourhood, and the upcoming conservation and upgrade works will contribute to potential changes in built form abutting the park. The nearby Matagarup Bridge will improve connectivity to the river and Burswood, and has the potential to generate new economic opportunities if footfall traffic can be captured and capitalised upon.

1.4.2. Neighbourhood analysis

Strengths	Weaknesses	Opportunities	Threats
<p>Built form: Much of the area performs well in terms of its built form, largely due to a significant amount of the area being master planned.</p> <p>Population: The neighbourhood has an established resident population.</p> <p>City Farm: Is an important ‘community’ asset that is a key local attractor.</p> <p>River: The Swan River and Claisebrook Cove offer boating and water activities as well as a pleasant visual amenity.</p> <p>Housing diversity: A range of dwelling typologies exist, including terraces, townhouses, apartment products and three-bedroom dwellings.</p> <p>Cycling: Claisebrook is an attractive cycling destination, which promotes activation of streets and incidental business activity.</p>	<p>Activity: Has the lowest level of weekday day-time activity, primarily due to the streets being occupied by local destination land uses and limited on-street activity.</p> <p>Connectivity: There is a rail connection at Claisebrook and Mclver station, but both stations have significant pedestrian access issues. There is also a disconnect to Central Perth due to poor east-west public transport connections.</p> <p>Severance: Large-scale barriers, such as the railway infrastructure and freeway, limit pedestrian connectivity. This also creates a severance to wider population catchments.</p> <p>Royal Street centre: Despite significant investment in streetscape and public open space, the length of Royal Street (over 500m long) makes it difficult to sustain a high level of activation along its full length further resulting in a lack of intensity in the centre.</p> <p>Vacancy: The levels of commercial and office vacancy are high, particularly along Royal Street, which adds to the lack of ‘buzz’.</p> <p>Live local: Claisebrook scored poorly on the ‘live local’ measure, despite many residents living in Claisebrook. This is largely due to a lack of facilities such as medical centres, supermarkets, playgrounds, child care and schools.</p> <p>Affordability: housing affordability in Claisebrook is low when compared to the otherneighbourhoods.</p> <p>Urban greening: low levels of in-ground landscaping are provided on private properties.</p> <p>Planning controls: development in this neighbourhood has historically been guided by multiple planning authorities, which has resulted in different approaches to planning controls and development.</p>	<p>Significant economic opportunity: With the completion of the Matagarup footbridge there is the opportunity to improve pedestrian linkages between precincts which could increase visitation to support the retail offer and improve the night-time economy.</p> <p>Historical land use: All of the city’s industry/manufacturing activity land use is located in Claisebrook, which could contribute to economic diversification (e.g. through creative industries).</p> <p>Unencumbered Land: There are a high number of large, freehold land parcels in north-west Claisebrook with redevelopment potential.</p> <p>Wellington Square: Upgrades to Wellington Square will support the renewal of the immediate surrounding area. This will be further supported by other potential redevelopment areas, such as Silver City, Old Perth Girls School and the Royal Perth Hospital precinct.</p> <p>Social Offer: The redevelopment potential in the area presents the opportunity to increase the provision of social infrastructure for current and future residents.</p> <p>New stadium: The new stadium presents a key opportunity to draw people into the neighbourhood and benefit local businesses.</p> <p>Land availability: There are several large land parcels in freehold or government ownership that offer significant redevelopment opportunities, especially around the Mclver and Claisebrook train stations.</p> <p>Development capacity: although there is unused development potential under the existing scheme, there is an opportunity to increase plot ratio to stimulate new development in strategic locations.</p> <p>Unique character: there are several areas with distinct built form which creates a unique character specific to the neighbourhood.</p>	<p>Older developments: These may not be worth redeveloping due to their small lot size (which limits development opportunity).</p> <p>Competing neighbourhoods: Due to the lack of existing ‘live local’ services, other nearby neighbourhoods may outperform Claisebrook in the delivery of larger scale residential development, which in turn supports the delivery of additional services.</p> <p>Large mixed use: Redevelopments may have the potential to detract from the existing Royal Street centre if not appropriately planned for.</p> <p>Climate change: Due to the foreshore location of this neighbourhood, planning should address climate change and the potential impact of a 100-year flood on the area.</p>

1.5. West Perth

1.5.1. West Perth neighbourhood profile

West Perth is a mixed-use residential, office and commercial precinct, covering 14.1% of the overall Perth city land area (refer to **Figure 14**). 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, consulting companies are located in clusters throughout the neighbourhood. Parliament House is situated on the south-eastern end of the area, overlooking Central Perth. The main retail and café strip, and small-scale commercial facilities, are 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, office as well as SciTech. The Watertown complex, a factory outlet, is also located within this area.

Figure 14 - West Perth neighbourhood location plan

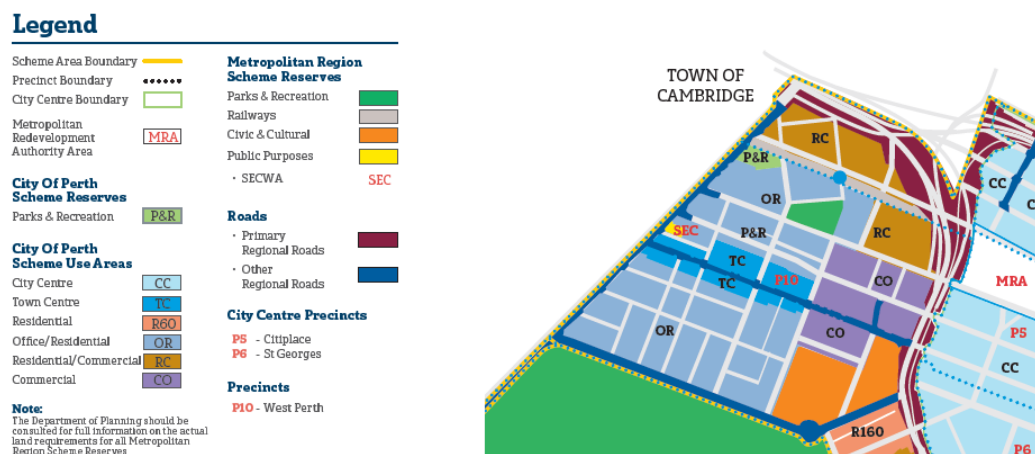


1.5.1.1. Land use

West Perth has a range of uses under CPS2 (refer to **Figure 15**):

- Town Centre – along both sides of Hay Street between Havelock Street and Thomas Street;
- Office/Residential – the area to the north and south of the ‘Town Centre’;
- Residential/ Commercial – situated to the north of the area focused on Railway Street and adjacent to the Mitchell Freeway, as well as along Mounts Bay Road;
- Commercial – located between Havelock Street and the Mitchell Freeway; and
- Several MRS Reserves (including Parks and Recreation and Public Purposes) and a Local Reserve for Parks and Recreation are also situated within the area.

Figure 15 - City Planning Scheme No. 2 map - West Perth neighbourhood



Parts of West Perth present a village feel due to its fine grain development. This is particularly evident within the Hay Street West activity centre and the leafy stretch between Colin Street and Outram Street (Intermethod, 2018). The existing town centre has a high business-density, with many independent, small businesses situated within a ‘main street’ style of development. This fine-grain development, coupled with landscaped character, is unique to West Perth – offering a different ‘sense of place’ and streetscape to other Perth city neighbourhoods.

Whilst the neighbourhood has many independent small businesses, there is a noticeable lack in the diversity of land uses that operate beyond the 9am–5pm weekday period – particularly those businesses that generate activity and visitation to the neighbourhood.

The area straddling Wellington Street is considerably different in its style of development, and offers considerable redevelopment potential due to large underdeveloped parcels of land within close proximity to the City West train station, public open space and Central Perth.

1.5.1.2. Population and demographics

West Perth currently comprises 10.6% of Perth city’s resident population (refer to **Table 13**).⁵ The West Perth population is predominantly working age, with 83% of residents aged between 18 and 64 years, like the figure for the whole City of Perth (83.7%). There are relatively few children, with just 95 residents (3.6%) being school-aged (5–17 years). The neighbourhood offers a desirable living environment, due to its access to green space, proximity to Central Perth, its ‘urban village’ feel and proximity to assets such as Parliament House and Kings Park. However, the dominance of commercial land-uses means that the neighbourhood empties on weekends. Furthermore, the neighbourhood lacks family-friendly facilities and ‘live local’ type amenities such as a primary

⁵ Excluding King’s Park

school, library and full-line supermarket.

Single person households were the most common household type in West Perth in 2016, with 37.4%, followed by couples without children (26.6%). Just over one in ten households contained families with children, with 7.0% of households being couples with children, and 3.9% being single parent households. These are similar statistics to the whole City of Perth area. Out of all Perth city neighbourhoods, West Perth has the lowest proportion of residents suffering from housing stress (City of Perth. 2016^a).

Table 13 - West Perth resident and housing characteristics (Urbis, 2018)

Indicator	West Perth	City of Perth
Resident characteristics		
Estimated resident population	2,858	26,950
Population growth (2006-16)	1,144	10,987
Median age	32	31
High income households	44.9%	43.3%
Low income households	27.9%	28.7%
Australia-born	37.9%	35.5%
Attending tertiary education ³⁸	9.8%	17.8%

1.5.1.3. Dwelling characteristics

West Perth contains markedly more 'high density' dwellings compared to the average across the city (95.3% of neighbourhood dwellings compared to Perth city average of 82.8%). Correspondingly, there is relatively less separate and medium-density housing in the neighbourhood. There are around half the number of three-bedroom dwellings in West Perth, relative to the city average (11.0% vs. 20.8%). There were no dwellings recorded as having four bedrooms or more.

Table 14 - West Perth dwelling characteristics (Urbis, 2018)

Indicator	West Perth	City of Perth
Dwelling Characteristics		
Total occupied dwellings	1,608	12,282
Average household size	1.7	1.9
Dwelling density	18	31
Owner occupier households	9.5%	15.4%
Social housing	8.5%	5.3%
Households with children	14.1%	16.5%
Three-bedroom households	11%	21%
Median rent (2017)	425	425
Median dwelling price (2017)	1,560	12,540

1.5.1.4. Built environment

The built form in the neighbourhood predominantly consists of medium-scale office and residential development set within a landscaped setting. Intermittent historically intact streetscapes of former single storey residences add

to the unique character of the neighbourhood. Unlike the CBD Core, which has large floorplate commercial development, West Perth is generally characterised by fine grain street-front development – and has many houses that have been converted in to commercial and mixed-use land uses over time. Much of the fine grain character is a result of the historical narrow lot residential development, however, as growth pressure intensifies, the neighbourhood is at risk of losing this built-form character. The two-way conversion of Hay Street, and improve pedestrian environment will play a significant role in influencing built-form outcomes along Hay Street – and bring greater vibrancy to the neighbourhood. The built form in the northern and eastern precincts of the neighbourhood is markedly different, including older, former industrial-scale buildings and a more recently constructed warehouse-style shopping centre (Watertown).

1.5.1.5. Local movement network

West Perth's streets have a wide range of traffic levels, from small suburban streets through to major arteries (Mitchell Freeway and Thomas Street). The streets are most active during the daytime on weekdays, and are relatively inactive on weekday evenings and weekends. This reflects the land use of the area, being office/commercial (with limited retail, residential and entertainment space).

The 'psychological distance' of West Perth is much greater than its physical distance from Central Perth. Large land parcels and infrastructure severances impact on the pedestrian environment and connectivity between these areas. This could be improved through enhancements to the public realm, activation of ground floor uses as well as improved way-finding and connectivity between the West Perth and Central Perth neighbourhoods.

West Perth is predominantly serviced by public transport through east to west routes. The neighbourhood is well serviced by the Fremantle-Armadale train and daytime CAT bus. However, public transport outreach is limited in the north-south and, as mentioned, severances significantly impact walkability and accessibility to public transport services.

1.5.1.6. Character areas

There are three character areas within West Perth which are illustrated in **Figure 16** described in

Table 15.

Figure 16 – West Perth character areas

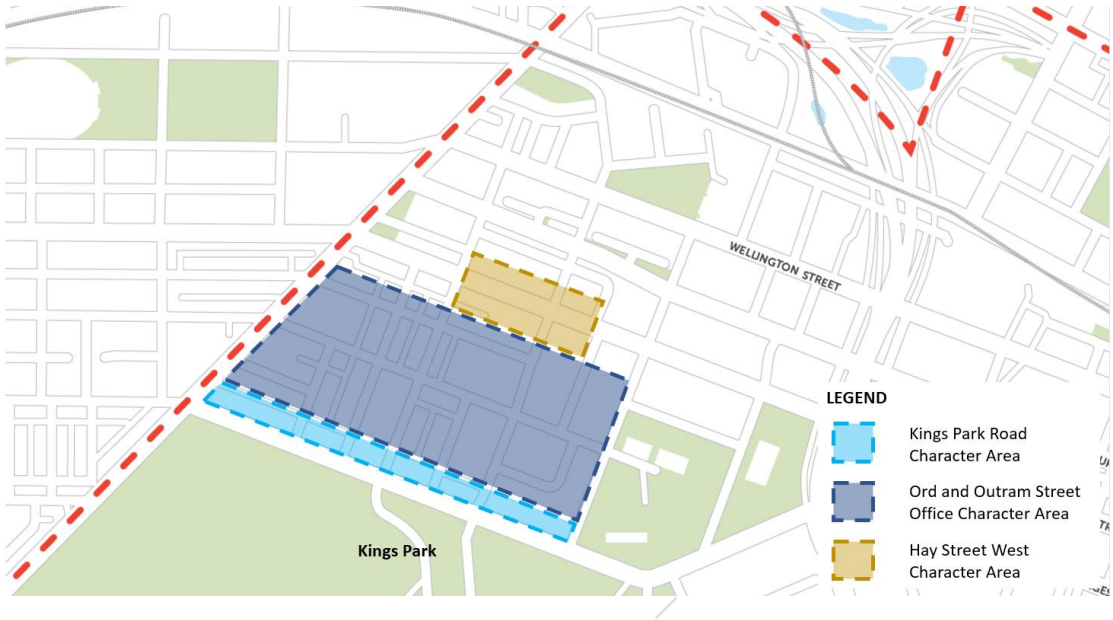


Table 15 – West Perth character areas

Character Area	Description
Kings Park Road Character area	<ul style="list-style-type: none"> Tree lined boulevard to the city fronted by prestigious residential and office buildings set in high quality in ground landscaping with views between them and to the sky.
Hay Street West Character Area	<ul style="list-style-type: none"> Fine grained development with 2 to 3 storey facades built to the street, incorporating transparent shopfronts and awnings over the street.
Ord and Outram Streets Character Area	<ul style="list-style-type: none"> Predominantly narrow lots that accommodate a blend of old and new buildings in high quality in ground landscaping with views between them and to the sky.

1.5.1.7. Culture

Parliament House and the Old Observatory are two of the most significant European historical sites within the West Perth neighbourhood. The neighbourhood also has many heritage listed residential properties as it was the first location of residential settlement for the Swan River colony.

Kings Park has a rich cultural history associated with the Whadjuk Nyoongar people and there are a number of Registered Aboriginal Sites within the park.

1.5.1.8. Open space

The neighbourhood has a high level of access to green open spaces, which make it a desirable place to live and work. Kings Park is a major public open space asset that neighbours West Perth and attracts many workers and visitors. However, its contribution to the local area could be better captured through interface and connectivity improvements.

1.5.2. Neighbourhood analysis

Strengths	Weaknesses	Opportunities	Threats
<p>Topography: West Perth offers a varied topography – with many opportunities for uninterrupted view lines towards key natural assets such as Kings Park and the Swan River.</p> <p>Kings Park: Proximity to Kings Park offers a range of passive and recreational activities to residents and visitors.</p> <p>Village Feel: West Perth has several tree-lined streets and local roads characterised by intact low-scale developments – resulting in a quieter residential feel than other Perth city neighbourhoods.</p> <p>Employment: There is a high employment base in West Perth, and a high business density – including many independent businesses offering specialised services.</p>	<p>Activation: West Perth is dominated by office and commercial buildings. This results in the area having limited activation outside of the typical 9–5 weekday business hours.</p> <p>Diversity: There is a limited range of local services and amenities such as shopping centres, dining, and community facilities.</p> <p>Narrow lots: Existing built-form controls on narrow east-west facing lots in the western section of West Perth are resulting in poor built form outcomes. However, amalgamation of lots can lead to loss of the fine grain and the garden setting character of the area.</p> <p>Severance: West Perth is not far from Central Perth however the physical barrier of the freeway and railway line create a greater ‘psychological distance’ in the mental map of visitors and pedestrians.</p> <p>Vibrancy: The low levels of residents, combined with the predominant office land use, contribute to the low levels of activation. Whilst there is some lower scale residential throughout the neighbourhood, there is not the level of density required to support greater diversity of local services.</p> <p>Road widening reserve: Along Thomas Street this has stifled redevelopment and the affected buildings are deteriorating. Clarity around the future for this road is required in order to guide planning controls that could encourage suitable redevelopment.</p> <p>Unique tourist attractions: There are few tourist, entertainment or other unique destinations within the neighbourhood to attract visitors or people outside of the catchment.</p> <p>Live local: The existing neighbourhood centre struggles to generate the activity required to support local businesses despite the large residential and commercial catchment. There is no full-line supermarket or community facilities supporting the residential population.</p> <p>Urban greening: the east side of West Perth has lower levels of in-ground landscaping, which is inconsistent with the leafy character of the neighbourhood.</p>	<p>Planning controls: West Perth has historically had a more prohibitive planning framework than other neighbourhoods with respect to plot ratio and height limits. The plot ratios are lower, but this promotes Residential/Special residential over commercial uses. There is the opportunity to revisit this to determine if these controls are achieving the vision for the area.</p> <p>Employment: The neighbourhood’s role as a secondary office precinct should be leveraged to continue to support specialised industries.</p> <p>Sense of place: This could be strengthened through improved built form and street level activation within the neighbourhood.</p> <p>Night-time economy: The introduction of new entertainment and food and beverage uses would strengthen the night-time economy – and reduce the Hay Street centre’s vulnerability to economic downturn.</p> <p>Connectivity: Pedestrian connectivity could be improved to better connect the neighbourhood to Central Perth. Activation of ground floor uses, as well as improved way-finding would also improve the pedestrian experience.</p> <p>Thomas St: There is an opportunity to allow greater intensity of development adjoining Thomas Street, which will complement the development proposed by the State within the Subiaco East Redevelopment Area/Princess Margaret Hospital.</p> <p>Kings Park: There are opportunities to better leverage street amenity and access to Kings Park.</p> <p>Adaptability: There is the potential to investigate the conversion of older building stock and under-developed sites into residential or other uses that would contribute to the offer in the area.</p> <p>Development capacity: the plot ratios provided in the current scheme could be increased to stimulate new development opportunities.</p> <p>Unique character: there are several areas with distinct built form which creates a unique character specific to the neighbourhood.</p> <p>City-West train station: City-West train station and the land to the north has significant potential for redevelopment into a vibrant transit orientated precinct.</p>	<p>Retention of ‘village feel’: As the population increases and land uses diversify within the area, there is the potential risk that the ‘village feel’ of the neighbourhood will become lost as a result of tree loss, increased congestion, poor built form outcomes and amalgamations of smaller lots.</p> <p>Encumbered land: There is a high proportion of land within the neighbourhood that is strata, which has the potential to limit redevelopment ability.</p> <p>Competing areas: Subiaco East Redevelopment Area including the Princess Margaret Hospital site will offer many future investment opportunities, which are likely to compete with West Perth.</p> <p>Heritage: There are a number of former dwellings of heritage value in West Perth that are not listed on CPS2 Heritage List – and may be lost to redevelopment.</p>

1.6. Crawley-Nedlands

1.6.1. Crawley-Nedlands neighbourhood profile

Crawley-Nedlands is located at the south western end of Perth city, bound by Kings Park to the east, the Swan River to the east and south and Broadway/Hampden Road to the west (refer to **Figure 17**). The health and tertiary education campuses of the University of Western Australia (UWA) and Queen Elizabeth II Medical Centre (QEII) 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. Commercial areas are focused around Hampden Road and Broadway. The neighbourhood shares boundaries with the City of Nedlands to the west, and the City of Subiaco to the north.

Figure 17 –Crawley-Nedlands location plan



1.6.1.1. Land use

The majority of the neighbourhood was transferred to the City as part of the *City of Perth Act 2016* and is covered by the City of Subiaco's Town Planning Scheme No. 4, comprising of Residential R20 to R80 zones, in addition to a Neighbourhood Mixed Use zone along the eastern side of Broadway. The foreshore and UWA are covered by MRS Reserves. There are also several Local Scheme Reserves.

When land was transferred to the City, QEII and a portion of the UWA (north of Stirling Highway) were transferred from the City of Nedlands. This land is covered by the City of Nedlands Town Planning Scheme No. 2, however, its application is limited as the facilities are situated on MRS Reserves. Refer to **Figure 18** below for the combined land use map.

QEII and the UWA are identified as 'specialist centres' in SPP 4.2 Activity Centres for Perth and Peel. QEII is recognised as the largest medical centre in the southern hemisphere – and will likely be the largest medical research and educational facility in Western Australia once redevelopment is complete. Education is also a major land use in the neighbourhood, with UWA, and associated educational facilities, occupying the largest area of land.

The neighbourhood benefits from two 'main-street' type activity centres, along Hampden Road and Broadway. Whilst the centres provide a mixture of shops and services that generally serve the local catchment, both centres lack a clear vision to guide their future management and growth. The local government boundary shared by the Cities of Perth and Nedlands runs through the centre of each activity centre. A shared and informed vision for the future growth of these centres will have the potential to improve connectivity, increase visitation and ensure long-term viability (Intermethod, 2018). It is notable that the neighbourhood centres lack any significant night-time economy. This is in part due to its 'suburban' type nature and the types of services and amenities offered.

Figure 18 – City Planning Scheme No. 2 map - Crawley-Nedlands



1.6.1.2. Population & Demographics

The Crawley-Nedlands population has increased since 2011 by approximately 970 people, equating to a 4.5% annual growth rate (refer to **Table 16**). The largest growth has been in the 18 to 24 year age bracket, where population has grown by over 40% in five years (2011–16). Due to the students attending UWA, almost half (42.1%) of the population are now aged 18–24 years – twice the proportion across the whole of Perth city (20.9%).

The presence of UWA in the area significantly impacts the household findings within the neighbourhood:

- Two-thirds of the neighbourhood's population have never been married;
- 62% of the residents living in the area rent their property, compared to the city average of 36%;
- There is a higher percentage of grouped households compared to the Perth city average (14.1% vs. 9.5%);
- There are significant differences between household incomes within the neighbourhood with 16.3% of households earning less than \$500 per week, whilst just under a third of the population earns over \$2,000 per week;
- Almost a third (31.9%) of residents are experiencing housing stress⁶ compared to the Perth city average of 10.2% (City of Perth, 2016^a); and
- The area suffers the highest levels of housing stress when compared to other Perth city neighbourhoods.

The above statistics are not surprising, when 42% of the neighbourhood's population is aged under 25 years and are likely students renting in the area – the majority of whom are low income earners. The high number of group households in the area is very similar to the eastern area of Northbridge close to the Central TAFE area.

Whilst the demographic of Crawley-Nedlands is quite different when compared to other Perth city neighbourhoods, so too are the pressures the neighbourhood will face in to the future.

Table 16 - Crawley-Nedlands resident and housing characteristics (Urbis, 2018)

Indicator	Crawley-Nedlands	City of Perth
Resident characteristics		
Estimated resident population	5,141	26,950
Population growth (2006-16)	1,278	10,987
Median age	24	31
High income households	30.2%	43.3%
Low income households	43.1%	28.7%
Australia-born	38.6%	35.5%
Attending tertiary education	55.6%	17.8%

⁶ Housing Stress is defined as per the NATSEM (National Centre for Social and Economic Modelling) model as households in the lowest 40% of incomes who are paying more than 30% of their usual gross weekly income on housing costs.

1.6.1.3. Dwelling characteristics

Residential density in Crawley-Nedlands is far lower than Perth city's average.

Table 17- Crawley-Nedlands dwelling characteristics (Urbis, 2018)

Indicator	Crawley-Nedlands	City of Perth
Dwelling characteristics		
Total occupied dwellings	1,554	12,282
Average household size	2.2	1.9
Dwelling density	16	31
Owner occupier households	27.2%	15.4%
Social housing	4.5%	5.3%
Households with children	27.6%	16.5%
Three-bedroom households	37%	21%
Median rent (2017)	395	425
Median dwelling price (2017)	\$540,000	\$460,000

1.6.1.4. Built environment

Large areas of land are reserved for public purposes within the Crawley and Nedlands (including QEII, UWA and river foreshore open space), resulting in large lot developments. Due to the large institutions and their operational requirements, the built-form interface with the street is fragmented in parts.

Generally, the built form within the neighbourhood is of relatively low scale in terms of building height and bulk, when compared to other Perth city neighbourhoods. This reflects its more suburban nature and is largely a result of the existing planning controls across the area. Intensity of development increases at the activity centres (Hampden Road and Broadway), with built form typology having a greater level of activated and fine grain development.

Mounts Bay Road/Stirling Highway presents a severance between the north and south, which is represented in the built form on both sides of the road. The busy arterial route creates conflict and an unpleasant streetscape for the significant number of pedestrians accessing the campus from residential campuses to the north.

1.6.1.5. Character areas

There are three character areas within Crawley-Nedlands Perth which are illustrated in **Figure 19** and described in **Table 18**.

Figure 19 – Crawley-Nedlands character areas



Table 18 – Crawley-Nedlands character areas

Character Area	Description
Mounts Bay Road Character Area	<ul style="list-style-type: none"> Tree lined residential streets with prestigious high-rise apartment buildings that sit within generous landscaped setbacks.
Northern Character Area	<ul style="list-style-type: none"> Tree lined streets with a consistent fine-grained rhythm of lots and building facades. Front setbacks that are layered with low walls/fences, sometimes carports, landscaped gardens and front verandas.
Southern Character Area	<ul style="list-style-type: none"> Street verges and building setbacks that accommodate trees and other planting that create a significant landscape character.

1.6.1.6. Local movement network

Historically, the neighbourhood was developed as a tram route, however, the loss of this movement corridor has

reduced the people-moving capacity within the area. As a result, the neighbourhood has no direct rail access, but is served by high-frequency bus routes that connect the neighbourhood to Central Perth and beyond. The functionality of the neighbourhood from a connectivity perspective is highly impacted by the neighbourhood's physical separation from the remainder of Perth city (i.e. by Kings Park) along with severances such as Stirling Highway.

1.6.1.7. Culture

Crawley-Nedlands has a strong student culture due to the presence of UWA, its student accommodation and associated buildings. Many cultural, sporting, arts and performance events attract both students and visitors to the campus, which generates increased activity at these times.

1.6.1.8. Open space

The neighbourhood benefits from environmental assets including the Swan River and its foreshore, and Kings Park. These areas not only provide significant biodiversity and environmental qualities to the area, but also offer a high level of amenity and recreational opportunity to the residents, workers and visitors in the neighbourhood.

1.6.2. Neighbourhood analysis

Strengths	Weaknesses	Opportunities	Threats
<p>Swan River: the proximity to the Swan River offers opportunity for recreational activity.</p> <p>Kings Park: like West Perth, Crawley-Nedlands is adjacent to Kings Park.</p> <p>Major institutions: these support student accommodation and residential demand linked to UWA and QEII.</p> <p>Land value: existing high land values in neighbouring suburbs of Nedlands and Shenton Park support the viability of future high-density residential development.</p> <p>Residential amenity: the neighbourhood has historically been characterised by detached housing and residential streetscapes, which results in many of the streets being safe, quiet and attractive.</p> <p>Hampden Road: is a well utilised centre with a good night-time economy concentrated around the main-street.</p> <p>Human-scale: development of the residential precincts, as well as along Hampden Road and Broadway, offer a level of relief from the larger buildings associated with the medical and education institutions.</p>	<p>Housing diversity: the neighbourhood is generally characterised by low density, single houses or flats. Limited higher-density development exists. As such there is a lack of housing choices.</p> <p>Planning controls: due to land being transferred in 2016 to the City, the City is required to implement the City of Subiaco's Town Planning Scheme No. 4 until it is reviewed and incorporated into a new scheme. Until this time, the differing planning policies may cause a barrier to current development applications.</p> <p>Development pressure: there is pressure for redevelopment of current residential sites to accommodate alternative uses, including student housing, and higher density apartment buildings, particularly between UWA and Broadway.</p> <p>Development opportunity: unlike other neighbourhoods there are limited large development parcels. Redevelopment would likely require the amalgamation of smaller residential lots.</p> <p>Traffic congestion: there is a level of traffic congestion, particularly within the centres and around UWA.</p> <p>Interface: The interface between QEII and UWA and surrounding residential or mixed-use areas is poor.</p> <p>Streetscape: many buildings along Broadway are inward facing and have a poor visual relationship to the streetscape. This results in a poor level of activation.</p> <p>Car parking: commercial car parking rates have not been reviewed since 2008 and may not reflect the current neighbourhood context or needs.</p>	<p>Pedestrians and cyclists: these connections could be improved, which would reduce congestion and better connect the neighbourhood to key attractors.</p> <p>Coordinated vision: there is the opportunity to build a joint vision for the area that has buy-in from the community as well as QEII and UWA – through the master planning and structure plan process</p> <p>Proximity to students: the neighbourhood's centres stand to benefit from the large numbers of staff and students visiting UWA.</p> <p>Precinct structure plan: the precinct structure plan that is required to be prepared under SPP4.2 presents significant opportunities for detailed planning and investigations to be undertaken throughout the neighbourhood.</p> <p>Unique character: there are several areas with distinct built form which creates a unique character specific to the neighbourhood.</p>	<p>UWA: the university has continued to purchase land within the neighbourhood. The intentions of the institution will remain unclear until master plan is publicly available.</p> <p>Community opposition: there is a potential disconnect between what the community and what other stakeholders envisage for the neighbourhood.</p> <p>Planning controls: while there is development pressure and demand for student housing adjacent to UWA, the current planning controls (in some instances) do not allow for student housing and a flexible and appropriate built-form response.</p> <p>Fragmented land control: due to the large institutions, there are several stakeholders involved in future development of the neighbourhood, which could hinder the City's ability to meet community expectations.</p> <p>Shared local government boundaries: there is the need for effective strategic and project coordination with respect to land adjoining local government boundaries.</p> <p>Planning controls: some development approval applications have recently been received by the City – seeking larger scaled buildings in Crawley. Further guidance is required when a variation to the development standards is sought under clauses 28 and 42A of City of Subiaco Town Planning Scheme No. 4 to ensure good built form outcomes.</p> <p>Loss of tree canopy: the current planning controls do not protect the existing tree canopy on private land within the neighbourhood. High land values could mean that established trees are cleared during redevelopment, in the absence of adequate controls.</p> <p>Climate change: due to the foreshore location of this neighbourhood, planning should address climate change and the potential impact of a 100-year flood on the area.</p>



2. Glossary

2.1. Terms

Activity centres: focal points of commercial activity within Perth city. They comprise uses such as commercial, retail, higher-density housing, entertainment, tourism, civic-community, and day to day needs. Activity centres vary in size across Perth city and are designed to be well-served to public transport.

Adaptive reuse: the process that changes a disused or ineffective item into a new item that can be used for a different purpose. Sometimes, nothing changes but the item's use. This term is specifically used regarding the adaptive reuse of buildings (Department of Environment and Heritage, 2004).

Affordable housing: dwellings that households on low to-moderate incomes can afford, while meeting other essential living costs. Affordable housing includes public housing, not-for profit housing and other subsidised housing under the National Rental Affordability Scheme, together with private rental and home ownership options for those immediately outside the subsidised social housing system.

Affordable living: the principle that direct rental or mortgage payments are not the only costs that households incur. Other expenses include the consumption of water, gas and electricity, property fees and taxes, the cost of transport (to work, education and shopping) and the price of food.

Amenity: factors that combine to form the character or sense of place of an area and include the present and likely future amenity.

Applicant: a person or company who applies for development approval.

Application (also 'development application'): documentation lodged for assessment with a relevant authority regarding a proposed development.

Built environment (also 'urban environment' and 'urban space/s'): human-made structures, features, and facilities viewed collectively as an environment in which people live and work.

Built form (also 'urban fabric' and 'urban form'): has the same meaning as set out in the City's Urban Design Framework, and refers to an element of urban design that: defines streets and urban spaces; sets the scale of streets, precincts and neighbourhoods; influences the way activities in buildings interact with the public domain; and, through overshadowing from structures, influences the way in which people use urban spaces at different times of the year.

Bush Forever: is a whole-of-government policy for the conservation of regionally significant bushland on the Swan Coastal Plain portion of the Perth Metropolitan Region.

Central Perth: the area within the Central Perth neighbourhood as defined by the Local Planning Strategy spatial plans.

Civic use: has the same definition contained under the Planning and Development (Local Planning Schemes) Regulations 2015, and means premises used by a government department, an instrumentality of the State or the local government for administrative, recreational or other purposes.

Cultural Heritage significance: has the same definition as the *Heritage Act 2018* and means aesthetic, historic, scientific, social or spiritual value for individual groups within Western Australia.

Cultural landscape: has the same meaning outlined by the World Heritage Committee and refers to cultural properties or elements within a landscape that represent the combined works of nature and people.

Desktop audit: a high-level review of policies and procedures.

Design Guidelines: design policy prepared under the City of Perth planning scheme.

Diversification: The process by which an economy (i.e. a region) strives to increase the range of industries and outputs it holds, so that income can be derived from many different sources not directly related to each other. Diversification is fundamental in building economic resilience: the more diverse the industry portfolio, the less sensitive it will be to fluctuations in external drivers or markets; likewise, the greater the range of productive enterprises, the higher the likelihood that one of them will achieve above-average performance and become a competitive advantage.

Dwelling: a self-contained suite of rooms, including cooking and bathing facilities, intended for long-term residential use. Units (whether self-contained or not) within buildings offering institutional care (such as hospitals) or temporary accommodation (such as motels, hostels and holiday apartments) are not defined as dwellings.

Economic base: a business that generates employment in a community or a geographical area.

Emerging activity centres: a commercial area in a Perth city neighbourhood that has been identified under the Perth City Centres Analysis 2018 where an activity centre has begun to form but is not yet established. These centres may require additional planning provisions or specialised approaches to become a prosperous centre.

Employment self-sufficiency: the ratio (expressed as a percentage) of the total labour force (local residents who are employed or seeking employment) of a defined area relative to the total number of jobs available in that area. A percentage above 100 indicates a region has more jobs locally than resident workers.

End-of- trip facilities (also 'end-of- journey facilities'): has the same definition as CPS2 Planning Policy 5.3 Bicycle Parking and End of Journey Facilities, and means the facilities which support the use of bicycle transport by allowing cyclists the opportunity to shower and change at the beginning or end of their journey to and from work.

Fine grain: refers to:

- (a) analysis of something at a greater detail.
- (b) an element of urban design that describes a streetscape's built form pattern that is characterised by aspects such as frequent entries to buildings, continuous shopfronts, awnings over the footpath and an emphasis on glazing.
- (c) describes a built form pattern where street blocks and/or the subdivision of lots that are predominantly of a smaller scale. This built form pattern is considered to promote diversity in land uses and walkability within a neighbourhood.

Entertainment/Recreation/Cultural: Activities which provide entertainment, recreation and culture for the community and which occur in buildings and/or on land, such as passive and active sports venues, museums, amusements and gambling services.

Floor area: the same definition as provided in City Planning Scheme No. 2. Refers to the floor area of a building.

Floorplate: gross floor area of a level within a building.

Gazetted: a statutory or other notice required by law and/or Government authority that has been published in the Western Australian Government Gazette.

Government Gazette: the publication that contains formal public notices required to be published by law and Government authority, and includes the General and Special Gazettes.

Greater Perth: the Australian Bureau of Statistics Greater Capital City Statistical Area – Greater Perth. It includes the metropolitan areas of Perth and Peel.

Green infrastructure: the network of interconnected and multifunctional green spaces, elements, corridors, water systems such as surface and groundwater systems that are integrated within the city's urban fabric.

Green network (also 'green infrastructure network'): Perth city's public and private green spaces and their linkages. The green network includes Bush Forever sites, national and regional parks, district and local parks,

sports fields, school grounds, community facilities, golf courses, foreshores and riverfront areas connected by streetscapes, trails, cycle paths and pedestrian footpaths.

Health/Welfare/Community Services: Government, government-subsidised and non-government activities that provide the community with a specific service, including hospitals, schools, personal services and religious activities.

High frequency transit corridor: where public transport services are available at a high frequency, usually every five minutes during peak times and every 15 minutes outside of peak times.

Household composition: has the same definition as the Australian Institute of Health and Welfare and means the composition of the household based on the relationship between household members.

Housing continuum: a concept used by the WA State Affordable Housing Strategy 2010-2020 to describe the affordable housing system in Western Australia. It presents the range of housing options available to different households on a continuum with crisis accommodation (for people at risk of homelessness) at one end and unsubsidised home ownership at the other end.

Housing stock: the total number of dwellings within a geographical area.

Industrial: land zoned for industrial use under the Metropolitan Region Scheme to provide for manufacturing industry and the storage and distribution of goods and associated uses.

Infill (also 'urban infill' or 'infill development'): the redevelopment of existing urban areas at a higher density than currently exists.

Inner-city: refers to Perth city and neighbouring localities.

Integrated transport planning: a 'vertical' and 'horizontal' approach to managing a movement network. The 'vertical' element acknowledges the needs and influences each tier of government has on a movement network, and the collaboration required to ensure a functional and dynamic movement network that supports prosperous communities. The 'horizontal' element considers key transport issues such as transport system interdependencies, interactions between transport and land use, transport safety, traffic congestion, parking, travel demand management and accessibility that influence the planning and provision of sustainable transport systems.⁷⁸

Investigation area: land within Perth city that will be subject to further planning investigation/s to consider its suitability, and the area of land to be identified, for a possible change of use.

Knowledge-based economy: any economy based on creating, evaluating and trading knowledge. It describes a trend in advanced economies towards a greater dependence on knowledge, information and high skill levels.

Knowledge-based industries: industries that are in the business of the production, distribution and use of knowledge and information.

Labour force: the total number of local residents who are participating in the labour force and considers people employed plus those seeking work.

Land-use planning: the process of regulating and managing the use of land by government in an efficient and ethical way, to prevent land-use conflicts and plan for the needs of the community.

Last kilometre freight: a term used to refer to the final leg of the journey of goods and services from a depot to the destination for consumption.

Liveable (also 'Liveability'): encompasses the many characteristics that make a place desirable for people to live. Liveability means a community which is *'safe, attractive, socially cohesive and inclusive, and environmentally*

⁷ WAPC, Guidelines for the preparation of integrated transport plans, 2012

⁸ City of Perth, Transport strategy, 2016

*sustainable; with affordable and diverse housing linked by convenient public transport, walking and cycling infrastructure to employment, education, public open space, local shops, health and community services, and leisure and cultural opportunities.*⁹

⁹ Lowe M, Whitzman C, Badland H, Davern M, Hes D, Aye L, et al. Liveable, healthy, sustainable: What are the key indicators for Melbourne neighbourhoods? Melbourne: Place, Health and Liveability Research Program, University of Melbourne, 2013.

Live-local (also 'live-locally' and 'living locally'): the ability for residents within a neighbourhood to access essential services such as grocery shops, medical services, childcare and education facilities, along with green space, community facilities and areas of high amenity, within a pedestrian dominated walkable catchment¹⁰.

Live-local services: essential services such as grocery shops and medical facilities that are available to residents within a walkable catchment of their city neighbourhood.

Local planning strategy: local-level planning frameworks adopted by local governments across WA to provide strategic direction for land use and development within a municipal area. A local planning strategy is used to guide or inform the content of statutory city or local planning schemes.

Local planning scheme: are detailed planning schemes developed by local governments to manage the range of permitted land uses within specified locations. For localities covered by the Metropolitan Region Scheme, the Peel Region Scheme or the Greater Bunbury Region Scheme, local planning schemes must be consistent with the provisions identified within the relevant region scheme.

Model scheme text: the format and wording that all local planning schemes are required to follow, as set out under Schedule 1 – Model provisions for local planning schemes of the Planning and Development (Local Planning Schemes) Regulations 2015.

Native Title: the recognition by Australian law of Aboriginal and Torres Strait Islander people's traditional rights and interests in land and waters held under traditional law and custom.

Net lettable area (also 'floorspace'): has the same definition as the Planning and Development (Local Planning Schemes) Regulations 2015, and means the area of all floors within the internal finished surfaces of permanent walls but does not include the following areas —

- (a) stairs, toilets, cleaner's cupboards, lift shafts and motor rooms, escalators, tea rooms and plant rooms, and other service areas;
- (b) lobbies between lifts facing other lifts serving the same floor;
- (c) areas set aside as public space or thoroughfares and not for the exclusive use of occupiers of the floor or building;
- (d) areas set aside for the provision of facilities or services to the floor or building where those facilities are not for the exclusive use of occupiers of the floor or building.

Node: refers to-

- (a) a focal point of increased activity within a neighbourhood. An activity node can refer to focal points for specific activities such as: retail, service or other commercial activities; community facilities; or mass transit and public transport connections.
- (b) an area designated within public open space for increased activation or linkages.
- (c) assets within the city's green infrastructure network that are defined by their primary 'benefit' (community health and wellbeing, energy resilience, water sensitivity, biodiversity, waste management or climate adaptation) and are physically connected by green links or green corridors.

Noise attenuation: the process of reducing the impact of noise generated from either within or externally to a room or entire building. This can be done through the installation of materials such as insulation that absorbs and diffuses the noise.

Office/Business: Administrative, clerical, professional and medical offices are activities which do not necessarily require the land area/floor space or exposure of other land uses. Although offices require building and parking facilities, these needs are quite distinct from those of commercial uses and service industries.

Other Retail: Many of these activities are not normally accommodated in a shopping centre. By virtue of

¹⁰ Barton, H, Grant, M & Guise, R, Shaping neighbourhoods: for local health and global sustainability, London; New York: Routledge, 2010.

their scale and special nature the goods of these activities separate them from the Shop/Retail category (for example car sales yard or carpet showroom).

Owner-occupiers: a person who owns the dwelling they live in.

Peer-to-peer economy: a decentralised economic model whereby two individuals interact to buy or sell goods and services directly with each other, without an intermediary third-party, or without the use of a company of business.

Perth city: land within the City of Perth local government area which expanded on 1 July 2016 to include parts of Crawley and Nedlands (previously in the Cities of Subiaco and Nedlands). This includes a total area of approximately 13.85 square kilometres and is also commonly referred to in the document as 'the city'.

Planning controls: the devices, specifically statutory controls, used to managing the development of land and buildings.

Planning system: the broad institutional and regulatory arrangements that govern land use planning in Western Australia.

Plot ratio: the same definition as the City Planning Scheme No. 2, and means the ratio of the floor area of a building to the area of land within the boundaries of the lots on which that building is located.

Plot-ratio controls: a type of density and built form control for future development where a maximum plot-ratio is applied to a designated area under a planning scheme.

Precinct: has the same definition as the City Planning Scheme No. 2, and means an area within a neighbourhood or which may cross over neighbourhood boundaries and is of limited size having –

- (a) A similar use or other characteristic; and
- (b) Specified boundaries.

Price point: a point on a scale of possible prices at which something might be marketed.

Primary resource sector: economic sector involved in the extraction and collection of natural resources, such as iron ore and timber, as well as activities such as agriculture and fishing.

Public realm: the space around, between and within buildings that are publicly accessible, including streets, piazzas, parks and open spaces. These areas and settings support or facilitate public life and social interaction.

R-Codes: State Planning Policy 7.3 – Residential Design Codes.

Registered Aboriginal sites: a place which has been assessed as meeting Section 5 of the *Aboriginal Heritage Act 1972*.

Rescinded (in terms of policy): a policy, procedure or decision which has formally been reversed or cancelled by a resolution of Council.

Residential density targets: were established in Directions 2031 and Beyond and require new areas and structure plans under review to adhere to a target of 15 dwelling units per gross hectare of urban zoned land, therefore excluding land within all other zones and reserves under the applicable region scheme. Also refer to residential site density.

Saltmarsh: a plant species/community associated with the Swan Coastal Plain and Swan River.

Scheme text: text of a local planning scheme referred to in Part 2 s.8 of the Planning and Development (Local Planning Schemes) Regulations 2015.

Scheme use area (or 'land-use zone'): an area, identified under City Planning Scheme No. 2, City of Nedlands Town Planning Scheme No. 2 or City of Subiaco Town Planning Scheme No. 4 that is classified and divided into scheme use areas or zones, with the exception of reserves, as shown on an associated city or local planning

scheme map. Appropriate uses are prescribed for each scheme use area or zone under the respective scheme.

Servicing: the supplying or supplier of utilities or commodities, as water, electricity, or gas, required or demanded by the public.

Shop/Retail: any activity which involves the sale of goods from a shop located separate to, and/or in, a shopping centre other than those included in Other Retail.

Short-term accommodation: has the same definition as City Planning Scheme No. 2 and Planning and Development (Local Planning Scheme) Regulations 2015, and means premises used for accommodation that may be occupied by the same person/s for a maximum period of three months within any twelve month period, and are not subject to residential tenancy agreements (residential leases).

Sleeve: an architectural element of a building, where a strip of apartments or other active uses is built on the outer face of a podium, usually where facing the street or public realm, to remove any visibility to internal car parking areas.

South West Region: the area of land located in the south-western corner of Australia and covers an area of nearly 24,000 square kilometres.

Spatial Plans: plans prepared to spatially demonstrate the strategies and actions of the Local Planning Strategy.

Staying activity (also 'staying activities') include a range of participatory activities which encourage people to stay or remain in a public place/space.

Streetscape: is a term used to define the character, built form, view or scene of a street, especially in a city or urban setting.

Structure plans: plans for the coordination of future subdivision and zoning of an area of land, including the provision of transport networks, public open space, utility and service networks, urban water management, development standards and community infrastructure.

Sustainability: meeting the needs of current and future generations through the integration of environmental protection, social advancement and economic prosperity.

Sustainable urban existence (also 'sustainable urban growth'): a well-planned and coherent settlement pattern, along with carefully managed urban growth and change that delivers wider social, economic and environmental objectives.¹¹

Transit-oriented development: an urban development around public transport stations that increases use of public transport. The aim is to locate moderate-to high intensity commercial, mixed use, community and residential development close to train stations and/or transit corridors to encourage public transport use over private vehicles.

Urban tree canopy (also 'canopy cover'): has the same definition as the City's Urban Forest Plan, and means the percentage of urban land covered by tree canopy when viewed from above.

Urban consolidation: refers to urban development processes such as infill and increased densities, and/or the logical extension or 'rounding off' of existing urban and industrial areas to more effectively utilise existing social, service and transport infrastructure.

Urban expansion (also 'urban growth'): the rate at which the population of an urban area increases.

Urban forest: has the same definition as the City's Urban Forest Plan, and is broadly refers to the collection of green spaces, trees and other vegetation that grows within an urban area, on both public and private land.

Urban heat island: has the same definition as the City's Urban Forest Plan, and means an urban area which

¹¹ State Planning Policy 3 Urban Growth and Settlement, 2006.

experiences elevated temperatures compared to their outlying surroundings, creating an 'urban heat island'.

Urban planning (also 'town planning'): the process of managing the development of land and buildings.

Urban settlement: is a concentrated settlement that constitutes or is part of an urban area.

Urban village: urban development typically characterised by medium to high density housing, mixed use zoning, fine grain built form, good public transit and an emphasis on walkability and public space.

Urban-zoned: land reserved and zoned Urban under the Metropolitan Region Scheme.

Value capture: the process of retaining some percentage of the value provided in every transaction.

Wayfinding: information systems, such as signage or tactile paving that guide people through a physical environment and enhance their understanding and experience of the space.

Weighted population density: the mean of the densities of sub-areas of a larger area, weighted by the populations of those sub-areas.

2.2. Acronyms

ABS: Australian Bureau of Statistics

BCA - Building Code of Australia

BUWM: Better Urban Water Management

CPC: City of Perth Committee

CPPC: Central Perth Planning Committee

CPS2: City of Perth City Planning Scheme No. 2

DAA: Department of Aboriginal Affairs

DevWA: Development WA

DFES: Department of Fire and Emergency Services

DOH: Department of Health

DPLH: Department of Planning, Lands and Heritage

DOT: Department of Transport

DWER: Department of Water and Environmental Regulation

DBCA: Department of Biodiversity, Conservation and Attractions

DWMS: District Water Management Strategy

LGA: Local Government Area

LPS26: Local Planning Scheme No. 26 – Normalised Redevelopment Areas

LWMS Local Water Management Strategy

MHI: Municipal Heritage Inventory

OBRM: Office of Bushfire Risk Management

SPC: State Planning Committee

SPP: State Planning Policy

TPS4: Town Planning Scheme No. 4

UWA: University of Western Australia

QEII MC: Queen Elizabeth II Medical Centre

UWMP: Urban Water Management Plan

WAPC: Western Australian Planning Commission

2.3. Bibliography

1. Alan Tingay and Associates. 1997. Perth's Greenways
2. Australian Bureau of Statistics. 2001. Census. Retrieved from: www.abs.gov.au
3. Australian Bureau of Statistics. 2011. Census. Retrieved from: www.abs.gov.au
4. Australian Bureau of Statistics. 2016. Census. Retrieved from: www.abs.gov.au
5. Australian Bureau of Statistics. 2017. National Output. Retrieved from: www.abs.gov.au
6. Australian Bureau of Statistics. 2019. June Gross State Product. Retrieved from: www.abs.gov.au
7. Cameron Chisholm Nicol. 2017. C-Grade Office Case Study
8. Chris Maher Architect. 2020. Heritage Bonus Plot Ratio Incentives Analysis
9. City of Parramatta. 2017. Social Infrastructure Strategy
10. City of Perth. 2008. Council Policy 6.17 – Affordable Housing
11. City of Perth. 2010. Urban Design Framework. Retrieved from: perth.wa.gov.au
12. City of Perth. 2014. Waste Strategy 2014-2024. Retrieved from: perth.wa.gov.au
13. City of Perth. 2015. Draft Traffic Trend Report
14. City of Perth. 2016^a. Perth City Snapshot. Retrieved from: perth.wa.gov.au
15. City of Perth. 2016^b. Urban Forest Plan 2016 -2036. Retrieved from: perth.wa.gov.au
16. City of Perth. 2016^c. Drainage Connection Guidelines
17. City of Perth. 2017^a. GI and Biodiversity Study Audit Report June
18. City of Perth. 2017^b. Water Sensitive Transition Study
19. City of Perth. 2017^c. Bushfire Prone Planning: Bushfire Risk Management Plan
20. City of Perth. 2017^d. Movement and Place Assessment
21. City of Perth. 2018^a. Open Space Study
22. City of Perth. 2018^b. Precinct Plan No. 11 – Hamilton Precinct
23. City of Perth. 2018^c. Bicycle Parking and End of Journey Facilities Background Report
24. City of Perth. 2020. Community Infrastructure Study
25. Colliers International. 2019. Commercial Land Use Trends Analysis and Demand Forecast
26. Claisebrook Catchment Group Inc. 2008. Local Biodiversity Study for the City of Perth
27. CCN. 2018. Environmentally Sustainable Design Options Analysis
28. Department of Biodiversity, Conservation and Attractions. 2018. Perth Water Precinct Plan
29. Department of Communities and City of Perth. 2020. Housing Needs Assessment
30. Department of Biodiversity, Conservation and Attractions. 2016. Swan River System Landscape Description

31. Department of Environment and Heritage. 2004. Adaptive Reuse
32. Department of Infrastructure, Transport, Regional Development and Communities. 2020. Perth City Deal. Retrieved from: www.infrastructure.gov.au
33. Department of Parks and Wildlife. 2015. Swan Canning River Protection Strategy
34. Department of Planning. 2015. Perth Land Use and Employment Survey. Retrieved from: www.dplh.wa.gov.au
35. Department of Planning, Lands and Heritage. 2018. Aboriginal Heritage Enquiry System: Registered Aboriginal Sites
36. Department of Planning, Lands and Heritage. 2019. WA Tomorrow Population Forecasts. Retrieved from: www.dplh.wa.gov.au
37. Department of Premier and Cabinet. 2016. An Agreement reached between the Noongar People and the WA Government Fact Sheets
38. Department of Transport. 2011. Public Transport for Perth in 2031 – Mapping out the Future for Perth’s Public Transport Network
39. Development WA. 2021. Perth City Link, Elizabeth Quay and Riverside Masterplans
40. East Perth Redevelopment Authority. 2011. A Case Study in Urban Revitalisation
41. Forecast.id. 2016. City of Perth. forecast.id.com.au
42. Forecast.id. 2020. City of Perth. forecast.id.com.au
43. Forecast.id. 2021. City of Perth. forecast.id.com.au
44. Hames Sharley. 2020. Built Form Character Study
45. Hames Sharley. 2021. Hay Street Mall Upper Level Activation Study
46. Intermethod. 2017. Movement and Place Assessment
47. Intermethod. 2018. City of Perth City Centres Analysis
48. Jacobs. 2017. Last Kilometre Freight Study
49. National Trust. 2012. Aboriginal Interpretation Guidelines WA
50. Pracsys. 2017. Economic Future Scenario Assessment
51. Pracsys. 2020. Neighbourhood Activity Centres Analysis
52. Profile.id. 2016. City of Perth. Retrieved from: profile.id.com.au
53. Profile.id. 2017. City of Perth. Retrieved from: profile.id.com.au
54. Profile.id. 2021. City of Perth. Retrieved from: profile.id.com.au
55. Public Transport Authority. 2020. Annual Report (2018-19 and 2019-2020)
56. Regional Australia Institute. 2016. Regional Insight
57. REMPLAN. 2016. City of Perth Economic Profile. Retrieved from: www.remplan.com.au

58. REMPLAN. 2018. City of Perth Unemployment Rate per Financial Year. Retrieved from: www.remplan.com.au
59. REMPLAN. 2020. City of Perth Economic Profile. Retrieved from: www.remplan.com.au
60. REMPLAN. 2021. City of Perth Employment Report. Retrieved from: www.remplan.com.au
61. REMPLAN. 2020. City of Perth Economic Profile. Retrieved from: www.remplan.com.au
62. RUAH Community Services. 2016. Retrieved from: www.ruah.org.au
63. Savills. 2018. Briefing Perth CBD Office
64. South West Aboriginal Land and Sea Council. 2016. Connection to Country. Retrieved from: www.noongar.org.au
65. Tourism WA. 2017. Entertainment Precincts' Study
66. Tourism WA. 2020. The Perth Hotel Development Pipeline Report
67. UNESCO. 1995. Our Creative Diversity: Report of the World Commission on Culture and Development
68. Urbis. 2017. Perth Apartment Essentials at Q4
69. Urbis. 2018. City of Perth Housing Analysis
70. Western Australia Government. 2016. City of Perth Act
71. Western Australian Local Government Association. 2017. Perth Biodiversity Project
72. Western Australian Planning Commission. 2010. Directions 2031 and Beyond. Retrieved from: www.dplh.wa.gov.au
73. Western Australian Planning Commission. 2010. Central Metropolitan Perth Sub-Regional Strategy
74. Western Australian Planning Commission. 2013. Capital City Planning Framework - a Vision for Central Perth
75. Western Australian Planning Commission. 2018. Central Sub-Regional Planning Framework. Retrieved from: www.dplh.wa.gov.au
76. Western Power. 2016^a. Network Capacity Mapping Tool
77. Western Power. 2016^b. Manager Asset Management Systems
78. Western Power. 2018. Network Capacity Mapping Tool
79. Y Research. 2016. Perth CBD Secondary Office Stock Study
80. Y Research. 2018. City of Perth Retail Tenant Identification Study



CITY OF PERTH
LOCAL PLANNING STRATEGY

CERTIFICATION FOR ADVERTISING

Certified for advertising by the Western Australian Planning Commission on: 22 January 2022

Signed for and on behalf of the Western Australian Planning Commission.



DELEGATED UNDER S.16 OF
THE PLANNING AND DEVELOPMENT ACT 2005

COUNCIL RECOMMENDATION / SUBMITTED FOR APPROVAL

Supported for submission to the Western Australian Planning Commission for endorsement by resolution of the City of Perth at the Meeting of Council held on the: _____

LORD MAYOR

CHIEF EXECUTIVE OFFICER
ENDORSEMENT OF LOCAL PLANNING STRATEGY

Endorsed by the Western Australian Planning Commission on: _____

Signed for and on behalf of the Western Australian Planning Commission.

DELEGATED UNDER S.16 OF
THE PLANNING AND DEVELOPMENT ACT 2005

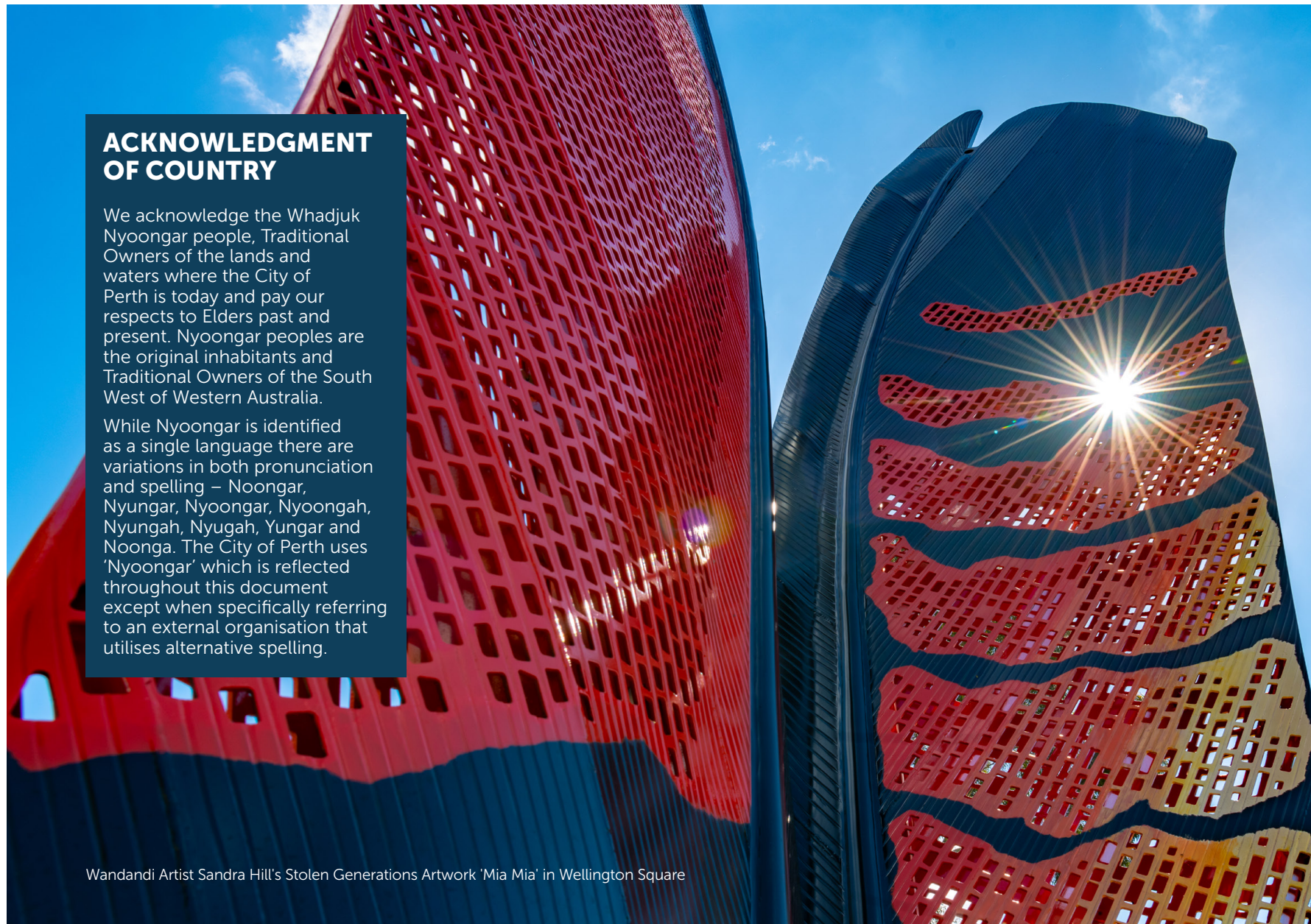
PREPARATION

The City of Perth Local Planning Strategy has been prepared in accordance with Part 3 of the *Planning and Development (Local Planning Scheme) Regulations 2015*.

The City of Perth Local Planning Strategy has been prepared by the City of Perth in association with:

THEME	CONTRIBUTIONS
Document Preparation	Taylor Burrell Barnett, 2021
Community and Stakeholder Engagement	Element, 2018
Community, Urban Growth and Settlement	Intermethod, 2018 Hassell, 2019 Urbis, 2018 Hames Sharley, 2020 Taylor Burrell Barnett, 2021
Economy and Employment	Pracsys, 2017, 2020 Colliers, 2019
Environment	Cameron Chisholm Nicol, 2018
Infrastructure	City of Perth, 2018

REFERENCE	VERSION	DATE
Version 1	Draft for Council Consideration	13 July 2021
Version 2	Draft for WAPC Certification	22 January 2022
Version 3	Final Draft for WAPC Endorsement	
Final	Final Endorsed Version	





EXECUTIVE SUMMARY

The Local Planning Strategy (the Strategy) is one of the key guiding documents for the growth of Perth city over the next 10-15 years. It will provide the strategic basis for the preparation of the City of Perth's new Local Planning Scheme and planning policies.

The Strategy will support the City in fulfilling its role to recognise, promote and enhance the social, environmental, economic and cultural setting of the city for the community, both now and into the future.

Liveable, sustainable and prosperous – this is the aspiration for Perth.

The Strategy provides a range of planning directions and actions at a city wide and neighbourhood level that seek to:

1. Create a LIVEABLE city of neighbourhoods where people love to live, work and play.
2. Build a SUSTAINABLE city that can meet growing economic, social and environmental challenges.
3. Strengthen Perth city as a PROSPEROUS globally competitive economic, social, cultural and civic centre.

Create a LIVEABLE city of neighbourhoods where people love to live, work and play.

Highly liveable, mixed-use neighbourhoods will be created which provide for a diverse range of activities and provide a full offering of goods and services which meet the needs of the community.

Each neighbourhood will have a strong sense of place and community.

Residential growth will be centered around flourishing neighbourhood centres and areas with high levels of accessibility and amenity.

Built form and public spaces will be designed to strengthen the unique heritage, character and attractiveness of each neighbourhood.

Quality and diverse housing and well-planned community services and facilities will improve the overall livability and desirability of the city's neighbourhoods. To enable local living opportunities and to reduce car dependency, active and public transport that better connects the city's neighbourhoods and highly walkable environments will be prioritised.

Build a SUSTAINABLE city that can meet growing economic, social and environmental challenges.

Ensuring the sustainability of Perth city will enable the community and its buildings, spaces and infrastructure to adapt to future economic, social and environmental changes.

Improved land use diversification will help Perth city withstand economic cycles, and land-use planning will mitigate and adapt to adverse climate change impacts.

Perth city's cultural diversity will be celebrated and provide a foundation for ongoing social stability and community cohesion.

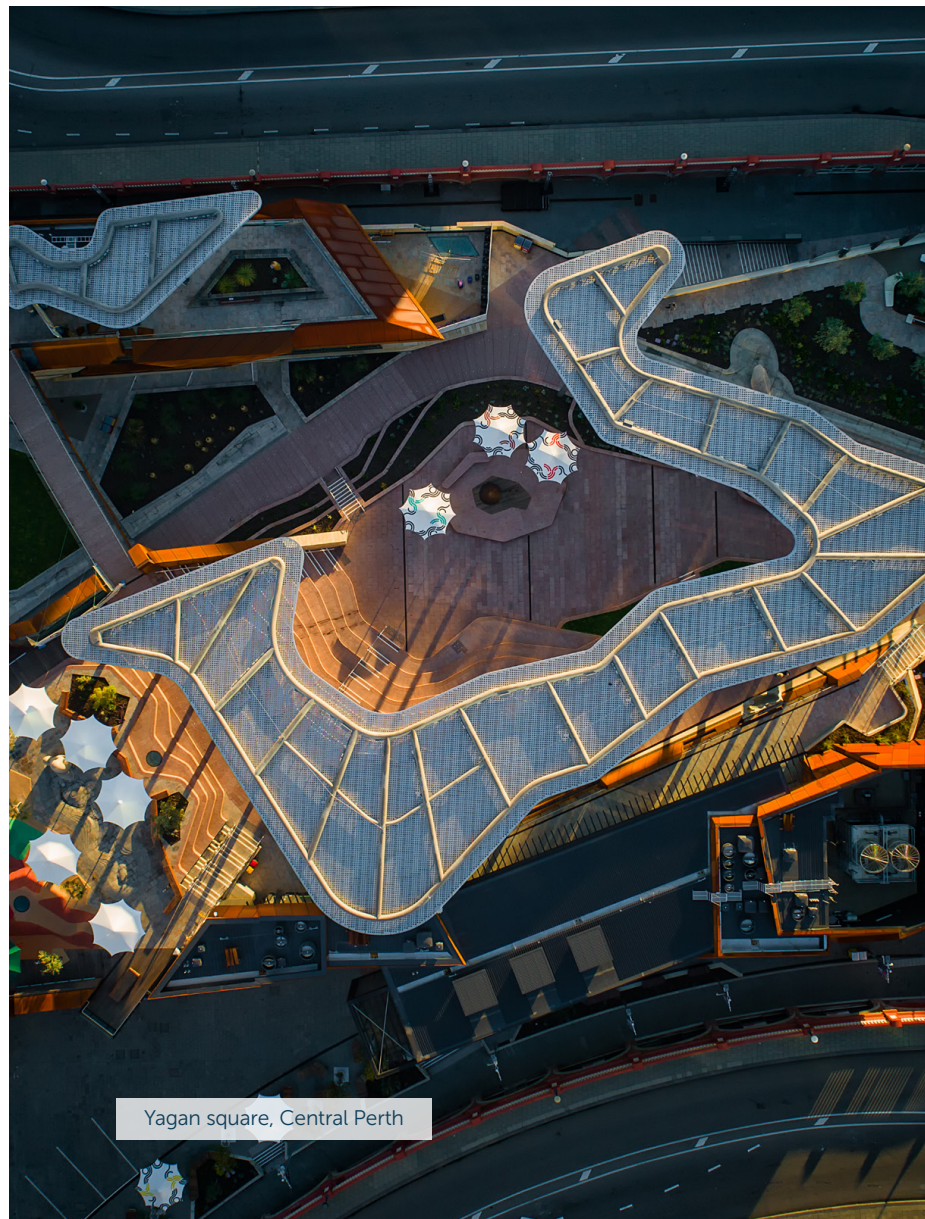
Strengthen Perth city as a PROSPEROUS globally competitive economic, social, cultural and civic centre.

Perth city will grow as a competitive destination and preferred location for business. The local planning framework will provide for economic growth and diversity by bolstering development opportunities in key locations and allowing for wide a range of land uses. It will be flexible to allow for innovation and adaptation to meet changing social, economic and environmental circumstances.

Perth city's unique natural and cultural assets will be protected and enhanced providing for a rich cultural and visitor experience. The local planning framework will encourage improved access to and use of the Swan River and Kings Park as well as a wide range of creative and cultural uses.

Land uses, services, amenities and infrastructure which are expected of a globally competitive capital city and which meet the needs of residents, workers, visitors and students will be promoted.

State-City partnerships will guide complex land use planning as well as the funding and delivery of key infrastructure which will result in major city transformations.



Yagan square, Central Perth

TABLE OF CONTENTS

1.0 INTRODUCTION 1

2.0 VISION 5

3.0 LOCAL PLANNING STRATEGY 15

4.0 ISSUES AND OPPORTUNITIES 19

4.1 OVERVIEW	19
4.2 CAPITAL CITY	19
4.3 COMMUNITY AND EMPLOYMENT	32
4.4 ENVIRONMENT	38
4.5 INFRASTRUCTURE	48

5.0

NEIGHBOURHOODS 53

5.1 CENTRAL PERTH NEIGHBOURHOOD	55
5.2 NORTHBRIDGE NEIGHBOURHOOD	63
5.3 EAST PERTH NEIGHBOURHOOD	69
5.4 CLAISEBROOK NEIGHBOURHOOD	76
5.5 WEST PERTH NEIGHBOURHOOD	82
5.6 CRAWLEY-NEDLANDS NEIGHBOURHOOD	88

6.0

IMPLEMENTATION AND REVIEW 93

1.0

INTRODUCTION

Perth is the only Australian capital city located on the edge of the Indian Ocean and shares an approximate time zone with 60 per cent of the world's population and the rapidly growing and maturing economies of South East Asia.

As the capital city, Perth city is a focal point of economic activity in Western Australia. It provides services, facilities and development opportunities to a broad range of stakeholders including residents, businesses, workers, students and local, national and international visitors.

Under the Planning and Development (Local Planning Schemes) Regulations 2015, every local government is required to prepare a Local Planning Strategy that:

- Sets out the long-term planning directions for the local government;
- Applies any state or regional planning policy that is relevant to the local planning strategy; and
- Provides the rationale for any zoning or classification of land under the local planning scheme.

The Strategy forms the strategic basis for the preparation of the new City of Perth Local Planning Scheme No. 3 (the new Scheme) and planning policies.

PART 1 – LOCAL PLANNING STRATEGY

This part provides:

- The City of Perth's vision for Perth city, which will guide land use and development;
- City-wide planning directions and actions premised upon the themes of Community and Urban Growth, Economy and Employment, Environment and Infrastructure;
- Neighbourhood planning directions and actions to deliver the desired outcomes within Perth city's six neighbourhoods; and
- A framework for implementation and periodic review.

PART 2 – BACKGROUND ANALYSIS REPORT

This part provides:

- A summary of the State and regional planning frameworks relevant to Perth city;
- A summary of the 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.

TECHNICAL APPENDICES

These support Parts 1 and 2 including:

- City-wide local Profile Analysis; and
- Neighbourhood Profiles and Analysis.

The Strategy applies to the area shown in **Figure 1** – Location Map and **Figure 4** – Local Planning Strategy Map.

This Strategy comes into operation on the day on which it is endorsed by the Western Australian Planning Commission.



The Strategy is a 15-year look-ahead to 2036 to guide the growth and development of Perth city. It lays the foundation for the effective planning, management and delivery of development, infrastructure, facilities, places and spaces. Implementing actions of the Strategy will help the City lead growth, become resilient in economic cycles and capitalise on shifting climatic conditions, and demographic and global megatrends.

The Strategy demonstrates the ability to meet the minimum dwelling and floorspace requirements of the State Government's plan for Perth and Peel @ 3.5 million people by 2050.

Figure 2 illustrates the relationship between the Strategy and the State planning framework.

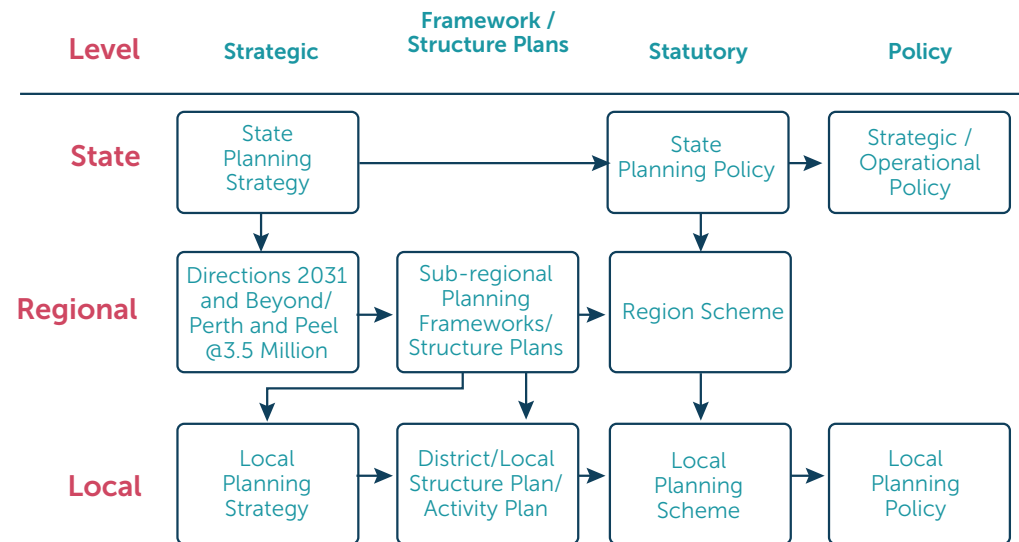
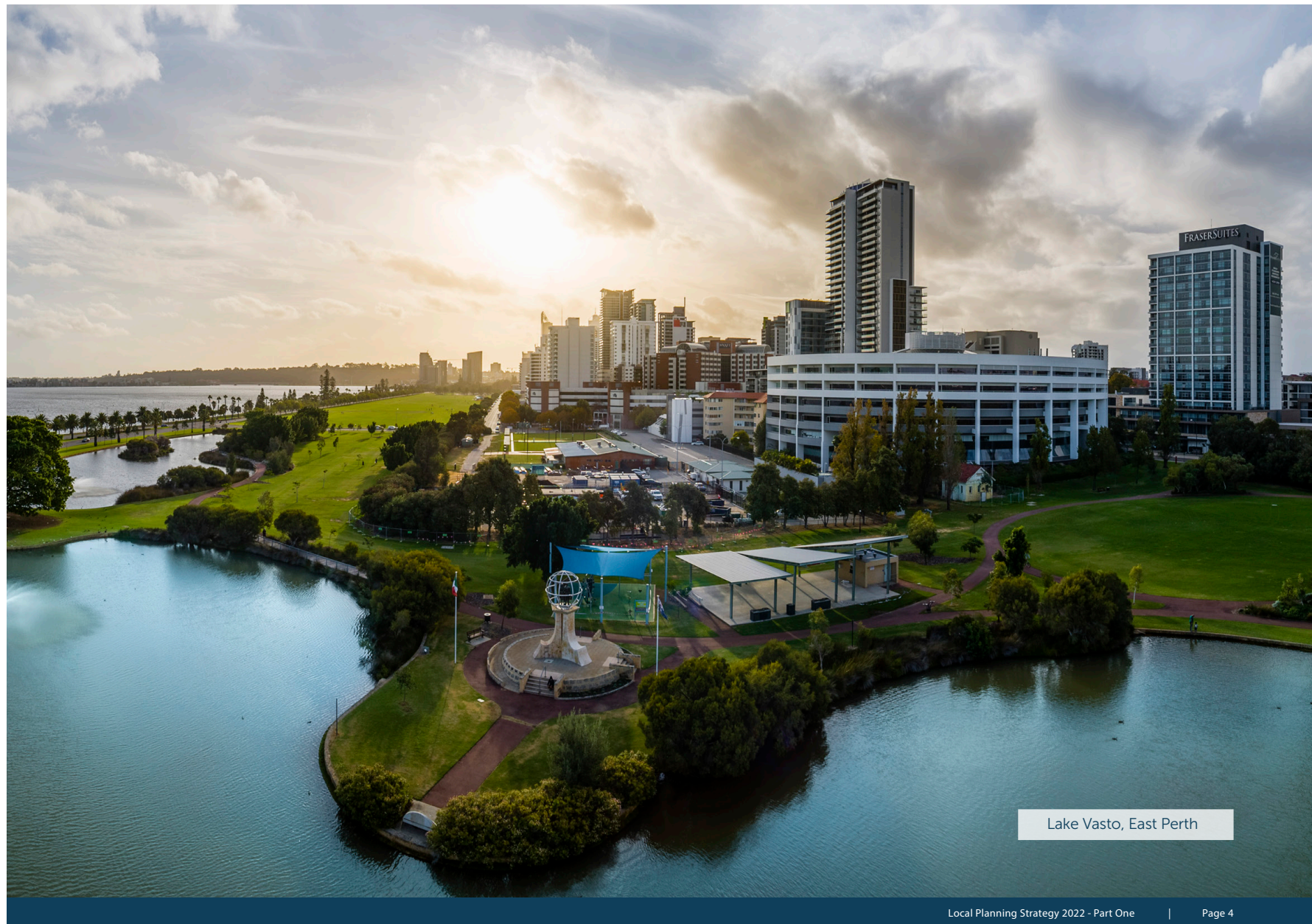


Figure 2 - Western Australian planning system framework (WAPC 2010)



Lake Vasto, East Perth

2.0

STRATEGY APPROACH

The Local Planning Strategy has been prepared in line with the strategic goals articulated in the City's Strategic Community Plan.

The Local Planning Strategy will be implemented alongside several other issue specific strategies being prepared under the City's Strategic Integrated Planning and Reporting Framework.

It is important that this Strategy is read alongside other City strategies and plans which will help the City achieve its vision of being a liveable, sustainable and prosperous city.

2.1 VISION

As Western Australia's capital city, Perth is the civic, cultural and economic heart of the State, and a gateway to Asia and beyond. This Strategy recognises the City's role as the State's capital city, and the unique collection of neighbourhoods which form the foundation for its growing communities of the future.

Perth's waterfront, beautiful natural environment and unique and diverse ecosystem shapes our distinct cultural identity and the way we live, work and play.

The Strategy is an important element to enact the City's vision for Perth which is to create:

"A liveable, sustainable and prosperous city – this is our aspiration for Perth. We want our community to be as safe as possible, to be inclusive, active, vibrant and connected. We want to live in a healthy environment. and we all want to be part of an economically successful, flourishing and thriving city."

Central to this vision, the City is seeking to enhance itself as a place for people. A city which continues to be the preferred location for business and centre of commerce; a place where people want to return time and again for the unique experiences that a capital city offers. A place where everyone is welcome.

Our ambition is that Perth will be home to 55,000 residents by 2036. Beyond that, Perth will continue to grow in a sustainable manner where in the future more than 90,000 people will live in the capital city.

Implementing actions of the Strategy will help the City of Perth lead growth, become resilient in economic cycles and capitalise on shifting climatic conditions, demographic and global megatrends.

The Strategy is also a catalyst for the strengthening of relationship with State Government, as envisaged under the *City of Perth Act 2016*. Strong relationships and collaboration between City of Perth stakeholders and key decision-making bodies will ensure the strategy is implemented in a structured, inclusive and sustainable way.

Beyond responding to immediate and emerging issues, the Strategy has considered the characteristics that will make the city a more liveable, sustainable and prosperous place.

These characteristics have helped to understand what Perth can be and inform the planning directions required to be achieved within the next 15-years and beyond:

1. A Defined City Heart

Successful cities have a defined central area which is the focus place for people to meet and gather.

2. Connected and Accessible

Cities that are greatly accessible, have a range of services and amenities, which can be easily reached either by active or efficient public transport.

3. Economically Ambitious

Cities with diverse economies are more likely to withstand changes in market conditions.

4. Critical Mass

A collection of people and activities in central nodes is what makes cities buzz; residents, retailers, hospitality, culture and entertainment thrive and draw people and business in.

5. Safe and Inclusive

Cities which offer safe environments and varied services and activities to a range of people across many demographics and cultures are successful in creating places where people of all walks of life choose to be.

6. Play to Your Strengths

Those cities which celebrate and build on the resources, infrastructure and natural assets they have are able to carve their niche on the global map.

7. Diverse Living Options

Liveable cities are those which offer a range of housing options which meet the needs of existing and future residents and offer people the opportunity to stay throughout their life.

8. Attractive

Cities which look and feel good and provide a high level of amenity in terms of their built and natural places and spaces are the ones which attract residents, workers, businesses and visitors.

9. Hidden Gems

Surprises within a city are what make them unique and set them apart from their counterparts. These unique city findings are what draw people in and invite them to explore.

10. Sustainable Development

Globally competitive and resilient cities are those that have pioneered efforts to combat climate change. The City of Perth has joined the global movement of cities' commitments to plan for, manage and mitigate the predicted impacts of climate change and will continue to do so into the future.

11. Unified vision

A shared vision which all levels of government, stakeholders, private sector and community buy into.

2.2 PLANNING DIRECTION

The Strategy provides a range of planning directions and actions at a city-wide and neighbourhood level that respond to the three pillars of the City's vision for a liveable, sustainable and proposes city. These directions guide the actions sought to be addressed by the Strategy for the next 15-years:



Liveable

Create a liveable city of neighbourhoods where people love to live, work and play, by:

- Significantly increase the number of residents to bring additional life to the city and ensure there is sufficient capacity to accommodate housing growth targets across the city.
- Create a thriving residential community in the heart of the city.
- Create vibrant neighbourhood centers, providing for the daily and weekly needs of residents, workers and visitors with life during the day, night and on weekends.
- Reinvigorate the Capital City Retail Area with life during the day and night and on weekends.
- Ensure development positively contributes to the public realm and desired character of the Perth city neighbourhoods.
- Improve movement to and across Perth city neighbourhoods.
- Improve Perth city's connection to and use of the Swan River.
- Improve connection with and use of Kings Park.
- Increasing access and use of Perth city's natural assets.



Sustainable

Build a sustainable city that can meet growing economic, social and environmental challenges, by:

- Ensuring that the city is well serviced by infrastructure to support the envisaged population and business growth and density of development.
- Ensuring high quality, functional and attractive development with high standards of environmentally sustainable design.
- Protecting the natural environment and increase Perth city's resilience to climate change.
- Increasing the greening of the city and expand its tree canopy.
- Encouraging sustainable modes of transport.
- Ensuring that there is adequate community infrastructure to support the needs of residents, workers and visitors.
- Increasing the diversity of housing options and supply of affordable housing to provide for a greater diversity of residents and households.



Prosperous

Strengthen Perth city as a prosperous globally competitive economic, social, cultural and civic centre, by:

- Providing for business and employment growth ensuring the city retains its special social, economic, cultural and civic role as the capital of Western Australia.
- Ensuring the primacy of the Capital City Office Area.
- Supporting the vitality of the Capital City Retail Area.
- Ensuring Northbridge remains the State's premier entertainment area.
- Supporting the growth of University of Western Australia (UWA), Queen Elizabeth II Medical Centre (QEIIIMC) as a thriving medical, research and education precinct.
- Supporting businesses and employment diversity
- Capitalising on key transport infrastructure.
- Reduce unnecessary planning regulation to make it easier to do business in the city.
- Supporting creative, cultural and tourism activities through the new Scheme and local planning policies.
- Protecting and integrate the unique heritage and character elements of the area into urban renewal.
- Conserving and respect the cultural heritage of Perth city including Aboriginal cultural heritage.
- Strengthening creative, cultural and tourism activity.
- Supporting cultural institutions and activities.



2.3 CAPITAL CITY

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. UWA, QEII MC 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. Kings Park, the Swan River, 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 (REMPPLAN, 2021) and over 25,000 attend UWA or QEII MC.

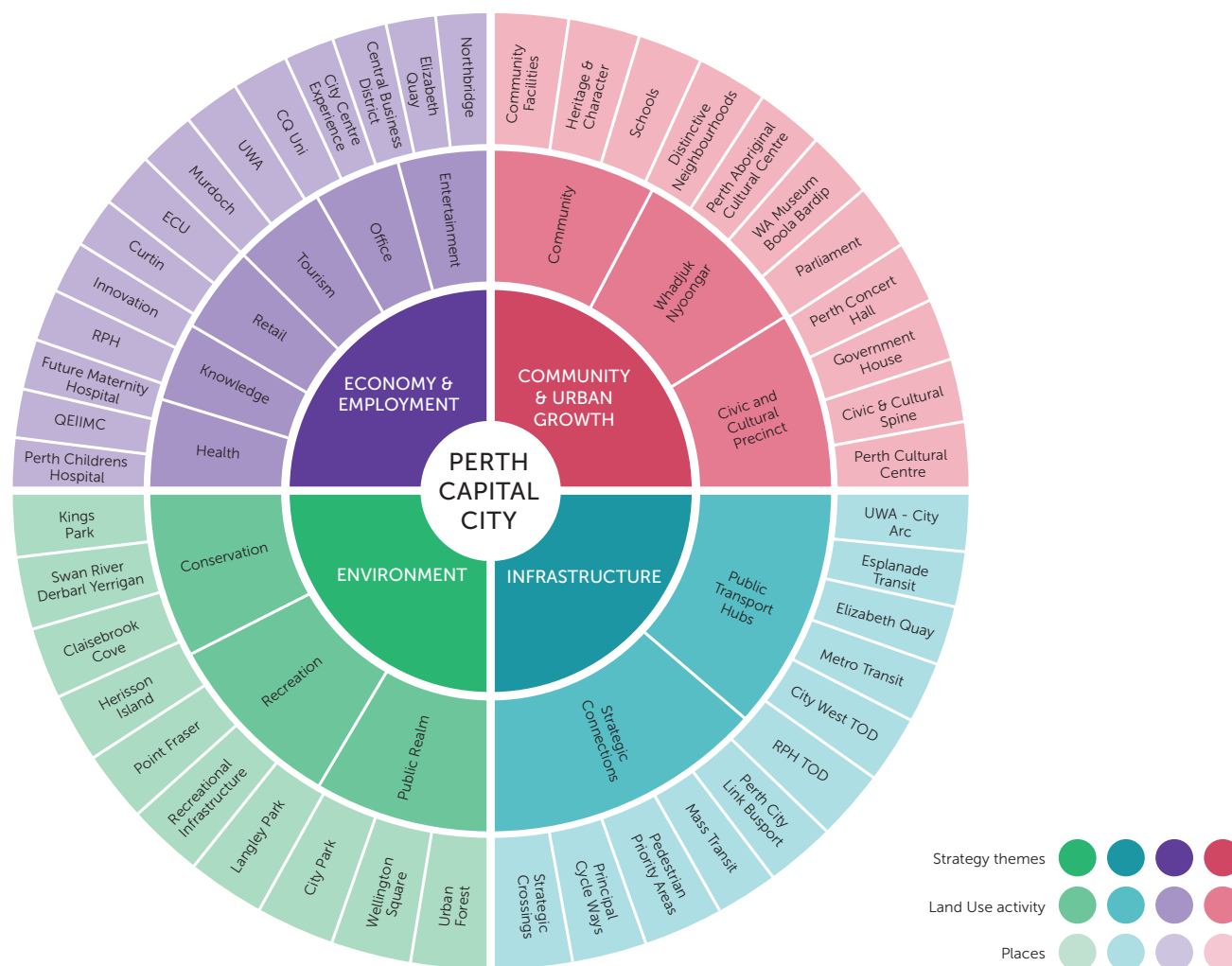
Figure 3 illustrates the various Capital City land uses, and places with reference to the Strategy's key themes. Planning directions and actions relating to Perth city's Capital City role are embedded

throughout the Strategy. Given the importance of this Capital City role, the Strategy proposes several planning directions and actions which may not be delivered solely through the local planning scheme and policies. It is important for the City to advocate and plan for future land use intensification, infrastructure improvements and projects of State significance, in partnership with other State Authorities and the private sector. It is likely that as these major projects and initiatives will require future strategies and scheme amendments to strengthen Perth City as the primary economic, social, cultural and civic centre in Western Australia.



Page 9 | Local Planning Strategy 2022 - Part One

Figure 3 -
Capital City Qualities



2.3.1 Strengthen Perth City as the Primary Economic, Social, Cultural and Civic Centre of WA

Perth city is an economic engine room and the centre for employment, social and cultural experiences for Greater Perth and Western Australia. Perth is the global gateway to Australia on the Indian Ocean and is in the same time zone as approximately 60% of the world's population. Perth city's economy generates an estimated \$83.2 billion in Gross State Product (GSP) which represents 22% of GSP generated in Greater Perth and 15% of GSP generated in Western Australia.

Given this significant economic role and function, it is vital that the Capital City land use areas including offices, retail, civic and entertainment are not only protected but able to grow to their full potential.

This strategy seeks to provide sufficient flexibility in the planning framework and new Scheme to allow for innovation, adaptation and multi-purpose outcomes whilst maintaining sufficient guidance to safeguard the economic and employment future of the Capital City.

2.3.2 Foster the Connection of Neighbourhoods and Land Uses

Great cities of the world are connected and integrated to support vitality, knowledge exchange and a strong sense of place. In planning for the future of Perth Capital City emphasis will be placed upon improving strategic linkages between the Capital City Activity Areas, the UWA-QEIIMC Specialised Centre and the Neighbourhood Centres. The Strategy stresses the need to prioritise the movement of pedestrians and cyclists in the Central Perth Neighbourhood, around transit stations and in Neighbourhood Centres. The Strategy recommends investigating extending key public transit routes east-west and north-south.

2.3.3 Education and Health Clusters

2.3.3.1 UWA-QEIIMC SPECIALISED CENTRE

As the most significant cluster of tertiary education, research and health facilities in the southern hemisphere, the UWA and QEIIIMC campuses have the potential to be a major centre of knowledge and innovation and a key driver of economic and employment growth for Perth. A precinct plan is being prepared for the Specialised Centre to support activity synergies and the clustering of compatible land uses. The Neighbourhood plan for Crawley-Nedlands outlines the key considerations to address in a precinct structure plan.

2.3.3.2 ROYAL PERTH HOSPITAL AND CURTIN UNIVERSITY

As one of the city's most important medical institutions and key economic driver for the city, the Royal Perth Hospital has an ongoing role as a medical and research facility.

The expansion of Curtin University as an element of the Perth City Deal is a significant component for the future growth of this precinct. As a major landholding of State significance, the City will collaborate closely with the State Government for future planning for the area considering (amongst other matters):

- The heritage status and significance of the Royal Perth Hospital.
- Addressing the severance issues to the movement network resulting from the train line.
- Capturing the highest and best use of existing State and City owned land; and
- Encouraging the clustering of land uses which attract workers into the area.

The City will continue to collaborate with Royal Perth Hospital and State government agencies on the future planning and development of the area.

2.3.4 Capital City Waterfront

The Swan River and the foreshore have iconic cultural, environmental and aesthetic qualities. The waterfront is a key attraction for the local community and visitors alike. To balance visitation and access to the attraction with the intrinsic values of the location, a holistic approach to planning is required. Key places along the waterfront can be supported and enhanced with strong connections and improved access by public transport. A Swan River foreshore masterplan is being prepared and is intended to balance the needs of diverse stakeholder groups, connects the key elements and places along the waterfront and presents a world class destination.

2.3.5 Celebrate our Cultural Uniqueness

Perth city has been a place of human settlement for thousands of years. Its rich cultural make-up is influenced by the Whadjuk Nyoongar culture and the various groups that have occupied Perth post-settlement. Future planning for the Capital City provides opportunities to highlight and enhance these qualities and to support greater understanding of Perth's heritage, culture and tourism potential. It is recommended that the

cultural activity hubs and iconic landmarks of Perth, including the Cultural Precinct, waterfront, universities and schools, Kings Park and civic parks and gardens be considered as part of a holistic vision for and celebration of Capital City culture.

2.3.6 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 Perth city's neighbourhoods. These projects include:

- A new Edith Cowan University Cultural and Creative Industries Education CBD Campus abutting Yagan Square.
- Investment in the Curtin University's Historical Heart Cluster, including the expansion of the Graduate School of Business and Law School; the creation of a healthcare and clinical training facility; and the expansion of the university's capacity to deliver short courses and post graduate programs.
- 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
- The Perth Greater CBD Transport Plan.

The Perth City Deal will support Perth city's longterm prosperity via delivering improved livability, cultural and tourism outcomes that attracts residents, skilled workers, students and visitors.

2.3.7 Covid-19

Although significant economic, residential and social growth is anticipated for Perth city, the impact of Covid-19 and the lasting ramifications this pandemic may have on markets is unknown. Regular reviews and monitoring of the Strategy will ensure that the City is agile and able to respond to changing circumstances as they unfold.

2.4 VISION IMPLEMENTATION

The City acknowledges that planning for the capital city is complex and multifaceted, involving a range of stakeholders, agencies and decision-making authorities with influence over the growth and shape of the city.

During the development of this Strategy, it has been essential for the City to consider and align, with other influencing stakeholder views and projects, and the Strategy has identified, where possible, opportunities for collaboration to achieve strategic outcomes.

The form and content permitted to be contained within the Local Planning Strategy is prescribed by the Western Australian Planning Commission's Local Planning Strategy Guidelines 2020. As a result, the Strategy's role in influencing change in Perth city is limited to the land under the City's control and land use change or direction sought to be implemented through the local planning framework.

Greater State and Local Government collaboration is needed to define major infrastructure and

transformational projects to unlock the city's potential and deliver essential infrastructure, attract investment, and cater to its growing population.

The *City of Perth Act 2016* has paved the way for change in the way Perth city operates and is governed. There is the opportunity to better harness the powers of the Act to improve collaboration between stakeholders and formalise governance structures.

Under the *City of Perth Act 2016*, the Capital City Planning Committee is intended to oversee and provide planning direction for planning in the Perth central area. The City intends to continue to work closely with State Government and the Committee on various projects, which will assist in aligning stakeholder priorities and commitments for the capital city.

Tables 36 and 37 specify the key actions and timeframe required to implement changes to the planning framework in support of achieving the vision for Perth.





3.0

LOCAL PLANNING STRATEGY

The Local Planning Strategy Map shown in **Figure 4** is intended to provide a spatial overview of the proposed planning directions for Perth city to achieve the Strategy vision.

The Strategy is based on the opportunities and constraints analysis for growth undertaken in the background analysis report **Part 2** and **Appendix A** and **B**. This demonstrates that Perth city has sufficient capacity to accommodate forecasted demand for employment floorspace to support economic growth as well as to meet and exceed the Perth and Peel dwelling targets in the longer term, with proportionate progress towards this target during the lifespan of the Strategy.

Locations for future growth will be guided by the Strategy's urban consolidation principles.

Enhancing the liveability of Perth city's neighbourhoods as well as improving connections between them are key focuses of the Strategy.

Perth city's resident population has significantly increased over the past 20 years with more and more people wanting to live in the city where they are close to a range of services, public transport, employment and study opportunities, activities and entertainment.

More people living as well as working and visiting Perth city will bring more life to it and improve its vibrancy. Increasing the resident base, will also provide greater economic support for local businesses especially at night and on weekends and help Perth city to become more self-sustaining and resilient.

The elements shown and annotated on the Local Planning Strategy Map are not intended to be exhaustive, and are supported by the city wide theme plans in **Section 4.0** and the neighbourhood plans in **Section 5.0**.

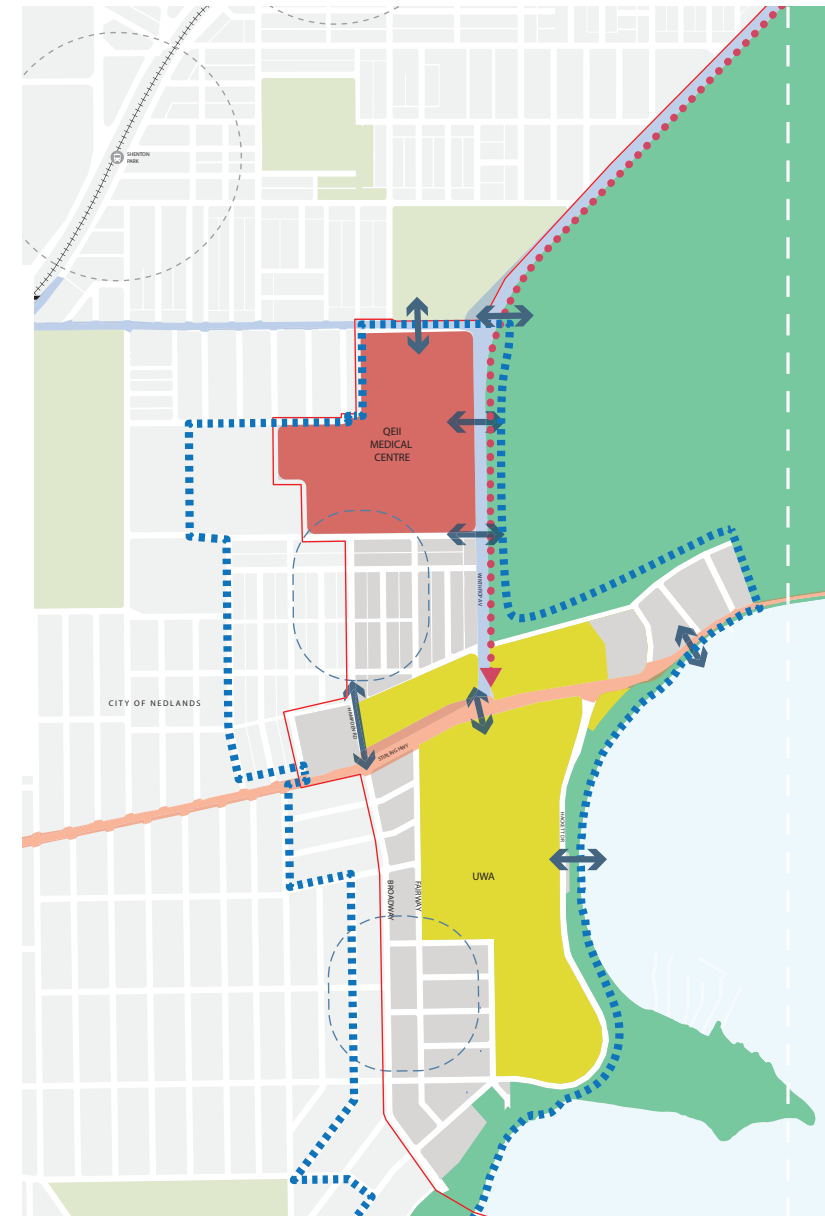


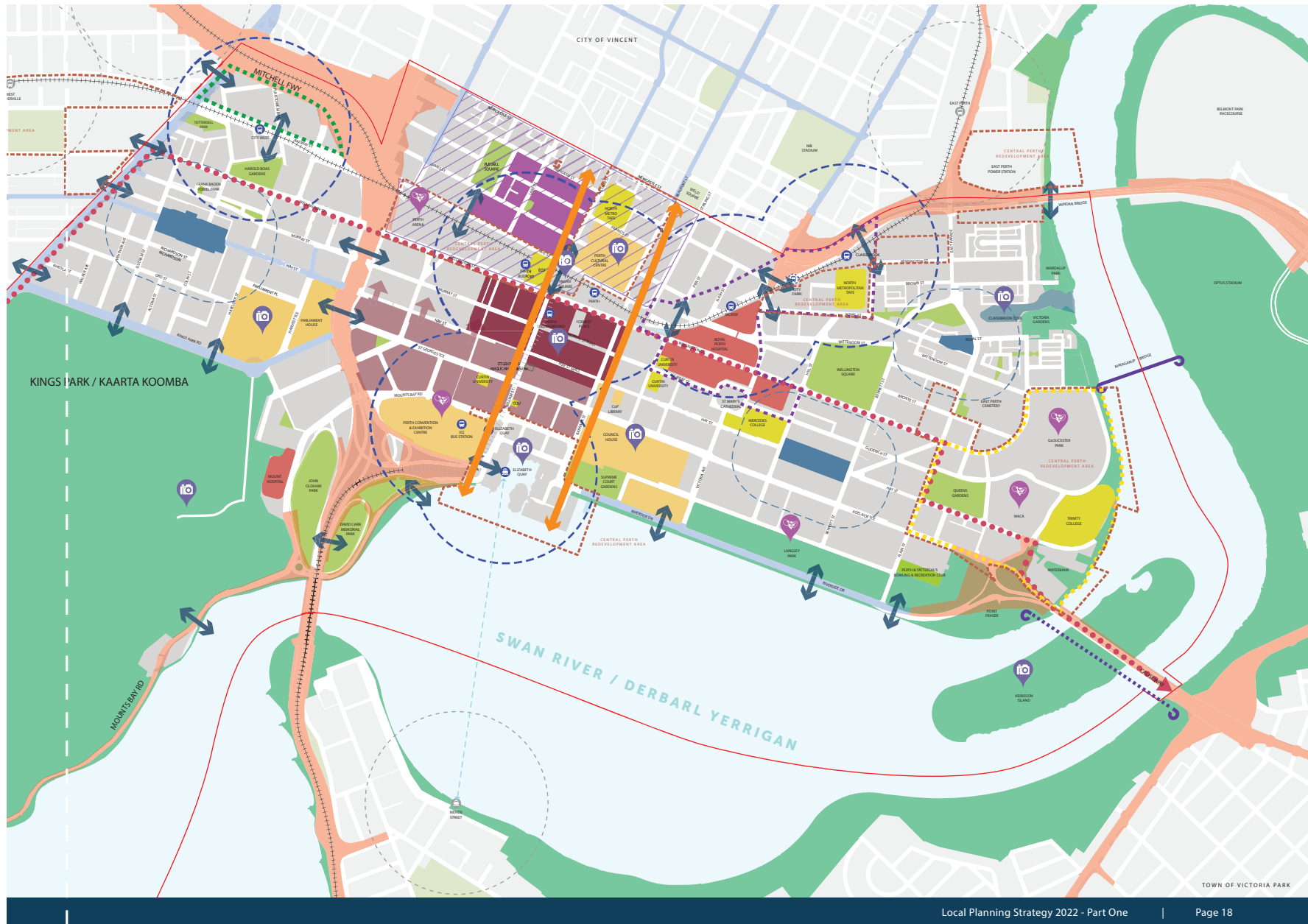
Murray Street Mall, Central Perth

LEGEND

Boundaries	
	City of Perth Local Government
	DevelopmentWA Redevelopment Areas
Community and Urban Growth	
	Activity Centre - Neighbourhood (200m Walkable Catchment)
	Transit Precinct (400m Walkable Catchment)
	Improved Connectivity Area
	Refer Neighbourhood Plans for further detail
Precinct Planning Areas	
	Mclver-Claisebrook
	Riverside
	City West
	UWA-QEIIIMC Specialised Centre
Economy and Employment	
	Capital City Office Area
	Capital City Retail Area
	Capital City Entertainment Area
	Northbridge Special Entertainment Precinct
	Health
	Capital City Civic and Cultural Activity
	Education
	Event
	Tourist Attraction
Environment	
	Regional Parks and Recreation
	Parks and Recreation
	Waterways
Infrastructure	
	Railway Line
	Railway Station
	Transit Investigation Area
	Bus Station
	Ferry Station
	Ferry Route
	Primary Regional Roads
	Other Regional Roads
	Strategic Connection
	Mass Transit Proposed (Indicative)
	Matagarup Bridge
	Future Pedestrian and Cyclist Bridge

Figure 4 - Local Planning Strategy Map





4.0

ISSUES AND OPPORTUNITIES

For each planning issue identified, planning directions and actions have been outlined.

The Planning directions identified are short statements that specify what is to be achieved or desired for the issue/opportunity. Each planning direction is supported by an action(s), that clearly and concisely outlines what is proposed and how it is to be undertaken, rationale and time frame.

Timeframes proposed are to be interpreted as follows:

- Short term 1-5 years
- Medium term 5-10 years
- Long term 10-15 years
- Ongoing - beyond the timeframe of the Strategy.

4.1 OVERVIEW

Consistent with the State Planning Framework, planning issues of relevance to the strategy are presented under the following themes:

- **Community and urban growth**
- **Economy and employment**
- **Environment**
- **Infrastructure**

A large proportion of Perth city's urban and economic growth is expected to occur within the Development WA scheme areas which currently sit outside the City Scheme and planning framework.

Many of these areas are intended to be transitioned back to the City over the coming years. The Strategy recognises these redevelopment precincts, however does not make recommendations in relation to land use, urban form, facilities and infrastructure. Prior to normalisation, and incorporation into the new Scheme, a full review will be required of the planning framework over these area's after to ensure that there is alignment with the Strategy's strategic and neighbourhood planning directions.

4.2 COMMUNITY, URBAN GROWTH AND SETTLEMENT

4.2.1 Population growth

Perth city's resident population has significantly increased over the past 20 years with more and more people wanting to live in the city where they are close to a range of services, public transport, employment and study opportunities, activities and entertainment.

More people living as well as working and visiting Perth city will bring life to the city and improve its vibrancy. Increasing Perth city's resident base, will also provide greater economic support for local businesses especially at night and on weekends and help the city become more self-sustaining and resilient.

As at 2016, when the last census was recorded, Perth city had a resident population of approximately 27,000 people. According to Forecast.id, this population increased to approximately 32,900 people by 2021.

The State Government's Central Sub-regional Planning Framework has set a target for this population to grow to approximately 53,320 people by 2050 (Western Australian Planning

Commission, 2018). This equates to a population of approximately 42,500 people by 2036. The City is on track to meet the State Government's targets with forecasts based on a business-as-usual scenario indicating that Perth city's population will grow to approximately 43,000 people by 2036 (Forecast.id, 2021). The City is seeking to achieve a more ambitious population however of approximately 55,000 residents by 2036 in line with its Strategic Community Plan target of 90,000 residents by 2050.

The forecast and target population is expected to be distributed across Perth city neighbourhoods as follows in **Table 1**.

Table 1: Population Growth by Neighbourhood

Neighbourhood	Population Growth by Neighbourhood		
	2016	2036	
		BAU Forecast	Target
Central Perth	5,672	11,915	12,375
Claisebrook	3,938	5,840	6,875
Crawley-Nedlands	5,141	6,770	6,800-7,300
East Perth	7,288	10,466	15,125
Northbridge	2,053	3,867	4,125
West Perth	2,858	4,160	9,625
TOTAL CITY OF PERTH	26,950	43,018	54,925-55,425

Note: Population and dwelling growth targets for Crawley-Nedlands will be informed by future structure planning.
BAU stands for business as usual

4.2.2 Housing Growth

There were approximately 12,282 dwellings in Perth city during the last census in 2016. According to Forecast.id estimates, this increased to 14,550 dwellings in 2021.

To house the City of Perth's population target, there will be a need for approximately 27,350 dwellings by 2036.

Dwelling targets for each neighbourhood have been derived from the neighbourhood population forecasts and targets and through capacity analysis refer **Part 2 - Section 4.2.1.1** and are outlined in **Table 2**.

Table 2: Dwelling Growth by Neighbourhood

Neighbourhood	Dwelling Growth by Neighbourhood		
	2016	2036	
		BAU Forecast	Target
Central Perth	2,596	5,482	6,219
Claisebrook	1,945	3,040	3,516
Crawley-Nedlands	1,554	2,001	2,400-2,600
East Perth	3,651	5,406	7,776
Northbridge	928	1,480	2,019
West Perth	1,608	2,261	5,326
TOTAL CITY OF PERTH	12,282	19,670	27,256-27,456

Note: Dwelling numbers refer to occupied dwellings only (Source: Forecast.id, 2021).
BAU stands for business as usual

Refer to **Part 2 Section 4.2 – Community, Urban Growth and Settlement (Figure 7, 8 and Table 7)** for further detail.

To achieve housing growth, the new Scheme will need to provide the capacity and incentives for this to occur refer **Part 2 - Section 4.2.1.1**. Housing growth will be distributed within each neighbourhood taking into consideration the urban consolidation principles set out in **Section 4.2.4 Built Environment**.

4.2.3 Housing Diversity and Affordability

The provision of a wide range of housing types allows for the retention of residents through various stages of their lifecycles and make for more inclusive and cohesive communities.

Consistent with the high intensity nature of development in large parts of Perth city, over 80% of the dwellings in the city in 2016 were high density dwellings (i.e., three storeys or more). The overwhelming majority (94.4%) of dwellings were between one to three bedrooms, with two-bedroom dwelling representing almost 50% of all housing stock.

A housing needs assessment (Department of Communities and City of Perth, 2020) identifies the need to increase the proportion of the following housing types within Perth city, at an affordable price point:

- Apartments with at least three bedrooms, particularly to accommodate families and intergenerational households.

- Specialist housing to cater for senior residents and those living with disabilities.
- Alternate dwelling types and tenure models such as co-living (including student housing), dual-key and build-to-rent options to cater to a diverse population seeking alternate housing needs and lifestyles.

The planning framework has a limited role in addressing issues related to homelessness. However, encouraging the delivery of diverse and affordable housing can assist individuals and families progressing out of crisis and transitional accommodation.

Ways in which affordable artist live/work spaces can be provided are also being investigated by the City. Housing diversity will be sought across Perth city's neighbourhoods.

The new Scheme will introduce bonus plot ratio provisions to encourage these aims.

4.2.4 Built Environment

The Strategy proposes significant growth within Perth city over the next 10 to 15 years. New development can improve liveability, efficiency and identity, and accommodating and distributing this growth must be carefully considered. The State Government's Perth and Peel @ 3.5 Million planning framework's urban consolidation principles for Greater Perth have been refined and adapted for the city as follows:

CITY URBAN CONSOLIDATION PRINCIPLES

- Consolidate intensity 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 (200m walkable catchment);
- Transit station/precincts (bus and rail) and public transport (400m walkable catchment); and
- Open spaces.
- 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;
- Buffers that assist in mitigating the impact of bushfire and flood; and
- A gradation of intensity/scale of development down to the river.

A number of areas of the city have been identified for potential intensification based on the urban consolidation principles. These areas are shown on **Figure 5** Urban Growth Map as Intensification Investigation Areas. Plot ratio increases will be investigated in these areas as part of the preparation of the new Scheme taking into consideration-built form outcomes.

URBAN SETTING

The urban environment in Perth city can be broadly split into two categories as follows:

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 the area. These areas provide high levels of activity and interest through a 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.

These settings will inform development provisions in the new Scheme and planning policies. The Strategy identifies locations for the application of the category Buildings in Landscape Setting on the Neighbourhood Maps. All other areas on the plans shall be assumed to be Buildings in Urban Centre Setting.

Indicative building heights have been depicted in the Strategy as follows in **Table 3**:

Table 3: Indicative Building Heights

Scale	Indicative Number of Storeys
High	Over 16
Medium-High	Up to 16
Medium	Up to 12
Low-Medium	Up to 8
Low	Up to 4

The scale and number of storeys have been provided as a guide only and will be further considered as part of the new Scheme and planning policies.

BUILDING DESIGN

The design principles of State Planning Policy 7.0 Design of the Built Environment (SPP 7.0) as well as the following principles will underpin the new Scheme and planning policies with respect to the design of buildings and spaces.

Building design 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.
- 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.
- Promote inclusive and universal design to ensure buildings are accessible and cater for the whole community.
- Mitigate negative impacts on neighbouring development.
- Provide and protect views from the public realm to the sky and 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.

HERITAGE AND CHARACTER

The City has a rich array of heritage places. There are currently 18 Aboriginal sites in the City registered under the *Aboriginal Heritage Act 1972/ Aboriginal Cultural Heritage Bill 2021* and 333 places included on the City of Perth's heritage lists, with 51% of these also being of State significance. State Planning Policy 3.5 (SPP 3.5) Historic Heritage Conservation will underpin the conservation of heritage places. The new Scheme and planning policies will ensure that future development is sensitively woven into our heritage and cultural fabric, builds on Perth city's uniqueness and celebrates our cultural diversity.

A number of character areas have been identified across Perth city. These areas have unique built and landscape elements that create a special sense of place and streetscape. They are not heritage areas, although some may have heritage places and areas located within them. The new Scheme and planning policies will seek to ensure that important elements of their character are reinforced and enhanced in new development.

Four areas previously identified by the Council for possible inclusion as Heritage Areas (identified on **Figure 4** Local Planning Strategy Map and relevant Neighbourhood Maps as Heritage Investigation Areas).

4.2.5 Sustainable Buildings

The Strategic Community Plan aspires to promote world-class architecture within the City. New developments must contribute positively to the Capital City environment and demonstrate leadership and creativity in design quality. The City will be reviewing current design planning provisions to meet its growing and evolving needs and align with best practice to achieve Capital City objectives in environmentally sustainable design and adaptable built form.

The Sustainability Strategy seeks to achieve net zero emissions within the community. The City aspires to be a driver of environmentally sustainable design and accelerate the delivery of net zero emissions. The Environmentally Sustainable Design Options Analysis undertaken for the City recommends that 4 and 5-star Green Star ratings be mandated depending on construction costs, while 6-star Green Star ratings be incentivised in the new Scheme. Some options that can contribute to a higher green star rating include solar panels, water efficient fixtures, natural ventilation, heating and cooling etc. Electric vehicle charging stations should also be encouraged in new developments.

Adaptable building design is vital in 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 ready to respond to different patterns of use and specific user requirements throughout the building's lifetime.

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.

4.2.6 Public Open Space

Public open space performs many essential roles within the City. It is critical in meeting the community's active and passive recreational needs and protecting and enhancing natural ecosystems. Well designed and managed spaces are vital in a liveable city, delivering numerous environmental and social benefits.

As the City continues to grow, there will be greater demand on Perth city's public open space for a wide variety of uses.

The City is well serviced by public open space, with approximately 545ha (41 %) of its total land area being dedicated for local, neighbourhood, district and regional parks. Kings Park makes up 400ha of public open space.

There are also other areas of open space within the City on land which is owned or managed by the State Government and large private institutions or integrated into developments on private property.

Public open space and these other forms of open space are generally well distributed across the city however there are gaps in provision in some areas as shown in **Figure 6** – Community Infrastructure, Public Open Space and Facilities.

Where possible, the City will protect existing areas through appropriate reservation under the new Scheme and explore planning mechanisms for the delivery of new public open spaces where there is an identified need as indicated on the City-Wide Open Space Plan. An Open Space Framework will also be prepared to further guide the provision, use and development of public open space.



4.2.7 Community Infrastructure

Community infrastructure provides opportunities for a range of social and recreational activities and lays the foundation for a strong and connected community.

Given the significant resident population growth envisaged for the City, it is important to ensure that there is adequate community infrastructure for the future.

The City currently has three formal community centres as well as two special purpose centres as shown on **Figure 6** – Community Infrastructure and Open Space. These are supported by a number of private secondary schools and regional-level institutions and facilities that cater for a broad

range of users including the city's residents. Perth city does not currently have any public primary or secondary schools.

Community infrastructure planning is traditionally based on forecasting resident needs. In a capital city environment however, consideration needs to be given to not only residents but the many workers, students and visitors that the city attracts.

In the absence of multi-user benchmarking suitable for a capital city, the City has undertaken benchmarking of community infrastructure based on Perth city's resident population forecasts and targets (City of Perth, 2020). The community infrastructure most likely to be required by 2036 is set out in **Table 4**.

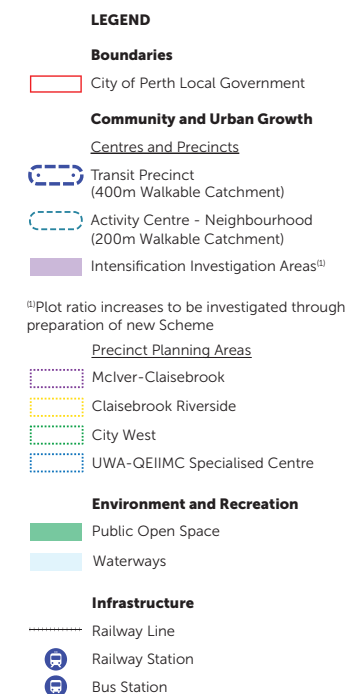
Table 4: Community Infrastructure Needs

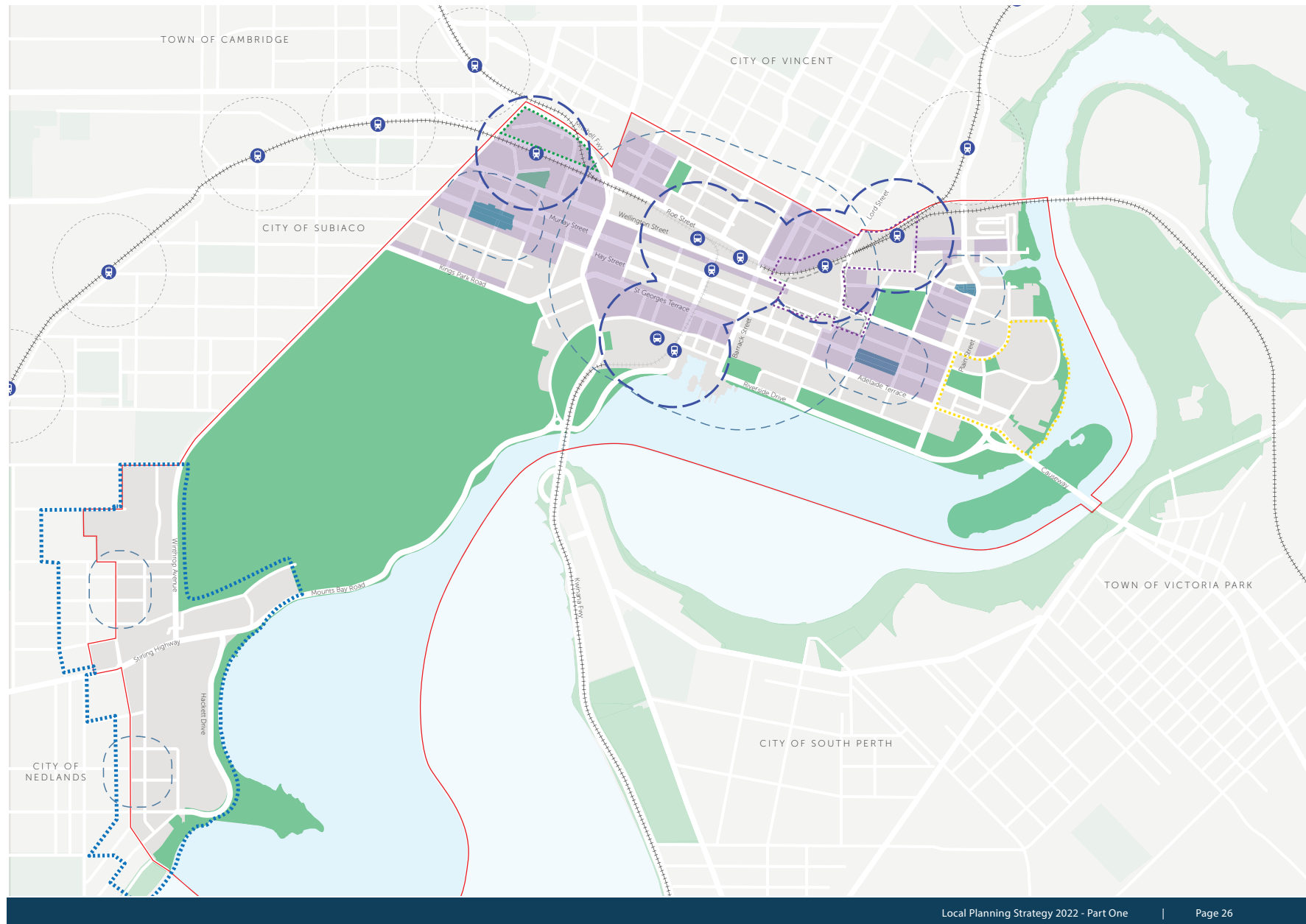
	RESPONSIBILITY	THRESHOLD	ESTIMATED TIMEFRAME
Primary School (Public)	State Government	400 + City of Perth residents aged 5 – 11 years old	2026
Secondary School (Public)	State Government	1000 + City of Perth residents aged 12 – 17 years old	2036
Community Centres	City of Perth	5,000 City of Perth residents without local access to a community centre	2020 – ongoing

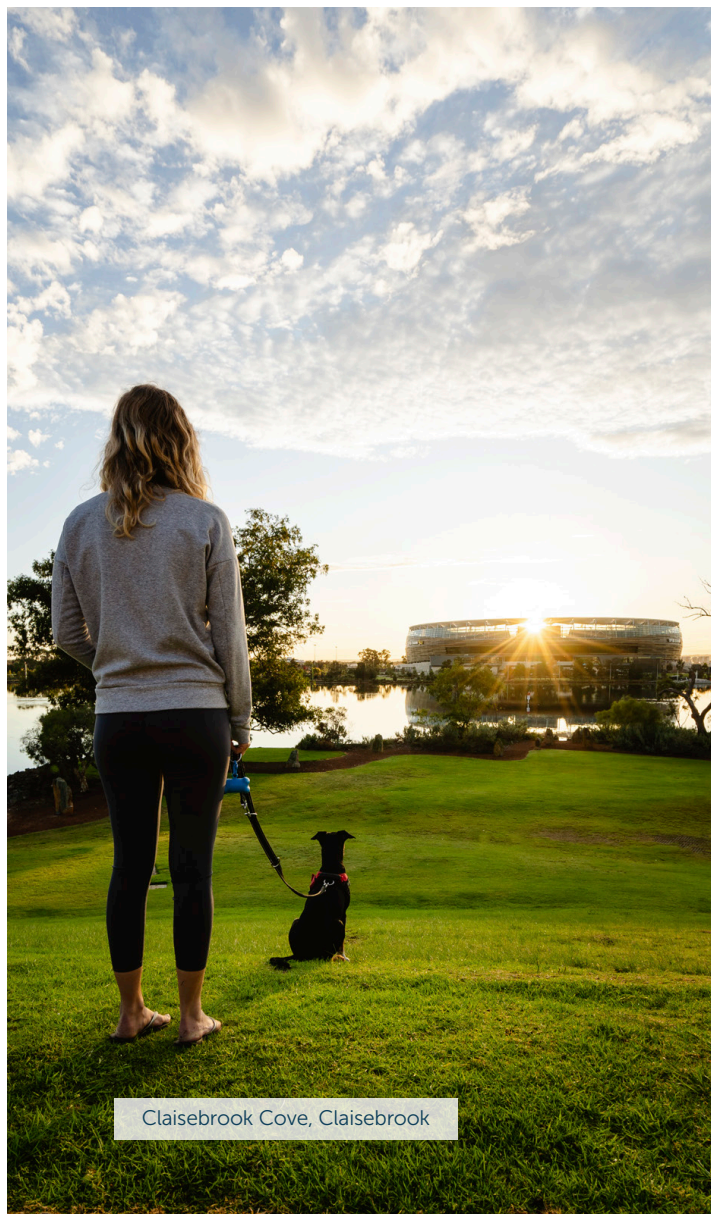
Further consideration of Perth city's community infrastructure needs and how these will be delivered will occur in preparing the City of Perth's Community Infrastructure Plan.

The City of Perth along with the State and Federal Governments are working with the WACA on future opportunities to include a multi-purpose sports venue to enhance liveability of Perth city.

Figure 5 - Urban Growth Map







Claisebrook Cove, Claisebrook

Figure 6 - Community Infrastructure and Public Open Space Map

LEGEND

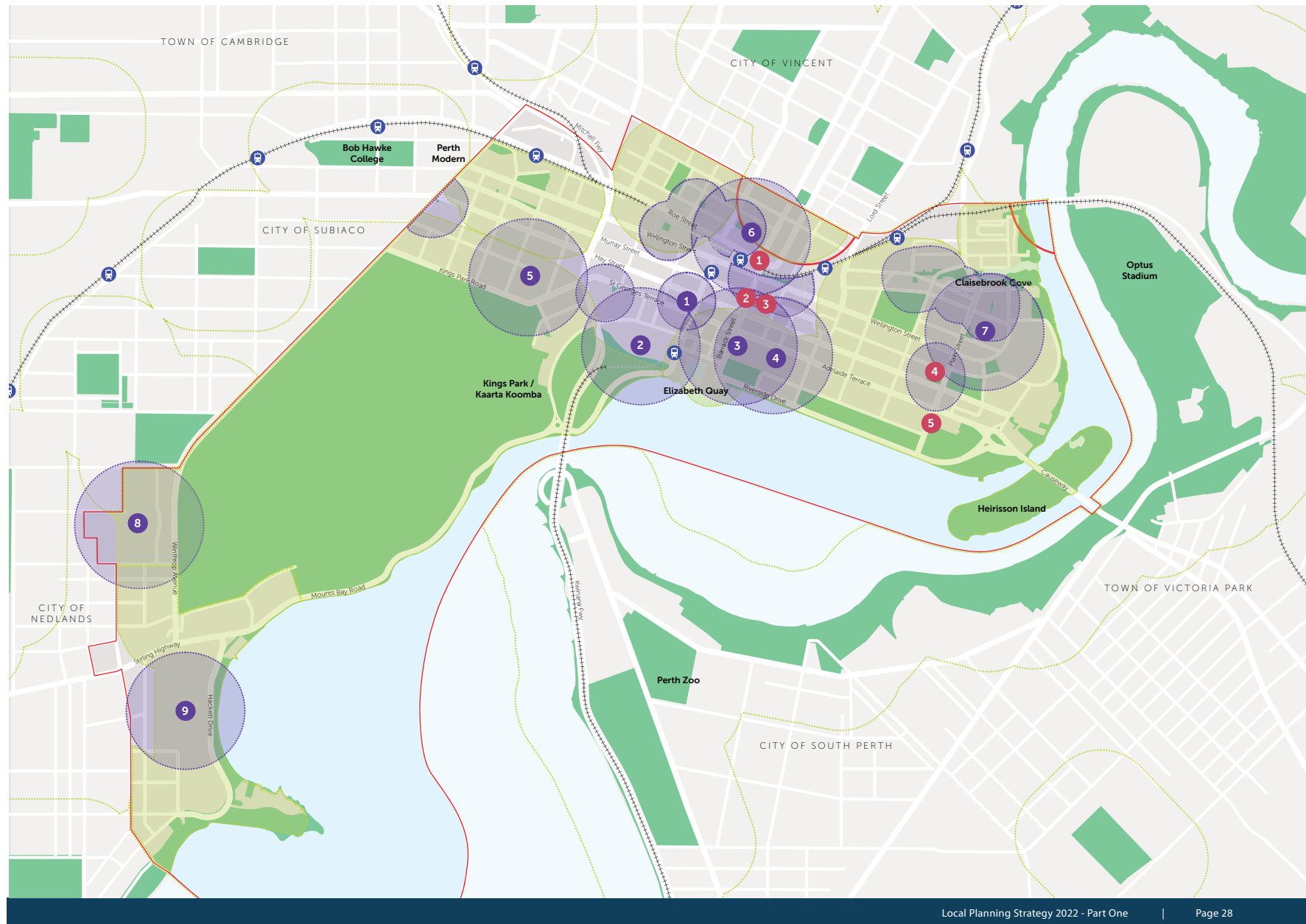
- Public Open Space
- Public Open Space Ped Shed
- Public Open Space Ped Shed Context
- Other Open Space and Pocket-Park Ped Shed
- Open Space Gap
- Railway Line
- R Railway Station

Other Open Spaces

- 1 Central Park
- 2 Convention Centre
- 3 Stirling Gardens
- 4 Government House Gardens
- 5 Parliament Precinct
- 6 Perth Cultural Centre
- 7 East Perth Cemetery
- 8 QEII MC Medical Centre
- 9 University of WA

Community Spaces

- 1 Citiplace
 - Perth Airport Link destination station
 - Community Centre
 - Child Care Centre
- 2 Perth Town Hall
 - Event Space
 - Function Centre
- 3 City of Perth Library
 - Library
 - Meeting Room
- 4 Rod Evans Centre
- 5 Tattersalls Bowling Club
 - Bowling Recreation
 - Function Space



4.2.8 Planning Directions and Actions

The planning directions specify what is to be achieved or desired for the Community and Urban Growth issues and opportunities. Each planning direction is supported by an action(s), that clearly and concisely outlines what is proposed and how it is to be undertaken, the rationale, and associated timeframe.

Table 5: Community and Urban Growth– Planning Directions and Actions

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Population and Housing Growth Significantly increase the number of residents to bring additional life to the city, the strategy includes a resident population target of 55,000 by 2036 (doubling of Perth city's population between 2016 and 2036) and opportunities for further population growth beyond that timeframe in accordance with the vision of the Strategic Community Plan.	Significantly increase the number of residents to bring additional life to the City and ensure that there is sufficient capacity to accommodate housing growth targets across the city.	CUG1 a. Review existing plot ratio, including residential bonus plot ratio provisions (particularly in the Intensification Investigation Areas and areas with high amenity and redevelopment potential) to ensure that there is sufficient capacity to accommodate residential growth targets across Perth city.	Part 2 – Section 4.2.1 and 4.2.2 Supporting infill and consolidation targets	Short term
Housing Diversity and Affordability Facilitate an environment for improved liveability and amenity through the provision of a range of housing types and lifestyle choices to support a diverse demographic including families.	Increase the diversity of housing options and supply of affordable housing to provide for a greater diversity of residents and households.	CUG2 a. Introduce bonus plot ratio provisions to encourage a diverse range of housing types including: <ol style="list-style-type: none"> Three-bedroom dwellings that suit families; Aged and adaptable housing; Student and other specialist co-living housing; Affordable housing including live/work spaces; and Inclusive and universal design. 	Part 2 – Section 4.2.2.1 and 4.2.2.2 Accommodate a range of demographics/ household types and providing choices to live, work and recreate within neighbourhoods.	Short term

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Built Environment The City is seeking to create a well-planned, stimulating, attractive and functional built form environment that helps make Perth city a great place to be.	Ensure that development positively contributes to the public realm and desired character of the Perth city neighbourhoods.	CUG3 <ol style="list-style-type: none"> Enhance the physical connections and public realm within Central Perth focused on Barrack Street and William Street, from the Swan River to the Perth Cultural Centre. Where plot ratio increases are being considered (i.e. in the Intensification Investigation Areas) undertake built form modelling to determine what level of increase can be accommodated without compromising desired built form and character outcomes. Introduce built form provisions for character areas where they do not exist to ensure that important built and landscape elements of their character are reinforced and enhanced in new development. In areas where the streetscape character and amenity is lacking, investigate land use, built form and design options to address this and incorporate increased greening. Review the existing built form and design provisions to align with urban settings and landscape settings categories. Identify important view corridors between the public realm and significant natural and built landmarks which are worthy of protection and introduce built form provisions to ensure their protection. Investigate the exclusion of basement car parking from the new Scheme definition of plot ratio to encourage this over above ground parking. Review existing built form provisions to: <ol style="list-style-type: none"> Minimise wind impacts and apply appropriate standards; Minimise overshadowing of pedestrian priority streets and key public spaces; and Minimise heat and light reflection. 	Part 2 – Section 4.2.3 Buildings and urban spaces have a significant impact on Perth city's liveability, productivity and sustainability. The built environment is also the most recognisable and influential element expressing Perth city's identity, character and sense of place. High quality public realm in Perth city centres and neighbourhoods will also make them more attractive destinations.	Short term
Sustainable Buildings High quality and sustainable design will ensure that buildings positively contribute to Perth city's amenity and unique appeal while being adaptable and resilient.	Ensure high quality, functional and attractive development with high standards of environmentally sustainable design.	CUG4 <ol style="list-style-type: none"> Introduce planning provisions to improve the environmentally sustainable design of developments. Investigate bonus plot ratio provisions for competitive design processes to facilitate design excellence on prominent sites and for large developments and projects of strategic importance. Review existing Scheme plot ratio provisions to allow for minor variations to maximum plot ratio to enable refurbishments of and alterations to existing buildings. Introduce planning policy provisions to ensure that student housing and other forms of co-living housing are designed to provide appropriate standards of amenity. Investigate the appropriateness of applying the R-Codes in areas of high intensity and diverse land use. Investigate if planning incentives should be used to achieve environmentally sustainable design outcomes in new developments and encourage the adaptive reuse of existing buildings. Investigate how built form planning provisions can help achieve net zero emissions in line with the City's Sustainability Strategy. 	Part 2 – Section 4.2.3.2 Ensuring quality built form and appropriate sustainability measures befitting for a capital city.	Short term

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Cultural Heritage Perth city has rich cultural heritage which requires protection..	To conserve and respect the cultural heritage of Perth city including Aboriginal cultural heritage.	CUG5 <ol style="list-style-type: none"> Investigate ways to reflect Whadjuk Nyoongar culture, spirituality and history in new development. Prepare Local Heritage Survey and review existing planning provisions for heritage places and areas to ensure that they are comprehensive and reflect best practice. Review existing planning provisions for the awarding of heritage bonus plot ratio and transfer plot ratio to improve conservation outcomes. 	Part 2 – Section 4.2.3.3 Ensuring the strategy is inclusive of cultural context..	Short term
Public Open Space Some public open spaces in Perth city are not optimally used and certain areas do not have convenient access to open space.	Ensure the community has access to an adequate and diverse range of public open space to meet its needs.	CUG6 <ol style="list-style-type: none"> Ensure the protection of existing open space areas through appropriate reservation under the new Scheme. Prepare an Open Space Framework to guide the provision, use and development of Perth city's public open space. Investigate the use of existing bonus plot ratio and/or the establishment of a Development Contribution Plan to assist in the delivery of new public open spaces where there is an identified need or gap in the catchments as indicated on Figure 6. Investigate through the Strategic Property Review the potential for any City owned or managed land: <ol style="list-style-type: none"> Currently used as open space to be reserved under the local planning scheme for public open space if it is not already; and To be used for public open space where there is an identified need as indicated on Figure 6. 	Part 2 – Section 4.2.2.5 Improving the quality, usability and distribution of open space will enhance the amenity of Perth city and support a healthy lifestyle for its residents and visitors	Short-Medium Term
Community Infrastructure The offer of community infrastructure in Perth city has not kept pace with the needs of its growing resident, worker and visitor population.	Ensure that there is adequate community infrastructure to support the needs of residents, workers and visitors	CUG7 <ol style="list-style-type: none"> Undertake a Social Needs Analysis to inform a future Community Infrastructure Plan. Investigate the establishment of bonus plot ratio and/or a Development Contribution Plan to assist in the delivery of community infrastructure. Advocate to the State Government for the provision of a public primary school and secondary school within the city. 	Part 2 – Section 4.2.2.4 The careful planning and coordination of community infrastructure is essential to meet the social and recreational needs of Perth city's residents, workers and visitors.	Short-Medium Term

4.3 ECONOMY AND EMPLOYMENT

4.3.1 Hierarchy of Activity Centres and Activity Focus Areas

The State Government's Central sub-regional planning framework and State Planning Policy 4.2 – Activity Centre recognise Perth (including East Perth, Northbridge and West Perth) as the Capital City and the UWA and QEIIIMC as being a Specialised Activity Centre.

Whilst a mix of land uses are promoted across large parts of the city, there are a number of core or focus areas within the Central Perth neighbourhood supporting the Capital City economy and a number of neighbourhood scale centres supporting local convenience and mixed-use activity as shown in **Figure 7** Economy and Employment. These activity focus areas will need to be recognised and reflected in the zoning and land use permissibility in the new Scheme.

The areas around neighbourhood centres are proposed to be investigated for possible additional development and intensification facilitated through the planning framework.

Table 6: Activity Focus Areas

Activity Focus Areas	Role
Capital City Office (within the Central Perth neighbourhood)	The primary focus for office uses as the centre of commerce and administration for Greater Perth and the State.
Capital City Retail (within the Central Perth neighbourhood)	The primary focus for retail uses for Greater Perth along with other uses such as food and beverage, entertainment and cultural uses which provide for day time, night time and weekend activity.
Capital City Entertainment (within the Northbridge neighbourhood)	The primary focus for entertainment, cultural and creative uses for Greater Perth, along with retail, food and beverage.
Capital City Civic and Cultural Areas (within Central Perth and Northbridge neighbourhoods)	The primary focus for civic and cultural uses for Greater Perth, which provide for day time, night time and weekend activity.
Secondary Office (within the West Perth neighbourhood)	The secondary focus for office uses and other commercial uses that are compatible and complementary to residential uses.
UWA/QEIIIMC Specialised Centre	The focus for regionally significant economic and institutional activities as well as knowledge-based industries supporting both health and tertiary education activities.
Neighbourhood Centres: <ul style="list-style-type: none"> Royal Street (within the Claisebrook neighbourhood) Hay Street (within the East Perth neighbourhood) Hay Street (within the West Perth neighbourhood) Broadway (within the Crawley-Nedlands neighbourhood) Hampden Road (within the Crawley-Nedlands neighbourhood) 	Provide for a range of goods and services to support the neighbourhood's daily and weekly needs.

Note: The suitability of Broadway and Hampden Road as Neighbourhood Centres will be informed by future structure planning.



Page 33 | Local Planning Strategy 2022 - Part One

CAPITAL CITY OFFICE AREA

The City of Perth must ensure its primary office area is appropriately protected into the future to retain its role as the primary centre of business within Greater Perth and the State. This means ensuring there is sufficient capacity within the plot ratio density controls under the new Scheme to accommodate office growth. Consideration should also be given to removing residential bonus plot ratio incentives within this area under the new Scheme as large apartment buildings with multiple landowners, have potential to sterilise land and limit office growth opportunities.

CAPITAL CITY RETAIL AREA

The growth and evolution of suburban retail centres has seen the Primary Retail Area come under increasing competition for shopper traffic which is likely to be compounded by the growth of online retail. To remain competitive, the Primary Retail Area needs to evolve and accommodate a wider range of uses such as food and beverage, entertainment and cultural uses which provide for day time, night time and weekend activity.

A 2018 analysis of Perth city centres, including the Capital City Retail area, Capital City Entertainment area, and Neighbourhood Centres, found that not all residents within the city have adequate access to the services and amenities needed in their day to day lives. Many of the centres had low levels of pedestrian activity and evening activity and some centres were too extensive in length which resulted in a dilution of activity (Intermethod, 2018).

Increasing the number of residents and workers in and around Perth city centres will be essential to build the critical mass to support a full range of goods and services. High quality public realm in the centres will also make them more attractive destinations.

There is a need to ensure that Perth city centres are strengthened by avoiding extensive linear development of centres as well as out of centre retail development.

CAPITAL CITY ENTERTAINMENT AREA

Northbridge plays a significant economic and cultural role with its concentration of entertainment venues and cultural facilities. Collectively, this blend of land uses has created the largest cultural and entertainment precinct in WA. The City will continue to work with the State Government to ensure the protection of this important precinct through both changes to the Environmental Protection (Noise) Regulations and the City's current planning framework.

CAPITAL CITY CIVIC AND CULTURAL AREAS

Central Perth and Northbridge play a significant civic and cultural role with its concentration of civic and cultural facilities and areas throughout, which creates the cultural and civic hub of the State. The City will continue to work with the State Government to ensure this is reinforced and strengthened through the enhancement of the Capital City Civic and Cultural area and areas throughout Central Perth.

4.3.2 Employment Growth

The State Government's Perth and Peel @ 3.5million Central Sub-regional Planning Frameworks (March 2018) included targets of 204,690 more workers and 285,840 more jobs for the Central sub-region between 2011 and 2050. Whilst a specific target was not provided for city, the framework did specify a target for the UWA-QEIMC Specialised Centre of 6,520 additional jobs by 2050 (Western Australian Planning Commission, 2018).

Employment across all local industry sectors in Perth city was estimated at 149,475 jobs (Colliers International, 2019).

Table 7 shows the current employment numbers in 2016 per Neighbourhood and possible changes by 2038 based on a business-as-usual scenario. Promoting economic diversification is likely to add an additional 9,890 workers by 2038 (refer **Part 2 Appendix A section 1.3.1.10**). But it is noted that this figure does not take into consideration the long-term impact of COVID-19, which is largely unknown.

In 2038, the additional employment floorspace demand for Perth city will equate to approximately 1.56 million square metres of floorspace. It is anticipated that around 80 per cent of this space will be required for office use. The new Scheme will need ensure that its plot ratios provide sufficient capacity to accommodate this floorspace, refer **Table 8** Employment Floorspace Demand by Neighbourhood and **Part 2 - Section 4.2.1.1**.

Table 7: Employment Forecast per Neighbourhood (Colliers International, 2019)

Neighbourhood	Existing Workers (2016)	Additional workers to 2038	Estimated total workers 2038
Central Perth	84,840	39,405	124,245
Claisebrook	7,128	3,311	10,439
Crawley - Nedlands	13,893	6,453	20,346
East Perth	9,711	4,510	14,221
Northbridge	11,960	5,502	17,462
West Perth	21,477	9,975	31,452
TOTAL	149,009	69,156	218,165

Table 8: Employment Floorspace Demand by Neighbourhood (Colliers International, 2019)

Neighbourhood	Estimated Total Floorspace 2018 (m ²)	Additional Floorspace Demand 2038 (m ²)	Total Floorspace 2038 (m ²)
Central Perth	2,173,742	931,521	3,105,263
Claisebrook	156,821	66,926	223,747
Crawley - Nedlands	624,452	31,632	656,084
East Perth	224,793	107,196	331,989
Northbridge	448,455	155,470	603,925
West Perth	509,986	266,137	776,123
TOTAL	4,138,249	1,558,882	5,697,131

4.3.3 Land Use Diversity

The resources and energy sector and specialised support services are Perth city's competitive edge and will continue to be an important contributor to the economy. But there is great value in seeking to grow in other key sectors including:

- Tourism and Food and Beverage
- Education (international)
- Medical Health and Life Sciences particularly around UWA/QEIIIMC and Royal Perth Hospital
- Community Services particularly in Central Perth (Pracsys, 2017)

Whilst the new Scheme can influence what land uses emerge through land use permissibility and by offering bonus plot ratio for specific land use outcomes, it has limited ability to attract specific industries. An Economic Development Strategy can however assist in guiding economic diversification and determining land use priorities across Perth city.

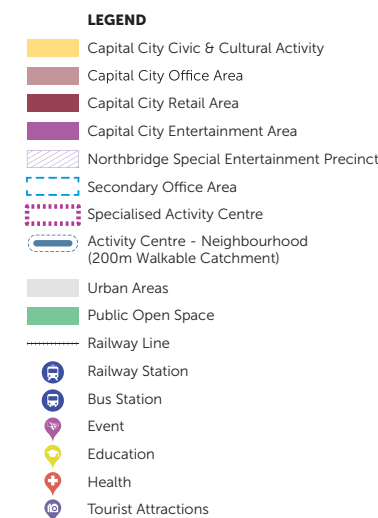
The specific land uses which are eligible for bonus plot ratio need to be regularly reviewed taking into consideration strategic land uses priorities and market delivery. Land use incentives are currently provided under the existing Scheme for residential and short stay accommodation in select areas of the city. Whilst residential incentives are still considered warranted given Perth city's residential population target, the incentives for short stay accommodation are no longer considered needed as many hotels have been delivered since their introduction and they have successfully achieved their purpose.

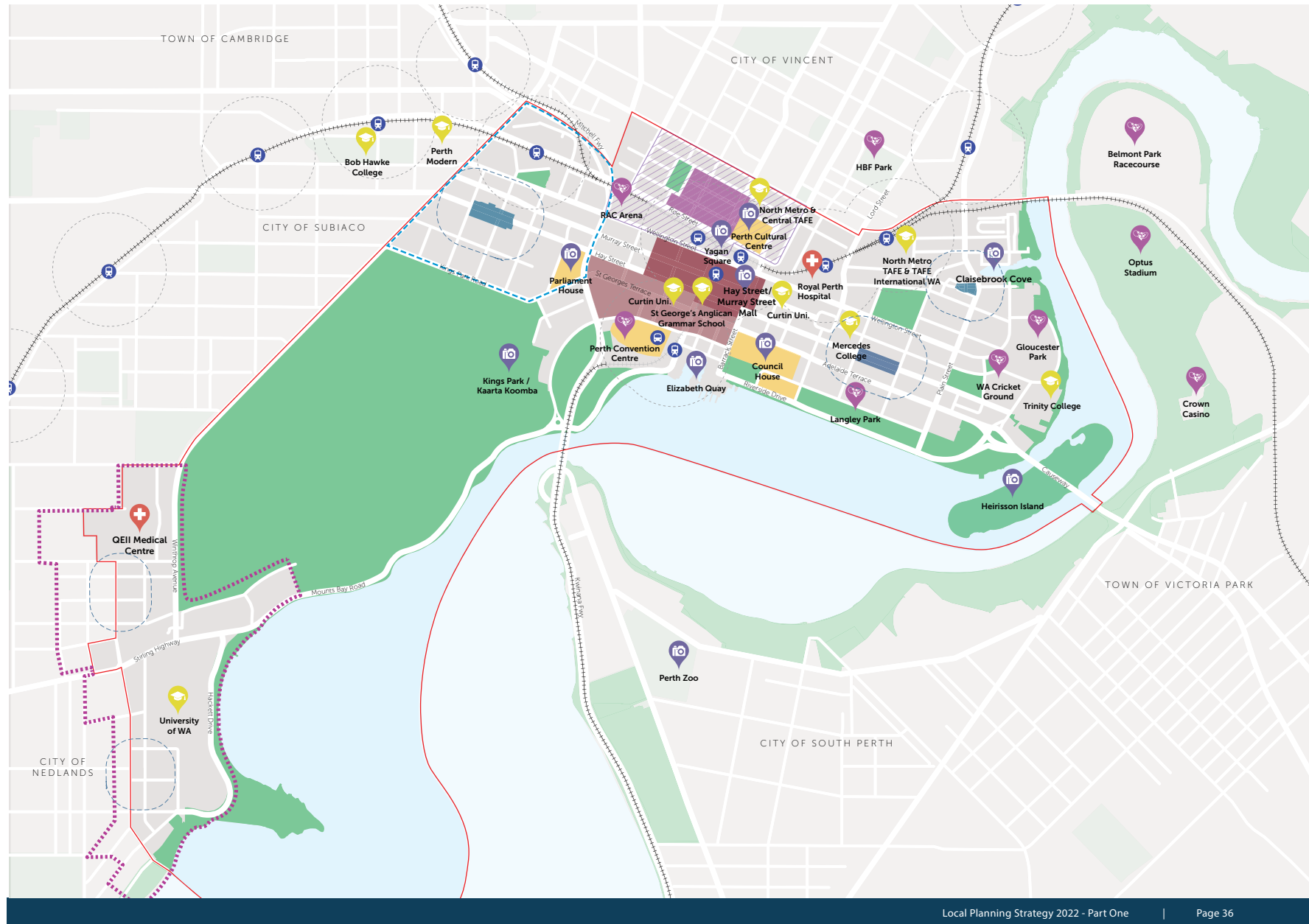
Managing land use conflict such as adverse noise impacts will also be critical as the population increases and land use diversifies. Managing these conflicts will be a crucial consideration for neighbourhoods such as Northbridge and Central Perth.

4.3.4 Reducing Regulation

High vacancy rates and falling rents have encouraged an increase in refurbishments to attract tenants. This increase is particularly relevant to C and D grade office buildings, where office space quality improvements are becoming necessary to attract tenants. For this reason, it is essential that future land-use planning and change-of- use processes do not limit opportunities to convert these buildings to other uses.

Figure 7 - Economy and Employment Map





4.3.5 Planning Directions and Actions

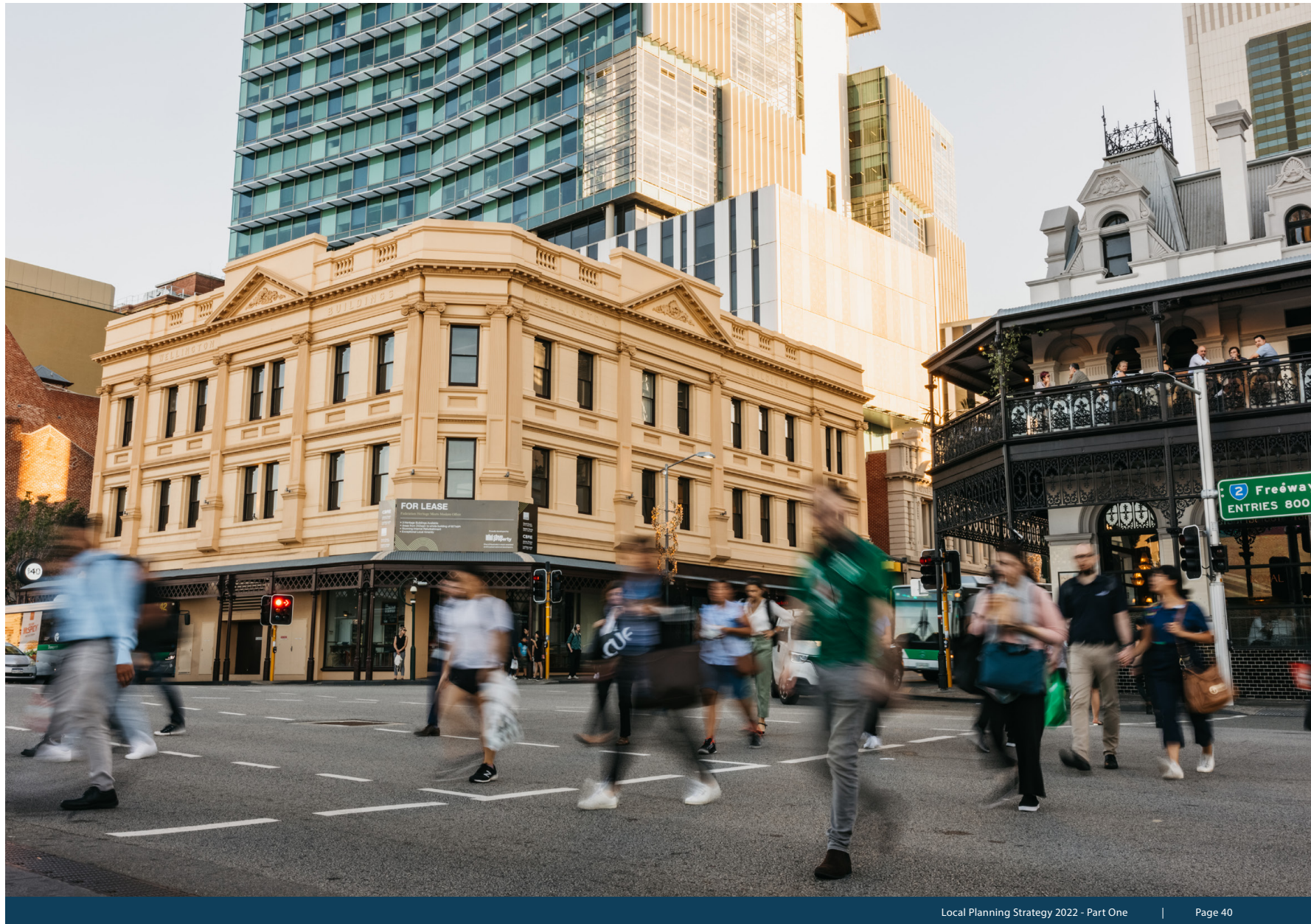
The planning directions specify what is to be achieved or desired for the Economy and Employment issues and opportunities. Each planning direction is supported by an action(s), that clearly and concisely outlines what is proposed and how it is to be undertaken, the rationale, and associated timeframe.

Table 9: Economy and Employment – Planning Directions and Actions

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
A Hierarchy of Diverse and Thriving Centres Widespread mixed use development throughout Perth city has diluted activity and can undermine the role and performance of key centres.	To support the vitality of the Capital City Retail and Entertainment Areas as well as Neighbourhood Centres to ensure that they thrive and meet community and economic needs.	EE1 a. Strengthen the vitality of Neighbourhood Centres through: i. Reviewing existing plot ratios to ensure there is a sufficient population surrounding Perth city's Neighbourhood Centres; ii. Encouraging land uses that meet the daily and weekly needs of residents; iii. Supporting the development of new community facilities and services. iv. Investigate the gradual activation of laneway networks in appropriate locations within the Capital City Activity Areas and Neighbourhood Centres; and v. Public realm improvements that reflect the important status of Neighbourhood Centres as local focal points. b. Protect the viability of the Capital City Retail Area and Neighbourhood Centres by: i. Review existing retail land use permissibility outside of these areas to ensure that they do not undermine the role and function of the Capital City Retail Area and Neighbourhood Centres; and ii. Introduce planning provisions to require applications for significant retail developments outside of the Capital City Retail Area or Neighbourhood Centres to prepare an Impact Test.	Part 2 – Section 4.3.1.8 To maintain and enhance: <ul style="list-style-type: none"> Perth city's role as the centre for retail and entertainment in WA; and The role of neighbourhood centres as the key focal point for local retail, cultural, entertainment and community services. 	Short term

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Business and Employment Growth Maintain and enhance the primacy of Perth city as the primary centre of commerce, shopping entertainment and culture within Greater Perth and the State.	Provide for business and employment growth ensuring the city retains its special social, economic, cultural and civic role as the capital of Western Australia.	EE2 <ol style="list-style-type: none"> Review existing plot ratio provisions (particularly in Intensification Investigation Areas) to ensure that there is sufficient capacity to accommodate business and employment growth forecasts across Perth city. Refer to action NB1(a) to work with the State government to ensure protection of the Northbridge special entertainment precinct. Refer to action CP1(b) for potential removal of residential plot ratio bonus incentives in the Capital City Office Area. Work with key stakeholders to support objectives of the City's Economic Development Strategy to: <ol style="list-style-type: none"> Support the establishment, expansion and relocation of major health, innovation, research and institutions in the city; Leverage knowledge economy opportunities; and Ensure the planning framework is adaptable to leverage opportunities that arise through State and/or Federal funding programs. 	Part 2 – Section 4.3.1 State Planning Policy 4.2 identifies Perth Capital City as the premier activity centre and the most intensively concentrated commercial area across Western Australia.	Short term
Business and Employment Diversity Over reliance on single economic sectors increases Perth city's vulnerability to economic downturns, which impacts on worker numbers, office vacancy rates, and the overall city vibrancy.	Support businesses and employment diversity.	EE3 <ol style="list-style-type: none"> Review existing land use permissibility to enable land use diversity in Perth city neighbourhoods with a focus on: <ol style="list-style-type: none"> Supporting new investment, emerging industries and large business opportunities; Activating underutilized properties and landholdings; and Supporting activation and extended hour destinations. Remove existing bonus plot ratio provisions for hotels and other short stay accommodation. Review existing land use permissibility to ensure that all land uses which may have significant amenity impacts require development approval, enabling conditions to be imposed on their operation where appropriate. 	Part 2 – Section 4.3.1.4 Cities with diverse economies are more likely to withstand changes in market conditions and offer a wider range of activities and services to support visitation and population growth.	Short term

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Cultural Activity While Perth city has large cultural precincts, there are some gaps in the spaces and places available for creative activity across the neighbourhoods.	To support cultural institutions and activities	EE4 <ol style="list-style-type: none"> Develop a Cultural Infrastructure Plan to integrate with the State Government's plan, starting with an audit of existing and projected supply and demand for cultural infrastructure and creative spaces in Perth city. Investigate the establishment of bonus plot ratio and/or a Development Contribution Plan to assist in the delivery of cultural infrastructure. Review planning provisions to ensure that a range of creative and cultural uses can be accommodated across Perth city, particularly in Central Perth and Northbridge. 	Part 2 – Section 4.3.1.5 Creative enterprises deliver significant benefits to city life through community connection, cultural identity and economic uplift.	Short to Medium term
Reducing Regulation Ensure regulations are not limiting employment and business growth.	Reduce unnecessary planning regulation to make it easier to do business in the city.	EE5 <ol style="list-style-type: none"> Ensure the new planning framework supports ongoing Perth city investment, business growth and industry innovation through a flexible approach to land use and the consideration of scheme amendments on their merit. Remove the need for development approval of temporary land uses which are unlikely to have any significant amenity impacts. Place the majority of development controls, with the exception of land use permissibilities, maximum plot ratio and maximum bonus plot ratio, within local planning policies rather than the new Scheme. Refer to Action I1c relating to the review of the Perth Parking Policy. 	Part 2 – Section 4.3.1 A flexible approach will be necessary in the planning framework in order to maintain and attract business growth and diversity to support employment requirements.	Short term





4.4 ENVIRONMENT

4.4.1 Natural Assets and Climate Change

Climate change in the Perth city will result in higher temperatures, less rainfall, more frequent and extreme weather events and conditions conducive to bushfires, and rising water levels in the Swan River. The new Scheme will play an active role in responding to and mitigating climate change via environmentally sustainable design requirements, promoting greening in private developments, encouraging resource efficiency and renewable energy, and water sensitive design.

With the increasing risk of bushfires across the State, the State Planning Policy No. 3.7 - Planning in Bushfire Prone Areas (SPP 3.7) requires local governments to address relevant bushfire hazards when considering new development. Kings Park and parts of the Graham Farmer Freeway reserve are identified as bushfire prone areas (refer to Figure 8 –Environment Map) by the Department of Fire and Emergency Services (DFES), and Heirisson Island and Pelican Point also contain significant bushland. When preparing the new Scheme, land use permissibility in and adjoining these areas will be reviewed to ensure they align with SPP 3.7.

Generally, intensification of development within bushfire prone areas is not proposed. With the exception of Kings Park Road where the risk is considered minimal.

Rising sea levels and the risk and frequency of flooding events are also predicted to increase. Significant areas of the Perth foreshore were reclaimed in the past and sit within floodplains affected by 1:100 year storm events (refer to Figure 8 –Environment Map). The new planning framework will include appropriate mechanisms to manage any related risks when undertaking development in these areas.

The location of the city amongst reclaimed foreshore and wetlands also means that the impacts of acid sulfate soils need to be addressed and managed when considering new development in certain areas. The need for specific planning provisions will be investigated when preparing the new Scheme.

4.4.2 Swan River/Derbarl Yerrigan and Kings Park/Kaarta Koomba

Both the Swan River and Kings Park provide an iconic backdrop for Western Australia's capital city. They are places of natural beauty that are highly valued environmental, cultural and recreational assets of State, regional and local significance.

Various government agencies are responsible for the planning and management of these assets. A collaborative approach between these agencies is essential to ensure that the best outcomes for the community and the environment can be realised in the future. The protection and enhancement of their quality and significance for future generations needs to be paramount. Improving connections and interfaces to them is also important so that they can be easily accessed and enjoyed more. This will be addressed in the new Scheme and also pursued with the relevant agencies.

The Perth Water Buneenboro Locality Plan has been prepared by the Department of Biodiversity, Conservation and Attractions and the Swan River Trust in collaboration with seven state and local government agencies. It applies to the section of the Swan River and its foreshore between the Narrows and Windan Bridges and will provide a framework for the future use and development of this area. The City will progress master planning for the section of foreshore between Elizabeth Quay and Point Fraser that will have due regard to the Perth Water Buneenboro Locality Plan.



4.4.3 Urban Greening

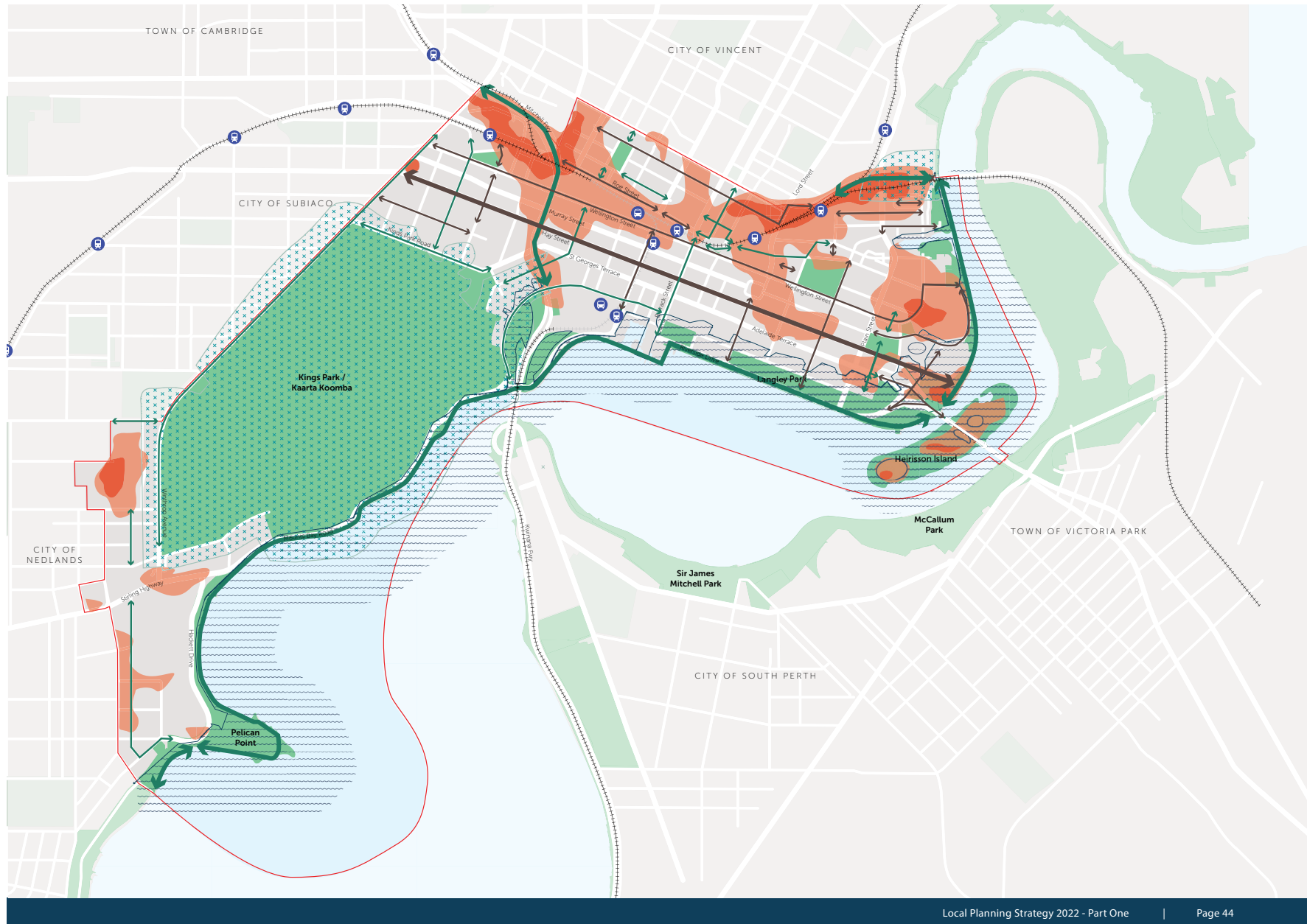
Trees and vegetation deliver a wide range of environmental, social and economic benefits. They capture and store carbon, reduce temperatures and stormwater runoff, improve air and water quality and support biodiversity. They create more comfortable and attractive streets, improve physical and mental health, reduce heating and cooling costs and increase property values.

These green links align with the Primary and Secondary Biodiversity Links identified in the City's Green Infrastructure and Biodiversity Study. A number of urban heat island hot spot areas and priority green links have been identified within the city (refer to **Figure 8 –Environment Map**). The City of Perth's Urban Forest Plan has facilitated the planting of over a thousand street trees, initially in these areas and then more broadly across Perth city, and the planting of many more is planned. But the Urban Forest Plan recognises that planting trees in the public realm is not enough.

The new Scheme will look to ensure the protection and planting of more trees and vegetation on private land, with priority given to the hot spot areas and priority green links and strengthening the relationship between the private and public realm. Innovative approaches to the incorporation of vegetation into high-density inner- city areas will be encouraged, including green walls and roofs.

Figure 8 - Environment Map





4.4.4 Planning Directions and Actions

The planning directions specify what is to be achieved or desired for the Environment issues and opportunities. Each planning direction is supported by an action(s), that clearly and concisely outlines what is proposed and how it is to be undertaken, the rationale, and associated timeframe.

Table 10: Environment – Planning Directions and Actions

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Natural Environment The natural environment underpins our health and well-being as well as sense of identity, place and culture however is being subjected to increasing challenges.	Protect the natural environment and increase Perth city's resilience to climate change.	E1 <ol style="list-style-type: none"> Introduce planning provisions for development in flood prone areas as shown on the Strategy's Environment Plan (Figure 8) to mitigate potential impacts of flooding. Review existing land use permissibility to ensure that any sensitive land uses in bushfire prone areas as shown on the Strategy's Environment Plan (Figure 8) align with State Planning Policy 3.7 and its associated guidelines (as amended). Investigate the introduction of planning provisions to mitigate the impacts of acid sulfate soils on the natural and built environment. 	Part 2 - Section 4.4.1.1 The protection and wise management of the natural environment and resources is essential to the future of the city as acknowledged in State Planning Policy No. 2.0 – Environment and Natural Resources (SPP 2.0).	Short term

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Swan River/Derbarl Yerrigan and Kings Park/ Kaarta Koomba Kings Park and the Swan River are highly valued assets of Perth city, and attract visitors from across Greater Perth.	Increase access and use of Perth city's natural assets.	E2 <ol style="list-style-type: none"> Review existing land use and built form controls along the streets leading to the Swan River to ensure that they are conducive to creating an attractive and comfortable pedestrian environment. Undertake a foreshore masterplan to address: <ol style="list-style-type: none"> Improved walking and active transport connectivity to the river's edge; Maintain the primary purpose of the foreshore as a public, environmental, recreational and cultural heritage asset, and increase activation and use; Encourage private investment, micro-businesses and tourism within activity nodes; Recognise, celebrate and protect historical and cultural qualities of the river and its foreshore, including the importance of the riverfront to the Whadjuk Nyoongar community; Protect and enhance the biodiversity and environmental values of the river and foreshore; Respond to and mitigate sea level rise and flood risks; Consider opportunities for activation of the riverfront through different treatments of the foreshore edge and water activities; and Enhance and revitalise Langley Park to improve its contribution to activity and city life, and the function of Langley Park and its relationship to the water. Work with the Botanic Gardens and Parks Authority to investigate opportunities to improve access to Kings Park. 	Part 2 - Section 4.4.1.2 To ensure the coordinated planning of Kings Park and the Swan River across the various responsible authorities.	Medium term
Urban Greening It is important that the design quality and sustainability of landscaping in Perth city is maximised to optimise the benefits to the environment and the community.	Increase the greening of the city and expand its tree canopy.	E3 <ol style="list-style-type: none"> Review existing planning policy provisions to increase the amount of landscaping on private property and improve its design and quality. Identify significant trees worthy of special protection and introduce planning provisions to ensure their retention. Investigate the viability of green roofs and walls in the city with a view to introducing bonus plot ratio to encourage their delivery. Update planning provisions to focus on water sensitive design and the identification of species that support biodiversity and best cool our spaces. Strengthen and enhance green links and levels of canopy cover through the implementation of the City of Perth's Urban Forest Plan. 	Part 2 - Section 4.4.1.3 Strengthening and enhancing green links and levels of canopy cover through the city over public and private assets through implementation of the City of Perth's Urban Forest Plan	Short term



Page 47 | Local Planning Strategy 2022 - Part One

4.5 INFRASTRUCTURE

4.5.1 Sustainable Transport

The new Scheme and planning policies have limited influence on the nature and design of the road and public transport networks but can encourage the utilisation of active and public transport over the private car.

Public transport nodes, particularly train and bus stations, are focal points of activity in Perth city. In line with the principles identified in the State's Perth and Peel @ 3.5 Million, the urban consolidation principles identified in this Strategy (refer **Section 4.3.4**) seek to make better use of land around these public transport nodes. This will be achieved through intensification of a mix of land uses, the review of plot ratio provisions under the new Scheme and by working with the State Government to better integrate development and public transport. Detailed planning is proposed over the areas surrounding the:

- Mclver train station and Claisebrook train station and a potential consolidated new train station;
- City West train station;
- Perth train station; and
- Elizabeth Quay train station and busport.

With this Strategy proposing significant growth in Perth city, car parking provision will need to be carefully managed. Residential car parking requirements come under the remit of the City and options to reduce residential car parking provision will be considered in the new Scheme and planning policies. This framework will also consider requirements for new transport technologies such as electric vehicles and car share.

The State Government's Perth Parking Policy limits commercial car parking and public parking provision in Perth city based on land area and location (except in Crawley-Nedlands). It is an effective tool in reducing traffic congestion in the city and indirectly encouraging active and public transport. However, the requirements of the policy have had inadvertent implications that limit redevelopment in the city. The Perth Parking Levy also adds to the cost of business in large parts of the city.

A review of the Perth Parking Policy is required to ensure that while managing the parking, it does not discourage sustainable upgrades of existing buildings or business investment in Perth city.

In Crawley-Nedlands parking provision, and transport more generally, will be addressed as part of the detailed planning for the QEII MC-UWA Specialised Centre.

An effective way to support active transport is to ensure that new development provides suitable end of trip facilities. The requirements for end of trip facilities will be updated in the new Scheme and planning policies to align with best practice.

4.5.2 Connectivity

At the centre of Greater Perth, Perth city is relatively well connected to a range of transport options, but more needs to be done to ensure easy and safe movement of residents, workers and visitors to and within the city now and in the future. Again, the new Scheme and planning policies have limited influence on this, but the City has a key advocacy role to play.

As we move towards a Greater Perth population of 3.5 million, significant improvements to the public transport network will be required to address congestion on our roads. The Department of Transport is preparing Phase Two of the Perth Greater CBD Transport Plan and the City is preparing an Integrated Transport Strategy. As part of this work, long term options for a more effective public transport system to and between Perth city's transit precincts, specialised centre and neighbourhoods needs to be investigated.

Consideration should also be given to those areas outside the 400m walkable catchment as indicated on **Figure 9** - Infrastructure Map.

Major road and rail infrastructure form physical barriers to movement between our neighbourhoods and to adjacent local government areas. The Perth City Link has started to resolve severance between Central Perth and Northbridge, but there is still much more to be done with improved connections required in a number of areas as indicated on **Figure 9** - Infrastructure Map. Strategic connections have also been identified in **Figure 4**.

The Strategy and the various Neighbourhood Plans (refer **Figures 11-16**) seek to:

- Strengthen connections throughout Perth city and between neighbourhoods and key attractions;
- Improve existing severance issues;
- Improve the pedestrian and cyclist environment; and
- Reduce car dependency.

The City will continue to advocate for these to be addressed as part of future detailed planning and infrastructure works.

The Swan River is a natural physical barrier to movement to the south and east of Perth city. The completion of the Matagarup Bridge has improved access to the east. The new riding and walking bridge proposed to follow the Causeway alignment (identified in Phase One of the Perth Greater CBD Transport Plan) will improve access from the south east and at the same time enable more people to enjoy the river foreshore. The City will advocate for further improvements to active and public transport access to city neighbourhoods via the Swan River.

An important part of Perth city's pedestrian network are arcades, walkways and laneways on private land. Some of these are part of older developments and some have been provided more recently in return for bonus plot ratio. In recent years some important north south links in the Central Perth neighbourhood have been lost, highlighting the need for appropriate planning provisions in the new Scheme and planning policies to protect important pedestrian links in the future. There is also a need for guidance in the new Scheme and planning policies on the granting of

bonus plot ratio for new pedestrian links to ensure they are located where they will be of most benefit. Desired locations will generally be where the pedestrian link:

- Increases pedestrian permeability by providing connections through large street blocks;
- Improves the level of connectivity without having an adverse impact upon the existing street network by unnecessarily duplicating preferred routes;
- Provides an important connection between key destinations;
- Alleviates overcrowding in nearby streets and laneways; and
- Provides convenient pedestrian access that is universally accessible, safe and comfortable to use.

Figure 9 - Infrastructure Map identifies pedestrian priority areas where new development should have particular regard to creating high levels of pedestrian interest and amenity that encourage people to linger longer.

The Hay Street Pedestrian Walkway and Road Reserve Widening Policy specifically facilitates widening for increased footpath width to accommodate higher pedestrian volumes. This Policy requires review to determine its ongoing relevance given changing priorities, many sections of Hay Street have now been widened and widening is not desirable in some character areas.

As the capital city and focal point of activity in Western Australia, Perth city must also accommodate aviation access and ensure its associated infrastructure is considered within the local planning framework.

4.5.3 Servicing

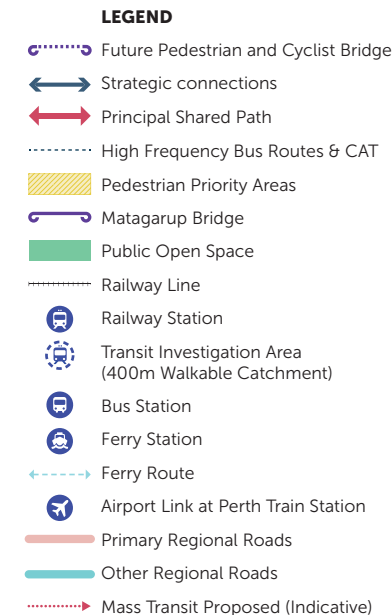
As development within Perth city increases and densifies, there will be increased servicing, management and maintenance demands. Identifying innovative ways to achieve service efficiency that doesn't compromise the appearance and amenity of our city will become increasingly important.

Designing for servicing and waste collection in developments can be particularly challenging, particularly on small sites and in high density, mixed use areas. Consideration of these aspects of a development need to be considered early in the design process to ensure high quality outcomes are achieved. Planning provisions will be updated to provide clarity around the requirements and allow for innovative solutions.

Perth city's laneways provide important access for servicing, helping to reduce congestion on our streets. Some also provide important pedestrian connections/ walkways or have a cultural function as activated spaces. The City will investigate opportunities to make servicing more efficient and safer and to reduce conflict between competing activities.

Utilities and service infrastructure within Perth city can accommodate expected growth in line with the Central Sub-regional Planning Framework. However the City of Perth is seeking to pursue a higher resident population than that envisaged under this framework. The City will be guided by Infrastructure WA and its strategy and work closely with service providers in preparing the new Scheme to determine future infrastructure needs, timing and triggers.

Figure 9 - Infrastructure Map



The alignment of the mass rapid transport route is indicative only. The actual alignment will be determined through detailed planning processes, including the UWA-QEIIIMC Specialised Centre Precinct Structure Plan



4.5.4 Planning Directions and Actions

The planning directions specify what is to be achieved or desired for the Infrastructure issues and opportunities. Each planning direction is supported by an action(s), that clearly and concisely outlines what is proposed and how it is to be undertaken, the rationale, and associated timeframe.

Table 11: Infrastructure – Planning Directions and Actions

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Sustainable Transport Public transport nodes, particularly train stations, are focal points of activity that can be capitalised on through focusing redevelopment in the surrounding areas.	Encourage sustainable modes of transport.	I1 a. Work with the State Government to investigate how key public transport nodes can be better capitalised upon and land use and transport integration improved. b. Review existing residential car parking provisions to: i. Remove minimum car bay and lower maximum car bay requirements in areas of the city which are well serviced by public transport; and ii. Allow the unbundling of car parking bays from individual apartments. c. Work with the State Government to review the Perth Parking Policy to remove any barriers to redevelopment. d. Increase the minimum requirements for end of trip facilities. e. Review existing planning policy provisions to ensure planning is not a barrier to the implementation of new transport technologies.	Part 2 – Section 4.5.1.1 Better integration of transport infrastructure with land use can encourage the use of active and public transport over the private car.	Short term
Connectivity Perth city is relatively well connected to a range of transport options. However, more needs to be done to ensure easy movement of residents, workers and visitors travelling to and within the city.	Improve movement to and across Perth city neighbourhoods.	I2 a. Work with the State Government to investigate how public transport can be improved to and within the city, including new east-west mass transit. b. Work with the State Government and adjoining local governments to investigate opportunities to facilitate the growth of water ferry services to better link the city to other tourist and activity destinations. c. Work with the State Government to investigate how physical barriers created by major transport infrastructure and natural assets can be addressed to improve movement to and across the city, and improve utilisation of land. d. Work with the State Government to investigate aviation access requirements as part of the City of Perth's Integrated Transport Strategy. e. Review the existing Hay Street Pedestrian Walkway and Road Reserve Widening Policy to determine its ongoing relevance. f. Introduce planning policy provisions that: i. Identify and require the retention of important existing pedestrian links on private land; and ii. Identify general locations for desired strategic pedestrian links on private land that may warrant the awarding of bonus plot ratio. g. Investigate and confirm bike path routes through a bicycle path plan, having due regard to the Department of Transport's Long-Term Cycle Network.	Part 2 - Section 4.5.1.2 An effective movement network is essential to the economic, social and environmental prosperity of Perth city.	Short term

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Servicing Opportunity to support Capital City and neighbourhood growth through innovation and effective and efficient servicing.	Ensure that the city is well serviced by infrastructure to support the envisaged population and business growth and density of development.	I3 <ol style="list-style-type: none"> Liaise with the State Government and service providers to ensure that the city is adequately serviced by infrastructure to support future growth and development. Introduce planning policy requirements for loading and servicing bays of both residential and commercial development and ensure these minimise detrimental impact on the public realm. Review existing planning policy provisions to ensure that appropriate waste management facilities are incorporated into new development. Undertake a study of Perth city's laneways to determine where activation should be prioritised and where there are opportunities to improve access for servicing of developments. Work with landowners to understand the future servicing needs of the Capital City Retail Area. 	Part 2 - Section 4.5.1.3 Ensuring adequate and contemporary levels of servicing to support urban and economic growth.	Short term

5.0

NEIGHBOURHOODS

The Strategy proposes a city of six neighbourhoods that each have a strong sense of place and community. The following section of the Strategy outlines the planning directions through vision, priorities, growth targets and land use and urban form intent for each of Perth city's neighbourhoods.

Planning directions and actions are identified to facilitate their growth and development over the next 15 years.

The city includes the suburbs of Perth (part), Northbridge, East Perth (part), West Perth (part), Crawley and Nedlands (part). However, for the purposes of this Strategy the city has been broken up into the following neighbourhoods (refer to

Figure 10 – Perth City Neighbourhood Areas Map):

- **Central Perth:** is the heart of the city and the busiest day time area with the highest economic output and greatest development intensity. It has a diverse mix of uses, including Perth city's Capital City Office area and Capital City Retail area, making it a thriving capital city environment. This land use mix continues to diversify, with increasing residential and visitor accommodation and businesses such as small bars and restaurants, shared working spaces, entertainment and event venues.
- Major attractors include Forrest Place and the Hay and Murray Street Malls, RAC Perth Arena, Perth Concert Hall, Perth Convention and Exhibition Centre, Royal Perth Hospital, Elizabeth Quay, Barrack Square, Yagan Square, Stirling Gardens, Supreme Court Gardens, and the Swan River foreshore.
- **Northbridge:** is a diverse and dynamic neighbourhood with a predominant night-time, entertainment and cultural economy. Its blend of land uses forms the primary cultural and entertainment precinct in Western Australia. Various other land uses are also present, including residential and visitor accommodation, offices and shops.
- Major attractors include the Perth Cultural Centre (with the Art Gallery of WA, the WA Museum and the State Library of WA), the Northbridge Piazza, Russell Square, and the North Metropolitan TAFE (Perth Campus).
- **East Perth:** accommodates a significant proportion of Perth city's residential accommodation as well as a range of visitor accommodation, offices and a mix of commercial activities that contribute to the residential amenity. It is also home to several large-scale facilities and institutions.
- Major attractors include the WACA (Western Australian Cricket Association Ground), Gloucester Park, The Perth Mint, Queens Gardens, Heirisson Island, Matagarup Bridge and the Swan River foreshore.
- **Claisebrook:** comprises a large area of remediated, former industrial land redeveloped into a medium density residential area adjoining the Swan River. Claisebrook Cove and the Royal Street neighbourhood centre are located at its heart, with cafes and bars lining the Cove's edge. Several larger light industrial lots and significant institutional developments are also present.
- Major attractors include Victoria Gardens, Wellington Square, the North Metropolitan TAFE (East Perth Campus) and the Swan River foreshore.

- **West Perth:** is primarily a mixed-use residential and office precinct with retail, restaurant and small-scale commercial facilities centred along Hay Street. A large number of medical specialist and resource-based consulting offices are located in the neighbourhood. Parliament House and supporting State Government offices are situated at the eastern end of the neighbourhood adjoining the Mitchell Freeway.
- Major attractors include Parliament House, Scitech, Watertown, Harold Boas Gardens, Totterdell Park and Kings Park to the south.
- **Crawley-Nedlands:** includes a large proportion of land occupied by the UWA and QEIIIMC. The remaining land is predominantly occupied by low-density residential development, interspersed with a mix of medium and high-density student accommodation. Retail areas are focused around Hampden Road and Broadway.
- Major attractors include QEIIIMC, UWA, the Royal Perth Yacht Club, the Swan River foreshore and Kings Park to the north west.
- Some detail is not provided for the Crawley-Nedlands neighbourhood as this is subject to further detailed planning in accordance with State Planning Policy 4.2 Activity Centres (SPP4.2).



Figure 10 - Perth City Neighbourhood Areas Map



Elizabeth Quay, Central Perth

5.1 CENTRAL PERTH NEIGHBOURHOOD

5.1.1 Vision

Central Perth hums with activity both day and night. It is a place of commerce and enterprise, culture and artistic endeavour, recreation and entertainment. Its history reveals itself in its streets, open spaces and buildings - as the beating heart of the capital of Western Australia.

5.1.2 Priority

Support the capital city commercial, retail, entertainment, cultural and civic functions of Central Perth and increase the residential population to encourage a stronger weekend and night time economy.

5.1.3 Planning Directions

5.1.3.1 Population, Dwelling and Business Growth

The population, dwelling and business growth forecasts and targets for the Central Perth Neighbourhood are outlined below. It should be noted that these are indicative and will be reviewed as part of further detailed planning.

Table 12: Residential targets and forecasts 2016 – 2036

	Residents	Dwellings ¹
Existing	5,672	2,596
Forecast	11,915	5,482
Minimum Target	12,375	6,219

Note 1: refers to occupied dwellings.

Refer to **Part 2 Section 4.2 – Community, Urban Growth and Settlement (Figure 7, 8 and Table 7)** for further detail.

Table 13: Commercial targets and forecasts 2016 – 2036

	Workers	Commercial Floorspace
Existing	84,840	2,173,742sqm
Forecast	124,245	3,105,263sqm

Refer to **Part 2 - Appendix A (Tables 36 and 38)** for further detail.

A large proportion of Central Perth's growth forecasts are anticipated to occur within DevelopmentWA's Perth City Link and Elizabeth Quay redevelopment precincts. Master planning for these areas anticipates the following development yields:

Perth City Link

- Population – 3,000
- Dwellings – 1,650
- Commercial Floorspace – 220,000sqm

Elizabeth Quay

- Population – 1,400
- Dwellings – 800
- Commercial Floorspace – 225,000sqm

5.1.3.2 Land Use

The land use areas envisioned for the Central Perth Neighbourhood are described below and generally indicated on **Figure 11** Central Perth Neighbourhood Map;

Capital City Office Area centred around St Georges Terrace from from Mitchell Freeway to Barrack Street; the focus of commerce and administration for Greater Perth and the State.

Capital City Retail Area centred around the Hay and Murray Street malls, the focus for retail uses for Greater Perth, with other uses that provide for day, night and weekend activity.

Mixed Use Areas:

- At the west end of Murray and Wellington Streets and along Mounts Bay Road; maintain the mixed- use nature of the area, with greater emphasis on offices and education.
- To the east of Barrack Street, and around Elizabeth Quay, maintain the mixed-use nature of these areas, with greater emphasis on residential and visitor accommodation.

Residential Areas along Mounts Street and Terrace Road: maintain the residential nature of these areas.

5.1.3.3 Urban Form and Character

Indicative urban form (building heights, urban and landscape setting areas) is shown in **Figure 11** Central Perth Neighbourhood Map.

Table 14 provides a summary of the urban form and landscape elements of the character areas to be reinforced in new development. Four character areas have been identified within the neighbourhood.

Table 14: Central Perth Neighbourhood Character Areas

CHARACTER AREA	DESCRIPTION
Hay and Murray Streets Character Area	Traditional fine grain of development with buildings extending to the footpath and comprising narrow tenancies, 2 to 3 storey facades, transparent shopfronts, frequent entries and awnings over the street. Frequent pedestrian connections are provided within the street blocks.
St Georges Terrace Character Area	An area of landmark tower developments focused along an east west boulevard, that are predominant in the city skyline and create an atmosphere of prosperity and status. Frequent pedestrian connections are provided within the street blocks.
Mount Street Character Area	Tree lined residential streets with no through traffic that accommodate narrow, medium rise buildings within a landscaped setting. The gaps between the buildings allow views from the public realm to the distance, and often to the river.
Terrace Road Character Area	A stepped profile of buildings that provide a transition of scale from Langley Park towards the north and respond to the change in topography.

Figure 11: Central Perth Neighbourhood Map

LEGEND

Boundaries

- City of Perth Local Government
- DevelopmentWA Redevelopment Areas

Planning Areas and Actions

- Neighbourhood Areas

Community and Urban Growth

Centres and Precincts

- Activity Centre - Capital City (800m Walkable Catchment) from retail area edge
- Transit Precinct
- Improved Connectivity Area

Precinct Planning Areas

- Melver - Claisebrook

Indicative Land Use and Urban Form

- Capital City Retail
- Capital City Office
- Capital City Civic & Culture Activity
- Northbridge Special Entertainment Precinct
- High Scale Mixed Use (>16 Storeys)
- Medium Scale Mixed Use (<12 Storeys)
- High Scale Residential Use (>16 Storeys)
- Medium Scale Residential Use (<12 Storeys)

Note: The indicative height range and landuses have been identified as a guide only and will be further investigated in the context of neighbourhood and character areas through the planning scheme review.

Buildings in landscaped setting*

*Where not identified as buildings in landscaped setting are assumed to be buildings in urban setting

Character Areas

- St Georges Terrace
- Hay and Murray Streets
- Mount Street
- Terrace Road

Environment and Recreation

- Public Open Space

Economy and Employment

- Public Purpose

Infrastructure

- Railway Line
- Railway Station
- Transit Investigation Area
- Bus Station
- Ferry Station
- Mass Transit Proposed (indicative)
- Strategic Connection
- Pedestrian Priority Area

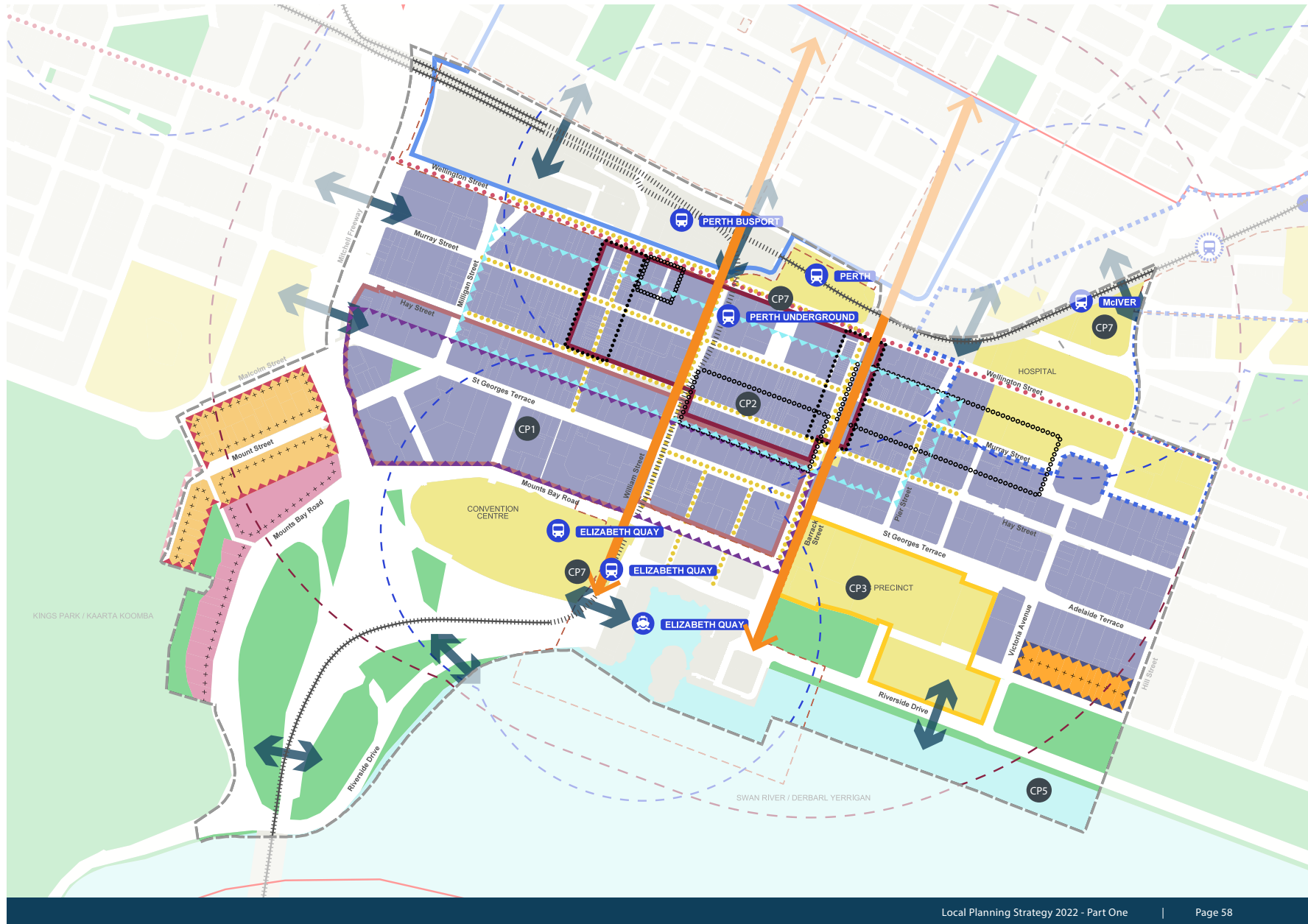
Other

- Existing Heritage Area
- Heritage Investigation Area

CENTRAL PERTH PLANNING ACTIONS:

- CP1 Capital City Office Area
- CP2 Capital City Retail Area
- CP3 Capital City Civic and Cultural Activity
- CP5 Swan River/Derbarl Yerrigan
- CP7 Station Precinct Renewal

Refer **Table 15** Central Perth Planning Directions and Actions for further details.



5.1.4 Central Perth Neighbourhood Planning Directions and Actions

The planning directions and actions for the Central Perth Neighbourhood are outlined in **Table 15** and illustrated in **Figure 11**. They should be read in conjunction with the Strategy and Theme planning directions and actions outlined in **Sections 3** and **4**.

Table 15: Central Perth Neighbourhood – Planning Directions and Actions

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Capital City Office Area Maintain the primacy of land use focus whilst enabling complimentary mixed use development.	Ensure the primacy of the Capital City Office Area.	CP1 In the Capital City Office Area: a. Review the existing plot ratio provisions to ensure that there is sufficient capacity to accommodate forecast office growth. b. Consider removing the residential plot ratio bonus incentives in the Capital City Office Area. c. Refer to CUG3(a) relating to improving north-south connectivity and enhancing the physical connection and public realm between the Capital City Office Area and other Capital City activity areas.	Part 2 – Section 5.2.1.1 and 5.2.1.2 Support and grow the centre of business for the State.	Short term
Capital City Retail Area Maintain the primacy of land use focus whilst enabling complimentary mixed use and visitor accommodation development.	Reinvigorate the Capital City Retail Area with life during the day and night and on weekends.	CP2 In the Capital City Retail Area: a. Investigate and introduce detailed built form provisions to accommodate new development while protecting and enhancing the area's amenity and unique heritage and character. b. Introduce planning provisions to protect important existing pedestrian links and to create new pedestrian links. c. Review existing land use permissibility to discourage land uses which do not support appropriate levels of activation. d. Support active streets including outdoor dining and seating. e. Refer to action I3(e) relating to improvement of servicing of the Capital City Retail Area. f. Refer to CUG3(a) relating to improving north-south connectivity and enhancing the physical connection and public realm between the Capital City Retail Area and other Capital City activity areas.	Part 2 – Section 5.2.1.4 Support and grow the primary retail area for the State.	Short term
Capital City Civic and Cultural Activity Opportunity to enhance the visitor attraction and destination land uses.	Strengthen creative, cultural and tourism activity.	CP3 a. Work with the State Government to develop a plan for the Perth Concert Hall and surrounding area. b. Review planning provisions to ensure that a range of creative and cultural uses can be accommodated within the Central Perth neighbourhood. c. Refer to CUG3(a) relating to improving north-south connectivity and enhancing the physical connection and public realm between the Capital City Civic and Cultural Areas and other Capital City activity areas.	Part 2 – Section 4.2.2.4 and 4.3.1.5 Support and grow economic and employment diversity and visitor amenity and attractions.	Short term

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Residential Community Enhance the vibrancy of Central Perth whilst balancing the primacy of and demand for non-residential land uses.	Create a thriving residential community in the heart of the city.	CP4 a. Ensure the design and construction of new residential developments, particularly those in close proximity to the Northbridge Special Entertainment Precinct, incorporate appropriate measures to mitigate any adverse noise impacts. b. Refer to action CUG2(a) re the introduction of bonus plot ratio to encourage housing diversity, and in particular housing for students and essential workers. c. Refer to action CUG1(a) re reviewing plot ratios in relation to residential growth targets.	Part 2 – Section 4.2.1.1, 4.2.2.1 and 4.2.2.2 Meet the infill requirements for the sub regional frameworks and broad distribution of residential development across the city and provide sufficient population for services and facilities outside office hours.	Short term
Swan River/Derbarl Yerrigan Respect and enhance this key cultural icon of Perth.	Improve Perth city's connection to and use of the Swan River.	CP5 a. Continue the preparation of a masterplan for the Swan River foreshore (and streets leading to it) between Barrack Square and Point Fraser that addresses the following planning directions; i. Public Asset – Maintain the primary purpose of the Foreshore as a public, environmental and recreational asset; ii. Activation – Optimise the potential for visitation and enjoyment of the unique Swan River environment and link to other waterfront destinations to enhance experience; iii. Pedestrians and Cyclists – provide for and prioritise pedestrian and cyclist access along the foreshore; iv. Built Form Scale – Ensure built form is of an appropriate scale; v. Cultural Heritage Significance – respond to the cultural significance of the area; and vi. Climate Resilience - mitigate rising sea levels and flood risks.	Part 2 – Section 5.2.1.3 Celebrate Perth city's unique, world class waterfront location and link tourist destinations and cultural values to develop a masterplan for the Swan River.	Medium term

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Heritage and Character Protect and celebrate the unique character of Perth whilst facilitating regeneration and increased activation.	Protect and integrate the unique heritage and character elements of the area into urban renewal.	CP6 <ol style="list-style-type: none"> Finalise the Barrack Street Heritage Area planning policy and progress the listing of the Hay Street Mall, Queen Street and Murray Street East Heritage Investigation Areas with supporting planning policies, to ensure that they are all appropriately conserved. Refine existing and/or introduce planning provisions to ensure that important elements of built and landscape character in the following areas are reinforced and enhanced in new development: <ol style="list-style-type: none"> St Georges Terrace Character Area; Hay and Murray Streets Character Area; Mount Street Character Area; and Terrace Road Character Area. Review the existing planning policy provisions that apply to land along Mounts Bay Road west of the freeway to introduce: <ol style="list-style-type: none"> a landscaped street setback to improve interface with John Oldham Park; and maximum building widths to provide frequent views to the scarp. Advocate to the State Government for the review of its Parliament House Precinct Policy. 	Part 2 – Section 5.2.1.6 and 5.2.1.7 Celebrate Perth city's unique heritage and character as an asset to the local population and as places of interest for visitors.	Short term
Station Precinct Renewal Better capitalise on key transport infrastructure.	Develop appropriate planning framework and plans for transit-oriented development catchments, rail line and rail station interfaces.	CP7 <ol style="list-style-type: none"> Work with the State Government to undertake a detailed planning study of the precinct surrounding the McIver and Claisebrook Train Stations that addresses the following planning directions: <ol style="list-style-type: none"> Station Rationalisation: Rationalise the McIver and Claisebrook train stations; Growth Opportunities: Optimise development opportunities on underutilised land to accommodate resident population, business and employment growth; Health, Knowledge, and Innovation: The Royal Perth Hospital is a significant medical and research facility and major employer for Perth. Any future redevelopment of Royal Perth Hospital should consider: <ul style="list-style-type: none"> Outcomes of previous masterplanning undertaken for the site. The heritage status and significance of the Royal Perth Hospital. Addressing the severance issues caused from the train line. Considering highest and best use of existing State and City owned land. Encourage the clustering of land uses which attract workers into the area. Connectivity: Improve movement to and across the Central Perth, Northbridge and Claisebrook neighbourhoods; and Public Realm: To enhance the public realm and ensure that development positively contributes to it. 	Part 2 – Section 5.2.1.11 To rationalise and optimise transit stations and transit oriented development in this location.	Medium-Long term

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Station Precinct Renewal (continued) Better capitalise on key transport infrastructure.	Develop appropriate planning framework and plans for transit-oriented development catchments, rail line and rail station interfaces	b. Work with the State Government to undertake a detailed planning study of the Perth Train Station area that addresses the following planning directions: <ul style="list-style-type: none"> i. Sense of Arrival - Enhance the Perth Train Station as a key international gateway and destination of Perth city; ii. Growth Opportunities - Optimise development opportunities on underutilised land to accommodate resident population, business and employment growth; iii. Connectivity - Strengthen the physical connections north and south of the railway and between the Capital City activity areas; and iv. Public Realm - To enhance the public realm and ensure that development positively contributes to it. c. Work with the State Government to undertake a detailed planning study of the area including the Elizabeth Quay train station, Elizabeth Quay Bus Port and Perth Convention and Exhibition Centre (PCEC), that addresses the following planning directions: <ul style="list-style-type: none"> i. Swan River: better connect and integrate the precinct with the Swan River; ii. Connectivity: improve ease of movement within the precinct and between the precinct to surrounding areas including Elizabeth Quay and the Capital City Office area; iii. Growth Opportunities: Optimise development opportunities on underutilized land to accommodate residential population, business and employment growth and build upon the tourism offering; and iv. Public Realm: Enhance the public realm and ensure that development positively contributes to it. 	Part 2 – Section 5.2.1.13 To rationalise and optimise transit stations and transit oriented development in this location.	Medium-Long term
Public Open Space Some areas of Central Perth are not well serviced with open space	Increase the supply of public open space.	CP8 a. Refer to actions CUG6(c) and (d) re increasing public open space in catchment gaps as shown in Figure 6 .	Part 2 - Section 4.2.2.5 and 5.2.1.12 Encourage the market delivery of new open space to meet the demands of the growing worker, resident and visitor community.	Short term
Neighbourhood Priorities Consideration needs to be given to neighbourhood priorities that the market is not delivering.	Deliver neighbourhood priorities	CP9 a. Identify Central Perth neighbourhood priorities (land uses, built form, public realm and infrastructure) and investigate the refinement of existing and/or the introduction of bonus plot ratio provisions to incentivize their delivery where appropriate. b. Update the Central Perth Neighbourhood Place Plan to consider public realm improvements that assist in delivering the neighbourhood priorities and aspirations, including the Main Street Refresh and Forgotten Spaces Laneway Strategy.	Part 2 – Section 4.2.3 and 5.2.1.12 To encourage the market delivery of neighbourhood priorities.	Short Term



Northbridge Piazza, Northbridge

5.2 NORTHBRIDGE NEIGHBOURHOOD

5.2.1 Vision

Northbridge is the entertainment capital of Perth, attracting people from across the metropolitan area and beyond. They are drawn to its lively and gritty nightlife, combined with its diverse food scene and independent retail offer and creative opportunities.

Northbridge is also the hub of a pulsing culture and arts scene supported by the resident creatives that call this neighbourhood home. There is a true sense of community in this inner-city neighbourhood.

5.2.2 Neighbourhood Priority

Encourage the ongoing growth of the entertainment and cultural function of Northbridge through partnership with State Government. Support the emerging residential population in the eastern portion of the neighbourhood with services and amenities that meet their diverse needs. Incentivising residential development that includes affordable housing for students, key workers and creatives.

5.2.3 Planning Directions

5.2.3.1 Population, Dwelling and Business Growth

The population and business growth forecasts and targets for the Northbridge neighbourhood are outlined below. It should be noted that these are indicative and that these will be reviewed as part of further detailed planning.

Table 16: Residential targets and forecasts 2016 – 2036

	Residents	Dwellings ¹
Existing	2,053	928
Forecast	3,867	1,480
Minimum Target	4,125	2,019

Note 1: refers to occupied dwellings.

Refer to **Part 2 Section 4.2** – Community, Urban Growth and Settlement (**Figures 7** and **8** and **Table 7**) for further detail.

Table 17: Commercial targets and forecasts 2016 – 2036

	Workers	Commercial Floorspace
Existing	11,960	448,455sqm
Forecast	17,462	603,925sqm

Refer to **Part 2 - Appendix A (Tables 36 and 38)** for further detail.

5.2.3.2 Land Use

The land uses envisioned for the Northbridge neighbourhood are described below and generally indicated on **Figure 12** Northbridge Neighbourhood Map.

Capital City Entertainment Area located in the core of Northbridge; the focus for entertainment, cultural and creative uses for Greater Perth and the State.

Capital City Civic and Cultural Area between Beaufort and William Streets and adjacent to Perth Central Train Station and Bus Port; a focus for State cultural facilities.

Mixed Use areas:

- West of Stirling Street; maintain the mixed use nature of the area, but with greater emphasis on commercial development.
- East of Stirling Street; maintain the mixed use nature of the area but with greater emphasis on residential development.

5.2.3.3 Urban Form and Character

Indicative Urban form (building heights as well as urban and landscape setting areas) is shown in **Figure 12** Northbridge Neighbourhood Map.

These will be reviewed in the preparation of the new Scheme and the implications considered for the Northbridge Neighbourhood.

One character area has been identified within the neighbourhood.

Table 18 provides a summary of the urban form and landscape elements of the character areas to be reinforced in new development.

Table 18: Northbridge Neighbourhood Character Area

CHARACTER AREA	DESCRIPTION
Northbridge Character Area	Traditional fine grained rhythm of development with streetscapes dominated by either: <ul style="list-style-type: none"> • Narrow two and three storey facades built to the street, with transparent shopfronts and awnings over the footpath. • Narrow frontages with a mix of one and two storey facades setback from the street. • A diversity of building aesthetics with a vibrant mix of materials and colours. • A variety of pedestrian connections and spaces that add complexity and interest.



Page 65 | Local Planning Strategy 2022 - Part One

Figure 12: Northbridge Area Map

NORTHBRIDGE PLANNING ACTIONS:

- NB1 Capital City Entertainment Area
- NB2 Capital City Civic and Cultural Activity
- NB5 Station Precinct Renewal

Refer **Table 19** Northbridge Planning Directions and Actions for further details.

LEGEND

Boundaries

- City of Perth Local Government
- DevelopmentWA Redevelopment Areas

Planning Areas and Actions

- Neighbourhood Areas

Community and Urban Growth

Centres and Precincts

- Transit Precinct
- Improved Connectivity Area

Precinct Planning Areas

- Mclver - Claisebrook

Indicative Land Use and Urban Form

- Capital City Entertainment Area
- Northbridge Special Entertainment Precinct
- High Scale Mixed Use (>16 Storeys)
- Medium-High Scale Mixed Use (<16 Storeys)
- Medium Scale Mixed Use (<12 Storeys)
- Low-Medium Scale Mixed Use (<8 Storeys)

Note: The indicative height range and landuses have been identified as a guide only and will be further investigated in the context of neighbourhood and character areas through the planning scheme review.

- Buildings in landscaped setting*

*Where not identified as buildings in landscaped setting are assumed to be buildings in urban setting

Character Areas

- Northbridge

Environment and Recreation

- Public Open Space
- Capital City Civic and Cultural Activity

Economy and Employment

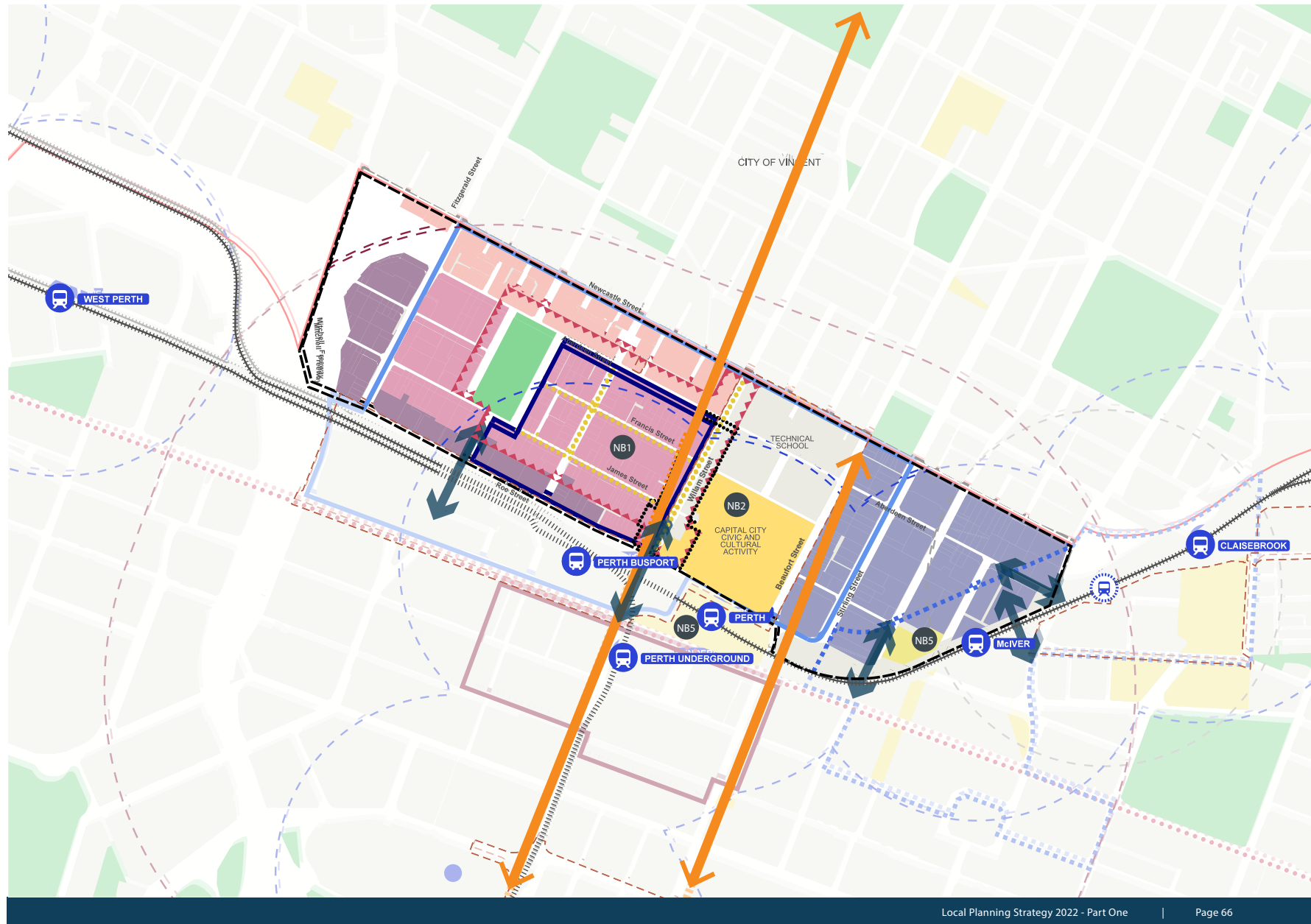
- Public Purpose

Infrastructure

- Railway Line
- Railway Station
- Transit Investigation Area
- Bus Station
- Mass Transit Proposed
- Strategic Connection
- Pedestrian Priority Area

Other

- Existing Heritage



5.2.4 Northbridge Neighbourhood Planning Directions and Actions

The planning directions and actions for the Northbridge Neighbourhood are outlined in **Table 19** and illustrated in **Figure 12**. They should be read in conjunction with the Strategy and Theme planning directions and actions outlined in **Sections 3** and **4**.

Table 19: Northbridge – Planning Directions and Actions

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Capital City Entertainment Area Northbridge faces challenges from the proximity of conflicting land uses, particularly residential development.	Ensure Northbridge remains the State's premier entertainment area.	NB1 <ol style="list-style-type: none"> Continue to work with the State Government to progress Amendment No 41 to City Planning Scheme No 2 and the proposed amendments to the Environmental (Noise) Regulations 1997 to establish a Special Entertainment Precinct over the Capital City Entertainment Area and surrounds to allow for noise levels and provide for noise attenuation requirements that align with the area's role as the State's premier entertainment area. Review existing land use permissibility in the Capital City Entertainment Area to ensure that residential and visitor accommodation are discretionary land uses and require planning approval to enable an assessment of their compatibility with entertainment uses and conditions to be imposed where needed. Review existing land use permissibility in the Capital City Entertainment Area to ensure that it allows for a range of retail and other day time land uses. Support active streets and the presence of outdoor dining and seating. Refer to action CUG3(a) relating to improving north-south connectivity and public realm between the Capital City Entertainment Area and other Capital City activity areas. 	Part 2 – Section 5.2.2.2 To minimize land use conflicts and ensure that Northbridge remains the State's premier entertainment precinct	Short term
Capital City Civic and Cultural Activity Opportunity to enhance the visitor attraction and destination land uses.	Support creative, cultural and tourism activities through the new Scheme and local planning policies.	NB2 <ol style="list-style-type: none"> Review planning provisions to ensure that a range of creative and cultural uses can be accommodated within the Northbridge neighbourhood. Refer to action CUG3(a) relating to improving north-south connectivity and public realm between the Capital City Entertainment Area and other Capital City activity areas, and action CP7(b) relating to the Perth train station and the enhancement of the connectivity and public realm between the Perth Cultural Centre and other Capital City activity areas. 	Part 2 – Section 4.3.1.5 Leveraging existing opportunities in cultural and creative industries within the neighbourhood to create an innovative hub and support a more diverse economy.	Short term

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Residential Community Enhance the vibrancy of the neighbourhood whilst balancing the primacy of and demand for non-residential land uses.	Establish a new residential community in the eastern end of the neighbourhood, east of Stirling Street.	NB3 <ol style="list-style-type: none"> Ensure the design and construction of new residential developments, particularly those in close proximity to the Northbridge Special Entertainment Precinct, incorporate appropriate noise attenuation measures to mitigate any adverse noise impacts. Refer to action CUG2(a) re the introduction of bonus plot ratio to encourage housing diversity, and in particular housing for students and essential workers. Refer to action CUG1(a) re reviewing plot ratios in relation to residential growth targets. 	Part 2 – Sections 4.2.1.1, 5.2.2.2 and 5.2.2.7 To provide for residential growth with appropriate levels of liveability and amenity.	Short term
Heritage and Character Protect and celebrate the unique character of Northbridge whilst facilitating regeneration and increased activation.	Protect and integrate the unique heritage and character elements of the area into urban renewal.	NB4 <ol style="list-style-type: none"> Redefine the planning provisions that apply to the William Street Heritage Area to ensure that they adequately conserve its cultural heritage significance. Review existing planning provisions and introduce new planning provisions to ensure that important elements of built and landscape character of the Northbridge Character Area are reinforced and enhanced in new development. 	Part 2 – Section 5.2.2.4 and 5.2.2.5 Celebrating Northbridge's unique heritage and character as an asset to local population and as places of interest for visitors.	Short term
Station Precinct Renewal Transit oriented development opportunity around key transport infrastructure at the gateway to Perth city.	Better capitalize on key transport infrastructure.	NB5 <ol style="list-style-type: none"> Refer to action CP7a relating to undertaking a detailed planning study of the Mclver - Claisebrook precinct. Refer to action CP7b relating to undertaking a detailed planning study of the Perth Train Station area. 	Part 2 – Section 5.2.1.11, 5.2.1.13 and 5.2.2.6 To provide for better land use and transport integration.	Medium/ long term
Neighbourhood Priorities Consideration needs to be given to neighbourhood priorities that the market is not delivering.	Deliver neighbourhood priorities.	NB6 <ol style="list-style-type: none"> Identify Northbridge Neighbourhood priorities (land uses, built form, public realm and infrastructure) and investigate the refinement of existing and/or the introduction of bonus plot ratio provisions to incentivise their delivery where appropriate. Update the Northbridge Neighbourhood Place Plan to consider public realm improvements that assist in delivering the neighbourhood priorities and aspirations, including the Main Street Refresh, Forgotten Spaces Laneway Strategy and Northbridge Laneway Upgrades. 	Part 2 – Section 4.2.3 and 5.2.2.7 To encourage the market delivery of neighbourhood priorities.	Short term



Page 69 | Local Planning Strategy 2022 - Part One

5.3 EAST PERTH NEIGHBOURHOOD

5.3.1 Vision

East Perth is situated on the doorstep of the Swan River. It is the eastern gateway to the Central Perth. East Perth is a vibrant neighbourhood with a bustling neighbourhood centre, community facilities and beautiful parks. East Perth offers diverse housing options and is well placed to accommodate a larger resident population.

5.3.2 Neighbourhood Priority

Improve the identity of East Perth through a defined town centre, community facilities, beautiful streets and an easily walkable neighbourhood that connects people to places.

5.3.3 Planning Directions

5.3.3.1 Population, Dwelling and Business Growth

The population, dwelling and business growth forecasts and targets for the East Perth Neighbourhood are outlined below. It should be noted that these are indicative and will be reviewed as part of further detailed planning.

**Table 20: Residential targets and forecasts
2016 – 2036**

	Residents	Dwellings ¹
Existing	7,288	3,651
Forecast	10,466	5,406
Minimum Target	15,125	7,776

Note 1: refers to occupied dwellings.

Refer to **Part 2 Section 4.2** – Community, Urban Growth and Settlement (**Figure 7, 8** and **Table 7**) for further detail.

**Table 21: Commercial targets and forecasts
2016 – 2036**

	Workers	Commercial Floorspace
Existing	9,711	224,793sqm
Forecast	14,221	331,989sqm

Refer to **Part 2 Appendix A (Tables 36 and 38)** for further detail.

A large proportion of East Perth's growth forecasts are anticipated to occur within Development WA's Riverside redevelopment precinct. Master planning for this area anticipates the following development yields:

- Population – 7,000
- Dwellings – 4,000
- Commercial Floorspace – 94,000sqm

5.3.3.2 Land Use

The land uses envisioned for the East Perth Neighbourhood are described below and generally indicated on **Figure 13** East Perth Neighbourhood Map:

Neighbourhood Centre along Hay Street generally between Hill and Bennett Streets; focusing on land uses that provide for daily and weekly shopping needs, support day, night and weekend activity – and activity on the street such as outdoor dining.

Mixed Use Area centred along Adelaide Terrace; maintaining the mixed-use nature of the area, but with greater emphasis on residential development.

Residential Areas along Terrace Road and in the area of Goderich and Wellington Streets maintaining the residential nature of these areas.



5.3.3.3 Urban Form and Character

Indicative urban form (building heights as well as urban and landscape setting areas) is shown on the East Perth Neighbourhood map **Figure 13**.

These settings will be reviewed in the preparation of the new Scheme and the implications considered for the East Perth Neighbourhood.

One character area has been identified within the neighbourhood.

Table 22 provides a summary of the urban form and landscape elements of the character area to be reinforced in new development.

Table 22: East Perth Character

CHARACTER AREA	DESCRIPTION
Terrace Road Character Area	A stepped profile of buildings that provide a transition of scale from Langley Park towards the north and respond to the change in topography.

Figure 13: East Perth Neighbourhood Map

EAST PERTH PLANNING ACTIONS:

- EP2 Neighbourhood Centre
- EP3 Public Schools
- EP4 Swan River/Derbarl Yerrigan
- EP6 Riverside Precinct Urban Renewal

Refer **Table 23** East Perth Planning Directions and Actions for further details.

Boundaries

- City of Perth Local Government
- DevelopmentWA Redevelopment Areas

Planning Areas and Actions

- Neighbourhood Areas

Community and Urban Growth

Centres and Precincts

- Activity Centre - Neighbourhood (200m Walkable Catchment)

- Strategic Connections

- Transit Precinct

Precinct Planning Areas

- Riverside

Indicative Land Use and Urban Form

- High Scale Mixed Use (>16 Storeys)
- High Scale Residential Use (>16 Storeys)

Note: The indicative height range and landuses have been identified as a guide only and will be further investigated in the context of neighbourhood and character areas through the planning scheme review.

- Buildings in landscaped setting*

*Where not identified as buildings in landscaped setting are assumed to be buildings in urban setting

Character Areas

- Terrace Road

Environment and Recreation

- Public Open Space

Economy and Employment

- Public Purpose

Infrastructure

- Mass Transit Proposed (indicative)

- Pedestrian Priority Area

- Future Pedestrian and Cyclist Bridge

Other

- Heritage Investigation



5.3.4 East Perth Neighbourhood Planning Directions and Actions

The planning directions and actions for the East Perth Neighbourhood are outlined in **Table 23** and illustrated in **Figure 13**. They should be read in conjunction with the Strategy and Theme planning directions and actions outlined in **Sections 3** and **4**.

Table 23: East Perth – Planning Directions and Actions

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Residential Community Enhance the vibrancy of the neighbourhood with additional residents.	Create a thriving residential community.	EP1 a. Support the ongoing role of existing local and regional community facilities. b. Refer to action CUG2(a) re the introduction of bonus plot ratio to encourage housing diversity, and in particular housing for aged persons. c. Refer to action CUG1(a) re reviewing plot ratios in relation to residential growth targets.	Part 2 – Section 4.2.1.1, 4.2.2.1, 4.2.2.2 To provide for residential growth with high levels of liveability and amenity.	Short term
Neighbourhood Centre The neighbourhood centre needs to be strengthened and enhanced.	Create a vibrant neighbourhood centre, providing for the daily and weekly needs of residents, workers and visitors with life during the day, night and on weekends.	EP2 In the Hay Street East neighbourhood centre: a. investigate the introduction of bonus plot ratio incentives to encourage the delivery of a full-line supermarket within or well connected to the centre; b. enhance and improve mid-block pedestrian links to the centre from the north and south respectively. c. review built form controls to enhance the amenity, character and urban greening of the street interface between the public and private realms. d. review existing land use permissibility to discourage land uses which do not support appropriate levels of activation. e. Enhance the public realm and support active streets including outdoor dining and seating. f. Refer to action EE1(a) re reviewing plot ratios around the neighbourhood centre to accommodate residential growth to support the viability of the centre.	Part 2 – Section 5.2.3.4 To attract and retain a permanent residential population and to enhance visitor experience.	Short term
Public Schools There is a need to provide for the increasing residential population.	Provide a new public primary school and a new public secondary school to support the growing residential community.	EP3 a. Advocate to the State Government to provide new public school(s) in East Perth.	Part 2 – Section 4.2.2.4 Ensure adequate provision for education needs for the family household catchment of the neighbourhood.	Short term

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Swan River/Derbarl Yerrigan Respect and enhance this natural and cultural icon of Perth city.	Improve connection to and use of the Swan River.	EP4 <ol style="list-style-type: none"> Refer to CP5(a) regarding continuing the preparation of the masterplan for the Swan River foreshore (and streets leading to it) between Barrack Square and Point Fraser. 	Part 2 – Section 4.4.1.2 Celebrate the unique, world class waterfront location and link tourist destinations, neighbourhood activity and cultural values to develop a masterplan for the Swan River.	Medium term
Heritage and Character Protect and celebrate the unique character of Perth whilst facilitating regeneration and increased activation.	Protect and integrate the unique heritage and character elements of the area into urban renewal.	EP5 <ol style="list-style-type: none"> Progress the listing and planning policy provisions for the Goderich Street Heritage Investigation Area to ensure that it is adequately conserved. Refine the existing planning policy provisions to ensure that important elements of built and landscape character in the Terrace Road Character Area are reinforced and enhanced in new development. 	Part 2 – Section 5.2.3.2 and 5.2.3.3 Celebrate East Perth's unique heritage and character as an asset to the local population and as places of interest for visitors.	Short term

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Riverside Precinct Urban Renewal Opportunity to capitalise on renewal and redevelopment in an important strategic waterfront location.	Encourage the urban renewal of the sporting precinct.	EP6 <ol style="list-style-type: none"> Work with the State Government to undertake a detailed planning study of the Riverside precinct that addresses the following planning directions: <ol style="list-style-type: none"> Urban Renewal – encourage the urban renewal of the area building upon the key sporting and education facilities within it; Activation – improve the level of activation of the area during the day, night and on weekends; Public Realm – improve the interface between large institutions and facilities and the public realm; Growth Opportunities – optimise development opportunities on underutilised land; Swan River – improve connection to and use of the Swan River. Connectivity – Improve movement between the area and surrounding neighbourhoods; Residential Community – create a thriving residential community; and Community and Recreational Facilities – provide community and recreational facilities to support the residential community. 	Part 2 – Section 5.2.3.5 To encourage investment and redevelopment in the precinct.	Medium term
Neighbourhood Priorities Consideration needs to be given to neighbourhood priorities that the market is not delivering.	Encourage the delivery of neighbourhood priorities.	EP7 <ol style="list-style-type: none"> Identify East Perth neighbourhood priorities (land uses, built form, public realm and infrastructure) and investigate the refinement of existing and/or the introduction of bonus plot ratio provisions to incentivize their delivery. Update the East Perth Neighbourhood Place Plan to consider public realm improvements that assist in delivering the neighbourhood priorities and aspirations, including the Main Street Refresh. 	Section 4.2.3 and 5.2.3.6 To encourage the market delivery of neighbourhood priorities.	Short term

5.4 CLAISEBROOK NEIGHBOURHOOD

5.4.1 Vision

Claisebrook is a thriving residential neighbourhood with unique architecture designed to take advantage of its river setting. It sits beside the Swan River with Claisebrook Cove at the heart. The Cove has restaurants and bars along its southern edge, and the nearby Royal Street Neighbourhood Centre provide residents and visitors with a varied entertainment and retail offering. The neighbourhood provides a range of living opportunities for families, with high quality community, educational and open space facilities to meet the needs of its growing and diverse community.

5.4.2 Neighbourhood Priority

Protect local character and amenity and undertake detailed planning for the future use and development of underutilised Government land around the Mclver – Claisebrook Train Stations, with a focus on increasing the residential population. To create a diverse community within the neighbourhood, there is a need to facilitate the delivery of community facilities as well as diverse and affordable housing options through incentivisation.

5.4.3 Planning Directions

5.4.3.1 Population, Dwelling and Business Growth

The population, dwelling and business growth forecasts and targets for the Claisebrook Neighbourhood are outlined below. It should be noted that these are indicative and will be reviewed as part of further detailed planning.

Table 24: Residential targets and forecasts 2016 – 2036

	Residents	Dwellings ¹
Existing	3,938	1,945
Forecast	5,840	3,040
Minimum Target	6,875	3,516

Note 1: refers to occupied dwellings.

Refer to **Part 2 Section 4.2** – Community, Urban Growth and Settlement (**Figure 7, 8** and **Table 7**) for further detail.

Table 25: Commercial targets and forecasts 2016 – 2036

	Workers	Commercial Floorspace
Existing	7,128	156,821sqm
Forecast	10,439	223,747sqm

Refer to **Part 2 Appendix A (Tables 36 and 38)** for further detail.

5.4.3.2 Land Use

The land use areas envisioned for the Claisebrook Neighbourhood are described below and generally indicated on **Figure 14 Claisebrook Neighbourhood Map**:

Neighbourhood Centre along Royal Street between Bennett and Plain Streets and immediately to the south of Claisebrook Cove; focusing on land uses that provide for daily and weekly shopping needs and support day, night and weekend activity.

Mixed Use Areas to the north of the neighbourhood centre focusing on Brown and Kensington Streets and to the west, east and north of Wellington Square; maintaining the mixed use nature of these areas, but with greater emphasis on residential development.

Residential Areas adjacent to the Swan River, north and south of Claisebrook Cove; maintaining the residential nature of the area.

5.4.3.3 Urban Form and Character

Indicative urban form (building heights as well as urban and landscape setting areas) is shown on the Claisebrook Neighbourhood Map **Figure 14**.

These settings will be reviewed in the preparation of the new Scheme and the implications considered for the Claisebrook Neighbourhood.

Three character areas have been identified within the neighbourhood.

Table 26 provides a summary of the urban form and landscape elements of the character areas to be reinforced in new development.

Table 26: Claisebrook Neighbourhood Character Areas

CHARACTER AREA	DESCRIPTION
Claisebrook Residential Character Areas	Tree lined residential streets that accommodate a fine grain of low to medium rise residential buildings with many windows and balconies overlooking the street and landscaped front yards.
Brown and Kensington Streets Character Area	Large east west street blocks with numerous light industrial/warehouse buildings, some of which have been repurposed.
Claisebrook Cove Character Area	Medium rise waterfront buildings with alfresco spaces contributing to a coordinated promenade character.

Figure 14: Claisebrook Neighbourhood Map

LEGEND

Boundaries

- City of Perth Local Government
- DevelopmentWA Redevelopment Areas

Planning Areas and Actions

- Neighbourhood Areas

Community and Urban Growth

Centres and Precincts

- Activity Centre - Neighbourhood (200m Walkable Catchment)

- Transit Precinct

Precinct Planning Areas

- McIver - Claisebrook

Indicative Land Use and Urban Form

- High Scale Mixed Use (>16 Storeys)
- Medium-High Scale Mixed Use (<16 Storeys)
- Medium Scale Mixed Use (<12 Storeys)
- Low-Medium Scale Mixed Use (<8 Storeys)
- Low-Medium Scale Residential (<8 Storeys)
- Low Scale Mixed Use (<4 Storeys)
- Low Scale Residential (<4 Storeys)

Note: The Indicative height range and landuses have been identified as a guide only and will be further investigated in the context of neighbourhood and character areas through the planning scheme review.

Buildings in landscaped setting*

*Where not identified as buildings in landscaped setting are assumed to be buildings in urban setting

Character Areas

- Claisebrook Residential
- Brown and Kensington Streets
- Claisebrook Cove

Environment and Recreation

- Public Open Space

Economy and Employment

- Public Purpose

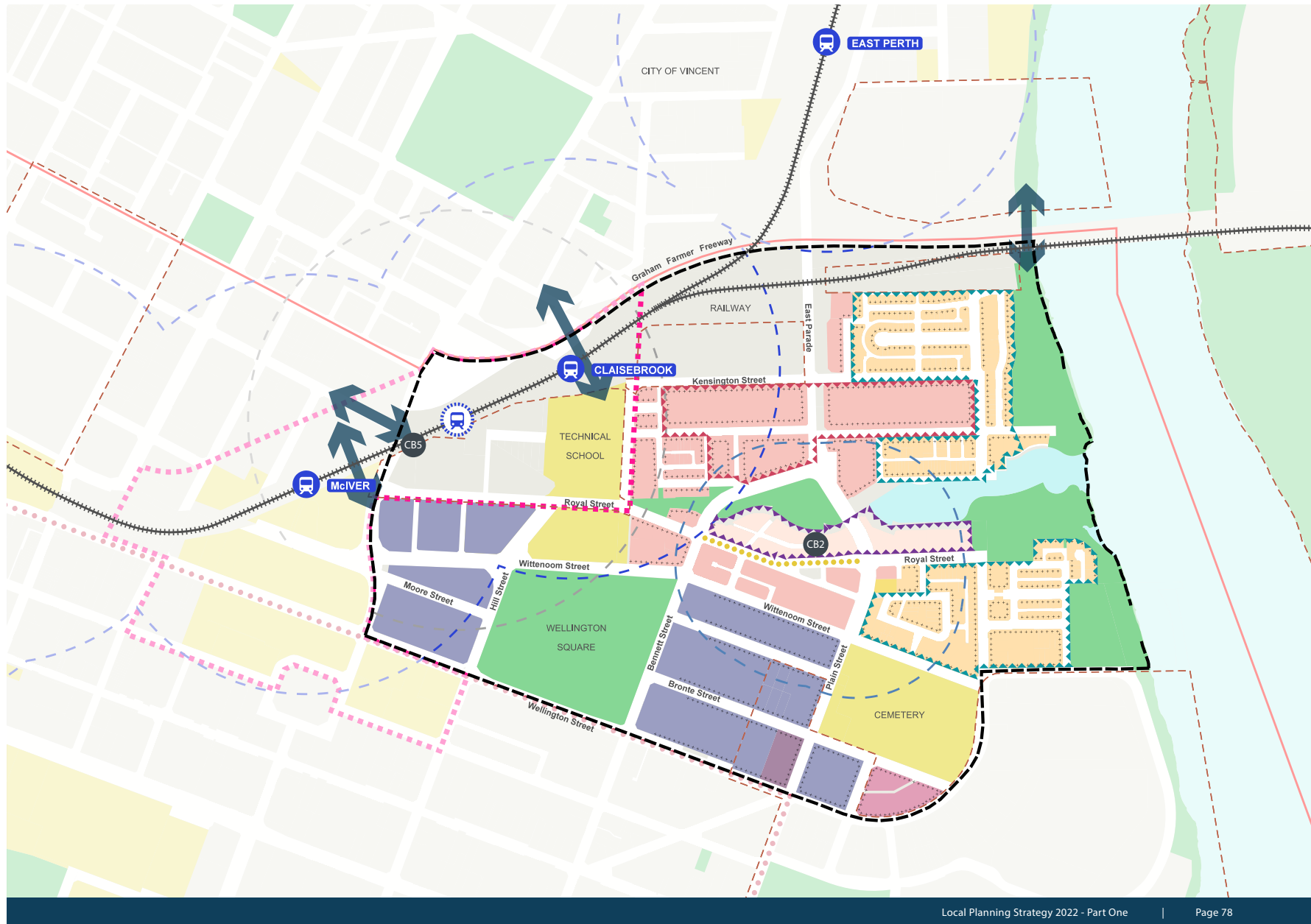
Infrastructure

- Railway Line
- Railway Station
- Transit Investigation Area
- Mass Transit Proposed (Indicative)
- Strategic Connection
- Pedestrian Priority Area

CLAISEBROOK PLANNING ACTIONS:

- CB2 Neighbourhood Centre
- CB5 Station Precinct Renewal

Refer **Table 27** Claisebrook Planning Directions and Actions for further details.



5.4.4 Claisebrook Neighbourhood Planning Directions and Actions

The planning directions and actions for the Claisebrook Neighbourhood are outlined in **Table 27** and illustrated in **Figure 14**. They should be read in conjunction with the Strategy and Theme planning directions and actions outlined in **Sections 3** and **4**.

Table 27: Claisebrook – Planning Directions and Actions

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Residential Community Enhance the vibrancy of the neighbourhood through protecting the primacy of residential uses and balancing the demand for non-residential uses.	Create a thriving residential community.	CB1 a. Refer to action CUG2(a) re the introduction of bonus plot ratio to encourage housing diversity. b. Refer to action CUG1(a) re reviewing plot ratios in relation to residential growth targets.	Part 2 – Section 4.2.1.1, 4.2.2.1, 4.2.2.2 To provide for residential growth with high levels of livability and amenity.	Short term
Neighbourhood Centre There is a need to support the centre to better meet the needs of residents and workforce and to concentrate the extent of the centre to improve levels of activation.	Create a vibrant neighbourhood centre, providing for the daily and weekly needs of residents, workers and visitors with life during the day, night and on weekends.	CB2 In the Royal Street neighbourhood centre: a. Refine the boundaries of the centre to improve the concentration of activity and improve its viability; and b. Review existing land use permissibility to discourage land uses which do not support appropriate levels of activation. c. Enhance the public realm and support active streets including outdoor dining and seating. d. Refer to action EE1(a) re reviewing plot ratios around the neighbourhood centre to accommodate residential growth to support the viability of the centre.	Part 2 – Section 5.2.4.4 To focus activity within the neighbourhood centre to enhance its viability.	Short term
Swan River/Derbarl Yerrigan Respect and enhance this natural and cultural icon of Perth city.	Improve connection to and use of the Swan River.	CB3 a. Refer to action E2(a) re the creation of attractive and comfortable pedestrian environments along the streets leading to the Swan River	Part 2 – Section 4.4.1.2 Celebrate the unique, world class waterfront location and link tourist destinations, neighbourhood activity and cultural values.	Medium term

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Heritage and Character Protect and celebrate the unique character of Claisebrook whilst facilitating regeneration and increased activation.	Protect and integrate the unique heritage and character elements of the area into urban renewal.	CB4 a. Review existing planning provisions to ensure that important elements of built and landscape character in the following areas are reinforced and enhanced in new development: i. Claisebrook Residential Character Areas, ii. Brown and Kensington Streets Character Area, and iii. Claisebrook Cove Character Area.	Part 2 – Section 5.2.4.2 and 5.2.4.3 Celebrate Claisebrook's unique heritage and character as an asset to the local population and as places of interest for visitors	Short term
Station Precinct Renewal Better capitalize on key transport infrastructure.	Prepare a precinct plan for Mclver-Claisebrook transit-oriented development catchment and rail station.	CB5 a. Refer to action CP 7a relating to undertaking a detailed planning study of the Mclver - Claisebrook precinct.	Part 2 – Section 5.2.4.6 To rationalise and optimise transit stations and transit oriented development in this location.	Medium term
Neighbourhood Priorities Consideration needs to be given to neighbourhood priorities that the market is not delivering.	Encourage the delivery of neighbourhood priorities	CB6 a. Identify neighbourhood priorities (land uses, built form, public realm and infrastructure) and investigate the refinement of existing and/or the introduction of bonus plot ratio provisions to incentivize their delivery. b. Update the Claisebrook Neighbourhood Place Plan to consider public realm improvements that assist in delivering the neighbourhood priorities and aspirations, including the Main Street Refresh.	Part 2 – Section 4.2.3 and 5.2.4.7 To encourage the market delivery of neighbourhood priorities.	Short term
Public Schools There is a need to provide for the increasing residential population.	Provide a new public primary school and a new public secondary school to support the growing residential community.	CB7 a. Advocate to the State Government to provide new public school(s) in Claisebrook.	Part 2 – Section 4.2.2.4 Ensure adequate provision for education needs for the family household catchment of the neighbourhood.	Short term



Harold Boas Gardens, West Perth

5.5 WEST PERTH NEIGHBOURHOOD

5.5.1 Vision

Leafy streetscapes and its close relationship with Kings Park have enabled West Perth to feel like an urban village. Its streets are lined with beautifully restored heritage buildings, and its vibrant café-culture, caters to its worker and residential community alike.

5.5.2 Neighbourhood Priority

Increase the residential population to create more vibrancy and activity outside of office hours, while maintaining the neighbourhood's function as a Secondary Office Area. To enable this, it will be vital to facilitate diverse, affordable housing options suited to future residents housing needs.

5.5.3 Planning Directions

5.5.3.1 Population, Dwelling and Business Growth

The population, dwelling and business growth forecasts and targets for the West Perth Neighbourhood are outlined below. It should be noted that these are indicative and will be reviewed as part of further detailed planning.

Table 28: Residential targets and forecasts 2016 – 2036

	Residents	Dwellings ¹
Existing	2,858	1,608
Forecast	4,160	2,261
Minimum Target	9,625	5,326

Note 1: refers to occupied dwellings.

Refer to **Part 2 - Section 4.2** – Community, Urban Growth and Settlement (**Figure 7, 8** and **Table 7**) for further detail.

Table 29: Commercial targets and forecasts 2016 – 2036

	Workers	Commercial Floorspace
Existing	21,477	509,986sqm
Forecast	31,452	776,123sqm

Refer to **Part 2 - Appendix A (Tables 36 and 38)** for further detail.

5.5.3.2 Land Use

The land uses envisioned for the West Perth Neighbourhood are described below and generally indicated on **Figure 15** West Perth Neighbourhood Map.

Neighbourhood Centre along Hay Street with a core of activity between Outram and Colin Streets and a surrounding frame of complimentary activities, focusing on activities that promote day, night and weekend activity and intensity of residential development.

Mixed Use Areas:

- To the north and south of the Neighbourhood Centre (south of the railway line) maintaining the mixed use nature of the area with greater emphasis on residential development.
- Between the Freeway and Havelock and Sutherland Streets; maintaining the mixed use nature of the area, but with greater emphasis on residential and commercial/ secondary office development.
- To the north of the railway line, detailed planning is required in this area to support opportunities for transit oriented development, and intensification of residential land uses as well as retail and offices.

5.5.3.3 Urban Form and Character

Indicative urban form is shown on **Figure 15** West Perth Neighbourhood Map.

These will be reviewed in the preparation of the new Scheme and the implications considered for the West Perth Neighbourhood.

Three character areas have been identified within the neighbourhood.

Table 30 provides a summary of the urban form and landscape elements of the character areas to be reinforced in new development.

Table 30: West Perth Neighbourhood Character Areas

CHARACTER AREA	DESCRIPTION
Hay Street West Character Area	Traditional fine grained development with 2 to 3 storey facades built to the street, incorporating narrow and transparent shopfronts with awnings.
Ord and Outram Streets Character Area	Predominantly narrow lots that accommodate a blend of old and new buildings in high quality in ground landscaping with views between them and to the sky.
Kings Park Road Character Area	Tree lined boulevard to the city fronted by prestigious residential and office buildings set in high quality in ground landscaping with views between them and to the sky.

Figure 15: West Perth Neighbourhood Map



WEST PERTH PLANNING ACTIONS:

-  Neighbourhood Centre
-  City West Precinct

Refer **Table 31** West Perth Planning Directions and Actions for further details.

LEGEND

Boundaries

-  City of Perth Local Government
-  DevelopmentWA Redevelopment Areas

Planning Areas and Actions

-  Neighbourhood Areas

Community and Urban Growth

Centres and Precincts

-  Activity Centre - Neighbourhood (200m Walkable Catchment)
-  Transit Precinct (400m Walkable Catchment)
-  Clause 32 - Parliament House Precinct Policy

Precinct Planning Areas

-  City West

Indicative Land Use and Urban Form




-  High Scale Mixed Use (>16 Storeys)
-  Medium-High Scale Mixed Use (<16 Storeys)
-  Medium Scale Mixed Use (<12 Storeys)

Note: The indicative height range and landuses have been identified as a guide only and will be further investigated in the context of neighbourhood and character areas through the planning scheme review.

 Buildings In landscaped setting*

*Where not identified as buildings in landscaped setting are assumed to be buildings in urban centre setting


Character Areas

-  Hay Street West
-  Ord and Outram Streets
-  Kings Park Road

Environment and Recreation

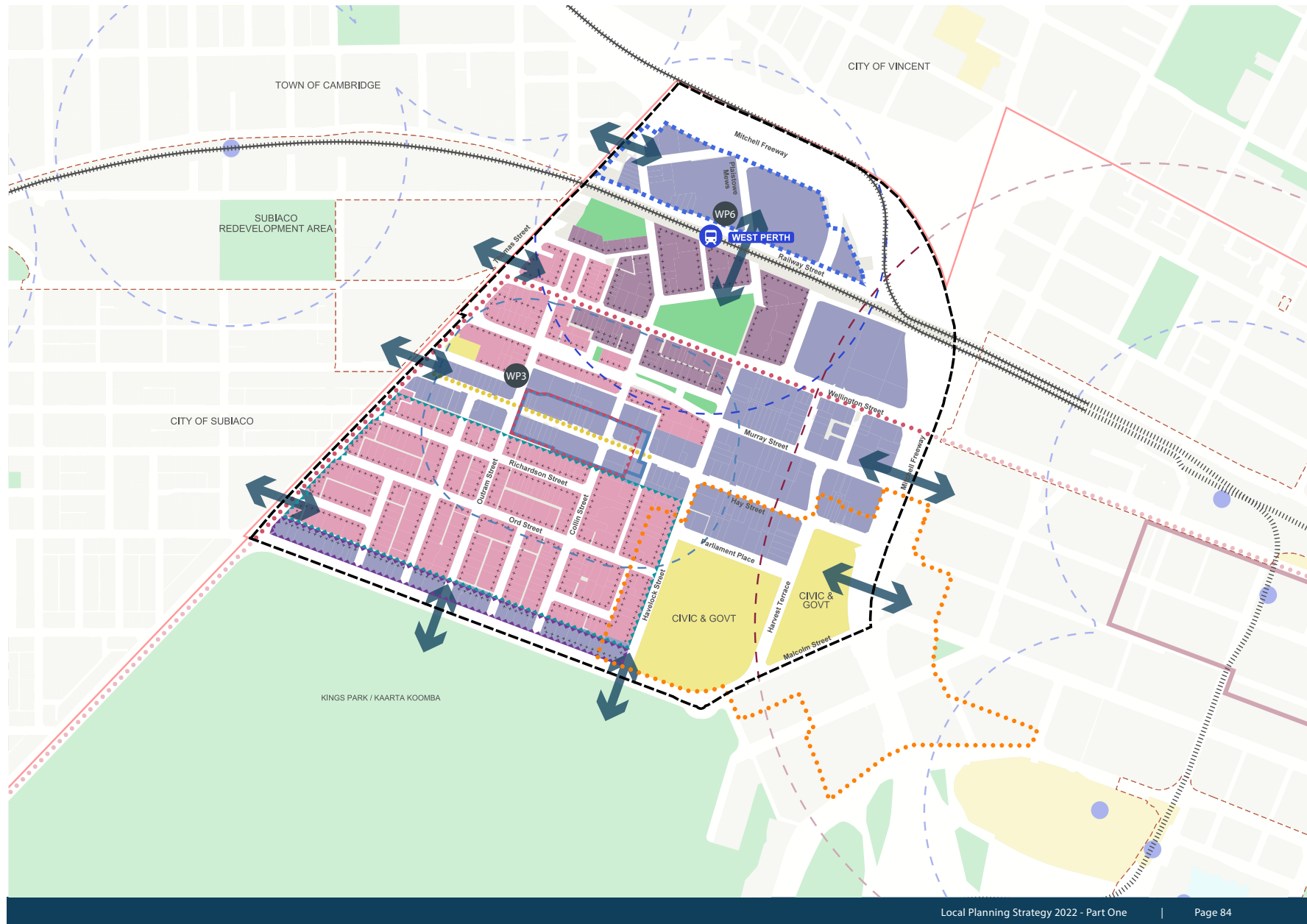
-  Public Open Space

Economy and Employment

-  Public Purpose

Infrastructure

-  Railway Line
-  Railway Station
-  Mass Transit Proposed (indicative)
-  Strategic Connection
-  Pedestrian Priority Area



5.5.4 West Perth Neighbourhood Planning Directions and Actions

The planning directions and actions for the West Perth Neighbourhood are outlined in **Table 31** and illustrated in **Figure 15**. They should be read in conjunction with the Strategy and Theme planning directions and actions outlined in **Sections 3** and **4**.

Table 31: West Perth – Planning Directions and Actions

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Residential Community Enhance the vibrancy of the neighbourhood whilst balancing the primacy of and demand for non-residential land uses.	Create a thriving residential community	WP1 a. Refer to action CUG2(a) re the introduction of bonus plot ratio to encourage housing diversity. b. Refer to action CUG1(a) re reviewing plot ratios in relation to residential growth targets.	Part 2 - Section 4.2.1.1, 4.2.2.1 and 4.2.2.2 To provide for residential growth with high levels of liveability and amenity.	Short term
Secondary Office Area West Perth performs an important secondary function for office development within the city and this needs to be supported and enhanced.	Ensure that West Perth continues to perform as a secondary office area for the city.	WP2 a. Review the existing plot ratio provisions to ensure that there is sufficient capacity to accommodate forecast office growth.	Part 2 - Section 4.3.1.7 and 5.2.5.1 Important to maintain the secondary office area to support economic activity.	Short term
Neighbourhood Centre There is a need to support the centre to better meet the needs of local residents and workforce and to limit the extent of the centre to improve levels of activation.	Create a vibrant neighbourhood centre, providing for the daily and weekly needs of residents, workers and visitors with life during the day, night and on weekends.	WP3 In the Hay Street neighbourhood centre: a. Investigate the introduction of bonus plot ratio provisions to encourage the delivery of a supermarket within or well-connected to the centre. b. Investigate the refinement of existing bonus plot ratio provisions to encourage the delivery of a provision of a central community gathering space/town square. c. Refining the scheme zoning boundaries of the centre to improve the concentration of activity and improve its viability. d. Review existing land use permissibility to discourage land uses which do not support appropriate levels of activation. e. Enhance the public realm and support active streets including outdoor dining and seating. f. Refer to action EE1(a) re reviewing plot ratios around the neighbourhood centre to accommodate residential growth to support the viability of the centre.	Part 2 - Section 5.2.5.4 To enhance the functioning of the neighbourhood centre.	Short term
Kings Park/Kaarta Koomba Enhance access to this cultural icon of Perth whilst recognizing the environmental and bushfire issues which need to be respected.	Improve connection with and use of Kings Park.	WP4 a. Refer to action E2(c) re improving access to and use of Kings Park.	Part 2 - Section 4.4.1.2 Celebrate the unique, world class location and link to tourist destinations, neighbourhood activity and cultural values.	Short term

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Heritage and Character Protect and celebrate the unique heritage and character of West Perth whilst facilitating regeneration and increased activation.	Protect and integrate the unique heritage and character elements of the area into urban renewal.	WP5 <ol style="list-style-type: none"> Develop planning provisions to ensure that important elements of built and landscape character in the following areas are reinforced and enhanced in new development: <ol style="list-style-type: none"> Hay Street West Character Area; Ord and Outram Streets Character Area; and Kings Park Road Character Area. Investigate built form provisions in the landscaped setting areas west of Havelock Street to improve redevelopment outcomes on narrow lots. 	Part 2 - Section 5.2.5.2 and 5.2.5.3 Celebrate West Perth's unique heritage and character as an asset to the local population and as places of interest for visitors.	Short term
City West Precinct Better capitalize on key transport infrastructure.	Better capitalise on key transport infrastructure.	WP6 <ol style="list-style-type: none"> Undertake a detail planning study for the area north of the City West train station that addresses the following planning directions: <ol style="list-style-type: none"> Residential Community – create a thriving residential community; City West Precinct – Better capitalise on opportunities surrounding the City-West train station; Growth Opportunities – optimise development opportunities on underutilised land; Transport Interface – Improve the interface with Thomas Road, Mitchell Freeway and the train line; Public Realm – Enhance the public realm and provide additional public open space; and Accessibility – Create a connected place that is walkable and easily accessible from surrounding areas. 	Part 2 - Section 5.2.5.6 To optimise transit stations and transit-oriented development in this location.	Short/Medium term
Neighbourhood Priorities Consideration needs to be given to neighbourhood priorities that the market is not delivering.	Encourage the delivery of neighbourhood priorities.	WP7 <ol style="list-style-type: none"> Identify neighbourhood priorities (land uses, built form, public realm and infrastructure) and investigate the refinement of existing and/or the introduction of bonus plot ratio provisions to incentivize their delivery. Update the West Perth Neighbourhood Place Plan to consider public realm improvements that assist in delivering the neighbourhood priorities and aspirations, including the Main Street Refresh. 	Part 2 - Section 4.2.3 and 5.2.5.7 To encourage the market delivery of neighbourhood priorities.	Short term



5.6 CRAWLEY-NEDLANDS NEIGHBOURHOOD

5.6.1 Vision

Nestled in a sea of trees and Matilda Bay, Crawley-Nedlands foundations are built on the strength of its community and the proximity to the University of Western Australia and the Queen Elizabeth II Medical Centre. The friendly neighbourhood vibe is not only due to its long-term residents but also the permanent presence of students, academics, researchers and health workers bringing life and activity to the neighbourhood.

5.6.2 Neighbourhood Priority

Connect the neighbourhood via better transport solutions to enable its institutions to participate in global markets while protecting local liveability, character and supporting housing diversity.

5.6.3 Planning Directions

5.6.3.1 Population, Dwelling and Business Growth

The population, dwelling and business growth forecasts and targets for the Crawley-Nedlands Neighbourhood are outlined below. It should be noted that these are indicative and that these will be reviewed as part of further detailed planning.

Table 32: Residential targets and forecasts 2016 – 2036

	Residents	Dwellings ¹
Existing	5,141	1,554
Forecast	6,770	2,001
Minimum Target	6,800-7,300	2,400-2,600

Note 1: Refers to occupied dwellings.

Note 2: Dwelling and population growth targets for Crawley-Nedlands will be informed by future structure planning

Refer to **Part 2 Section 4.2** – Community, Urban Growth and Settlement (**Figure 7, 8** and **Table 7**) for further detail.

Table 33: Commercial targets and forecasts 2016 – 2036

	Workers	Commercial Floorspace
Existing	13,893	624,452sqm
Forecast	20,346	656,084sqm

Refer to **Part 2 Appendix A (Tables 36 and 38)** for further detail.

5.6.3.2 Land Use Urban Form and Character

The land uses as well as the urban form and desired character of the Crawley-Nedlands Neighbourhood will be determined through detailed planning. Three character areas have however been identified within the neighbourhood and are shown on **Figure 16** – Crawley- Nedlands Neighbourhood Map.

Table 34 provides a summary of the built form and landscape elements of these character areas to be reinforced in new development.

Table 34: Crawley-Nedlands Neighbourhood Character Areas

CHARACTER AREA	DESCRIPTION
Mounts Bay Road Character Area	Tree lined residential streets with prestigious high rise apartment buildings that sit within generous landscaped setbacks.
Northern Character Area	Tree lined streets with a consistent fine-grained rhythm of lots and building facades. Front setbacks that are layered with low walls/fences, sometimes carports, landscaped gardens and front verandahs.
Southern Character Area	Street verges and building setbacks that accommodate trees and other planting that create a significant landscape character.



Karella Street, Crawley-Nedlands

Figure 16: Crawley-Nedlands Neighbourhood Map

LEGEND

Boundaries

— City of Perth Local Government

Planning Areas and Actions

— Neighbourhood Areas

Community and Urban Growth

Centres and Precincts

200m Walkable Catchment

⁽¹⁾ Extent of area to be investigated through precinct plan.

Precinct Planning Areas

UWA-QEIMC Specialised Centre ⁽¹⁾

Indicative Land Use and Urban Form

Precinct Plan to investigate and determine Indicative landuse, urban form, height and plot ratio.

Character Areas

Northern Character Area

Southern Character Area

Mounts Bay Road Character Area

Environment and Recreation

Public Open Space

Economy and Employment

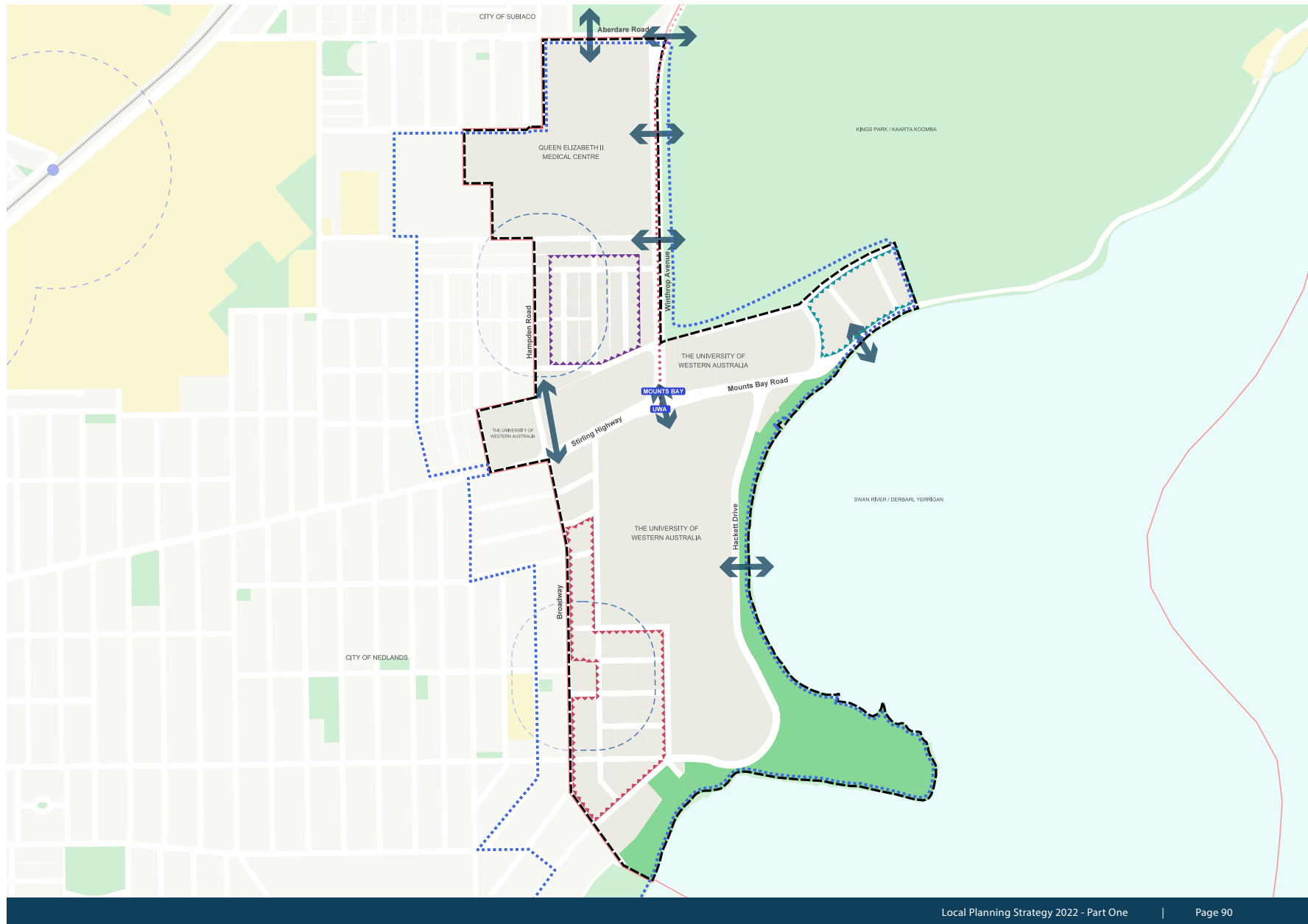
Public Purpose

Infrastructure

Railway Line

Mass Transit Proposed (Indicative)

Strategic Connection



5.6.4 Crawley-Nedlands Neighbourhood Planning Directions and Actions

The planning directions and actions for the Crawley-Nedlands Neighbourhood are outlined in **Table 35** and illustrated in **Figure 16**. They should be read in conjunction with the Strategy and Theme planning directions and actions outlined in **Sections 3** and **4**.

Table 35: Crawley Nedlands– Planning Directions and Actions

Issue/ Opportunity	Planning Direction	Action	Rationale	Timeframe
Specialised Centre As one of the largest specialised health, research and education centre in the southern hemisphere it is important to maintain primacy and enhance opportunities for growth.	Support the growth of the area as a thriving medical, research and education precinct.	CN1 Work with the State Government, the City of Nedlands and key stakeholders to prepare a Precinct Plan for the UWA-QEIIIMC Specialised Centre that addresses the following planning directions for the neighbourhood/planning area: <ol style="list-style-type: none"> Specialised Centre – Encourage the growth of the precinct planning area as a thriving medical, research and education precinct with knowledge-based industries. Support the intellectual property generation and commercialisation in recognition of its role as a Specialised Centre under the State's strategic planning framework; Residential Community – Create a thriving residential community and provide for a diversity of housing; Neighbourhood Centres – Support the neighbourhood centres and ensure that they thrive and meet community needs; Kings Park and Swan River - Improve access and use of Kings Park and Swan River; Character - Ensure buildings positively contribute to the public realm and enhance the desired built form character of the neighbourhood; Transition – Provide for a sensitive development transition between the Specialised Centre and surrounding areas to minimize any adverse impacts; Public Realm – Enhance the public realm to create an attractive, comfortable and safe environment which encourages walking and cycling; Connectivity - Create a connected and accessible place particularly between UWA and QEIIIMC and back into Central Perth by a range of transport modes; Neighbourhood Priorities - Identify neighbourhood priorities (land uses, built form, public realm and infrastructure) and investigate the refinement of existing and/or the introduction of bonus plot ratio provisions to incentivize their delivery; Sustainable Transport – support sustainable transport modes as the primary method of travel to and within the UWA-QEIIIMC Specialised Centre; and Community Infrastructure – support the provision of community infrastructure to meet the needs of residents, workers and visitors. Strategic Investment - identify strategic investment opportunities presented by the UWA-QEIIIMC Specialised Centre. 	Part 2 – Section 2.2 To meet the requirements of State Planning Policy 4.2 – Activity Centres.	Short term

Issue/ Opportunity	Planning Direction	Action	Rationale	Timeframe
Swan River/ Derbarl Yerrigan Respect and enhance this cultural icon of Perth city.	Improve connection to and use of the Swan River.	CN2 a. Prepare a masterplan for the Swan River foreshore (and streets leading to it) from the Narrows Bridge to JH Abrahams Reserve. <i>(note: refer to Action E2(b) for parameters around preparing the foreshore master plan).</i>	Part 2 – Section 5.2.6.3 To improve access and use of the Swan River foreshore, future development needs to be planned and coordinated.	Medium term
Neighbourhood Priorities Consideration needs to be given to neighbourhood priorities that the market is not delivering.	Encourage the delivery of neighbourhood priorities.	CN3 a. Update the Crawley-Nedlands Neighbourhood Place Plan to consider public realm improvements that assist in delivering the neighbourhood priorities and aspirations, including the Main Street Refresh.	Part 2 - Section 4.2.3 To provide a high-quality public realm that reflects the neighbourhood priorities and aspirations.	Short term

6.0

IMPLEMENTATION AND REVIEW

The key actions, deliverables, stakeholders and indicative timeframes are outlined for matters that apply to the whole of Perth city (**Table 36**) and the Neighbourhoods (**Table 37**). The City will undertake the majority of the actions and will otherwise coordinate the efforts of other stakeholders in the implementation of actions. Where there is opportunity or need for an action to be undertaken earlier than shown in the indicative timeframe the City will work with stakeholders to ensure that opportunities are considered and needs are addressed.

Implementation is intended to occur within specified timeframes.

A comprehensive review of the Strategy and Scheme is to be undertaken every 5 years in the form of a report for review which will include an assessment of status of all actions and their relevance.

Amendments to the Strategy and Scheme may be required to assist the implementation of actions going forward.

It is assumed that the local community (residents and businesses) will be part of the Stakeholder groups for most, if not all of the actions and deliverables outlined below.

Timeframes proposed are to be interpreted as follows:

Short term	0-5 years	This means the action is either confirmed or planned within existing Corporate Business Plan for undertaking in the current or next financial year. Actions identified for implementation through the Local Planning Scheme No.3 and Local Planning Policies all fall within this timeframe.
Medium term	5-10 years	This means there may be a larger strategic body of work that needs to be undertaken prior to the action being delivered, or there is an opportunity or need to schedule the project in the Corporate Business Plan to: <ul style="list-style-type: none"> • Address an identified risk or issue that could worsen if not resolved. • Act upon a unique or emerging opportunity that is time critical. • Collaborate with relevant stakeholders. • Align with other projects or initiatives underway or near commencement. • Leverage market demand. • Satisfy legislative requirements.
Long term	10-15 years	This means the action should be taken, however, there is no trigger or opportunity for immediate action, or its commencement might be contingent upon other actions.

Table 36: Key Action Summary and Implementation Schedule for actions that relate to city-wide

THEME	KEY ACTION SUMMARY	SECTION REFERENCE FOR FURTHER INFORMATION	STAKEHOLDERS	KEY DELIVERABLES	INDICATIVE TIMEFRAME
COMMUNITY, URBAN GROWTH AND SETTLEMENT					
Population and Housing Growth	Ensure sufficient capacity to accommodate population and housing growth targets and capital city intensity	Part 1 Section 4.3.8	City of Perth, State Government Agencies, Department of Planning, Lands and Heritage, DevelopmentWA, Private Sector, Development Industry, Peak Bodies.	Scheme Review	Short Term
Housing Diversity and Affordability	Make provision for diverse housing options and supply of affordable housing	Part 1 Section 4.3.8	City of Perth, State Government Agencies, DevelopmentWA, Department of Communities, Private Sector, Development Industry, Peak Bodies	Scheme and Policy Review	Short Term
Built Environment	Investigate intensification opportunities in accordance with urban consolidation and built form principles	Part 1 Section 4.3.8	City of Perth, State Government Agencies, DevelopmentWA, Private Sector, Peak Bodies	Scheme and Policy Review	Short Term
Building Design	Ensure high standards of sustainable design	Part 1 Section 4.3.8	City of Perth, State Government Agencies, DevelopmentWA, Private Sector, Peak Bodies	Scheme and Policy Review	Short Term
Cultural Heritage and Character	Inform the provision of appropriate development in response to cultural heritage and desired character and public realm	Part 1 Section 4.3.8	City of Perth, State Government Agencies, Traditional Owners	Scheme and Policy Review, Local Heritage Survey	Short Term
Public Open Space	Make provision for adequate and diverse range of public open space	Part 1 Section 4.3.8	City of Perth, State Government Agencies, DevelopmentWA, Private Sector, adjoining Local Governments	Scheme and Policy Review, Open Space Framework	Short-Medium Term
Community Infrastructure	Make provision for adequate community infrastructure to meet future need	Part 1 Section 4.3.8	City of Perth, State Government Agencies, DevelopmentWA, Private Sector, adjoining Local Governments	Community Infrastructure Plan Development Contribution Plan/ Scheme	Short-Medium Term

THEME	KEY ACTION SUMMARY	SECTION REFERENCE FOR FURTHER INFORMATION	STAKEHOLDERS	KEY DELIVERABLES	INDICATIVE TIMEFRAME
ECONOMY AND EMPLOYMENT					
Hierarchy of Diverse and Thriving Centres	Review plot ratios and planning provisions to support the vitality of the core land uses in the Capital City Areas and Neighbourhood Centres	Part 1 Section 4.4.5	City of Perth, Private Sector	Scheme and Policy Review, Impact Test	Short Term
Business and Employment Growth	Review plot ratios and planning provisions to ensure sufficient capacity to meet targets	Part 1 Section 4.4.5	City of Perth, State Government Agencies, Department of Planning, Lands and Heritage, DevelopmentWA, Private Sector, Development Industry, Peak Bodies	Scheme and Policy Review	Short Term
Business and Employment Diversity	Review existing land use permissibility to ensure adequate provisions for diversity of employment	Part 1 Section 4.4.5	City of Perth, Department of Planning, Lands and Heritage, Private Sector, adjoining Local Governments	Scheme and Policy Review, Economic Development Strategy	Short Term
Cultural Activity	Plan for cultural infrastructure and allow for creative and cultural land uses	Part 1 Section 4.4.5	City of Perth, Department of Planning, Lands and Heritage, Department of Local Government, Sport and Cultural Industries, Private Sector	Scheme and Policy Review, Cultural Infrastructure Plan	Medium Term
Reducing Regulation	Reduce requirements for approvals where possible and practical	Part 1 Section 4.4.5	City of Perth, Department of Planning, Lands and Heritage, Private Sector, Development Industry, Peak Bodies	Scheme and Policy Review	Short Term

THEME	KEY ACTION SUMMARY	SECTION REFERENCE FOR FURTHER INFORMATION	STAKEHOLDERS	KEY DELIVERABLES	INDICATIVE TIMEFRAME
ENVIRONMENT					
Natural Environment	Review existing land use permissibility to ensure adequate provisions to meet environmental requirements for flood, acid sulfate soils and bush fire prone areas and sensitive locations.	Part 1 Section 4.5.4	City of Perth, Department of Planning, Lands and Heritage, State Government Agencies, Department of Environment	Scheme and Policy Review	Short Term
Swan River/ Derbarl Yerrigan and Kings Park/ Kaarta Koomba	Review planning provisions and prepare masterplan for Swan River foreshore and investigate opportunities to improve access to and use of Kings Park.	Part 1 Section 4.5.4	City of Perth, Department of Planning, Lands and Heritage, State Government Agencies, Swan River Trust, Botanic Gardens and Parks, Traditional Owners, adjoining Local Governments	Scheme and Policy Review Masterplan for Swan River	Medium Term
Urban Greening	Review existing planning provisions to ensure adequate provisions to support tree retention, green links and landscaped development outcomes	Part 1 Section 4.5.4	City of Perth	Scheme and Policy Review City Urban Forest Plan	Short Term
INFRASTRUCTURE					
Sustainable Transport	Work with State Government to improve public transport and land use integration.	Part 1 Section 4.6.4	City of Perth, State Government Agencies, PTA, Industry Sector, Peak Bodies	Scheme and Policy Review Input to Perth Parking Policy Review	Short Term
Connectivity	Work with State Government to improve movement across Perth city.	Part 1 Section 4.6.4	City of Perth, State Government Agencies, PTA, Main Roads WA, Development WA, Peak Bodies, Private Sector, adjoining Local Governments, Department of Transport	Policy Review Input into Perth Greater CBD Transport Plan	Short Term
Servicing	Review planning provisions to ensure appropriate services and waste management.	Part 1 Section 4.6.4	City of Perth, State Government Agencies, Service and Utility providers	Scheme and Policy Review	Short Term

Table 37: Key Action Summary and Implementation Schedule for actions that relate to Neighbourhoods

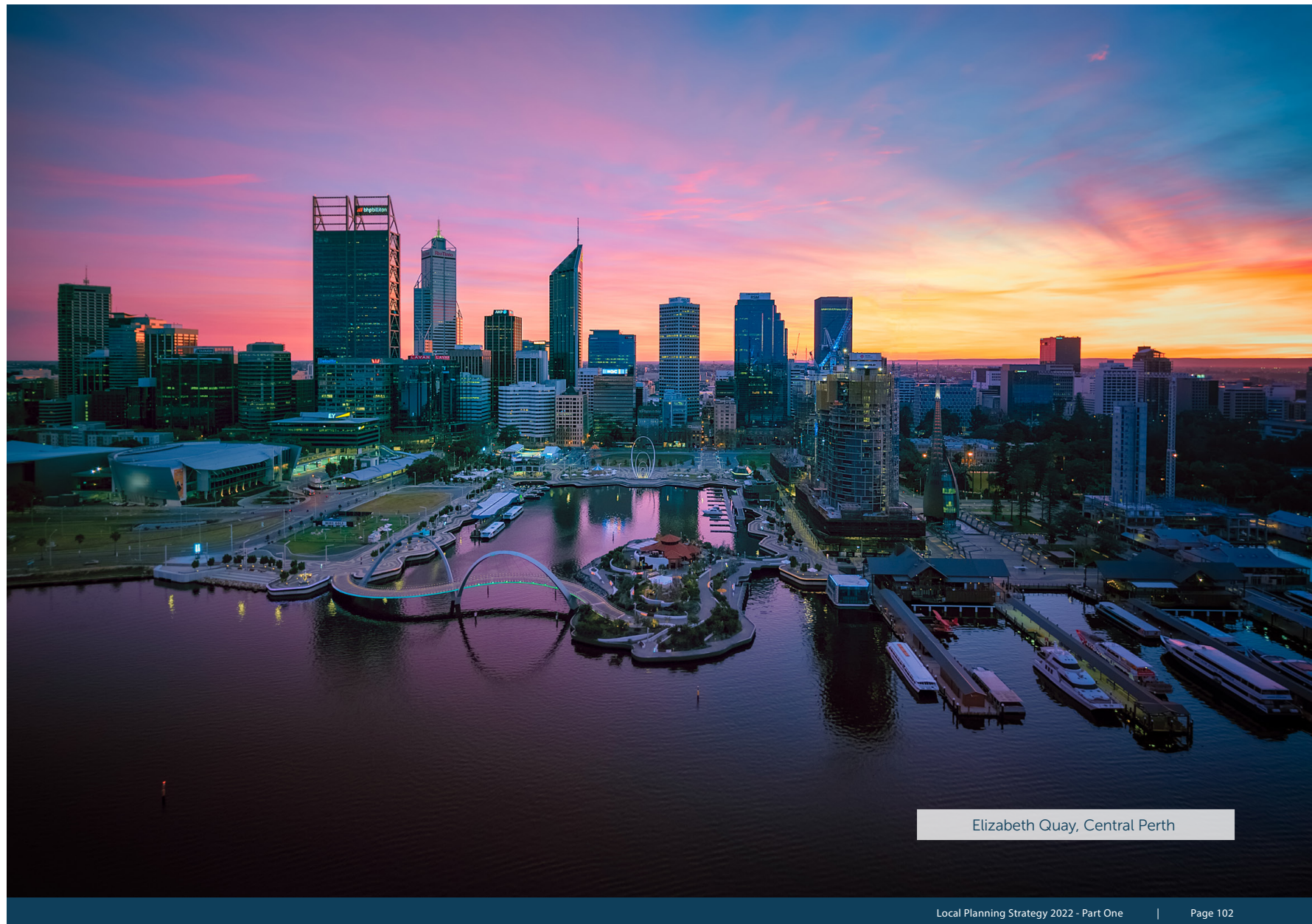
THEME	KEY ACTION SUMMARY	SECTION REFERENCE FOR FURTHER INFORMATION	STAKEHOLDERS	KEY DELIVERABLES	INDICATIVE TIMEFRAME
CENTRAL PERTH					
Capital City Office Area	Review existing plot ratios and planning provisions to ensure adequate capacity for growth.	Part 1 Section 5.1.4	City of Perth, Department of Planning, Lands and Heritage, Private Sector, Development Industry, Peak Bodies	Scheme and Policy Review	Short Term
Capital City Retail Area	Review planning provisions to ensure activation of area and protection of heritage and character.	Part 1 Section 5.1.4	City of Perth, Department of Planning, Lands and Heritage, Private Sector, Development Industry, Peak Bodies	Scheme and Policy Review	Short Term
Capital City Civic and Cultural Activity	Work with State Government and key stake-holders to plan for the future of Perth Concert Hall Precinct, creative industry and cultural activity growth.	Part 1 Section 5.1.4	City of Perth, State Government Agencies	Scheme and Policy Review	Short Term
Residential Community	Review planning framework to facilitate diversity in residential development to meet future household and demographic demand.	Part 1 Section 5.1.4	City of Perth, State Government Agencies, department of Communities, Development WA	Scheme and Policy Review	Short Term
Swan River/ Derbarl Yerrigan	To prepare a masterplan for the Swan River foreshore between Barrack Street and Point Fraser.	Part 1 Section 5.1.4	City of Perth, Department of Planning, Lands and Heritage, State Government Agencies, Swan River Trust, Traditional Owners, adjoining Local Governments	Masterplan for Swan River foreshore	Medium Term
Heritage and Character	Review planning framework and provisions to reflect desired neighbourhood heritage and character.	Part 1 Section 5.1.4	City of Perth, Department of Planning, Lands and Heritage, State Government Agencies	Scheme and Policy Review	Short Term
Station Precinct Renewal	Work with the State Government to undertake detailed planning studies of <ul style="list-style-type: none"> • McIver-Claibrook precinct • Perth Train Station area • Elizabeth Quay Train Station and Busport area 	Part 1 Section 5.1.4	City of Perth, Department of Planning, Lands and Heritage, State Government Agencies, PTA, MRWA, Development WA	Detailed Planning Studies	Medium-Long Term

THEME	KEY ACTION SUMMARY	SECTION REFERENCE FOR FURTHER INFORMATION	STAKEHOLDERS	KEY DELIVERABLES	INDICATIVE TIMEFRAME
Public Space	Review planning framework to identify planning provisions to facilitate additional public open space.	Part 1 Section 5.1.4	City of Perth	Open Space Framework Scheme and Policy Review	Short Term
Neighbourhood Priorities	Review existing plot ratio provisions to incentivise delivery of neighbourhood priorities.	Part 1 Section 5.1.4	City of Perth	Scheme and Policy Review	Short Term
NORTHBRIDGE					
Capital City Entertainment Area	Work with State Government on legislative reform. Review land use permissibility and building attenuation standards.	Part 1 Section 5.2.4	City of Perth, State Government, adjoining Local Governments	Amendment No. 41 to CPS 2 Scheme and Policy Review	Short Term
Residential Community	Review planning framework to provide adequate measures for noise attenuation and to facilitate diversity in residential development to meet future household and demographic demand.	Part 1 Section 5.2.4	City of Perth, State Government Agencies, Department of Communities, Development WA	Scheme and Policy Review	Medium Term
Heritage and Character	Review planning framework and provisions to reflect desired neighbourhood heritage and character.	Part 1 Section 5.2.4	City of Perth, Department of Planning, Lands and Heritage, State Government Agencies	Scheme and Policy Review	Short Term
Station Precinct Renewal	Work with the State Government to undertake detailed planning studies of: <ul style="list-style-type: none"> Mclver-Claisebrook Precinct Perth Train Station Area 	Part 1 Section 5.2.4	City of Perth, Department of Planning, Lands and Heritage, State Government Agencies, PTA, MRWA, Development WA	Scheme and Policy Review Detailed planning studies	Medium-Long Term
Neighbourhood Priorities	Review existing plot ratio provisions to incentivise delivery of neighbourhood priorities.	Part 1 Section 5.2.4	City of Perth	Scheme and Policy Review	Short Term

THEME	KEY ACTION SUMMARY	SECTION REFERENCE FOR FURTHER INFORMATION	STAKEHOLDERS	KEY DELIVERABLES	INDICATIVE TIMEFRAME
EAST PERTH					
Residential Community	Review planning framework to facilitate diversity in residential development to meet future household and demographic demand.	Part 1 Section 5.3.4	City of Perth, State Government Agencies, Development WA	Scheme and Policy Review	Short Term
Neighbourhood Centre	Review planning framework, plot ratios and land use permissibility to facilitate to growth and activation.	Part 1 Section 5.3.4	City of Perth	Scheme and Policy Review	Short Term
Primary/ Secondary Schools	Advocate to the State Government to provide new public schools to support the growing population.	Part 1 Section 5.3.4	City of Perth, State Government Agencies, Department of Education	Advocacy	Short Term
Swan River/ Derbart Yerrigan	To prepare a masterplan for the Swan River foreshore between Barrack Street and Point Fraser.	Part 1 Section 5.3.4	City of Perth, Department of Planning, Lands and Heritage, State Government Agencies, Swan River Trust, Traditional Owners, adjoining Local Governments	Masterplan for Swan River foreshore	Medium Term
Heritage and Character	Review planning framework and provisions to reflect desired neighbourhood heritage and character.	Part 1 Section 5.3.4	City of Perth, Department of Planning, Lands and Heritage, State Government Agencies, Development WA	Scheme and Policy Review	Short Term
Riverside Precinct Urban Renewal	Work with State Government to undertake a detailed planning study for the Riverside Precinct.	Part 1 Section 5.3.4	City of Perth, Department of Planning, Lands and Heritage, State Government Agencies, Development WA	Detailed planning study	Medium Term
Neighbourhood Priorities	Review existing plot ratio provisions to incentivise delivery of neighbourhood priorities.	Part 1 Section 5.3.4	City of Perth	Scheme and Policy Review	Short Term

THEME	KEY ACTION SUMMARY	SECTION REFERENCE FOR FURTHER INFORMATION	STAKEHOLDERS	KEY DELIVERABLES	INDICATIVE TIMEFRAME
CLAISEBROOK					
Residential Community	Review planning provisions to facilitate diversity in residential development to meet future household and demographic demand and support the Royal Street Neighbourhood Centre.	Part 1 Section 5.4.4	City of Perth, State Government Agencies, Development WA	Scheme and Policy Review	Short Term
Neighbourhood Centre	Review planning provisions to facilitate growth and activation of Royal Street Neighbourhood Centre.	Part 1 Section 5.4.4	City of Perth	Scheme and Policy Review	Short Term
Swan River/ Derbarl Yerrigan	Improve pedestrian environment of the streets leading to the Swan River.	Part 1 Section 5.4.4	City of Perth, Department of Planning, Lands and Heritage, Development WA, adjoining Local Governments	Scheme and Policy Review Input into the Perth Greater CBD Transport Plan	Medium Term
Heritage and Character	Review planning framework and provisions to reflect desired neighbourhood heritage and character.	Part 1 Section 5.4.4	City of Perth, Department of Planning, Lands and Heritage, State Government Agencies, Development WA	Scheme and Policy Review	Short Term
Station Precinct Renewal	Work with the State Government to undertake a detailed planning study of the: <ul style="list-style-type: none"> Mclver-Claisebrook Precinct 	Part 1 Section 5.4.4	City of Perth, Department of Planning, Lands and Heritage, State Government Agencies, PTA, MRWA, Development WA	Detailed planning study	Medium Term
Neighbourhood Priorities	Review existing plot provisions to incentivise delivery of neighbourhood priorities.	Part 1 Section 5.4.4	City of Perth	Scheme and Policy Review	Short Term
WEST PERTH					
Residential Community	Review planning framework to facilitate diversity in residential development to meet future household and demographic demand and support Hay Street Neighbourhood Centre.	Part 1 Section 5.5.4	City of Perth, State Government Agencies	Scheme and Policy Review	Short Term

THEME	KEY ACTION SUMMARY	SECTION REFERENCE FOR FURTHER INFORMATION	STAKEHOLDERS	KEY DELIVERABLES	INDICATIVE TIMEFRAME
Secondary Office Area	Review plot ratio provisions to ensure capacity for office growth.	Part 1 Section 5.5.4	City of Perth	Scheme and Policy Review	Short Term
Neighbourhood Centre	Review planning provisions to facilitate growth and activation of Hay Street Neighbourhood Centre and the delivery of a supermarket.	Part 1 Section 5.5.4	City of Perth	Scheme and Policy Review	Short Term
Kings Park/ Kaarta Koomba	Work with State Government to investigate improved access and use of Kings Park.	Part 1 Section 5.5.4	City of Perth, State Government Agencies, MRWA, Botanic Gardens and Parks	Advocacy	Short Term
Heritage and Character	Review planning provisions to reflect desired neighbourhood heritage and character.	Part 1 Section 5.5.4	City of Perth, Department of Planning, Lands and Heritage, State Government Agencies	Scheme and Policy Review	Short Term
City West Station Precinct Renewal	Work with the State Government to undertake detailed planning studies of City West Precinct.	Part 1 Section 5.5.4	City of Perth, Department of Planning, Lands and Heritage, State Government Agencies, PTA, MRWA	Detailed planning study	Short-Medium Term
Neighbourhood Priorities	Review existing plot provisions to incentivise delivery of neighbourhood priorities.	Part 1 Section 5.5.4	City of Perth	Scheme and Policy Review	Short Term
CRAWLEY-NEDLANDS					
Specialised Centre	Work with State and Local Government Agencies to prepare a Precinct Plan for the UWA-QEIMC Specialised Activity Centre.	Part 1 Section 5.6.4	City of Perth, State Government Agencies, City of Nedlands, City of Subiaco, UWA, QEIMC Medical, Swan River Trust, Botanic Parks and Gardens, MRWA, Department of Transport, Public Transport Authority	Precinct Plan Masterplan for Swan River	Short-Medium Term









ATTACHMENT 8 – City of Perth Local Planning Strategy – Schedule of Modifications (November 2022)

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
1.	Cover page	Updated imagery	-	-	Updated imagery on the cover page to Part One and Part Two
2.	Certification page	Changes to certification detail	-	ii	Updated text to include reference to contributing work undertaken by consultants.
3.	Throughout document	Terminology	-	-	Modifications include: <ul style="list-style-type: none"> References to 'QEII' replaced with 'QEIIIMC' References to 'CBD Transport Plan' replaced with 'Perth Greater CBD Transport Plan'
4.	Table of Contents	Formatting	iii-iv	iii-iv	Updated table of contents to reflect modifications made throughout document.
5.	2.0 Strategy Approach	New text	-	5	Section 2.0 modified as follows: 2.0 Strategy Approach The Local Planning Strategy has been prepared in line with the strategic goals articulated in the City's Strategic Community Plan. The Local Planning Strategy will be implemented alongside several other issue specific strategies being prepared under the City's Strategic Integrated Planning and Reporting Framework.

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
					<u>It is important that this Strategy is read alongside other City strategies and plans which will help the City achieve its vision of being a liveable, sustainable and prosperous city.</u>
6.	2.1 Vision	New text	-	5	<p>Introduce new text into a new Section 2.1 – Vision as follows:</p> <p><u>As Western Australia’s capital city, Perth is the civic, cultural and economic heart of the State, and a gateway to Asia and beyond. This Strategy recognises the City’s role as the State’s capital city, and the unique collection of neighbourhoods which form the foundation for its growing communities of the future.</u></p> <p><u>Perth’s waterfront, beautiful natural environment and unique and diverse ecosystem shapes our distinct cultural identity and the way we live, work and play.</u></p> <p><u>The Strategy is an important element to enact the City’s vision for Perth which is to create:</u></p> <p><u>“A liveable, sustainable and prosperous city — this is our aspiration for Perth. We want our community to be as safe as possible, to be inclusive, active, vibrant and connected. We want to live in a healthy environment. and we all want to be part of an economically successful, flourishing and thriving city.”</u></p> <p><u>Central to this vision, the City is seeking to enhance itself as a place for people. A city which continues to be the preferred location for business and centre of commerce; a place where</u></p>

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
					<p><u>people want to return time and again for the unique experiences that a capital city offers. A place where everyone is welcome.</u></p> <p><u>Our ambition is that Perth will be home to 55,000 residents by 2036. Beyond that, Perth will continue to grow in a sustainable manner where in the future more than 90,000 people will live in the capital city.</u></p> <p><u>Implementing actions of the Strategy will help the City of Perth lead growth, become resilient in economic cycles and capitalise on shifting climatic conditions, demographic and global megatrends.</u></p> <p><u>The Strategy is also a catalyst for the strengthening of relationship with State Government, as envisaged under the <i>City of Perth Act 2016</i>. Strong relationships and collaboration between City of Perth stakeholders and key decision-making bodies will ensure the strategy is implemented in a structured, inclusive and sustainable way.</u></p> <p><u>Beyond responding to immediate and emerging issues, the Strategy has considered the characteristics that will make the city a more liveable, sustainable and prosperous place.</u></p> <p><u>These characteristics have helped to understand what Perth can be and inform the planning directions required to be achieved within the next 15-years and beyond:</u></p>

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
					<p><u>1. A Defined City Heart</u></p> <p><u>Successful cities have a defined central area which is the focus place for people to meet and gather.</u></p> <p><u>2. Connected and Accessible</u></p> <p><u>Cities that are greatly accessible, have a range of services and amenities, which can be easily reached either by active or efficient public transport.</u></p> <p><u>3. Economically Ambitious</u></p> <p><u>Cities with diverse economies are more likely to withstand changes in market conditions.</u></p> <p><u>4. Critical Mass</u></p> <p><u>A collection of people and activities in central nodes is what makes cities buzz; residents, retailers, hospitality, culture and entertainment thrive and draw people and business in.</u></p> <p><u>5. Safe and Inclusive</u></p> <p><u>Cities which offer safe environments and varied services and activities to a range of people across many demographics and cultures are successful in creating places where people of all walks of life choose to be.</u></p> <p><u>6. Play to Your Strengths</u></p>

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
					<p><u>Those cities which celebrate and build on the resources, infrastructure and natural assets they have are able to carve their niche on the global map.</u></p> <p><u>7. Diverse Living Options</u></p> <p><u>Liveable cities are those which offer a range of housing options which meet the needs of existing and future residents and offer people the opportunity to stay throughout their life.</u></p> <p><u>8. Attractive</u></p> <p><u>Cities which look and feel good and provide a high level of amenity in terms of their built and natural places and spaces are the ones which attract residents, workers, businesses and visitors.</u></p> <p><u>9. Hidden Gems</u></p> <p><u>Surprises within a city are what make them unique and set them apart from their counterparts. These unique city findings are what draw people in and invite them to explore.</u></p> <p><u>10. Sustainable Development</u></p> <p><u>Globally competitive and resilient cities are those that have pioneered efforts to combat climate change. The City of Perth has joined the global movement of cities' commitments to plan for, manage and mitigate the predicted impacts of climate change and will continue to do so into the future.</u></p>

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
					<p><u>11. Unified vision</u></p> <p><u>A shared vision which all levels of government, stakeholders, private sector and community buy into.</u></p>
7.	2.2 Planning Direction	New text and relocation of text	5	7-8	<p><u>Introduce new section 2.2 Planning Direction with the following text:</u></p> <p><u>The Strategy provides a range of planning directions and actions at a city-wide and neighbourhood level that respond to the three pillars of the City's vision for a liveable, sustainable and proposes city. These directions guide the actions sought to be addressed by the Strategy for the next 15-years:</u></p> <div data-bbox="1276 790 1680 989"> <p>The diagram consists of three colored squares arranged horizontally. The first square is pink and contains a white icon of a city skyline with the word 'Liveable' below it. The second square is green and contains a white icon of two hands holding a plant with the word 'Sustainable' below it. The third square is blue and contains a white icon of a gear with a dollar sign inside with the word 'Prosperous' below it. Below each word is a short descriptive sentence.</p> <p>Liveable A community that is safe, socially cohesive, inclusive and activated.</p> <p>Sustainable A healthy environment, with social and economic systems in balance.</p> <p>Prosperous A successful, flourishing and thriving City.</p> </div> <p>Text moved from former Section 2.0 Vision to this new section.</p>
8.	2.3 Capital City	Relocation of text	11	9	<p><u>Move text from former Section 4.2 Capital City to new Section 2.3 Capital City.</u></p>
9.	Figure 3 – Capital City Qualities	Relocation of figure	12	10	<p><u>Relocate and rename former Figure 4 – Capital City Vision to Figure 3 – Capital City Qualities</u></p>

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
10.	Section 2.3.1 – 2.3.7	Relocation of text	13-14	11-12	<u>Relocate and rename former Section 4.2.1 – 4.2.7 to Section 2.3.1 – 2.3.7.</u>
11.	2.3.2 Foster the Connection of Neighbourhoods and land uses	Modified text	13	11	Text modified as follows – 2.3.2 FOSTER THE CONNECTION OF NEIGHBOURHOODS AND LAND USES Great cities of the world are connected and integrated to support vitality, knowledge exchange and a strong sense of place. In planning for the future of Perth Capital City emphasis will be placed upon improving strategic linkages between the Capital City Activity Areas, the UWA-QEIIIMC Specialised Centre and the Neighbourhood Centres. Of particular priority is the creation of the proposed Capital City Activity Spine which links the Elizabeth Quay tourist hub, the Capital City Office and Retail Areas, and the Perth Cultural Centre in Northbridge.
12.	Section 2.3.3 – Education and Health Clusters	New text	13	11	<u>Introduce new text into new Section 2.3.3.2</u> <u>2.3.3.2 ROYAL PERTH HOSPITAL AND CURTIN UNIVERSITY</u> <u>As one of the city's most important medical institutions and key economic driver for the city, the Royal Perth Hospital has an ongoing role as a medical and research facility.</u> <u>The expansion of Curtin University as an element of the Perth City Deal is a significant component for the future growth of this precinct. As a major landholding of State significance, the City will collaborate closely with the State Government for future planning for the area considering (amongst other matters):</u>

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
					<ul style="list-style-type: none"> <u>The heritage status and significance of the Royal Perth Hospital.</u> <u>Addressing the severance issues to the movement network resulting from the train line.</u> <u>Capturing the highest and best use of existing State and City owned land; and</u> <u>Encouraging the clustering of land uses which attract workers into the area.</u> <p><u>The City will continue to collaborate with Royal Perth Hospital and State government agencies on the future planning and development of the area.</u></p>
13.	2.3.5 Celebrate our Cultural Uniqueness	New text	13	12	<p><u>Modify text in relocated Section 2.3.5 Celebrate our Cultural Uniqueness as follows:</u></p> <p>Future planning for the Capital City provides opportunities to highlight and enhance these qualities and to support greater understanding of Perth's heritage, culture and tourism potential. It is recommended that the cultural activity hubs and iconic landmarks of Perth, including the Cultural Precinct, waterfront, <u>universities and schools</u>, Kings Park and civic parks and gardens be considered as part of a holistic vision for and celebration of Capital City culture.</p>
14.	2.4 Vision Implementation	New text	-	13	<p>Introduce new text to acknowledge the complex nature of planning in the city, as follows:</p> <p><u>The City acknowledges that planning for the capital city is complex and multifaceted, involving a range of stakeholders, agencies and</u></p>

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
					<p><u>decision-making authorities with influence over the growth and shape of the city.</u></p> <p><u>During the development of this Strategy, it has been essential for the City to consider and align, with other influencing stakeholder views and projects, and the Strategy has identified, where possible, opportunities for collaboration to achieve strategic outcomes.</u></p> <p><u>The form and content permitted to be contained within the Local Planning Strategy is prescribed by the Western Australian Planning Commission's Local Planning Strategy Guidelines 2020. As a result, the Strategy's role in influencing change in Perth city is limited to the land under the City's control and land use change or direction sought to be implemented through the local planning framework.</u></p> <p><u>Greater State and Local Government collaboration is needed to define major infrastructure and transformational projects to unlock the city's potential and deliver essential infrastructure, attract investment, and cater to its growing population.</u></p> <p><u>The City of Perth Act 2016 has paved the way for change in the way Perth city operates and is governed. There is the opportunity to better harness the powers of the Act to improve collaboration between stakeholders and formalise governance structures.</u></p> <p><u>Under the City of Perth Act 2016, the Capital City Planning Committee is intended to oversee and provide planning direction for planning in the Perth central area. The City intends to continue to work closely with State Government and the Committee on various projects, which will assist in aligning stakeholder priorities and commitments for the capital city.</u></p>

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
					<u>Tables 36 and 37 specify the key actions and timeframe required to implement changes to the planning framework in support of achieving the vision for Perth.</u>
15.	3.0 Local Planning Strategy – Figure 4	Updated figure	9	17	<p>Modifications include –</p> <ul style="list-style-type: none"> • Legend for the ‘Matagarup Bridge’ and ‘Pedestrian and Cyclist Bridge’ corrected. • Spelling of ‘Belmont Racecourse’ corrected. • New ‘Strategic Connection’ arrows in the following locations: <ul style="list-style-type: none"> - Kings Park to the Swan River - City West across Loftus Street - QEIMC across Aberdare Road to the north and across Abedare Road to Kings Park. - UWA across Hackett Drive to Swan River foreshore • New text annotation for ‘Curtin University’ at: <ul style="list-style-type: none"> - 57 Murray Street, Perth - 78 Murray Street, Perth - 137-139 St Georges Terrace • Mass Rapid Transport Route modified to go along Winthrop Avenue. • Replaced ‘Capital City Activity Spine’ with ‘Improved Connectivity Area’ and updated legend and annotation to match. • Removed ‘Neighbourhood Frame’ from figure and legend.

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
					<ul style="list-style-type: none"> Modified UWA sites from 'Education' to 'Refer to Neighbourhood Plans for further details'.
16.	4.1 Overview	Modified text	11	19	Text modified to delete reference to 'Capital City' in dot points to reflect restructure of document.
17.	4.2 Community, Urban Growth and Settlement – Table 1 and Table 2	Modified text	15	20	New text added as a note to each table as follows – <i>Note: 'BAU' stands for 'business as usual'</i>
18.	4.2.4 Built Environment – Building Design	Modified text	17	22	New dot point added – <u>Promote inclusive and universal design to ensure buildings are accessible and cater for the whole community.</u>
19.	4.2.4 Built Environment – Heritage and Character	Modified text	17	22	Reference to 'Aboriginal Heritage Act 1972' replaced with <u>Aboriginal Heritage Act 1972/ Aboriginal Cultural Heritage Bill 2021.</u>
20.	4.2.5 Sustainable Buildings	Modified text	18	23	Modifications include – <ul style="list-style-type: none"> Deleted quotation mark at the end of the second paragraph. Text in second paragraph modified as follows – <u>The Sustainability Strategy seeks to achieve net zero emissions within the community. The City aspires to be a driver of environmentally sustainable design and accelerate the delivery of net zero emissions.</u> The Environmentally Sustainable Design Options Analysis undertaken for the City recommends that 4 and 5-star

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
					Green Star ratings be mandated depending on construction costs, while 6-star Green Star ratings be incentivised in the new Scheme. Some options that can contribute to a higher green star rating include solar panels, water efficient fixtures, natural ventilation, heating and cooling etc. Electric vehicle charging stations should also be encouraged in new developments.
21.	4.2 Community, Urban Growth and Settlement – Figure 5	Updated figure	19-20	25-26	Modifications include – <ul style="list-style-type: none"> Extended ‘Intensification Investigation Area’ to the south of Murray Street and Hay Street in West Perth neighbourhood. Removed ‘Neighbourhood Frame’ and ‘Neighbourhood Core’ annotation on figure and from legend.
22.	4.2.7 Community Infrastructure – Figure 6	Updated figure	21-22	27-28	Removed ‘possible future school sites’ annotation on figure and from legend.
23.	4.2.8 Table 5: Community and Urban Growth– Planning Directions and Actions	Modified text	23	29	Action CUG2(a) modified as follows – Introduce bonus plot ratio provisions to encourage a diverse range of housing types including: <ul style="list-style-type: none"> i. Three-bedroom dwellings that suit families; ii. Aged and adaptable housing; iii. Student and other specialist co-living housing; iv. Affordable housing including live/work spaces; <u>and</u> v. <u>Inclusive and universal design.</u>

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
24.	4.2.8 Table 5: Community and Urban Growth– Planning Directions and Actions	Modified text	24	30	Action CUG3(a) modified to read as follows – Enhance the physical connections and public realm within <u>Central Perth</u> focused on Barrack Street and William Street, from the Swan River to the Perth Cultural Centre.
25.	4.2.8 Table 5: Community and Urban Growth– Planning Directions and Actions–	Formatting	24	30	Formatting and grammar of Action CUG3(h) modified for consistency.
26.	4.2.8 Table 5: Community and Urban Growth– Planning Directions and Actions	Modified text	24	30	Action CUG4 modified as follows: <u>f. Investigate if planning incentives should be used to achieve environmentally sustainable design outcomes in new developments and encourage the adaptive reuse of existing buildings.</u> <u>g. Investigate how built form planning provisions can help achieve net zero emissions in line with the City’s Sustainability Strategy.</u> And ‘Timeframe’ modified to ‘ <u>Short term</u> ’.
27.	4.2.8 Table 5: Community and Urban Growth– Planning Directions and Actions	Modified text	25	31	Action CUG5(a) replaced with the following – Investigate ways to reflect Whadjuk Nyoongar culture, <u>spirituality</u> and history in new development.
28.	4.2.8 Table 5: Community and Urban Growth– Planning Directions and Actions	Formatting	25	31	Action CUG6 modified as follows: <ul style="list-style-type: none">• Formatting and grammar of Action CUG6(c) modified for consistency; and• ‘Timeframe’ modified to ‘<u>Short-medium term</u>’.

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
29.	4.2.8 Table 5: Community and Urban Growth– Planning Directions and Actions	Modified text	25	31	Action CUG7 modified as follows – <u>a. Undertake a Social Needs Analysis to inform a future Community Infrastructure Plan.</u> <u>c. Advocate to the State Government for the provision of a public primary school and secondary school within the city.</u> And ‘Timeframe’ modified to <u>‘Short-medium term’</u>
30.	4.3 Economy and Employment – Figure 7	Updated figure	29-30	35-36	Modifications include – <ul style="list-style-type: none"> • Spelling of ‘Belmont Racecourse’ corrected. • Removed ‘Neighbourhood Frame’ annotation on figure and from legend. • Activity Centre key added to legend to correspond with Figure 3. • Activity Centre (200m Walkable Catchment) inserted. • Removed ‘Law School’ from Curtin University’s text annotation. • Moved locational marker for Curtin University to be central to 57 Murray Street and 78 Murray Street. • Added text annotation ‘Curtin University’ at 137-139 St Georges Terrace. • Neighbourhood centre walkable catchments added.
31.	4.3.5 Table 9: Economy and Employment – Planning Directions and Actions	Modified text	31	37	Action EE1 modified as follows - a. <u>Strengthen the vitality of Neighbourhood Centres through:</u>

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
					<ul style="list-style-type: none"> i. <u>Reviewing</u> existing plot ratios to ensure there is a sufficient population surrounding Perth city's Neighbourhood Centres; ii. <u>Encouraging land uses that meet the daily and weekly needs of residents;</u> iii. <u>Supporting the development of new community facilities and services;</u> iv. Investigate the gradual activation of laneway networks in appropriate locations within the Capital City Activity Areas and Neighbourhood Centres; and v. <u>Public realm improvements that reflect the important status of Neighbourhood Centres as local focal points.</u> <p>b. <u>Protect the viability of the Capital City Retail Area and Neighbourhood Centres by:</u></p> <ul style="list-style-type: none"> i. Review existing retail land use permissibility outside of these areas to ensure that they do not undermine the role and function of the Capital City Retail Area and Neighbourhood Centres; and ii. Introduce planning provisions to require applications for significant retail developments outside of the Capital City Retail Area or Neighbourhood Centres to prepare <u>an Impact Test, to demonstrate its impact on the viability of the Capital City Retail Area and Neighbourhood Centres.</u>

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
32.	4.3 Table 9: Economy and Employment – Planning Directions and Actions	Modified text	31	38	<p>Action EE2(d) modified as follows –</p> <p><u>Work with key stakeholders to support objectives of the City’s Economic Development Strategy to:</u></p> <ul style="list-style-type: none"> i. <u>Support the establishment, expansion and relocation of major health, innovation, research and institutions in the city;</u> ii. <u>Leverage knowledge economy opportunities; and</u> iii. <u>Ensure the planning framework is adaptable to leverage opportunities that arise through State and/or Federal funding programs.</u>
33.	4.3 Table 9: Economy and Employment – Planning Directions and Actions	Modified text	32	38	<p>Action EE3(a) modified as follows –</p> <ul style="list-style-type: none"> a. Review existing land use permissibility to enable land use diversity in Perth city neighbourhoods <u>with a focus on:</u> <ul style="list-style-type: none"> i. <u>Supporting new investment, emerging industries and large business opportunities;</u> ii. <u>Activating underutilised properties and landholdings; and</u> iii. <u>Supporting activation and extended hours destinations.</u>
34.	4.3 Table 9: Economy and Employment – Planning Directions and Actions	Formatting	32	39	<p>Action EE4 modified as follows –</p> <ul style="list-style-type: none"> • a. Develop a <u>C</u>ultural <u>I</u>nfrastructure <u>P</u>lan to integrate with the State Government’s plan, starting with an audit of existing and projected supply and demand for cultural infrastructure and creative spaces in Perth city.

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
					<ul style="list-style-type: none"> Timeframe modified to 'Short-medium term'
35.	4.3 Table 9: Economy and Employment – Planning Directions and Actions	Modified text	32	39	<p>Added in new Action EE5(a) as follows –</p> <p>a. Ensure the new planning framework supports ongoing Perth city investment, business growth and industry innovation through a flexible approach to land use and the consideration of scheme amendments on their merit.</p> <p>and remaining actions renumbered accordingly.</p>
36.	4.4.1 Natural Assets and Climate Change	Modified text	34	42	<p>New sentence added to the end of second paragraph –</p> <p>Generally, intensification of development within bushfire prone areas is not proposed. With the exception of Kings Park Road where the risk is considered minimal.</p>
37.	4.4.2 Swan River and Kings Park	Modified text	34	42	<p>Modified second paragraph as follows –</p> <p>Various government agencies are responsible for the planning and management of these assets. A collaborative approach between these agencies is essential to ensure that the best outcomes for the community and the environment can be realised in the future. The protection and enhancement of their quality and significance for future generations needs to be paramount. Improving connections and interfaces to them is also important so that they can be easily accessed and enjoyed more. This will be addressed in the new Scheme and also pursued with the relevant agencies.</p>

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
					<u>The Perth Water Buneenboro Locality Plan has been prepared by the Department of Biodiversity</u> , Conservation and Attractions in collaboration with seven state and local government agencies. It applies to the section of the Swan River and its foreshore between the Narrows and Windan Bridges and will provide a framework for the future use and development of this area. The City <u>will progress</u> master planning for the section of foreshore between Elizabeth Quay and Point Fraser that will <u>have due regard to the Perth Water Buneenboro Locality Plan</u> .
38.	4.4.3 Urban Greening	Modified text	35	43	New sentence to second paragraph (first sentence) – <u>These green links align with the Primary and Secondary Biodiversity Links identified in the City's Green Infrastructure and Biodiversity Study.</u> Replaced second last sentence of second paragraph with the following - <u>The new Scheme will look to ensure the protection and planting of more trees and vegetation on private land, with priority given to the hot spot areas and priority green links and strengthening the relationship between the private and public realm.</u>
39.	4.4.3 Urban Greening – Figure 8	Updated figure	35-36	43-44	Figure modified to reflect Primary and Secondary biodiversity links and Primary and Secondary urban links in line with the City's Green Infrastructure and Biodiversity Study.

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
40.	4.4.4 Table 10: Environment – Planning Directions and Actions	Modified text	37	45	Action E1(b) modified as follows – Review existing land use permissibility to ensure that any sensitive land uses in bushfire prone areas as shown on the Strategy's Environment Plan (Figure 8) <u>align with State Planning Policy 3.7 and its associated guidelines (as amended).</u>
41.	4.4.4 Table 10: Environment – Planning Directions and Actions	Modified text	37	45	Delete E1(d).
42.	4.4.4 Table 10: Environment – Planning Directions and Actions	Modified text	37	46	Action E2 modified as follows – a. Review existing land use and built form controls along the streets leading to the Swan River to ensure that they are conducive to creating an attractive and comfortable pedestrian environment. b. <u>Undertake a foreshore masterplan to address:</u> i. <u>Improved walking and active transport connectivity to the river's edge;</u> ii. <u>Maintain the primary purpose of the foreshore as a public, environmental, recreational and cultural heritage asset, and increase activation and use;</u> iii. <u>Encourage private investment, micro-businesses and tourism within activity nodes;</u> iv. <u>Recognise, celebrate and protect historical and cultural qualities of the river and its foreshore.</u>

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
					<p><u>including the importance of the riverfront to the Whadjuk Nyoongar community;</u></p> <p>v. <u>Protect and enhance the biodiversity and environmental values of the river and foreshore.</u></p> <p>vi. <u>Respond to and mitigate sea level rise and flood risks;</u></p> <p>vii. <u>Consider opportunities for activation of the riverfront through different treatments of the foreshore edge and water activities; and</u></p> <p>viii. <u>Enhance and revitalise Langley Park to improve its contribution to activity and city life, and the function of Langley Park and its relationship to the water.</u></p> <p>c. Work with the Botanic Gardens and Parks Authority to investigate opportunities to improve access to Kings Park.</p> <p>And 'Timeframe' modified to 'Medium Term'.</p>
43.	4.5 Infrastructure – Figure 9	Updated figure	41-42	49-50	<p>Modifications include –</p> <ul style="list-style-type: none"> • Spelling of 'Belmont Racecourse' corrected. • Added new 'Strategic Connection' arrows in the following locations: <ul style="list-style-type: none"> - Kings Park to the Swan River – across Mounts Bay Road at Swan River Brewery site. - UWA across Hackett Drive to the Swan River foreshore. - Across Abedare Road to Kings Park and from QEIIIMC across Aberdare Road to the north.

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
					<ul style="list-style-type: none"> • Inserted Purple CAT route to ensure all CAT routes are mapped. • Replaced 'Improved Pedestrian and Cycle Connectivity' on legend with 'Strategic Connection'. • Moved mass transport route from within QEIMC to along Winthrop Avenue. • Added the following note to the legend - <u>'The alignment of the mass rapid transport route is indicative only. The actual alignment will be determined through detailed planning processes, including the UWA-QEIMC Specialised Centre Precinct Structure Plan'</u> • Added Barrack Street Jetty and Elizabeth Quay as pedestrian priority areas. • Deleted cycle network from legend and figure.
44.	4.5.4 Table 11: Infrastructure – Planning Directions and Actions	Modified text	43	51	<p>Action I1(b) modified as follows –</p> <p>Review existing residential car parking provisions to:</p> <ul style="list-style-type: none"> <u>i.</u> Remove minimum car bay and lower maximum car bay requirements in areas of the city which are well serviced by public transport; and <u>ii.</u> Allow the unbundling of car parking bays from individual apartments.

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
45.	4.5.4 Table 11: Infrastructure – Planning Directions and Actions	Modified text	43	51	Added in new Action I1(e) as follows – <u>Review existing planning policy provisions to ensure planning is not a barrier to the implementation of new transport technologies.</u>
46.	4.5.4 Table 11: Infrastructure – Planning Directions and Actions	Modified text	43	51	Action I2(a) modified as follows – Work with the State Government to investigate how public transport can be improved to and within the city, including new east-west mass transit.
47.	4.5.4 Table 11: Infrastructure – Planning Directions and Actions	Modified text	43	51	Action I2(b) modified as follows – Work with the State Government <u>and adjoining local governments</u> to investigate opportunities to facilitate the growth of water ferry services to better link the city to other tourist and activity destinations.
48.	4.5.4 Table 11: Infrastructure – Planning Directions and Actions	Modified text	43	51	Action I2(c) modified as follows- Work with the State Government to investigate how physical barriers created by major transport infrastructure and natural assets can be addressed to improve movement to and across the <u>city, and improve utilisation of land.</u>
49.	4.5.4 Table 11: Infrastructure – Planning Directions and Actions	Formatting	43	51	Action I2(f) modified for formatting consistency.

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
50.	4.5.4 Table 11: Infrastructure – Planning Directions and Actions	Modified text	43	51	Added in new Action I2(g) as follows - Investigate and confirm bike path routes through a bicycle path plan, having due regard to the Department of Transport's Long-Term Cycle Network.
51.	5.1.3.2 Land Use – Central Perth	Modified text	48	56	Paragraph referencing Capital City Activity Spine removed.
52.	5.1.3 Central Perth Neighbourhood – Figure 11	Updated figure	49-50	57-58	Replaced ‘Capital City Activity Spine’ with ‘Improved Connectivity Area’ and updated legend and annotation to match.
53.	5.1.3 Table 15: Central Perth Neighbourhood – Planning Directions and Actions	Modified text	51	59	Action CP1(c) modified as follows – Refer to CUG3(a) relating to improving north-south connectivity and enhancing the physical connection and public realm between the Capital City Office Area and other Capital City activity areas.
54.	5.1.3 Table 15: Central Perth Neighbourhood – Planning Directions and Actions	Modified text	51	59	Action CP2(f) modified as follows – Refer to CUG3(a) relating to improving north-south connectivity and enhancing the physical connection and public realm between the Capital City Retail Area and other Capital City activity areas.
55.	5.1.3 Table 15: Central Perth Neighbourhood – Planning Directions and Actions	Modified text	51	59	Action CP3(c) modified as follows – Refer to CUG3(a) relating to improving north-south connectivity and enhancing the physical connection and public realm between the Capital City Civic and Cultural Areas and other Capital City activity areas.

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
56.	5.1.3 Table 15: Central Perth Neighbourhood – Planning Directions and Actions	Modified text	52	60	Action CP5 timeframe modified to ' Medium Term '
57.	5.1.3 Table 15: Central Perth Neighbourhood – Planning Directions and Actions	Formatting	53	61	Modified CP6(b) and CP6(c) sub-dot points from dots to roman numerals for formatting consistency.
58.	5.1.3 Table 15: Central Perth Neighbourhood – Planning Directions and Actions	Modified text	53	61	<p>Action CP7 modified as follows:</p> <p>a. Work with the State Government to undertake a detailed planning study of the precinct surrounding the Mclver and Claisebrook Train Stations that addresses the following planning directions:</p> <ul style="list-style-type: none"> i. Station Rationalisation: Rationalise the Mclver and Claisebrook train stations; ii. Growth Opportunities: Optimise development opportunities on underutilised land to accommodate resident population, business and employment growth; iii. Health, Knowledge, and Innovation: The Royal Perth Hospital is a significant medical and research facility and major employer for Perth. Any future redevelopment of Royal Perth Hospital should consider: <ul style="list-style-type: none"> • Outcomes of previous master planning undertaken for the site.

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
					<ul style="list-style-type: none"> • The heritage status and significance of the Royal Perth Hospital. • Addressing the severance issues caused from the train line. • Considering highest and best use of existing State and City owned land. • Encourage the clustering of land uses which attract workers into the area. <p>iv. Connectivity: Improve movement to and across the Central Perth, Northbridge and Claisebrook neighbourhoods; and</p> <p>v. Public Realm: To enhance the public realm and ensure that development positively contributes to it.</p> <p>And 'Timeframe' modified to 'Medium – Long term'</p>
59.	5.1.3 Table 15: Central Perth Neighbourhood – Planning Directions and Actions	Formatting	53	61	Action CP7(b) and (c) modified for formatting consistency.
60.	5.1.3 Table 15: Central Perth Neighbourhood – Planning Directions and Actions	Modified text	54	62	<p>New Action CP9(b) added as follows –</p> <p>Update the Central Perth Neighbourhood Place Plan to consider public realm improvements that assist in delivering the neighbourhood priorities and aspirations, including the Main Street Refresh and Forgotten Spaces Laneway Strategy.</p> <p>Updating the 'Rationale' to include reference to Part 2 Section 4.2.3.</p>

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
61.	5.2.3.2 Land use-Northbridge	Modified text	56	64	Paragraph referencing Capital City Activity Spine removed.
62.	5.2 Northbridge Neighbourhood – Figure 12	Updated figure	57-58	65-66	Replaced ‘Capital City Activity Spine’ with ‘Improved Connectivity Area’ and updated legend and annotation to match.
63.	5.2.4 Table 19: Northbridge Neighbourhood – Planning Directions and Actions	Modified text	59	67	Action NB1(e) modified as follows – Refer to action CUG3(a) relating to improving north-south connectivity and the enhancement connectivity and public realm between the Capital City Entertainment Area and other Capital City activity areas.
64.	5.2.4 Table 19: Northbridge Neighbourhood – Planning Directions and Actions	Modified text	59	67	Action NB2(b) modified as follows – Refer to action CUG3(a) relating to improving north-south connectivity and the enhancement of connectivity and public realm between the Capital City Entertainment Area and other Capital City activity areas, and action CP7(b) relating to the Perth train station and the enhancement of the connectivity and public realm between the Perth Cultural Centre and other Capital City activity areas.
65.	5.2.4 Table 19: Northbridge Neighbourhood – Planning Directions and Actions	Modified text	60	68	New Action NB6(b) added as follows – Update the Northbridge Neighbourhood Place Plan to consider public realm improvements that assist in delivering the neighbourhood priorities and aspirations, including the Main Street Refresh, Forgotten Spaces Laneway Strategy and Northbridge Laneway Upgrades.

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
					Updating the 'Rationale' to include reference to Part 2 Section 4.2.3.
66.	5.3.1 East Perth Neighbourhood - Vision	Modified text	61	69	Replace the East Perth vision with the following – <u>East Perth is situated on the doorstep of the Swan River. It is the eastern gateway to Central Perth. East Perth is a vibrant neighbourhood with a bustling neighbourhood centre, community facilities and beautiful parks. East Perth offers diverse housing options and is well placed to accommodate a larger resident population.</u>
67.	5.3 East Perth Neighbourhood – Figure 13	Updated figure	63-64	71-72	Modifications include – <ul style="list-style-type: none"> • 'Neighbourhood frame' and 'Neighbourhood Core' removed from figure and legend. • 'Strategic Connections' arrow added to legend.
68.	5.3 Table 23: East Perth Neighbourhood – Planning Directions and Actions	Modified text	65	73	Action EP3(a) modified as follows – <ul style="list-style-type: none"> • Advocate to the State Government to provide <u>new public school(s) in East Perth.</u> • Timeframe modified to '<u>Short Term</u>'
69.	5.3 Table 23: East Perth Neighbourhood – Planning Directions and Actions	Modified text	66	74	Action EP(4) timeframe modified to ' <u>Medium Term</u> '

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
70.	5.3 Table 23: East Perth Neighbourhood – Planning Directions and Actions	Modified text	67	75	New Action EP7(b) added as follows – <u>Update the East Perth Neighbourhood Place Plan to consider public realm improvements that assist in delivering the neighbourhood priorities and aspirations, including the Main Street Refresh.</u> Updating the ‘Rationale’ to include reference to Part 2 Section 4.2.3.
71.	5.4 Claisebrook Neighbourhood – Figure 14	Updated figure	69-70	77-78	Modifications include – <ul style="list-style-type: none"> • ‘Neighbourhood frame’ and ‘Neighbourhood Core’ removed from figure and legend. • Deletion of possible future public school site from legend and figure.
72.	5.4 Table 27: Claisebrook Neighbourhood – Planning Directions and Actions	Modified text	71	79	Action CB1 timeframe modified to ‘ <u>Short Term</u> ’
73.	5.4 Table 27: Claisebrook Neighbourhood – Planning Directions and Actions	Modified text	71	79	Action CB3 timeframe modified to ‘ <u>Medium Term</u> ’
74.	5.4 Table 27: Claisebrook Neighbourhood – Planning Directions and Actions	Formatting	72	80	Action CB4(a) modified for formatting consistency.

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
75.	5.4 Table 27: Claisebrook Neighbourhood – Planning Directions and Actions	Modified text	72	80	Action CB5 timeframe modified to ' Medium Term '
76.	5.4 Table 27: Claisebrook Neighbourhood – Planning Directions and Actions	Modified text	72	80	New Action CB6(b) added as follows – Update the Claisebrook Neighbourhood Place Plan to consider public realm improvements that assist in delivering the neighbourhood priorities and aspirations, including the Main Street Refresh. Updating the 'Rationale' to include reference to Part 2 Section 4.2.3.
77.	5.4 Table 27: Claisebrook Neighbourhood – Planning Directions and Actions	New column and text added to table	-	80	New Action CB7 added as follows: <ul style="list-style-type: none"> New Issue/Opportunity text added as follows – Public Schools There is a need to provide for the increasing residential population. New Planning Direction text added as follows – Provide a new public primary school and a new public secondary school to support the growing residential community. New Action CB7 added as follow – a. Advocate to the State Government to provide new public school(s) in Claisebrook. New Rationale text added as follows – Part 2 – Section 4.2.2.4

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
					<p><u>Ensure adequate provision for education needs for the family household catchment of the neighbourhood.</u></p> <ul style="list-style-type: none"> Timeframe column text added as follows – <u>'Short Term'</u>
78.	5.5 West Perth Neighbourhood – Figure 15	Updated figure	75-76	83-84	<p>Modifications include –</p> <ul style="list-style-type: none"> 'Neighbourhood frame' and 'Neighbourhood Core' removed from figure and legend. 'Strategic Connections' arrow added to legend. 'Strategic Connection' arrow added between City West across Loftus Street to West Leederville. Kings Park Road modified from 'Medium-High Scale Mixed Use' to 'High Scale Mixed Use'.
79.	5.5.4 Table 31: West Perth Neighbourhood – Planning Directions and Actions	Modified text	77	85	Action WP1 timeframe modified to <u>'Short Term'</u>
80.	5.5.4 Table 31: West Perth Neighbourhood – Planning Directions and Actions	Modified text	77	85	Deleted 'full line' from WP3(a).
81.	5.5.4 Table 31: West Perth Neighbourhood – Planning Directions and Actions	Modified text	78	85	Action WP4 timeframe modified to <u>'Short term'</u>

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
82.	5.5.4 Table 31: West Perth Neighbourhood – Planning Directions and Actions	Formatting	78	86	Action WP5(a) modified for formatting consistency.
83.	5.5.4 Table 31: West Perth Neighbourhood – Planning Directions and Actions	Formatting	78	86	Action WP6(a) modified for formatting consistency.
84.	5.5.4 Table 31: West Perth Neighbourhood – Planning Directions and Actions	Modified text	78	86	<p>New Action WP7(b) added as follows –</p> <p><u>Update the West Perth Neighbourhood Place Plan to consider public realm improvements that assist in delivering the neighbourhood priorities and aspirations, including the Main Street Refresh.</u></p> <p>Updating the ‘Rationale’ to include reference to Part 2 Section 4.2.3.</p>
85.	5.6 Crawley-Nedlands Neighbourhood – Figure 16	Updated figure	81-82	89-90	<p>Modifications include –</p> <ul style="list-style-type: none"> • New ‘Strategic Connections’ arrows added as follows: <ul style="list-style-type: none"> - Across Abedare Road to Kings Park - UWA across Hackett Drive to Swan River foreshore - QEIMC across Aberdare Road to the north • Mass Rapid Transport Route realigned to go along Winthrop Avenue. • Activity centre legend updated to only refer to the walkable catchment.

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
86.	5.6 Table 35: Crawley-Nedlands Neighbourhood – Planning Directions and Actions	Modified text	83	91	Text under Issue/Opportunity modified as follows – Specialised Centre As one of the largest specialised health, <u>research and</u> education centre in the southern hemisphere it is important to maintain primacy and enhance opportunities for growth.
87.	5.6 Table 35: Crawley-Nedlands Neighbourhood – Planning Directions and Actions	Modified text	83	91	Action CN1 modified for formatting consistency.
88.	5.6 Table 35: Crawley-Nedlands Neighbourhood – Planning Directions and Actions	Modified text	83	91	Action CN1 modified as follows – i. Specialised Centre – Encourage the growth of the precinct planning area as a thriving medical, research and education precinct with <u>knowledge-based industries</u> . <u>Support the</u> intellectual property generation and <u>commercialisation</u> in recognition of its role as a Specialised Centre under the State’s strategic planning framework. <u>x. Sustainable Transport – support sustainable transport modes as the primary method of travel to and within the QEIIIMC Specialised Centre.</u> <u>xi. Community Infrastructure – support the provision of community infrastructure to meet the needs of residents, workers and visitors.</u>

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
					<p><u>xii. Strategic Investment – identify strategic investment opportunities presented by the UWA-QEIMC Specialised Centre.</u></p> <p>And 'Rationale' updated to remove reference to 'for Perth and Peel'.</p>
89.	5.6 Table 35: Crawley-Nedlands Neighbourhood – Planning Directions and Actions	Modified text	83	92	<p>Action CN(2) wording modified as follows:</p> <p>a. Prepare a masterplan for the Swan River foreshore (and streets leading to it) from the Narrows Bridge to JH Abrahams Reserve <u>(note: refer to Action E2(b) for parameters around preparing the foreshore master plan).</u></p> <p>New content also added as follows:</p> <ul style="list-style-type: none"> New 'Issue/Opportunity' – <u>Swan River/Derbarl Yerrigan</u> <u>Respect and enhance this natural and cultural icon of Perth city.</u> New 'Planning Direction' – <u>Improve connection to and use of the Swan River.</u> Timeframe column text modified to '<u>Medium Term</u>'
90.	5.6 Table 35: Crawley-Nedlands Neighbourhood – Planning Directions and Actions	New text	-	92	<p>New Action CN3 added as follows –</p> <ul style="list-style-type: none"> <u>New Action CN3–</u> <u>a. Update the Crawley-Nedlands Neighbourhood Place Plan to consider public realm improvements that assist in delivering the neighbourhood priorities and aspirations, including the Main Street Refresh.</u>

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION									
					<ul style="list-style-type: none">New 'Issue/Opportunity' – <u>Neighbourhood Priorities</u> <u>Consideration needs to be given to neighbourhood priorities that the market is not delivering.</u>New 'Planning Direction' – <u>Encourage the delivery of neighbourhood priorities.</u>New Rationale text added as follows – <u>Part 2 - Section 4.2.3</u> <u>To provide a high-quality public realm that reflects the neighbourhood priorities and aspirations.</u>Timeframe column text added as follows – <u>'Short Term'</u>									
91.	6.0 Implementation and Review	New text	85	93	<table><tr><td colspan="3">Introduce new text as follows:</td></tr><tr><td><u>Short term</u></td><td><u>0-5 years</u></td><td><u>This means the action is either confirmed or planned within existing Corporate Business Plan for undertaking in the current or next financial year.</u> <u>Actions identified for implementation through the Local Planning Scheme No.3 and Local Planning Policies all fall within this timeframe.</u></td></tr><tr><td><u>Medium term</u></td><td><u>5-10 years</u></td><td><u>This means there may be a larger strategic body of work that needs to be undertaken prior to the action being delivered, or there is an opportunity</u></td></tr></table>	Introduce new text as follows:			<u>Short term</u>	<u>0-5 years</u>	<u>This means the action is either confirmed or planned within existing Corporate Business Plan for undertaking in the current or next financial year.</u> <u>Actions identified for implementation through the Local Planning Scheme No.3 and Local Planning Policies all fall within this timeframe.</u>	<u>Medium term</u>	<u>5-10 years</u>	<u>This means there may be a larger strategic body of work that needs to be undertaken prior to the action being delivered, or there is an opportunity</u>
Introduce new text as follows:														
<u>Short term</u>	<u>0-5 years</u>	<u>This means the action is either confirmed or planned within existing Corporate Business Plan for undertaking in the current or next financial year.</u> <u>Actions identified for implementation through the Local Planning Scheme No.3 and Local Planning Policies all fall within this timeframe.</u>												
<u>Medium term</u>	<u>5-10 years</u>	<u>This means there may be a larger strategic body of work that needs to be undertaken prior to the action being delivered, or there is an opportunity</u>												

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
					<p><u>or need to schedule the project in the Corporate Business Plan to:</u></p> <ul style="list-style-type: none"> • <u>Address an identified risk or issue that could worsen if not resolved.</u> • <u>Act upon a unique or emerging opportunity that is time critical.</u> • <u>Collaborate with relevant stakeholders.</u> • <u>Align with other projects or initiatives underway or near commencement.</u> • <u>Leverage market demand.</u> • <u>Satisfy legislative requirements.</u>
					<p><u>Long term</u> <u>10-15 years</u> <u>This means the action should be taken, however, there is no trigger or opportunity for immediate action, or its commencement might be contingent upon other actions.</u></p>
92.	6.0 Table 36: Key Action Summary and Implementation Schedule for actions that relate to city-wide	Modified text	86-88	94-96	<p>Modifications as follows –</p> <ul style="list-style-type: none"> • Text modified to include '<u>adjoining local governments</u>' as a stakeholder for the following theme areas – <ul style="list-style-type: none"> - Swan River/Derbarl Yerrigan and Kings Park/Kaarta Koomba - Public Open Space - Community Infrastructure

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
					<ul style="list-style-type: none"> - Business and Employment Growth - Connectivity
93.	6.0 Table 36: Key Action Summary and Implementation Schedule for actions that relate to city-wide – ‘Public Open Space’	Modified text	86	94	Removed reference to the ‘Strategic Property Review’ for Community, Urban Growth and Settlement - Public Open Space.
94.	6.0 Table 36: Key Action Summary and Implementation Schedule for actions that relate to city-wide – ‘Hierarchy of Diverse and Thriving Centres’	Modified text	87	95	Replaced reference to Retail Sustainability Assessments with <u>‘Impact Test’</u> .
95.	6.0 Table 36: Key Action Summary and Implementation Schedule for actions that relate to city-wide – ‘Cultural Activity’	Modified text	87	95	‘Indicative Timeframe’ modified to <u>‘Medium Term’</u> .
96.	6.0 Table 36: Key Action Summary and Implementation Schedule for actions that relate to city-wide – ‘Natural Environment’	Modified text	88	96	‘Key Action Summary’ text modified as follows – Review existing land use permissibility to ensure adequate provisions to meet environmental requirements for flood, <u>acid sulphate soils</u> and bush fire prone areas and sensitive locations.

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
97.	6.0 Table 36: Key Action Summary and Implementation Schedule for actions that relate to city-wide – ‘Swan River/Derbarl Yerrigan and Kings Park/Kaarta Koomba’	Modified text	88	96	‘Indicative Timeframe’ modified to ‘Short Term’
98.	6.0 Table 36: Key Action Summary and Implementation Schedule for actions that relate to city-wide – ‘Sustainable Transport’	Modified text	88	96	‘Key Action Summary’ modified as follows – Work with State Government to improve public transport and land use integration.
99.	6.0 Table 36: Key Action Summary and Implementation Schedule for actions that relate to city-wide – ‘Connectivity’	Modified text	88	96	Modifications as follows – <ul style="list-style-type: none"> • Department of Transport added in as a ‘Stakeholder’ • ‘Key Deliverables’ modified to remove reference to ‘Scheme and City Integrated Transport Strategy’.
100.	6.0 Table 36: Key Action Summary and Implementation Schedule for actions that relate to city-wide – ‘Servicing’	Modified text	88	96	Modifications as follows – <ul style="list-style-type: none"> • ‘Key Action Summary’ text modified to read as follows: ‘Review planning provisions to ensure appropriate services and waste management’. • ‘Key Deliverables’ modified to remove reference to ‘Laneway servicing strategy’.

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
101.	6.0 Table 37: Key Action Summary and Implementation Schedule for actions that relate to Neighbourhoods	Modified text	89-93	97-101	Modifications as follows – Text modified to include ‘adjoining local governments’ as a stakeholder for the ‘Swan River/Derbarl Yerrigan and Kings Park/Kaarta Koomba’ theme for all applicable neighbourhoods.
102.	6.0 Table 37: Key Action Summary and Implementation Schedule for actions that relate to Neighbourhoods – Central Perth ‘Capital City Civic and Cultural Activity	Modified text	89	97	‘Key Deliverables’ modified to remove reference to ‘Master plan for Capital City Activity Spine’.
103.	6.0 Table 37: Key Action Summary and Implementation Schedule for actions that relate to Neighbourhoods – Central Perth ‘Swan River/Derbarl Yerrigan’	Modified text	89	97	‘Indicative Timeframe’ modified to <u>‘Medium Term’</u>
104.	6.0 Table 37: Key Action Summary and Implementation Schedule for actions that relate to Neighbourhoods – Central	Modified text	89	97	‘Key Deliverables’ updated to remove reference to ‘Scheme and Policy review’

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
	Perth 'Station Precinct Renewal'				
105.	6.0 Table 37: Key Action Summary and Implementation Schedule for actions that relate to Neighbourhoods – Central Perth 'Public Space'	Modified text	90	98	Modifications as follows – <ul style="list-style-type: none"> 'Key Deliverables' modified to read as follows: 'Open Space Framework Scheme and Policy Review' 'Indicative Timeframe' modified to 'Short Term'
106.	6.0 Table 37: Key Action Summary and Implementation Schedule for actions that relate to Neighbourhoods Central Perth 'Neighbourhood Priorities'	Modified text	90	98	'Key Action Summary' modified as follows – Review existing plot ratio provisions to incentivise delivery of neighbourhood priorities.
107.	6.0 Table 37: Key Action Summary and Implementation Schedule for actions that relate to Neighbourhoods – Northbridge 'Capital City Entertainment Area'	Modified text	90	98	'Key Deliverables' modified to remove reference to Environmental Protections Regionals Review.
108.	6.0 Table 37: Key Action Summary and	Modified text	90	98	Entire line item removed.

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
	Implementation Schedule for actions that relate to Neighbourhoods – Northbridge ‘Capital City Civic and Cultural Activity’				
109.	6.0 Table 37: Key Action Summary and Implementation Schedule for actions that relate to Neighbourhoods – Northbridge ‘Residential Community’	Modified text	90	98	Modifications as follows – <ul style="list-style-type: none"> • ‘Key Action Summary’ modified to replace reference to ‘mitigation’ with ‘attenuation’. • ‘Indicative Timeframe’ modified to ‘Medium Term’
110.	6.0 Table 37: Key Action Summary and Implementation Schedule for actions that relate to Neighbourhoods – Northbridge ‘Neighbourhood Priorities’	Modified text	90	98	‘Key Action Summary’ modified as follows – Review existing plot ratio provisions to incentivise delivery of neighbourhood priorities.
111.	6.0 Table 37: Key Action Summary and Implementation Schedule for actions that relate to	Modified text	90	99	‘Indicative Timeframe’ modified to ‘ Medium Term ’

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
	Neighbourhoods – East Perth ‘Swan River/Derbal Yerrigan’				
112.	6.0 Table 37: Key Action Summary and Implementation Schedule for actions that relate to Neighbourhoods – East Perth ‘Neighbourhood Priorities’	Modified text	90	99	‘Key Action Summary’ modified as follows – Review existing plot <u>ratio</u> provisions to incentivise delivery of neighbourhood priorities.
113.	6.0 Table 37: Key Action Summary and Implementation Schedule for actions that relate to Neighbourhoods – Claisebrook ‘Swan River/Derbal Yerrigan’	Modified text	92	100	Modifications as follows – <ul style="list-style-type: none"> • ‘Key Deliverables’ modified to include reference to <u>‘Input into the Perth Greater CBD Transport Plan’</u> • ‘Indicative Timeframe’ modified to <u>‘Medium Term’</u>
114.	6.0 Table 37: Key Action Summary and Implementation Schedule for actions that relate to Neighbourhoods – Claisebrook ‘Station Precinct Renewal’	Modified text	92	100	‘Indicative Timeframe’ modified to <u>‘Medium Term’</u>
115.	6.0 Table 37: Key Action Summary and	Modified text	93	101	‘Key Action Summary’ modified to remove reference to ‘full line’.

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
	Implementation Schedule for actions that relate to Neighbourhoods – West Perth ‘Neighbourhood Centre’				
116.	6.0 Table 37: Key Action Summary and Implementation Schedule for actions that relate to Neighbourhoods – Crawley Nedlands ‘Specialised Activity Centre’	Modified text	93	101	<p>Modifications as follows –</p> <ul style="list-style-type: none"> • Theme title modified to ‘Specialised Centre’ • Stakeholders modified to include Department of Transport • Masterplan for Swan River added to ‘Key Deliverables’ • ‘Indicative Timeframe’ modified to ‘Short-Medium Term’

PART 2 Strategy Modifications

MOD REF	STRATEGY SECTION	MODIFICATION TYPE	OLD PAGE REF	NEW PAGE REF	MODIFICATION
117.	Perth skyline image ahead of contents page	Updated imagery	2	2	Update photograph with more recent image of skyline

118.	Throughout document	Modified text	-	-	<p>The following terminology modified –</p> <ul style="list-style-type: none"> • All references to ‘QEII’ replaced with ‘QEIIIMC’. • All references to “CBD Transport Plan” replaced with “Perth Greater CBD Transport Plan”
119.	2.2 State Planning Policies – Table 1	New text	-	14	<p>New policy added to the end of table as follows –</p> <ul style="list-style-type: none"> • State Planning Policy column – <u>Draft Operational Policy 2.4 – Planning for Schools</u> • Policy Overview column – <u>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.</u> • Local Planning Strategy Implications and Responses column <u>Should a school be considered within the city, this policy will be used to guide the site selection.</u>
120.	2.4 Operational Policies – Table 3	Modified text	20	20	<p>Text in third column for Development Control Policy 1.6 modified as follows –</p> <p><u>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.</u></p>

121.	3.3 Local Planning Framework – Figure 5	Updated figure	25	25	Figure updated to reflect current Metropolitan Region Scheme and Local Planning Schemes.
122.	4.2 Community, Urban Growth and Settlement – Table 7	Modified text	40	40	<p>Modifications include –</p> <ul style="list-style-type: none"> • Crawley-Nedlands additional dwelling target (2016-2036) modified from 867 to 846-1,046. • Crawley-Nedlands total dwelling (2036) modified from 2,421 to 2,400-2,600. • Crawley-Nedlands additional commercial floorspace target (2038) modified from 20,313 to 20,100 – 20,400. • Additional note added to the table stating as follows– Commercial and residential floorspace targets for Crawley-Nedlands will be informed by future structure planning.
123.	4.2 Community, Urban Growth and Settlement – Table 8	Modified text	41	41	<p>Modifications include –</p> <ul style="list-style-type: none"> • Crawley-Nedlands Additional Residential Floorspace Forecast - to 2036 (m²) modified from 69,360 to 67,680 - 83,680. • Crawley-Nedlands Additional Commercial Floorspace Forecast – to 2038 (m²) modified from 20,313 to 20,100 - 20,400. • Crawley-Nedlands Total Additional Floorspace Forecast (m²) modified from 89,673 to 87,780 -104,080. • Crawley-Nedlands Total Floorspace Forecast (m²) modified from 175,484 to 173,591 - 189,891 • Additional note added to the table stating as follows –

					<u>Commercial and residential floorspace targets for Crawley-Nedlands will be informed by future structure planning.</u>
124.	4.2 Community, Urban Growth and Settlement – Table 9	Modified text	42	42	Modifications include – <ul style="list-style-type: none"> • Crawley-Nedlands Additional Floorspace Demand 2036 (m²) modified from 89,673 to 87,780 - 104,080. • Crawley-Nedlands Floorspace surplus/deficit (m²) modified from -65,264 to -63,371 - -79,671. • Additional note added to the table stating as follows – <u>Commercial and residential floorspace targets for Crawley-Nedlands will be informed by future structure planning.</u>
125.	4.2.3.3 Cultural Heritage – Recognition of Nyoongar Culture and Heritage	Modified text	54	54	Reference to the 'Aboriginal Heritage Act 1972' replaced with <u>Aboriginal Heritage Act 1972/ Aboriginal Cultural Heritage Bill 2021</u>
126.	4.4.1.1 Natural Environment - Impact of Bushfire on Land Use and Development	Modified text	66	66	Text in the third paragraph replaced with the following – <u>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).</u>

ATTACHMENT I

City of Perth
City Planning Scheme
No. 2



Amendment No. 41



FORM 2A

RESOLUTION TO PREPARE AMENDMENT TO LOCAL PLANNING SCHEME

CITY OF PERTH

CITY PLANNING SCHEME NO. 2

AMENDMENT NO. 41

RESOLVED that the Local Government pursuant to section 75 of the *Planning and Development Act 2005*, amend the above Local Planning Scheme by:

1. Inserting a new Special Control Area under clause 39(1) as follows:

(bb) Northbridge Special Entertainment Precinct - Special Control Area.
2. Inserting the following as Special Control Area 28 in Schedule 8:

28. Northbridge Special Entertainment Precinct - Special Control Area

28.1 Special Control Area

The following provisions apply to the land marked as Figure 28 being the Northbridge Special Entertainment Precinct Special Control Area. The Special Control Area comprises a Core Entertainment Area and a Frame Entertainment Area.

Note - The provisions of this Scheme/Special Control Area do not apply to the parts of the Special Control Area which are under the planning control of the Metropolitan Redevelopment Authority/Development WA.

28.2 Purpose

To establish a Northbridge Special Entertainment Precinct, in recognition of its significance as the State's premier entertainment area, by supporting entertainment venues and associated high external amplified music noise levels and thereby facilitating an active night time economy.

Note - the Special Control Area does not regulate the level of noise emitted by entertainment venues or override the requirements of the '*Environmental Protection (Noise) Regulation 1997*.'

28.3 Objectives

- (a) To ensure the Northbridge Special Entertainment Precinct continues to be the primary entertainment area in the city, providing for an active night time economy and a vibrant social and cultural scene, with a variety and a high concentration of entertainment venues.

- (b) To support entertainment venues and associated high external amplified music noise levels within the Northbridge Special Entertainment Precinct in recognition of its significance as the State's premier entertainment area.
- (c) To provide entertainment venues with greater operational certainty and to support the continued operation of existing entertainment venues.
- (d) To provide a Core Entertainment Area where the highest concentration of entertainment venues and the highest external amplified music noise levels are supported.
- (e) To provide a Frame Entertainment Area, which acts as a transitional area between the Core Entertainment Area and the area outside of the Special Control Area, where a high concentration of entertainment venues are supported and external amplified music noise levels are moderated to be lower than that within the Core Entertainment Area but higher than that prescribed under regulation 7 of the Environmental Protection (Noise) Regulations 1997 (as amended).
- (f) To reduce potential land use conflicts between noise sensitive uses and entertainment venues by ensuring the design and construction of buildings incorporate appropriate noise attenuation measures.

28.4 General Provisions

28.4.1 Noise Attenuation Requirements

(a) Core Entertainment Area

Within the Core Entertainment Area the extent of noise attenuation required for entertainment venues and noise sensitive premises shall be based on a nominal external amplified music noise level of L_{Leq} , 95dB in the 63 Hz octave band and L_{Leq} , 86 dB in the 125 Hz octave band;

(b) Frame Entertainment Area

Within the Frame Entertainment Area:

- (i) the extent of noise attenuation required for entertainment venues shall generally be based on a nominal external amplified music noise level of L_{Leq} , 79 dB in the 63 Hz octave band and L_{Leq} , 70 dB in the 125 Hz octave band;
- (ii) notwithstanding sub clause 28.4.1(b)(i), the extent of noise attenuation required for those entertainment venues that existed at the time of gazettal of this Special Control Area and are listed on the local government's Register of Existing Entertainment Venues – Frame Entertainment Area, shall be based on a nominal external amplified music noise level of up to L_{Leq} , 90 dB in the 63 Hz octave band and L_{Leq} , 81 dB in the 125 Hz octave band;
- (iii) the extent of noise attenuation required for noise sensitive premises shall be determined having regard to a Transmission Loss Design Report, prepared by

a qualified acoustic consultant, which takes into consideration the expected external amplified music noise levels within the area.

- (c) Where an application for development approval relates to a noise sensitive premises and/or an entertainment venue, the extent of noise attenuation required shall be as outlined in sub clauses 28.5 and 28.6.
- (d) Noise attenuation measures must be carefully integrated into the design of development and not significantly detrimentally impact upon:
 - (i) the buildings aesthetics, environmental sustainability, and cultural heritage significance where applicable;
 - (ii) the internal amenity for building occupants; and
 - (iii) the public realm.

28.4.2 Register of Existing Entertainment Venues – Frame Entertainment Area

- (a) The local government shall prepare a register of entertainment venues within the Frame Entertainment Area which existed at the time of gazettal of this Special Control Area and were lawfully approved and that approval had not expired or been cancelled.
- (b) The register prepared by the local government must set out the following –
 - (i) a description of each area of land that is being used as an entertainment venue;
 - (ii) a description of any building on the land; and
 - (iii) a description of the entertainment venue;
- (c) Where an entertainment venue on the register;
 - (i) ceases operation for at least 6 consecutive months; and/or
 - (ii) is destroyed or damaged to the extent of at least 75% of its value;then the entertainment venue shall be removed from the register and the provisions of sub clause 28.4.1 (b) (ii) shall cease to apply.
- (d) The local government must ensure that the register is kept up to date and is made available for public inspection.
- (e) An entry in the register in relation to land that is being used for an entertainment venue is evidence of the matters set out in the entry, unless the contrary is proved.

28.4.3 Requirement for Development Approval for Works

In accordance with sub clause 61(3)(a) of the Deemed Provisions, an application for development approval shall be required, for the following works associated with a noise sensitive premises and/or an entertainment venue which are typically excluded under sub clause 61(1) of the Deemed Provisions:

- (a) the carrying out of works that are wholly located on an area identified as regional reserve under the region planning scheme;
- (b) the carrying out of internal building work;
- (c) the erection or extension of a single house on a lot; and/or
- (d) the erection or an extension of an ancillary dwelling.

Note: In accordance with sub clause 61(2)(b) of the Deemed Provisions, development that is a use that is permitted in the zone in which the development is located and which involves the above works shall require Development Approval.

28.5 Noise Sensitive Premises

- (a) Core Entertainment Area

Noise sensitive premises within the Core Entertainment Area shall be located, designed and constructed so that the Transmission Loss is a minimum of L_{Leq} 48 dB in the 63 Hz octave band and L_{Leq} 45 dB in the 125 Hz octave band.

- (b) Frame Entertainment Area

Noise sensitive premises within the Frame Entertainment Area shall be located, designed and constructed so that the Transmission Loss is a minimum of L_{Leq} 32 dB in the 63 Hz octave band and L_{Leq} 29 dB in the 125 Hz octave band, plus any additional Transmission Loss required to achieve a theoretical internal design level of 47 dB in the 63 Hz octave band and L_{Leq} 41 dB in the 125 Hz octave band.

- (c) Where an application for development approval relates to a noise sensitive premises involving:

- (i) an extension or addition; and/or
- (ii) proposed works as outlined in sub clause 28.4.3;

the extent of noise attenuation required as outlined in sub clause 28.4.1 shall only apply to the new habitable room(s).

- (d) Plot Ratio

For the purposes of meeting the noise attenuation requirements, semi- enclosed balconies may be permitted and if so will not form part of the calculation of 'floor area of a building' as defined in Schedule 4 of the City Planning Scheme No. 2 (as amended).

- (e) Transmission Loss Design Report

- (i) An application for development approval relating to a noise sensitive premises shall include a Transmission Loss Design Report, prepared by a qualified acoustic consultant in a manner and form to the satisfaction of the local government. The Transmission Loss Design Report shall include details of the noise attenuation measures that are proposed to be included in the development's design and construction to achieve the applicable Core

Entertainment Area or Frame Entertainment Area Transmission Loss levels as prescribed by sub clauses 28.5(a) and (b).

- (ii) Noise sensitive premises shall be designed and constructed to incorporate the noise attenuation measures detailed in the Transmission Loss Design Report forming part of an approved development application.
- (f) Noise sensitive premises shall not be approved where the local government is not satisfied that the development can be acoustically attenuated to meet the applicable Transmission Loss levels.
- (g) The local government shall, as a condition of development approval for noise sensitive premises, require a notification pursuant to section 70A of the Transfer of Land Act 1893 to inform prospective owners of the likelihood of elevated noise levels from entertainment venues.
- (h) Prior to the commencement of development, a qualified acoustic consultant shall review the construction drawings and certify to the satisfaction of the local government that they incorporate all the noise attenuation measures outlined in the Transmission Loss Design Report forming part of an approved development application.
- (i) After practical completion stage and prior to occupation of the development, a qualified acoustic consultant shall certify to the satisfaction of the local government that all of the recommendations of the Transmission Loss Design Report forming part of an approved development application have been implemented.

28.6 Entertainment Venues

- (a) Appropriate noise mitigation shall primarily be achieved through design and construction methods rather than reliance upon on-going operational management measures.
- (b) Core Entertainment Area
Entertainment venues located in the Core Entertainment Area shall be designed and constructed to incorporate noise attenuation measures to ensure that the external amplified music noise levels specified in sub clause 28.4.1(a) are not exceeded at 1 metre from the entertainment venue boundary.
- (c) Frame Entertainment Area
Entertainment venues located in the Frame Entertainment Area shall be designed and constructed to incorporate noise attenuation measures to ensure that the external amplified music noise levels specified in sub clauses 28.4.1(b)(i) and (ii) are not exceeded at 1 metre from the entertainment venue boundary.
- (d) Where an application for development approval relates to an entertainment venue involving:
 - (i) an extension or addition; and/or

- (ii) proposed works as outlined in sub clause 28.4.3;

the extent of noise attenuation required as outlined in sub clause 28.4.1 shall only apply to the new or substantially modified component of an entertainment venue.

(e) Acoustic Report

- (i) An application for development approval relating to an entertainment venue shall include an Acoustic Report, prepared by a qualified acoustic consultant in a manner and form to the satisfaction of the local government. The Acoustic Report shall include details of the existing and proposed noise attenuation measures that are to be included in the development's design and construction as well as any mitigation measures to achieve the applicable Core Entertainment Area and Frame Entertainment Area noise levels prescribed by sub clauses 28.6(b) and (c).

- (ii) Entertainment venues shall be designed and constructed to incorporate the noise attenuation and mitigation measures detailed in the Acoustic Report forming part of an approved development application.

- (f) Prior to the commencement of development, a qualified acoustic consultant shall review the construction drawings and certify to the satisfaction of the local government that they incorporate all the necessary noise attenuation and mitigation measures detailed in the Acoustic Report forming part of an approved development application.

- (g) After practical completion stage and prior to occupation of the development, a qualified acoustic consultant shall certify to the satisfaction of the local government that all of the recommendations of the Acoustic Report forming part of an approved development application have been implemented.

DEFINITIONS

Core Entertainment Area – means the area designated as such in Figure 28.

Entertainment Venue – means a tavern, nightclub, small bar, function centre, entertainment complex, theatre, or other such entertainment premises that plays amplified music, either live or pre-recorded, on a regular or periodic basis. This includes both indoor and/or outdoor areas where applicable.

Entertainment Venue Boundary - means the perimeter walls or outdoor containment structures, floors, ceiling or roof, that form the horizontal and vertical extent of an entertainment venue, unless the entertainment venue is the sole land use on a lot, in which case its horizontal extent shall be the boundaries of the lot upon which it is located. Where an entertainment venue has no physically defined vertical extent, such as in the case of an outdoor area or roof top venue, its vertical extent shall be 4 metres above the ground or floor level of the venue.

External amplified music noise level – means the maximum, nominal noise level directly attributable to amplified music emitted by an entertainment venue or multiple entertainment venues.

Frame Entertainment Area – means the area designated as such in Figure 28.

Noise Sensitive Premises –for the purposes of this Special Control Area has the same meaning as defined in the *Environmental Protection (Noise) Regulations 1997* (as amended), however excludes the following: churches, education establishments and day-time childcare facilities. This definition includes Special Residential and Residential uses as defined in Schedule 2 of the City Planning Scheme No. 2 (as amended).

Receiver Facade – means the roof and all external walls of a noise sensitive premises situated within the Special Control Area.

Special Entertainment Precinct – means a precinct containing a number of entertainment venues and includes a diverse mix of land uses which contribute to an active night-time economy as referenced in the '*Environmental Protection (Noise) Regulation 1997*.'

Transmission Loss – means the noise level reduction provided by a receiver façade that is required to meet acceptable internal noise levels.

3. Modifying P1 Northbridge Use Group Table outlined in Schedule 3 to reclassify Special Residential from a 'Preferred Use' to a 'Contemplated' Use within the Core Entertainment Area of the Northbridge Special Entertainment Precinct Special Control Area;
4. Modifying P3 Stirling Use Group Table outlined in Schedule 3 to reclassify Special Residential Use from a 'Preferred' Use to a 'Contemplated' Uses within the Frame Entertainment Area of the Northbridge Special Entertainment Precinct Special Control Area situated between Beaufort and Stirling Streets;
5. Amending the City Centre (CC) Precinct Plan Map (P1 to 8) accordingly; and
6. Inserting Figure 28 - Northbridge Special Entertainment Precinct Special Control Areas into Schedule 8 – Special Control Areas of the Scheme.

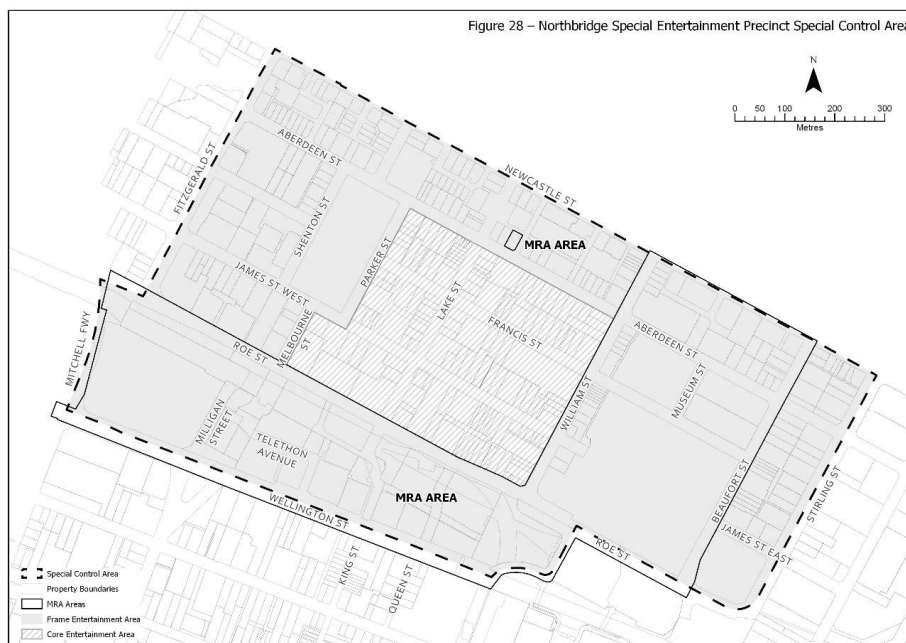


Figure 28 –Northbridge Special Entertainment Precinct Special Control Area

The amendment is complex under the provisions of the Planning and Development (Local Planning Schemes) Regulations 2015 for the following reason:

- The amendment will have an impact that is significant relative to development in the locality.

Dated this 4th day of December 2019

CHIEF EXECUTIVE OFFICER

SCHEME AMENDMENT REPORT

1.0 INTRODUCTION

The purpose of this proposed amendment to City Planning Scheme No. 2 (CPS2) is to introduce a Special Control Area (SCA) to create a Special Entertainment Precinct in Northbridge. The intent of the SCA is to provide effective planning controls to support entertainment venues in the Northbridge Special Entertainment Precinct/SCA in a manner that facilitates an active night time economy, with associated high external amplified music noise levels, while addressing land use conflicts between entertainment venues and noise sensitive premises.

The proposed SCA over the subject area is part of a suite of the State Government's planning and environmental regulatory reforms which aim 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; and
- provide an increased level of assurance for entertainment venues by establishing a framework to achieve operational certainty.

2.0 BACKGROUND

Northbridge is the State's premier entertainment district servicing the Perth metropolitan region and is characterised by a concentration of entertainment venues including night clubs and bars and Perth Arena, as well as cafés and restaurants. It is also a hub for cultural facilities such as the State Theatre Centre, Museum and Art Gallery. It is a vibrant mixed-use locality that contributes significantly to Perth's social and cultural scene, as well as its economic prosperity.

Entertainment venues which play live and/or amplified music in Northbridge have historically operated relatively unfettered at higher noise levels than those prescribed under the State Government's '*Environmental (Noise) Regulations 1997*' (Noise Regulations), given the low number of noise sensitive uses such as residential and short stay accommodation situated within the area. However, the growth of noise sensitive uses in Northbridge over the last decade has resulted in uncertainty for entertainment venue operators, due to the potential for complaints under the Noise Regulations.

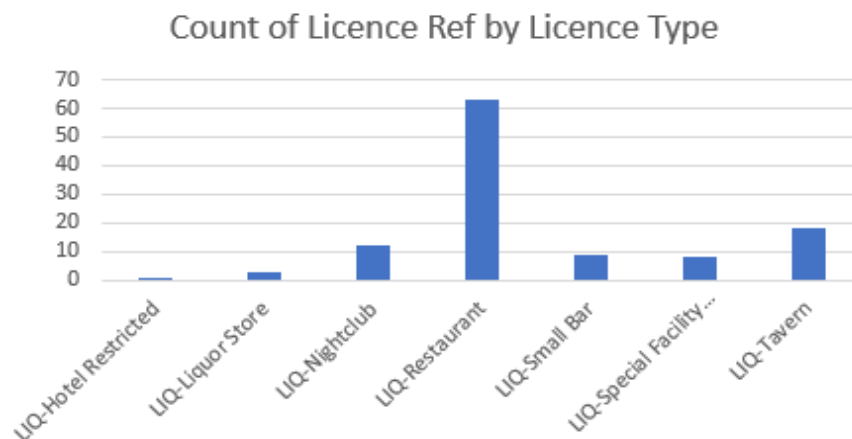
Further details of the contribution that the Northbridge Special Entertainment Precinct makes to the economy as well as issues with the Noise Regulations are outlined below.

2.1 Economic Contribution

Northbridge plays a significant economic and cultural role with its concentration of entertainment venues as well as cultural facilities. Collectively, this blend of land uses has created the largest cultural and entertainment precinct in WA.

Northbridge accommodates over 100 licensed premises of which about half currently host, or have the capacity to host, music events. **Figure 1** below indicates the overall number of liquor licences and types of licences by location.

Figure 1 – Overall number and types of liquor licence for Northbridge (source DRGL, 2018-2019)



The contribution of entertainment uses must be considered in the broader context of the night time economy (NTE) which is drink, entertainment and food. This is necessary because of the complementary linkages that exist between the uses.

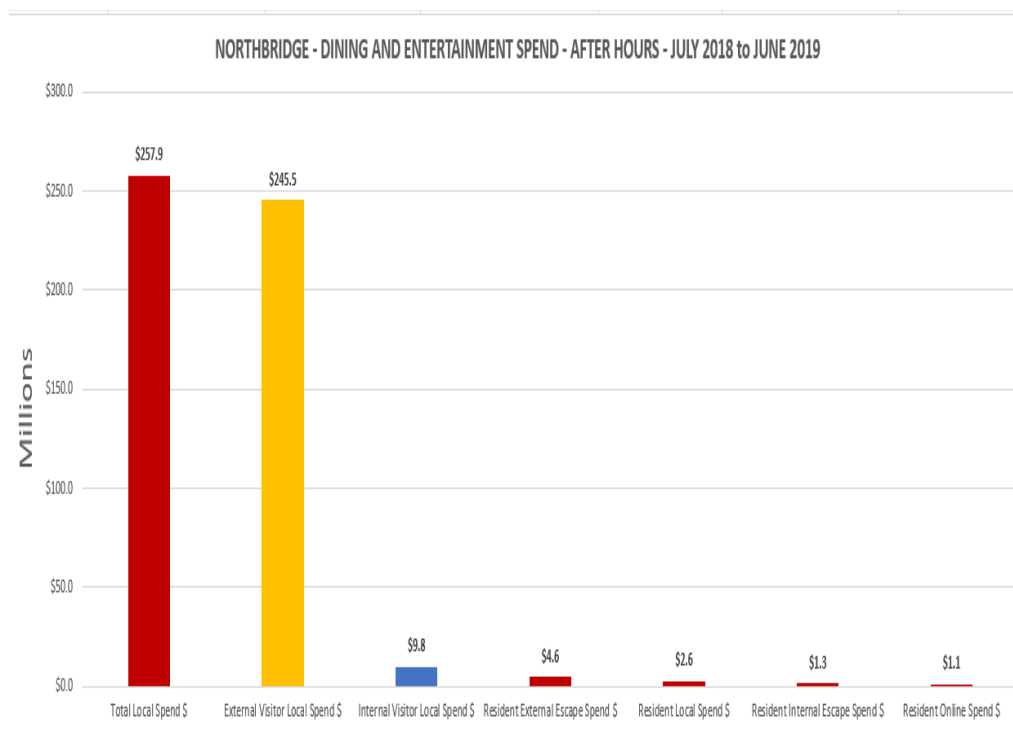
An economic analysis of the proposed Northbridge Special Entertainment Precinct undertaken by Lucid Economics in 2018 on behalf of Tourism WA, demonstrated that the value of tourism generated within the precinct equated to \$174 million in Gross State Product and approximately 1,600 jobs (both directly and indirectly). The report stated that late night activity (10pm – 4am) is responsible for 40% of total activity in the precinct, generating \$70 million in Gross State Product and supporting 639 jobs (both directly and indirectly).

The report also found that Northbridge:

- represented 15% of the City of Perth's total accommodation and food service sector turnover
- represented 18% of the City of Perth's total employment in accommodation and food services
- represented 23% of the City of Perth's visitation (over 27% of the City's day trip visitors)
- represented 16% of the City of Perth's visitor expenditure
- was the 3rd most visited precinct within the City of Perth
- was the City of Perth's most vibrant precinct (as perceived by West Australians)

Figure 2 below provides an overview of after hours spending on dining and entertainment within the Northbridge Precinct for the 2018-2019 financial year.

Figure 2 – Northbridge - Dining and Entertainment Spend – After Hours – (source Spend Map, 2018-2019)



Data provided by Spend Map indicated that overall after hour spending on dining and entertainment within the Northbridge Precinct for the 2018-2019 financial year was \$257.9 million of which External visitors (coming from outside of the City Perth) contributed a total of \$245.5 million.

It is estimated that in 2017 the precinct attracted approximately 916,000 visitors. The Lucid Economics 2018 report suggested that with recent and planned investments (Perth Arena, Perth City Link, Perth Stadium, New Museum for WA, hotels and other tourism infrastructure) the importance of Northbridge as a precinct will continue to grow. In 2026, tourism in Northbridge is expected to equate to \$273 million in Gross State Product and 2,500 jobs, which is an increase of 57% over 2017 figures.

A report prepared by the Department of Culture and the Arts on Live Music Venues review in July 2015 stated that there are some potential barriers to continual growth in live music due to the impact of residential infill, in addition to rising venue establishment costs and potential increase in rents in successful precincts.

2.2 Issues with Environmental Protection (Noise) Regulations 1997

The primary instruments for noise regulation in the State are the *Environmental Protection Act 1986* and the *Environmental Protection (Noise) Regulations 1997* (Noise Regulations).

The Noise Regulations set legally enforceable assigned (or allowable) levels for noise emitted from a premises or venue at the point of a sensitive receiver. The assigned levels (which are defined as outdoor levels) vary according to the type of premises receiving the noise and the time of day the noise is received. Higher levels of protection are afforded to the most sensitive premises, classed as 'noise-sensitive'. Premises classified as noise-sensitive include residential accommodation, small hospitals, schools, aged care facilities and short-term accommodation.

Given the high density of entertainment venues in Northbridge cumulative emissions may arise which impact on nearby noise sensitive premises. While entertainment venues are also located in other areas of the city, the density of venues contributing to noise emissions is more pronounced in Northbridge.

Noise emissions in Northbridge have only become an issue since the growth of noise sensitive uses in the area. This is due to the Noise Regulations only being enforced when a noise complaint is received.

City of Perth data on complaints about Northbridge entertainment noise suggest that complaints fluctuate from year to year. Between 2012 and 2017, the annual level of complaints about music noise varied from 10 to 45 (of which between 7 to 20 relate to established music venues).

Table 1 below highlights that the City has received four complaints regarding amplified music from venues within Northbridge during the 2018-2019 financial year, with some of these being in relation to a pop up bar site. It should be noted however that the City is currently investigating a noise complaint from a resident residing in a recently constructed residential premises on Stirling Street concerning the current external amplified music levels.

Table 1 – Northbridge Noise Complaints 2018-2019 Financial Year

2018-2019

Suburb		NORTHBRIDGE
Row Labels	Count of Request Type	Description
Air Conditioners Noise	1	
Noise Complaint Amplified Music	4	
NOISE COMPLAINTS	18	
Noise Complaints Building/Construction	1	
Noise Incident	3	
Grand Total	27	

It is understood that consultation undertaken by the Department of Local Government, Sport and Cultural Industries(DLGSC) in 2018 with live music venue operators indicated that *'compliance with environmental and Liquor Licensing regulation coupled with the upsurge of residential infill is placing a burden on venue operators'*. Established entertainment venues are aware of regulatory requirements and the constraints these could impose on their ongoing operation, regardless of whether they are actively receiving complaints from nearby residents.

The City along with other local governments across the State is responsible for administering the Noise Regulations. For the City, and several other local governments, it has become increasingly difficult to administer some aspects of the Noise Regulations.

The issue is predominantly the result of the Noise Regulations applying one set of noise standards across the whole State, with a presumption of separation between land uses. This separation is not present in Northbridge where there is a concentration of entertainment venues that play live and/or amplified music co-existing with residential developments.

Other complications in the application and enforcement of the Noise Regulations include:

- The current Noise Regulations requires noise-emitting venues to comply with the assigned outdoor and indoor noise levels for noise-sensitive premises. It is however often difficult for noise emitting venues to comply with the outdoor noise levels which apply at the noise sensitive development (i.e. balconies, patios or alfresco areas) within entertainment areas. This is due to the external ambient noise levels (such as traffic, patrons noise, in addition to music which spills out into the street) being higher than those prescribed in the Noise Regulations. Accordingly, at various times of the day/night throughout the week and weekend, there are areas across Northbridge that do not comply with the Noise Regulations.
- The Noise Regulations are intended to become more stringent as the night progresses to suit a typical noise environment where noise levels would reduce from evening to night. For example, the external assigned level of 55/50/45dB (A) in the Noise Regulations would typically apply to entertainment noise at noise sensitive premises situated within the SCA, varying depending on the time of day and day of the week. The most stringent assigned level would typically be 45dB(A), which would apply after 10:00pm at night¹. The reverse, however, occurs in Northbridge on a Friday, Saturday and Sunday night. The noise levels increase at night particularly between 11pm and 1am on Friday and Saturday nights/Sunday morning.
- Additionally, where noise is measured inside a building, adjustments of either 10dB or 15 dB apply to the measured levels, depending on whether the windows and doors to the building are open or shut. So, for a typical residential building within the SCA, the internal assigned noise levels would need to be 30-35 dB(A) at night (after 10pm) to comply with the Noise Regulations.²
- The Noise Regulations do not provide certainty for entertainment venues as the noise levels that they must comply with are determined at each noise receiver and compliance should be achieved at each receiver. As a result, the allowable noise levels for entertainment venues change as new noise sensitive development occurs in the area. Additionally, only the noise emitter is responsible to ameliorating noise impacts.
- The current assigned levels under the Noise Regulations are A weighted, which attempt to reflect human hearing, but are not sensitive to low frequency noise, such as that emitted by amplified music. Alternatives are available that provide a better relationship to bass related noise complaint/intrusion.

¹ Lloyd George Acoustics - Northbridge Entertainment Precinct Noise Study September 2012

² Lloyd George Acoustics Northbridge Entertainment Precinct Noise Study September 2012

- During the investigation and measurement of a noise complaint, determining the entertainment venue that is causing the annoyance is often difficult to isolate and confirm. This is because other similar venues are operating simultaneously and identifying the offending venue requires sophisticated methods of analysis. It is further exacerbated with measurements required to be undertaken at the noise sensitive receiver.

The complications above make measuring, analysing and enforcing the Noise Regulations, in relation to entertainment venues in Northbridge, as well as in other mixed-use areas difficult.

Whilst the City receives a limited number of complaints about amplified music from entertainment venues in Northbridge, the complexities and resources required to resolve the issues are a burden on the City.

2.3 State Government and City Coordinated Approach

To help maintain the unique character of Northbridge as the State's premier entertainment precinct the City has over the last decade strongly advocated for noise management reform including changes to the Noise Regulations to provide for a higher degree of certainty for entertainment venues within Northbridge.

In September 2018, the Department of Planning, Lands and Heritage (DPLH) and the Department of Water and Environmental Regulation (DWER) released a Discussion Paper 'Planning for Entertainment Noise in the Northbridge Area' to consult on the establishment of an entertainment precinct in Northbridge. The Discussion Paper proposed a package of planning and environmental reforms, including possible changes to the Noise Regulations, to achieve the State Government's commitment to supporting the performing arts sector and night time economy in Western Australia. This included the application of the 'agent of change' principle, whereby any new entertainment venues or residential developments would be responsible for the protection of noise sensitive receivers from excessive noise. The Discussion Paper also identified a potential boundary for the entertainment precinct.

It is understood that a number of submissions received by the State Government during the public consultation period suggested that the proposed 'agent of change' approach may not provide the level of certainty being sought by entertainment venue operators and that it may be difficult to implement and ensure compliance.

In response, the State Government in consultation with the City is now proposing an alternative approach to noise management in Northbridge as outlined below in **section 6.0**.

3.0 SUBJECT AREA

The proposed SCA comprises land bound by Newcastle Street to the north, Stirling Street to the east, Wellington Street to the south and Fitzgerald Street to the west, and comprises a Core Entertainment Area and Frame Entertainment Area as shown on **Figure 28** of the Scheme Amendment. It will not apply however to those areas under the planning control of the Metropolitan Redevelopment Authority (MRA) (now known as 'Development WA' as the MRA and LandCorp have recently merged).

3.1 Current and Surrounding Land Uses

The proposed SCA Northbridge is a diverse and dynamic inner-city area that is characterised by a robust cultural, entertainment and night time economy. A concentration of entertainment

uses is situated east of Russell Square, with residential uses largely concentrated west of Russell Square and in the northern portion of the proposed SCA towards Newcastle Street. Short stay accommodation, in addition to a variety of commercial development is spread throughout the SCA. A variety of mixed-retail offerings are provided along William and James Streets.

The built form within the proposed SCA is somewhat informed by its function as the State's primary entertainment and cultural precinct. The area contains predominately low to medium scale development, with some recent larger-scale development interspersed in certain locations. There are a number of places and areas of cultural heritage significance situated within the proposed SCA including the City's William Street Heritage Area, MRA's William Street Conservation Precinct and along Aberdeen Street.

Over 40% of the SCA accommodates the Perth City Link (PCL) and the Perth Cultural Centre which are under the MRA's planning authority.

The Perth Cultural Centre is situated within the eastern portion of the SCA and incorporates a mix of fine-grain low scale heritage buildings (accommodated within the MRA's William Street Conservation Precinct) through to medium-scale cultural administrative and education buildings such as the Art Gallery of WA, the State Library of WA, North Metro TAFE campus, the Perth Theatre Centre and the new Museum (under construction).

PCL situated in the southern portion of the SCA is being delivered in stages by the State Government and private sector. Major elements which have been completed include the new Perth Arena; rail and bus works, the first four mixed use commercial buildings within the Kings Square precinct, as well as Wellington Gardens.

Yagan Square is also a major component of the PCL. It is situated between the central Perth Train Station, the heritage listed Horseshoe Bridge and the underground Perth Busport in the eastern part of PCL. It provides a range of entertainment/cultural experiences in addition to a variety of food and beverage offerings.

Table 2 below indicates the property types and numbers within the Proposed Core Entertainment Area.

Table 2 – Property details within the Proposed Core Entertainment Area

Property Type	Number of Properties
Residential	149 properties (all strata lots except for one freehold lot)
Special Residential	7 properties accommodating a range of short stay accommodation from a hotel to a lodging house.
Entertainment Venues (excluding restaurants and cafes)	Approximately 40
Total (including commercial, retail, residential and special residential etc.)	331 properties (predominantly strata lots)

Table 3 below indicates the property types and numbers within the Proposed Frame Entertainment Area.

Table 3 – Property details within the Proposed Frame Entertainment Area

Property Type	Number of Properties
Residential	609 properties
Special Residential	12 properties accommodating a range of short stay accommodation including purpose built student accommodation, serviced apartments, a hotel and lodging houses.
Entertainment Venues (excluding restaurants and cafes)	Approximately 20
Total excluding the MRA Areas (including commercial, retail, residential and special residential etc.)	791 properties (predominantly strata lots)
Total within the MRA Areas (including commercial, retail, residential and special residential etc.)	179 properties

A number of properties within the proposed SCA are owned by State Government agencies including the Housing Authority and Development WA.

The land uses within the areas surrounding the SCA are generally mixed use in nature. It should be noted that the area to the north of the SCA is situated within the City of Vincent.

4.0 STATE & REGIONAL PLANNING CONTEXT

4.1 Perth and Peel @ 3.5 Million and Central Sub-Regional Planning Frameworks

These planning frameworks estimate that the Perth and Peel regions' population will increase by 1.5 million by 2050 and recognise that continued urban sprawl is placing unsustainable pressure on the environment, resources, infrastructure and amenity.

The strategic land use planning and infrastructure framework seeks to guide:

- where future homes and jobs should be located;
- how to protect important environmental assets;
- how to best utilise existing and proposed infrastructure; and
- appropriate areas for greater infill development and residential density.

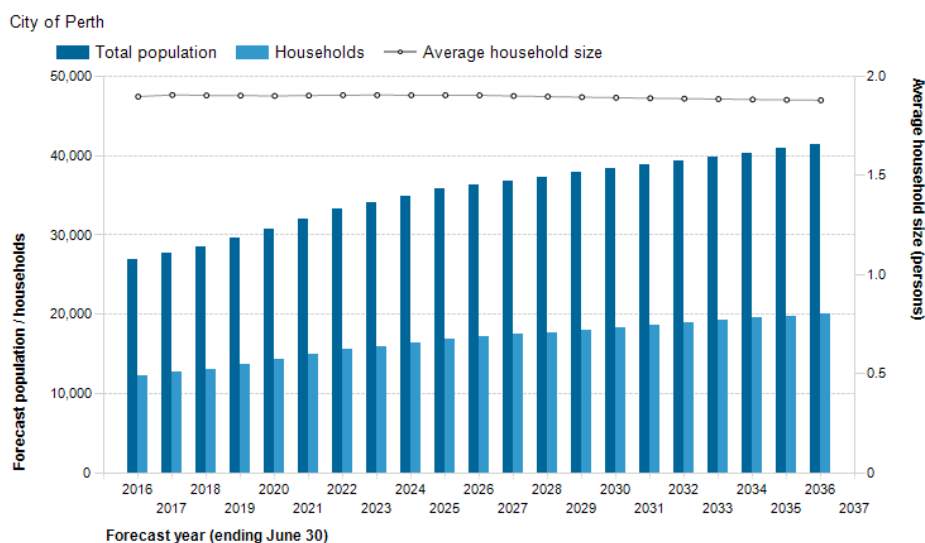
The '*Central Sub-Regional Planning Framework*' identified the following targets:

- additional 215,000 infill dwellings and 780,000 new jobs within Central Sub-Region by 2050.
- 16,000 additional infill dwellings within the City of Perth by 2031.

The residential population for Perth city is currently forecast (based on business as usual) to be 41,341 by 2036, of which 3,748 will be within Northbridge.

The graphs below provide a detailed breakdown of these forecasts and also indicate that Perth city is forecast to accommodate 25,468 dwellings by 2036, of which 2,262 will be within Northbridge.³

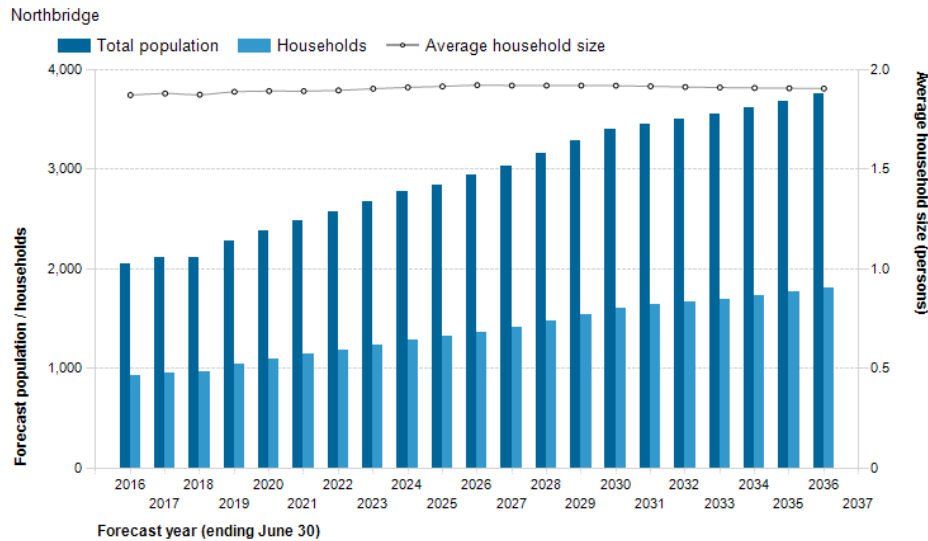
Figure 3 – Forecast residential population for the City of Perth



Source::Population and household forecast, 2016 to 2036, prepared by .id Consulting, March 2019

Figure 4 – Forecast residential population for Northbridge

³ .id Consulting, March 2019



Source: Population and household forecast, 2016 to 2036, prepared by .id +Consulting, March 2019

PCL when complete is also anticipated to feature:

- 1,650 apartments, providing living space for 3,000 residents;
- 244,000sqm of commercial space for offices, shops and more, creating space for 13,500 workers; and
- 250 hotel rooms and 350 short-stay apartments.

Accordingly, proposed planning and environmental regulatory reforms will be required to assist in managing conflict between entertainment venues and noise-sensitive land uses to ensure vibrant, liveable and successful communities.

It is considered that the proposed SCA and amendments to the City's City Planning Scheme No. 2(CPS2) will assist to manage potential land use conflict within the proposed SCA without compromising the City's ability to achieve its housing infill targets outlined in the State Government's *'Central Sub-Regional Planning Framework'*.

4.2 State Planning Policy 4.2 Activity Centres for Perth and Peel (SPP 4.2)

State Planning Policy 4.2 sets out broad planning requirements for the development of new activity centres and the redevelopment and renewal of existing centres. SPP 4.2 objectives include the following:

- Ensure activity centres provide sufficient development intensity and land use mix to support high frequency public transport.
- Plan activity centres to support a wide range of retail and commercial premises and promote a competitive retail and commercial market.
- Increase the range of employment in activity centres and contribute to the achievement of sub-regional employment self-sufficiency targets.

- Increase the density and diversity of housing in and around activity centres to improve land efficiency, housing variety and support centre facilities

The SPP identifies the Capital City Activity Centre as including the City's suburbs of Northbridge, Perth, West and East Perth.

Further consideration of land use permissibilities is discussed in **section 8** of this report to ensure a vibrant inner- city area.

4.3 State Planning Policy 7.3 Apartment Design (SPP 7.3)

This policy provides apartment design guidance to minimise the impacts of noise using apartment siting and layout, and construction techniques for noise attenuation, to deliver broad economic, environmental, social and cultural benefits.

New development within the proposed SCA will need to accord with the SPP7.3 policy provisions.

4.4 State Planning Policy 5.4 – Road and Rail (SSP 5.4) – September 2019

The objectives of this policy are to:

- Protect the community from unreasonable levels of transport noise;
- Protect strategic and other significant freight transport corridors from incompatible urban encroachment;
- Ensure transport infrastructure and land use can mutually exist within urban corridors;
- Ensure that noise impacts are addressed as early as possible in the planning process; and
- Encourage best practice noise mitigation design and construction standards.

This policy has application in the southern portion of the SCA due to the railway that traverses this area. The policy sets out the assigned noise targets to be measured from the façade of the proposed building and also provides an assigned indoor level for noise sensitive premises similar to the current approach under the Noise Regulations.

4.5 Metropolitan Region Scheme

The Metropolitan Region Scheme (MRS) only applies to the portions of the SCA under the City's planning control. These portions of the SCA are primarily zoned 'Central City Area' under the MRS with the exception of Russell Square which is reserved for 'Parks and Recreation'.

5.0 LOCAL PLANNING CONTEXT

The local planning framework for the proposed SCA is complex as it deals with two planning authorities namely the City of Perth and the MRA and their associated planning schemes and policies.

5.1 City of Perth Act 2016

The *City of Perth Act* (Act) came into effect on 1 July 2016. The objects of the *City of Perth Act 2016* relevant to the planning and management of noise are outlined below:

'4. (a) to recognise, promote and enhance:

(i) the special social, economic, cultural, environmental and civic role that the City of Perth plays because Perth is the capital of Western Australia; and

(ii) the important role that the City of Perth plays in representing the broader Perth area and the State of Western Australia on both a national and international level;'

Clause 8 of the Act outlines further objectives namely:

- *'to initiate and promote the continued growth and environmentally sustainable development of the City of Perth 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 the Perth metropolitan area;*
- *to maintain and strengthen the local, national and international reputation of the Perth metropolitan area as an innovative, sustainable and vibrant global city that attracts and welcomes everyone;*
- *to nurture and support the initiatives and innovations of the diverse precincts of the City of Perth;*
- *to develop and maintain collaborative inter-governmental relationships at regional, State, national and international levels with a view to developing and implementing strategies for the continued improvement of the City of Perth;'*

It is considered that the proposed SCA will assist to facilitate the role of the City as an 'innovative, sustainable and a vibrant global city' with 'cultural and entertainment precincts'.

5.2 Draft City Planning Strategy

The City has prepared a draft City Planning Strategy (the Strategy) to guide growth and development across the Perth city for the next 10-15 years. The draft Strategy will inform the preparation of the new City Planning Scheme No. 3, which will replace the current CPS2. The City is currently reviewing submissions received on the draft Strategy from preliminary community consultation that was recently undertaken.

The draft Strategy identifies the need to mitigate land-use conflict through appropriate planning controls in order to protect neighbourhood identity. In the Northbridge neighbourhood, key actions have been identified for the City to work with State Government, landowners and entertainment venue operators in the designation of the Northbridge Entertainment Area boundary and the implementation of associated planning and environmental reforms.

The draft Strategy reiterates the vision for Northbridge as follows:

‘Northbridge is the entertainment capital of Perth, attracting people from across the metropolitan area and beyond. They are drawn to its lively and gritty nightlife, combined with its diverse food scene.

Northbridge is also the hub of a vibrant culture and arts scene, supported by the residential creatives that call this neighbourhood home. There is a true sense of community in this inner-city neighbourhood’.

The draft Strategy also refers specifically to the proposed Northbridge Entertainment Precinct and states the need to *‘support and protect Northbridge as the primary entertainment centre and a place of culture, art and creative industries and protect it from non-complementary land uses’*. The draft Strategy states that the primary land use focus in this area should be entertainment, creative and cultural industries, food and beverage, small business and not-for-profit as outlined in **Figure 5**.

The draft Strategy identifies Russell Square and the areas surrounding the Square, as well as the area of the SCA to the east of the Perth Cultural Centre (identified as ‘Northbridge East’) as investigation areas.

The Russell Square investigation area primarily deals with establishing a master plan to enhance the Square and the activation of land surrounding the Square.

The ‘Northbridge East’ investigation area covers the majority of CPS2 Precinct 3 (Stirling) and includes the area of land between Beaufort and Stirling Street. It is also identified as a growth area and as such the draft Strategy states that *‘more detailed planning and investment is required in the area to ensure new residents are provided with the services and amenities required to support their needs.’* It states that growth should be coordinated and a future plan for the neighbourhood must consider a number of matters including the following:

- New community and live-local land uses being required to support the growing residential population;
- Impacts of noise and appropriate built form controls to respond to the impacts of the Northbridge Entertainment Area.

Under the draft Strategy, the Perth Cultural Centre is identified as a ‘Cultural and Civic Spine’ investigation area to guide the investigation of land between the Perth Cultural Centre and the Perth Concert Hall to better connect a number of key destinations.

Further consideration of the above matters is discussed in detail in **section 8.0** of the report.

Figure 5 – Draft Northbridge Neighbourhood Plan⁴



5.3 City Planning Scheme No. 2

5.3.1 Scheme Use Area and Precinct Plans

The CPS 2 applies to the portions of the SCA under the City’s planning control. CPS 2 divides the Scheme Area up into a number of Scheme Use Areas as well as Precincts.

These portions of the SCA are primarily included in the ‘City Centre’ Scheme Use Area under the CPS2 with the exception of the northern portion of the SCA, situated between Newcastle, Fitzgerald, William and Aberdeen Streets, which is included in the Normalised Redevelopment Area and also contained within the City’s Local Planning Scheme No. 26 (Normalised Redevelopment Areas).

The ‘Northbridge Precinct’ (P1) under the CPS2 covers a significant portion of the SCA. The intent of the ‘Northbridge Precinct’ is to:

“continue to evolve as a diverse, interesting and dynamic inner-city precinct and will be promoted as an attractive destination for the local population and interstate and overseas visitors. This Precinct will remain Perth’s primary entertainment and night life area and provide a variety of residential and visitor accommodation and commercial services. It will be a unique area in terms of uses and character and the social and cultural diversity that clearly distinguishes the Precinct will be fostered.”

⁴ City of Perth’s - Draft City Planning Strategy 2019

The CPS2 Precinct Plan for Northbridge states:

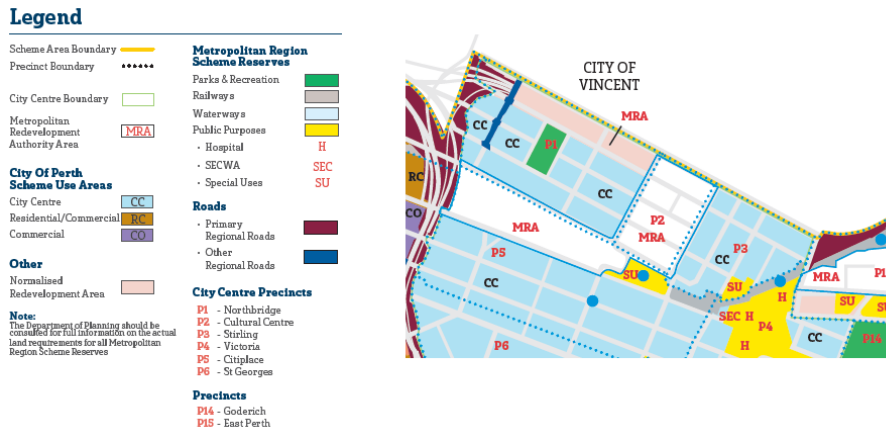
‘East of Russell Square, entertainment activities will predominate. However, a rich mix of other commercial uses, including short stay accommodation such as hotels and serviced apartments will be encouraged. The remainder of the Precinct, generally west of Russell Square, will have a residential emphasis, accommodating a variety of residential dwellings, visitor accommodation and other compatible non-residential uses’.

A smaller portion of the SCA (situated between Beaufort and Stirling Streets) is captured within ‘Stirling Precinct (P3) under the CPS2. The intent of this Precinct is to:

‘develop as an office, mixed commercial and residential area taking advantage of good access to public transport and close proximity to retail and entertainment areas. The section of the Precinct between Beaufort and Stirling Streets will consolidate as a secondary office area for the city centre, with residential uses and visitor accommodation also encouraged throughout the precinct. Offices and commercial uses such as showrooms, shops and educational activities, which add life and interest to the street, are appropriate along Stirling Street. Restaurants (including cafes), specialised retail and service activities, along with residential uses at upper levels are encouraged to locate along Beaufort Street.’

An extract of the CPS2 Scheme Use Area map is provided below.

Figure 6 – Extract of the City Planning Scheme No.2-Scheme Map



5.3.2 CPS2 Land Use Permissibility

The land use permissibilities within the Northbridge Precinct reflect the intent set out in the Precinct Plan and show a distinction between east and west of Russell Square. East of Russell Square, Entertainment use is a ‘Preferred’ use while Residential use is a ‘Contemplated’ use. West of Russell Square, the opposite applies whereby Entertainment use is a ‘Contemplated’ use

while Residential is a 'Preferred' use as outlined in **Table 4** below. Special Residential⁵ is a 'Preferred' use throughout the proposed SCA.

Table 4 – CPS2 - Schedule 3 Use Group Table– P1 Northbridge (cc)

Use Group	Use Symbol	
	East of Russell Square	West of Russell Square
Business Services	P	C
Civic	C	C
Community and Cultural	P	P
Dining	P	P
Education 1	C	C
Education 2	C	C
Entertainment	P	C
Healthcare 1	C	C
Healthcare 2	C	C
Home Occupation	C	P
Industry - Light	X	X
Industry - Service	C	C
Industry - Cottage	C	C
Mixed Commercial	C	C
Office	C	C
Recreation and Leisure	P	C
Residential	C/X(1)	P/X(2)
Retail (Central)	C	X
Retail (General)	P	C
Retail (Local)	P	P
Special Residential	P/X(3)	P/X(4)
Storage	C	C

Notes:

X(1) – Means the use is prohibited where it fronts the street at pedestrian level.

X(2) - Means for lots with frontage to Roe Street, Fitzgerald Street or which are located west of Fitzgerald Street the use is prohibited where it fronts the street at pedestrian level.

X(3) - Means the use is prohibited where it fronts the street at pedestrian level unless it provides pedestrian interest and activity.

X(4)-Means for lots with frontage to Roe Street, Fitzgerald Street or which are located west of Fitzgerald Street the use is prohibited where it fronts the street at pedestrian level unless it provides pedestrian interest and activity.

⁵ Special Residential is defined in Schedule 2 of CPS2 as meaning - premises providing short-term, temporary or specialised residential accommodation including: lodging house, hotel, serviced apartment.

The Northbridge Precinct Plan also provides the following guidance with respect to land use.

- (a) *'East of Milligan, Shenton and Palmerston Streets entertainment activities such as restaurants, cafes, nightclubs and theatres will remain prevalent; an ample mix of other uses such as shops, small offices, showrooms, small-scale service industry, community activities and visitor accommodation will be encouraged.'*
- (b) *'West of Milligan, Parker and Palmerston Streets a greater residential component, accommodating a variety of residential and visitor accommodation and other compatible non-residential uses, including small local shops, community facilities, recreational uses, restaurants, coffee shops, medical consulting rooms, service industries and small showrooms and workshops will be supported.'*

Within the Stirling Precinct (P3) – Residential and Entertainment Uses are both 'Contemplated' Uses, whilst Special Residential is a 'Preferred' Use.

Due to higher external amplified music levels proposed within the Core and Frame Entertainment Areas outlined in the report, a number of changes are proposed to the land use permissibilities to minimise any further land use conflicts and amenity impacts between entertainment venues and noise sensitive uses. This is discussed in further detail in **section 8** of the report.

5.3.3 CPS 2 Special Control Areas

Within the proposed SCA, three Special Control Areas exist under CPS 2 over a number of individual development sites, namely:

- Special Control Area No.15 - 92-120 Roe Street;
- Special Control Area No. 18 - 30 Beaufort Street; and
- Special Control Area No.19 - 2-6 (Lot 40) Parker Street.

SCA No. 15 and No. 18 relate primarily to car parking and plot ratio calculations although SCA No. 15 also provides guidance in relation to built form. They are not considered to significantly be affected by the proposed SCA under this Scheme Amendment.

SCA No. 19 relating to 2-6 (Lot 40) Parker Street Special Control Area however incorporates a clause which allows the local government to permit a bonus plot ratio of up to a maximum of 20% per lot where the development incorporates a new Special Residential use.

This Scheme Amendment is requiring higher noise attenuation requirements for noise sensitive premises proposed within the proposed Core Entertainment Area which has implications for the above SCA.

5.4 Local Planning Scheme No. 26 (Normalised Redevelopment Areas)

As outlined above, a portion of the SCA (north of Aberdeen Street) is contained within the City's Local Planning Scheme No. 26 (Normalised Redevelopment Areas) (LPS26). This Scheme provides planning provisions for the 'normalised' redevelopment areas with the administrative power to determine applications being provided by the CPS2. It details the requirements for development in the New Northbridge Project Area. This minor local planning scheme is complementary to CPS2.

The Vision for the New Northbridge Project Area is:

'New Northbridge will develop as a vibrant, cosmopolitan community that builds on the rich history and unique atmosphere of Northbridge. The area will exemplify the Scheme Principles, with unique, people-focused design, true diversity and connections with the city centre to the south and inner suburbs to the north. The area will incorporate adaptive reuse of heritage buildings with a mix of residential, office and educational development, as well as retail and entertainment activities, which will develop as an exciting yet natural extension of the existing mixed land use distinct of Northbridge.'

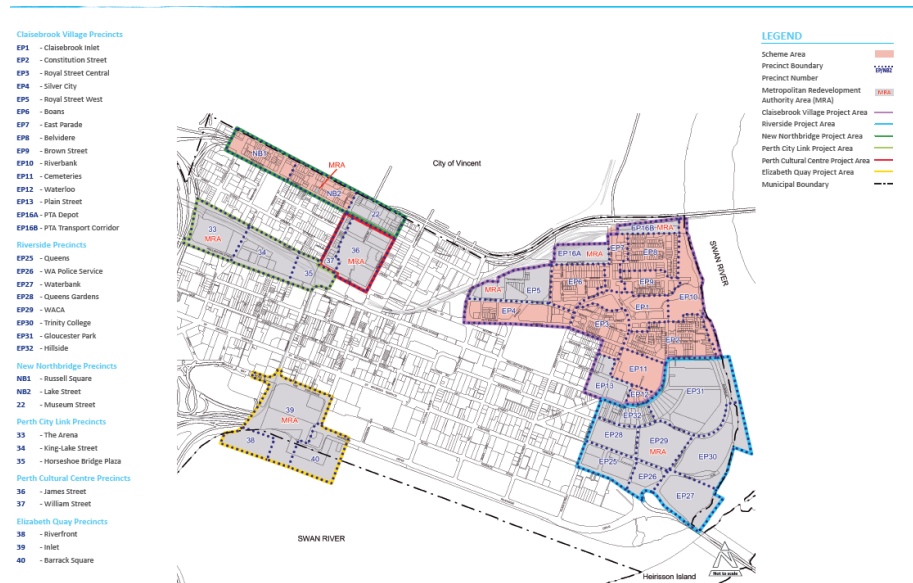
In considering development applications within the New Northbridge Project Area, the City is to have regard to the following objectives:

- (a) To facilitate the successful operation of Northbridge as a mixed land use environment; and
- (b) To reduce land use conflicts between residential and entertainment development by achieving a careful mix of land uses, acoustic attenuation of buildings, and management of amenity impacts.

This is consistent with the intent of the proposed SCA.

An extract of LPS26 Scheme map is provided below in **Figure 7**.

Figure 7 –Local Planning Scheme No. 26 - Scheme Map



5.4.1 Precinct NB1: Russell Square - Statement of Intent

A portion of the proposed SCA is situated within the Russell Square Precinct under the LPS26. The intent of the Precinct' is for it to *'continue to encourage a rich social and cultural diversity with an emphasis on infill residential development providing single lot, multiple dwellings and mixed-use buildings'*.

Within this precinct Permanent Residential and Transient Residential are 'Preferred' uses, whereas Dining and Entertainment are 'Contemplated' uses.

5.4.2 Precinct NB2: Lake Street Statement of Intent

A portion of the proposed SCA is situated within the Lake Street Precinct under the LPS26. The intent of the Precinct to 'become a mixed land use Precinct that will create a careful transition from the existing core Northbridge entertainment precinct south of Aberdeen Street to the predominantly residential areas north of Newcastle Street. Essential to the successful activation of the Lake Street Precinct is the creation of a social focal point based around the Plateia Hellas in Lake Street. The Plateia will provide a community and entertainment space, framed by high quality dining, retail and mixed-use development, and add to the quality pedestrian experience of Lake Street.'

Within this precinct, Dining and Entertainment and Transient Residential are 'Preferred' uses, whereas Permanent Residential is a 'Contemplated' uses.

No changes are proposed to the existing land use permissibilities outlined in the New Northbridge Project Area, as such action would require a separate Scheme Amendment under LPS26. However, as part of the preparation of the City Planning Scheme No. 3, further consideration should be given as to whether Entertainment and Transient Residential uses should be 'Contemplated' uses to allow for any potential development of such uses to be considered on a case by case in accordance with the objectives and provisions of the SCA. It would also enable the local government to consider the potential impact of new entertainment venues on the amenity of properties situated within the City of Vincent.

5.5 **MRA's Central Perth Redevelopment Scheme 2012**

The remaining portions of the SCA are under the planning control of the MRA and include the PCL, the Perth Cultural Centre and a portion of the New Northbridge Project Area. These areas are subject to the provisions of the MRA's Central Perth Redevelopment Scheme 2012.

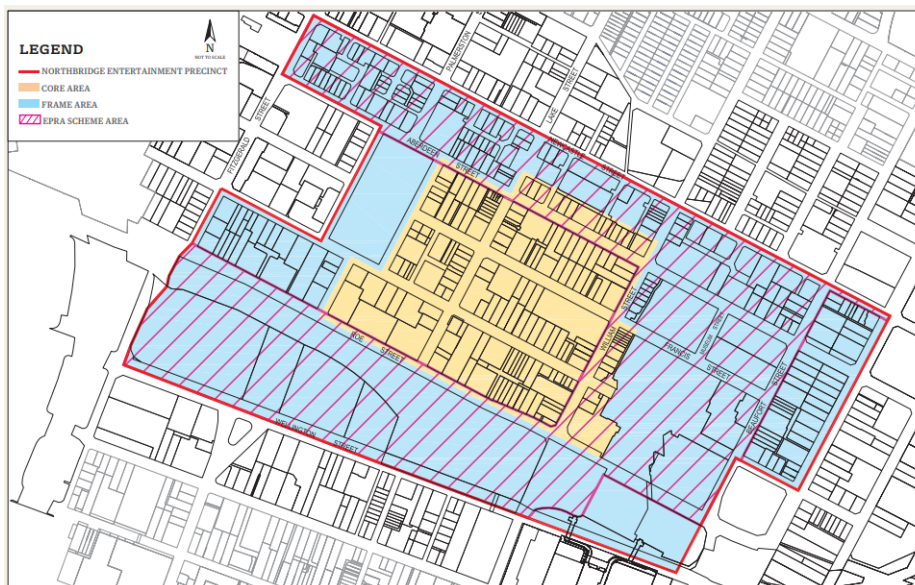
Section 4.17 of the MRA's Central Perth Redevelopment Scheme 2012 incorporates a Special Control Area to accommodate a 'Northbridge Entertainment Precinct' which also accommodates a Core and Frame Areas and includes land under the planning control of the City and subject to CPS2 and LPS26.

The MRA's Northbridge Entertainment Precinct differs to the Special Entertainment Precinct/SCA being proposed by the City in this Scheme Amendment in that it excludes an area of predominately noise sensitive uses on the western side of Russell Square bound by Fitzgerald, Aberdeen, James and Shenton Streets.

The boundaries of the MRA's Core Area (which is under the planning control of the City) are somewhat similar to that proposed by the City in this Scheme Amendment except it also includes those properties situated on the northern side of Aberdeen Street (between Lake and William Streets) and the properties situated on the east side of William Street (between Francis and Roe Streets) as shown on Figure 6 below. This is discussed further in **section 8** of the report.

Figure 8 – Extract from the MRA's Central Perth Redevelopment Scheme 2012 –

Northbridge Entertainment Precinct Map



The MRA's vision for the Northbridge Entertainment Precinct is similar to that proposed by the City whereby it states:

'the central area of Northbridge has an important role in providing entertainment to residents and visitors of the Perth region, particularly evening and late night entertainment through live music, dancing, cultural activities and dining and drinking. The Authority seeks to support the ongoing operation of entertainment activities in this area, whilst also enabling a diverse and successful urban environment to develop across the Scheme Area'.

The MRA's Northbridge Entertainment Precinct Map still indicates sections of the New Northbridge Project Area as still being under the planning control of the MRA which have since been 'normalised' (with planning control transferred to the City).

The land use permissibilities for the relevant project areas are outlined in **Table 5** overleaf.

Table 5 –MRA Project Areas

Project Areas	Category 7 Dining and Entertainment	Category 5A Permanent Residential	Category 5B Transient Residential
New Northbridge–Precinct 22 Museum Street	Contemplated Use	Preferred Use	Preferred Use
The Link	Contemplated Use	Preferred Use (except for Precinct 33-Arena where it is a Contemplated Use)	Preferred Use
Perth Cultural Centre	Preferred Use	Contemplated Use	Contemplated Use

5.6 Local Planning Policies

The City of Perth's *Residential Design Policy* and the MRA's *Development Policy 3 – Sound and Vibration Attenuation* provide design guidance on noise attenuation. These include requirements for developers to demonstrate an understanding of the noise context of the site and provide appropriate construction measures to achieve sound attenuation, such as glazing options and wall and roof treatments, to meet the requirements of the Noise Regulations and comply with the Building Code of Australia. These policies will need to be amended to reflect the City's and the State Government's proposed planning and environmental reforms.

A number of CPS2 and LPS26 local planning policies including the *James, William Roe and Lake Street Block Planning and Development Guidelines*, in addition to the relevant Precinct Plans may also need to be amended as part of the preparation of the City's Noise Attenuation Policy to align with the objectives and provisions of the proposed SCA.

6.0 COORDINATED STATE GOVERNMENT AND CITY APPROACH

The creation of a Special Entertainment Precinct in Northbridge requires both the State Government and the City to pursue planning and environmental reforms. Key deliverables include the following:

6.1 Western Australian Planning Commission Position Statement

A WAPC Position Statement is proposed to provide guidance to local government on the establishment of designated special entertainment precincts.

A draft Position Statement was prepared and endorsed by the WAPC on 24 July 2019 for targeted stakeholder engagement. Representatives from the DPLH along with DWER and the City met with a range of key stakeholders and provided a high level overview of the proposed new noise management approach. This appeared to be generally well received.

The draft WAPC Position Statement: 'Special Entertainment Precincts' was released for public comment on Friday 22 November 2019, with the submission period closing on the 14 February 2020.

6.2 Amendment to Environmental Protection (Noise) Regulations 1997

The Amendment has yet to be drafted however it is understood that it will enable:

- local governments to define special entertainment precinct/s for the purposes of noise management in their local planning schemes;
- entertainment venues situated within a designated special entertainment precinct to have an option to apply to the local government for a special Venue Approval to emit noise levels beyond the current assigned levels under regulation 7 of the Noise Regulations for its day to day operations. The issuing of a Venue Approval will be guided by nominal or strategic noise levels established for the special entertainment precinct under the local government's local planning scheme;
- the Venue Approval would specify a maximum allowable noise level at the venue boundary, or a defined point, for compliance purposes and may have other conditions attached, such as requiring an Acoustic Report.

The DWER has prepared preliminary drafting instructions for the proposed Amendment to the Noise Regulations and a Regulatory Impact Statement (RIS) which is a prerequisite to amending the Noise Regulations.

On Friday 22 November 2019, a paper titled '*Managing amplified music noise in entertainment precinct*' was released by DWER for public comment, with the submission period closing on the 14 February 2020. The paper outlines reform options for the management of amplified music noise in entertainment precincts and addresses the consultation element of a regulatory impact assessment (RIA) for the proposed changes to the Noise Regulations.

The paper acknowledges Northbridge as the State's premier entertainment precinct and refers to the proposed Northbridge Special Entertainment Precinct.

6.3 Amendment to City Planning Scheme No. 2

The City proposes to amend City Planning Scheme No. 2 to establish a Northbridge Special Entertainment Precinct through the creation of a Special Control Area (SCA), the details of which are the subject of this report.

7.0 THE PROPOSAL

7.1 Proposed Scheme Amendment – Northbridge Special Entertainment Precinct

The purpose of the proposed Scheme Amendment and Special Control Area, is to establish a Northbridge Special Entertainment Precinct, in recognition of its significance as the State's premier entertainment area, by supporting entertainment venues and associated high external amplified music noise levels and thereby facilitating an active night time economy.

7.1.1 Key Objectives and Components

The key objectives of the proposed SCA are to:

- (a) To ensure the Northbridge Special Entertainment Precinct continues to be the primary entertainment area in the city, providing for an active night time economy and a vibrant social and cultural scene, with a variety and a high concentration of entertainment venues.
- (b) To support entertainment venues and associated high external amplified music noise levels within the Northbridge Special Entertainment Precinct in recognition of its significance as the State's premier entertainment area.
- (c) To provide entertainment venues with greater operational certainty and to support the continued operation of existing entertainment venues.
- (d) To provide a Core Entertainment Area where the highest concentration of entertainment venues and the highest external amplified music noise levels are supported.
- (e) To provide a Frame Entertainment Area, which acts as a transitional area between the Core Entertainment Area and the area outside of the Special Control Area, where a high concentration of entertainment venues are supported and external amplified music noise levels are moderated to be lower than that within the Core Entertainment Area but higher than that prescribed under regulation 7 of the Environmental Protection (Noise) Regulations 1997 (as amended).
- (f) To reduce potential land use conflicts between noise sensitive uses and entertainment venues by ensuring the design and construction of buildings incorporate appropriate noise attenuation measures.

The proposed SCA will:

- Establish the boundary of the proposed SCA (which will have application under both the Scheme and Noise Regulations);
- Identify higher external (i.e. strategic) amplified noise levels for the Core and Frame Entertainment Areas for the purposes of setting appropriate noise attenuation standards (which will also guide the issuing of Venue Approvals under the Regulations);
- Set the requirements for new noise sensitive and noise emitting uses/development including:
 - building attenuation requirements;
 - information to be submitted as part of development applications e.g. Acoustic Report and/or a Transmission Loss Report;
 - conditions of approval e.g. - Notification on title.

For the purposes of the SCA:

- entertainment venues are defined as a tavern, nightclub, small bar, function centre, entertainment complex, theatre, club or other such entertainment premises that plays amplified music, either live or pre-recorded, on a regular or periodic basis. This definition

does not generally include cafes and restaurants unless these establishments host music events. It also does not include festivals, micro-festivals or one-off public events, for which suitable case-by case-approvals processes already exist.

- noise sensitive premises include those uses within the Residential and Special Residential (i.e. short stay accommodation) use groups.

7.1.2 Key elements

a) Special Entertainment Precinct – Core and Frame Entertainment Areas

The Special Entertainment Precinct/SCA extends over the land bounded primarily by Newcastle, Stirling, Fitzgerald and Wellington Streets, and comprises a Core Entertainment Area and Frame Entertainment Area as shown in Figure 28. It should be noted that it will not apply to those areas under the planning control of the Metropolitan Redevelopment Authority (MRA – now known as ‘Development WA’).

b) Noise Attenuation Levels

The purpose of the proposed SCA is not to set assigned external amplified music levels for the Core and Frame Entertainment Areas (as this is beyond the remit of a local planning scheme) but rather to establish nominal or strategic external amplified music sound levels upon which noise attenuation requirements for building will be based. Notwithstanding this, it is understood that some reference will be made to these nominal or strategic levels in the proposed Amendment to the Noise Regulations to guide the issuing of Venue Approvals within the area.

The SCA proposes a nominal external amplified music noise level of:

- L_{Leq} , **95 dB** in the 63 Hz octave band and L_{Leq} , **86 dB** in the 125 Hz octave band within the Core Entertainment Area; and
- L_{Leq} , **79 dB** in the 63 Hz octave band and L_{Leq} , **70 dB** in the 125 Hz octave band within the Frame Entertainment Area.

c) New Entertainment Venues

New entertainment venues located in the Core Entertainment Area are to be designed and constructed to incorporate noise attenuation measures to ensure that a level of **95 dB** in the 63 Hz octave band is not exceeded outside of the entertainment venue.

New entertainment venues located in the Frame Entertainment Area are to be designed and constructed to incorporate noise attenuation measures to ensure that a level of **79 dB** in the 63 Hz octave band is not exceeded outside of the entertainment venue.

d) Existing Entertainment Venues in Frame Entertainment Area

A provision is proposed to provide certainty to existing entertainment venues in the Frame Entertainment Area.

Noise attenuation requirements for entertainment venues located in the Frame Entertainment Area, that existed at the time of gazettal of the proposed SCA, are to be based on a nominal external amplified music noise level of up to **90 dB** in the 63 Hz octave band.

No change is proposed for existing entertainment venues situated outside of the proposed Special Entertainment precinct/SCA. These venues will have to align with the assigned noise levels prescribed under regulation 7 of the Noise Regulations.

e) New Noise Sensitive Premises

New noise sensitive premises in both the Core Entertainment Area and Frame Entertainment Area are to be designed and constructed to achieve a maximum internal level of **47 dB** in the 63 Hz octave band.

New noise sensitive premises shall also have notifications placed on Certificates of Title/ Strata Titles to inform prospective owners of the likelihood of elevated noise levels from entertainment venues within the precinct.

f) Building Extensions/Additions

Provisions are proposed to clarify that an application for development approval involving an extension or addition, the applicable noise attenuation requirements shall only apply to the new or substantially modified component of an entertainment venue or noise sensitive premise.

g) Land Use Permissibilities

The proposed Scheme Amendment proposes to reclassify Special Residential uses from 'Preferred Uses' to 'Contemplated Uses' within the Core Entertainment Area and part of the Frame Entertainment Area situated between Beaufort and Stirling Streets.

Special Residential uses are described under CPS 2 as '*premises providing short-term, temporary or specialised residential accommodation including: lodging house, hotel, serviced apartment.*'

This will result in the following land use permissibilities across the proposed SCA:

Table 6 –CPS2 Proposed Land Use Permissibilities

CPS2 Provisions	Entertainment Use	Residential Use	Special Residential Use
Core	Preferred	Contemplated	Contemplated
Frame:			
Between Beaufort St and Stirling St	Contemplated	Contemplated	Contemplated
Remainder	Contemplated	Preferred	Preferred

It should be noted that no changes are currently proposed to the land use permissibilities under the City's LPS26 which apply to the land on the northern side of Aberdeen Street. Land use permissibilities will remain as follows:

- Precinct NB1: Russell Square - Permanent Residential and Transient Residential are 'Preferred' uses, whereas Dining and Entertainment are 'Contemplated' uses.
- Precinct NB2: Lake Street - Dining and Entertainment and Transient Residential are 'Preferred' uses, whereas Permanent Residential is a 'Contemplated' uses.

h) Plot Ratio

It is recommended for the purpose of this SCA, the definition of 'floor area of a building' outlined in CPS2 may exclude semi-enclosed balconies where required to assist in mitigating noise intrusion.

7.2 Other

7.2.1 Future Supporting Documents

Separate to the proposed Scheme Amendment, the City will prepare a number of supporting documents including:

- i) A Local Planning Policy - Noise Attenuation – which will cover the whole of the city and aim to clarify and consolidate current provisions, as well as incorporating additional provisions for the Special Entertainment Precinct. This will be prepared subsequent to the initiation of the proposed Scheme Amendment.
- ii) A City Policy – to address the compliance and enforcement matters associated with noise management within the city and to provide guidance around the issuing of Venue Approvals within the Special Entertainment Precinct. This will be prepared once the City has visibility of the proposed Amendment to the Noise Regulations.

8.0 PLANNING RATIONALE

The planning rationale for the key components of the proposed Scheme Amendment are outlined below.

8.1 Core and Frame Entertainment Areas

The external boundary of the proposed SCA is the same as that identified in the State Government's Discussion Paper 'Planning for Entertainment Noise in the Northbridge Area'.

The Metropolitan Redevelopment Authority's (MRA) Central Perth Redevelopment Scheme also incorporates a 'Northbridge Entertainment Precinct' with both Core and Frame Areas. Refer to **Figure 8**. The external boundary of the City's proposed Special Entertainment Precinct/SCA is similar to that of MRA's however the MRA's Northbridge Entertainment Precinct excludes an area of predominately noise sensitive uses on the western side of Russell Square bound by Fitzgerald, Aberdeen, James and Shenton Streets. This area is included in the City's proposed Special Entertainment Precinct/SCA to ensure a higher level of noise attenuation is required for any new noise sensitive developments.

The proposed Core Entertainment Area has been identified to correspond to:

- The areas with the greatest concentration of high external amplified music noise levels as identified in the 'Northbridge Entertainment Precinct Noise Study' (2012) and the 'Northbridge Noise Monitoring Report' (2019);
- The location of a large number (approximately 40) of the Northbridge entertainment venues which play live/amplified music;
- Fewer noise sensitive premises (accommodating approximately 149 residential premises, which are predominately strata titled and several short-term accommodation premises) than that situated within the proposed Frame Entertainment Area (which accommodates approximately 609 residential premises, which are predominantly strata titled and 12 short stay accommodation premises); and
- The CPS2 use area where 'Entertainment' uses are preferred and 'Residential' uses are contemplated.

The City's proposed Core Entertainment Area is similar to that of the MRA except the MRA's Core Area also includes properties situated on the northern side of Aberdeen Street (between Lake and William Streets) and on the eastern side of William Street (between Francis and Roe Streets).

The properties on the northern side of Aberdeen Street (which fall under the City's planning control) have not been included in the City's proposed Core Entertainment Area as they are intended to form part of a transition area. This is consistent with the Statement of Intent for this area under the City's Local Planning Scheme No. 26: to *'become a mixed land use Precinct that will create a careful transition from the existing core Northbridge entertainment precinct south of Aberdeen Street to the predominantly residential areas north of Newcastle Street'*.

Similarly, those properties situated on the eastern side of William Street (which currently fall under the MRA's planning control) have not been included in the City's Core Entertainment Area as they are intended to provide an area of transition for mixed use development. It should be noted that this area of land is anticipated to be 'normalised' with the planning control to be handed back to the City around mid-2020.

8.1.1 Suggested Expansion of Core Entertainment Area

As part of the media release of the WAPC draft Position Statement and DWER consultation paper, the State Government indicated that it is keen for the final boundaries of the Northbridge's Core Entertainment Area to include long established venues of the area and the Perth Cultural Centre. These matters are addressed below.

a) Perth Cultural Centre

The Perth Cultural Centre (PCC) Project Area is situated within the eastern portion of the Special Entertainment precinct/SCA, bound by William, Aberdeen, Beaufort and Roe Streets and covers an area of approximately 8.5 hectares. The State's major cultural and educational institutions including the new W.A Museum (under construction), Art Gallery of WA, Perth Institute of Contemporary Arts, The Blue Room Theatre, State Library of WA, State Records Office, North Metropolitan TAFE and the State Theatre Centre of WA are accommodated within this area.

The planning rationale for excluding PCC and nearby venues from the Core Entertainment Area is discussed in detail in the report to Council on 26 November 2019 but essentially it is considered

that PCC has a distinct character and function which distinguishes it from the proposed Core Entertainment Area.

PCC is currently under the MRA's planning authority and is subject to the provisions of the MRA's Central Perth Redevelopment Scheme 2012 (the MRA Scheme). The vision for the PCC outlined in the MRA's Scheme is to realise the potential of the State's principal cultural hub in the heart of the city centre. Additionally, the MRA Scheme states the area will develop "with a rich mix of cultural facilities and creative industries, supported by educational, entertainment, retail and residential development and an engaging public realm".

Should the State Government wish to continue to provide opportunities for increasing the student and workforce populations within the PCC as outlined in the MRA's Scheme, the proposed lower external amplified music noise level will require less stringent building attenuation measures than that proposed for the Core Entertainment Area. Noting anything above **79 dB** in the 63Hz octave band may be impractical, as well as cost prohibitive for new noise sensitive development.

The proposal to accommodate the PCC within the Frame Entertainment Area will not compromise its ability to continue to provide festivals, micro-festivals or one-off public events, as suitable case-by case-approvals processes already exist under the Noise Regulations.

b) Long Established Venues

The expansion of the Core Entertainment Area to accommodate long established venues currently proposed within the Frame Entertainment Area would exacerbate the impact on existing noise sensitive premises and could compromise the ability to develop any new noise sensitive premises within the resulting reduced Frame Entertainment Area as well as immediately outside of the SCA.

An alternative targeted approach is now proposed to support long established venues within the Frame Entertainment Area as detailed in **section 8.2.5** of the report.

Expanding the Core Entertainment Area to accommodate long established venues would also likely result in the boundary being defined by lot boundaries rather than streets. This is not considered appropriate given the potential for greater noise impact on existing noise sensitive premises.

Ideally, the City is hoping to achieve a more balanced land use mix within the proposed Frame Entertainment Area to align with other strategic planning priorities such as encouraging more residents within the city to enhance the vitality of the area as outlined in the City's draft City Planning Strategy and reiterated in the Federal and State Government's recent announcement on City Deals.

8.2 Noise Attenuation Levels

In determining appropriate nominal external amplified music noise levels for the Core and Frame Entertainment Areas consideration has been given to the following:

- ensuring Northbridge remains one of the State's premier entertainment areas whilst providing an acceptable level of acoustic for noise sensitive premises;
- existing external amplified music noise levels outside of existing entertainment venues and noise sensitive premises;
- likely levels of building attenuation and associated transmission loss of existing noise sensitive premises; and
- levels of building attenuation and associated transmission loss that are possible in new noise sensitive premises and the associated cost implications.

8.2.1 Impact of Noise

The current Noise Regulations provide for the regulation of noise to protect the health and amenity of noise sensitive premises. For this reason, assigned levels are currently set by the State Government from the point of the receiver rather than the emitter (this will change however under the proposed Amendments to the Noise Regulations).

The World Health Organisation (WHO) has carried out research which concluded that exposure to noise, including low frequency noise, can have negative impacts on a person's health and well-being, particularly when they are exposed over a long-time period.⁶

The current assigned levels in the Noise Regulations are A-weighted. These levels attempt to reflect human hearing, but are not as sensitive to low frequency noises, such as that emitted by amplified music.⁷

There is currently no guidance within Australia in relation to what levels of low frequency noise are acceptable. Some States or local governments have however prescribed internal low frequency noise levels as outlined in **Table 8**.

Table 8 – Australian State and Local Government Low Frequency Noise Criteria

Criteria	63 Hz one octave band dB L _{lin eq}
Fortitude Valley	48
South Australian Guideline ⁸	48
Sydney low frequency proposed Option 1 ⁹	44
Sydney low frequency proposed Option 2	48

The UK's Department of Environment, Food and Rural Affairs (DEFRA) prescribes a maximum internal low frequency noise level for noise sensitive premises of **47 dB** at the 63 Hz octave band.

⁶ World Health Organisation- Night Noise Guidelines for Europe (2009)

⁷ Lloyd George Acoustics -Northbridge Entertainment Precinct Noise Study September 2012

⁸ Identical to Fortitude Valley criteria.

⁹ Summation of spectral levels not to exceed a broadband level.

Whilst this level was not developed specifically for music, DWER has advised that the nature of the noise (i.e. fluctuating/modulating) upon which this was based has characteristics in common with music. Whilst some other Australian States and local governments have prescribed slightly higher internal low frequency noise levels, DWER has advised that the DEFRA criteria presents the most up to date and appropriate basis to establish criteria for entertainment noise where significant low frequency noise is a feature. Accordingly, the proposed nominal external amplified music noise levels for the SCA are based on a desired maximum internal low frequency noise level for noise sensitive premises of **47 dB** at 63 Hz octave band.

8.2.2 Existing External Amplified Noise Levels

The City engaged consultants Lloyd George Acoustics in 2012 to undertake an independent noise study of Northbridge to gain an evidence base from which to develop new legislation, planning provisions and management strategies.

The study found that the ambient noise levels outside noise sensitive premises within the Northbridge Entertainment Precinct exceeded the Noise Regulations most of the time, particularly between 10pm and 1am on Thursday, Friday and Saturday nights.

In 2019, DWER engaged consultants Lloyd George Acoustics to undertake ambient noise measurements over 4 nights primarily within the proposed Core Entertainment Area. Key objectives of the study included identifying the noise levels currently emitted by venues and obtaining an indication of the ambient noise levels near noise sensitive premises.

Ambient noise levels were measured outside of:

- 27 (out of a total of 40) entertainment venues and 6 noise sensitive premises within the Core Entertainment Area; and
- 3 (out of a total of 20) entertainment venues and 6 noise sensitive premises within the Frame Entertainment Area.

In the Core Entertainment Area, the ambient noise levels outside of entertainment venues ranged from **75.2 – 104.2 dB** in the 63Hz octave band whilst the ambient noise levels outside of residential buildings ranged from **74.2 – 89.6** in the 63Hz octave band.

In the Frame Entertainment Area, the ambient noise levels outside of entertainment venues ranged from **74.2 – 107.9 dB** in the 63Hz octave band whilst the ambient noise levels outside residential buildings ranged from **72.5 – 92.4** in the 63 Hz octave band.

Details of these measurements are provided in **Schedule 3**.

8.2.3 Building Attenuation Levels

In 2019, DWER engaged consultants Gabriel's Hearne Farrell to examine residential building attenuation.

The actual building attenuation requirements of existing residential buildings within the Core and Frame Entertainment Areas have not been able to be fully quantified however based on typical apartment construction within the Core Entertainment Area, the study indicated that existing building attenuation would be such that a transmission loss of **20 dB** in the 63Hz octave band would likely be achieved.

The study identified that low frequency noise intrusion into residential buildings in the Special Entertainment Precinct/SCA can be controlled to meet a maximum internal low frequency noise level for noise sensitive premises of **47 dB** at the 63 Hz octave band where external noise levels are up to **79 dB** in the 63Hz octave band (at an estimated additional cost of approximately 8% to the development). Where the external low frequency noise level exceeds **79 dB** in the 63Hz octave band, the required building attenuation to achieve a maximum internal low frequency noise level for noise sensitive premises of **47 dB** at the 63 Hz octave band is unlikely to be viable.

It is acknowledged however, there may be other innovative acoustic solutions, including triple glazing which have not been investigated.

Please see **Schedule 3** for further details.

8.2.4 Core Entertainment Area

A key objective of the proposed SCA is to enable a higher concentration of entertainment venues in the Core Entertainment Area by acknowledging that higher external amplified music levels arising from entertainment venues are permitted in this area than in the Frame Entertainment Area.

Accordingly, three nominal external amplified music noise level scenarios were considered for the Core Entertainment Area, these being **85 dB**, **90dB** and **95dB** at the 63 Hz octave band.

The following table (Table 9) shows the impact of these scenarios on new and existing noise sensitive premises as well as existing venues within the Core Entertainment Area.

Table 9 — Core Entertainment Area – External Amplified Music Noise Level Scenarios

Core Entertainment Area	Scenario 1	Scenario 2	Scenario 3
63 Hz octave band dB $L_{Lin\ eq}$	85 dB	90 dB	95 dB
New Noise Sensitive Premises Transmission Loss Requirements to achieve a maximum internal low frequency noise level of L_{Leq} 47 dB at the 63 Hz octave band	Minimum L_{Leq} , 38 dB in the 63 Hz octave band	Minimum L_{Leq} , 43 dB in the 63 Hz octave band	Minimum L_{Leq} , 48 dB in the 63 Hz octave band
	Based on study findings of the Gabriels Hearne Farrell Report commissioned by DWER July 2019, these transmission loss requirements are likely to be impractical and cost prohibitive for new noise sensitive development.		
Existing Noise Sensitive Premises Estimated indoor noise level based on an assumed	L_{Leq} , 65 dB @ 63 Hz octave band	L_{Leq} , 70 dB @ 63 Hz octave band	L_{Leq} , 75 dB @ 63 Hz octave band

transmission loss of L_{Leq} , 20 dB in the 63 Hz octave band			
Existing Venues	5/27	11/27	17/27
Number and % of Venues in Compliance based on 2019 Measurements	18%	40%	62%

One of the key drivers of establishing the Northbridge Special Entertainment Precinct is to protect the entertainment precinct. There is also a need however to consider what would be an acceptable level of acoustic amenity for noise sensitive premises, particularly those which are existing.

Whilst the building attenuation levels of existing noise sensitive premises have not been able to be fully quantified to determine the impacts of the various scenarios on these premises with a high degree of certainty, the building attenuation standards of recent apartment developments provide a guide as to the possible impacts. Based on these and the associated transmission loss, it is likely that the desired maximum internal amplified music noise level for noise sensitive premises of **47 dB** at the 63 Hz octave band would be exceeded under each of the scenarios, with the degree of impact increasing from Scenario 1 to Scenario 3. However, it should be noted that the City has received very few complaints about external amplified music noise levels over the last financial year.

Based on the potential impacts on noise sensitive premises alone, Scenario 1 would be the preferred scenario. However, only 18% or 5 out of the 27 entertainment venues surveyed could currently comply with this level and as such proceeding with such a level would potentially undermine the primary purpose for establishing the Special Entertainment Precinct.

Scenario 2 with a proposed nominal external amplified music noise level of **90dB** at the 63 Hz octave band level, is reflective of the maximum amplified music noise levels (ranging between **74.2 dB** to **89.6 dB** within the 63Hz octave band) recently measured outside of existing noise sensitive premises. However only 40% or 11 out of the 27 entertainment venues surveyed could currently comply with this level.

If the primary purpose of establishing a Special Entertainment Precinct is to ensure that Northbridge remains the State's premier entertainment area then Scenario 3 which proposes a nominal external amplified music noise level of **95dB** at the 63 Hz octave band would be preferable. 62% or 17 out of the 27 entertainment venues surveyed currently operate at this level or below. It is acknowledged that 38% of the existing entertainment venues surveyed would need to either reduce their operating levels, or invest in further noise attenuation measures to accord with this proposed nominal level should they choose to apply for a Venue Approval. However, a greater level of certainty would be provided against complaints from noise sensitive premises than what is currently provided for under the Noise Regulations.

Scenario 3 would have the least impact on existing venue operations, however setting such a high level across the whole of the Core Entertainment Area may in some areas exacerbate the current external amplified music noise levels experienced by existing noise sensitive premises should a greater number of existing entertainment venues not currently operating at this level

choose to 'opt in' to seek a Venue Approval. Although the likelihood of every entertainment venue (approximately 40) situated within the Core Entertainment Area choosing to opt in to obtain a Venue Approval to operate at the maximum level is questioned.

It is acknowledged that setting such a high level within the Core Entertainment Area is also likely to have greater flow on impacts to the Frame Entertainment Area. The higher the proposed nominal external amplified music noise level in the Core Entertainment Area, the less likely new noise sensitive development will be able to occur within certain areas of the Frame Entertainment Area due to the higher costs associated with attenuating to achieve acceptable internal noise levels. Similarly, the higher the proposed nominal external amplified music noise level in the Core Entertainment Area, the more difficult it may be for some entertainment venues within the Frame Entertainment Area to comply with the proposed nominal external amplified music noise level for that area.

Under each of the scenarios it is unlikely that new noise sensitive premises would be viable or acceptable given the high levels of noise attenuation that would be required to ensure acceptable internal noise levels for these uses.

Considering the primary purpose of establishing the Northbridge Special Entertainment Precinct, Scenario 3 which proposes a nominal external music noise level of **95dB** at the 63 Hz octave band is considered appropriate. However, it is recommended this be on the basis that the overall external amplified noise level steps down to a level of **90dB** at the 63 Hz octave band after a certain period of time (e.g. 1am) and possibly also on particular days of the week (e.g. some week days) to provide an acceptable level of acoustic amenity for existing noise sensitive premises. This approach is similar to that adopted in the Fortitude Valley entertainment area in Brisbane (albeit that their maximum external amplified music level is 90dB(C)). This could be incorporated into the Council Policy which the City will need to prepare should the proposed Amendment to the Noise Regulations allow for this.

Additionally, should the proposed amendments to the Noise Regulations allow the City to apply some discretion in granting a Venue Approval, this may allow the City to apply a higher external amplified music noise level for existing entertainment venues (on a temporary basis) where it can be demonstrated that the proposed level will not create a greater impact on existing noise sensitive uses than the nominal levels specified above. However, any proposed attenuation works would still need to accord with the provisions of the SCA in order to future proof the entertainment venue.

8.2.5 Frame Entertainment Area

The Frame Entertainment Area is intended to act as a transitional area between the Core Entertainment Area and the area outside of the Special Entertainment Precinct/SCA and provide for a greater mix of land uses, including noise sensitive premises.

In view of this intent, as well as advice from consultant's Gabriel's Hearne Farrell that noise attenuation is only likely to be feasible up to an external amplified music noise levels of **79 dB** in the 63 Hz octave band to meet acceptable internal levels for noise sensitive premises, the noise attenuation standards for new noise sensitive premises and new entertainment venues within the Frame Entertainment Area have been based on a nominal external amplified music noise level of **79 dB** in the 63 Hz octave band. It is also intended under the future local planning policy to be prepared that new noise sensitive developments situated outside of the Special

Entertainment Precinct/SCA but adjacent to the Frame Entertainment Area also be required to attenuate to this same level.

Whilst a limited number of measurements were taken outside of entertainment venues in the Frame Entertainment Area, the noise monitoring survey discussed above indicates that there are some entertainment venues which are emitting higher amplified music levels than some of the entertainment venues within the Core Entertainment Area. External amplified music noise levels outside some of the existing venues ranged from **74.2– 107.9dB** within the 63Hz octave band and outside some of the existing noise sensitive premises ranged from **72.5 to 92.4dB** within the 63Hz octave band.

In recognition that there are existing entertainment venues operating with external amplified music noise levels above **79 dB** with the Frame Entertainment Area and the potential cost impacts of requiring them (should they opt in for a Venue Approval) to comply with an external amplified music noise level of **79 dB**, the Scheme Amendment proposes that those entertainment venues that existed at the time of gazettal of this SCA be based on a nominal external amplified music noise level of up to **90 dB** in the 63 Hz octave band. The level of attenuation required and associated costs to achieve this higher assigned level would be reduced. It should be noted that the proposed higher assigned level is similar to the maximum external amplified music level adopted in the Fortitude Valley entertainment area in Brisbane.

The above targeted approach to address the potential financial and operational impact on the established entertainment venues situated within the Frame Entertainment Area is considered more appropriate from a planning perspective than the other option of expanding the Core Entertainment Area which is likely to have a greater impact on existing noise sensitive uses as well discourage further residential growth.

Should existing entertainment venues choose to apply for a Venue Approval, they may still need to either reduce their operating levels or invest further in noise attenuation measures to accord with the new assigned levels. However, a greater level of certainty would be provided against complaints from noise sensitive premises, than what is currently provided for under the Noise Regulations.

The levels of noise attenuation of existing noise sensitive premises within the Frame Entertainment Area have not been able to be fully quantified. Under the proposed external amplified music noise levels of **79 dB** and **90 dB** in the 63 Hz octave band for the Frame Entertainment Area, existing noise sensitive premises in the Frame Entertainment Area could potentially receive an internal amplified music noise level of **59 dB** and **70 dB** in the 63 Hz octave band. Both of these internal levels are above the desired internal amplified music noise level for noise sensitive premises of **47 dB** in the 63 Hz octave band. Any reduction in the noise levels of existing entertainment venues will however be of benefit to existing residents.

8.3 Land Use Permissibilities

As outlined above, the Scheme Amendment proposes to reclassify Special Residential uses (i.e. short stay accommodation) from 'Preferred Uses' to 'Contemplated Uses' within the Core Entertainment Area and part of the Frame Entertainment Area situated between Beaufort and Stirling Streets.

The rationale for this as follows:

- Special Residential uses are proposed to be treated similarly to Residential uses within the SCA as both are regarded as noise sensitive uses under the Noise Regulations (albeit a higher regard is given to permanent residential uses). Consideration has also been given to future proofing any proposed changes of use between Residential and Special Residential uses.
- Residential use is currently a 'Contemplated' use within the proposed Core Entertainment Area.
- A 'Preferred Use' cannot be refused on the basis of its use whilst a 'Contemplated Use' can be approved or refused taking into consideration the provisions of the Scheme and its planning policies.
- The proposal will assist to ensure that only appropriately located, designed and constructed Special Residential development with high building attenuation standards will be approved within the SCA. This will assist to minimise any further land use conflicts and amenity impacts between entertainment venues and short stay accommodation.

8.4 New Noise Sensitive Premises –Memorials on Title.

Although Northbridge is well known as a lively entertainment precinct with music spilling into the street from various entertainment venues, new residents may still move into the area without fully appreciating, or being prepared, for the noise environment that they will be exposed to.

Higher noise attenuation standards will be required in the Core Entertainment Area, which is likely to discourage any new noise sensitive uses (i.e. Residential and Special Residential) as they may not be financially feasible.

Notwithstanding this, it is recommended, that a notification on the certificate of title (pursuant to section 70A of the Transfer of Land Act 1893) be imposed upon all noise sensitive to inform prospective owners of potential noise impacts.

8.5 Plot Ratio

A key finding of the Gabriels Hearne Farrell Report commissioned by DWER July 2019, into the evaluation of residential buildings in Northbridge identified that a very large cavity (minimum 1 metre) is required in the double-glazing format to provide good sound reduction performance in the 63 Hz octave band. This would however be achievable by fully glazing the balcony perimeter (i.e. constructing a normal balcony and installing an openable window above the normal balustrade height).

Under the current definition of 'floor area of a building' outlined in CPS2 enclosed balconies are included as part of the plot ratio calculation. However, it is recommended that for the purpose of this SCA, this definition exclude semi-enclosed balconies where required to assist in mitigating noise intrusion.

8.6 Heritage Considerations

The proposed Northbridge Special Entertainment Precinct contains several places and areas of cultural heritage significance including a number of properties listed on the State Register. It is acknowledged that a number of existing venues are accommodated within buildings that were constructed to a different building code and sometimes built with materials that are not easily

adapted. Nevertheless, any required noise attenuation measures should be designed so that they do not have a significant detrimental impact on any cultural heritage significance of a place and will need to have regard to any relevant local and/or state heritage policies.

8.7 Proposed Transfer of Planning Authority – Development WA/MRA Precincts

Development WA has advised that it is intending to transfer planning authority back to the Western Australian Planning Commission (WAPC) and the City over the Perth Cultural Centre (comprising the James Street and William Street Precincts) and the Museum Street Precinct (which lies to the north of the Perth Cultural Centre), by 30 June 2020. These precincts fall within the proposed Northbridge Special Entertainment Precinct.

It is intended that section 35 of the MRA Act will be used to create Transitional Regulations for the purpose of normalisation. These regulations will enable the City to apply the MRA's current local planning framework (i.e. Central Perth Redevelopment Scheme and supporting planning documents) to the normalised areas until such time as the City amends its local planning scheme to incorporate planning provisions for these areas. The MRA's planning provisions for the Northbridge Special Entertainment Precinct however do not currently reflect those proposed by the City. To avoid the need post normalisation for the City to undertake a separate amendment to its local planning scheme to ensure that the proposed provisions for the Northbridge Special Entertainment Precinct apply, it is considered critical that the MRA undertake an amendment to its local planning framework to incorporate planning provisions for the Northbridge Special Entertainment Precinct, similar to that proposed by the City, prior to normalisation of the above precincts.

It is understood that post normalisation, parts of the above precincts will be reserved under the Metropolitan Regional Planning Scheme (MRS) and therefore subject to the planning authority of the WAPC. It is will therefore be important for the DPLH ensure that mechanisms exist under the MRS to enable application of the proposed planning provisions for the Northbridge Special Entertainment Precinct over any reserved land.

9.0 SCHEME AMENDMENT CLASSIFICATION

The *Planning and Development (Local Planning Schemes) Regulations 2015* include three categories for amending Local Planning Schemes which are; Basic, Standard and Complex. It is considered that the proposed amendment would be a Complex amendment as it will have an impact that is significant relative to development in the locality.

10.0 MODIFICATIONS

The formal consultation for Amendment 41 resulted in 98 submissions (including late submissions) from a wide variety of stakeholders. The key issues raised related to the following:

- a) Proposed external amplified music noise levels.
- b) The proposed boundaries for the Core and Frame areas.
- c) The potential impact of noise levels on the health and wellbeing of existing (and future) residents.
- d) New residential and student housing being effectively precluded from the Core area.
- e) The practical application of the proposed scheme provisions.
- f) Concerns with the acoustic studies and modelling.

- g) Access to grants or subsidies for retrofitting existing homes or entertainment venues.

The issues raised in the submissions are complex and have resulted in the need for the State Government and the City to closely examine and test elements of the approach taken in Amendment 41. Specialist external legal and independent acoustic advisors have also assisted the City with examining options and preparing revised scheme provisions for the Council's consideration.

In response to the concerns raised, and having regard to an independent acoustic technical investigation, the following key changes to the original Amendment 41 scheme provisions are proposed:

- a) Reducing the maximum external noise levels from 95dB to 90dB in the Core area and deleting a provision to create a separate register of existing entertainment venues in the Frame to operate at 90dB.
- b) Changing the sound measurement parameters to a single C-weighted level of 90 dB(C) for the Core area and 79dB(C) for the Frame area.
- c) Introducing a new land use class 'Co-Living' to provide an avenue for the redevelopment of sites involving student housing or similar.
- d) Accommodation land uses being grouped to reflect the level of permanency being Residential, Co-living and Short Stay accommodation.
- e) Greater sound attenuation requirements in bedrooms compared to living areas.
- f) Deleting noise transmission loss requirements and introducing a design performance-based approach for new Residential, Co-living and Short Stay accommodation by setting internal sound levels.
- g) Introducing a new methodology for assessing the internal sound level for Residential, Co-living and Short Stay accommodation whereby: External level - attenuation measures = internal sound levels. The external sound level can be adjusted in certain circumstances such as if the subject site is adjacent to a well-established strata property unlikely to be redeveloped for entertainment purposes etc.
- h) Adopting the proposed boundaries for the Core and Frame areas as outlined in the State Government's Option B but deleting the proposed transition area.
- i) Introducing a minimum setback for new entertainment venues proposed adjacent to existing residential sites. The setback only applies to the part of a new entertainment venue that emits music (thereby excluding toilets, kitchen and storage areas etc).
- j) Introducing a new objective to ensure accommodation land uses are designed and constructed to provide an acceptable level of amenity to occupants from existing and future music noise.
- k) Other changes such as simplifying the terminology, refining the definitions and objectives for greater clarity, are also proposed.

The City is seeking to ensure that the revised scheme amendment provisions maintain the primacy of Northbridge as an entertainment precinct, while enabling some level of redevelopment to occur in the Core area to increase the day time vibrancy, in addition to providing an acceptable level of noise amenity for existing (and future) residents.

Clause 42 of the *Planning Regulations 2015* allows the local government to decide to advertise any modifications to address issues raised in submissions made on the amendment if the local government is of the opinion that the proposed modification is significant. As the City has responded to the key issues raised in the submissions and commissioned acoustic investigations, it is considered that this action is not necessary.

11.0 CONCLUSION

The Scheme Amendment forms part of a broader package of noise management reforms which the City has been working on with the State Government for entertainment precincts.

The Scheme Amendment seeks to ensure that the Northbridge Special Entertainment Precinct continues to thrive as the State's premier entertainment area whilst providing an acceptable level of acoustic amenity for noise sensitive premises.

Potential land use conflicts between noise sensitive uses and entertainment venues are intended to be minimised by ensuring the design and construction of buildings incorporate appropriate sound attenuation measures.

Planning and Development Act 2005

RESOLUTION TO AMEND LOCAL PLANNING SCHEME

CITY OF PERTH

CITY PLANNING SCHEME NO. 2

AMENDMENT NO. 41

RESOLVED that the Local Government pursuant to section 75 of the *Planning and Development Act 2005*, amend the above Local Planning Scheme by:

1. Insert after clause 39(1) (aa) -

(bb) Northbridge Special Entertainment Precinct - Special Control Area.
2. Insert new Special Control Area after Special Control Area 27 in Schedule 8 -

28. Northbridge Special Entertainment Precinct Special Control Area

28.1 Special Control Area

The following provisions apply to the land marked as Figure 28 being the Northbridge Special Entertainment Precinct (**NSEP or Precinct**) Special Control Area.

Note:

The Special Control Area does not regulate the level of noise emitted by entertainment venues or override the requirements of the *Environmental Protection (Noise) Regulation 1997*.'

28.2 Objectives

The objectives of the NSEP Special Control Area are to:

- (a) Ensure the NSEP remains the State's premier entertainment area with a variety and concentration of entertainment venues, providing an active night-time economy and vibrant social and cultural scene.
- (b) Provide entertainment venues with greater operational certainty.
- (c) Provide a differentiated approach in the Core and Frame areas, recognising that the Core contains the highest concentration of entertainment venues emitting higher levels of music noise. The Frame contains a broader mix of land uses where entertainment venues emit lower levels of music noise, providing a transition from the Core to the area outside of the NSEP.

- (d) Reduce potential land use conflicts between accommodation land uses and entertainment venues by requiring the design and construction of buildings to incorporate appropriate sound attenuation measures.
- (e) Ensure accommodation land uses are designed and constructed to provide an acceptable level of amenity to occupants from existing and future music noise.

28.3 General Provisions

- (a) Where land within the NSEP Special Control Area also falls within another special control area under this Scheme, the provisions of the NSEP Special Control Area prevail to the extent of any inconsistency.
- (b) Notwithstanding the exemptions from the requirement for development approval set out in clause 61(1) and 61(2) of the Deemed Provisions, and in accordance with clause 61(6)(a) of the Deemed Provisions, development approval is required for:
 - (i) Works associated with an accommodation land use or entertainment venue, including:
 - A The carrying out of internal building work;
 - B The erection of, or alterations or additions to, a single house;
 - C The erection of, or alterations to, an ancillary dwelling.
 - (ii) A change of use to an accommodation land use, or an entertainment venue.
- (c) Sound attenuation measures shall be carefully integrated into the design of development and not adversely impact upon:
 - (i) the building's aesthetics, environmental sustainability, and cultural heritage significance where applicable;
 - (ii) the internal amenity for building occupants; or
 - (iii) the public realm.

28.4 Development standards – Accommodation Land Uses

28.4.1 Application

- (a) For the purposes of the NSEP Special Control Area only, accommodation land uses under the Scheme have been grouped into the following categories to reflect the level of permanency of the occupants:
 - (i) Residential accommodation;
 - (ii) Co-living accommodation;

- (iii) Short term accommodation.
- (b) Where a proposed accommodation land use is not expressly listed, it should be classified based upon the proposed level of permanency of the occupant.
- (c) These development standards apply in relation to development applications for any of the following:
 - (i) new premises for the purpose of an accommodation land use;
 - (ii) a change of use application to use an existing premises for a new accommodation land use;
 - (iii) works in relation to existing premises used for an accommodation land use which creates a new habitable room or space.
- (d) In respect of development applications in clause (c) (iii), the development standards set out in the Part will only apply to that part of the premises for which approval is required.

28.4.2 Technical standards

Maximum internal music noise levels

- (a) Buildings shall be designed and constructed, and rooms located to ensure music noise is not received within an accommodation land use at a level which exceeds the levels set out in Table 1.

Table 1: Maximum internal music noise levels

Accommodation land use	Living Room Music Noise Level – dB at 63Hz octave band	Bedroom Music Noise Level – dB at 63Hz octave band
Residential	52	47
Co-living	-	50
Short stay	-	52

- (b) Where a Residential land use is designed such that the living room and bedroom is contained in the one room (known as a studio or bedsit), the music noise level received must not exceed the level assigned for a bedroom.

Calculations

- (c) The maximum internal music noise levels in Table 1 are to be calculated using the following methodology:

$$\boxed{\text{Venue music noise level}} - \boxed{\text{Attenuation Measures}} = \boxed{\text{Maximum internal music noise level}}$$

Venue music noise level

- (d) The venue music noise level is to be calculated assuming that each lot within the NSEP Special Control Area emits noise at the venue music noise levels set out in Table 2, measured from the agreed measurement location(s) unless:
- (i) any lot is already developed with a land use which is not an entertainment venue, and in the opinion of the local government is unlikely to be redeveloped or adapted for an entertainment venue, in which case this lot is not assumed to emit at the applicable assumed venue music noise level;
 - (ii) any lot is already operating pursuant to a Music Entertainment Venue approval, and it can be demonstrated to the local government's satisfaction that the measured venue music noise levels emitted from the entertainment venue measured at the agreed measurement location(s) are lower and unlikely to ever reach the assumed venue music noise level by reason of the building's design and/or construction.

Table 2: Assumed Venue Music Noise Levels

NSEP Sub-Area	Venue Music Noise Level L _{ceq, T} (dB)
Core Area	90
Frame Area	79

Attenuation Measures

- (e) Attenuation measures include:
- (i) Distance factors - including distance between the accommodation land use and another lot assumed to emit music noise at the applicable assumed venue music noise level;
 - (ii) Design factors - including the design of a proposed building to locate bedrooms and living rooms in such a way as to reduce exposure to venue music noise;
 - (iii) Construction factors – structural elements of the building, including but not limited to the standard of construction of the external walls of a proposed building, and the quality of fenestration to reduce exposure to venue music noise.

Plot Ratio

- (f) A winter garden proposed as part of the design of an accommodation land use for the purpose of applying an attenuation measure may, at the discretion of the local government, be excluded from the definition of 'floor area of a building' (as defined in Schedule 4) for the calculation of plot ratio.

28.4.3 Development application accompanying material

- (a) In accordance with clause 63(1)(d) of the Deemed Provisions, all development applications for accommodation land uses shall be accompanied by an acoustic report, prepared by a qualified acoustic consultant, in a manner and form to the satisfaction of the local government.
- (b) The acoustic report shall include:
 - (i) an assessment of the assumed and/or measured venue music noise levels; and
 - (ii) details of the attenuation measures proposed; and
 - (iii) modelling to illustrate compliance with the technical standards set out in clause 28.4.2(a)

28.4.4 Determination of application

- (a) The local government shall not grant its approval if it is not satisfied that the technical standards in clause 28.4.2 can be met.
- (b) The local government may, in addition to any other conditions which may be lawfully imposed, include as a condition of approval, a requirement:
 - (i) for the lodgement of a notification pursuant to section 70A of the *Transfer of Land Act 1893* to notify the likelihood of elevated music noise levels from entertainment venues;
 - (ii) in order to comply with section 20(1)(o) of the *Building Act 2011*, to submit a report by a qualified acoustic consultant confirming to the satisfaction of the local government, that the construction drawings to be the subject of an application for a Building Permit under section 20 of the *Building Act 2011* will comply with the acoustic report required by clause 28.4.3(a);
 - (iii) prior to lodging an application for an Occupancy Permit under the *Building Act 2011*, and prior to the building being occupied, to submit a report co-signed by the contracted builder and a qualified acoustic consultant. This report must confirm, to the satisfaction of the local government, that all construction standards outlined in the acoustic report required by clause 28.4.3(a) have been implemented.

28.5 Development standards – Entertainment Venues

28.5.1 Application

- (a) These development standards apply in relation to development applications for any of the following:
 - (i) premises for a new entertainment venue;
 - (ii) a change of use application to use an existing premises for a new entertainment venue;
 - (iii) substantial works to an existing entertainment venue.
- (b) In respect of development applications in clause 28.5.1(a)(iii), the development standards set out in this Part will only apply to that part of the premises for which approval is required.

28.5.2 Technical standards

Venue music noise levels

- (a) Development shall be designed and specified to ensure venue music noise levels set out in Table 3 are not exceeded when measured from the agreed measurement location(s):

Table 3: Venue Music Noise Levels

NSEP Sub-Area	Venue Music Noise Level L _{Ceq, T} (dB)
Core	90
Frame	79

- (b) Appropriate sound attenuation shall be achieved through design and construction methods, and/or on-going operational management measures.

Setbacks

- (c) That part of a new entertainment venue that generates music noise shall be set back in accordance with Table 4 below, otherwise the standard setback provisions outlined in this Scheme apply.

Table 4 : Setbacks

NSEP Sub-Area	Setback Requirement
Core	5 metres from existing residential accommodation land use

Frame	5 metres from all existing accommodation land uses
-------	--

- (d) The setback distance may include a portion of the existing accommodation land use not used as a habitable room or space that will not be affected by music noise.

28.5.3 Development application accompanying material

- (a) In accordance with clause 63(1)(d) of the Deemed Provisions, all development applications for entertainment venues shall be accompanied by an acoustic report, prepared by a qualified acoustic consultant, in a manner and form to the satisfaction of the local government.
- (b) The acoustic report shall include:
- (i) details of the existing and proposed sound attenuation measures that are to be included in the design and construction; and
 - (ii) any operational management measures proposed; and
 - (iii) modelling to illustrate compliance with the technical standards set out in clause 28.5.2(a).

28.5.4 Determination of application

- (a) The local government shall not grant its approval unless it is satisfied that the relevant venue music noise levels will not be exceeded.
- (b) The local government may, in addition to any other conditions which may be lawfully imposed, include as a condition of approval, a requirement:
- (i) in order to comply with section 20(1)(o) of the *Building Act 2011*, to submit a report by a qualified acoustic consultant confirming to the satisfaction of the local government, that the construction drawings to be the subject of an application for a Building Permit under section 20 of the *Building Act 2011* will comply with the acoustic report required by clause 28.5.2(a)
 - (ii) prior to lodging an application for an Occupancy Permit under the *Building Act 2011*, and prior to the building being occupied, to submit a report co-signed by the contracted builder and a qualified acoustic consultant. This report must confirm, to the satisfaction of the local government, that all construction standards outlined in the acoustic report required by clause 28.5.3(a) have been implemented.

28.6 Definitions

Accommodation land use means a land use listed in clause 28.4.1(a).

Agreed measurement location is that part of the boundary of each existing or assumed entertainment venue agreed between the qualified acoustic consultant and the local government as being the most representative location(s) from which music noise would be emitted, and measured from 1 metre outside of the entertainment venue boundary.

Assumed entertainment venue means an entertainment venue that has been assumed to exist on a lot, for the purposes of the calculations in clause 28.4.2(d).

Co-living accommodation - means premises designed for residential accommodation in a communal living arrangement:

- (a) that has at least 6 private rooms, some or all of which may have a kitchenette to allow preparation of convenience food, and bathroom facilities, and
- (b) that has an emphasis on shared facilities, such as a communal dining, kitchen, laundry, recreation, and work or study spaces; and
- (c) where each of the private rooms are not self-contained and are not classified as a dwelling as that term is defined in the Residential Design Codes; and
- (d) where utility costs such as power and water are included as part of the rent; and
- (e) the premises are maintained by a managing agent, who provides management services 24 hours a day; but
- (f) does not include any form of –
 - (i) residential accommodation where occupants are provided with on-site physical, medical, mental health or pastoral support services; or
 - (ii) accommodation provided as short term accommodation.

Core area means the area identified as such in Figure 28.

Entertainment venue –

- (a) includes a venue whether indoor or outdoor to which a hotel, nightclub, small bar, or special facility liquor licence under the *Liquor Control Act 1988* has been granted, and from which music is regularly emitted as part of its day to day operations; but
- (b) excludes premises such as restaurants, fast food outlets, shops, cinemas, and theatres.

Entertainment venue boundary (or the boundary of entertainment venue) means –

- (a) In relation to existing entertainment venues and assumed entertainment venues in existing buildings –
 - (i) the boundary delineating the horizontal and vertical extent of an entertainment venue and may include:
 - A external perimeter walls;
 - B internal walls, floor and/or ceiling;
 - C outdoor containment structures (for example a wall, fence or planter box); and
 - D roof;
 - (ii) Where an entertainment venue has no physically defined vertical extent, such as in the case of an outdoor area or rooftop venue, its vertical extent shall be 4 metres above the ground and/or floor level of the venue (where the outdoor space is located).
 - (iii) Where the entertainment venue is the sole land use on a lot or lots (including a strata lot(s)), its boundary shall be designated as the boundaries of the lot/s upon which it is located.
- (b) In all other cases –
 - (i) the boundaries shall be designated as the boundaries of the subject lot or lots (including a strata lot(s)); and
 - (ii) the vertical boundary extent shall be 4 metres above the natural ground level.

Frame area means the area identified as such in Figure 28.

Music includes live music and pre-recorded music, whether vocal or instrumental and whether amplified or unamplified, and any combination of these things.

Music Entertainment Venue approval is an approval to emit music noise under the *Environmental Protection (Noise) Regulations 1997*.

Qualified acoustic consultant means a person who is at least a Member of, or eligible for membership as a Member of Australian Acoustical Society.

Residential accommodation means:

- (a) all land uses contained within the Residential land use group in Schedule 2; and

- (b) any premises designed to be capable for use as a dwelling, as that term is defined in the *Residential Design Codes* including Serviced Apartments.

Short term accommodation is defined in Schedule 4 of the Scheme, but excludes any premises designed to be capable for use as a dwelling, as that term is defined in the *Residential Design Codes*, for example, Serviced Apartments.

Winter garden means an enclosed balcony (with glazing which can be opened for ventilation) and is a minimum of 1 metre in width.

3. Modify P1 Northbridge Use Group Table outlined in Schedule 3 to reclassify Special Residential from a 'Preferred Use' to a 'Contemplated Use' within the Core area of the Northbridge Special Entertainment Precinct Special Control Area.
4. Modify P3 Stirling Use Group Table outlined in Schedule 3 to reclassify Special Residential from a 'Preferred Use' to a 'Contemplated Use' within the Frame area of the Northbridge Special Entertainment Precinct Special Control Area.
5. Amending the City Centre (CC) Precinct Plan Map (P1 to 8) accordingly.

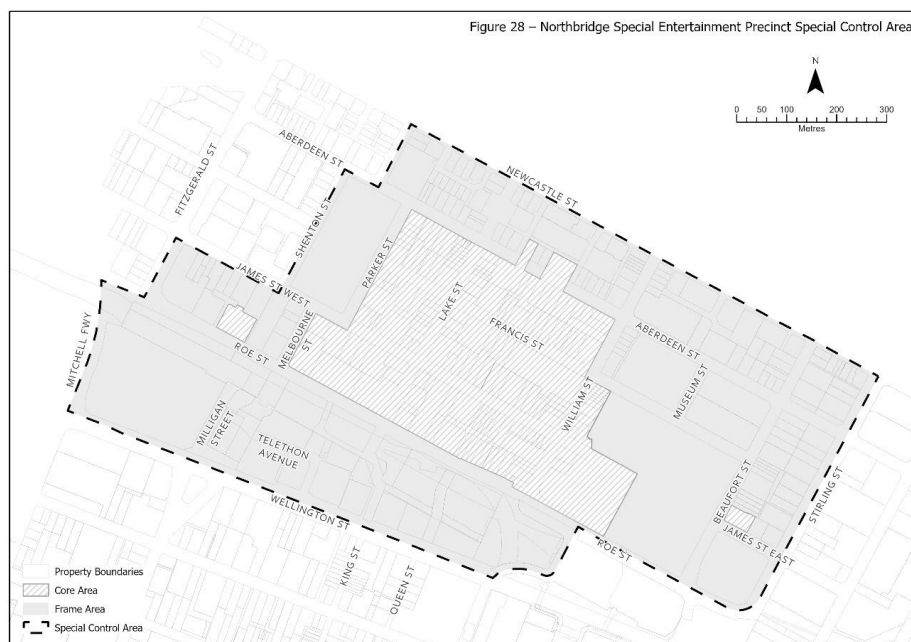


Figure 28 –Northbridge Special Entertainment Precinct Special Control Area

The amendment is complex under the provisions of the Planning and Development (Local Planning Schemes) Regulations 2015 for the following reason:

- The amendment will have an impact that is significant relative to development in the locality.

FORM 6A

COUNCIL ADOPTION

This Complex Amendment was adopted by resolution of the Council of the City of Perth at the Special Meeting of the Council held on the 4th day of December 2019.

.....
CHAIR COMMISSIONER

.....
CHIEF EXECUTIVE OFFICER

COUNCIL RESOLUTION TO ADVERTISE

by resolution of the Council of the City of Perth at the Special Meeting of the Council held on the 4th day of December 2019, proceed to advertise this Amendment.

.....
CHAIR COMMISSIONER

.....
CHIEF EXECUTIVE OFFICER

COUNCIL RECOMMENDATION

This Amendment is recommended [for support/ not to be supported] by resolution of the City of Perth at the Ordinary Meeting of the Council held on the ____ day of _____, 2020 and the Common Seal of the City of Perth was hereunto affixed by the authority of a resolution of the Council in the presence of:

.....
CHAIR COMMISSIONER

.....
CHIEF EXECUTIVE OFFICER

WAPC ENDORSEMENT (r.63)

.....
DELEGATED UNDER S.16 OF
THE P&D ACT 2005

DATE.....

APPROVAL GRANTED

FORM 6A CONTINUED

.....

MINISTER FOR PLANNING

DATE.....

SCHEDULE 1 - EXISTING CITY CENTRE PRECINCTS PLAN (P1 TO 8)



SCHEDULE 2 – PROPOSED CITY CENTRE PRECINCTS PLAN (P1 TO 8)



SCHEDULE 3 - INFORMING ACOUSTIC STUDIES

Northbridge Entertainment Precinct Noise Study (2012)

The City engaged consultants Lloyd George Acoustics in 2012 to undertake an independent noise study of Northbridge to gain an evidence base from which to develop new legislation, planning provisions and management strategies. The study was completed in 2012 and included 26 recommendations.

The key recommendations included:

- Imposing higher construction standards for all new residential development in the Northbridge Entertainment Precinct.
- Allocating noise certificates to entertainment venues prescribing an internal C-weighted noise level limit based on an external noise limit and establishing an associated enforcement procedure.
- Developing an information and education strategy for existing and future businesses and residents.

The study found the ambient noise levels outside residential premises within the Northbridge Entertainment area exceeded the Noise Regulations most of the time, particularly between 10pm and 1am on Thursday, Friday and Saturday nights. This creates some complexity in enforcing the Regulations in Northbridge and requires sophisticated methods of noise analysis to reliably determine which venue/s are emitting the noise resulting in complaints.¹⁰

Evaluation of Residential Building Attenuation

The State Government (DWER) engaged consultants Gabriels Hearne Farrell to undertake an acoustic study in July 2019 for the proposed Northbridge Entertainment Precinct evaluating residential building attenuation. The purpose of this study was to focus on low frequency noise intrusion and determine a practical approach to acoustic upgrades.

The study stated there are currently no clear design standards for low frequency noise in Australia. Based on a review of various Australian examples including Fortitude Valley, the implied requirements of the Noise Regulations, and the approach taken internationally, a design objective for the 63Hz

¹⁰ Lloyd George Acoustics - *Northbridge Entertainment Precinct Noise Study (2012)*

and 125 Hz octave bands is recommended, this being based on the UK DEFRA curve. As such, the design objective for internal noise levels due to music entertainment noise intrusion were set at Leq **47dB** in the 63 Hz Octave Band and Leq **41 dB** in the 125 Hz Octave Band.

The study found that recent apartment constructions in the Northbridge area had the following characteristics:

- High mass external walls being concrete or cavity brick;
- Upgraded glazing typically 10.38mm glass; and
- Typical light frame roof ceiling construction with double layer plaster sheeting to ceiling.

The study stated that whilst the above construction standards would provide satisfactory attenuation to address the general ambient noise level, generated from traffic and street activity, in Northbridge, it would not however provide satisfactory attenuation to address the low frequency noise associated with the music entertainment industry. These construction standards would generally equate to a transmission loss of L_{Leq} , **20 dB** in the 63 Hz octave band/

The study outlined the design and construction requirements to maximise sound reduction performance through the façade of multi storey residential buildings to address low frequency noise and also provided an indication of the additional costs to construction.

The study identified that low frequency noise intrusion into residential building in the Northbridge Precinct can be controlled to meet Low Frequency Noise design targets where external noise levels are up to **65 dB(A)** and **79 dB(C)** at the 63 Hz octave band. It was estimated that the additional cost associated with the constructing to these levels would be in the order of 8%. Where the external noise levels exceed these levels, it is likely that further increases in construction standards are not likely to be practical nor financially viable.

The implications are that new noise sensitive development within the Core Entertainment Area given the current levels is likely to be unviable. However, such development would be achievable within certain areas of the proposed Frame Entertainment Area and it may be possible to develop 'deem to comply' standards in these areas.

The study also identified that a very large cavity (minimum 1 metre) is required in the double-glazing format to provide good sound reduction performance in the 63 Hz octave band. This would however be achievable by fully glazing the balcony perimeter (i.e. constructing a normal balcony and installing an openable window above the normal balustrade height).

Northbridge Noise Monitoring Report - September 2019

In 2019, DWER engaged consultants Lloyd George Acoustics to undertake ambient noise measurements primarily within the proposed Core Entertainment Area. Key objectives of the study included identifying the noise levels currently emitted by venues and obtaining an indication of the ambient noise levels near noise sensitive premises.

The noise monitoring survey was undertaken on Friday 16 August 2019, Saturday 17 August 2019, Friday 23 August 2019 and Saturday 24 August 2019 between 10pm and 1am (the following day).

The City has tabulated the noise measurements provided in the survey at the 63Hz levels to capture the low frequency noise levels associated with amplified music levels in Tables 1 and 2 below.

Table 1 – Existing Venues

SCA Area	No Venues *	Volume range @ 63Hz	Max 63Hz level	Compliant venues	% of compliance	Non compliant venues	% of non-compliance
Core	27	75.2 – 104.2dB	80 dB	2	7%	25	93%
			85 dB	5	18%	22	82%
			90 dB *	11	40%	16	60%
			95 dB Proposed	17	62%	10	38%
			100 dB	25	92%	2	8%
Frame	3	74.2 – 107.9dB	79 dB* Proposed	0	0	3	100%
			85 dB	0	0	3	100%

			90 dB	2	67%	1	33%
			95 dB	2	67%	1	33%
			100 dB	2	67%	1	33%

Notes

1. The number of venues referred to in column 2 of this table refers to the number of venues at which noise readings were undertaken for the Northbridge Noise Monitoring Report.
2. The 'volume range @ 63 Hz' column represents the range of sound levels that venues are currently operating at. The lower level represents the quietest venue on its quietest night, the highest level is the loudest venue on its loudest night.
3. The 'Max 63 Hz level' column expresses different theoretical maximum venue boundary levels that could be set through the SCA. The compliance columns relate to the number of venues that would comply, or not comply, with that theoretical imposed maximum level.

The survey selected 27 out of the 40 venues situated within the proposed Core Entertainment Area and indicated a noise range between L_{Leq11} **75.2 dB** and L_{Leq} **104.2 dB** within the 63Hz octave band. The majority (92%) of the venues operated at or below a maximum of L_{Leq} **100 dB**.

The survey sample for the venues situated within the Frame Entertainment Area was limited with only 3 venues situated closest to the Core Entertainment out of a total of 20 venues surveyed.

Interestingly, the survey indicated a noise range of between L_{Leq} **74.2 dB** to L_{Leq} **107.9 dB** within the 63Hz octave band for venues situated within the Frame Entertainment Area which was greater than that of the venues situated within the Core Entertainment Area. Two of the three venues also operated at or below a maximum of L_{Leq} **100dB**.

However, it is acknowledged as only 3 venues were surveyed it is unlikely to be a representative sample for the Frame Entertainment Area.

¹¹ Lloyd George Acoustics -Sound level descriptor L_{Leq} or 'equivalent continuous sound level', is a widely-used parameter used for sound levels that fluctuate over time. This parameter better represents the noise a person is exposed to due to entertainment uses, compared to L_{10} , that only represents the noise level exceeded just for 10% of the measurement period or L_{Max} that describes the highest sound level spike during measurement. This parameter is also easier to apply as it is more mathematically robust when considering contributing levels from various noise sources.

Table 2 – Existing Noise Sensitive Premises

SCA Area	No noise sensitive buildings	Current 63 Hz range	63 Hz levels	Number of current receivers	Nearest Venue
Core	6	74.2 – 89.6	< 85 dB	4 R3, R1, R2, R8	R3: V32c, V21c R1: V6c, V16c R2: V20c, V21c R8: V12c, V41c, V11c
			85 – 90 dB	2 R12, R5	R12: V32c, V21c R5: V28c
			90 – 95 dB	0	
			95 – 100 dB	0	
			> 100 dB	0	
Frame	6	72.5 – 92.4	< 85 dB	4 R9, R10, R11, R6	R9: V38f R10: V34f, V22f R11: V12c, V41c R6: V35c
			85 - 90 dB	0	
			90 - 95 dB	2 R4, R7	R4: V23c, V24c, V25c R7: V33f, V32c
			95 - 100 dB	0	
			> 100 dB	0	

Notes

1. The number of noise sensitive buildings referred in column 2 of this table represent the number of noise sensitive buildings at which noise readings were undertaken for the Northbridge Noise Monitoring Report 2.
2. Each of the noise sensitive buildings listed in column 2 may contain multiple dwellings.

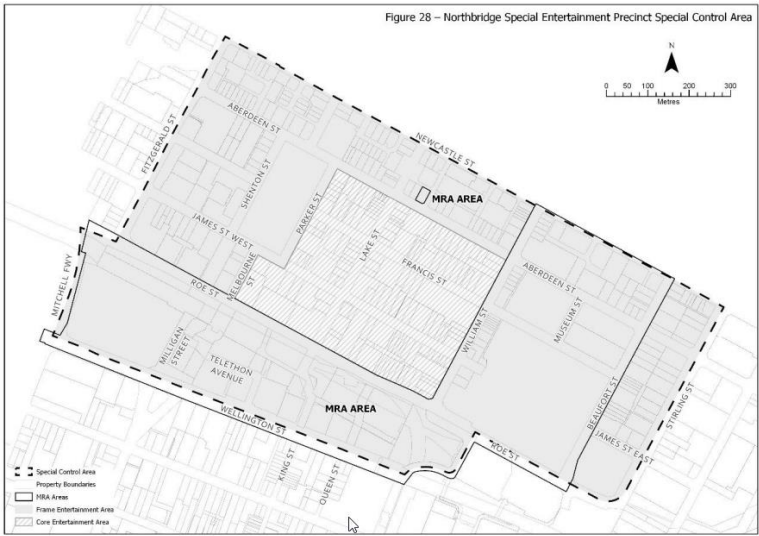
Table 2 indicates that within the proposed Core Entertainment Area, noise levels ranging between L_{Leq} **74.2 dB** to L_{Leq} **89.6 dB** within the 63Hz octave band occurred outside of the noise sensitive premises.

In a section of the proposed Frame Entertainment Area, noise levels ranging between L_{Leq} **72.5 dB** to **92.4 dB** within the 63Hz octave band occurred outside of the noise sensitive premises. Interestingly, two noise sensitive premises situated within the proposed Frame Entertainment Area (one situated on the eastern side of William Street and the other situated on the northern side of Aberdeen Street) received noise levels up to L_{Leq} **91-92dB** within the 63Hz octave band. These noise levels were higher than those found outside noise sensitive uses within the proposed Core Entertainment Area.

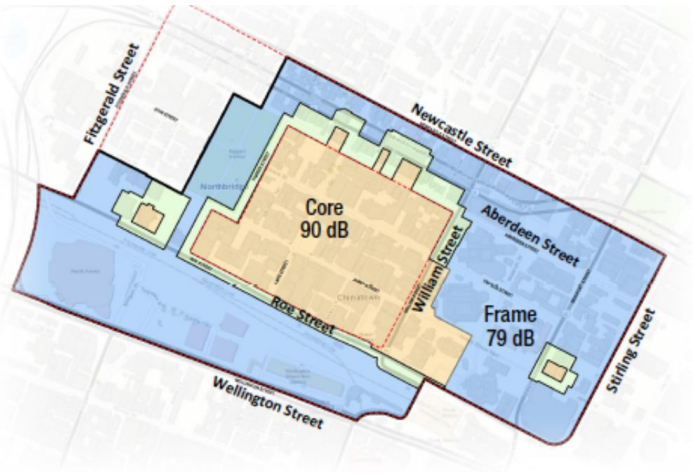
DWER has advised that the average noise levels across the SCA, including both the Core and Frame Entertainment Areas, equates to L_{Leq} **81dB** within the 63Hz octave band with an anticipated internal level within noise sensitive premises of **61db** (based on a typical apartment construction outlined in the Gabriels Hearne Farrell Acoustic Study dated July 2019).

The findings of the survey indicate that the noise levels can fluctuate from one night to the next depending on the type of music on the night, patron numbers and whether any external glazing is kept closed or not. It was also noted that all noise levels were recorded at 1.5 metres above ground and therefore, elevated receivers are potentially subjected to higher noise levels as well as low frequency levels given that less shielding from adjacent buildings would occur.

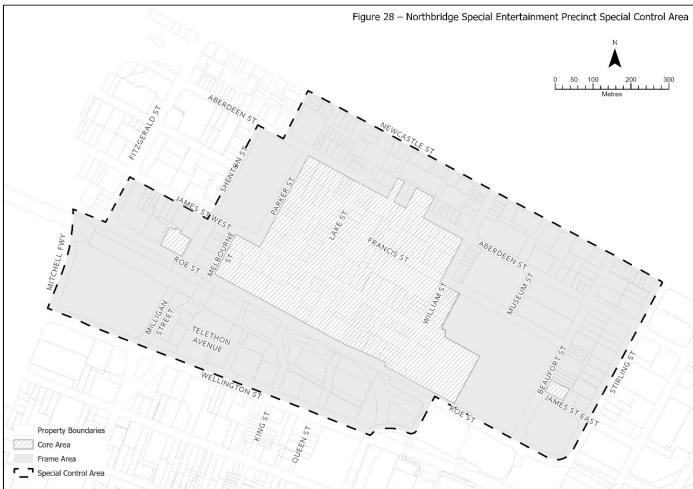
Attachment 2 - Proposed Revised SCA Boundaries



City Planning Scheme No. 2
Amendment 41
As advertised

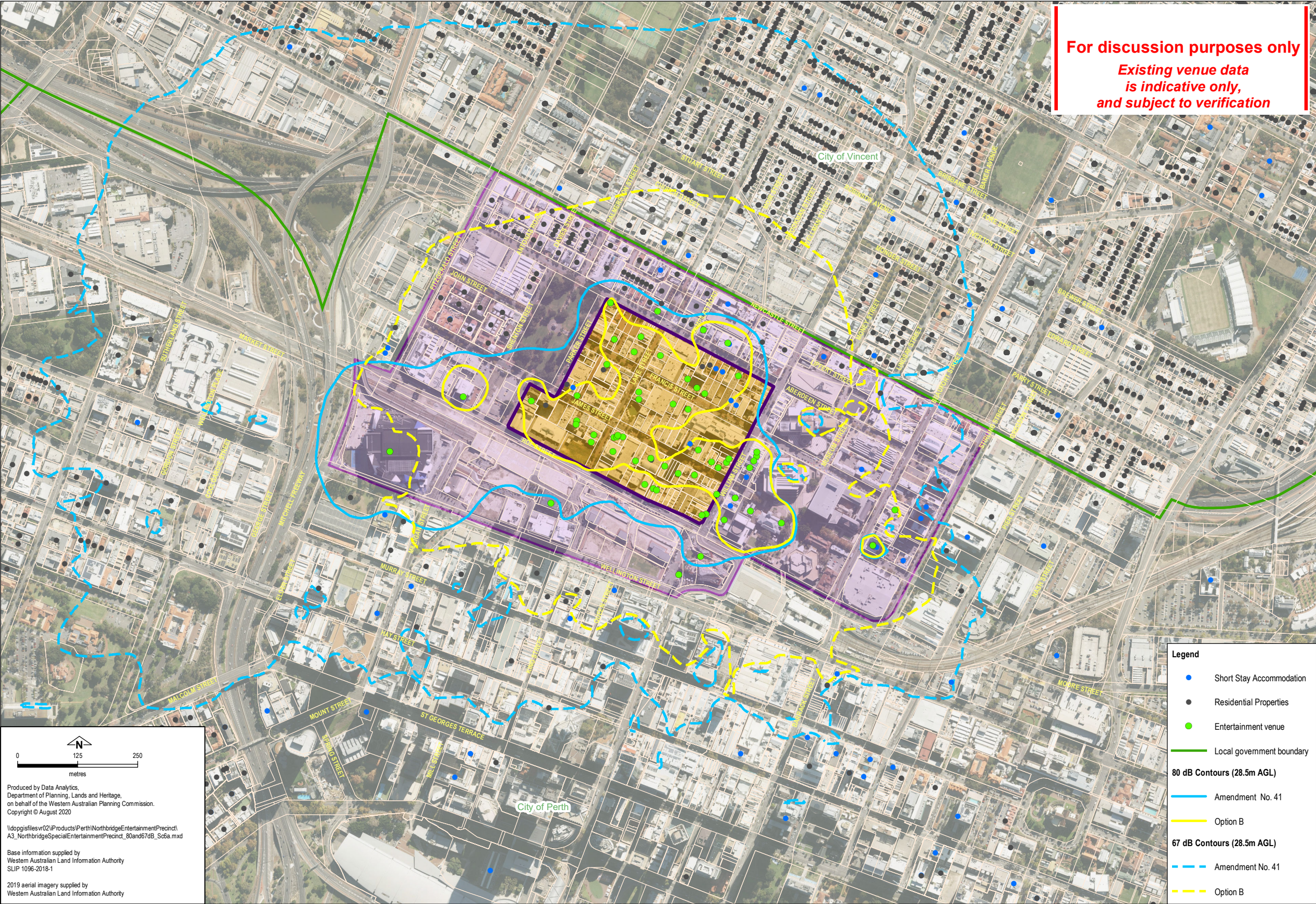


State Government
Option B
As advertised



City Planning Scheme No. 2
Amendment 41
Proposed Revised Boundaries

Northbridge Special Entertainment Precinct



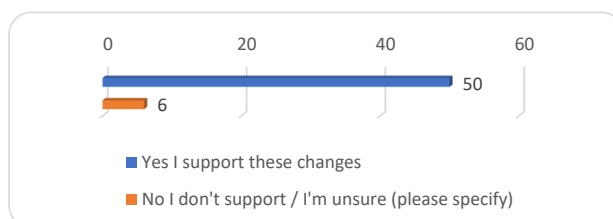
Noise Modelling Scenarios for Amendment No. 41 and Option B

Attachment 3

ATTACHMENT 4
CITY PLANNING SCHEME NO. 2 AMENDMENT 41
NORTHBRIDGE SPECIAL ENTERTAINMENT PRECINCT
ONLINE SURVEY RESPONSES

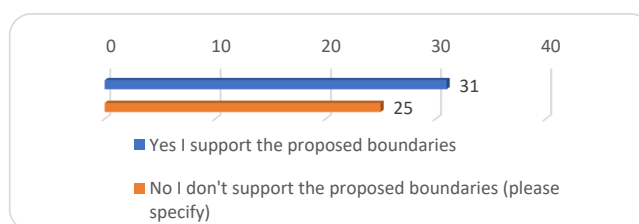
1. Do you support the creation of a Special Control Area to maintain Northbridge as the State's premier entertainment area?

WHO	ANSWERS BASED ON LOCATION OF INTEREST
Residents	Core Yes (1) and No (2), for the following reasons: <ul style="list-style-type: none"> • Support a precinct approach, provided the rights of residents are maintained. • Does not support entertainment areas being mixed with residential areas. Suggests notification is required on title and owners are compensated if the amendment progresses.
	Frame Yes (20) and No (nil)
	Outside Yes (7) and No (3) for the following reasons: <ul style="list-style-type: none"> • Notes the history of ineffective noise attenuation measures. • Notes the Moir Street and Brookman Street residential precinct is on the National Heritage Register. Suggests the current Noise Regulations are tightened. Concerns on the impact of current high noise levels on the street, cafes, restaurants and bars. • Further information required on impact on venues outside of Special Control Area.
Special Residential	Core: Yes (1) and No (nil)
Entertainment Operators	Core: Yes (9) and No (nil)
	Frame: Yes (6) and No (nil)
	Outside: Yes (1) and No (nil)
Investment Landowners	Yes (1) and No (nil)
Acoustic Professionals	Yes (1) and No (1) for the following reason: <ul style="list-style-type: none"> • Not opposed to a Special Control Area, however, concerned the proposed specifications are not practical.
Other – Visitor Live Music Office etc	Yes (3) and No (nil)



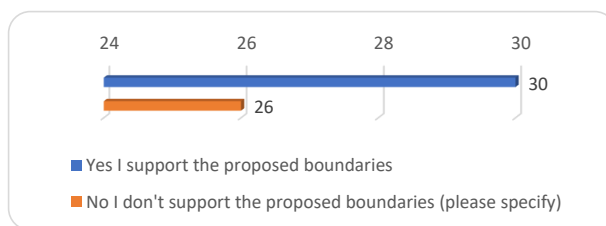
2. Do you support the proposed boundaries of the Core Entertainment Area?

WHO	ANSWERS BASED ON LOCATION OF INTEREST
Residents	<p>Core: Yes (nil) and No (3) for the following reasons:</p> <ul style="list-style-type: none"> Notes the Core area includes predominantly residential buildings close to entertainment venues. Concerned people will not be able to live in their homes if the amendment proceeds. Suggests the Core area includes venues between William Street and Beaufort Street. <p>Frame: Yes (15) and No (5) for the following reasons:</p> <ul style="list-style-type: none"> Does not support venues on Aberdeen Street being in the Core area. Notes this was not shown on previous map. Prefer the boundaries in Option B. <p>Outside: Yes (6) and No (4), for the following reasons:</p> <ul style="list-style-type: none"> Does not support the Special Entertainment Precinct. Concerned the concept is based on the idea that venues cannot have live music without creating noise on the street. Note, live music is played at Hyde Park Hotel etc and there is no noise on the street or nearby residences. Unsure why different volumes caps would be applied in Northbridge, which has always been a nightlife destination. Concerned the Core area excludes existing LGBTIQA+ venues and create disadvantage.
Special Residential	Core: Yes (1) and No (nil)
Entertainment Operators	<p>Core: Yes (5) and No (4), for the following reason:</p> <ul style="list-style-type: none"> Suggests Core area includes all existing venues. <p>Frame: Yes (1) and No (5) for the following reasons:</p> <ul style="list-style-type: none"> Concerned existing, and historical venues have been excluded. Suggests the Core area is extended to include all venues, including historically used venues and future venues. Notes, the success and cultural significance of various venues in the area on Aberdeen Street and James Street. <p>Outside - Yes (nil) and No (1), for the following reasons:</p> <ul style="list-style-type: none"> Refer to attached submission from PrimeWest.
Investment Landowners	Yes (1) and No (nil)
Acoustic Professionals	Yes (2) and No (nil)
Other – Visitor, Live Music Office etc	<p>Yes (nil) and No (3) for the following reason:</p> <ul style="list-style-type: none"> Suggests the Core is expanded as per Option B. Concerned it is too small and does not include all venues.



3. Do you support the proposed boundaries of the Frame Entertainment Area?

WHO	ANSWERS BASED ON LOCATION OF INTEREST
Residents	<p>Core: Yes (2) and No (1), for the following reason:</p> <ul style="list-style-type: none"> Concerned people will not be able to live in their homes if the amendment proceeds. <p>Frame: Yes (11) and No (9), for the following reasons:</p> <ul style="list-style-type: none"> Preference for Option B. Notes, north-west corner of special control area includes residential and on Palmerston Street to the west. <p>Outside: Yes (6) and No (4), for the following reasons:</p> <ul style="list-style-type: none"> Option B is more suitable. Does not support the whole concept and considers the Frame area is far too close to residential areas. Questions why a handful of venues should be allowed to impose noise pollution on the other 95% of the occupants of the area. Notes, the summer winds allow noise to travel, which impacts residential areas. Further information required on how this will affect venues just outside of this area.
Special Residential	Core: Yes (1) and No (nil)
Entertainment Operators	<p>Core: Yes (6) and No (3) for the following reason:</p> <ul style="list-style-type: none"> Suggests core boundaries include all major entertainment venues. <p>Frame: Yes (nil) and No (6) for the following reasons:</p> <ul style="list-style-type: none"> Generally supportive of amendment. Suggests RAC Arena is included in the Special Entertainment Precinct as the largest indoor entertainment venue in the City of Perth. Notes, the success of recent activation of the RAC Area's external spaces and intent to grow these events with the option of open-air music. Supportive of Option B being explored further with RAC Arena being included in the Core area. Suggest the Core area is extended to cover all major venues. Specifically, the boundary should extend to Newcastle Street. Unclear sure why the boundary only includes one side of Aberdeen. Suggests Nevermind nightclub (110 Aberdeen Street) and 233-239 James Street is included in the Core area. Suggests the area is expanded to include all venues/future potential venues. <p>Outside: Yes (nil) and No (1), for the following reasons:</p> <ul style="list-style-type: none"> Refer to attached submission from PrimeWest.
Investment Landowners	Yes (1) and No (nil)
Acoustic Professionals	<p>1 Yes and 1 No for the following reason:</p> <ul style="list-style-type: none"> Suggests the Frame area is extended north of Newcastle Street – within the City of Vincent.
Other – Visitor, Live Music Office etc	<p>2 Yes and 1 No for the following reason:</p> <ul style="list-style-type: none"> Too small.



4. Do you support the proposed external amplified music noise level of 95dB in the 63 Hz octave and 86dB in the 125 Hz octave band within the Core Entertainment Area upon which noise attenuation requirements for building will be based?

WHO

ANSWERS BASED ON LOCATION OF INTEREST

Residents

Core: Yes (1) and No (2) for the reasons outlined below:

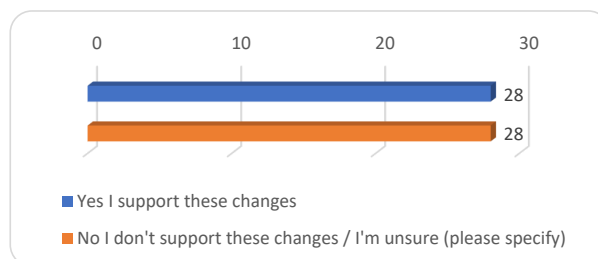
- Concerned the noise levels should not exceed 85dB.
- Suggests residential owners are compensated for noise attenuation costs.

Frame: Yes (12) and No (8) for the following reasons:

- Suggests lower sound levels for venues on Aberdeen Street.
- Generally okay with current noise levels. However, would not support an increase to 95dB on Aberdeen Street. Concerned this would impact adversely nearby residential dwellings.
- Prefer Option B.
- Concerned it is not possible to reduce the noise to 79dB in the Frame area if external levels are 95dB. Notes, Sound attenuation will be poor for the residential premises due to the larger open area of Russell Square.
- Attachment B clause 8.2.4 /Table 9 of the amendment report– indicates the highest values in scenario 3 and favours venues. Notes, the City of Brisbane successful Fortitude Valley.
- Does not support any new regulation that has the effect of lowering sound levels in the area. Notes the nightlife in the city is a huge attraction for residents. Suggests residents move if they do not like the noise.
- Concerned interfering with the atmosphere of beer gardens and outdoor areas by reducing sound levels could hinder business greatly.
- Suggests noise levels should not be measured around an entire venue's perimeter. Instead provide venues with points around the perimeter to measure at, focusing on sides where residential complexes are located.
- Suggests during the day, venues should be allowed to hold louder music events as it will not annoy anyone, especially not with all the other noises from traffic and daily city life.
- The new Core area with all the venues included is a good idea and will help keep our nightlife and its venues flourishing.

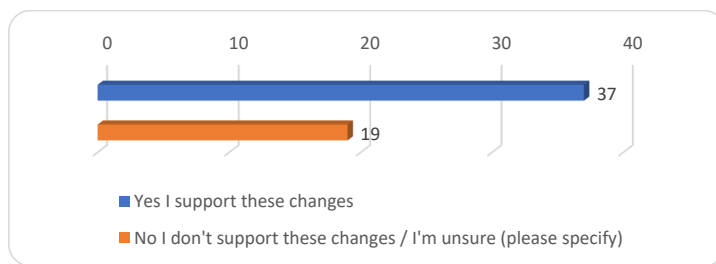
(Note of the 12 yes responses – 9 of these subsequently supported the lower noise level of 90dB)

Residents (cont.)	<p>Outside: Yes (6) and No (4), for reasons outlined below:</p> <ul style="list-style-type: none"> • Considers the proposal to be unacceptable to local residences. Notes, the possibility hearing damage to attendees of these events and the possibility liability litigation, which would be supported/encouraged. • Considers the noise levels are too high. Concerns regarding hearing damage to venue visitors and creating an unpleasant experience for people visiting restaurants and cafes. • The Court has been an established venue for years. Putting a volume cap on them is unfair.
Special Residential	<p>Core: Yes (nil) and No (1), for the following reason:</p> <ul style="list-style-type: none"> • Support on a case by case basis of each separate venue.
Entertainment Operators	<p>Core: Yes (5) and No (4), for the following reasons:</p> <ul style="list-style-type: none"> • The 125hz octave band level should be increased or scrapped as it is unachievable. <p>Frame: Yes (1) and No (5), for the following reasons:</p> <ul style="list-style-type: none"> • The 125hz octave band level should be increased or scrapped as it is unachievable. • Too low. If noise level set higher, then support towards improved attenuation requirements would be easier to support. <p>Outside: Yes (nil) and No (1), for the following reason:</p> <ul style="list-style-type: none"> • No comment on specific noise levels.
Investment Landowners	Yes (1) and No (nil)
Acoustic Professionals	<p>Yes (nil) and No (2), for the following reasons:</p> <ul style="list-style-type: none"> • Supports a relaxation of the acoustic criteria that is received at residences within Northbridge. However, concerned the changes will result in poorer outcomes for existing apartments within and nearby the Core area. • Considers the levels to be too high to apply in all cases. Notes, noise levels of this magnitude cannot be mitigated using practical building constructions. This would rule out any noise sensitive development within the Core and result in unacceptable noise impacts for existing residents.
Other – Visitor, Live Music Office etc	<p>Yes (2) and No (1), for the following reasons:</p> <ul style="list-style-type: none"> • Outdoor venues can't meet the 125hz level.



5. Do you support the higher building attenuation (sound proofing) changes required for new and existing entertainment venues (which choose to opt in to obtain Venue Approval) to achieve this level in the Core Entertainment Area?

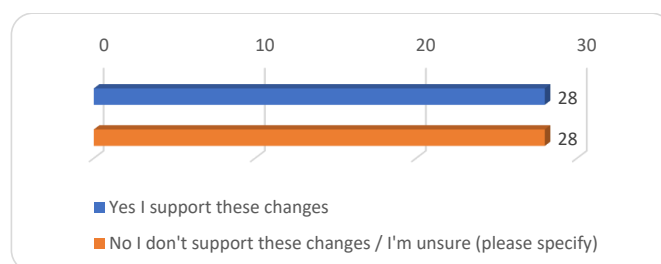
WHO	ANSWERS BASED ON LOCATION OF INTEREST
Residents	<p>Core: Yes (3) and No (nil)</p> <hr/> <p>Frame: Yes (19) and No (1), for the reason outlined below:</p> <ul style="list-style-type: none"> Do not support any new regulation that has the effect of lowering sound levels in the area. <hr/> <p>Outside: 6-Yes (6) and No (4), for the reasons outlined below:</p> <ul style="list-style-type: none"> Suggests venues should attenuate their buildings anyway. Concerned low frequency music travels far and goes through brick. Need it contained within the premises producing it. Venues should not have to soundproof. People moving into an established nightclub area are aware of the existing noise levels. Suggests funding is made available for these venues. It seems unfair to make them carry this cost.
Special Residential	Core: Yes (1) and No (nil)
Entertainment Operators	<p>Core: Yes (3) and No (6), for the following reasons:</p> <ul style="list-style-type: none"> Regardless of additional venue sound proofing, ambient noise in the precinct from patrons, cars and alfresco areas will remain. Additional sound proofing requirements should be placed on new residential and hotel developments. The onus should be on the incoming development to soundproof within an entertainment precinct. Costs are onerous on existing business and in some instances may be unachievable. Suggests new requirements are only applied to new venues or existing venues as they undertake major renovations. However, existing venues with no complaints or plans to renovate should not be forced to take on the cost burden. Only if full funding is allocated to venues to do so. Concerns regarding the cost of noise attenuation and the commercially viable for venues. <hr/> <p>Frame: Yes (1) and No (5), for the following reasons:</p> <ul style="list-style-type: none"> Only if higher attenuation is required. <p>Outside - 0 Yes and 1 No for the following reason:</p> <ul style="list-style-type: none"> No comment on specific noise levels.
Investment Landowners	Yes (1) and No (nil)
Acoustic Professionals	<p>Yes (1) and No (1), for the following reason:</p> <ul style="list-style-type: none"> Support higher building attenuation for venues, but many existing venues may not 'opt in'.
Other – Visitor, Live Music Office etc	<p>Yes (2) and No (1), for the following reason:</p> <ul style="list-style-type: none"> Concerned venues cannot attenuate outdoor areas - costs are too high.



6. Do you support the proposed external amplified music noise level of 79dB in the 63 Hz octave band and 70dB in the 125 Hz octave band within the Frame Entertainment Area upon which noise attenuation requirements for building will be based?

WHO	ANSWERS BASED ON LOCATION OF INTEREST
Residents	<p>Core: Yes (2) and No (1)</p> <hr/> <p>Frame: Yes (12) and No (8) for the reasons outlined below:</p> <ul style="list-style-type: none"> • Varying dB levels in both 63hz and 125hz levels drop based on time. Most of the late-night venues trade Friday and Saturday night. • Seems too high. • Seems like a low dB in comparison to existing city noise, it should be higher level. • Not possible to reduce the noise to the dB levels outside the special entertainment precinct at the barrier between the Frame and outside areas. Recommends the external noise level be limited to 65dB and 60dB in the 63Hz and 125Hz respectively. • Prefer Option B. • Prefer 75dB in the 63Hz octave band and 70dB in the 125 Hz. Note, this is similar to pop up event values. • Does not support any new regulation that has the effect of lowering sound levels in the area. <hr/> <p>Outside: Yes (4) and No (6), for the reasons outlined below:</p> <ul style="list-style-type: none"> • Suggests it is reduced 75dB as per UK London's Hyde Park. • Only allowed within a certain time window. • Does not support the special entertainment precinct. • Concerned the noise levels are too high and will make Northbridge unpleasant to visit. Does not agree that an area with restaurants and cafes is a more pleasant to visit with loud music being played into the street. • Concerned noise will carry from the border of the Frame area to nearby residential areas. • Need to confirm current levels before deciding to support them. Only support an increase.
Special Residential	Core: Yes (1) and No (nil)
Entertainment Operators	<p>Core: Yes (5) and No (4), for the following reasons:</p> <ul style="list-style-type: none"> • Concerned it is unfair to major venues in the Frame area.

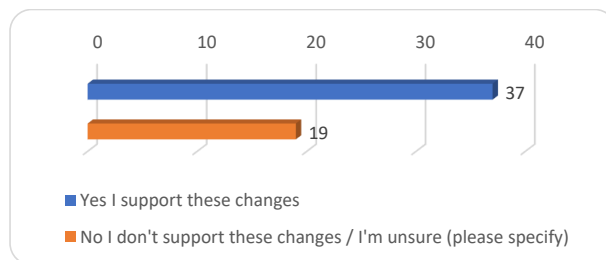
	<ul style="list-style-type: none"> • Suggests the 125hz octave band level should be increased or scrapped. • Suggests existing live music venues located in the Frame area should be permitted to operate at the Core level. The boundaries of the Core do not need to be extended. Concerned the existing venues at Core levels are most likely the venues that will attract attention and for that reason, any revisiting of sound levels should not impact on those venues within the Core area. • Does not allow for any venues in the Frame.
	<p>Frame: Yes (2) and Frame No (4) for the following reason:</p> <ul style="list-style-type: none"> • If the Frame area and Core area were extended, then this level in the Frame would be suitable. • It does not allow for any venues in the Frame.
	<p>Outside: Yes (nil) and No (1), for the following reasons:</p> <ul style="list-style-type: none"> • No comment on specific noise levels.
Investment Landowners	Yes (1) and No (nil)
Acoustic Professionals	<p>Yes (nil) and No (2), for the following reasons:</p> <ul style="list-style-type: none"> • These levels are too high to apply in all cases, especially if they must be assumed as the levels at the boundary of noise sensitive development. • The existing residences in the Frame may actually have a poorer outcome with this approach, as the noise levels in the area may end up being louder than what is currently experienced.
Other – Visitor, Live Music Office etc	<p>Yes (2) and No (1), for the following reasons:</p> <ul style="list-style-type: none"> • Does not allow for any venues in the Frame.



7. Do you support the higher building attenuation (sound proofing) changes required for new and existing entertainment venues (which choose to opt in to obtain Venue Approval) to achieve this level in the Frame Entertainment Area?

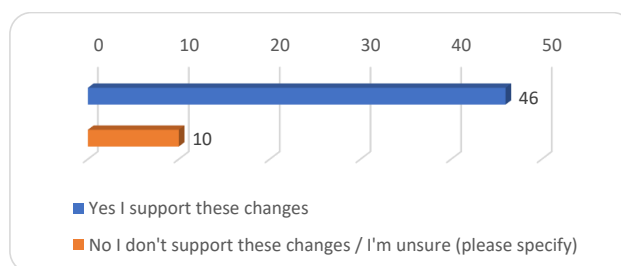
WHO	ANSWERS BASED ON LOCATION OF INTEREST
Residents	<p>Core: Yes (3) and No (nil), for the following reason:</p> <p>Frame: Yes (17) and No (3), for the following reason:</p> <ul style="list-style-type: none"> • Concerned no sound proofing will protect the emission of low frequency noise – instead reduce the sound levels over time. • Prefer Option B.

	<ul style="list-style-type: none"> Does not support any new regulation that has the effect of lowering sound levels in this area.
	<p>Outside: Yes (7) and No (4), for the following reasons:</p> <ul style="list-style-type: none"> Does not support special entertainment precinct. Suggests venues should attenuate their buildings anyway. Suggests the onus should not be on businesses to soundproof their buildings in an established nightlife district. Suggests funding should be made available for these venues. It seems unfair to make them carry this cost.
Special Residential	Core: Yes (1) and No (nil)
Entertainment Operators	<p>Core – Yes (4) and No (5) for the following reasons:</p> <ul style="list-style-type: none"> Does not support existing venues having to financially adapt to changes. Suggests the onus should be on the incoming development to soundproof against an existing entertainment precinct. Concerned the attenuation requirements will be too costly where venues are in old buildings that are not easily modified. Suggests venues operating without complaint should not be subject to changes. Supports the change for new entertainment venues. The policy should seek to maintain the current levels. Concerned the cost is too high for venues- unless full funding is provided to venues to do this. <p>Frame: Yes (1) and No (5), for the following reasons:</p> <ul style="list-style-type: none"> Only if higher attenuation is required. Not commercially viable for venues. <p>Outside: Yes (nil) and No (1), for the following reason:</p> <ul style="list-style-type: none"> No comment on specific noise levels.
Investment Landowners	Yes (1) and No (nil)
Acoustic Professionals	<p>Yes (1) and No (1), for the following reason:</p> <ul style="list-style-type: none"> Support higher building attenuation for venues. Notes, it is unlikely that many existing venues will 'opt in'. Notes, there are a couple of existing venues in the Frame producing high levels of noise who would not want to 'opt in'.
Other – Visitor, Live Music Office etc	<p>Yes (2) and No (1), for the following reason:</p> <ul style="list-style-type: none"> Costs are too high for venues.



8. Do you support the higher building attenuation (sound proofing) changes required for new noise sensitive buildings (including residential apartments and short stay accommodation) to achieve an internal level of 47dB in the 63 Hz octave band (which the Department of Water and Environmental Regulations has advised will protect the health and amenity of future residents from low frequency music)?

WHO	ANSWERS BASED ON LOCATION OF INTEREST
Residents	<p>Core: Yes (3) and No (nil)</p> <p>Frame: Yes (19) and No (1), for the following reason:</p> <ul style="list-style-type: none"> Does not support any new regulation that lowers sound levels. <p>Outside: Yes (6) and No (4), for the following reasons:</p> <ul style="list-style-type: none"> Does not support the special entertainment precinct. Concerned about low frequency noise impacting residential. Notes, 84dB can be heard from Kings Street. Concerned 47dB is too high and will impact on the residential amenity of people within apartments. Concerned noise will reduce resident's ability to use balconies and open windows. Suggests venues are sound proofed.
Special Residential	Core: Yes (1) and No (nil)
Entertainment Operators	<p>Core: Yes (8) and No (1), for the following reason:</p> <ul style="list-style-type: none"> Suggests the onus should be on incoming development. <p>Frame: Yes (5) and 1 No (1) for the following reason:</p> <ul style="list-style-type: none"> Unsure. <p>Outside: Yes (nil) and No (1), for the following reason:</p> <ul style="list-style-type: none"> No comment on specific noise levels.
Business/investment Landowners	Yes (1) and No (nil)
Acoustic Professionals	<p>Yes (1) and No (1) for the following reason:</p> <ul style="list-style-type: none"> Support these changes, however the study showed that achieving 47dB(A) inside an apartment at 63Hz would generally require a 'winter garden' configuration, where the enclosed balcony becomes a buffer zone. Further investigation is required to determine if 'winter gardens' are possible within planning and building code constraints.
Other – Visitor, Live Music Office etc	Yes (3) and No (nil)

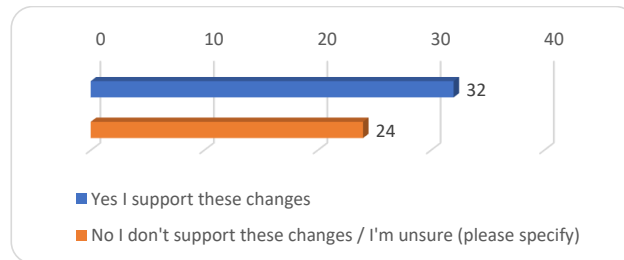


9. Do you support the new standard that maximum noise levels will be measured 1 metre from an entertainment venue boundary? (Rather than at the noise receiver, which is the current situation under the Noise Regulations.)

WHO	ANSWERS BASED ON LOCATION OF INTEREST
Residents	<p>Core: Yes (2) and No (1)</p> <p>Frame: Yes (17) and No (3), for the following reasons:</p> <ul style="list-style-type: none"> • Unsure. • Concerned about the impact on events like Fringe. Suggests it should be at the receiver's position. • Does not support any new regulation that lowers sound levels. <p>Outside: Yes (7) and No (6), for the following reasons:</p> <ul style="list-style-type: none"> • The noise receiver is the most appropriate location to measure if there is a compliant. • Does not support the special entertainment precinct. • Suggests both measurements should be considered together. • Need to understand the current standard for measuring before commenting. • Suggests the measurement should be based on the receiver, as the receiver has additional capabilities to adjust their residence when they chose to move closer to an entertainment venue.
Special Residential	<p>Core: Yes (nil) and No (1), for the following reason:</p> <ul style="list-style-type: none"> • Should be measured at the source.
Entertainment Operators	<p>Core: Yes (3) and No (6), for the following reasons:</p> <ul style="list-style-type: none"> • Suggests venues without complaints should be allowed to continue to operate without changing the rules. • Concerned it is not a reasonable metric for outdoor spaces. • Suggests there should be an agreed measuring point, not the entire boundary. • Agree with something resembling this - it should be perhaps the average of 5 points. • Suggests the standard that measures levels at the receiver should be retained. Notes, the noise level on the footpaths should not matter as no-one is sleeping there. <p>Frame: Yes (nil) and No (6) for the following reasons:</p> <ul style="list-style-type: none"> • Unsure. • Suggests there should be an agreed measuring point, not the entire boundary. <p>Outside: Yes (1) and No (nil)</p>
Investment Landowners	<p>Yes (1) and No (nil)</p>
Acoustic Professionals	<p>Yes (nil) and No (2), for the following reasons:</p> <ul style="list-style-type: none"> • This approach has some merits but may present practical challenges. For some venues, the issue is not the facade but the low-frequency break-out via the roof - especially where apartments overlook the roof. In practice it is not possible or very difficult for an EHO or acoustic consultant to get on top of a roof and measure at 1 metre from the roof surface.

Other – Visitor, Live Music Office etc Yes (2) and No (1), for the following reason:

- Suggests there should be an agreed measuring point, not the entire boundary.



10. Do you have any other comments you would like to provide on Amendment No. 41?

WHO	ANSWERS BASED ON LOCATION OF INTEREST
Residents	<p>Core</p> <ul style="list-style-type: none"> • Suggests noise is stopped from Sunday evening to Friday morning to allow adequate sleep for work. Ideally, residential buildings would not be approved in entertainment areas. • As a resident on the edge of the proposed Core area, most nights I rarely hear music from existing venues. Most noise is from traffic and street cleaning. Fringe world was noisy. However, the operators kept to schedule and gave plenty of warning to residents. <p>Frame</p> <ul style="list-style-type: none"> • Do not support venues on Aberdeen Street being included within the Core. • Concerned about the noise from police sirens in the residential area west of Northbridge. Residents may need to move if noise is added from nightlife. • Notes, the map provided has an expanded Core area with additional venues included compared to what was approved by Council and initially sent out for public consultation. • Does not support any new regulation that has the effect of lowering sound levels in the area as outlined in Q4 (g). • Notes, no technical or financial assistance has been suggested for reinforcing building attenuation. The Gabriel's Hearne Farrell 2019 report indicated existing building attenuation would provide a transmission loss of 20 dB in the 63Hz octave band. Under the proposed external noise levels for the Frame area, existing noise sensitive premises could potentially receive an internal amplified music noise level of 59 dB and 70 dB in the 63 Hz octave band. Both internal levels are above the desired internal noise level for noise sensitive premises of 47 dB in the 63 Hz octave band. Supports Option B as the lesser of two evils. • Notes, residence is situated between the 80dB Amendment 41 contour and the 67dB Option B contour. Concerned about exposure to noise above the 47 dB in the 63-octave band. Notes, being a shift worker and questions whether Council expects residents to move so nightclubs and venues can maintain their business. • Support the changes. Please contact me if there is any more that I can do to support this.

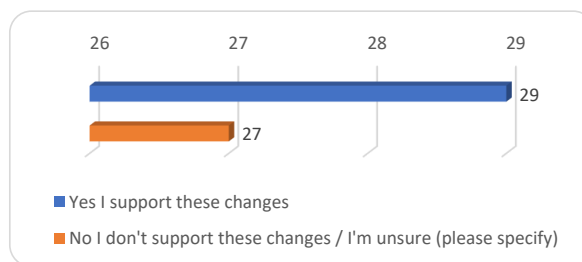
	<ul style="list-style-type: none"> Support Option B, noting the number of residential homes that would be impacted regularly each week otherwise.
	<p>Outside</p> <ul style="list-style-type: none"> Suggests venues with noise levels above 80dB display informational charts showing the noise level of the venue and associated hearing loss. This would then put responsibility for hearing damage on the visitor. Suggests Northbridge would work better with more residential to build a sense of community, rather than an SCA ghetto. Suggests the City should stop appeasing the small number of night club owners and notes the City has never effectively policed the noise problems in Northbridge. Notes, that prior to 2013, venues were required to provide suitable soundproofing. Suggest these requirements are re-applied to ensure people on the street, in cafes or restaurants are not forced to listen to the music from inside the venues. Concerns the amendment would impact venues that are safe spaces for LGBTIQ+. Notes, the exclusion of these venue to maintain current levels of business (or similar requirements of the Core area) is exclusionary.
Entertainment Operators	<p>Core</p> <ul style="list-style-type: none"> This is a great initiative for Northbridge as it continues to establish itself as the premier entertainment precinct of WA. Suggests venues with outdoor areas should be protected and noise levels should not be measured 4 metres above ground level. Suggests the 125hz octave band level should be increased or scrapped. Concerned about the accuracy of modelling and decisions being made on flawed data. Suggests further modelling is required. Does not support Option B, which creates a special residential precinct within an entertainment precinct, which is an opposite outcome for the project. Concerned reducing noise levels to 90dB will put most live music venues out of business. Notes, most noise complaints come from outdoor events that extend to weekdays. Suggests 95dB noise levels are allowed from 5:00pm Friday to 2:00am Monday. A 90dB noise level could be adopted at other times providing allowances are made for special events (Melbourne Cup, Easter Thursday etc). Suggests existing noise levels are maintained in Northbridge, with the burden of attenuation being placed on new residential developments. Notes, Northbridge is the State's premier entertainment precinct. <p>Frame</p> <ul style="list-style-type: none"> Generally supportive of amendment. Suggests RAC Arena is included in the Special Entertainment Precinct as the largest indoor entertainment venue in the City. Notes, the success of recent activation of the RAC Area's external spaces and intent to grow these events with the option of open-air music. Supportive of Option B being explored further with RAC Arena being included in the Core area. Suggests the boundaries are ill conceived and show a lack of understanding of Northbridge's history and current situation. <p>Outside</p> <ul style="list-style-type: none"> Refer to attached submission from PrimeWest.
Business/investment Landowners	<ul style="list-style-type: none"> A pleasing direction from the City of Perth.

Acoustic Professionals	<ul style="list-style-type: none"> Concerned about the noise level limits and transmission loss requirements – specifically the way they been set and applied. Notes, the transmission loss requirements for noise sensitive development in the Core is not achievable using practical building construction. Similarly, achieving the transmission loss requirements in the Frame area would be challenging. <p>Concerned the noise level for the Core area are too high to apply to all venues. Such high levels could have an adverse impact on other commercial developments (restaurants etc). Generally, the current approach is considered flawed and could lead to additional problems. Suggests a more flexible arrangement should be considered that would allow for increased music noise levels compared to the status quo but would be considered on a case-by-case basis. This could potentially be done using existing Regulation 19B provisions.</p>
Other – Visitor, Live Music Office etc	Nil

11. Do you support the suggested reduction of the external amplified music noise level to 90dB in the 63 Hz octave band and the 81dB in the 125 Hz octave band within the Core Entertainment Areas upon which noise attenuation requirements for buildings will be based?

WHO	ANSWERS BASED ON LOCATION OF INTEREST
Residents	<p>Core: Yes (2 - note 1 previously asked for 85dB) and No (1), for the following reason:</p> <ul style="list-style-type: none"> Does not support the proposed noise level. <p>Frame: Yes (15) and No (5), for the following reasons:</p> <ul style="list-style-type: none"> Too high. Suggests reducing the noise to 79dB in the Frame area. Especially at the barrier between the Core and Frame areas. Sound attenuation will be poor for residential premises in the west and north west corner due to the larger open area of Russell Square. 90dB is too low, if anything it should be higher. Residential buildings should have higher sound attenuation requirements in the area. Does not support any new regulation that has the effect of lowering sound levels. <p>Outside: Yes (7) and No (3), for the following reasons:</p> <ul style="list-style-type: none"> Adversely impacted by noise from The Court and does not support including The Court in the Core area. Suggests amplified music should be retained within the building. Concerned 90dB is too loud for pedestrians. Notes, it still excludes venues.
Special Residential	<p>Core: Yes (nil) and No (1), for the following reason:</p> <ul style="list-style-type: none"> Concerns 90dB is too loud.
Entertainment Operators	<p>Core: Yes (1) and No (8), for the following reasons:</p> <ul style="list-style-type: none"> Unsure. Suggests the levels should be as originally planned. No reduction from 95dB. Advice from an acoustic consultant is that 125 Hz should be scrapped / cannot be achieved.

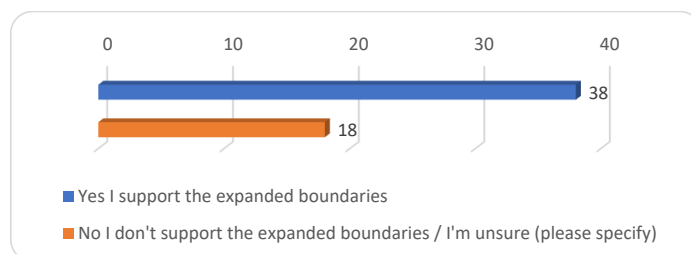
	<ul style="list-style-type: none"> Suggests specific mention to the Court and Metros should be made as historic entities and should be granted exemptions. Notes, the other side of Aberdeen Street is very close to residents and was never intended to be used as loud music venues. Concerned this is unachievable for most existing entertainment venues. This does not protect Northbridge, nor does it maintain the precincts vibrancy and viability as the State's premier nightlife and entertainment precinct. Notes, the primary object of the amendment was to protect Northbridge as the city's premier Entertainment Area.
	<p>Frame: Yes (1) and No (5), for the following reasons:</p> <ul style="list-style-type: none"> Concerned this is not achievable for venues.
	<p>Outside: Yes (nil) and No (1), for the following reason:</p> <ul style="list-style-type: none"> No comment on specific noise levels.
Investment Landowners	Yes (1) and No (nil)
Acoustic Professionals	<p>Yes (1) and No (1), for the following reason:</p> <ul style="list-style-type: none"> Similar concerns to the Amendment 41 approach.
Other – Visitor, Live Music Office etc	<p>Yes (1) and No (2), for the following reasons:</p> <ul style="list-style-type: none"> Support 95dB as per Amendment 41. Suggests this is unachievable for venues.



12. Do you support the expanded boundaries for the Core Entertainment Areas outlined in Option B. The expanded boundaries would accommodate additional entertainment venues including The Court and Metro City, in addition to a number of entertainment venues situated within the south west corner of the Perth Cultural Centre?

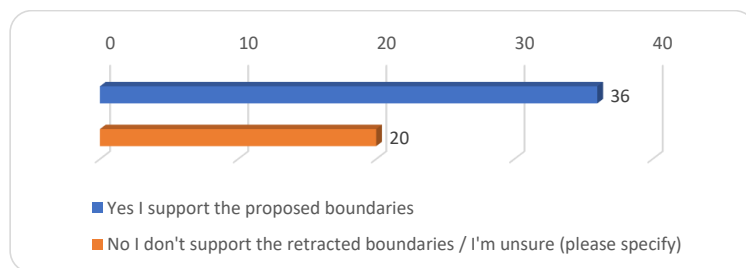
WHO	ANSWERS BASED ON LOCATION OF INTEREST
Residents	<p>Core: Yes (3) and No (nil)</p> <p>Frame: Yes (15) and No (5), for the following reasons:</p> <ul style="list-style-type: none"> As predominately residential use in north-west corner extends to Lake Street. Notes, Metro city is very noisy on Saturday and Friday night. Concerned the Court and Metro City are too close to residential premises and should be omitted from the Core area. <p>Outside: Yes (5) and No (5), for the following reasons:</p> <ul style="list-style-type: none"> Does not support the expanded boundaries east of William Street.

	<ul style="list-style-type: none"> • Suggests venues should abide by existing Noise Regulations. Notes, the venues have behaved disgracefully over the years and should be shut down on noise grounds. • Suggests the Core area stays the same size as the original proposal. Concerned noise will carry into residential premises located outside of the Core area. Does not support the increase noise level being allowed on the street. • Notes, it still excludes venues. • Concerned the amendment purposely excuses LGBTIQA+ venues and includes a religious venue. Considers the LGBTIQA+ venue to be intentionally placed between two Core areas.
Special Residential	Core: Yes (1) and No (nil)
Entertainment Operators	<p>Core: Yes (7) and No (2), for the following reasons:</p> <ul style="list-style-type: none"> • It is outside the area as specified as Northbridge & the expanded areas could have unintended consequences for venues within the original defined Core area. • Suggests only the Court and Metros should be historic entities and should be granted exemptions. Notes, the other side of Aberdeen Street is very close to residents and never intended to be used as music venues. <p>Frame: Yes (3) and No (3), for the following reasons:</p> <ul style="list-style-type: none"> • Supports the expanded boundaries. However, the expansion needs to include other sites that have historically been used for music events or may be used for pop-up events. Suggests expanded boundaries for outdoor areas need adequate protection to support more flexibility with regards to accepted noise levels. <p>Outside: Yes (nil) and No (1), for the following reason:</p> <ul style="list-style-type: none"> • Generally, support but Core areas should be extended further (refer attached submission from Primewest).
Investment Landowners	Yes (1) and No (nil)
Acoustic Professionals	<p>Yes (nil) and No (2), for the following reasons:</p> <ul style="list-style-type: none"> • Unsure, not aware of the specifics. • Whilst Option B is an improvement as it captures the Court and Metro City, it still does not address the potential noise going across Newcastle St into the City of Vincent.
Other – Visitor, Live Music Office etc	Yes (3) and No (nil)



13. Do you support a retraction of the boundaries for the Frame Entertainment Areas in the north-west corner of the precinct outlined in Option B, to acknowledge the predominantly residential character of this area?

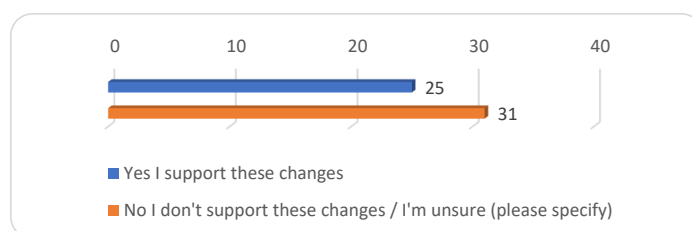
WHO	ANSWERS BASED ON LOCATION OF INTEREST
Residents	<p>Core: Yes (2) and No (1), for the following reasons:</p> <ul style="list-style-type: none"> Notes, entertainment venues on the western side of the Core will be impacted. <p>Frame: Yes (15) and No (5), for the following reasons:</p> <ul style="list-style-type: none"> The retraction should be extended South West (across James Street) due to its proximity to residential premises. Suggests Palmerstone Street (predominantly residential) is removed from Frame area. Concerned the proposal will impact events like Fringe and we should support events. Suggests if venues reside in that area they should still be included. <p>Outside: Yes (9) and No (1)</p>
Special Residential	Core: Yes (1) and No (nil)
Entertainment Operators	<p>Core: Yes (6) and No (3), for the following reasons:</p> <ul style="list-style-type: none"> Unsure. All venues on the North West corner should be protected. <p>Frame: Yes (2) and No (4) for the following reason:</p> <ul style="list-style-type: none"> All venues on the North West corner should be protected. <p>Outside: Yes (nil) and No (1), for the following reason:</p> <ul style="list-style-type: none"> No comment on specific noise levels.
Investment Landowners	Yes (1) and No (nil)
Acoustic Professionals	<p>Yes (nil) and No (2), for the following reasons:</p> <ul style="list-style-type: none"> Unsure. This corner needs to be kept within the Frame area as it is exposed to noise spill from Northbridge.
Other – Visitor, Live Music Office	<p>Yes (nil) and No (3), for the following reasons:</p> <ul style="list-style-type: none"> Some level of noise should be expected by people who choose to live in entertainment areas. Support the Frame area as per Amendment 41. Only okay if venues in that area are protected.



14. Do you support the deletion of a provision outlined in Amendment No. 41 which enables the noise attenuation requirements for existing entertainment venues situated within the Frame Entertainment Area to be based on a nominal external amplified music noise level of up to 90 dB in the 63 Hz octave band?

WHO	ANSWERS BASED ON LOCATION OF INTEREST
Residents	<p>Core: Yes (3) and No (nil)</p> <hr/> <p>Frame: Yes (15), for the following reasons (including 3 that accidentally clicked No).</p> <ul style="list-style-type: none"> • Suggests venues in the Frame area should adhere to the 79dB restrictions, with the exceptions of the venues already outlined on the map. • Suggests existing venues regardless of age should meet the requirements. <hr/> <p>Frame: No (5), for the following reasons:</p> <ul style="list-style-type: none"> • Unclear question. • Do not support any new regulation that has the effect of lowering sound levels in the area. <hr/> <p>Outside: Yes (10), for the following reasons:</p> <ul style="list-style-type: none"> • Suggests all venues should be required to have the same noise attenuation requirements. Notes, the existing venues are loud and should have been shut down years ago. • Concerned about damage to hearing. • Does not support the Court in the Core area. <hr/> <p>Outside: No (nil)</p>
Special Residential	<p>Core: Yes (nil) and No (1)</p>
Entertainment Operators	<p>Core: Yes (3) and No (6), for the following reasons:</p> <ul style="list-style-type: none"> • Should be 95 dB like the Core. • Concerned that costs are onerous on the business. The noise level needs to be 95dB. • Suggests existing live music venues have the same levels as the Core (until major renovations are undertaken or valid noise complaints). • Preferred option for keeping a simple Core and including the existing venues without a gerrymandered map. • Concerned this will destroy any venue in the Frame. <hr/> <p>Frame: Yes (nil) and No (6), for the following reasons:</p> <ul style="list-style-type: none"> • Unsure. • Concerned these changes this will destroy any venue in the Frame.

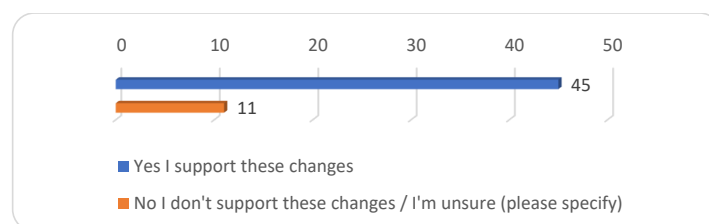
	Outside: Yes (nil) and No (1), for the following reason: <ul style="list-style-type: none"> No comment on specific noise levels.
Investment Landowners	Yes (1) and No (nil)
Acoustic Professionals	Yes (2), for following reason: <ul style="list-style-type: none"> Concerned allowing existing venues in the Frame area to have 90dB in the 63Hz may create amenity issues for existing residential.
Other – Visitor, Live Music Office	Yes (nil) and No (3), for the following reasons: <ul style="list-style-type: none"> Existing venues should not be penalised. Retaining the noise attenuation requirements for existing venues situated within the Frame area to be based on 90dB. Concerned this will destroy any venue in the Frame.



15. **Do you support the introduction of Transition Areas outlined in Option B (highlighted in green on the map) whereby noise attenuation requirements for new noise sensitive premises (including residential apartments and short stay accommodation) would be similar to those prescribed for the Core Entertainment Areas (i.e., increased attenuation requirements).**

WHO	ANSWERS BASED ON LOCATION OF INTEREST
Residents	Core: Yes (3) and No (nil) Frame: Yes (15) and No (5), for the following reasons: <ul style="list-style-type: none"> It implies higher noise in the future compared to what you have had in the past. Not necessary. Does not support lowering sound levels in the area. Outside: Yes (10) and No (nil)
Special Residential	Core: Yes (1) and No (nil)
Entertainment Operators	Core: Yes (8) and No (1), for the following reason: <ul style="list-style-type: none"> Supports new builds requiring noise attenuation requirements on the basis that the Core area is 95dB. Frame: Yes (3) and No (3), for the following reasons: <ul style="list-style-type: none"> Supports the introduction of transition areas outlined in Option B. Suggests they are expanded to include all venues in the entertainment precinct Outside: Yes (nil) and No (1), for the following reason:

	<ul style="list-style-type: none"> No comment on specific noise levels.
Investment Landowners	Yes (1) and No (nil)
Acoustic Professionals	Yes (1) and No (1), for the following reason: <ul style="list-style-type: none"> Unsure as not aware of the specifics.
Other – Visitor, Live Music Office	Yes (3) and No (nil)



16. Do you have any other comments you would like to provide on Option B?

WHO	ANSWERS BASED ON LOCATION OF PROPERTY INTEREST
Residents	<p>Core – n/a</p> <p>Frame</p> <ul style="list-style-type: none"> Prefer Option B to Amendment 41. Supports the current sound levels but need to ensure that the sound from venues on Aberdeen Street do not increase. Prefer Option B Core area with 90dB noise restrictions and the reduced Frame area in the north west corner. Suggests the Fringe (Russell Square area) should operate within the Core noise levels temporarily. For the reasons outlined in Q 10 (e), Option B where the Core area limit has been reduced from 95dB to 90dB is more favourable. In Option B - do not support Russell Square being included in the Frame area. Venues here can only be approved as events under the Noise Regulations. Supports all positive changes in making Northbridge an entertainment precinct. We need to make sure we are not sacrificing events and festivals that bring vibrancy and business to the area. We need to provide clear facilities, venues and encouragement to our graduates and creatives. <p>Outside</p> <ul style="list-style-type: none"> Noise from venues with outdoor spaces can travel long distances. The constant noise impacts on the quality of life. The City cannot recommend more people to live in the city with the noise from venues as well as all the general city noises. Containing venue noise in the smaller Core area will help more residents have peace. <i>"These questions are confusing, please ensure all of my answers are recorded as the option requiring MORE noise attenuation measures, preferably to the point of closing these venues down."</i>

	<ul style="list-style-type: none"> • We need to provide clear facilities, venues and encouragement to our graduates and creatives. • Concerned about the impact of noise on peoples hearing. Suggests the City or approvers should be responsible for the legal costs incurred or awarded for hearing loss due to people working or attending this area. • Concerned 90dB is too high and would create an unpleasant environment for Northbridge on the street. Suggests the Noise Regulations prior to 2013 worked well and those requirements for suitable sound proofing of venues should be re-applied. • Concerned about the costs of soundproofing older existing houses and the limitations of soundproofing. Suggests it would be more economical and fairer for the venues to be sound proofed rather than thousands of houses and apartments. • Suggests that people who choose to live in a nightlife district should be responsible for sound reduction. Notes, he/she has chosen to live next to the Court venue and lives with it. • The LGBTIQA+ venue is being purposely excluded from the Core area.
Entertainment Operators	<p>Core</p> <ul style="list-style-type: none"> • Concerned about the accuracy of the current modelling and requests further modelling is undertaken. • Does not support the reduction in noise levels. Notes, existing venues in the Core are already allowed to operate at 90dB with exemptions. • Option B is lowering the noise levels in the core to an unworkable level. Suggests Amendment 41 is used with exemptions for some existing venues. • Suggests existing noise levels are maintained in Northbridge, with the burden of attenuation being placed on new residential developments. Notes, Northbridge is the State's premier entertainment precinct. <p>Frame</p> <ul style="list-style-type: none"> • Refer to previous comments outlined in Q10 from Venues West relating to RAC Arena. • Suggests all existing and future venues should be included in the protected Core area. Notes, these venues host music events with international artists who require music levels to be at 110dB on the dance floor. Holding event indoors will become unfeasible without higher noise levels. These events add to the vibrancy of Northbridge. Outdoor spaces are also essential to venues hosting music events and contribute to activating Northbridge during the daytime. • This is a far better conceived entertainment precinct proposal. <p>Outside</p> <ul style="list-style-type: none"> • Option B is preferred over Amendment 41.
Investment Landowners	<ul style="list-style-type: none"> • A sensible strategy presented in option 'B.'
Acoustic Professionals	<ul style="list-style-type: none"> • The changes under Option B do not significantly change the concerns we have with the proposed Amendment 41.
Other - Visitor	

OVERALL TOTAL OF ONLINE SUBMISSIONS – 56

ATTACHMENT 5

CITY OF PERTH

**CITY PLANNING SCHEME NO. 2
AMENDMENT NO. 41**

NORTHBRIDGE SPECIAL ENTERTAINMENT PRECINCT

CONSULTATION OUTCOMES AND RESPONSE REPORT

NOVEMBER 2022

1. INTRODUCTION

- a) The City has been working with the State Government to establish Northbridge as the State's first Special Entertainment Precinct.
- b) City Planning Scheme No.2 Amendment 41 was initiated by the Council on 4 December 2019.
- c) On 3 February 2020 the Western Australian Planning Commission (WAPC) granted approval for formal consultation. Subsequently, on 16 April 2020 the Department of Planning, Lands and Heritage (DPLH) suggested that the City consider holding Amendment 41 in abeyance to enable consideration of the 130 submissions received during its consultation on the WAPC's draft Position Statement - *Special Entertainment Precincts*.
- d) On 6 April 2020 the Environmental Protection Authority advised that the amendment would not be assessed under Part IV of the Environmental Protection Act 1986.
- e) On 13 August 2020 DPLH wrote to the City recommending that the City proceed with advertising the amendment, however, during consultation the City could include a supplementary, alternative Option B and information provided by DPLH. This option responds to feedback from submissions on the WAPC's draft Position Statement and an acoustic modelling commissioned by the Department of Water and Environmental Regulation (DWER).
- f) On the 29 September 2020, the Council agreed to include supplementary information provided by the DPLH to include in the advertising of Amendment 41.

2. CONSULTATION PROCESS

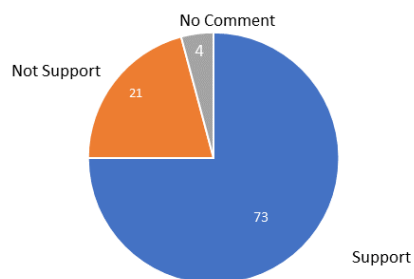
- a) Consultation on Amendment 41 and the State Government's Option B commenced on 23 October 2020 and finished on 26 February 2021. Note, the consultation period was intended to conclude on 23 December 2020 (as per the 60-day advertising period required under the *Planning and Development (Local Planning Schemes) Regulations 2015* for a complex amendment). However, due to increased public interest and the complexity of the proposal, the WAPC granted approval to extend the consultation period to 26 February 2021.
- b) Consultation included the following actions:
 - i. Three public information sessions, including representation from the State Government.
 - ii. 2,242 emails sent to stakeholders, including 365 to City of Vincent residents and landowners.
 - iii. 8,678 letters sent to owners and occupiers in the proposed Special Entertainment Precinct and adjacent areas, including 2,201 to properties located in the City of Vincent.
 - iv. 49 letters to relevant State Government Departments and Ministers.
 - v. Public Notices were published in The West Australian newspaper on 23 October 2020 and the Voice Weekly on 30 October 2020 and January 2021.
 - vi. Comprehensive information was provided on the City's Engage Perth website including an on-line submission form with questions on both Amendment 41 and Option B, in addition to a standard submission form.
 - vii. Information being made available for viewing at the City of Perth Customer Service Centre and the Library.

3. CONSULTATION OUTCOMES

- a) The City received 98 submissions, including late submissions. This comprised 56 online survey submissions and 42 individual submissions. The online submissions responded to a series of questions relating to Amendment 41 and the State Government's Option B.
- b) This outcomes and analysis reports provides an in-depth consideration of the key issues raised in the formal consultation.

4. KEY MESSAGES

- a) The majority of submissions support the creation of the Northbridge Special Entertainment Precinct. The main areas of issue have related to:
 - i. Proposed external amplified music noise levels.
 - ii. Proposed boundaries for the Core and Frame areas.
 - iii. The potential impact of noise levels on the health and wellbeing of existing (and future) residents.
 - iv. New residential and student housing being precluded from the Core, and the impact of the proposal on land values and landowners' development rights.
 - v. The practical application of the proposed scheme provisions.
 - vi. Concerns with the State Government's acoustic studies and modelling.
 - vii. Access to grants or subsidies for retrofitting existing homes or venues.



Level of support for creation of the Northbridge Special Entertainment Precinct

5. SUMMARY OF SUBMISSIONS

5.1 Entertainment Venues - 22 submissions

- a) Support a noise level of 95dB at 63Hz in the Core area outlined in Amendment 41 (as advertised).
- b) Do not support the reduced noise levels of 90dB at 63Hz proposed in Option B.
- c) Do not support the 125Hz compliance point and considered it is unachievable and should be removed.
- d) Do not support measuring 4m off the ground at any point of an outdoor area of a venue. This would lead to entertainment venues with outdoor components refusing to take part in the process.
- e) Do not support the proposal to cap entertainment venues in the Frame area at 79dB at 63 Hz and 70dB at 125 Hz octave band.
- f) Support the expanded Core area boundaries outlined in Option B and considered it should be extended to include all entertainment venues including historically used venues/ future potential venues.
- g) Raised concerns with acoustic studies and noise modelling that underpins the proposed scheme amendment provisions and have requested additional modelling be undertaken.
- h) Requested the ability to apply for subsidies or grants to install attenuation measures.
- i) One submission also requested that the Precinct be expanded to include incorporate an emerging Murray Street (west end) Entertainment Precinct (bound by the Wellington Street to the north, Hay Street to the south, Milligan Street to the west and William Street to the east).

5.2 Residents – 45 submissions

- a) Residents in Northbridge overall appear to be very tolerant and pragmatic about the current noise levels being emitted from existing entertainment venues.
- b) The majority (27 submissions) indicated a preference for a reduced noise level of 90dB at 63Hz outlined in Option B. A number of these residents indicated that this support is conditional upon:
 - i. elevated compliance and enforcement action undertaken by the City;
 - ii. ability to be able to apply for subsidies or grants to install noise proofing material in their homes.
- c) Three out of four residents in the Core area have expressed concern about the proposed noise levels. Of these, however two residents did support the noise level outlined in Option B. One resident supports the current noise levels or 95dB at 63Hz.
- d) Five residents situated outside of the Core area also support the current noise levels or 95dB at 63Hz.
- e) Nine residents do not support either option (including 4 from the City of Vincent). This is due to the potential impacts on their health, well-being, and lifestyle. A number of these submissions expressed a level of frustration about a long history of excessive noise, anti-social behaviour in Northbridge and a perceived lack of enforcement of the Noise Regulations.
- f) Three residents have made general comments but would welcome any reduction in current noise levels.

5.3 Short Stay/ Hotel Operators – 3 submissions

- a) Two short stay businesses (a high-quality hotel and backpackers) located in the Core do not support either Amendment 41 (as advertised) or Option B due to impact on patrons.

5.4 Environmental Health Australia (WA) – 1 submission

- a) Request the scheme amendment not progress, unless the new sound levels can demonstrate the health, wellbeing and amenity of noise sensitive receivers will not be unduly affected.

5.5 Investment landowners/developers – 7 submissions

- a) The majority of submissions acknowledged there is a need to provide a greater level of certainty and clarity to landowners in respect to entertainment noise and sensitive land uses.
- b) Three submissions indicated that Option B is preferable to Amendment 41 as the proposed lower noise level is considered a more reasonable noise allowance for Northbridge.
- c) Two submitters subsequently met with entertainment venue representatives and now support protections for existing entertainment venues to operate at 95dB and new entertainment venues to operate at 90dB at 63Hz. Additionally, following further advice from an acoustic professional they are requesting:
 - i. The transmission loss requirements for noise sensitive development in the Core to be reduced from an implied 48dB to a site-specific calculation approach to achieve suitable internal noise levels. This would enable developers to work with existing entertainment venues to achieve compliance.
 - ii. Special Residential land uses (including hostels, student accommodation, and 'Build to Rent' development) to be classified differently to permanent residential land use in terms of noise sensitive requirements, to allow for greater flexibility.
- d) Three submissions strongly objected to Amendment 41 (as advertised) for the following reasons:
 - i. The transmission loss requirements set out in Amendment 41 are not able to be achieved for noise sensitive development within the Core area. This effectively prohibits residential and short stay accommodation.
 - ii. Special Residential and Residential plot ratio bonuses available under CPS2 will not be able to be accessed as the attenuation measures are onerous and unachievable. This has the effect of reducing current development potential and has financial implications for landowners.
 - iii. The purpose and objectives of Amendment 41 are heavily weighted to facilitate the operation of entertainment venues.
 - iv. Opportunities to accommodate student housing to support the ECU Perth City campus may be lost.
- e) One submission strongly objected to Option B and the expanded Core area.

5.6 Acoustic Professionals – 4 submissions

- a) In-principle support for the special entertainment precinct model with a set vibrancy level used to guide entertainment venue and residential attenuation requirements.
- b) Acknowledged the development of a precinct model and criteria is challenging and that any approach is unlikely to be perfect.
- c) Considered the internal noise levels required by the City (47 dB at 63 Hz) and the proposed external noise levels of 90 dB and 95 dB at 63 Hz are not attainable based on current design practices and do not take into account the possible internal layout of the development. More lenient internal noise levels could be applied to spaces other than bedrooms.
- d) Considered the objectives for the proposed amendment put a strong focus on the support and development of entertainment venues.
- e) Two submissions did not support the following:
 - i. 95dB at 63 Hz in the Core area - as noise levels of this magnitude cannot be mitigated using practical building envelope constructions. This would rule out any noise sensitive development within the Core area and result in unacceptable noise impacts for existing residents.
 - ii. 79dB in the Frame area - the noise levels in the area may end up being louder than what is currently experienced by some existing residents.
 - iii. the extended Core area outlined in Option B for similar reason to that outlined above.
 - iv. 90dB at 63Hz in the Core area is considered acceptable in one of these submissions.
- f) One submission recommended:
 - i. Prohibiting long-term noise sensitive developments (except short stay accommodation) from the Core area, rather than doing so by providing acoustic requirements that are impracticable.
 - ii. Remove the mandatory acoustic performance for the external façade in clause 28.5(b) of Amendment 41 (as advertised) but retain the internal noise level criteria to apply within habitable spaces only in order to promote 'Quiet House Design' principles.
- g) Other comments included:
 - i. Alternative approaches to the Amendment 41 are needed to address cases where noise sensitive development directly adjoin entertainment premises, as there is no effective external assessment location.
 - ii. Concerns about the inability to test and certify building products in the specified low frequency range of 63Hz octave band.
 - iii. Recommended that guidelines should be developed to aid and inform venue operators of strategies and approaches to good sound management.

5.7 State and Local Government – 13 Submissions

- a) City of Vincent and DevelopmentWA both support Option B and consider that it strikes the balance between achieving positive economic outcomes for Northbridge businesses and providing an acceptable level of acoustic amenity for existing (and future) residents.
- b) Submissions received from the Department of Local Government, Sport and Cultural Industries (DLGSC), Tourism WA and the Art Gallery WA have requested the inclusion of the PCC in its entirety within the Core area with entertainment venues being permitted to operate at 95dB in the Core.
- c) DLGSC - Racing, Gaming and Liquor has advised that it supports the proposed amendment as 'it will provide existing entertainment businesses in the precinct with greater certainty. It is also anticipated that the amendment will reduce the potential for noise complaints to be lodged with the Director of Liquor Licensing under section 117 of the *Liquor Control Act 1988*.
- d) DLGSC – Culture and Arts - recommends that the proposed dwelling yields for the growth areas in Northbridge, within the City's draft Local Planning Strategy, be reduced to allow for the prioritisation of entertainment and culture. It is also recommended that the City prioritise 'Creative and Cultural Industries' Land Use in this area to facilitate economic diversification. The limited resources and regulatory complexity that is experienced by live music/entertainment venues should also be acknowledged.
- e) The Department of Water and Environmental Regulation (DWER) had no comment to make on the amendment. DWER is proposing to amend the *Environmental Protection (Noise) Regulations 1997* to establish provisions for entertainment venues in approved special entertainment precincts to emit amplified music noise in excess of the assigned (prescribed) levels. DWER has commissioned a number of acoustic technical studies and modelling to inform the decision-making process. These reports are also available on DWER's webpage.
- f) Several State Government agencies such as Main Roads, National Trust, Water Corporation, Landgate, Department of Communities, Department of Fire and Emergency had no comment to make on the amendment.

5.8 Other / Visitor – 3 Submissions

- a) Two visitors support the creation of a SEP, with one supporting a higher noise level of 95dB and the other supporting 90dB in the Core area. Both considered the Core area should be expanded to cover more existing entertainment venues.
- b) The Chairman of the Australian Property Institute considers that the current sound limits are adequate. If they are too onerous, they will affect potential developments and existing occupants.

6. DISCUSSION OF KEY ISSUES

- a) Key issues raised by respondents during the formal consultation of Amendment 41 are discussed below. In responding to the submissions, other matters have been considered including whether the proposed revised scheme provisions for Amendment 41 will:
 - i. ensure that Northbridge will remain the State's premier entertainment area;
 - ii. ensure opportunities for the redevelopment of larger vacant land holdings and the provision of a limited amount of new residential, co-living and short stay accommodation in the Core to add to the day time vibrancy of the area;
 - iii. provide a more balanced approach to the needs of the community (entertainment venues and existing noise sensitive receivers);
 - iv. not adversely impact on the long-term residential growth of the city; and
 - v. not adversely impact on adjacent areas (including the City of Vincent) or areas under a separate planning authority such as the Perth City Link (Development WA).

6.1 Reducing the maximum external amplified noise levels from 95dB to 90dB in the Core

- a) The majority of entertainment venue operators and their industry representatives object to reducing the maximum from 95dB to 90dB at 63Hz in the Core area (as per Option B). It is considered that the lower noise level would lead to the closure of significant entertainment venues due to the associated high attenuation costs required to achieve the required level.
- b) The majority of residents, developers/ investors, and sectors of the acoustic industry and the Government support 90 dB at 63Hz.
- c) The external amplified noise level of 95 dB at 63Hz was based on external noise measurements commissioned by the State Government in August 2019. Approximately 27 of the 40 entertainment venues in the Core were measured, finding 62% or 17 out of the 27 venues surveyed were operating at 95dB or below at the moment the sound measurement was taken. By comparison 40% or 11 out of the 27 entertainment venues measured were operating at 90 dB or below. This information informed the noise level set in Amendment 41.
- d) Following initiation of Amendment 41, the State Government commissioned a low frequency noise prediction report. The noise modelling has been used to better understand the levels of entertainment noise that will potentially be received by noise sensitive receivers in the Core and Frame areas of the proposed SCA and adjacent areas.
- e) Findings from multiple noise models developed and mapped by DWER and the DPLH in August 2020 shows the flow on impact of the proposed external noise levels within the Core area outlined in Amendment 41 (as advertised) is greater than first anticipated. The proposed external amplified noise levels will impact the noise sensitive premises within the Core area of the SCA and to a slightly lesser extent the noise sensitive premises situated within the Frame area. However, it will also impact to varying degrees noise sensitive premises situated outside of the SCA including within the City of Vincent. Amendment 41 will also have implications for the design and construction requirements for future noise sensitive premises within the Perth City Link (PCL).

- f) These unintended consequences indicated that the City's aspirations to accommodate population growth within sections of Northbridge and in adjacent neighbourhoods, as outlined in the City's draft Local Planning Strategy and its Strategic Community Plan would be impacted. This has been factored in for the planning for Northbridge, however, limiting impact on West Perth and the central core of the city, including the PCL will be critical.
- g) By comparison, the impacts of the State Government's Option B proposed external amplified noise levels on the SCA and surrounding area is less. The reduced noise level appears to be a preferred option for the majority of submissions received from residents. The City of Vincent and DevelopmentWA also support the reduced noise impacts on their respective areas.
- h) Other benefits of lower external amplified noise levels include the provision of new noise sensitive development in the Core area being technically more achievable under certain circumstances as outlined in the Council report. This will provide options to redevelop large vacant buildings/sites in the area and add to the day time vibrancy. It will also provide an additional support base for food/beverages and entertainment businesses. Other benefits include reducing attenuations cost for new noise sensitive development in the Frame area and outside of the SCA, and improving the amenity for patrons within alfresco dining areas of the SCA by reducing excessive external noise levels.
- i) The City of Brisbane's Special Entertainment Precinct (SEP) established in Fortitude Valley has the most generous noise management provisions in terms of interstate examples, and operates successfully. Fortitude Valley's SEP experienced an increase of entertainment venues by 40% since the precinct was established in 2006. The proposed reduced noise level of 90dB (C) in the Core, reflected in the revised scheme provisions for Amendment 41, aligns with the maximum external noise levels stipulated for entertainment venues situated in Fortitude Valley.
- j) The proposed SCA will provide a level of operational certainty for entertainment venues, and ensure higher attenuation standards for new noise sensitive premises (which should reduce the potential for future noise complaints).
- k) A submission received from an acoustic professional advises that noise levels can be managed through a range of changes to venue operation. Management actions can be minor, such as closing doors and windows or limiting the output of the public address system. Other measures include distributed and directional sound systems designed to meet patron expectations within a venue while still complying with noise limits at the boundary. It is acknowledged that more significant actions could include noise attenuation programs involving treatment of building roofs and façades which would impose substantial costs on venue owner/operators.
- l) Importantly, proposed changes to the Noise Regulations would permit a Music Entertainment Venue Approval issued under delegation by the local government, to allow an entertainment venue to operate at a higher noise level than the current assigned levels under the Noise Regulations. This approval is not mandatory but is on an 'opt-in' basis. Should an entertainment venue owner wish to continue current operations (as they have not received any noise complaints due to adequate separation from noise sensitive premises) – they could continue to do so.

6.2 Permitting existing entertainment venues in the Frame Area to operate at 90dB.

- a) Feedback from most submissions received from entertainment venues did not support the proposal in the State Government's Option B to delete a provision which would allow existing entertainment venues in the Frame area to emit external amplified noise levels up to 90 dB at 63Hz as outlined in Amendment 41 (as advertised). It was considered that these entertainment venues would struggle to comply with an external amplified noise level of 79dB at 63Hz. A number of these submissions also considered that entertainment venues situated within the Frame area should have the same level of vibrancy as that provided within the Core.
- b) The Frame area is intended to act as a transitional area between the Core and the area outside of the SCA and provide for a greater mix of land uses, including more new noise sensitive premises. The expectation is a more balanced land use mix within the Frame area to align with other strategic planning priorities such as encouraging more residents within the city to enhance the vitality of the area, as outlined in the City's draft Local Planning Strategy.
- c) The proposed external amplified noise level of 79 dB in the 63Hz octave band for the Frame area is based on a 'Residential Building Attenuation in Northbridge' study (2019). The study identified that low frequency noise intrusion into residential buildings in the SCA can be controlled to meet a maximum internal low frequency noise level for noise sensitive premises of 47 dB in the 63 Hz octave band where external amplified noise levels are up to 79 dB in the 63Hz octave band. It was estimated that the additional cost associated with the construction/sound attenuation measures to these levels would be in the order of 8% in 2019 (pre COVID).

Based on the implied transmission loss requirements specified in Amendment 41 (as advertised), where the external amplified noise levels exceed 79dB at 63 Hz, it was considered that further increases in construction standards are not likely to be practical nor financially viable.

- d) It is considered that an approach of combining more local circumstances and a performance is preferable. The Core area has been expanded to include significant entertainment venues north of Aberdeen Street and east of William Street, in addition to south west corner of the Perth Cultural Centre. Two well established, stand-alone venues (Metro City and the Court Hotel) are also included in the expanded Core area. These entertainment venues are identified on a plan, rather than within a register for greater transparency.
- e) Although the Core area has expanded under Option B, the overall external amplified noise level has been informed by the noise modelling scenarios commissioned by the State Government and is reduced by 5 dB as discussed above. As such, there is no real change for the existing entertainment venues included in the expanded Core area under Option B compared to Amendment 41 (as advertised).
- f) There are a number of existing entertainment venues located in the Frame area that will either continue current business operations (if the entertainment venue has not been the subject of any noise complaints) or choose to opt-in and apply for a Music Entertainment Venue Approval to operate at an external noise level of 79 dB (C) as is being proposed in the revised scheme provisions. It is acknowledged that some of these entertainment venues may need to either reduce their operating noise levels or invest in further noise attenuation measures to accord with the lower external noise level. Notwithstanding, this proposed

external noise level is still higher than what would be permitted under the current Noise Regulations during the late evenings.

- g) Additionally, case-by-case approvals processes already exist under the Noise Regulations should these entertainment venues wish to provide festivals, micro-festivals or one-off public events.

6.3. Proposed Core and Frame Boundary Issues

a) *Retraction of the Special Control Area boundary*

The majority of submissions received support the retraction of the boundary of the proposed SCA to exclude a significant portion of noise sensitive premises situated between Newcastle and James Streets to the west of Russell Square outlined in the State Government's Option B. This will ensure that any new entertainment venues in that area will need to accord with the current Noise Regulations. It is acknowledged the retraction of the SCA boundary alone would not address other concerns raised by some residents in their submissions. These residents expressed frustration at the existing high noise levels being emitted from entertainment venues in the Core area, in addition to noise compliance matters and associated anti-social behaviour (the latter being out of scope of this project).

b) *Perth Cultural Centre*

- i. Amendment 41 (as advertised) proposed to exclude the Perth Cultural Centre (PCC) from the Core area, as it has a distinct character and function. PCC is incorporated into the Frame area (with a proposed lower external noise level of 79dB).
- ii. A number of submissions, including from State Government agencies have requested that the Core area be further extended to the eastern side of Beaufort Street (incorporating the properties from 50 Beaufort Street to 88 Beaufort Street), and to incorporate the entirety of the 'Old Swan Barracks' site in the north, and Roe Street in the south. This will incorporate the entirety of the PCC area, as well as entertainment venues on Beaufort Street and William Street and the Art Gallery of WA.
- iii. As discussed in item 1 above, the low frequency acoustic modelling commissioned by State Government shows the significant impact of external amplified noise levels 90dB or 95dB on adjacent areas within the city, the Perth City Link and properties within the City of Vincent, if the entire PCC area is included. It would compromise the ability of the City to meet its other key objective of increasing the residential population between Beaufort and Stirling Street and areas outside of the SCA, as outlined in the draft Local Planning Strategy. This is due to the additional costs associated with the higher noise attenuation measures which would be required for new noise sensitive developments situated between the 80 and 67 noise contours, as outlined in the 2019 study. Under the 67 dB contour – standard noise attenuation would apply for new noise sensitive developments.
- iv. The State Government's Option B does include the entertainment venues situated within the south west corner of the PCC including the State Theatre, Blue Room and PICA. The latter entertainment venues are known to host theatrical performances which at times may be sensitive to noise intrusion from outside the venue. The Blue Room and PICA are also accommodated within heritage buildings that are unlikely to significantly attenuate low frequency noise.

- v. It is also considered the revised proposal to accommodate the remaining section of PCC within the Frame area (as outlined in the State Government's Option B) would not compromise any entertainment venue's ability to continue to provide festivals, micro-festivals or one-off public events, as suitable case-by case-approvals processes already exist under the Noise Regulations.
- vi. Note, DevelopmentWA has recently transferred the planning authority for a portion of PCC back to the City of Perth (i.e., most properties along William Street and the site covering the Old Swan Barracks on the corner of Beaufort Street and Francis Street). As part of this process, DevelopmentWA's existing design guidelines and planning policies were adopted within the City's planning framework for the areas now under its planning authority. The majority of PCC has been transferred to the WAPC and identified under the Metropolitan Regional Scheme as reserved for 'Civic and Cultural' purposes. As such, the WAPC will be the determining authority and may have regard to the provisions of the proposed Northbridge SEP.

c) Implications for the Perth City Link

- i. The Perth City Link (PCL) is currently under the statutory planning responsibility of DevelopmentWA. It is a mixed-use precinct with a large proportion of residential development.
- ii. A number of submissions requested that the entertainment venues situated in the PCL such as Market Grounds and the RAC Arena should be included in the Core to reflect their entertainment values.
- iii. Similarly to that discussed in item 6.3(b) above, the low frequency noise modelling indicates Option B (whereby the existing entertainment venues are permitted to emit up to 79dB at 63Hz) would enable attenuation requirements for new noise sensitive premises to be achieved within PCL and the attenuation measures to be less costly compared to Amendment 41 (as advertised). Applications for new noise-sensitive premises on these lots could incorporate a design response on the exposed building façade to address noise (at 90dB) received from the Core area to the greatest degree reasonably and practicably possible.
- iv. DevelopmentWA has acknowledged the critical role entertainment venues play in the vitality of the area and consider that Option B will complement the intent of the PCL Masterplan in creating a vibrant mixed-use precinct, connecting the city, and increasing the resident population. Further, DevelopmentWA has advised that Option B will enhance the strategic importance of PCL, which has been elevated with the proposed ECU Campus and the anticipated resultant student accommodation.

d) Cross Boundary Noise Management Issues - City of Vincent

- i. The City of Vincent has advised of its conditional support of the amendment subject to modifications that are detailed in Option B. This includes adjustments to the Core and Frame boundaries, inclusion of a Transition area and a reduction in the external amplified noise level in the Core area to 90dB at 63Hz and 81dB at 125 Hz.
- ii. The City of Vincent has stated that Amendment 41 without modifications is not supported. This is because up to 3,500 Vincent residents and property owners could be affected; compared to a significantly less number of residents based on the low frequency noise modelling for Option B. The external amplified noise levels outlined in

Amendment 41 (as advertised) would encompass existing heritage listed properties in Vincent that would not be able to attenuate any increase in noise levels.

- iii. As discussed above, it is proposed that key aspects of Option B relating to the Northbridge SEP boundaries and reduced external noise levels in the Core are incorporated into the revised provisions for Amendment 41. The request for the transition area to remain is however, no longer required under the revised approach as discussed in Item 6.10.
- iv. The City will continue to work with the City of Vincent to address any cross-boundary noise monitoring and compliance issues.

e) Expansion of the Proposed Northbridge Special Entertainment Precinct

- i. One submission requested that the Northbridge SEP be expanded to include an emerging Murray Street (west end) Entertainment Precinct (bound by the Wellington Street to the north, Hay Street to the south, Milligan Street to the west and William Street to the east).
- ii. It was considered that this will help protect the 25 existing entertainment venues, including the Magnet House, from the encroachment of noise sensitive land uses.
- iii. This recommendation is not supported as part of Amendment 41. The City's and State Government resources have been deployed in developing the planning and environmental framework to allow SEP's to be established – with Northbridge as its pilot project. The acoustic modelling and studies commissioned by the State Government and an acoustic investigation commissioned by the City have only been undertaken for Northbridge. Further noise measured data and an economic justification (as outlined in the WAPC draft Position Statement on establishing SEPs) will need to be provided by the landowner for the Council to consider the introduction of another SEP.
- iv. Additionally, the area is located in the Central Perth neighbourhood. The draft Local Planning Strategy envisages a thriving residential community in the heart of the city – whilst balancing the primacy of and demand for non residential land uses. An action is to *“ensure the design and construction of new residential development, particularly those in close proximity to the Northbridge Special Entertainment precinct, incorporates appropriate measures to mitigate any adverse noise impacts.* This may be addressed in the preparation of the Sound Attenuation Policy .

In view of the above, it is recommended that the boundaries proposed for the Frame and Core areas outlined in the State Government's Option B be retained. A minor adjustment is proposed to the Core area to reflect a recent change of use for a site on the northern side of Aberdeen Street from an existing entertainment venue to assisted living accommodation.

6.4 Impact on existing residents

- a) The key driver of establishing the SCA is to protect the entertainment precinct. There is, however, also a need to consider what would be an acceptable level of acoustic amenity for existing and future noise sensitive premises.
- b) Residents in Northbridge in general appear to be very tolerant and pragmatic about the current noise levels being emitted from existing entertainment venues. The City's data on complaints about entertainment noise from venues in Northbridge (excluding temporary outdoor Fringe Festival type events) suggest that complaints fluctuate from year to year. Between 2017 and 2021, the annual level of complaints about music noise varied from 4

(during Covid in 2020) up to 20. This is reflected in six submissions from residents who support the current noise levels or a level of 95dB at 63Hz, stating that they enjoy the vibrancy of the nightlife.

- c) Conversely, nine submissions from residents (including 4 from the City of Vincent) strongly objected to the creation of the SCA. Concerns were raised about the human and mental health impacts of sleep disturbance associated with the proposed external noise levels outlined in both Amendment 41 (as advertised) and the State Government's Option B. It was considered that the proposed approach provides an unfair balance in favour of entertainment venues, at the expense of existing residents.
- d) A submission from Environmental Health Australia (WA) is also requesting that the City does not progress a scheme amendment which would allow for the emission of sound in excess of the assigned levels, unless the new sound levels can demonstrate the health, wellbeing and amenity of noise sensitive receivers will not be unduly affected.
- e) These submissions have referenced the World Health Organisation (WHO) research which concluded that exposure to noise, including low frequency noise, can have negative impacts on a person's health and well-being, particularly when they are exposed over a long-time period as outlined in the following link:
<https://www.euro.who.int/en/publications/abstracts/night-noise-guidelines-for-europe>.

The WHO recommend a night noise guideline value of 40 dB Night, outside for Europe, but also recommend an interim target of 55dB Night, outside. WHO (2009) advise that:

- *'adverse health effects are observed at the level above 40 dB Night, outside, such as self-reported sleep disturbance, environmental insomnia, and increased use of somnifacient drugs and sedatives'.*
- *'for levels between 40 to 55 dB outside, 'adverse health effects are observed among the exposed population. Many people have to adapt their lives to cope with the noise at night. Vulnerable groups are more severely affected'.*
- *'above 55 dB the situation is considered increasingly dangerous for public health. Adverse health effects occur frequently, a sizeable proportion of the population is highly annoyed and sleep-disturbed. There is evidence that the risk of cardiovascular disease increases'.*

Other references included the European Union's Seventh Environmental Action Programme (EAP) and suggests noise levels should not be allowed to exceed 50 dB Night. The EAP includes an objective that noise pollution in the European Union should be decreased significantly, moving closer to WHO recommended levels.

- f) The current Noise Regulations provide for the regulation of noise to protect the health and amenity of noise sensitive premises. For this reason, assigned levels are currently set by the State Government from the point of the receiver rather than the emitter (this will change under the proposed amendment to the Noise Regulations).
- g) There are approximately 149 existing residential dwellings covering five sites in the Core area and approximately 609 existing residential dwellings over several sites in the Frame area that will be impacted by entertainment venue noise to varying degrees. For these existing noise sensitive receivers in the SCA, the potential noise impacts indoors will be determined by the external amplified noise levels, the degree of cumulative noise contributions and distance from the nearest entertainment venues, in addition to the degree of sound attenuation of the residential buildings - all of which will be variable.

- h) To consider the number of people who may be exposed to levels above 40 dB(A) as a result of proposed planning and environmental health reform options, DWER has examined the results of the low frequency music noise prediction report (2020) and advised the following:
 - i. Amendment 41 (as advertised) - if entertainment venues only operated 32 per cent of the eight-hour/seven-day allocation, it is predicted that 3,692 people will be exposed to levels above 40 dB(A), and 135 people exposed to levels exceeding 55 dB(A).
 - ii. Option B – by comparison if entertainment venues were only operating 32 per cent of the eight-hour/seven-day allocation, it is predicted that 2,687 people will be exposed to levels above 40 dB(A), and 40 people exposed to levels above 55 dB(A).
- i) Additionally, a Northbridge Noise Monitoring Report (2019) indicated the following:
 - i. In the Core area, the ambient noise levels outside of entertainment venues ranged from 75.2 – 104.2 dB at 63Hz, whilst the ambient noise levels outside of residential buildings ranged from 74.2 – 89.6 at 63Hz.
 - ii. In the Frame area, the ambient noise levels outside of entertainment venues ranged from 74.2 – 107.9 dB at 63Hz, whilst the ambient noise levels outside residential buildings ranged from 72.5 – 92.4 at 63 Hz.
- j) It was acknowledged at the time of initiating Amendment 41, that setting such a high external amplified noise level (i.e. 95 dB at 63 Hz) for the Core area, may in some areas exacerbate the current external noise levels experienced by existing noise sensitive receivers. Particularly, should a greater number of existing entertainment venues not currently operating at this level choose to opt in and obtain a Music Entertainment Venue Approval. Although the likelihood of every entertainment venue situated within the Core area choosing to 'opt in' to obtain a Music Entertainment Venue Approval to operate at the maximum level is questioned.
- k) On balance, the majority of submissions (27) received from residents indicated a preference for a lower external amplified noise level of 90dB at 63Hz outlined in Option B. It was considered that the lower noise level will result in a better outcome for existing residents, while still achieving the establishment of a vibrant precinct. In some instances, this was provided on the basis that:
 - i. Compliance and monitoring of the external noise levels would be adequately addressed by the City to ensure the proposed maximum external noise from entertainment venues is not exceeded.
 - ii. Ability to apply for subsidies or grants to retrofit noise attenuation in existing homes so their health and amenity is not adversely affected over the longer term.
- l) It is considered that a proposed external music noise level of 90dB (C) in the Core area and 79dB (C) in the Frame area as outlined in the revised scheme provisions for Amendment 41 may improve the external ambient noise level for some existing residents.
- m) It is also understood that separate to Amendment 41, proposed changes to the Noise Regulations will stipulate the hours of operation that an entertainment venue can operate at the higher level, to provide respite during the late evening for existing noise sensitive premises. This is a similar approach to that adopted by the City of Brisbane in the Fortitude Valley SEP.
- o) To encourage further consideration of existing residential premises, a new provision is proposed including:

- i. Introducing a minimum setback for new entertainment venues proposed adjacent to existing residential sites. Note, the setback only applies to the part of a new entertainment venue that emits music (thereby excluding toilets, kitchen, and storage area etc.).
- p) A submission from an acoustic professional also recommended that the provisions should only apply to external amplified music but all music including live music and pre-recorded music. This has been reflected in the revised scheme provisions.
- q) It is noted that a number of residential developments have been approved and constructed in the Core area of the Fortitude Valley SEP since 2015, whereby existing entertainment venues can emit up to 90dB (C) for certain periods of time depending on the day of the week etc.

6.5 Impact on short stay accommodation in the Core area.

- a) The City has also received three submissions from short stay accommodation businesses (including a hotel and a backpacker's business) situated in the Core area, strongly objecting to Amendment 41 (as initiated) and Option B. These submissions raised concern that the proposals may exacerbate existing noise issues with nearby entertainment venues.
- b) Ambient noise measurements taken primarily within the Core area in 2019 revealed that a number of entertainment venues were emitting higher external noise levels (up to 104dB(C)) in the Core, than that being proposed under the revised scheme amendment. It is anticipated that the proposed reduced external noise level of 90 dB (C) should improve the current situation.
- c) It is understood that the proposed changes to the Noise Regulations will provide respite from the higher noise levels from entertainment venue during the late evening. The combination of these factors, together with the short stay accommodation representatives engaging with the nearby entertainment venues, should assist to address the current situation and improve the amenity for future guests.
- d) The State Government has advised there is unlikely to be any long-term impacts on the health and amenity of guests at short stay accommodation in the Core due to the limited exposure to the noise levels.

6.6 Issues with existing acoustic data

- a) Several submissions raise concerns regarding the adequacy of the evidence upon which the proposed planning and environmental health reforms are based. In particular, the Liquor Licensed Industry Working Group (the Industry) submission contends that the acoustic studies undertaken to inform the proposed reforms are inadequate and further acoustic studies are required. The three main technical studies that have been used to inform the proposed reforms are outlined below.
 - i. *Study 1: Northbridge Noise Monitoring Report (2019)* - the Industry's submission suggests this study does not provide an accurate baseline of current noise emissions from entertainment venues in the proposed Northbridge SEP.

DWER has advised that this study was intended as an *indicative 'snapshot' of street level noise from entertainment venues subjectively emitting the loudest noise on the night of measurement. Its purpose was to provide an indication of the upper range of*

noise levels currently being emitted by venues on Northbridge's busiest nights of the week. The study was not intended to:

- provide an accurate baseline for emission from all boundaries of all entertainment venues on all nights of the week; or
- provide an indication of any entertainment venue's capacity to comply with a specific proposed limit or indicate the proportion of entertainment venues that may or may not comply.

Noise emission levels measured above a limit for a short period of time provide little indication of an entertainment venue's capacity to meet that limit. The study also acknowledges that the noise levels vary during the week and time of day depending on various factors (e.g. type of live band).

Preserve the 'status quo' – Industry suggests maximum noise levels should be reflective of current noise emissions and preserve the 'status quo', which explains the need for accurate baseline data. This implies that each entertainment venue would have a different noise level, based on their current emissions levels, which would be inconsistent with the approach of a precinct-wide noise level.

Small sample size - Industry has also criticised the 2019 study as unreliable and not fit for purpose because of the small sample size, limited survey nights, inclusion of inappropriate venues, inconsistent measurement locations, and lack of four-metre-high measurements or measurements of music in outdoor areas.

The State Government has advised that the 2019 study is fit for the purpose. The intention of the study was to provide a snapshot of the higher end of entertainment venue music noise levels. Additionally, DWER has advised the following:

- *Ninety-two measurements from 31 entertainment venues is an adequate sample size for this purpose.*
- *Measurements were made on Friday and Saturday nights on two weekends. A previous study (2012) commissioned by the City showed that these nights are when entertainment venue music emissions are at their highest.*
- *Entertainment venues for measurement were selected on the basis that, at the time, they were subjectively among the loudest venues operating.*
- *Measurement locations were selected to represent the highest noise levels from the entertainment venue and included measurement of emissions from outdoor areas at six entertainment venues.*

The measurement methodology and parameters are comparable to those being considered to regulate music emissions from entertainment venues in the Northbridge SEP.

- ii. *Study 2: Acoustic Report Northbridge Entertainment Precinct – Evaluation of Residential Building Attenuation (2019).* Industry criticises the report for being a theoretical model of façade sound reduction which was not verified by field measurements.

The report acknowledges that the sound reduction performance is based on mathematical modelling prediction techniques. It is also acknowledged that there is limited laboratory test data for the attenuation performance of building elements at

frequencies below 100 Hertz (Hz), and consequently the demonstration of compliance with the proposed scheme attenuation is reliant on fundamental modelling, rather than testing and verification. DWER's advice is that this is a pragmatic approach that has regard for the limited laboratory testing and the complexity, cost and feasibility of post-construction testing of façade performance. It is expected that most consultants will use the INSUL software to model and demonstrate the designed façade performance.

- iii. *Study 3: Low Frequency Music Noise Prediction – Northbridge Entertainment Precinct, (June and September 2020)* - this modelling has been used to better understand the levels of entertainment noise that will potentially be received by noise sensitive receivers in the Core and Frame areas of the proposed SCA and adjacent areas.

Underlying assumptions - Industry representatives expressed concern about the underlying assumptions of the acoustic modelling commissioned that underpins the proposed amendment provisions. It was considered that Amendment 41 and Option B are based on acoustic studies and noise modelling that are too conservative and will not achieve the objectives of the planning and environmental health reforms. Industry representatives recommend additional data be obtained and further acoustic modelling be undertaken.

Industry considers that the model does not provide an accurate reflection of the current state, as it assumes sound is emitted from each site in all directions. Most entertainment venues do not emit sound in all directions of the site. Whilst this is true, the assumptions provide a balanced approach based on what currently exists, versus the potential for existing entertainment venues to operate in accordance with the proposed scheme provisions, which will permit the maximum external noise level to be emitted 1 metre from all boundaries of the entertainment venue (including a roof source where appropriate). A worst-case scenario modelling would see all properties within the SCA emitting the maximum external noise level permitted. When considering that Fortitude Valley in the City of Brisbane experienced a 40% increase in entertainment venues since their reform, it is not unrealistic that the same may occur in Northbridge.

The State Government has advised that the assumptions used for modelling the impact of 95 dB and 90 dB in the Core area are appropriate. Additionally, the approach taken in the 2020 modelling is consistent with national and international practice.

- b) Industry representatives also requested that additional modelling using indicative noise levels that more closely reflects entertainment venue emissions be commissioned to develop an alternative Option C. Industry representatives believe that this data will support the recommendations to grandfather existing licensed entertainment venues in the proposed Northbridge SEP. This requires:
- i. 'entertainment venues' to be defined by permanent licensed venues and allocated the following emissions:
 - o Taverns, night-club, and relevant special facility licence emit to 95dB at 63Hz; and small bars emit to 90dB at 63Hz.
 - ii. exclude major tourism facilities and temporary venues which do not contribute to year-round entertainment noise and are eligible for exemptions under Noise Regulations.

Industry representatives consider that this alternative option would best reflect the objectives of the proposed planning and environmental health reforms.

- c) Additional acoustic modelling – In June 2021 the State Government commissioned acoustic consultants to undertake three additional low frequency modelling scenarios based on licence types (nightclub, tavern and small bar). The purpose of the additional scenario modelling was to see if the noise impact area surrounding the Northbridge SEP would shrink by lowering the maximum level emitted by small bars to a level of 85 (dB) or 90 (dB), while nightclubs and taverns remained capped at 95 (dB). The City's officers observed the additional scenarios did not reduce the impacted area in a meaningful way with regard to noise contours shown in Option B (with all existing entertainment venues operating at 90dB in the Core and 80dB in the Frame).
- d) The Industry's preferences are acknowledged. The additional acoustic modelling further highlights that Option B (with refinements such as a maximum external noise level of 90dB (C) in the Core, appears to strike the right balance between supporting the existing entertainment venues and the intent of the planning and environmental health reforms, while not compromising the City's objective of increasing its residential population in adjacent areas.
- e) It is proposed that the definition of an 'entertainment venue' be refined to include venues from which music is regularly emitted in the ordinary course of business; but excludes premises such restaurants, fast food outlets, other types of shops, cinemas, and theatres. This provides better clarity on what the SCA is designed to address.

6.7 Issues with 63 Hz octave band and in the 125 Hz octave band

- a) Most submissions received from entertainment venue operators/owners, as well as Industry representatives have raised concerns regarding noise emissions being limited to two separate criteria of 63 and 125 Hz octave bands. These concerns included the practicality to meet the number specified at 125 Hz.
- b) In response, a change of sound measurement parameters of entertainment venues from an unweighted (linear) decibel level in both the 63Hz and 125Hz octave bands, to a single C-weighted level of 90 dB(C) is proposed in the Core and 79 dB(C) in the Frame areas. This approach has the following benefits:
 - i. Simplify how entertainment venues and enforcement agencies accurately measure compliance.
 - ii. Provide entertainment venues with greater operational flexibility and breadth in relation to their control of low frequency music; particularly in relation to outdoor entertainment areas, where industry considers meeting the proposed 125Hz levels problematic.
 - iii. For noise sensitive receivers it will provide some limit on the 40Hz. This low frequency can penetrate the façade of noise sensitive premises easily than other frequencies.

6.8 Measurement at the boundary of the entertainment venue

- a) The external noise limits for approved entertainment venues set by the Noise Regulations (for compliance purposes) would apply at any location one metre from the entertainment venue boundary.

- b) Industry representatives consider the adoption of these measures impose a significant burden on entertainment venues. Furthermore, that their usefulness in sound attenuation has not been proven and is inconsistent with recommended technology, treatments and design standards used to reduce sound levels. Industry representatives request that these measures be scrapped, and compliance to be measured at 63Hz octave band at 1 metre from the façade or at a point agreed with local government. Furthermore, industry representatives state:
 - i. *Measuring outdoor areas at any point 4 metres above the ground also restricts entertainment venues from having any speakers in outdoor areas that could cover an appropriate area as a measurement could be taken directly above a speaker.*
 - ii. *Noise limiting technology is specifically designed to ensure an entertainment venue can remain compliant with set levels. This technology requires a set measuring point and is unable to be used without it and would act as a strong disincentive for entertainment venues to adopt this technology.*
 - iii. *Measurement at every point along the entertainment venue boundaries may also have the effect of requiring the entertainment venues to invest in expensive attenuation in all directions, despite noise sensitive premises being located only in one direction. This is unnecessarily onerous both practically and financially on entertainment venues.*
- c) It is acknowledged that noise-limiting technology can have a recognised and beneficial outcome in noise management and that the use of appropriately designed noise-limiting technology would help achieve the proposed limits.
- d) Noise limits which apply at the entertainment venue boundary has some advantage over limits set at a specific location or a location fixed in an approval determined on a case-by-case basis. DWER suggests that *'with limits over the entire boundary surface, local government is better able to address and respond to complaints by selecting points of emission compliance most relevant to the receiver in question. Noise limits set at fixed locations may have no relationship with the noise that is received and provide no mechanism to respond to changing receiver circumstances.'*
- e) The City understands that when undertaking compliance measurements, local government officers will have the discretion to determine the most appropriate location in relation to the entertainment venue boundary in the specific circumstances. When determining compliance with the Noise Regulations, consideration is given to:
 - i. the location of noise receiving premises;
 - ii. the acoustic relationship between the emission source and the location of a complainant; and
 - iii. matters of procedural fairness.

6.9 Agent of Change Approach

- a) Two submissions from developers and Industry representatives recommended that an 'Agent of Change' approach be considered.
- b) The State Government has previously explored the 'Agent of Change' option in a previous discussion paper *Planning for Entertainment Noise in the Northbridge Area* (2018). This approach was not supported and led to the State Government adoption of the current special entertainment precinct approach. Issues raised included:

- i. It would not provide operational certainty for existing entertainment venues with respect to noise compliance and would not resolve conflict between existing entertainment venues and existing residents.
- ii. It would be difficult to enforce and achieve compliance.
- iii. It would result in challenging indoor measurement methodologies for low frequency noise.
- iv. It may discourage the establishment of new entertainment venues.
- c) Advice from State Government is that an 'Agent of Change' approach would not accord with the prescribed standards being drafted for the proposed changes to the Noise Regulation - which allow the changes to legislation to be enforced and appeal rights applied etc.
- d) Case-by-Case approach – State Government advice is that the modelling of the emissions ahead of the proposed scheme amendment has advantages over modelling case-by-case at the development application stage in so far as it provides for consistency of modelling and specifications over the entire SCA. Modelling case-by-case is likely to result in outcomes that are highly varied due to the myriad of assumptions that can inform complex modelling of this type.
- e) It is noted that the City of Brisbane investigated the 'Agent of Change' approach back in 2003 and decided not to adopt it as it would not achieve their objective of ensuring the long-term future of the live music scene in Fortitude Valley. It was considered that designating entertainment precincts in a planning scheme is a more refined approach that has long term benefits but requires the difficult decisions upfront i.e., primacy of entertainment venues over noise sensitive uses. It puts the onus on residential development to incorporate a high standard of sound attenuation. As such, it enables new entertainment venues to open in the precinct.

6.10. Precluding new noise sensitive development from the Core Area

- a) Submissions from investment landowner/developers and acoustic professionals did not support the proposed higher acoustic attenuation requirements for new noise sensitive premises within the Core area outlined in Amendment 41 (as advertised). It was considered that this would preclude further noise sensitive premises and opportunities may be lost to add to the vibrancy of the area during the day (with the introduction of student housing or more mixed use development).
- b) The concern related to the difficulties in achieving the required 48 dB transmission loss for new noise sensitive premises to achieve a maximum internal noise level of 47 dB in the 63Hz octave band.
- c) An alternative approach suggested by one acoustic professional was to 'prohibit' residential development in the Core area. The existing residential premises would become 'non-conforming' uses. This suggestion is not supported.
- d) The City is seeking to ensure that the planning framework proposed by Amendment 41 does not result in unintended consequences such as stymying development (especially for the larger vacant land holdings), and that the daytime vibrancy, economic diversity, and activity of Northbridge is enhanced.
- e) A submission from one developer (with supporting information from an acoustic professional) who originally supported the lower noise level outlined in Option B, has since met with entertainment venue representatives and now supports protections for existing

entertainment venues to operate at 95dB at 63Hz and new entertainment venues to operate at 90dB at 63Hz. Additionally, they are requesting:

- i. The transmission loss requirements for noise sensitive development to be reduced from 48dB to a site-specific calculation approach to achieve suitable internal noise levels. This will enable developers to work with existing entertainment venues to achieve compliance.
 - ii. Special Residential land uses (including hostels, student accommodation, and 'Build to Rent' development) to be classified differently to permanent residential land in terms of noise sensitive requirements, to allow for greater flexibility.
- f) A number of submissions from other developers and acoustic professionals also recommended distinguishing between permanent residential, student housing and short stay accommodation, in addition to distinguishing between bedroom and living areas as per the provisions outlined in Fortitude Valley.
- g) The transmission loss requirements and land use classifications have been investigated by the City and has helped to inform the revised scheme amendment provisions.
- h) Following completion of the consultation period the City has undertaken independent built form modelling and acoustic investigation. These investigations have sought to determine whether new residential development could be achieved within the Core area of the Northbridge SEP under certain circumstances. This investigation has informed the planning provisions in revised Amendment 41.
- i) These acoustic investigations have identified that the revised scheme provisions allow for the inclusion of residential uses in certain circumstances within the Core area. The sites that can accommodate residential land uses are required to be built to a high degree of acoustic integrity, with the size, location, and design of the building critical to achieving acceptable acoustic outcomes.
- j) Elements of site-specific considerations have been incorporated into the precinct approach. The revised approach is based on the design performance of a development and includes:
- i. Introducing a new land use class 'co-living' to provide an avenue for the redevelopment of sites involving student housing or similar.
 - ii. Accommodation land uses being grouped to reflect the level of permanency being residential, co-living and short stay accommodation. Note, for the purposes of this SCA, the definition of 'Residential' is to include service apartments as they can be easily converted to permanent accommodation.
 - iii. Greater sound attenuation requirements in bedrooms compared to living areas.
 - iv. Deleting specific noise transmission loss requirements and introducing a design performance-based approach for new residential, co-living and short stay accommodation by setting internal sound levels.
 - v. Introducing a new methodology for assessing the internal sound level for residential, co-living and short stay accommodation, with a focus on and increased weight applied to localised circumstances and design, to determine the level of attenuation required.
 - vi. Introducing a new objective to ensure accommodation land uses are designed and constructed to provide an acceptable level of amenity to occupants from existing and future music noise.

- vii. Deleting the proposed transition area outlined in the State Government's Option B. New 'noise sensitive' development in the Transition Area was proposed to require commensurate sound attenuation standards as that being proposed for the Core area, in recognition of the higher external noise levels to be experienced. The transition area is no longer required based on the revised approach whereby the internal noise levels for the various accommodation land uses remain the same no matter whether the accommodation is proposed within the Core or Frame areas.

6.11 draft Local Planning Strategy

- a) The City's draft Local Planning Strategy retains the vision for Northbridge as State's premier entertainment area. The document outlines the following actions for the Northbridge Neighbourhood:
 - i. *Continue to work with the State Government to progress Amendment No 41 to City Planning Scheme No 2 and the proposed amendments to the Environmental (Noise) Regulations 1997 to establish a Special Entertainment Precinct over the Capital City Entertainment Area and surrounds to allow for noise levels and provide for noise attenuation requirements that align with the area's role as the State's premier entertainment area.*
 - ii. *Review existing land use permissibility in the Capital City Entertainment Area to ensure that residential and visitor accommodation are discretionary land uses and require planning approval to enable an assessment of their compatibility with entertainment uses and conditions to be imposed where needed.*
 - iii. *Ensure the design and construction of new residential developments, particularly those in close proximity to the Northbridge Special Entertainment Precinct, incorporate appropriate noise attenuation measures to mitigate any adverse noise impacts.*
 - iv. *Establish a new residential community in the eastern end of the neighbourhood, east of Stirling Street.*
- b) It is considered that the revised scheme provisions will facilitate the vision outlined in the draft Local Planning Strategy for Northbridge.

6.12 Financial Assistance

- a) Submissions received from entertainment venue operators, residents and City of Vincent, on behalf of residents, are seeking financial assistance for additional sound attenuation measures to be undertaken to their buildings.
- b) This is outside of the scope of Amendment 41. Should some form of financial assistance be made available, it is acknowledged that it is easier and more effective to mitigate noise at the source than it is to retrofit attenuation measures for existing noise sensitive premises.

ATTACHMENT 6 - Schedule of Individual Submissions – Amendment 41: proposed Northbridge Special Entertainment Precinct

Schedule of Individual Submissions		
Submitter	Comment	City Response
1. City of Vincent	Supports the amendment with the modifications that are detailed in Option B. This includes adjustments to the Core and Frame area boundaries, inclusion of a Transition area and reduction in the maximum noise level in the Core area to 90dB at the 63 Hz octave band and 81dB in the 125 Hz octave band.	The revised Amendment 41 proposes a maximum 90dB(C). The Transition Area outlined in Option B is no longer required based on the proposed revised approach which is discussed in <i>Attachment 5 - Consultation Outcomes and Response Report</i> .
	Amendment 41 without modifications is not supported, as up to 3,500 Vincent residents and property owners could be affected; compared to a significantly less number of residents based on noise modelling for Option B. Amendment 41 would encompass existing heritage listed properties in Vincent that would not be able to attenuate any increase in noise levels.	Noted. The revised Amendment 41 proposes a maximum 90dB(C) in the Core area.
	Supports a higher standard of building sound attenuation being required for new noise sensitive receivers, and new and existing entertainment venues. This is because it is a more effective outcome to mitigate noise through design and construction rather than ongoing operational management.	The revised Amendment 41 proposes higher sound attenuation standards for new noise sensitive receivers and new entertainment venues.
	It is important to recognise the proximity of Vincent residents to the proposed Northbridge Special Entertainment Precinct (SEP). Continued engagement with the City of Perth would be necessary to ensure the public health of residents in both local government areas is protected, while also achieving positive economic outcomes for Northbridge businesses.	The City of Perth will continue to work with the City of Vincent to address any cross boundary noise monitoring and compliance issues.
	Include an additional objective in the scheme amendment to ensure Heritage Listed properties and precincts are conserved.	Amendment 41 has a general provision which requires that sound attenuation measures be carefully integrated into the design of development and not detrimentally impact upon cultural heritage significance where applicable.
	Retro-fitting sound attenuation measures to existing noise-sensitive premises may assist in protecting the health and amenity of the resident but will impose a cost on the building owner. Should financial assistance be considered in this respect, it is requested this be afforded to properties within Vincent, impacted by the amendment.	Financial assistance for attenuation is outside the scope of this scheme amendment.
2. Development WA	Supports the implementation of the Northbridge SEP through the adoption of Option B.	Key elements of Option B are proposed in the revised Amendment 41. Option B with refinements as outlined in <i>Attachment 5 - Consultation Outcomes and Response Report</i> are recommended to be adopted by Council.
	The critical role entertainment venues play in the vitality of Northbridge is acknowledged. Option B will complement the intent of the Perth City Link (PCL) Masterplan in creating a vibrant mixed-use precinct, connecting the city and increasing the resident population. Further, this option will enhance the strategic importance of PCL, which has been elevated with the proposed ECU Campus and the anticipated resultant student accommodation.	Key elements of Option B are proposed in the revised Amendment 41. Option B with refinements as outlined in <i>Attachment 5 - Consultation Outcomes and Response Report</i> are recommended to be adopted by Council.
	Considers that Option B strikes an appropriate balance capable of achieving the ongoing and future residential development within PCL and providing greater certainty for the operation of entertainment venues within the Entertainment Precinct	Key elements of Option B are proposed in the revised Amendment 41. Option B with refinements as outlined in <i>Attachment 5 - Consultation Outcomes and Response Report</i> are recommended to be adopted by Council.
	Following the finalisation of the proposed Amendment, DevelopmentWA will work cooperatively with the City and the Department of Planning, Lands and Heritage (DPLH) to ensure a consistent planning approach for the portion of the Special Control Area (SCA) that extends into PCL.	The provisions of Amendment 41 do not apply to the parts of the SCA which are under the planning control of DevelopmentWA. The City will continue to work with DevelopmentWA to ensure a consistent planning approach for the portion of the SCA that extends into PCL.

Schedule of Individual Submissions		
Submitter	Comment	City Response
3. Tourism WA	Tourism WA considers the introduction of the SCA to create a Northbridge SEP to be an important initiative in informing the future use of this area by formally recognising its significant tourism and hospitality role.	Noted
	Considers Northbridge a tourism destination of State significance due to its mix and variety of venues, which deliver a range of culinary, beverage and entertainment experiences. This creates a major destination for visitors to Perth, catering to a variety of interests during the day and at night.	The City and the State Government have been working together to progress a SCA in recognition of Northbridge's unique character and function as the State's premier entertainment precinct.
	Considers that the Core and Frame areas proposed in Amendment 41 need to be adjusted to accurately reflect the boundaries of the Northbridge SEP, and incorporate a greater number of the tourism and hospitality businesses to ensure that there are opportunities for future growth.	The original boundary of the proposed Core area (as advertised in Amendment 41) is limited in area. This was to reduce the impact of higher external noise levels (95dB at 63hz) being emitted from entertainment venues on noise sensitive premises both within the Northbridge SEP and outside. The original Core area also accommodates the greatest number of entertainment venues. It is proposed that definition of an 'entertainment venue' be refined to include venues from which music is regularly emitted in the ordinary course of business; but excludes premises such restaurants, fast food outlets, other types of shops, cinemas, and theatres. This provides better clarity on what the SCA is designed to address.
	Option B is a more accurate reflection of the entertainment precinct, and should be progressed as the minimum area to be covered by the SCA.	Key elements of Option B are proposed in the revised Amendment 41. Option B with refinements as outlined in <i>Attachment 5 - Consultation Outcomes and Response Report</i> are recommended to be adopted by Council.
	The SCA should include the Perth Cultural Centre in its entirety, and also venues in the Perth City Link (PCL) such as Market Grounds, Yagan Square and the RAC Arena to reflect their entertainment values, as part of the planning process.	Both Amendment 41 and Option B includes all of the PCC in the Northbridge SEP. Amendment includes the PCC in the Frame area. Option B includes a portion of PCC in the Core area, with the reminder in the Frame area. Neither approach will compromise the ability to continue to provide festivals, micro-festivals or one-off public events within the PCC, as suitable case-by-case approvals processes already exist under the Noise Regulations. Venues in the PCL such as Market Grounds, Yagan Square and the RAC Arena are included in the proposed Frame area under both Amendment 41 and Option B. However, DevelopmentWA may need to undertake a similar amendment to their scheme for the proposed provisions to apply.
4. Liquor Licensed Working Group	The Liquor Licensed Working Group (LLWG) represents licensed entertainment business owners and delegates from Australian Hotels Association, Nightclub Association of WA, and Small Bars Association of WA. Acoustic advice has been provided by Herring Storer Acoustics. <i>Deferral</i> The LLWG strongly recommends the deferral of the Amendment 41 pending further acoustic studies by the Department of Water, Environment and Regulation (DWER).	The City received approval from the WAPC to extend the formal consideration period specified under the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> to 23 December 2022. This was to consider the complex acoustic issues raised in a number of submissions and to facilitate the City's independent acoustic modelling. Sufficient acoustic investigation has now been undertaken where a decision from the City of Perth can be made so that Amendment 41 can be sent to the WAPC for consideration and recommendation to the Minister for Planning.
	<i>Importance of acoustic evidence</i> The LLWG raises serious concerns about the reliability of acoustic evidence underpinning the development of a landmark state-wide planning and noise regulatory framework to protect the vibrancy provided by entertainment venues in night-time precincts. Major deficiencies have been identified in the technical reports commissioned by DWER to inform the regulatory impact assessment. With decision-making dependent on desktop studies using aggregated data, unrealistic assumptions, best guesses, and aspirational acceptable noise level targets.	The State Government has advised the City that the three main technical acoustic studies and noise modelling undertaken on its behalf are fit for purpose to support the regulatory impact assessment process and provide an appropriate evidence base upon which the proposed planning and environmental health reforms have been based. These studies are outlined below and are discussed in further detail in <i>Attachment 5 – Consultation Outcomes and Response Report</i> . ▪ Northbridge noise monitoring report (Lloyd George Acoustics, September 2019).

Schedule of Individual Submissions		
Submitter	Comment	City Response
	<p>The absence of accurate data or testing to substantiate findings has eroded confidence in proposed regulatory reforms and will ultimately prove costly for business.</p> <p>No acoustic studies have been conducted of baseline noise emissions across the Northbridge SEP. Accurate studies have the potential to trigger the revision of Core and Frame area boundaries to extend protections to more existing venues.</p>	<ul style="list-style-type: none"> Acoustic report - Northbridge Entertainment Precinct: Evaluation of residential building attenuation (Gabriels Hearne Farrell, July 2019). Low Frequency Music Noise Prediction – Northbridge Entertainment Precinct (Lloyd George Acoustics, June and September 2020). <p>Northbridge noise monitoring report (2019), the State Government has advised this study was intended as an indicative ‘snapshot’ of street level noise from venues subjectively emitting the loudest music noise on the night of measurement. Its purpose was to provide an indication of the upper range of music noise levels currently being emitted by venues on Northbridge’s busiest nights of the week. The study was not intended to:</p> <ul style="list-style-type: none"> provide an accurate baseline for emission from all boundaries of all venues on all nights of the week; or provide an indication of any venue’s capacity to comply with a specific proposed limit or indicate the proportion of venues that may or may not comply. <p>A range of noise levels were captured in the ‘snapshot’ from 75dB to 104dB (C) in the Core area.</p> <p>The outcomes of the additional acoustic modelling commissioned by the State Government and discussed in item 7 below, indicates that a further expansion of the Core and Frame area boundaries would not be appropriate.</p>
	<p><i>Response to Amendment 41</i></p> <p>Without evidence the LLWG considers fundamental to defining the problem posed by entertainment noise, they remain strongly opposed to:</p> <ul style="list-style-type: none"> The reduction of maximum external noise levels to 90dB at 63Hz. Industry is unable to support reforms which would require 60% of existing entertainment venues to immediately attenuate. Compliance at 125Hz and linear and vertical compliance measurement point at 4 metres. 	<p>The LLGW relies on the noise monitoring report commissioned by the State Government to justify the position (i.e. that 60% of the 27 venues surveyed in 2019 would not comply with 90dB at 63Hz).</p> <p>The report acknowledges that the noise levels vary during the week and time of day depending on various factors (e.g. type of music/ live band). Not every entertainment venue was included in the survey (e.g. not operating at the time).</p> <p>DWER has advised ‘<i>that noise emission levels measured above a limit for a short period of time provide little indication of a venue’s capacity to meet that limit</i>’. Accordingly, the study is not a reliable indicator of the capacity of entertainment venues to comply with a particular limit level.</p> <p>A submission received from an acoustic professional advises that noise levels emitted can be managed through a range of changes to venue operation. Management actions can be minor, such as closing doors and windows or limiting the output of the public address system. Many of the measurements in the 2019 Lloyd George Acoustics report were made adjacent to venues open doors, windows or vents. A key finding indicates that closing these openings has the potential to reduce the measured levels substantially (down by 10dB in one example). The options for outdoor venues are more limited. However, measures such as distributed and directional sound systems designed to meet patron expectations within a venue while still complying with noise limits at the boundary is a viable option.</p> <p>It is acknowledged that more significant actions could include noise attenuation programs involving treatment of building roofs and façades which would impose substantial costs on venue owner/ operators. However, only those entertainment venues which choose to ‘opt-in’ an apply for a ‘Music Entertainment Venue Approval’ to operate at higher noise levels than currently permitted under the Noise Regulations, may need to undertake either operational and/or additional attenuation measures to meet the maximum external noise levels. This will provide those entertainment venues with operational certainty. Existing entertainment venues which are not located close to noise sensitive premises and have not received any noise complaints may</p>

Schedule of Individual Submissions		
Submitter	Comment	City Response
		<p>choose to continue current operations. A change of sound measurement parameters of entertainment venues from an unweighted (linear) decibel level in both the 63Hz and 125Hz octave bands, to a single C-weighted level of 90 dB(C) is being recommended to the Council. This should assist with the issues concerning the outdoor entertainment areas, where the LLWG considers meeting the proposed 125Hz levels to be problematic.</p> <p>LLWG recommends that the measurement point of 4 metres above the ground for outdoor areas be removed. Also that a single set measuring point agreed with local government would be preferable. LLWG considers this would allow local government to recognise the individuality of entertainment venues, their proximity to and direction of noise sensitive premises.</p> <p>It is understood that proposed changes to the Noise Regulation will allow local government officers (with regard to compliance matters), to have the discretion to determine the most appropriate location/s in relation to the entertainment venue boundary in the specific circumstances. Additionally, DWER has advised that <i>‘With limits over the entire boundary surface, local government is better able to address and respond to complaints by selecting points of emission compliance most relevant to the receiver in question. Noise limits set at fixed locations may have no relationship with the noise that is received and provide no mechanism to respond to changing receiver circumstances’</i>.</p>
	<p><i>Principles of entertainment noise reform</i></p> <p>The focus of regulatory reforms has shifted away from government and industry supported principles at the heart of ‘agent of change’ and ‘first right of occupancy’ – which seek to protect the status quo or existing land use and imposing responsibility for noise attenuation on new developments.</p> <p>It is considered that:</p> <ul style="list-style-type: none">▪ These approaches recognise the social, cultural and economic value of licensed night-time licensed entertainment and the pivotal role they play in the creation of vibrant night-time precincts.▪ Entertainment venues have already incurred significant costs and restrictions to commercial operations. Any further erosion of their current capacity will prevent them from continuing to respond to community and visitor expectations.	<p>The State Government has previously explored the issue of compliance at receiver locations in consulting on the ‘Agent of Change’ option in a previous discussion paper <i>Planning for Entertainment Noise in the Northbridge Area</i> (2018).</p> <p>This approach was criticised in the submissions received by the State Government and led to the adoption of the current special entertainment precinct approach. Issues raised included:</p> <ul style="list-style-type: none">▪ It would not provide operational certainty for existing entertainment venues with respect to noise compliance and would not resolve conflict between existing venues and existing residents.▪ It would be difficult to enforce and achieve compliance.▪ It would result in challenging indoor measurement methodologies for low frequency noise.▪ It may discourage the establishment of new entertainment venues. <p>As outlined in item 3a above, the proposed Music Entertainment Venue Approval framework will not be mandatory. Entertainment venues can choose to ‘opt in’ and acquire approval to operate at higher noise levels than currently permitted under the Noise Regulations.</p>
	<p><i>Current planning context</i></p> <p>Long-term inaction by governments has contributed to increased conflict between noise sensitive receivers (such as residents) and entertainment venues. With new residential development already approved and plans for further accommodation to support future student and residential accommodation, industry is committed to working with agencies and government on finalising and introducing regulatory reform. It was considered that:</p> <ul style="list-style-type: none">▪ the public health focus of noise regulations makes it critical reforms protect the vibrancy entertainment venues provide at current levels, ahead of protecting the interests of future residents and developers.	<p>It is acknowledged that the proposed planning and environmental health reforms is a technically complex matter. The State Government and the City have been working collaboratively to develop a comprehensive planning and environmental health framework to more effectively address the noise management and potential land use conflict issues within entertainment area. This will ensure that Northbridge remains the State’s premier entertainment area.</p> <p>The number of noise complaints the City receives about emissions from entertainment venues fluctuates year to year (on average between 4 and 20 complaints). It is also acknowledged that the median age of the demographic in the Northbridge neighbourhood is 30 years old (Id Profile, July 2021). Notwithstanding, DWER has advised that an internal level of 47dB at 63Hz is required for new noise sensitive premises to protect the long term health of future occupants.</p>

Schedule of Individual Submissions		
Submitter	Comment	City Response
	<ul style="list-style-type: none">decisive action to protect entertainment noise will establish greater certainty for new residents. The relatively low number of noise complaints supports a growing awareness of the noise associated with living close to vibrant precincts, with demographic data suggesting it is helping to attract a younger residential demographic.	<p>The City’s independent acoustic modelling of various residential scenarios in the Core found that new residential accommodation could be developed in certain circumstance with an external noise level of 90(C). This is based on a revised approach outlined in <i>Attachment 5 - Consultation Outcomes and Response Report</i>. It is considered that facilitating a limited amount of additional accommodation type uses in the Core will add to the vibrancy of the area and create an additional support base for food and beverage businesses, as well as entertainment and cultural types activities.</p> <p>The State Government’s additional acoustic modelling indicates that a higher noise level of 95dB (as originally proposed) in the Core area would compromise the City’s ability to meet its other objective of increasing the residential population in adjacent areas/neighbourhoods as outlined in the draft Local Planning Strategy and the Strategic Community Plan.</p> <p>It is proposed that any new residential premise shall require as a condition of development approval a notification placed on the Certificates of Title/Strata titles to inform prospective owners of the likelihood of elevated noise levels from entertainment venues within the precinct.</p>
	<p>Recommendations:</p> <p><i>The Importance of Acoustic Evidence</i> - firm evidence is required to support evaluation of proposed state-wide planning reforms to establish Northbridge as the first Special Entertainment Precinct.</p>	<p>The State Government has advised the City that the acoustic studies and modelling undertaken to date are fit for purpose to support the regulatory impact assessment process and provide guidance on the proposed planning and environmental health reforms.</p>
	<p><i>Definition of ‘Entertainment Venue’</i></p> <p>Should include the following permanent liquor license types which operate in the night-time economy – Taverns, Nightclubs, Small bars, and Special Facilities Licenses.</p>	<p>The definition of an entertainment venue is focus on venues that operate on a day to day basis, rather than venues that only periodically hold events. This should provide better clarity on what the SCA is designed to address.</p>
	<p><i>Growth scenario in planning</i></p> <p>Seek historic licensing data broken down by licence categories from RGL and Queensland OLGR to assist in the identification of realistic future entertainment growth scenarios over the past 20 years.</p>	<p>The experience of Fortitude Valley in the City of Brisbane, that has a maximum noise limit of 90 dB(C), was a 40 per cent growth in entertainment venues in the 12 years after the introduction of the special entertainment precinct in 2006. This suggest that a limit of 90 dB(C) is realistic and achievable for entertainment venues even during peak Friday and Saturday night periods.</p> <p>The State Government’s acoustic modelling was relatively conservative, only modelling the impact if all existing entertainment venues took full advantage of the proposed reforms. It did not incorporate growth estimates into the noise modelling.</p>
	<p><i>Design Standards</i></p> <p>Field testing to determine the impact of entertainment noise on existing special residential buildings. Priority should be given to the assessment of Velo Apartments on Aberdeen Street to determine the success of construction in limiting noise intrusion and calculating increased costs of construction.</p>	<p>There are a number of challenging logistical issues to investigating the performance of the Velo Apartments construction (which uses a fully enclosed balcony glazing system). For example, a comprehensive investigation would need to be undertaken in accordance with ISO 16283-3:2016. Additionally, the exercise requires sole access to the room/apartment for several hours, and potentially access to the apartment directly above from which the outside microphone would be suspended (if possible). A cherry-picker or similar equipment would also be needed on the footpath or roadway outside the building to support the speaker, and the footpath or road might need to be closed.</p> <p>The exercise would need to be repeated across a sufficiently large number of rooms and also a variety of buildings to characterise the variability expected in façade performance and make meaningful comparisons with, and generalisations about, the performance predicted by modelling. Consequently, this study would be a significant undertaking.</p>

Schedule of Individual Submissions		
Submitter	Comment	City Response
	<p><i>Best practice acoustic monitoring</i> be commissioned to accurately define the current soundscape of the SEP.</p>	<p>The State Government has advised that establishing an accurate baseline of current noise emissions would likely be of limited value in understanding industries’ capacity to meet proposed noise limits unless coupled with an examination of opportunities for noise mitigation at each venue. A potential consequence of ‘preserving the status quo’ may allow entertainment venues to forgo reasonable and feasible mitigation measures such not operating with open doors and windows.</p> <p>LLWG’s suggestion that the status quo be maintained would also imply that each entertainment venue would have a different noise level, based on their current emissions levels. This would be inconsistent with a precinct-wide noise level approach. It would also be inconsistent with the proposed prescribed standard approach, which would ensure the suite of enforcement options currently in the <i>Environmental Protection Act 1986</i> and the <i>Environmental Protection (Noise) Regulations 1997</i> still apply.</p>
	<p><i>Utilising new technology</i></p> <p>Investigate acoustic monitoring using drones to improve the understanding of the proposed Northbridge SEP.</p>	
	<p><i>Option C – Protecting vibrant entertainment precincts</i> - commission modelling using indicative noise levels that more closely reflect actual entertainment venue emissions. This data will support the assessment of recommendations to grandfather existing licensed entertainment venues in the proposed Northbridge SEP.</p> <ul style="list-style-type: none"> ‘entertainment venues’ to be defined by permanent licensed venues and allocated the following emissions: Taverns, night-club, and relevant special facility licence emit to 95dB at 63Hz; and small bars emit to 90dB at 63Hz. exclude major tourism facilities and temporary venues which do not contribute to year-round entertainment noise and are eligible for exemptions under Noise Regulations. 	<p>In June 2021 the State Government commissioned acoustic consultants to undertake three additional low frequency modelling scenarios based on licence types (nightclub, tavern and small bar). The purpose of the additional scenario modelling was to see if the noise impact area surrounding the Northbridge SEP would shrink by lowering the maximum level emitted by small bars to a level of 85 (dB) or 90 (dB), while nightclubs and taverns remained capped at 95 (dB). The City’s officers observed the additional scenarios did not reduce the impacted area in a meaningful way with regard to noise contours shown in Option B (with all existing entertainment venues operating at 90dB in the Core and 80dB in the Frame).</p>
	<p><i>Conclusion</i> - LLWG strongly recommends adoption of Option C which best reflects the objectives of planning and environmental health reforms.</p>	<p>The LLWG preference for Option C is acknowledged. However, the additional acoustic modelling highlights that a maximum noise level of 90dB (C) in the Core, appears to strike the right balance between providing operation certainty to the existing entertainment venues - whilst not compromising the City’s objectives of increasing its residential population in adjacent areas/neighbourhoods.</p>
5. Planning Solutions Representing The Re Store Pty Ltd	<p>Planning Solutions acts on behalf of Yoho Group Pty Ltd, which has an agreement to purchase Lot 25 (95) Aberdeen Street and Lots 402 (80) and 701 (77) Francis Street, Northbridge (collectively known as the European Foods site).</p> <p><i>Support the principle of Amendment 41</i> – i.e. acknowledge there is a need to provide a greater level of certainty and clarity to landowners in respect to entertainment noise and sensitive land uses.</p>	Noted.
	<p><i>Do not support</i> the extent of noise controls within the Core area which effectively prohibit residential and short stay accommodation.</p>	
	<p><i>Managing land use conflict</i> – acknowledges that the night-time economy is important to both the culture and economy of the Perth city centre. Similarly, the need to deliver infill housing, short stay accommodation and other forms of specialist accommodation is critical to ensuring an active and vibrant city centre. Considers that there are opportunities for accommodation and entertainment land uses to co-exist, and urge the City and the State Government to explore alternatives which facilitate this outcome.</p>	<p>It is acknowledged that the higher acoustic attenuation standards required for new noise sensitive development would effectively preclude these uses from the Core area based on the approach and provisions outlined in Amendment 41 (as advertised).</p> <p>The revised approach, together with stipulating a lower external noise level of 90dB(C), will enable a variety of accommodation land uses, including residential development, student housing, co-living in certain circumstances within the Core area. The sites that can accommodate residential land uses are required to be built to a high degree of acoustic integrity, with the size, location, and design of the building critical to achieving acceptable acoustic outcomes. This is further discussed in <i>Attachment 5 – Consultation Outcomes Report</i>.</p>

Schedule of Individual Submissions		
Submitter	Comment	City Response
		The proposed reduced noise level in the Core area will also assist new accommodation uses to be constructed in Frame area. This area is intended to act as a transitional area between the Core and the area outside of the precinct. The City is seeking to achieve a more balanced land use mix within the proposed Frame area to align with other strategic planning priorities, such as encouraging more residents within the city to enhance the vitality of the area as outlined in the City's draft Local Planning Strategy and Strategic Community Plan.
	<i>Subject site</i> - comprising 6,271m ² of land, is one of the largest private land holdings in the city centre and represents an opportunity for a cohesive and transformative development.	It is acknowledged that the subject site is a substantial landholding situated in the Core area and presents a good opportunity for redevelopment.
	<i>Student accommodation</i> - the intended development outcome for the site is a 1,800 – 2,000 bed student accommodation facility, build to rent apartments supported by a mix of commercial uses at street level. This project is intended to support the ECU Perth City campus which is proposed to open in 2025 at the nearby Perth City Link (as part of the Perth City Link Deal). The subject site is located 220m north of the site of the campus. It would allow students to live in close proximity to the campus and would help to fulfil the objective of having more people reside in the City centre.	Under the City's City Planning Scheme No. 2 (CPS2), student housing is part of the Special Residential use group. For the purposes of the SCA a new land use class 'Co-Living' is being introduced to provide an avenue for redevelopment of sites involving student housing or similar. This new land use will have slightly less stringent attenuation requirements compared to permanent residential.
	<i>Amendment 41</i> – the European Foods site is located within the Core Area. The transmission loss level for the Core area are not achievable and will prevent any new accommodation. However, there are many cities nationally and internationally where hotels and other forms of short stay accommodation are available within entertainment precincts. There are also many examples where student accommodation or student 'villages' supports entertainment and hospitality venues.	
	<i>Issues with methodology for assessing external noise</i> <ul style="list-style-type: none"> an assumed external noise level of 95dB at 63Hz octave band is unreasonable. Whilst many venues are currently emitting 95dB, there is a distinction between where these levels are measured and the levels that exist at the façade of another building. the required internal noise level of 47dB in the 63Hz octave band applies to any internal space. Delineations could be made between bedrooms, other living rooms and non-habitable rooms. 	A precinct approach is about designing for the future, as the proposed SCA provisions will enable an entertainment venue emitting a higher noise level to be situated adjacent to an existing or new accommodation land use in the Core area. Following consideration of submissions received and findings of further acoustic investigations, a revised approach based on the design performance of the development is recommended. This also includes aspects of the approach outlined in the Fortitude Valley planning framework:
	<i>Title Notifications</i> – support notifications on title.	a) Introducing a new land use class 'Co-Living' as discussed above.
	<i>Comparison to Fortitude Valley (FV)</i> – FV is designed to protect live music venues whilst ensuring the area will "remain a vibrant mixed-use precinct including residents, backpacker and hotel accommodation, nightclubs, live music venues, cafes, restaurants and retail businesses". By contrast, Amendment 41 seems to place a disproportionate focus on protecting music venues without identifying whether other uses should be encouraged in the precinct. Where Amendment 41 seeks to achieve a transmission loss of 48 dB at 63 Hz, FV seeks a transmission loss of a maximum of 25dB at 63Hz. FV framework also delineates between permanent residential accommodation and short stay accommodation assigning reduced transmission loss requirements to short stay accommodation. This is considered reasonable and should be contemplated in Amendment 41. FV framework incorporates separate requirements where the noise sensitive premises are located within immediate proximity (5m) of an entertainment venue.	b) Deleting transmission loss requirements for residential, co-living and short stay accommodation. c) Changes to the internal sound attenuation level from a single 47dB for all 'noise sensitive' land uses, to introducing separate internal sound levels for residential, co-living or short stay accommodation. d) Differentiating between bedrooms and living rooms with the latter requiring less stringent attenuation requirements. e) The internal sound levels to be achieved using the following methodology: <i>External level - attenuation measures = internal sound levels</i> f) The external sound level may be adjusted in certain circumstances including:

Schedule of Individual Submissions		
Submitter	Comment	City Response
	The City should consider adopting the measures or methodologies in the FV framework which are less onerous.	<ul style="list-style-type: none"> the subject site is adjacent to a strata titled property which is unlikely to be developed as entertainment venue and in which case the actual measured sound levels are to be used. <p>g) A minimum setback for new entertainment venues proposed adjacent to existing accommodation land uses in the Core and Frame areas.</p> <p>h) Introducing a new objective to ensure accommodation land uses are designed and constructed to provide an acceptable level of amenity to occupants from existing and future external noise levels.</p> <p>Note, 'Build to Rent' Apartments are considered a Residential use under the existing planning framework.</p> <p>It is considered that a new objective to foster a vibrant mixed use precinct is not required. The finalisation of the WAPC Position Statement: <i>Special Entertainment Precinct</i> will address this matter in the definitions.</p>
	<p><i>Recommended changes to Amendment 41</i></p> <ul style="list-style-type: none"> Reconsider Clause 28.5 (a) and (b) with a view to permitting more reasonable noise attenuation requirements for noise sensitive premises. Permit greater dispensation or flexibility 'Special Residential' land use category. Include a clear objective in Amendment which confirms whether the planning objective is to foster a vibrant mixed use precinct, or whether the intention is to avoid residential and short stay accommodation uses. (Preferably the former). 	
	<p><i>Amendment No.41 vs Option B</i></p> <ul style="list-style-type: none"> Option B is preferable. 90dB at 63Hz octave band is considered a more reasonable noise allowance for the Northbridge SEP. Need to consider further modifications which strike a more suitable balance between protecting entertainment venues and permitting accommodation development which can attenuate to reasonable levels. 	It is considered that the proposed modifications to Amendment 41 strikes the right balance between providing operational certainty for the existing entertainment venues and promoting a greater mix of accommodation land uses in the SCA.
Planning Solutions and Sealhurst	A supplemental submission was submitted by Planning Solutions on behalf of the ReStore Pty Ltd , the owners of Lot 25 (95) Aberdeen Street and Lots 402 (80) and 701 (77) Francis Street, Northbridge.	Noted.
	The submission and recommended changes to Amendment 41 have been considered in conjunction with the AHA who are acting on behalf of the Northbridge entertainment industry.	
	Reiterates support for the principle of Amendment 41 but do not support the extent of noise controls within the Core area. Consider the transmission loss requirements required for new noise sensitive developments make future residential developments impossible given the acoustic treatments required to achieve a maximum internal noise level of 47dB internal levels in residential uses. This will effectively prohibit residential and short stay accommodation in the Core area.	Noted. As discussed above, the revised approach with a lower external noise level of 90dB (C) will facilitate new residential, co-living and short stay accommodation under certain circumstances in the Core area.
	Supports Amendment 41 allowing existing venues to continue to operate at 95dB, and new entertainment venues being limited to a maximum 90dB.	As discussed in response to submission 4, additional acoustic modelling commissioned by the State Government in June 2021 indicated that allowing existing taverns/nightclubs to operate at 95dB and small bars operating at 85dB or 90dB still pushes out the 67dB contour, compared to the modelling provided in Option B (with all existing entertainment venues operating at 90dB in the Core and 80dB in the Frame). This is particularly evident to the north of the precinct where noise sensitive premises in the City of Vincent are affected, as well as to the south into the City's central neighbourhood. As such, it is recommended that a maximum noise level of 90dB (C) apply in the Core area.
	<p>Considers a more tailored, site-specific approach by the amendment would allow development opportunities within the Core area and for designs to consider the noise levels generated by nearby noise emitters rather than the stringent approach proposed currently. This approach would involve:</p> <ul style="list-style-type: none"> Developers working with nearby noise emitters to reduce potential conflict/noise emissions. 	A site-specific approach implies that each entertainment venue would have a different noise level, based on their current emissions levels. This would be inconsistent with a precinct-wide noise level approach. The State Government has also advised that it would also be inconsistent with the proposed prescribed standard approach, which would ensure the suite of enforcement options

Schedule of Individual Submissions		
Submitter	Comment	City Response
	<ul style="list-style-type: none">Transmission loss requirements based on existing (actual) noise emissions rather than a nominal (theoretical) external noise level to achieve the required 47dB internal noise level. <p><i>Recommended changes to Amendment 41.</i> Planning Solutions has sought acoustic professional advice and consider there are opportunities for accommodation and entertainment land uses to co-exist. The previous recommendations have been reiterated in addition to the following:</p> <ul style="list-style-type: none">Remove clause 28.5 (a) as it is unachievable. Replace with a requirement for a site specific, case by case development approval basis to achieve an appropriate internal noise level.	<p>currently in the <i>Environmental Protection Act 1986</i> and the <i>Environmental Protection (Noise) Regulations 1997</i> still apply. Other concerns include:</p> <ul style="list-style-type: none">A potential consequence of ‘preserving the status quo’ may allow entertainment venues to forgo reasonable and feasible mitigation noise measures such not operating with open doors and windows.A site - specific approach would be more difficult to monitor and enforce.A development approval for a new noise sensitive premises would also have to include any noise mitigating measures being undertaken by entertainment venues nearby.This approach appears to be premised on ‘buy in’ from the nearby entertainment venues. <p>As discussed in response to submission 4, the State Government had previously explored the ‘agent of change’ approach. However, it was considered that such an approach would not provide certainty for existing entertainment venues with respect to noise compliance, and would be difficult to enforce. It would not reduce land use conflict between the noise sensitive premises and the existing entertainment venues, nor promote the growth of new entertainment venues.</p> <p>Whilst a site specific solution can’t be accommodated in its entirety the revised approach outlined above, indicates that some consideration is being given to the local context.</p>
	<p><i>Further acoustic advice is provided by Sealhurst Acoustic Consultant in an appendix.</i> Key points are outlined below:</p>	<p>It is considered that these matters have been addressed in part in the proposed revised approach discussed above. The City is seeking to ensure that the revised scheme amendment provisions maintain the primacy of Northbridge as an entertainment precinct, while enabling some level of redevelopment to occur in the Core area to increase the day time vibrancy, in addition to providing an acceptable level of noise amenity for existing (and future) residents.</p>
	<p>Confirms that the minimum transmission loss of 48dB in the 63Hz octave band for new noise sensitive development in the Core area is impossible to achieve using conventional or theoretical building constructions means in a realistic building.</p>	
	<p>States that a maximum internal level of 47dB in the 63Hz octave band for new noise sensitive premises is only achievable when such uses are integrated with nearby emitters to reduce noise levels, rather than through building construction.</p>	
	<p>The nominal external amplified noise level of 95dB at 63Hz outlined in Amendment 41 (as advertised) results in an extremely onerous requirement on all noise sensitive development that does not consider site specific factors. The ambient noise measurements taken by Lloyd George Acoustics on behalf of the City of Perth found a varying ambient noise level in the proposed Core Precinct is not consistent with the nominal external noise level. If the overall intention is to achieve 47dB internally, then this could be pursued based on individual acoustic assessment and report which considers the site’s surroundings.</p>	
	<p>Brisbane’s Fortitude Valley entertainment precinct, cited by some as the national benchmark for successful mix use entertainment precinct. The precinct requirements have significantly less arduous and more site-specific noise mitigation requirements than those proposed by Amendment 41. Further, while the Fortitude Valley framework seeks to ensure a suitable degree of amenity for occupants within the precinct whilst ensuring entertainment venues can thrive, Amendment 41 makes it economically and practically impossible for residential development to occur.</p>	
	<p>Under Amendment 41, permanent residential development and special residential uses (i.e. short stay accommodation, student accommodation, and Build to Rent developments) are required to attenuate to</p>	

Schedule of Individual Submissions		
Submitter	Comment	City Response
	the same levels. Amendment 41 should delineate between such uses and permit greater flexibility for student accommodation and short stay accommodation, as occurs under the Fortitude Valley scheme.	
6. Victor Giudicatti European Foods (The Re Store Pty Ltd)	<p>The Re Store Pty Ltd (“REPL”) is a significant landowner in the City’s City Centre, P1 Northbridge precinct. The company is part of the same family business interests which founded and currently operate the iconic Re Store at 72 Lake Street, Northbridge. It operated the European Foods Wholesalers (EFW). REPL owns three large Northbridge properties which accommodated the EFW business and are now vacant:</p> <ul style="list-style-type: none"> • Lot 25– 93-101 Aberdeen Street, Lot 402– 80-88 Francis Street and Lot 701– 77-85 Francis Street. <p>The site has a total combined land area of 6,271m² and arguably represents the most strategically important and significant development footprint in the City’s City Centre Northbridge Precinct.</p>	Acknowledge the substantial land holding is situated within the proposed Core area.
	The site provides a key opportunity to enhance commercial, entertainment, residential and retail activity. Residential development is strongly encouraged in this area to create a dynamic and “living” city as outlined in the City Planning Scheme No. 2 (CPS2).	<p>Under the City Planning Scheme No. 2 (CPS2) entertainment and retail (general and local), in addition to business services, community and cultural, dining, recreation and leisure are all preferred uses within the Core area. Residential and office are contemplated uses.</p> <ul style="list-style-type: none"> ▪ Special Residential uses are currently a preferred use under CPS2 in the Core area. It is proposed that these uses be ‘contemplated’ to ensure that high attenuation standards for new short stay accommodation can be implemented. ▪ CPS2 currently recognises that Northbridge will remain Perth’s primary entertainment and night life area and that east of Russell Square, entertainment activities such as restaurants, cafes, nightclubs and theatres will remain prevalent. A greater residential component is to be provided West of Russell Square. <p>The current policy setting of Amendment 41 is to support entertainment venues and reduce land use conflict to ensure that Northbridge remains the states premier entertainment area.</p>
	Considers that the City and the State Government should relax the current noise dB targets as they are too onerous and stifle the realisation of built form density targets.	<p>As previously discussed in submission 5, DWER has specified that an internal noise level of 47dB at 63Hz for new residential land uses is required for the protection of human health and amenity. Additionally, the findings of Gabriels Hearne Farrell acoustic report 2019, indicated that it is currently impractical to attenuate above 80dB at 63Hz to achieve an internal level of 47dB for noise sensitive based on the transmission loss requirements outlined in Amendment 41 (as advertised).</p> <p>A revised approach based on the design performance of the development is recommended. This also includes aspects of the approach outlined in the Fortitude Valley planning framework:</p> <ul style="list-style-type: none"> a) Reduce the noise level to 90(C) in the Core area. b) Introducing a new land use class ‘Co-Living’ as discussed above. c) Deleting transmission loss requirements for residential, co-living and short stay accommodation d) Changes to the internal sound attenuation level from a single 47dB for all ‘noise sensitive’ land uses, to introducing separate internal sound levels for residential, co-living or short stay accommodation. e) Differentiating between bedrooms and living rooms with the latter requiring less stringent attenuation requirements. f) The internal sound levels to be achieved using the following methodology: <i>External level - attenuation measures = internal sound levels</i>
	Generally supportive of the special entertainment precinct approach and the noise policy but strongly suggests it requires modification and further compromise to allow the Northbridge SEP to prosper and the capacity to have residential accommodation “above the ground floor”.	
	Shares concerns of property developers and architects about the very high noise levels proposed for the Core area and existing venues in the Frame area. It is not practicable to achieve an internal level of 47dB at 63 Hz. The proposed levels would effectively impose a debilitating impost on residential development which is contrary to the City’s target of mixed use infill development.	
	Perth City Deal – relocation of ECU to Perth CBD is expected to bring 9,2000 students and staff to the city by 2025. Purpose built student accommodation together with increased entertainment and retail spaces will be developed. The co-existence of student accommodation, entertainment areas, retail businesses and a vibrant city with the ECU CBD Campus linking the city and Northbridge absolutely underpins a workable and balanced noise policy.	
	Unavoidable and unsustainably excessive investment in noise attenuation to meet Policy targets and regulations will be a barrier to future residential development in the Northbridge SEP. This will be a negative outcome for many stakeholders and severely undermine the positive outcomes which are	

Schedule of Individual Submissions		
Submitter	Comment	City Response
	foreseen for the city as it increasingly immerses and joins with Northbridge – as was the clear vision and objective of the Perth City Link project.	<p>g) The external sound level may be adjusted in certain circumstances including:</p> <ul style="list-style-type: none"> whereby the subject site is adjacent to a strata titled property which is unlikely to be developed as entertainment venue and in which case the actual measured sound levels are to be used. <p>h) A minimum setback for new entertainment venues proposed adjacent to existing accommodation land uses in the Core and Frame areas.</p> <p>i) Introducing a new objective to ensure accommodation land uses are designed and constructed to provide an acceptable level of amenity to occupants from existing and future external noise levels.</p> <p>Additionally, the proposed reduced external noise levels in the Core area to 90dB(C) will assist to deliver the intent of the Perth City Link (PCL) masterplan to create a vibrant mixed-use area as discussed in Submission 2. The new Edith Cowan University campus (along with 8,100+ students and 1,100+ staff) to be built in Yagan Square in 2025, and situated within the Frame area, will ensure that the proposed Northbridge SEP will be vibrant during the day, as well as into the evening.</p> <p>It is considered that the proposed modifications to Amendment 41 will provide operational certainty to entertainment venues, in addition to facilitating the potential redevelopment of large landholding in the SCA, which will further add to the day time vibrancy of the area.</p>
7. Glen McLeod Glen McLeod Legal	<p>Glen McLeod Legal is acting for David Kibble, the owner of 3 John Street, Northbridge.</p> <p>Our client is supportive of the Northbridge SEP provided that the matters outlined below are satisfactorily addressed:</p>	Noted
	<p>Option B is preferable as it results in a better outcome for existing noise sensitive receivers while still achieving the establishment of a vibrant precinct. Amendment 41 should be modified to include the elements proposed by Option B outlined below:</p> <ul style="list-style-type: none"> a) reducing the impact on nearby residents by noise level in the Core area to 90dB, and deleting the clause which enabled existing venues situated in the Frame area to operate at 90dB; b) existing, significant entertainment venues are identified on a plan, rather than within a register. This creates greater transparency; c) two well-established existing venues, Metro City and the Court Hotel, are included within an expanded core area. This more appropriately addresses existing uses; d) identifies a new Transition Area which provides a stepped down approach between the external amplified music noise levels experienced within the Core area and the area outside of the precinct; e) refines the boundaries of the proposed SCA and excludes a significant portion of noise sensitive premises situated between Newcastle and James Streets to the west of Russell Square; f) the definition of an entertainment venue' is more nuanced as it excludes venues that only periodically hold events. This provides better clarity on what the Precinct is designed to address. 	<p>Based on a review of the submissions received and the findings of additional acoustic modelling commissioned by the State Government, Option B with refinements is recommended to be adopted by the Council.</p> <p>This includes a maximum noise level of L_{Ceq}, 90dB being proposed for the Core area. The maximum noise level is C weighted in response to the entertainment industry's concerns which are discussed in Submission 4. This is a similar approach to that adopted by the City of Brisbane for the special entertainment precinct in Fortitude Valley.</p> <p>Other matters identified in the submission points 2(a) – (f) are also proposed as part of the modifications to Amendment 41 with the exception of a transition area. The transition area outlined in Option B is no longer required based on the proposed revised approach which is discussed in the <i>Attachment 5 - Consultation Outcomes and Response Report</i>.</p>
	Residents in existing noise sensitive developments should be able to apply for financial assistance in order to install noise proofing materials so that their health and amenity is not adversely affected by increased entertainment noise generated by venues in the precinct.	As previously discussed, financial assistance for existing noise sensitive premises to retrofit attenuation measures is outside of the scope of this scheme amendment. Should some form of financial assistance be made available, it should be noted that it is easier and more effective to

Schedule of Individual Submissions		
Submitter	Comment	City Response
		mitigate noise at the source than it is to retrofit attenuation measures for existing noise sensitive premises.
	<p>A clearer and more effective approach needs to be taken to enforce the existing and proposed permissible noise levels for amplified music noise in the precinct. Several recommendations are provided within the submission including:</p> <ul style="list-style-type: none"> a. establishment of a telephone hotline which is monitored by the DWER or the City to handle and action noise complaints from residents; and b. the publication of monthly statistics of noise levels emitted by each venue which can be derived from the permanent monitoring stations at each venue. 	<p>DWER has advised that strong enforcement powers have been an important objective of the department's approach to the regulatory amendments. Key to this approach has been the proposal to establish the venue noise limits as 'prescribed standards', to ensure the full suite of enforcement and investigative options under the <i>Environmental Protection Act 1986</i> are available in relation to new venue noise limits. Combined with new regulation offences, the powers under the Act aim to ensure local government has all the necessary tools to effectively manage compliance issues when they arise.</p> <p>The recommendations outlined in the submission under point 4(a) – (b) are outside of the scope of this scheme amendment but may be considered as part of the Music Entertainment Venue Approval Framework which is being prepared by DWER.</p>
	Temporary and pop up venues in the Northbridge SEP be subject to the assigned levels set out in regulation 7 of the Noise Regulations.	The request for temporary and pop up venues in the Northbridge SEP to be subject to the assigned levels set out in regulation 7 of the Noise Regulations is out of scope of this project. It is considered that suitable case-by-case approvals processes for these events (such as section 18) already exist under the Noise Regulations.
	The establishment of the Northbridge SEP should result in increased security patrols, improved lighting and safety measures being implemented, especially in the residential areas to deter anti-social behaviour that may result from a livelier night time economy.	Antisocial issues, lighting and parking issues etc are outside the scope of this scheme amendment. Notwithstanding, it is acknowledged that a whole of City and State Government approach is required to deal with these matters.
	A pedestrian-only zone should be established in the Core area to increase pedestrian and road-user safety, especially on Friday and Saturday nights. An illustration of where the 'pedestrian only zone' should be established is provided in Attachment A .	Community safety, environmental health, parking and traffic management, homeless and liquor licensing matters are discussed at a Perth City Liquor Accord meeting held on a regular basis at Council House. Representatives at these meeting include the WA Police Force, the Department of Local Government Sport and Cultural Industries, Liquor Enforcement Unit, the Australian Hotel Association, entertainment venue operators, an senior officers from the City of Perth.
	Additional designated pick-up and drop-off areas for taxi, rideshare and party bus services within the Frame area should be established to concentrate noise from disembarking passengers in non-residential areas.	<p>In November 2022 WA Police commenced a trial closure of James Street on Friday and Saturday nights, to assist with improving safety in the precinct.</p>
	<p>Provision needs to be made for the management of on-street parking in the precinct to ensure that a balance is struck between the parking needs of residents and visitors to the precinct. Recommendations include:</p> <ul style="list-style-type: none"> a. free resident parking on streets within the Frame area with the need for a resident parking permit to be displayed; b. continue the issuing of parking permits in accordance with CP 22.6. These permits should allow for free and unrestricted on-street parking within the Frame and Transition areas of the precinct; c. the suspension of parking within both the Core, Transition and Frame areas during special events such as the Fringe Festival; and d. improved enforcement of parking restrictions overnight and on weekends to prevent illegal parking activities. 	
	The larger number of visitors drawn to the area by the establishment of the Northbridge SEP should result in a proportionate number of additional public toilet facilities being built. Further, the City's nightly street cleaning services should be extended.	

Schedule of Individual Submissions		
Submitter	Comment	City Response
Glen McLeod Legal	Recommend the establishment of a community working group comprised of affected residents and entertainment venue operators in the Northbridge SEP to discuss and find solutions for issues that may arise.	<p>The City is currently updating its Public Toilet Plan that considers the needs of each neighbourhood.</p> <p>The City meets with the Northbridge Common community group, which provides an avenue for the community and the City to address key issues impacting the neighbourhood.</p>
	<p>Two supplementary issues are raised following information received at a public information session held on 28 November 2020.</p> <p><i>Location of measurement of noise levels</i></p> <p>Under Amendment 41 it is proposed that noise levels will be measured one metre from the boundary of the venue emitting the noise to determine compliance. This is considered the most appropriate location for the initial measurement of the noise levels.</p> <p>The City should also retain the option to measure noise levels inside a residence or the location of a noise complaint. To ensure that noise levels inside a residence will not exceed 47 dB outside the Frame area/Northbridge SEP.</p>	<p>The recommended change to measuring noise levels at the residence is not supported. This dual approach would not provide the operation certainty sought by the venue operators.</p>
	<p><i>Financial Assistance for retrospective noise attenuation</i></p> <p>Subsidies or grants for residents in existing residences within the Core, Transition or Frame Areas are not being considered by the City.</p> <p>Our client is very concerned about being exposed to noise levels which exceed the Noise Regulations and the permissible levels for the Frame area. This concern is heightened if he is not able to request that the City measure the noise levels experienced in his residence.</p> <p>In the absence of grants or subsidies being provided for retrospective noise attenuation measures to be installed, it may not be possible for all residents to be protected from noise generated in the precinct. As recognised in the scheme amendment report - '<i>exposure to noise, including low frequency noise, can have negative impacts on a person's health and well-being, particularly when they are exposed over a long-time period.</i></p> <p>For the above reasons, financial assistance for noise attenuation should be provided for in the scheme amendment or in a complementary City policy.</p>	
8. Lloyd George Acoustics	<p>The objectives for the proposed amendment puts a strong focus on the support and development of entertainment venues within the proposed Northbridge SEP.</p> <p>Regarding objective to: "<i>reduce the potential land use conflicts between noise sensitive uses and entertainment venues...</i>". It is this last objective that we do not believe is addressed in a practical manner, by virtue of Clause 28.5.</p>	<p>Noted. The primary purpose of the SCA is ensure that Northbridge remains the State's premier entertainment precinct and facilitates an active night time economy. This is achieved by enabling entertainment venues situated within the Core area to emit higher noise levels than what is currently permitted under the Noise Regulations.</p> <p>The findings of an acoustic investigation commissioned by the City identified that a revised approach, together with stipulating a lower external noise level of 90dB(C), will enable a variety of accommodation land uses, including new residential development in certain circumstances within</p>

Schedule of Individual Submissions		
Submitter	Comment	City Response
	<p>Clause 28.5 prescribes a set of acoustic performance for new residential development within the Frame and Core areas. The performance prescribed are not attainable based on current design practices and do not take into account the possible internal layout of the development.</p> <p>It is noted the transmission losses quoted may be attainable with thick masonry external walls, however, no glazing can be sourced that will guarantee the prescribed performances.</p> <p>Clause 28.5(d), semi-enclosed balconies or winter gardens are seen as a potential design tool to achieve the overall acoustic performance of the external façade. However, a fully enclosed space is required i.e. no openings, therefore introducing additional design and compliance constraints relating to, among others, natural ventilation and the acoustic isolation requirements under the National Construction Code (BCA Part F5).</p> <p>Re clause 28.5(b) - the prescribed acoustic performance of the external fabric could be removed, and the focus then being achieving the prescribed internal noise levels in key habitable spaces. In addition, more lenient internal noise levels could be applied to spaces other than bedrooms.</p>	<p>the Core area. The sites that can accommodate residential land uses are required to be built to a high degree of acoustic integrity, with the size, location, and design of the building critical to achieving acceptable acoustic outcomes.</p> <p>The revised scheme provisions allow for the differentiation in three accommodation types - residential premises, co-living land uses (such as student accommodation), and short stay accommodation. The application of different acoustic requirements for each of these accommodation land uses is proposed. This increases the viability of some sites to incorporate some form of accommodation (such as short stay or co-living) without the need to meet the most stringent acoustic requirements required for residential land uses.</p> <p>The revised scheme provisions focus on achieving a maximum internal noise level for residential buildings constructed within the precinct. Shifting the focus from the ‘transmission loss’ to a maximum internal noise level provides the opportunity for developers to incorporate other acoustic controls into the building design rather than focusing on the acoustic integrity of the building elements. Proposed modifications will also delineate between bedrooms and other living areas. The latter areas will require a slightly less stringent internal noise level (as has been recommended). This is discussed further in <i>Attachment 5 – Consultation Outcomes Report</i>.</p> <p>The proposed reduced noise level in the Core area will also assist new accommodation uses to be constructed in Frame area. This area is intended to act as a transitional area between the Core area and the area outside of the precinct. The City is seeking to achieve a more balanced land use mix within the proposed Frame area to align with other strategic planning priorities, such as encouraging more residents within the city to enhance the vitality of the area as outlined in the City’s draft Local Planning Strategy and Strategic Community Plan.</p> <p>The proposed reduced noise level in the Core area is likely to improve the amenity for some existing noise sensitive uses situated close to high noise emitting venues which currently exceed 90dB (C).</p> <p>It is acknowledged that a fully enclosed balcony glazing system (which may be opened) may be required for certain locations within the Northbridge SEP. This type of glazing system was used quite successfully for the Velo apartments situated in the proposed Core area.</p>
	<p>With regards to clause 28.4.1 (General provisions – Noise Attenuation Requirements), while controlling noise emissions from a venue at its boundary provides a degree of certainty for venue operators, it can place unwarranted constraints on venues.</p> <p>It is likely to preclude the use of outdoor areas, whether at ground level or on roof tops.</p> <p>Measurements taken of various venues while in operation show that in some instances the limits at 125 Hz would be exceeded. Therefore the proposed LLeq noise limits for both the Core and Frame Area should be reviewed.</p> <p>For those venues within the Frame area, there is a risk that non-compliance issues will arise when noise is assessed at a residence outside of the Frame area given the potential for cumulative noise.</p>	<p>The concerns raised about the potential inability of venue operators to meet the number specified in the 125 Hz octave band and the impact on outdoor space is acknowledged. In response, a change to the sound measurement parameters of entertainment venues from an unweighted (linear) decibel level in both the 63Hz and 125Hz octave bands, to a single C-weighted level of 90 dB(C) is being recommended. This approach will provide entertainment venues with greater operational flexibility and breadth in relation to their control of low frequency music. This should assist with the issues concerning the outdoor entertainment areas, where meeting the proposed 125Hz levels has been thought to be problematic.</p> <p>It is understood that proposed changes to the Noise Regulations will allow local government officers (with regard to compliance matters), to have the discretion to determine the most appropriate location/s in relation to the entertainment venue boundary in the specific circumstances.</p> <p>An entertainment venue situated in the Frame area which has a Music Entertainment Venue Approval to operate at 79dB (C) will not have any compliance issues if operating in accordance with the conditions attached to the approval.</p>

Schedule of Individual Submissions		
Submitter	Comment	City Response
	<p>Over the years, inadequate planning has resulted in inadequate buffer distances between noise sensitive and entertainment areas. The proposed amendment offers an opportunity to provide a clearer framework whereby, for example, some land uses are simply not permitted in either of the Core or Frame area.</p>	<p>Noted – The State Government and the City have been working collaboratively over the last decade to develop a comprehensive planning and environmental health framework to more effectively address the noise management and potential land use conflict issues within entertainment area.</p> <p>Inner areas have mixed use precincts where the separation of land uses is not possible in the same way that it can be implemented in suburban areas.</p>
	<p><i>Recommendations</i></p> <p>Should clearly and openly preclude long-term noise sensitive developments (e.g. residential, student housing, etc.), but excluding hotels, from the Core area, rather than doing so by providing acoustic requirements that are impracticable.</p> <p>Removes the mandatory acoustic performance for the external façade in clause 28.5(b) but retains the internal noise level criteria to apply within habitable spaces only in order to promote ‘Quiet House Design’ principles.</p> <p>Prescribes that new entertainment venues within the Frame area are to comply with the prescribed standards of the <i>Environmental Protection (Noise) Regulations 1997</i>.</p>	<p>It is essential that any revised scheme provisions proposed for Amendment 41 can be practically applied. Hence, the City commissioned an independent acoustic investigation to determine if residential land use should remain a ‘contemplated’ use in the Core area. The findings are discussed above.</p> <p>Do not support new entertainment venues within the Frame area being required to comply with the prescribed standards of the <i>Environmental Protection (Noise) Regulations 1997</i>. This undermines the intent of the Northbridge SEP. The Frame area acts as a transitional area whereby the noise levels steps down from the Core area to the area outside of the Northbridge SEP.</p>
9. Department of Local Government Sport and Cultural Industries	<p>The Department of Local Government, Sport and Cultural Industries (DLGSC) provides regulation and support to local governments and the racing, gaming and liquor industries to maintain quality and compliance with relevant legislation.</p> <p><i>DLGSC supports the Amendment 41 with modifications.</i></p>	<p>Noted.</p>
	<p><i>Recommendations</i></p> <p>Extending the Core area to the areas on the map designated in the Option B.</p> <p>To further extend the Core area to the eastern side of Beaufort Street to the east (incorporating the properties from 50 Beaufort Street to 88 Beaufort Street], to incorporate the entirety of the ‘Old Swan Barracks’ site in the north, and Roe Street in the south. This will incorporate the entirety of the Perth Cultural Centre (PCC) area, as well as critical entertainment venues on Beaufort Street and William Street.</p> <p>If this is deemed not practical in response to acoustic technical studies then DLGSC strongly recommends that the PCC be included within the Transition areas proposed in Option B.</p> <p>Retention of the 95 dB at the 63 Hz level and 86 dB in the 125 Hz level in the extended Core Area.</p>	<p>The PCC is included in the Northbridge SEP. However, the State Government acoustic modelling which includes the Art Gallery, Museum, the Blue Room, State Theatre Centre and PICA operating at 95dB indicates a greater impact of the noise on the surrounding area. A greater number of households within the City of Vincent and sections of the Perth City Link would be more affected by the higher noise levels.</p> <p>The Blue Room and PICA are housed in heritage buildings that are unlikely to significantly attenuate low frequency noise. The inclusion of these premises within the Core area may have the unintended consequence of limiting the suitability of these venues for noise sensitive cultural performances.</p> <p>The inclusion of the PCC in its entirety within the Core area with venues permitted to operate at 95dB would compromise the ability of the City to meet its other key objective of increasing the residential population in areas outside of the SCA, as outlined in the draft Local Planning Strategy and the Strategic Community Plan. This is due to the additional costs associated with the higher noise attenuation measures which would be required for new noise sensitive developments situated between the 80 and 67 noise contour as outlined in DWER’s commissioned low frequency music noise prediction report. The Gabriel Herne report 2019 indicated that any additional attenuation could add up to an estimated extra cost of 8% to construction costs. Under the 67 dB contour – standard noise attenuation would apply for new noise sensitive developments.</p> <p>In view of the above, an expansion of the Core area is not supported.</p>
	<p>Adoption of the Transition areas between the Core and Frame areas as per Option B.</p>	<p>The expansion of the Transition area is not supported. Under the revised approach being considered a Transition area is no longer required as discussed in <i>Attachment 5 - Consultation Outcomes and Response Report</i>.</p>
	<p>The Transition area to extend around the entirety of the ‘Old Swan Barracks’ site and 88 Beaufort Street in the north and east to allow for the extension of the Core area.</p>	

Schedule of Individual Submissions		
Submitter	Comment	City Response
	Updating Amendment 41 to incorporate the proposed Amendment No. 46 to CPS2, which notes that the “normalisation process will result in PCC being reserved as ‘Civic and Cultural Reservation’; under the Metropolitan Region Scheme”(MRS).	DevelopmentWA has recently transfer planning authority over the PCC back to the Western Australian Planning Commission (WAPC) and the City. The majority of the PCC is to be reserved for ‘Civic and Cultural’ purposes under the MRS. As such, the WAPC will be the determining authority and may have regard to the provisions of the proposed SCA. The remaining areas(including William Street)will be zoned ‘Central City Area’ under the MRS and will be under the planning authority of the City. The revised amendment has been updated to reflect these changes.
	<p>Amending the proposed land use permissibilities in the Frame Area to: Entertainment Use – Preferred, Residential Use – Contemplated, and Special Residential Use – Contemplated.</p> <p>If the above is deemed not possible then DLGSC recommends the specific section of the Frame Area between Roe, William, Newcastle, and Beaufort Streets be amended to Entertainment Use as Preferred, and Residential and Special Residential as Contemplated.</p> <p>It is not a part of the planned vision for the PCC to include residential or special residential development in the future and the State Government does not wish to continue to provide opportunities for increasing the student and workforce residential populations within the PCC as outlined in the MRA’s Scheme.</p>	<p>A portion of the Frame Area between Beaufort and Stirling Streets is located within CPS2 the Stirling Precinct (P3). Residential and Entertainment uses are both ‘contemplated’ uses, whilst Special Residential is a preferred use in this area. It is proposed to make Special Residential a contemplated use. However, it is not proposed to make Entertainment a preferred use in this area. This is because a greater mix of land uses is anticipated for the Frame Area, where new noise sensitive development will be better able to co-exist with entertainment venues due to the proposed lower noise levels.</p> <p>Currently under the DevelopmentWA Scheme within the PCC, Entertainment is a preferred use and Residential and Short stay accommodation are contemplated uses. As outlined above the majority of this area will be reserved for ‘Civic and Cultural’ purposes under the MRS.</p> <p>The inclusion of the entire PCC in an expanded Core area, with eligible venues able to emit up to 95dB, would preclude any noise sensitive development within this area and have adverse amenity impacts on adjacent areas (PCL and the properties within the City of Vincent) as discussed in point 2 above.</p>
	<p>Including significant long-established venues in the Core (as per Option B) is preferred compared to the proposed grandfather provisions outlined in Amendment 41.</p> <p>A successful night-time economy is built on a degree of flux in the closure and establishment of live music/entertainment venues within an entertainment precinct. The extended Core area future proofs the precinct by allowing for this flux and mitigates against the gradual attrition and loss of entertainment venues.</p>	Noted.
	DLGSC supports the City preparing a local planning policy on sound attenuation, which may require new noise sensitive development located within close proximity to the SCA to be designed and constructed to a higher attenuation standard.	Noted.
	<p><i>Additional Comments – Culture and Arts</i></p> <p>The limited resources and regulatory complexity that is experienced by live music/entertainment venues should be acknowledged.</p> <p>Has the City considered any support or funding options to assist venues with these additional operating costs e.g. Acoustic Report, undertaking construction/attenuation works to adhere to any recommendations arising from the Acoustic Report, in addition to Application costs etc?</p>	As outlined above, financial assistance for existing entertainment premises to retrofit attenuation measures is outside of the scope for this project. Should some form of financial assistance be made available, it is acknowledged that it is easier and more effective to mitigate noise at the source than it is to retrofit attenuation measures for existing noise sensitive premises.
	DLGSC Culture and the Arts are offering to collaborate with the City on providing information to venues and residents regarding the management of entertainment noise and understanding the Noise Regulations once the new reforms have been established.	The City would welcome any assistance from the DLGSC Culture and Arts on informing venues and residents on the Planning and Environmental Health reforms upon gazetted.

Schedule of Individual Submissions		
Submitter	Comment	City Response
	Recommends that the proposed dwelling yields for the growth areas in Northbridge, within the City's draft City Planning Strategy, be reduced to allow for the prioritisation of entertainment and culture.	The proposed dwelling yields for the Northbridge outlined in the draft Local Planning Strategy are already lower than other areas, taking into account the proposed Northbridge SEP. The number of existing dwellings in 2016 was 928 and this is proposed to increase to a minimum target of 2,019 dwellings by 2036.
	Live music venues and nightclubs act as anchors for restaurants, bars and cafes, which create a vibrant street life, which in turn attracts tourists, and supports other cultural venues. This also has spill over impact on the day-time economy.	The City's Local Planning Scheme No. 26 has carried across the land use tables for the areas previously under the planning authority of Development WA including a 'Creative and Cultural Industries' landuse. This landuse may be considered as part of the preparation for the new consolidated Local Planning Scheme No. 3. However, the State Government would have to approve this approach as this type of landuse is not identified in the Schedule 1 of the <i>Planning and Development (Local Planning Schemes) Regulation 2015</i> .
	Recommends the City prioritise "Creative and Cultural Industries" Land Use in this area to facilitate economic diversification – (similar of William Street in Northbridge).	The importance of the arts/creative industries to the community, to assist to diversify the economy and in supporting the City's Capital City's status is acknowledged. Hence, the proposal to accommodate the majority of PCC within the Frame area will not compromise its ability to continue to provide festivals, micro-festivals or one-off public events, as suitable case-by case-approvals processes already exist under the Noise Regulations. It is also considered that the ability to accommodate a range of accommodation land use in some areas of the Core, will add to the daytime vibrancy of the area, as well as provide a further support base for food and beverage business, in addition to cultural/entertainment activities.
	<i>Additional Comments - Racing, Gaming and Liquor</i> DLGSC Racing, Gaming and Liquor supports the proposed amendment as it will provide existing entertainment businesses in the precinct with greater certainty with regard to noise generated from their businesses due to the encroachment of noise sensitive premises into the precinct. It is also anticipated that the amendment will reduce the potential for noise complaints to be lodged with the Director of Liquor Licensing under section 117 of the <i>Liquor Control Act 1988</i> .	Noted.
10. Art Gallery WA	The Art gallery of WA (AGWA) is supportive of the Amendment and the establishment of a Core and Frame Area within a Special Entertainment Precinct.	Noted.
	AGWA formally supports of the extension of the Core Area.	Noted.
	AGWA requests that the Perth Cultural Centre (PCC) and the AGWA be included in the Core Entertainment Area, and continue to activate the space as an entertainment precinct in the heart of Northbridge.	The inclusion of the entire PCC, including the Art Gallery within the Core area and with venues permitted to operate at 95dB is not supported as outlined in submission 9 above. Acoustic modelling commissioned by the State Government indicated that this approach would compromise the ability of the City to meet its other objectives of increasing the residential population in areas outside of the Northbridge SEP, as outlined in the draft Local Planning Strategy and the Strategic Community Plan. This is due to the additional costs associated with the higher noise attenuation measures which would be required for new noise sensitive developments situated between the 80 and 67 noise contour as The Gabriel Herne report 2019 indicated that any additional attenuation could add up to an estimated
	AGWA considers that the PCC is an entertainment precinct, and the Art gallery of WA (AGWA) is an entertainment venue and should be included in the Core area.	

Schedule of Individual Submissions		
Submitter	Comment	City Response
		extra cost of 8% to construction costs. Under the 67 dB contour – standard noise attenuation would apply for new noise sensitive developments. Additionally, a lower noise level of 90dB (C) would permit a variety of accommodation land uses to be considered in some areas of the Core as outlined in Submission 5, which will assist to add to the daytime vibrancy of the area.
	AGWA has been operating as an entertainment venue within PCC for many years without complaint or issue, and continues to provide the public with activations and experiences as ongoing public programming.	Noted. The proposal for the AGWA to be accommodated with the Frame area will not comprise its ability to carry out its existing public programming for activations and experiences as suitable case-by case-approvals processes already exist under the Noise Regulations.
	The current redevelopment of the rooftop has been approved by Development WA and a Section 40 has been issued allowing the additional AGWA spaces to be activated on a regular basis for up to 500 people. This indicates that both development WA and DLGSC are confident in AGWA ability to provide positive outcomes for Northbridge and the PCC as a whole.	Noted. As outlined in the response to submission 9, the planning authority for the AGWA will shortly be the WAPC. Should the AGWA be considered eligible for a Music Entertainment Venue Approval, it would permit the rooftop bar to emit a higher noise level (79 dB (C)) in the evening then the current Noise Regulations.
11. The Court Hotel	In addition to the points outlined above provided by the LLWG. Additional Industry concerns include: Neither Amendment No. 41 or Option B achieves the reform’s objectives and, if adopted, puts the viability of Northbridge and an entertainment precinct at risk.	Noted.
	Reduction in the noise levels from 95 to 90 at 63hz octave band and from 86 to 81 in the 125hz octave band not is NOT SUPPORTED by industry. The Lloyd George report confirms that currently only 40% of venues would comply with these reduced levels, the majority would not. Unlikely that many venues would opt into the system - leading to the reforms being redundant.	Noted. As discussed in response to Submission 4, the noise monitoring report commissioned by the State Government acknowledges that the noise levels vary during the week and time of day depending on various factors (e.g. type of music/ live band). Not every entertainment venue was included in the survey (e.g. not operating at the time). The State Government has also advised <i>‘that noise emission levels measured above a limit for a short period of time provide little indication of a venue’s capacity to meet that limit’</i> . Accordingly, the study is not a reliable indicator of the capacity of entertainment venues to comply with a particular limit level.
	The Lloyd George report has also not provided an analysis of how many venues would be compliant with the 125Hz octave band. This is an essential piece of missing information before any reduction in levels could be examined and commented on.	The concerns raised by entertainment venues about their inability to meet the number specified in the 125 Hz octave band are acknowledged. A change of sound measurement parameters of entertainment venues from an unweighted (linear) decibel level in both the 63Hz and 125Hz octave bands, to a single C-weighted level of 90 dB(C) is recommended. This approach will provide entertainment venues with greater operational flexibility and breadth in relation to their control of low frequency music. This should assist with the issues concerning the outdoor entertainment areas, where venues considers meeting the proposed 125Hz levels to be problematic.
	Reduction not supported by sufficient data. The modelling provided to support the reduction of levels is not based on a realistic or even probable scenario. It demonstrates all sites within the Core emitting to the highest level possible without any consideration given to the types of licenses/venues in the area.	It is acknowledged that not all entertainment venues currently operate at the same noise levels outside, and not all areas of a venue emit the same noise levels. However, Lloyd George Acoustics 2020 model reflects what the consequence would be if all eligible existing entertainment venues chose to take advantage of the reforms and operate at the maximum proposed limits. This approach is consistent with national and international practice. Additionally, the acoustic modelling does not incorporate any growth estimates.
	Harm caused to the industry - many venues are unable to attenuate due to physical or financial restrictions and therefore lower levels may see many venues unable to trade.	Acoustic professionals advice that noise levels emitted can be managed through a range of changes to venue operation. Management actions can be minor, such as closing doors and windows or limiting the output of the public address system. The options for outdoor venues are more limited. However,

Schedule of Individual Submissions		
Submitter	Comment	City Response
		<p>measures such as distributed and directional sound systems designed to meet patron expectations within a venue while still complying with noise limits at the boundary is a viable option.</p> <p>It is acknowledged that more significant actions could include noise attenuation programs involving treatment of building roofs and façades which would impose substantial costs on venue owner/operators. However, only those entertainment venues which choose to ‘opt in’ an apply for a ‘Music Entertainment Venue Approval’ to operate at higher noise levels than currently permitted under the Noise Regulations, may need to undertake either operational or additional attenuation measures to meet the maximum noise levels. This will provide those entertainment venues with operational certainty. Existing entertainment venues which are not located close to noise sensitive premises and have not received any noise complaints may choose to continue current operations.</p>
	The harm to the industry caused by these lower levels is not offset by the argument of greater certainty for venues.	Fortitude Valley within the City of Brisbane, has a maximum noise limit of 90 dB(C) – similar to what is being proposed in the Core area for Amendment 41. Fortitude Valley experienced a 40 per cent growth in entertainment venues in the 12 years after the introduction of the special entertainment precinct in 2006. This suggest that a limit of 90 dB(C) is realistic and achievable for entertainment venues even during peak Friday and Saturday night periods.
	<p>Lack of current complaints and residential concerns - the City has received very few complaints about external amplified music levels from established entertainment venues (excluding temporary outdoor Fringe Festival type events) over the last financial year. This suggest that the current levels in the area are therefore acceptable to residents.</p> <p>a level of 95dB will not increase the overall noise levels in the area based on the findings of the acoustic report.</p> <p>the greatest tenure type in the area is private rentals and student accommodation. These people chose to live in the area and continue to make that choice each time they renew their lease.</p>	i) and ii) It is acknowledged that the City receives a relatively low number of noise complaints relating to music noise from entertainment venues (on average 4 to 20 per year). However, the State Government’s acoustic modelling outlined in Attachment 3 indicates that a higher noise level of 95dB (as originally proposed) in the Core would compromise the City’s ability to meet its other objective of increasing the residential population in adjacent areas/neighbourhoods as outlined in the draft Local Planning Strategy and the Strategic Community Plan.
	<p>Expansion of the Core Area to include all major venues is SUPPORTED</p> <p>i) if the expanded Core Entertainment area option is not adopted than the existing long standing and highly popular venues in the Frame (being Metropolis, The Court and The Deen) need to be treated as they were in the initial proposed changes.</p> <p>ii) significant, stand-alone venues should still be given an opportunity to apply for “Core” levels and be granted on a case-by-case basis.</p>	Noted - existing, significant entertainment venues are identified on a plan, rather than within a register for greater transparency. This provides a more nuanced approach to considering which entertainment venues are included in the expanded Core area. Consideration is also given to the potential impact of noise levels on the surrounding area both within the Frame area and outside of the Northbridge SEP.
	<p>A measurement point for noise levels should be at an agreed location between local government and the venue being measured. This approach will not unnecessarily penalise venues or restrict venues when there is no common-sense reason to do so. For example when there are no residences in the direction of all boundaries. It allows technology to be used that assists venues in ensuring compliance with noise levels. It allows for local government to adopt a case-by-case approach recognising the individuality of many venues. It allows for recognition of venues that have built custom engineered solutions to reduce noise in potentially problematic directions.</p>	<p>It is understood that proposed changes to the Noise Regulation will allow local government officers (with regard to compliance matters), to have the discretion to determine the most appropriate location/s in relation to the entertainment venue boundary in the specific circumstances. Additionally, DWER has advised the following:</p> <p><i>With limits over the entire boundary surface, local government is better able to address and respond to complaints by selecting points of emission compliance most relevant to the receiver in question. Noise limits set at fixed locations may have no relationship with the noise that is received and provide no mechanism to respond to changing receiver circumstances.</i></p>
	Measuring 4m off the ground at any point inside an outdoor area of a venue is not supported and will lead to venues with outdoor components refusing to take part in the process.	

Schedule of Individual Submissions		
Submitter	Comment	City Response
	Industry still has not been provided with details as to how these reforms will be implemented. A number of suggestions on the Venue Approval process has been provided.	As part of the planning and environmental health reform, DWER is proposing changes to the Noise Regulations which will include establishing a Music Entertainment Venue Approval framework. Details are currently being prepared.
	<i>The following matters relate specifically to The Court:</i> It is appreciated that The Court's significance and contribution to the precinct has been recognised, alongside Metropolis and The Deen and other venues now included in the expanded Core area.	Noted.
	The Court have been sliced in two. It sits across two blocks – 50 Beaufort St and 34-36 James St. The lease of the venue reflects this as does the venue's Extended Trading Permits, Development Approvals and Occupancy Certificates.	It is acknowledged the rear lot has not been included in the Core area. This is to reduce the noise impact on nearby noise sensitive properties situated in the Frame area. A greater mix of landuses is proposed east of Beaufort Street including new noise sensitive premises as outlined in the draft Local Planning Strategy and the Strategic Community Plan.
	The rear block at 34-36 James St is a vital part of The Court's operations. The area is zoned mixed use – both entertainment and car park to allow staff to park there during the day but the venue to trade there at night. For seven months of the year, it is used as an ongoing part of the licensed premises every weekend.	
	A study of the contour maps that have been used to determine the impact of Option B shows that expanding the Core area around The Court to include the rear area will not greatly increase the impact on the surrounding area. The Court is surrounded in its immediate area by commercial properties and only a few residential developments.	
	To not include this area would leave The Court in the difficult position of having to obtain one venue permit for the main building and beer garden and one for the outdoor area. Given a framework for approvals has not yet been set, the venue is unsure how this would work.	Noted. Refer to point 7 above.
12. Nevermind Small Clubs	In addition to the general points raised above in the LLGW submission, the following comments are specific to the subject premises. Whilst supportive of elements of the proposed amendments, we are of the opinion they do not fully support the industry.	Noted. Please refer to the response to submission 4.
	Supportive of Option B to the extent that the Nevermind Smallclub is situated within the Core area of the precinct and other music venues previously not included.	Noted. However, this site is proposed to be situated in the Frame area again as the Nevermind Smallclub has vacated the premises and the site will shortly accommodate assisted living.
	Recommend that the Northbridge SEP should protect all venues (active and inactive) as the future potential of activating venues within Northbridge will be greatly disadvantaged by a narrowly defined area. Need to allow for an expansion of entertainment events. Increase population in Perth will mean the demand for entertainment will increase and accommodating growth within Northbridge is imperative to sustain Northbridge's reputation as an entertainment district. The proposal should include flexibility for protection for future venues to be established without which we will see an increase in activity in other areas of Perth (Leederville/Mount Lawley/etc) and will effectively disperse the concentration of patrons from Northbridge.	The majority of significant entertainment venues (over 45) will be accommodated Core and will be permitted to operate at higher levels (90dB (C)) than what is currently permitted under Noise Regulations. The concerns raised about the protection for future venues to be established in the Core area is acknowledged. The issue is the greater the expanded area of the Core area, the less likely that the City can achieve it other competing objective of increasing the population in areas adjacent to the Northbridge SEP for the reasons outlined in the response to Submissions 4 and 9.
	233-239 James Street (behind Metros City) should be included in the Core area with an appropriate transition boundary placed around it. It is currently in the transition area of Option B. It is a venue (previously the Bakery) that has historical significance, which has hosted many Fringe Shows and international touring acts, and is intermittently used	233-239 James Street is currently situated in the Frame area and situated opposite a predominantly residential area. The area to the north of this property is proposed to be excluded from the Northbridge SEP. As such, it is essential that the maximum noise level is 79dB (C) in order to reduce the noise impact on these existing properties and also to enable new noise sensitive properties to be

Schedule of Individual Submissions		
Submitter	Comment	City Response
	currently as a pop-up music site. It has a large outdoor area (behind Metros City) which is often activated for day to night events and requires protection to protect Northbridge’s nightlife.	constructed. As outlined previously, a greater mix of uses including new noise sensitive uses is envisioned in the Frame area. Note, a noise level of 79dB(C) is still more than the current Noise Regulations would permit in the late evenings and early mornings (depending on the closest noise receiver).
13. Market Grounds (Ark Group)	ARK Group support Amendment No. 41 proposal and vehemently oppose Option B.	Noted.
	Noise Levels Vibrancy levels should be reflective of the current noise emissions in the proposed area and not to be lowered below the initial 95dB to the new 90dB in the Core area (in Option B).	The Northbridge Noise Monitoring Report (2019) was intended as an indicative ‘snapshot’ of street level noise from venues subjectively emitting the loudest music noise on the night of measurement. A range of noise levels were captured from 75dB to 104dB in the Core area. However, the report acknowledges that the noise levels vary during the week and time of day depending on various factors (e.g. type of music/ live band). Not every entertainment venue was included in the survey (e.g. not operating at the time). DWER has advised <i>‘that noise emission levels measured above a limit for a short period of time provide little indication of a venue’s capacity to meet that limit’</i> . Accordingly, the study is not a reliable indicator of the capacity of entertainment venues to comply with a particular limit level.
	If the Core/Transition/Frame maximum allowable level must be lowered, then both <u>existing</u> Core and Frame venues should be allowed to emit 90dB.	The findings of the acoustic modelling commissioned by the State Government indicates that permitting all existing venues in the Frame area to operate at 90dB would have unintended consequences. It would compromise the City’s ability to meet its other objective of increasing the residential population in adjacent areas/neighbourhoods as outlined in the draft Local Planning Strategy and the Strategic Community Plan. It will also have implications for the design and construction requirements for future noise sensitive premises within the Perth City Link (PCL). This is due to the additional costs associated with the higher sound attenuation measures which would be required for new noise sensitive developments situated between the 80 and 67 noise contour (as outlined in the low frequency music noise prediction report). The Gabriel Herne report 2019 indicated that any additional attenuation could add up to an estimated extra cost of 8% to construction costs (pre-Covid). Under the 67 dB contour – standard sound attenuation would apply for new noise sensitive developments.
	Market Grounds has independently commissioned an objective acoustic measurement and report to show compliance with the Western Australian Planning Commission (‘WAPC’) draft guidelines. With the proposed drop down from the original SEP in the Frame area from 90dB to 79dB at 1 metre from lot boundary in Option B, the alfresco space at Market Grounds becomes operationally unviable, undermining years of established trade, affects the significant initial and ongoing investment, is not in the public interest and detrimental to the significant local employment and economic contribution to the city. It is impractical and cost prohibitive to achieve these amended noise levels for Market Grounds based on the nature of the current operation and open alfresco area. There have been no noise complaints from Market Grounds in three (3) years of operation.	Market Grounds established in late 2017, is situated within the proposed Frame area and is part of PCL. DevelopmentWA is the planning authority within this area. The proposed scheme provisions will not be applicable to any venue within the PCL until such time as the DevelopmentWA amend their scheme or the planning authority for the area is transferred back to the City. Note, the City has received a couple of complaints about the music noise levels being emitted from Market Grounds since it has been operating.

Schedule of Individual Submissions		
Submitter	Comment	City Response
	This is a major deterrent for future investment by our group and others in the industry within the SEP and CBD generally.	
	Enforced noise levels should align with a venue’s allowable trading times during peak night time periods. Noise levels should be allowed to exceed these levels during the day (where appropriate i.e. Melbourne Cup) to protect the daytime event economy (defined as events held before 10pm).	Noted. The hours which eligible venues could operate at higher noise levels will be determined under the proposed changes to the Noise Regulations and outlined in the Music Entertainment Venue Approval framework. Additionally, suitable case-by-case approvals processes for temporary events (such as section 18) already exist under the Noise Regulations.
	Venues will be unable to attract major international and interstate entertainers if they are held to levels during earlier trading hours when many of these events take place. Many, if not all, technical riders or contracts for these artists when stating a sound level state that a venue must allow 110dB(C) at the mixing desk. Perth is already struggling to shake off the Dullsville tag, creating a situation where it is more difficult for interstate and international acts to be hosted is detrimental to the city and state, not only economically but culturally.	As outlined in the above submissions, whilst the City is actively seeking to promote business and night time activities there is also a balance required with regards to not creating excessive noise in the Frame area which negatively impacts upon nearby residents. The Frame acts as a transition area with a step down in the noise levels between the Core and the areas outside of the precinct. It should be noted that in Fortitude Valley (Brisbane) a range of entertainment venue types operate at 90(C) at 1 metre from the venue boundary and do not appear to have any issue in attracting major music festivals e.g. Big Sound). This level is being proposed for the Core area. As such, it is considered unlikely that the proposed planning and environmental reforms which aim to support the night-time economy will contribute to Perth being relabelled ‘dullsville’.
	<i>Measurement Location</i> - support a standardised measurement location of 1 metre from lot boundary.	Noted.
	<i>Existing Venues</i> - No framework or guidance has been provided to allow for: A transition time for venues to achieve compliance given that noise attenuation efforts are time consuming and costly. This cost cannot be expected to be fully borne by the venues and should be subsidised by the State Government in full, if this is to occur.	Subsidies or grants for existing venues to retrofit attenuation measure is outside of the scope of this amendment. Entertainment venues situated in the Frame area and under the planning authority of the City will be able to apply for a Music Entertainment Venue Approval and emit noise levels up to 79dB (c) which is higher than currently allowed in the late evenings under the Noise Regulations. Importantly, the proposed Music Entertainment Venue Approval framework will not be mandatory. Entertainment venues can choose to ‘opt in’ and acquire an approval to operate at higher noise levels than currently permitted under the Noise Regulations. This will provide operational certainty but acknowledge in some instances either operational or attenuation measures may be required to meet the new noise levels. Existing entertainment venues which are not located close to noise sensitive premises and have not received any noise complaints may choose to continue current operations.
	Venues with highly popular outdoor components that are practically impossible to attenuate i.e. Market Grounds.	Noted. A change of sound measurement parameters of entertainment venues from an unweighted (linear) decibel level in both the 63Hz and 125Hz octave bands, to a single C-weighted level is being recommended. This approach will provide entertainment venues with greater operational flexibility and breadth in relation to their control of low frequency music. This should also assist with the issues concerning the outdoor entertainment areas, where meeting the proposed 125Hz levels have been considered to be problematic. Additionally, measures such as distributed and directional sound systems designed to meet patron expectations within an entertainment venue while still complying with noise limits at the boundary is a viable option. However, it is acknowledged that venues in the proposed Core area will have a bit more flexibility with an outside level of 90(C) being proposed, and to a lesser extend in the Frame area with an outside level of 79 (C) being proposed. A step down in noise level is considered appropriate in the Frame area, in order to reduce the impact on residents adjacent to the Northbridge SEP and to accommodate the City’s residential growth aspirations outlined in its draft Local Planning Strategy.

Schedule of Individual Submissions		
Submitter	Comment	City Response
	<p>The venue was included as part of the original Master Planning documents for Kings Square with Development WA and the alfresco area was considered a critical component of the vibrancy and activation of the locality.</p> <p>The original business plan specified an activated and vibrant alfresco area being the critical aspect of the operation adjoining the public realm with amplified music and entertainment.</p>	<p>Market Ground's and other entertainment venues currently have to operate as per the Noise Regulations and in accordance with their liquor licence, in addition to any planning conditions of approval.</p> <p>As outlined in previous submissions, there are processes under the Noise Regulations which consider specific one off events e.g. Fringe World events, events on Public holidays (Labour Day, ANZAC Day, Easter Monday), or during large/special events at Perth Arena or the more recent AFL Grand Final.</p>
	<p>Market Grounds along with Ippuddo Ramen are currently the only operations which open on weekends in the Kings Square precinct within Perth City Link. There is no office, retail, residential, commercial or any other relevant activity in the area.</p>	<p>The PCL masterplan envisaged creating a vibrant mixed-use precinct, including noise sensitive premises. As outlined above, venues operating at 90dB within the PCL would have implications on the design and construction of future noise sensitive uses and compromise PCL vision for the area. DevelopmentWA has indicated their support of Option B and considers it strikes an appropriate balance capable of achieving the ongoing and future residential development and student housing within PCL and providing greater certainty for the operation of entertainment venues within the Northbridge SEP.</p>
	<p>Future development will not occur in the short to medium term and as such the operations should not be unnecessarily restricted in the meantime.</p>	
	<p><i>The Core/Transition/Frame approach</i></p> <p>The reforms do not achieve the desired outcomes if venues of significance (be it economic, cultural or historical significance) that are not located in a cluster but are "standalone" venues cannot be considered a "precinct" unto themselves (i.e. their own "core area") and therefore are not protected under these reforms.</p> <p>If large, existing, standalone entertainment venues are to be included in the core area (as per Metro City and The Court that sit outside of the defined core area) then Market Grounds should be included as its own core area.</p> <p>If a Core area is purely defined as an existing tight cluster of venues it will restrict future hospitality development in the Frame area. This is detrimental to the future development of the industry as a whole and potentially prevents Perth/Northbridge from continuing to be the state's premier entertainment district in the future.</p>	<p>The existing Core area under Amendment 41 has been expanded to include the majority of significant entertainment venues (over 45) and will be permitted to operate at higher levels of 90dB (C). By enabling these venues to be identified on a plan, rather than within a register creates greater transparency.</p> <p>Two well-established existing venues, Metro City and the Court Hotel, are included within an expanded Core area. This more appropriately addresses existing stand-alone venues which were proposed to operate at 90 (C) under Amendment 41 (as advertised). The acoustic modelling undertaken by the State Government demonstrates that including these two entertainment venues in an expanded Core area would not unduly compromise the amenity of the immediate area. By comparison, if entertainment venues located in PCL were included in the Core area, the impact on PLC as well as adjoining areas would be greater.</p>
	<p>Notifications on residential titles is strongly supported.</p>	<p>Noted. It is proposed that new noise sensitive premises within the Northbridge SEP shall require as a condition of development approval, a notification on the Certificates of Title/Strata titles to inform prospective owners of the likelihood of elevated noise levels from entertainment venues within the precinct.</p>
	<p><i>Residential Properties and Future Developments</i> - residents have chosen to live next to historical venues and many developers have chosen to construct in those same locations. Many of these venues have already compromised greatly on sound resulting in loss of trade, higher costs and other impacts. It would be fair that residents and developers now compromise in the forms of attenuating their buildings by using denser building materials, retrospectively fitted double glazing and other available measures.</p>	<p>Higher attenuation standards will be required for the construction of noise sensitive development in the Northbridge SEP.</p>
	<p>Market Grounds, has between 4500-5000 guests come through its doors on a Friday and Saturday evening from 6pm – close. This is between 234,000 – 260,000 guests per annum at a single venue, during peak times only. The venue operates in the public interest and a significant reduction in the noise emissions would undoubtedly have an effect on trade, local employment (currently employ 100 staff) and importantly the activation of an underutilised precinct in the Perth CBD.</p>	<p>Noted. The contribution that Market Ground makes to activating PCL during the day as well as into the evening is acknowledged. The proposed planning and environmental reforms will not impact on the current operations of Market Grounds. As outlined above, Market Grounds will need to continue to comply with the current Noise Regulations and conditions of planning approval.</p>

Schedule of Individual Submissions		
Submitter	Comment	City Response
14. EHA WA	<p>EHA WA acts on behalf of its members, which are primarily Environmental Health Officers in Local Government.</p> <p>EHA WA request the City do not progress a scheme amendment which would allow for the emission of sound in excess of the assigned levels, unless the new sound levels can demonstrate the health, wellbeing and amenity of noise sensitive receivers will not be unduly affected.</p>	<p>The concerns expressed by the EHA are acknowledged. The ‘<i>Health Effects of Environmental Noise</i>’ by EnHealth, 2018 and World Health Organisation (WHO) have carried out research which concluded that exposure to noise, including low frequency noise, can have negative impacts on a person’s health and well-being, particularly when they are exposed over a long-time period.</p> <p>There are approximately 149 existing residential properties in the Core area and approximately 609 existing residential properties in the Frame area that may be impacted by external amplified music noise being emitted from the existing entertainment venues. For these existing residents in the SCA, the potential noise impacts indoors will be determined by the external amplified music noise levels, the degree of cumulative noise contributions and the degree of noise attenuation the existing building achieves, all of which will be variable.</p> <p>The ‘snap shot’ measurements outlined in the Lloyd George Acoustic Noise Monitoring Report – September 2019 indicate the amplified music noise received by some residents is currently exceeding the assigned levels. In the Core area the ambient noise levels outside of the 27 entertainment venues ranged from 75.2 – 104.2dB at 63Hz, whilst the ambient noise levels outside of residential buildings ranged from 74.2 – 89.6 dB at 63Hz. In the Frame area, the ambient noise levels outside of 3 entertainment venues ranged from 74.2 – 107.9dB at 63Hz band whilst the ambient noise levels outside residential buildings ranged from 72.5 – 92.4 at 63 Hz.</p> <p>These measurements suggest that the majority of these residents were at the time, receiving levels below the external noise levels proposed in the Core area under Amendment 41 (as advertised) - partly due to existing separation between entertainment venues and the residents.</p> <p>To reduce the impact of the proposed SCA on existing residents in the Core area and outside, it is proposed that the noise level be reduced to 90dB at 63Hz. A minimum setback is also being recommended for new entertainment venues from existing residential sites.</p> <p>It is understood that proposed changes to the Noise Regulations will require as part of a Music Entertainment Venue Approval, for venues to be required to step down from the higher music noise levels on certain days of the week and hours of the day to ensure adequate respite for the existing residents.</p> <p>Note, the proposed noise level of 90dB(C) for eligible entertainment venues to be operating at in the Core is commensurate with the noise level allow in the Special Entertainment Precinct in Fortitude Valley. This Precinct has been operating successfully since 2006.</p> <p>The proposed external music noise level in the Frame area is proposed to be 79dB (C). This noise level will be lower than some existing residents are currently experiencing as outlined in the 2019 report.</p> <p>A portion of the proposed Frame area is also proposed to be retracted (excluding a significant portion of residential properties situated to the west of Russell Square). This would ensure that any new entertainment venues in that area would need to accord with the current Noise Regulations.</p> <p>Additionally, the majority of the 98 submissions received supported the concept of a Special Entertainment Precinct. Accordingly, it is considered that the proposed planning and environmental reforms will assist to address current land use conflicts, and more effectively manage noise issues in Northbridge. This will ensure that Northbridge remains the State’s premier entertainment area and maintain a vibrant nightlife. Further discussion on this matter is provided in <i>Attachment 5 - Consultation Outcomes and Response Report</i>.</p>

Schedule of Individual Submissions		
Submitter	Comment	City Response
	<p>The ‘effective limit’ for an amplified music level in a Special Control Area (SCA).</p> <p>Upon review of Gabriels Hearne Farrell Report 2019, it can be concluded that the effective limit for emission of sound in a SCA should be 70dB at 125Hz and 79db at 63Hz (low frequency at the point of emission) - to provide for the protection of the health and amenity of new noise sensitive receivers / residents (note: inside only), whilst maintaining technical and economic feasibility in the design and construction of new buildings.</p>	<p>A maximum noise level of 79(C) at 63Hz is proposed for the Frame areas. The latter area is considered a more transitional area where a greater mix of land uses can be provided including new noise sensitive premises.</p> <p>It is considered counter - intuitive to the proposed planning and health reforms to require existing entertainment venues in the Core areas to also be required to operate at 79(C). Existing entertainment venues in this area have operated at higher noise levels relatively unfettered for decades. Additionally measures outlined in point one above have been undertaken to reduce the impact on existing residents in the Core area.</p>
	Amending the Noise Regulations to permit sound levels far in excess of the assigned levels and above levels that can be feasibly attenuated, may result in health implications for those living in the area refers to ‘The Health Effects of Environmental Noise’ by EnHealth, 2018.	Refer to Point 1 above in terms of impact on existing residents within the proposed SCA.
	That should there be scope for local governments to exceed this capped sound level (reference above), and that a detailed Health Impact Assessment be required to demonstrate how the health, wellbeing and amenity of residents are being considered, namely the residents that will be living longer term with the outcome of a decision of this nature.	Noted. DWER has advised that proposed changes to the Noise Regulations will apply prescribed standards and also outlined the hours of operation that an entertainment venue could operate at the higher music noise levels. It is understood that the Local Government will have minimal discretion to apply additional requirements outside of the Music Entertainment Venue Approval Framework. This is to ensure operational certainty for those entertainment venues with such an approval.
	<p>Failure to address the health and amenity impact of permitting increased sound levels for existing residents in a SCA.</p> <p>A key principle of the Environmental Protection Act 1986 is the ‘polluter pays’ principle, whereby “<i>those who generate pollution and waste should bear the cost of containment, avoidance or abatement</i>”. Imposing a cost on the receiver as is noted in the consultation paper, to attenuate to a ‘new level of acceptable noise’, would be contradictory to the principle of the Act for which the Noise Regulations sit under.</p>	<p>Noted. The amendment has been assessed by the Environmental Protection Authority and a formal assessment was not required. The proposed environmental and planning reforms will not require existing residents to attenuate their buildings.</p> <p>27 out of the 44 submissions from residents supported a preference for a reduced noise level of 90dB at 63 Hz in the Core area. Of these a few residents requested:</p> <ul style="list-style-type: none"> ▪ elevated compliance and enforcement action undertaken by the City; ▪ ability to be able to apply for subsidies or grants to install noise proofing material in their homes. <p>Item 3(ii) above is outside of the scope of this project. Should some form of financial assistance be made available, it should be noted that it is easier and more effective to mitigate noise at the source than it is to retrofit attenuation measures for existing residential premises.</p>
	<p>Changes to the <i>Environmental Protection (Noise) Regulations 1997</i> raise a number of technical challenges of the proposed reforms:</p> <p><i>cross boundary management and enforcement</i> – whereby a receiver outside of a SCA would be entitled to expect to receive sound levels in accordance with the assigned levels in the Noise Regulations. However, the entertainment venue responsible for the emission of noise sits within the SCA and be under the control of a Venue Approval and be permitted to emit sound in excess of the assigned levels;</p>	In terms of cross boundary management and enforcement, the City of Vincent has indicated its conditional support for Option B as outlined in Submission 1. The City of Perth will continue to work with the City of Vincent to address any cross boundary noise monitoring and compliance issues.
	<i>cumulative noise from multiple venues</i> - the concept of a having a set amplified sound level and ‘building transmission loss’ level do not accommodate for encroaching/additional sound emitting premise; and	To address the cumulative noise from multiple venues in the proposed Core and Frame areas, new entertainment venues are to be setback a minimum of 5 metres from existing noise sensitive premises.
	<i>construction standards</i> - the internal acoustic requirements for dwellings are determined by the Building Code of Australia and National Construction Code (NCC, 2016). How then is it proposed that Local Government will be able to enforce a developer to construct a new building to the higher standard of the Code?	It is acknowledged that the internal acoustic requirements for dwellings are determined by the Building Code of Australia and National Construction Code (NCC, 2016). However, the City has previously required in 2014, higher attenuation requirements for a proposed residential

Schedule of Individual Submissions		
Submitter	Comment	City Response
		development (Velo Apartments at 89 Aberdeen Street) in the Core area without any issue. The higher attenuation requirements were based on the Fortitude Valley requirements at the time.
15. Peter Ruocco 98 Lake Street	Does not support Amendment 41	Noted
	Prefer Option 'B', and to keep the noise further away from the Lake St./Newcastle St/ Aberdeen St area where there are more residents that would be subjected to dangerously high noise levels.	Noted. It is proposed to reduce the music noise level down from 95dB at 63Hz as advertised in Amendment to 90dB (C) at 63Hz in the Core area.
	Questions why are the proposed dB levels are so high around the apartments in the above streets when compared to the following: https://www.eea.europa.eu/airs/2018/environment-and-health/environmental-noise (The European Environment Agency. The proposed dB level is nearly double in numerical description but is logarithmically much higher in actual terms.	<p>Acknowledge the findings of the https://www.eea.europa.eu/airs/2018/environment-and-health/environmental-noise outlined in the submission. This is discussed in further detail in <i>Attachment 5 - Consultation Outcomes and Response Report</i>.</p> <p>As outlined in response to Submission 14, Northbridge is the States Premier entertainment area and contributes significantly to the night time economy. Entertainment venues have operated at higher amplified music levels for decades.</p> <p>The subject site (98 Lake Street) is situated in the proposed Frame area whereby new venues could operate up to 79dB at 63 Hz (should they seek a Music Entertainment Venue Approval).</p> <p>For these existing residents in the SCA, the potential noise impacts indoors will be determined by the external music noise levels, the degree of cumulative noise contributions and the degree of sound attenuation the existing building achieves, all of which will be variable.</p>
	The City should protect existing apartments from all noises above no more that 50dB at source of noise. As a resident in Lake Street, the noise levels are high especially Friday nights, Saturday nights and Sunday nights. This is mostly music noise (the base music drives right through the building). The City's maintenance crew also make a large proportion of the noise.	<p>It is considered counter - intuitive to the proposed planning and environmental health reforms to require existing entertainment venues in the Core area to be required to operate at 50dB. It would make it unviable for these venues to operate and compromise the State's premier entertainment Area.</p> <p>Whilst outside of the scope of this scheme amendment - the City will also investigate the concerns raised about the maintenance crew contributing to the noise levels in the area.</p>
	The 7th EAP (EU, 2013) includes an objective to significantly decrease noise pollution by 2020, moving closer to WHO recommended levels as environmental noise exposure can lead to annoyance, stress reactions, sleep disturbance, poor mental health and wellbeing, impaired cognitive function in children, and negative effects on the cardiovascular and metabolic system.	<p>The concerns raised about the potential health impacts from environmental noise exposure are acknowledged. Measures outlined in point two above have been undertaken to reduce the noise impact on existing residents in the SCA.</p> <p>It is also noted that an existing night club on the corner of Aberdeen Street and Lake street is relocating. It is proposed that this site be included within the Frame area which will also reduce the impact of the music noise levels on nearby residents.</p> <p>In addition, it is understood that proposed changes to the Noise Regulations will not permit entertainment venue to operate at higher music levels all hours, seven days a week. As part of an Music Entertainment Venue Approval, entertainment venues will be required to step down from the higher music noise levels on certain days of the week and hours of the day to ensure adequate respite for the existing residents</p>

Schedule of Individual Submissions		
Submitter	Comment	City Response
16. James Fitch and Jayne Devlin JJs Backpackers	The owners of an accommodation business at 75-77 Aberdeen Street Northbridge 6003. The premises is situated adjacent to an existing entertainment venue.	Noted. The subject site is situated within the proposed Core area. It is proposed that the external music noise level within this area be reduced down from 95dB at 63 Hz to 90 dB(C).
	Concern raised about existing noise levels and vibrations having a detrimental impact on their guests stay. This has potential to their future business.	
	On line research points to the proposed level of 95dB being potentially dangerous and having long term effects on the hearing of staff and patrons.	The internal noise levels within a entertainment venue are controlled under separate legislations (Work Safe WA and the Occupational Safety and Health Regulations 1996) and is outside of the scope of this project.
	Recommend reducing the proposed noise level as it would be beneficial for nearby residents and other business, in addition to their own.	Noted refer to point 1 above. Additionally, it is understood that proposed changes to the Noise Regulations will not permit entertainment venues to operate at higher music levels all hours, seven days a week. As part of a Music Entertainment Venue Approval, entertainment venues will be required to step down from the higher music noise levels on certain days of the week and hours of the day to ensure adequate respite for the existing residents/guests.The specific details are still being prepared.
17. David Edwards Verdant Apartment	Regarding adjacent entertainment venue—designed with no structures to reduce noise to the surrounding area and as such request the following: <ul style="list-style-type: none"> relocate any sound system away from their external wall; the music level to be reduced to 70dB and a strict adherence to a 2am finish. 	<p>The City will investigate any noise issues associated with an existing entertainment venues in accordance with its compliance and enforcement procedures and having regard to current requirements under the Noise Regulations. However, should the amendment be gazetted and changes to the Noise Regulation allow for eligible entertainment venues to apply for a Music Entertainment Venue Approval to emit higher music noise levels, then the adjacent entertainment venue may apply.</p> <p>A reduced noise level of 70dB in the Core area is not supported. The proposed noise level of 90dB(C) for eligible entertainment venues to be operating at in the Core is commensurate with the noise level allow in the Special Entertainment Precinct in Fortitude Valley (City of Brisbane).</p>
	Does not support any kind of amendments that will reduce operating standards within the city including the reduction in the number of cultural activities or any changes that will have any negative impact on economic growth within the CBD.	Noted. The proposed City and State Government’s Planning and Environmental Health reforms are to ensure that Northridge remains the State’s premier entertainment area and continues to contribute to the night- time economy.
	Considers the Core and Frame concept a great start in planning and protecting existing venues. However, further consideration should be given to the existing venues and their current operating levels, not a single venue in the city should have to reduce their noise levels in this process.	<p>It is proposed that the external noise level be reduced from 95dB at 63Hz to 90 (C) to reduce the noise impact on existing residents and also to ensure that the City can meet its other key objective of encouraging residential growth in areas outside of the SCA.</p> <p>A Music Entertainment Venue Approval will allow eligible entertainment venues a choice to ‘opt in’ and emit a higher music level than what is currently permitted under the Noise Regulations. It will provide operational certainty for entertainment venues.</p> <p>However, as outlined in response to previous submissions, if an entertainment venue is already operating at a higher noise level and is not receiving any complaints (due to the separation of the venue from the nearest noise sensitive receiver) - then they could choose to continue with their existing operations.</p>

Schedule of Individual Submissions		
Submitter	Comment	City Response
	Over the last 5 years the city has become a vibrant and exciting city with amazing activations, activities and events year-round. It would be an absolute shame to see the hard work put in by venue, residents and the city be wasted in order to please a few residents.	Noted. It is considered that the proposed lower noise level of 90(C) in the Core area will strike the right balance and maintain a vibrant entertainment precinct, whilst enabling the City to meet its other objectives for residential growth outside of the SCA. It is also noted that the Special Entertainment Precinct in Fortitude Valley (City of Brisbane), permits venues to emit a maximum external amplified music level of 90(C). The Valley has experienced a 40% growth in venues since the Local Law was introduced in 2006.
	Resides in an apartment surrounded by music venues and often hears music from the city venues. This is to be expected when living in a CBD of any city. During the time venues (due to Covid 19) shut down the sound from the city was louder than what the venue produced, in fact even more so due to the increased antisocial behaviour in the streets.	Noted - it is proposed that a condition of approval for any new noise sensitive development that a notification pursuant to section 70A of the <i>Transfer of Land Act 1893</i> be required on the title to inform prospective owners of the likelihood of elevated noise levels from entertainment venues.
	The City should set a higher standard for property developers in the area. Proper sound attenuation, quality building materials and good design would alleviate most of the issue residence are having with noise in the city. For example, some apartments buildings are poorly designed, and a lower grade spec for sound attenuation have been implemented then what was originally contracted e.g. doors and windows are of such a low quality that they do not seal. If the builders of the apartments were held to a higher standard there would be less complaints.	The amendment will require higher attenuation standards for new noise sensitive development in order to ensure an appropriate level of amenity for future occupants and reduce potential land use conflicts in the SCA. In addition, it is proposed that a condition of approval for any new noise sensitive development that prior to the occupation written confirmation from the builder that all recommendations in the approved Acoustic Report have been implemented.
18. Antonietta Del Borrello 172 Aberdeen Street	Any changes to restrict noise levels is appreciated.	Noted.
	The property does not experience any affect from entertainment venues – but on occasions noise level from neighbours becomes an issues.	Noted
	Traffic issues – concerned about the lack of compliance by drivers when they enter the reduced speed are of 40KM from Fitzgerald street onto Aberdeen Street.- further action is required.	This is out of scope of the scheme amendment. The concern has been forwarded to the relevant unit within the City to investigate.
19. Resident Stirling Street	Objects to the inclusion of the Court within the Core area as proposed in Option B.	Noted.
	Considers that it should continue to be treated as part of the Frame area and that any further developments of The Court should be required to incorporate noise attenuation technologies to limit sound to 79dB as proposed in the amendment as initiated.	The Court Hotel is proposed to be permitted to operate at 90dB at 63 Hz. A provision under Amendment 41 (as advertised) allows existing entertainment venues within the Frame area to operate at 90dB, and for these venues to be incorporated into an register. Option B identifies well established and significant entertainment venues (including the Court Hotel) on a map rather than in a register to provide more transparency. A portion of the Court Hotel may be able to operate at 90dB(C) should the venue operator choose to opt in and apply for a Venue Approval. However, the rear lot has been included in the Frame area and may operate at 79dB (C). The acoustic modelling commissioned by the State Government indicated that this approach would assist to reduce the impact of noise on nearby noise sensitive premises.

Schedule of Individual Submissions		
Submitter	Comment	City Response
	The City should consider excluding the west side of Stirling Street from the Frame area so that both sides of the street fall outside of the Northbridge SEP. This will ensure Stirling Street remains an attractive place for high density inner city developments.	Noted. A greater mix of landuses is proposed east of Beaufort Street including new noise sensitive premises as outlined in the draft Local Planning Strategy. As such, the majority of the area (including those properties on the western side of Stirling Street) are proposed to be situated within the Frame area. A maximum external music noise level of 79dB (C) will enable new noise sensitive properties to be constructed. New entertainment venues will also be required to be setback 5 metres from existing noise sensitive properties.
20. Anette Bohm 82 Alma Road, Mount Lawley	Raises concerns about the proposed amendments, as they widen the area in Northbridge from which noise is emitted, and considers that the amendments do not address the noise issue for residents.	Noted.
	They choose to live approximately 2 kilometres from the entertainment area; to avoid the noise and nuisance. Notwithstanding, as a long term resident in Mt Lawley - over the years the noise coming from Northbridge has impacted on their quality of life, particularly in summer.	Noted.
	The problem as a resident in a neighbouring council is that we have no influence about the noise from Northbridge. The reporting system of the City of Perth is not conducive to reporting, as it demands to state an address from which the noise is coming and it is open to Perth City residents only.	<p>The compliance process in this instance would be to log a complaint with the City of Vincent. The City of Vincent will in turn contact the City of Perth and if required arrange for sound level readings to be taken.</p> <p>Currently, due to the high number of entertainment venues in Northbridge and the cumulative noise impact, it is difficult for the City's EHO officers to determine which entertainment venue is emitting the higher noise level. Other issues with the way the current Noise Regulations are applied are discussed in the scheme amendment report – refer to Attachment 1.</p> <p>The proposed changes to the Noise Regulations will enable noise monitoring and compliance to be more effective. This is because those entertainment venues which choose to 'opt in' and obtain a Music Entertainment Venue Approval will need to comply with the maximum external music levels, measured at 1 metre from the entertainment venue boundary. The venue operators will be able to ascertain what music levels can be emitted inside the venue to ensure compliance with the outside levels and use various technology to assist.</p> <p>As outlined in the response to the submission from the City of Vincent, the City of Perth will work with the City of Vincent to address any cross boundary noise management issues.</p>
	The map with the noise modelling scenario does not reflect how far, in real life, the noise travels to the surrounding areas. According to the map, the noise stops south of Bulwer Street. This is not correct. Hyde Park and the areas of north of Hyde Park are regularly affected by noise from Northbridge. With the extended entertainment zone, this can only get worse.	<p>The noise modelling scenarios commissioned by the State Government were based on proposed amplified music levels of either 95dB at 63Hz as outlined in Amendment 41 or 90dB at 63 Hz as outlined in Option B.</p> <p>The State Government has advised that the housing stock within the City of Vincent may not attenuate low frequency entertainment noise to the same extent as typical modern central city apartments upon which the 67 dB contour is based. Early to mid-twentieth century houses which are common in the City of Vincent, may receive higher entertainment noise indoors, out beyond the 62 dB contour (not shown in the modelling).</p> <p>The noise modelling indicated that Option B limits the external amplified music noise impact on the City of Vincent to a greater extent than Amendment 41 (where the 67 dB contour extends out to Brisbane Street). This lower music level of 90dB (C) is being proposed in the Core area.</p>

Schedule of Individual Submissions		
Submitter	Comment	City Response
	<p>Northbridge impact - the noise from outdoor events is the main problem, although noise from nightclubs can be an issue - when doors are opened, from around midnight until closing time. No respite for residents.</p> <p>The main issue is the thumping low bass noise, which travels through walls and closed windows, and can't be masked with TV or the hum of an air conditioner.</p> <p>Events are a particular problem have a major impact on residents – e.g. Ice cream Factory- issues with noise level and extended hours of operation and no contact person.</p> <p>Other cultural events, such as the Fringe Festival have some good measures in place such as a community liaison person and more tightly regulated. Should focus on cultural events to ensure Northbridge remains vibrant.</p>	<p>The planning and environmental reforms will address the low frequency amplified music noise levels which residents find annoying and which is not captured under the current Noise Regulations.</p> <p>The proposed SCA does not address temporary outdoor events such as the Ice Cream Factory, as there are already provisions under the current Noise Regulations to deal with these matters.</p> <p>Noted – will consider these matters as part of the review of the City's current compliance procedures.</p>
	<p>There should be more responsibility on the Polluter to fix the problem. This would incentivise the venues and organisers to not let noise issues arise in the first place.</p>	<p>Noted – in some instances entertainment venues operators who choose to 'opt' in and obtain a Music Entertainment Venue Approval may need to invest in attenuation measures or modify current operation practices to comply with the maximum external music levels.</p>
	<p>Why should the many (residents) be so impacted by the few (profit making venues)? What is needed are impactful regulations that limit noise levels, particularly for the low and extremely low bass range), and limit what can happen on Sundays and public holidays. What is not needed is an extension of the entertainment precinct and insufficient noise controls.</p>	<p>The rationale for the SCA is to ensure that Northbridge remains the State's premier entertainment area and contributes to social and cultural scene, as well as to the night time economy. Every major modern city in the world has an entertainment area.</p> <p>It is considered that the proposed planning and environmental reforms will address some of the noise issues raised in the submission, as outlined in the points above.</p> <p>Additionally, it is understood that proposed changes to the Noise Regulations will not permit entertainment venues to operate at higher music levels at all hours, seven days a week. As part of a Music Entertainment Venue Approval, entertainment venues will be required to step down from the higher music noise levels on certain days of the week and hours of the day to ensure adequate respite for the existing (and future) residents.</p>
21. Resident Shenton Street Northbridge.	<p>Prepared a submission for the advertising of the State Government's proposed planning and environmental health reforms in late 2019 and early 2020. A number of the points raised are relevant to Amendment 41.</p> <p>Does not support the proposed noise levels and consider the current Noise Regulations are adequate and sufficient to control noise in Northbridge. Expresses frustration at the current compliance and enforcement process carried out by the City.</p>	<p>Noted. The issues with the current Noise Regulation and implications for compliance and enforcement carried out by the City's EHO is discussed in the Scheme Amendment Report. For example:</p> <ul style="list-style-type: none"> a) The Noise Regulations do not provide certainty for entertainment venues as the noise levels that they must comply with are currently determined at each noise receiver and compliance should be achieved at each receiver. As a result, the allowable noise levels for entertainment venues change as new noise sensitive development occurs in the area. b) During the investigation and measurement of a noise complaint, determining the entertainment venue that is causing the annoyance is currently difficult to isolate and confirm. This is because other similar venues are operating simultaneously and identifying the offending venue requires sophisticated methods of analysis. It is further exacerbated with measurements required to be undertaken at the noise sensitive receiver. c) The current assigned levels under the Noise Regulations are A weighted, which attempt to reflect human hearing, but are not sensitive to low frequency noise, such as that emitted by amplified music. <p>The State Government's proposed changes to the Noise Regulations will assist to address these matters as outlined in the scheme amendment report.</p>

Schedule of Individual Submissions		
Submitter	Comment	City Response
	Does not support the enforcement of notifications on properties titles, which in effect will give potential buyers the message of “buyer beware” and “don’t buy this property...it won’t be good for you”. Such notifications on titles will have the effect of devaluing properties.	Noted. A notice on titles will not apply retrospectively and will only apply as a condition of approval to new noise sensitive developments. This will ensure potential buyers are able to make an informed decision and acknowledges that they are residing in an entertainment precinct and will be exposed to higher music noise levels than elsewhere.
	Concerned about only indoor areas of their property being protected and the need to close doors and windows no matter the time of the year.	Noted. The external noise level is proposed to be reduced from 95dB at 63Hz to 90dB (C) in the Core area. The subject site is situated to the west of Russel Square and within the Frame area under Amendment 41 (as advertised) whereby an external music level of 79dB at 63Hz was proposed. However, it is recommended that the Frame area in the northwest corner of the proposed SCA (which accommodates the subject site) be excluded from the SCA. This is to acknowledge the predominately residential character of this area. New entertainment venues in this area will now have to accord with the current Noise Regulations and will not be permitted to operate at 79dB (C). These actions should assist to reduce the impact of the music levels on residents situated outside of the SCA.
	Supports new entertainment venues and residential developments being designed and constructed to incorporate noise attenuation measures to ensure that the health and amenity of residents is maintained	Noted
	Support existing entertainment venues to be required to improve and incorporate noise attenuation measures.	Noted
	Any major increase in the number of music venues will generate mass alcohol consumption, occupational health and safety issues for staff at venues, drug taking, assault and violence, car parking, public transport, taxis and other providers such as Uber, community safety and family friendly locations. All these issues are affected by noise, unsociable behaviour increases, abuse of drugs and destructive behaviour follows.	Noted. These matters raised are outside the scope of this amendment but are discussed at a Perth City Liquor Accord meeting held on a regular basis at Council House. Representatives at these meeting include the WA Police Force, the Department of Local Government Sport and Cultural Industries, Liquor Enforcement Unit, the Australian Hotel Association, and entertainment venue operators. The City’s Alliance Manger Community Safety and Amenity, the City’s CEO and Lord Mayor also attend these meetings.
	<p>Raises concerns about the impact of noise on the health of residents request the following:</p> <p>a) the World Health Organisation (WHO) – “<i>Environmental Noise Guidelines for European Region</i>” 2018 – be followed and to aim for noise of less than 30 A-weighted decibels in bedrooms during the night; and</p> <p>b) WHO guidelines for night noise recommendations at less than 40 dB(A) of annual average (Lnight) outside of bedrooms to prevent adverse health effects from night noise be adopted.</p> <p>In addition to the above submission the following comments are provided in relation to Option B.</p>	<p>Acknowledge the findings of the “<i>Environmental Noise Guidelines for European Region</i>” 2018 outlined in the submission. Further discussion on this matter is provided in <i>Attachment 5 - Consultation Outcomes and Response Report</i>.</p> <p>Higher attenuation standard will be required for new noise sensitive development within the SCA to address this matter.</p> <p>It is also understood that proposed changes to the Noise Regulations will not permit entertainment venues to operate at higher music levels at all hours, seven days a week. As part of a Music Entertainment Venue Approval, entertainment venues will be required to step from down the higher music noise levels on certain days of the week and hours of the day to ensure adequate respite for the existing residents.</p>
	Acknowledges that Option B in Amendment 41, retracts the north west corner of Frame area that places their residence outside the Northbridge SEP.	Noted.
	Considers that the proposed changes to the Noise Regulations would not apply to their residence and the existing methods of measuring and enforcing noise would remain in place.	It is understood that the proposed changes to the Noise Regulations would mean that if a noise compliant from a noise sensitive premises situated outside of the SCA was lodged against an entertainment venue within the SCA which was operating in accordance with a Music entertainment Venue Approval – no action would be taken against the venue by the local government. This affords

Schedule of Individual Submissions		
Submitter	Comment	City Response
		the entertainment venues who opt into a Venue Approval with operational certainty. If the entertainment venue did not have a Venue Approval than the current Noise Regulations would apply.
	During the recent 2021 Fringe Festival event, based in Russell Square, the noise was excessive and extremely disturbing to residents.	Noted. These temporary events are outside of the scope of this amendment.
	The establishment of a Northridge SEP, which proposes greater freedoms (90dB) for creating unmitigated noise, with undefined monitoring methods, will be unbearable for residents and will be just the same as the Fringe Festival in Russell Square.	<p>The acoustic modelling undertaken by the State Government indicates that the proposal to reduce the external amplified music levels in the Core area from 95dB at 63Hz to 90dB will largely contain the 80dB contour line the east of Russell Square and away from the subject site. The finding of the Gabriels Hearne Farrell report commissioned by the State Government in July 2019 indicates that noise sensitive premises can be more easily attenuated under 80dB to meet an internal level of 47dB (although acknowledge that is more difficult to retrofit with an existing premise with additional attenuation measures).</p> <p>Monitoring and compliance will be more effective should entertainment venues opt in and apply for a Music Entertainment Venue Approval. The changes to the Noise Regulations will also address the key issues with the current legislation outlined above.</p>
	The EPA did not assess the first round of proposals and as such there is no evaluation of the effects of what is proposed for the establishment of a Northbridge SEP.	The EPA has reviewed the amendment and a formal assessment was not considered warranted.
	A line on a map does not stop the terrible high frequency bass noise, coming from entertainment venues who are allowed to create noise up to 90dB, to the early hours of the morning. It is well documented that the horrible doof doof noise cannot be mitigated and will penetrate the most fortified walls and barriers.	Refer to point 11 above. Additionally, new entertainment venues situated within the northwest section of the SCA (proposed to be retracted) will need to comply with the current assigned noise levels under the Noise Regulations and will not be able to opt in and obtain a Music Entertainment Venue Approval to operate to 79dB (C). This will reduce the impact of external music on the subject site.
22. Michael Enoch	The proposed amendment is not supported.	Noted.
	<p>Noise levels are not the only issue as being presented.</p> <p>i. Drugs, Alcohol and other substance issues are of primary concerns that are associated with “Entertainment Centres”</p> <p>ii. The area is presently rife with unsociable behaviour hence the high policing patrol requirement.</p> <p>iii. Public safety will demand permanent police placement</p> <p>iv. Not family friendly</p> <p>v. Parking congestion</p> <p>vi. Increased loitering</p> <p>vii. The area is presently saturated with forms of entertainment</p> <p>viii. TAFE students and foreign student population are very high in the area</p>	The matters raised are outside the scope of this scheme amendment. The City is mindful however that a whole of organisation approach is required, together with assistance from various State Government agencies, the police and the community to address the anti-social issues and others matters raised as discussed in Submission 21 above.
	One might wonder is the Police Stats; call outs and arrests etc. Suggests to relocate the SEP to a lesser populated area.	A high concentration of well-established entertainment venues have operated in Northbridge for decades. Typically every major city in the world has a designated or identifiable entertainment area. Potential land use conflicts arise due to the encroachment of noise sensitive development within this historical active night time area. The proposed amendment aims to reduce this conflict between existing entertainment venues and noise sensitive premises through the implementation of more effective noise management reforms.

Schedule of Individual Submissions			
Submitter	Comment	City Response	
23. S. Derry Napier Street, Nedlands	Does not support the creation of a SCA to maintain Northbridge as the State's premier entertainment precinct.	Noted.	
	Recognise that a new approach is required for noise management in this area. However, the proposed approach will not provide certainty or fairness for many existing and future occupants in this area.	The proposed planning and environmental reform aims to ensure Northbridge continues to contribute to the city's social and creative scene, as well as the State's night time economy by dealing more effectively with noise management issues. As such, entertainment venues are proposed to be given primacy over noise sensitive uses in the Core area. New noise sensitive proposed in this area will require higher attenuation measures. A greater mix of uses will be encouraged in the Frame area.	
	Does support the boundary of the Core area under Amendment 41.	Noted. The Core area under Amendment 41 (as advertised) accommodates the majority of the existing entertainment venues. The boundary was constrained to reduce the impact of the proposed external amplified music levels of 95dB on adjacent areas outside of the Core. However, subsequent acoustic modelling commissioned by the State Government indicated that the proposed noise level in the Core will impact a larger area outside of the SCA, then Option B as shown in Attachment 3.	
	Does not support the boundary for the Frame area under Amendment 41. More consideration is needed for properties in this area and adjacent areas, including within the City of Vincent.	Noted. It is proposed that the Frame area including the retraction of the northwest boundary from the SCA, as outlined in Option B, be supported. This together with a lower external noise level of 90dB(C) in the Core area will reduced the impact of noise on areas outside of the SCA. It is noted that the City of Vincent has conditionally supported this approach as outlined in submission 1.	
	The proposed noise levels for the Core area under Amendment 41 significantly exceed the allowed noise levels in similar areas, such as Fortitude Valley in QLD. a) There is no evidence to substantiate that levels this high are required for street 'vibrancy'; or for the quality of the amplified music noise listening experience for patrons within venues. These proposed levels will not support a mixed and vibrant entertainment area with a mix of music, restaurants, tourist accommodation and residential areas. b) There are no time restrictions on the proposed amplified music noise.	Noted. Due to the untended consequences of the proposed higher amplified music levels of 95dB for the Core area and discussed in outlined above, a lower amplified noise level of 90dB (C) is proposed. This is similar to the external amplified music levels stipulated in the Special Entertainment Precinct in Fortitude Valley (City of Brisbane). b) As discussed in the response to other submissions, it is understood that the changes to the Noise Regulations will specify time restrictions for entertainment venues which opt in to obtain a Music Entertainment Venue Approval to operate at the higher noise levels.	
	The approach for managing entertainment noise in this area needs to address the cumulative effect of noise from music venues. This has not been addressed in the amendment.	Higher attenuation requirements will be required for new noise sensitive development in the Core area to address the cumulation noise levels. A revised methodology based on design performance is proposed for residential, co-living and short stay accommodation which takes into account the local context. This is discussed in <i>Attachment 5 – Consultation Outcomes Report</i> . New entertainment venues will be also required a minimum setback from the existing residential properties.	
	The proposed amendments seem to be aimed at delivering certainty for operators of music venues; without consideration of impact on other important businesses in the entertainment precinct, residents and other users of this area – including future residents.	The intent of the planning and environmental health reforms is to provide certainty to the entertainment venues in the SCA. However, it is considered that the proposed modifications to Amendment 41 discussed above will provide a more balanced outcome.	
	Supports higher attenuation requirements for new and existing venues (which choose to opt in for a Venue Approval) and new noise sensitive development. i) Notes that buildings designed to provide this level of low frequency noise attenuation for noise sensitive developments will be expensive and may result in significant design compromises (including sustainability), and yet not necessarily achieve appropriate internal noise levels for health and amenity - given the cumulative effect of noise from venues.	Noted. A provision outline in Amendment 41 does specify that the sound attenuation measures must be carefully integrated into the design of development and not significantly detrimentally impact upon: (a) the buildings aesthetics, environmental sustainability, and cultural heritage significance where applicable; (b) the internal amenity for building occupants; and	

Schedule of Individual Submissions		
Submitter	Comment	City Response
		<p>(c) the public realm.</p> <p>An acoustic investigation commissioned by the City indicated the revised approach, together with stipulating a lower external noise level of 90dB(c), will enable a variety of accommodation land uses, including residential development, student housing, co-living in certain circumstances within the Core area. The sites that can accommodate residential land uses are required to be built to a high degree of acoustic integrity, with the size, location, and design of the building critical to achieving acceptable acoustic outcomes. This is further discussed in <i>Attachment 5 – Consultation Outcomes Report</i>.</p>
24. Mehtab Khan Velo Apartments	<p>Regarding the three technical acoustic reports commissioned by DWER. The measurements were taken in one place on one night and believe the comments made in the report don't really reflect the reality of the noise levels in the area. These measurements were undertaken in August - Winter - when most venues are quiet and don't have many outside areas open.</p> <p>Recommend further noise measurements are taken in the summer and on different days of the week. For example, the Aberdeen Hotel has an outside summer party every Sunday afternoons till Midnight. They also have parties on Thursdays and other random weekdays and have many people outside, and the noise levels are well above the usually allowable maximums. Henry Summer also does not have any soundproofing as they have an open outdoor. Currently, they have been measuring the noise levels which are upwards of 55-65dB, well above the permitted 35dB to 45dB indoor range for residential areas.</p>	<p>The Northbridge Noise Monitoring Report 2019 was used to provide a snap shot of current noise levels being emitted by entertainment venues at that time. However, it is acknowledged that there are limitations with relying on live, spot samples of sound recorded at any point in time (summer, winter, week to week).</p> <p>However, many of the measurements in the 2019 report were made in the vicinity of open doors and windows, and previous studies (Lloyd George Acoustics 2012) have shown music levels inside venues do not vary significantly over time. The 2019 report included measurements of six outdoor areas, selected on the basis that the noise from those venue spaces was subjectively and relatively loud in the scheme of music noise from both outdoor and indoor venues on the night. This suggests that despite the winter-time measurements, these outdoor areas were being used and were among the most prominent sources of entertainment noise at the time. As such, it is considered the 2019 report is adequate to characterise the higher emission levels from enclosed venues.</p> <p>To supplement the above study, the State Government also commissioned a low frequency music noise prediction report to better understand the levels of entertainment noise that will potentially be received by noise sensitive receivers in the Core and Frame areas of the proposed SCA and adjacent areas.</p> <p>Accordingly, it is considered that the combined methods used are 'fit for purpose' to assist to understand the potential noise impact of Amendment 41 on surrounding noise sensitive premises.</p>
	The reports proposed seems to be weighed against residents in the area, especially if there is no compensation for retrofitting noise insulation to existing buildings.	<p>It is acknowledged that the proposed planning and environmental health reforms are aimed to ensure that Northbridge remains the State's premier entertainment area. However, it is proposed that the external amplified music level be reduced from 95dB at 63Hz (as advertised) to 90dB (C) in the Core area. This will assist to reduce the noise impact on existing noise sensitive premises within the SCA. New entertainment venues will also be required to be setback a minimum of 5 metres from existing residential premises.</p> <p>It is understood that the proposed changes to the Noise Regulations will specify time restrictions on the hours of operation that entertainment venues (who opt in to obtain a Music Entertainment Venue Approval) can operate at the higher noise levels.</p> <p>Financial assistance for existing residents to retrofit attenuation measures to their premises outside of the scope of this amendment.</p>
25. Ann Apthorp 72 Kings Street, Perth	There seems to be a very serious discrepancy for similar areas of entertainment precinct noise' curtailment and management.	Noted

Schedule of Individual Submissions																	
Submitter	Comment	City Response															
	<p>Considers that the proposed noise levels for the Core area of 95dB at 63Hz octave and 86dB at 125Hz octave band should be lower in the 63Hz octave band – similar to the levels required in Fortitude Valley which are outlined below:</p> <ul style="list-style-type: none"> Core Area 90dB (80 outside certain hours) and 45dB in the lower frequency range. Frame Area 88dB (65dB outside certain hours) and 45dB for the lower frequency range. 	<p>Noted. It is proposed that entertainment venues in the Core be able to emit 90 dB (C) at one metre from the venue boundary should they opt in and apply for a Music Entertainment Venue Approval. This is commensurate with the noise level specified in the Core outlined in the Special Entertainment Precinct (SEP) in Fortitude Valley (City Brisbane).</p> <p>Note, the proposed noise levels for the Frame area is lower than that outlined in the SEP in Fortitude Valley.</p>															
	<p>Clarification of the planning rationale for the proposed a higher level of noise to be permitted to be expelled from establishments within the Core area i.e. 95dB for 24 hours and 7 days a week and potential impact on people’s hearing loss.</p>	<p>The higher external noise level of 95 dB at 63Hz for the entertainment venues in the Core area (outlined in Amendment 41) was based on the findings of the ambient external noise measurements undertaken in the proposed Core Area in August 2019. It was considered at the time, if the primary purpose of establishing a SCA is to ensure that Northbridge remains the State’s premier entertainment area, then a level of 95 dB at 63Hz would be appropriate.</p> <p>It was also acknowledged that there will be time restrictions on the hours of operation that entertainment venues (who opt in to obtain a Music Entertainment Venue Approval) can operate at the higher noise levels.</p> <p>Subsequent to the abovementioned survey and the initiation of Amendment 41, the State Governemtn commissioned a low frequency music noise prediction report to better understand the levels of entertainment noise that will potentially be received by noise sensitive receivers in the Core and Frame Areas of the proposed SCA and adjacent areas.</p> <p>The findings from multiple noise models developed and mapped by the State Government in August 2020 showed the flow on impact of the proposed external amplified music noise levels within the Core area for Amendment 41 was greater than first anticipated. Refer to Attachment 3.</p>															
	<p>References Safe Work Australia which and stated that it has “<i>provided evidence to the committee that each year there are an average of 3,400 successful workers compensation claims for ONIHL in Australia</i>”.</p> <p>The Parliament of Australia (aph.gov.au/ParliamentaryBusiness/ Committees/Senate/ CommunityAffairs/CompletedInquiries/) gives a recommendation that “<i>the Dept of Health and Ageing work with the appropriate agencies and authorities to devise recreational noise safety regulations for entertainment venues. Specifically, where music is expected to be louder than a recommended safe level, that the venues be required to post prominent notices warning patrons that the noise level at that venue may be loud enough to cause hearing damage: and make ear plugs freely available to all patrons.</i>”</p> <p>Hearing damage may occur at:</p> <table> <tr> <td>85dB</td><td>after</td><td>8 hours of exposure</td></tr> <tr> <td>88</td><td>4 hours</td><td></td></tr> <tr> <td>91</td><td>2 hours</td><td></td></tr> <tr> <td>94</td><td>1 hour</td><td></td></tr> <tr> <td>97</td><td>30 mins</td><td></td></tr> </table> <p>Concerned about what damage will occur within the establishments where the noise levels would be higher.</p>	85dB	after	8 hours of exposure	88	4 hours		91	2 hours		94	1 hour		97	30 mins		<p>Noted – Safe Work Australia is covered under separate legislation which is outside the scope of this amendment.</p>
85dB	after	8 hours of exposure															
88	4 hours																
91	2 hours																
94	1 hour																
97	30 mins																
26. Planning Solutions – Magnet House	<p>Planning Solutions acts on behalf of Primewest, the proprietor of multiple land holdings within the City, including 383-393 Murray Street, which currently operates as Magnet House.</p>	<p>Noted</p>															

Schedule of Individual Submissions		
Submitter	Comment	City Response
	Supports the principle of Amendment 41 as it pertains to land use / development control. Considers that it will provide more clear and consistent guidance for the Northbridge precinct, reduce land use conflicts between entertainment venues and sensitive land uses and provides increased assurance for entertainment venues with regard to amplified noise.	
	Do not support the notion that Amendment 41 should be limited to the Northbridge area.	<p>Noted. The proposed reforms will establish the Planning and Environmental Health framework for special entertainment precincts (SEP) to be identified and created within local government areas. The objective of introducing SEP's are to:</p> <ul style="list-style-type: none"> i. Provide clear and consistent development guidance for designated special entertainment precincts. ii. Establish a framework that reduces potential land use conflicts between noise-sensitive receivers and entertainment venues through the application of relevant planning considerations. iii. Provide an increased level of assurance for entertainment venues by establishing a framework to achieve greater operational certain. iv. Northbridge being the State's premier entertainment area is proposed to be the first SEP in the state.
	Acknowledges the need to manage the land use conflict which arises when residential development occurs in close proximity to entertainment venues without appropriate planning control and mechanisms.	Noted. Higher attenuation standards are being proposed for new noise sensitive development in the SEP to assist to reduce potential land use conflict with existing entertainment venues.
	Acknowledges that the night-time economy is important to both the culture and economy of the Perth city centre. However, there is a growing trend of existing entertainment venues being impacted by encroaching residential development, with existing venues being the subject of noise complaints and often being required to implement noise management to accommodate new sensitive land uses.	Noted. Refer to the objectives of the introduction of SEP's.
	Magnet House – the recently refurbished venue has made a strong contribution to Perth's live music scene since its opening in the 1970s (under the name Pinocchio's). It is important to protect the function and the vibrancy of the venue (and others like it) from potential complaints from incoming residential development.	Acknowledge the contribution of the existing entertainment venue to the vibrancy of the area.
	<p>Murray Street, within proximity of the subject site, is in a 'transition stage' with emerging residential uses in a historically commercial/entertainment precinct.</p> <p>The emerging Murray Street entertainment precinct contains a number of sites and buildings which are nearing the end of their economic lifespan. This will inevitably result in an increase in residential population in this precinct in the near-medium term future.</p> <p>A residential development at 374 Murray Street (NV Apartments) was approved without sufficient acoustic measures, despite it being opposite a nightclub which has operated for several decades.</p> <ul style="list-style-type: none"> a) the operator of Magnet House has now received complaints from residents within NV Apartments. Separate complaints have also been submitted to the City. This is despite Magnet House not emitting any more noise than it has for the last four decades. b) without appropriate planning control and mechanisms, land-use conflicts will continue to occur. If this issue persists, there is a legitimate risk that entertainment venues will have their operations severely compromised. 	<p>The concerns raised about the potential landuse conflict between the existing entertainment venue and new noise sensitive premises in the area are acknowledged. Currently, an entertainment venue has to comply with the Noise Regulations whereby the noise standards are set at a noise sensitive premises. This results in changing noises levels for an entertainment venue, as new noise sensitive premises are established in closer proximity to the venue, and results in operation uncertainty.</p> <p>The draft local Planning Strategy (LPS) states that managing land use conflicts will be critical as the population increases and land use diversifies.</p> <p>The site is located in Central Perth neighbourhood whereby the draft LPS envisages a thriving residential community in the heart of the city – whilst balancing the primacy of and demand for non residential land uses. An action is to <i>“ensure the design and construction of new residential development, particularly those in close proximity to the Northbridge Special Entertainment precinct, incorporates appropriate measures to mitigate any adverse noise impacts.”</i></p>

Schedule of Individual Submissions		
Submitter	Comment	City Response
		<p>The draft LPS specifies that neighbourhood accommodated 2,596 dwellings in 2016 and is targeted to reach 6,219 by 2036.</p> <p>The need to improve the City's sound attenuation standards currently contained within the City Planning Scheme No.2 policies for noise-emitting and noise-sensitive developments has been identified. Accordingly, a new sound attenuation policy is being prepared. The policy will cover the whole of the city and aim to clarify and consolidate current provisions, as well as incorporating additional provisions for the Northbridge SEP.</p>
	<p>Recommend modifying the proposed Northbridge SCA to incorporate an emerging Murray Street (west end) Entertainment Precinct (bound by the Wellington Street to the north, Hay Street to the south, Milligan Street to the west and William Street to the east).</p> <p>This could be achieved by either expanding the Frame and Core areas to south to incorporate Murray Street, or creating a new precinct along Murray Street.</p> <p>This will help protect the 25 existing entertainment venues, including the subject site, from the encroachment of noise sensitive land uses.</p>	<p>The recommendedation to incorpote the west end of Murray Street into the Northbridge SEP is not supported. The acoustic modelling and studies commissioned by the State Government, have only been undertaking for Northbridge. Further noise measured data and an economic justification (as outlined in the WAPC draft Position Statement on establishing SEPs) will need to provided by the landowner for the Council to consider the introduction of another SEP.</p> <p>At the moment, the City's and State Government resources are deployed in developing the planning and environmental framework to allow SEP's to be established – with Northbridge as it pilot project.</p> <p>It is noted that the draft LPS states that the west end of Murray Street should maintain the mixed-use nature of the area, with a greater emphasis on office and education.</p>
	Considers that noise emitting land uses such as entertainment venues, and noise sensitive land uses such as residential dwellings, can successfully co-exist. However, the right planning controls are needed to ensure the amenity of residential populations, as well as the vitality of entertainment venues, are protected.	Noted.
	<p>Strongly support Option B. This option recognises existing and longstanding entertainment venues and grants protections accordingly. With regard to the Court Hotel and Metro City venues, it is entirely reasonable to expect these venues would have similar protections to more 'central' venues given their longstanding nature and given the economic and social benefits these venues provide to the community.</p> <p>a) Option B is moderately based on the principle of the 'agent of change', in that rather than a concentrated core and frame area based on geographical context, it responds to and reflects existing entertainment venues and noise sensitive premises.</p>	<p>Noted. Under Option B, the original Core area has been expanded and existing and longstanding entertainment venues such as the Court Hotel and Metro City that were proposed to operate at 90dB (C) and identified in a register (as advertised under Amendment 41), are now recognised on a map. This provides greater transparency.</p>
	<p>Recommend that the principle of the agent of change be applied universally across the City (for areas which are not designated entertainment precincts) and provisions are included in CPS2 accordingly. This works in two ways:</p> <p>If a new residential development is constructed in close proximity to an existing venue, responsibility for attenuating noise falls on the residential developer.</p> <p>If a noise emitting venue wishes to develop a new premise or substantially change or expand an existing venue, where there are sensitive land uses in close proximity, the responsibility reverts to the venue.</p> <p>This could be achieved by the introduction of development standards in CPS2 which recognise long standing entertainment venues and require development within a designated buffer area to implement appropriate protections.</p>	<p>Noted. As outlined in response to submission 4 there are a number of issues with agent of change.</p> <p>The State Government has previously explored the issue of compliance at receiver locations in consulting on the 'Agent of Change' option in a previous discussion paper <i>Planning for Entertainment Noise in the Northbridge Area</i> (2018). This approach was heavily criticised in the submissions received by the State Government and led to the adoption of the current special entertainment precinct approach. Further information is provided in <i>Attachment 5 – Consultation Outcomes Report</i>.</p> <p>Notwithstanding, the City could investigate requiring higher attenuation design and construction measures for new noise sensitive development as part of its proposed Sound Attenuation Policy. The City would need to consider the implications of any additional construction costs to the development industry so as to not undermine its key objective of encouraging population growth outside of the Northbridge SEP.</p>
27. Urbis - for WTC	World Trade Center Perth Pty Ltd (WTC) is the proprietor of 30 Beaufort Street, Perth (the former Megamart site)	Noted.

Schedule of Individual Submissions		
Submitter	Comment	City Response
	<p>WTC's vision for Perth is to develop a modern, highly sophisticated Special Purpose Mixed-use Facility (SPMF) that will be recognised as the global marketplace for international commerce and trade in the region.</p> <p>a) The facility will include commercial offices, multiple hotel and serviced apartment facilities, retail and food and beverage outlets, exhibition and meeting space, science and education centre, including potentially a tertiary education campus. This will be delivered through a staged approach.</p> <p>b) WTC Perth is in active negotiations with a number of parties and the progression to development applications may be imminent.</p>	
	<p>WTC Perth acknowledges the role of vibrant nightlife areas as part of an attractive city offering. Many cities around the world manage to balance this part of their economy with sensitive land uses and economic development. It is important, however, that protections for entertainment venues do not sterilise other development. On this basis WTC Perth has the following major concerns in relation to Amendment 41:</p> <p><i>Onerous Financial Obligations on Noise-Sensitive Developments</i></p> <p>The proposed amendment clearly priorities entertainment venues at the cost of existing and new noise-sensitive developments, passing on noise mitigation responsibility and financial costs to innocent parties.</p> <p>Investigations have been undertaken by Wood and Grieve Engineers who have advised that financial costs to the WTC development would be in the order of 10-15% greater for a 5dB increase in performance, and 20-25% greater cost for a 10dB increase in performance. Passing on such costs to innocent parties to the benefit of the noise polluting venues is considered unjust and unreasonable.</p> <p>The cost of reducing noise from relevant venues on-site only needs to take place once and would be substantially less in cost than otherwise increasing costs for all surrounding properties.</p> <p>It is requested that the City consider more equitable approaches to ensure the costs are fully or at a minimum partly passed on to noise polluters in lieu of parties negatively affected.</p>	<p>The City acknowledges that the proposed higher attenuation requirements for noise sensitive development, particularly for permanent residential development will result in higher construction costs as outlined in the Gabriels Hearne Farrell report commissioned by the State Government in July 2019. The higher attenuation is required to ensure the health and amenity of future occupants.</p> <p>However, following consideration of the submissions received and findings of further acoustic investigations, a revised approach based on the design performance of the development is recommended. This also includes aspects of the approach outlined in the Fortitude Valley planning framework:</p> <ol style="list-style-type: none"> Introducing a new land use class 'Co-Living' as discussed above. Deleting transmission loss requirements for residential, co-living and short stay accommodation. Changes to the internal sound attenuation level from a single 47dB for all 'noise sensitive' land uses, to introducing separate internal sound levels for residential, co-living or short stay accommodation. Differentiating between bedrooms and living rooms with the latter requiring less stringent attenuation requirements. The internal sound levels to be achieved using the following methodology: <i>External level - attenuation measures = internal sound levels</i> The external sound level may be adjusted in certain circumstances including: the subject site is adjacent to a strata titled property which is unlikely to be developed as entertainment venue and in which case the actual measured sound levels are to be used. A minimum setback for new entertainment venues proposed adjacent to existing accommodation land uses in the Core and Frame areas. <p>Existing entertainment venues or who opt-in to obtain a Music Entertainment Venue Approval to operate at higher amplified sound levels than currently permitted under the Noise Regulations may need to modify their current operations or also undertake attenuation measures. New entertainment venues will be required to be designed and constructed to meet the expected external amplified sound levels.</p>
	<p><i>Severe Impacts of 'Option B' and Expanded Core Area</i></p> <p>WTC Perth strongly objects to Option B as it will result in additional, onerous noise ameliorations costs.</p>	<p>Under Option B, the original Core area has been expanded and existing and longstanding entertainment venues such as the Court Hotel and Metro City that were proposed to operate at 90dB at 63 Hz and identified in a register (as advertised under Amendment 41) are now recognised on a map. This provides greater transparency.</p>

Schedule of Individual Submissions		
Submitter	Comment	City Response
	<p>i. The Stirling Street precinct and surrounds is clearly transitioning into a residential area, consistent with the City's generous base plot ratios in the locality, as well as availability of bonus plot ratio for residential uses. Recent apartment and student accommodation developments on Stirling Street mean that the area is home to thousands of permanent and semi-permanent residents. Option B will undermine this transition and contrasts with the City's population 90,000 residential population target.</p> <p>ii. There is no supplied reasoning as to why Option B includes additional core areas outside of the proposed consolidated core area. Satellite core areas by definition undermine the premise of a core and frame area.</p>	<p>A portion of the Court Hotel may be able to operate at 90dB(C) should the venue operator choose to opt in and apply for a Music Entertainment Venue Approval. However, the rear lot has been included in the Frame area and may operate at 79dB (C). The acoustic modelling commissioned by the State Government indicated that this approach would assist to reduce the impact of noise on nearby noise sensitive premises.</p> <p>The City is seeking to achieve a more balanced land use mix within the proposed Frame area to align with other strategic planning priorities, such as encouraging more residents within the city to enhance the vitality of the area as outlined in the City's draft Local Planning Strategy and Strategic Community Plan. A maximum external music level of 79dB (C) will enable new noise sensitive properties to be constructed. New entertainment venues will be required to be setback 5 metres from existing noise sensitive properties.</p>
	The inclusion of Option B in the public consultation material results in a lack of clarity over what planning controls may be in place following the conclusion of the scheme amendment process.	<p>The inclusion of Option B in the public consultation material was requested by the State Government, and responds to feedback from submissions on the WAPC's draft Position Statement and the State Government's latest acoustic technical studies. Option B does not replace or formally constitute part of Amendment 41. It merely provides supplementary information for public consideration, based on the latest information available.</p> <p>A report to Council on this matter was presented in September 2020 and included an attachment which outlined the key differences of Option B and Amendment 41, including potential scheme amendment changes if Option B was to be subsequently endorsed by the Council.</p>
	<p><i>Venue compliance with standards over time</i> - The proposed amendment documentation stipulates that 'existing entertainment venues only need to accord with [the] noise attenuation requirements if they are triggered as a requirement of development approval'. As such, existing venues will be able to continue operating with noise levels exceeding the accompanying core or frame area standards that would otherwise apply to new or redeveloped venues.</p> <p>In the case of 30 Beaufort Street, this means that if noise-sensitive development were to be proposed significant costs would need to be incurred to meet internal noise standards based on an external noise level that has no basis and may never be achieved by adjoining venues.</p> <p>WTC Perth recommends that the Amendment implements an appropriate transition timeframe for existing venues in the frame and other areas to ensure an equitable environment is provided for all parties and development sites.</p>	<p>30 Beaufort street is situated within the Frame area but acknowledge that a well-established, long standing entertainment venue is situated opposite on the corner of Beaufort and James Streets. As discussed above, a revised approach is being proposed to accommodate a greater range of accommodation landuses within the Northbridge SEP. This may assist to reduce the attenuation costs associated with the development. However, should noise emissions from the existing entertainment venue be the subject of future noise complaints from occupants of the development, then the venue will need to obtain a Music Entertainment Venue Approval to operate at 90dB (c). New entertainment venues proposed in the Frame area will be required to be setback from existing noise sensitive premises and operate at 79dB (C) with a Music Entertainment Venue Approval or in accordance with the current Noise Regulations.</p> <p>It is acknowledged that the entertainment venues in the special entertainment precinct within Fortitude Valley are required to obtain a Venue Approval. However, it is understood that the State Government's proposed changes to the Noise Regulations will not require Music Entertainment Venue Approvals to be mandatory. If existing entertainment venues are operating without compliant, it is not considered to be reasonable to require them to obtain an approval.</p>
28	<p>Chairman of the Australian Property Institute</p> <p>RE - Lots 402 and 701 Francis Street</p> <p>As a valuer and real estate agent, the current sound limits are adequate. If they are too onerous they will effect potential developments and existing occupants.</p>	Noted.
	Concur with the submission provided by Urbis.	Noted. Refer to the response provided by the City for submission No. 5.
29.	Arup	Arup welcomes and supports the need for a Sound Policy.
		Noted.

Schedule of Individual Submissions		
Submitter	Comment	City Response
	Acknowledges the development of a comprehensive policy and criteria is challenging and that any approach is unlikely to be perfect.	Noted – The City acknowledges the development of a Northbridge SEP is challenging and that any approach is unlikely to please all stakeholders..
	Considers that there are several areas where the proposed policy and technical criteria may not deliver the intended outcomes, resulting in potentially greater noise impacts and creating an environment that is more challenging to co-locate other land use.	Noted – the revised approach outlined in Amendment 41 is intended to address the key issues raised in the submissions received on the proposal. This is discussed in detail in <i>Attachment 5 – Consultation Outcomes Report</i> .
	<p>The following recommendations are provided:</p> <p>Any place-based controls are informed by, or include, local strategic planning statements of intent, that outline the desired future character, function and landuse mix,</p>	<p>The draft Local Planning Strategy (soon to be considered by Council for Adoption) outlines the desired character, function and landmix of the area. The proposed modifications to Amendment 41 aligns with the vision for the Northbridge neighbourhood:</p> <p><i>Vision:</i></p> <p>Northbridge is the entertainment capital of Perth, attracting people from across the metropolitan area and beyond. They are drawn to its lively and gritty nightlife, combined with its diverse food scene and independent retail offer and creative opportunities.</p> <p>Northbridge is also the hub of a pulsing culture and arts scene supported by the resident creatives that call this neighbourhood home. There is a true sense of community in this inner-city neighbourhood.</p> <p><i>Neighbourhood Priority:</i></p> <p>Encourage the ongoing growth of the entertainment and cultural function of Northbridge through partnership with State Government. Support the emerging residential population in the eastern portion of the neighbourhood with services and amenities that meet their diverse needs. Incentivising residential development that includes affordable housing for students, key workers and creatives.</p>
	Any reform that has the potential to alter the land-use pattern of an area, such as enabling an intensification of entertainment uses, should include broader considerations such as safety, lighting, accessibility, transportation etc.	<p>As outlined in the response to submission 7, antisocial issues, lighting and parking issues etc are outside the scope of this amendment, however, it is acknowledged that a whole of City and State Government approach is required to deal with these matters.</p> <p>Community safety, environmental health, parking and traffic management, homeless and liquor licensing matters are discussed at a Perth City Liquor Accord meeting held on a regular basis at Council House. Representatives at these meeting include the WA Police Force, the Department of Local Government Sport and Cultural Industries, Liquor Enforcement Unit, the Australian Hotel Association, and entertainment venue operators. The City’s Alliance Manger Community Safety and Amenity, the City’s CEO and Lord Mayor also attend these meetings.</p>
	Need to consider the potential cumulative impact from additional venues, which may be more likely if the barriers to entry are reduce.	The proposed modifications to Amendment 41 considers the impact of cumulative noise from entertainment venues via requiring setbacks for new entertainment venues from existing noise sensitive premises in the Core and Frame areas. Higher attenuation requirements for new noise sensitive development is proposed in the Core area.
	A holistic sound policy should be developed for precincts, not limited to amplified music but include road traffic, patron activity and industrial type sound sources. As changes to the way development is designed and assessed for amplified music is likely to result in inconsistencies and conflict with other criteria.	A Sound Attenuation Policy is currently being prepared for the whole of the city.

Schedule of Individual Submissions		
Submitter	Comment	City Response
	A the policy should consider all receiver premises, particularly if they are addressed in the general regulations. Consideration should also be given to whether different criteria should apply at different times of the day.	Amendment 41 requires higher attenuation for noise sensitive uses but not for other receivers/ landuses so as not to discourage investment in Northbridge. It is also understood that the State Government's proposed changes to the Noise Regulations will specify the time that the entertainment venues with a Music Entertainment Venue Approval can operate at the higher noise levels.
	To provide greater certainty regarding impacts on noise sensitive receivers and to enable them to be designed to achieve a set internal noise standard, venue criteria needs to be set at the location of the sensitive development.	Any noise sensitive development within the Northbridge SEP will need to submit an Acoustic Report to indicate that the development can achieve the required internal noise levels. Entertainment venue noise levels will be set at 1 metre from the venue boundary in order to address issues with compliance and monitor discussed in the Scheme Amendment report (Attachment 1).
	Alternative approaches to the proposed Amendment 41 are also needed to address cases where noise sensitive development to directly adjoin entertainment premises, as there is no effective external assessment location.	This matter is currently being investigated by the City and State Government as part of the Northbridge Entertainment Precinct Working Group and is likely to be address as part of any changes to the Noise Regulations.
	Prior to formalising any venue criteria, opportunities to reduce venue sound levels should be evaluated, particularly as the proposed criteria cannot be feasibly mitigated via residential building design. It is also recommended that guidelines are developed to aid and inform venue operators of strategies and approaches to good sound management.	The City will be preparing a Venue Approval procedure/guidelines which will outline strategies for entertainment venues to achieve good sound management.
	The reference apartment design be evaluated with respect to other design outcomes and occupant amenity considerations.	<p>The State Government apartment design policy has been evaluated with respect to other design outcomes and occupant amenity considerations. A proposed new objective of the draft SCA for new noise sensitive development is to ensure an appropriate level of amenity for future occupants. The general provisions also stipulate that sound attenuation measure must be carefully integrated into the design of development and not significantly detrimentally impact upon:</p> <ul style="list-style-type: none"> the buildings aesthetics, environmental sustainability, and cultural heritage significance where applicable; the internal amenity for building occupants; and the public realm.
	Regarding definition of the sound reduction from outside to inside a development, 'noise reduction' rather than 'transmission loss' should be adopted.	The transmission loss requirements for noise sensitive development specified in Amendment 41 (as Advertised) have been deleted. A revised approach is discussed in <i>Attachment 5 – Consultation Outcomes Report</i> .
		<p>As discussed in response to submission 4, the State Government had previously explored the 'agent of change' approach. However, it was considered that such an approach would not provide certainty for existing entertainment venues with respect to noise compliance, and would be difficult to enforce. It would not reduce land use conflict between the noise sensitive premises and the existing entertainment venues, nor promote the growth of new entertainment.</p> <p>Additionally, a site -specific approach implies that each entertainment venue would have a different noise level, based on their current emissions levels. This would be inconsistent with a precinct-wide noise level approach. The State Government has also advised that it would also be inconsistent with the proposed prescribed standard approach, which would ensure the suite of enforcement options currently in the <i>Environmental Protection Act 1986</i> and the <i>Environmental Protection (Noise) Regulations 1997</i> still apply. Other concerns include:</p>

Schedule of Individual Submissions		
Submitter	Comment	City Response
30. Element WA	Element is acting on behalf of Donegal Nominees Pty Ltd the owner of Lot 1 (49) Francis Street, Northbridge.	<ul style="list-style-type: none"> a site - specific approach would be more difficult to monitor and enforce. a development approval for a new noise sensitive premises would also have to include any noise mitigating measures being undertaken by entertainment venues nearby. this approach appears to be premised on 'buy in' from the nearby entertainment venues. <p>As outlined in submission 5 above, whilst a site specific solution can't be accommodated in its entirety the proposed revised approach affords some consideration to the local context.</p> <p>Note, a precinct approach outlined in Fortitude Valley appears to be working quite successfully.</p>
	Objects to Amendment 41 in its current form. Considers that revisions are required to adopt a more balanced approach to noise control to ensure vibrancy is maintained in Northbridge not only from entertainment uses, but from a sustainable residential population.	Noted. It is considered that the proposed modifications to Amendment 41 which reduce the external noise levels to 90dB (C), together with considering the appropriateness of noise sensitive uses in the Core area based on design performance, will strike a more appropriate balance. A greater mix of land uses including noise sensitive uses will be encouraged in the Frame Area to further increase the day time activation in Northbridge.
	The subject site is currently developed for commercial / retail uses, however the highest and best use is determined to be mixed use including residential.	Noted. However, a key principle of Amendment 41 is the primacy of entertainment venues over other land uses including noise sensitive uses in the Core area, so as not to undermine the establishment of the Northbridge SEP.
	<p>Amendment 41 will impose a significant restriction on Residential and Special Residential uses that will preclude such development. This is because the transmission loss requirements set out in Amendment 41 are not able to be achieved for noise sensitive development.</p> <p>Marshall Day Acoustics (MDA) advise the transmission loss requirements for residential development within the Core Area are not possible to be met using practical envelope construction. Transmission loss requirements for solid walls would require 300mm of concrete. In respect to glazing, MDA advised it is practically impossible to meet the transmission loss requirements using glazing. MDA advised that not even winter garden arrangements have the performance to meet transmission loss requirements.</p> <p>There are no provisions in Amendment 41 to consider factors such as screening, distance propagation losses or other factors that may limit the level of noise at the facade (and therefore the transmission loss requirements of constructions to achieve suitable internal levels.</p>	<p>The concerns expressed about the practical implementation of the attenuation standard for residential development in the Core area outlined in Amendment 41 (as advertised) are acknowledged. The City has engaged an independent acoustic consultant to undertake scenario based testing in the Core area to ensure that the proposed modifications to the attenuation standards (based on design performance) can be practically applied.</p> <p>The acoustic investigation identified that residential landuses can be accommodated in certain circumstances but this is dependent on a lower external noise level of 90dB (C) in the Core. The sites that can accommodate residential land uses are required to be built to a high degree of acoustic integrity, with the size, location, and design of the building critical to achieving acceptable acoustic outcomes. This is further discussed in <i>Attachment 5 – Consultation Outcomes Report</i>.</p> <p>Accordingly, a revised approach is being proposed as outlined below:</p> <ol style="list-style-type: none"> Introducing a new land use class 'Co-Living' as discussed above. Deleting transmission loss requirements for residential, co-living and short stay accommodation. Changes to the internal sound attenuation level from a single 47dB for all 'noise sensitive' land uses, to introducing separate internal sound levels for residential, co-living or short stay accommodation. Differentiating between bedrooms and living rooms with the latter requiring less stringent attenuation requirements. The internal sound levels to be achieved using the following methodology: <ol style="list-style-type: none"> <i>External level - attenuation measures = internal sound levels</i> The external sound level may be adjusted in certain circumstances including:

Schedule of Individual Submissions		
Submitter	Comment	City Response
	<p>It is noted that consistent with the intent of Precinct 1 - Northbridge of CPS2, residential and short stay accommodation such as hotels and serviced apartments will be encouraged. Additionally, visitor accommodation will be encouraged east of Palmerston Street, and west of Palmerston Street a variety of residential and visitor accommodation will be accommodated. However, the transmission loss requirements of Amendment 41 are at odds with the above-mentioned Precinct Plan as the provision will prevent Special Residential and Residential use.</p>	<ul style="list-style-type: none"> the subject site is adjacent to a strata titled property which is unlikely to be developed as entertainment venue and in which case the actual measured sound levels are to be used. <p>vii. A minimum setback for new entertainment venues proposed adjacent to existing accommodation land uses in the Core and Frame areas.</p> <p>viii. Introducing a new objective to ensure accommodation land uses are designed and constructed to provide an acceptable level of amenity to occupants from existing and future external noise levels.</p> <p>A revised vision for Northbridge has been provided in the draft Local Planning Strategy which recognises this area, as the State's premier entertainment precinct. The new Local planning Scheme No. 3 will also updated to reflect this purpose. In the interim, the SCA proposes higher attenuation requirements for new residential development in particular, to ensure the amenity and health of future occupants, and to provide a level of operational certainty to the existing entertainment venues – against noise complaints.</p>
	<p>The purpose and objectives of Amendment 41 are heavily weighted to facilitate the operation of entertainment venues. In that regard, only one of the six objectives acknowledges the potential for noise attenuation between noise sensitive and entertainment venues.</p>	<p>Acknowledge the purposes and objectives of Amendment 41 (as advertised) emphasises the primacy of entertainment venues within the State's first Special Entertainment Precinct. A new objective outlined in item 4 (viii) is also proposed ensure an acceptable level of noise amenity for occupants in new noise sensitive development is provided.</p>
	<p>Considers that the allowable noise limits for entertainment venues is excessive and does not strike a reasonable balance between facilitating the ongoing economic benefits from facilitating entertainment uses compared with the impacts on noise sensitive development.</p> <p>It is considered that a lower limit for noise emissions from entertainment venues is more appropriate to accommodate a reasonable balance between entertainment venue operations and development of noise sensitive uses.</p>	<p>Refer to above.</p>
	<p>It is noted that the noise levels specified are not limited to any specific time of the day or night. Thus, it is possible that an entertainment venue could operate to the noise levels proposed during daytime hours.</p>	<p>As outlined in the response to previous submissions, the State Government has advised that the proposed changes to the Noise Regulations will stipulate the time periods in which an entertainment venue with a Music Entertainment Venue Approval is permitted to operate at higher noise levels.</p>
	<p>The Scheme Amendment does not consider the comfort of patrons within alfresco dining areas of which the amenity could be compromised by excessive noise levels. Thus, this may affect the desirability of Northbridge as an outdoor dining venue.</p>	<p>The potential impact of a higher noise level on the comfort of patrons within alfresco dining areas in Northbridge is acknowledged. It is considered that the proposed reduced external noise level to 90 (C) in the Core area may assist.</p>
	<p>The transmission loss requirements for noise sensitive uses in the Frame area are considered to be at the upper limit of what might be practical. Even with reduced requirements there are substantial challenges and adverse consequences as a result e.g. lack of masking noise so it is overly quiet when music is not present meaning other building noise will be more apparent.</p>	<p>It is considered that the proposed revised design based approach outlined in item 4 above may facilitate more noise sensitive development in the Frame area.</p>
	<p>The proposed Core area noise transmission loss requirement for noise sensitive premises erodes the ability to seek Special Residential and Residential plot ratio bonuses as permissible under CPS2 given the provision will operate to preclude such uses due to the onerous and unachievable transmission loss requirements. This has the effect of reducing current development potential and has financial implications for landowners.</p>	<p>The additional acoustic studies undertaken by the City, demonstrates the feasibility of residential development under certain circumstances in the Core. Sites which could accommodate residential development will be able to access the applicable bonus plot ratio provisions.</p> <p>Note, a review of all the bonus plot ratio provision across the entire city will be undertaken as part of the preparation of the new Local Planning Scheme No. 3 to ensure specific objectives such as retaining Northbridge as the State's premier Entertainment Precinct and increasing the residential</p>

Schedule of Individual Submissions		
Submitter	Comment	City Response
		population of the city (largely outside of the proposed Northbridge SEP) outlined in the draft Local Planning Strategy can be achieved.
	On review of CPS2, and the Act, no compensation for the loss of the ability to development Special Residential or Residential uses is available. Thus, there will be adverse economic impacts resulting from the Amendment.	Acknowledge that there is no compensation for the loss of ability to develop as a result of the proposed amendment under CPS2 or the <i>Planning and Development Act 2005</i> . However, as outlined in item 12 under the proposed modifications various accommodation uses will be able to be accommodated in the Core area depending on the design performance of the building, in addition to other factors such as the size of the lot.
	A residential population is important within Northbridge to ensure daytime vitality and economy. Special residential uses would be expected to be accommodated within an entertainment precinct such as Northbridge. It is further noted that new hotels have recently established in Northbridge such as the Alex Hotel, DoubleTree by Hilton Perth and Attika Hotel.	Agree. Refer to above.
	Whilst the protection of entertainment venues in the context of a special entertainment precinct has merit, it is considered that Scheme Amendment 41 does not adopt a balanced approach to allow for a mix of land use and activities to facilitate not only a vibrant night time economy but also during normal business hours.	Northbridge plays a significant economic and cultural role with its concentration of entertainment venues as well as cultural facilities. Collectively, this blend of land uses has created the largest cultural and entertainment precinct in WA.
	The economic analysis of the proposed Northbridge SEP undertaken by Lucid Economics in 2018 on behalf of Tourism WA, advised that late night activity (10PM – 4AM) is responsible for 40% of total activity in the precinct. It is therefore queried whether the weighting of the preference for protection of entertainment venues requires balancing against the benefit of facilitation of noise sensitive premises.	<p>An economic analysis of the proposed Northbridge SEP undertaken by Lucid Economics in 2018 on behalf of Tourism WA, demonstrated that the value of tourism generated within the precinct equated to \$174 million in Gross State Product and approximately 1,600 jobs (both directly and indirectly). It is estimated that in 2017 the precinct attracted approximately 916,000 visitors. Against this backdrop, the City acknowledges due regards also needs to be afforded to ensuring an active and diverse day time economy as well.</p> <p>A greater mix of land uses (including a variety of accommodation uses) is anticipated in the Frame area due to the lower external noise levels being proposed and less clustering of entertainment venues. The new ECU campus planned to be built in the Frame area by 2025 should also help to bring extra vibrancy to the Northbridge SEP.</p>
31 Rob Allen NV complex at 396 Murray Street, Perth	Welcomes any plans to introduce noise control areas.	Noted.
	Is interested as to how noise levels of 95 dB and 79 dB have been decided upon and what the attenuation at these levels would be at 100m, 200m and 300m range on a typical, low humidity, day at different positions across the CBD.	<p>The noise level of 95dB at 63Hz for the entertainment venues in the Core area was informed by findings of the ambient external noise measurements undertaken in August 2019. Further information is provided in <i>Attachment 5 – Consultation Outcomes Report</i>.</p> <p>In 2019, the State Government engaged consultants Gabriel’s Hearne Farrell to examine residential building attenuation in Northbridge. The study identified that low frequency noise intrusion into residential buildings in the proposed Northbridge (SEP) can be controlled to meet a maximum internal low frequency noise level for noise sensitive premises of 47 dB at 63 Hz where external noise levels are up to 79 dB at 63Hz octave band – based on the transmission loss requirements specified in Amendment 41. This study informed the proposed maximum noise level of 79dB in the Frame area.</p> <p>Additionally to inform amendments to the Noise Regulations required as part of the implementation of the SCA, the State Government commissioned an acoustic consultant to prepare a low frequency music noise prediction report. The modelling in this report has been used to better understand the levels of entertainment noise that will potentially be received by noise sensitive receivers in the Core</p>

Schedule of Individual Submissions		
Submitter	Comment	City Response
		and Frame areas of the proposed SCA and adjacent areas. The updated report was submitted to the City on 17 September 2020 and can be accessed via https://www.der.wa.gov.au/our-work/legislative-review-regulatoryreforms/83-environmental-protection-noise-regulations-1997 . The impacts of Amendment 41 and Option B on the SCA and surrounding areas are provided in an overlay map (Attachment 3).
	As more high rise residential is introduced to the city centre, considers the noise produced beyond midnight, 2.00 am or even 4 o'clock in the morning is in need of review. Roof top bars, the Aviary (corner Murray St. and William St.) and the Prince Lane Bar (corner Murray St. and Prince Lane are of particular concern at present.	As outlined in previous responses to submissions, the State government has advised that as part of the changes to the Noise Regulation, there will be time restriction on the hours of operation that entertainment venues (who opt in to obtain a Music Entertainment Venue Approval) can operate at the higher noise levels.
	Are there noise control levels appropriate to both of these rooftop bars?	The Aviary and the Prince Lane Bar (corner Murray St. and Prince Lane) are not included in the proposed SCA. As such, the current assigned noise levels outlined in Noise Regulations will continue to apply.
32. John Zafiropoulos Landowner within the Northbridge	Expresses grave concerns about the manner of which Amendment 41 has been handled. A consultant had to be appointed to provide advice on the implications of the proposal for their property.	The City has undertaken extensive community engagement, well above what is required under the <i>Planning and Development (Local Planning Scheme) Regulation 2015</i> . This has included early community engagement in late 2019, prior to the proposed amendment being initiated by Council. A detailed Stakeholder Engagement Plan was prepared and delivered. The formal advertising period included three public community engagement sessions whereby a power point presentation was delivered by the City to explain the technical details of the proposal. Officers from the State Government also attended these sessions to assist to answer any questions from the public. A number of supporting advertising materials were prepared including Frequently Asked Questions which were uploaded onto the City's engage Perth website. The advertising period was also extended to the 26 February 2021 (an extra couple of months) to allow further consideration of the complex proposal by key stakeholders and the community.
	States that the pendulum has swung to a position completely in favour of the entertainment venues, with an unachievable provision and clause wordings put forward for the City's residential landowners and developers, which the City are fully aware is impossible to achieve.	Noted. It is acknowledged that a key principle of Amendment 41 (as advertised) is the primacy of entertainment venues over other land uses including noise sensitive uses in the Core area. This approach is required so as not to undermine the establishment of the State's first Special Entertainment Area. However, it is considered that the proposed modifications to Amendment 41 outlined in detail in the report to Council and discussed below does provide a more balanced approach.
	Considers the proposal will significantly devalue current residential land.	Whilst the impact of the amendment on existing land values is outside of the scope of this project, the Administration acknowledges the concerns raised. Accordingly, the City engaged an independent acoustic consultant to investigate the practicalities and implications of new residential development in the Core area. The findings indicated that new residential development will be able occur under certain circumstances – based on a revised design performance. This is dependent on a lower external noise level of 90dB (c). The sites that can accommodate residential land uses are required to be built to a high degree of acoustic integrity, with the size, location, and design of the building critical to achieving acceptable acoustic outcomes. Accordingly, a revised approach is being proposed as outlined below: i. Introducing a new land use class 'Co-Living' as discussed above. ii. Deleting transmission loss requirements for residential, co-living and short stay accommodation.

Schedule of Individual Submissions		
Submitter	Comment	City Response
		<p>iii. Changes to the internal sound attenuation level from a single 47dB for all ‘noise sensitive’ land uses, to introducing separate internal sound levels for residential, co-living or short stay accommodation.</p> <p>iv. Differentiating between bedrooms and living rooms with the latter requiring less stringent attenuation requirements.</p> <p>v. The internal sound levels to be achieved using the following methodology:</p> <p style="text-align: center;"><i>External level - attenuation measures = internal sound levels</i></p> <p>vi. The external sound level may be adjusted in certain circumstances including:</p> <ul style="list-style-type: none"> ▪ the subject site is adjacent to a strata titled property which is unlikely to be developed as entertainment venue and in which case the actual measured sound levels are to be used. <p>vii. A minimum setback for new entertainment venues proposed adjacent to existing accommodation land uses in the Core and Frame areas.</p> <p>viii. Introducing a new objective to ensure accommodation land uses are designed and constructed to provide an acceptable level of amenity to occupants from existing and future external noise levels.</p>
	CPS2 (Schedule 3 - P1 Northbridge) identifies Hotels as a preferred use east of Russell Square and LPS26– current planning provisions (section 5.4 and 5.4.1) references mixed use including residential/special residential to retain vibrancy. However, Amendment 41 contradicts this by requiring unachievable requirements.	<p>The draft Local Planning Strategy which will inform the preparation of a new Local Planning Scheme No.3 identifies Northbridge as the State’s premier entertainment area. Amendment 41 proposes to modify P1 Northbridge Use Group Table outlined in Schedule 3 to reclassify Special Residential from a ‘Preferred’ Use to a ‘Contemplated’ Use within the Core area to ensure appropriate design outcomes.</p> <p>Additionally, proposed modifications to Amendment 41 include subtracting the predominately residential area situated on the north west side of Russell Square from the Northbridge SEP.</p>
	The amendment is unable to achieve its strategic objective to reduce land use conflicts between noise sensitive uses and entertainment venues, as the measures are known by Council to be unachievable and therefore cannot be considered as appropriate.	Refer to above which outlines the proposed modifications to Amendment 41 and the additional acoustic study undertaken by the City, to reduce the land use conflict between entertainment venues and noise sensitive land uses.
	<p>Questions:</p> <p>Why after the strong citations and references to a successful mixed use Noise Policy initiative at Fortitude Valley, the City chosen to ignore the key balancing element in this successful Policy, of Amplified Music Venue Permits which control noise emissions whilst retaining the vibe; in favour of a proposed policy which is heavily favoured towards venues.</p>	<p>Noted. The external amplified music level the entertainment venues in the Core area outlined in Amendment 41 (as advertised) was informed by findings of the ambient external noise measurements undertaken in August 2019.</p> <p>It is considered that the proposed modifications which reduce the external noise levels to 90dB (C), together with considering the appropriateness of new accommodation uses in the Core based on design performance, will strike a more appropriate balance. A greater mix of land uses including noise sensitive uses will be encouraged in the Frame area to further increase the day time activation in Northbridge.</p>
	Why after the report advice that DWER’s measured live music venue external noise reference spectrum at 76dB(A) / 89dB(C) implied that acceptable amenity could only be achieved using upgraded enclosed glazed balconies, was the assessment spectrum increased to 95dB @ 63Hz and accompanied by an unachievable Transmission Loss component applied on top of the internal noise criteria – both of which have technical issues in the prediction, design verification and measurement processes?	
	Why have Council increased the specifications in the Core area to inappropriate/unachievable specification levels yet continue to publish information “supporting” noise sensitive uses?	The City acknowledged in the reports to Council and in the advertising materials that new noise sensitive development would be financially and technically challenging in the Core area under Amendment No. 41 (as advertised). However, it could be achieved in certain areas outside of the 80dB noise contour within the Frame area based on the specified transmission loss requirements.

Schedule of Individual Submissions		
Submitter	Comment	City Response
		The City did not want to make residential land use an Prohibited X use in the Core as this would have implications for existing residential premises (i.e. non-conforming uses). It was also recommended that the current residential and special residential bonuses be retained in the Core area and within the portion of the Frame area between Beaufort and Stirling Street to allow for future economies of scale, should improvements to the current building design and technological advances in construction methods and material achieve the required building attenuation standards.
	The values for Transmission Loss required in the Core are considerably higher than the “Upgraded Glazed Balcony” solution cited in DWER’s studies, and known to be an unachievable standard in terms of either available data, available laboratory or practical testing.	Noted refer to above.
	Why has the massive implication to existing land values been omitted from any of the City’s research, particularly at a time when the rebuilding of the economy following the recent global affairs is apparently prioritised?	Refer to above.
	Whilst the Policy appears aimed at precluding new noise sensitive/residential development, it cannot change or improve the conditions of existing residential use(s) already in existence and recently approved by the City.	Refer to above. As outlined in the response to previous submissions, the State Government has advised that the proposed changes to the Noise Regulation will stipulate the time periods in which an entertainment venue with a Music entertainment Venue Approval is permitted to operate at higher noise levels.
	There remains significant uncertainty surrounding the references to Core and Frame Area, Transition Area, Option B (expressly stated to be not part of the Policy) – these elements are not clear, and will have potentially irreparable damage to land use values when the as-yet undetermined Policy clauses are gazetted.	<p>The inclusion of Option B in the public consultation material was requested by the State Government, and responds to feedback from submissions on the WAPC’s draft Position Statement and DWER’s latest acoustic technical studies. Option B does not replace or formally constitute part of Amendment 41. It merely provides supplementary information for public consideration, based on the latest information available.</p> <p>A report to Council on this matter was presented in September 2020 and included an attachment which outlined the key differences of Option B and Amendment 41, and potential scheme amendment changes if Option B was to be subsequently endorsed by the Council.</p>
33 Director Stewart Urban Planning	Stewart Urban Planning acts for Swan Barrack Holdings Pty Ltd, the owner of Lot 60 (No.2) Francis Street, Northbridge (DRILL HALL’)). The purpose of the submission is to request that: The site be included in the City’s Register of Existing Entertainment Venues - Frame Area, to be prepared upon Gazettal of Amendment 41; or alternatively	Noted. For the reasons outlined below, the request to include the former Swan Barracks in the Core area of the Northbridge SEP is not supported.
	The site be included in the Core Precinct with a surrounding Transition Precinct, consistent with the Option B approach prepared by the Department of Planning, Lands and Heritage (‘DPLH’).	
	<p><i>Background</i></p> <ul style="list-style-type: none"> The site is occupied by the Swan Barracks complex, which was included in the State Register of Heritage Places in 1993. The site was sold to the current owners in 1995 after Australian defence forces vacated the complex in 1992. In November 1996, Development Approval was granted to use the premises as an ‘Education, Conference and Accommodation’ complex. 	Noted

Schedule of Individual Submissions		
Submitter	Comment	City Response
	<p>■ In 2015, the former Metropolitan Redevelopment Authority ('MRA') granted approval to use the northern section of the Ordinance Store Building as a 'Restaurant / Café, Tavern and Function Centre'.</p> <p><i>Justification</i></p> <p>The former Swan Barracks complex has enjoyed the benefit of various permanent approvals for a considerable period of time (+25 years).</p> <p>The Swan Barracks Complex is permitted to operate on a permanent basis, seven days a week, throughout the year, with the only operating time restriction being the times when liquor may be sold in the West Courtyard. The venue enjoys the benefit of a Hotel Restricted Licence with an Extended Trading Permit and comprises tourist accommodation (240 lodgers), seminar / function / meeting rooms (combined capacity in excess of 1,200 people), and two licensed entertainment venues, being the Drill Hall (534 person capacity) and West Courtyard (503 person capacity).</p> <p>The premises has a total capacity exceeding that of many other established entertainments venues in the NSEP.</p> <p>The site history demonstrates the premises ought to be considered in the same way as other large-scale Existing Entertainment Venues in the NSEP.</p> <p>The intent of Amendment 41 is for a Register of Existing Entertainment Venues to be prepared (upon gazettal of Amendment 41) and thereafter maintained by the City.</p> <p>Information provided by the City confirms the premises is not presently identified as a potential venue to be included in the Register of Existing Entertainment Venues, notwithstanding that other large-scale existing venues located in the Frame Precinct have been identified for inclusion in the Register, such as (for example):</p> <ul style="list-style-type: none"> • Metro City, Roe Street; • Court Hotel, Beaufort Street; and • Aberdeen Hotel, Aberdeen Street. <p>The DPLH's extended Core Precinct outlined in Option B includes Metro City, the Court Hotel, the Aberdeen Hotel, two venues on the north side of Aberdeen Street, Perth Theatre and the Perth Institute of Contemporary Arts in the Cultural Precinct, and existing venues on the east side of William Street, including Rechabite Hall.</p> <p>The only Existing Entertainment Venue excluded from the DPLH's suggested expanded Core Precinct is our client's venue at the Swan Barracks Complex.</p> <p>The premises is a licensed entertainment value that makes a significant contribution to the daytime and evening economy and social fabric of Northbridge. There is no valid reason why the premises ought to be excluded from the City's Register of Existing Entertainment Venues or the DPLH's extended Core Precinct.</p> <p>It is inequitable for the Swan Barracks Complex to be excluded from the Register of Existing Entertainment Venues / DPLH's extended Core Precinct when all other Existing Entertainment Venues are included. A 'level playing field' ought to apply across the NSEP whereby our client's premises is subject to the same planning considerations as all other existing venues.</p> <p>Given the surrounding uses and configuration of the Swan Barracks Complex, the logical approach is for the Core Precinct to extend over the site, with the Transition Precinct applying to the TAFE and Aberdeen</p>	<p>The subject site is situated within the proposed Frame area. Venues within this area who apply for a 'Music Entertainment Venue approval' under the changes to the Noise Regulations would be able to operate at 79dB (c). This is a higher external noise level than venues would currently be permitted during the evenings (after 10pm) depending on the location of the closest noise receiver.</p> <p>Findings of the acoustic modelling commissioned by the State Government and illustrated in Attachment 3, indicates that permitting all existing venues in the Frame area to operate at 90dB (C) would have unintended consequences. It would compromise the City's ability to meet its other objective of increasing the residential population in adjacent areas/neighbourhoods as outlined in the draft Local Planning Strategy and the Strategic Community Plan. It will also have implications for the design and construction requirements for future noise sensitive premises within the Perth Cultural Centre.</p> <p>This is due to the additional costs associated with the higher noise attenuation measures which would be required for new noise sensitive development situated between the 80 and 67 noise contour (as outlined in the low frequency music noise prediction report). The Gabriel Herne report 2019 indicated that any additional attenuation could add up to an estimated extra cost of 8% (Pre Covid) to construction costs. Under the 67 dB contour – standard noise attenuation would apply for new noise sensitive developments.</p> <p>It is acknowledged that two well-established and standalone existing venues, Metro City, and the Court Hotel , are included within an expanded Core area. This more appropriately addresses existing stand-alone venues which were proposed to operate at 90 (C) under Amendment 41 (as advertised). The acoustic modelling undertaken by the State Government demonstrates that including these two venues in an expanded Core area would not unduly compromise the amenity of the immediate area. By comparison, if all venues located in Frame area were included in the Core area, the impact on adjoining areas would be greater and would compromise the City's residential growth aspirations outlined in its Draft Local Planning Strategy. Further information on this matter is provided in <i>Attachment 5 – Consultation Outcomes Report</i>.</p>

Schedule of Individual Submissions		
Submitter	Comment	City Response
	Streets to the north, Beaufort Street to the east, Francis Street to the south and Museum Street to the west.	
	The abutting properties to the north, south and west are occupied by large-scale educational / cultural facilities that, together with the Transition Precinct, buffer the Core Precinct from any sensitive uses further afield. The Transition Precinct also provides a buffer to residential uses east of Beaufort Street, noting the separation distance between the Core Precinct and existing residential uses is similar to that achieved by other Existing Entertainment Venues (i.e. Court Hotel).	<p>As outlined in the above submissions, whilst the City is actively seeking to promote business and night activities there is also a balance required with regards to not creating excessive noise in the Frame area which negatively impacts upon nearby residents. Consideration also has to be afforded to the acoustic amenity of the occupants of the short stay accommodation provided within the former Swan Barracks Complex.</p> <p>The contribution that the Swan Barracks Complex makes to activating during the day as well as into the evening is acknowledged. The proposed planning and environmental reforms will not impact on the current operations of the complex. Additionally, suitable case-by-case approvals processes for temporary events (such as section 18) already exist under the Noise Regulations.</p>
34. Doubletree by Hilton Northbridge	<p>Mr Limdiwala represents Doubletree by Hilton Northbridge. It is a 206 room hotel which opened in December 2018. Mr Limdiwala advises that the following:</p> <p>The hotel is a state of the art facility which was constructed and complied with all building codes including noise.</p>	<p>A review of the original planning approval for the hotel granted in October 2014 indicated that the City recommended fairly stringent sound attenuation requirements and included an advise note which stated <i>“that due to the location of the proposed development within a high noise level Entertainment Area the prescribed noise criteria may not provide the development with an acoustic amenity that is acceptable to all future occupants and therefore the proponent is required to implement higher levels of noise mitigation to achieve a better than minimum acoustic amenity for occupants.</i> However, the applicant did not support the stringent acoustic condition. A Form 2 was submitted and ultimately approved by the DAP in April 2015 with less stringent acoustic attenuation requirements based on the applicant’s acoustic consultant’s interpretation and application of the Noise Regulations.</p> <p>A key aim of Amendment 41 is to ensure higher sound attenuation standards specified for new residential, co-living and short stay accommodation to avoid this current situation.</p>
	The business once booming was severely impacted by the pandemic. Since the borders re-opened in April the hotel has received 67 noise complaints (copies provided);	Noted.
	The hotel is currently working with the City of Perth and local nightclubs to reduce the external noise level and improve their guest quality of sleep but with minimal success.	The City understands that since the submission, that the Doubletree representatives and nearby venues are engaging well, with the two nightclubs in question actively seeking professional assistance to reduce the intensity of their base frequencies.
	Guest are still complaining about low frequency noise (bass) disturbing their sleep until 5am. Some guests are leaving poor hotel reviews on external websites due to the noise disturbance. Mr Limdiwala is concerned that these reviews will impact the business viability.	
	Is concerned that the hotel is situated in the Core and as such the precinct will get louder if the amendment is approved and impact the business.	The Northbridge Noise Monitoring Report was undertaken by Lloyd George Acoustics in August 2019. It was used to provide a snap shot of current noise levels being emitted by entertainment venues at

Schedule of Individual Submissions		
Submitter	Comment	City Response
	Any noise measurement undertaken during the advertising period (23 Oct 2020 – 26 February 2021) would have occurred during whilst Covid restrictions were in place and recommends that noise measurement be taken again whilst the venues are at full capacity to provide a more accurate representation.	that time. A number of nearby venues were emitting higher noise levels (up to 104dB(C)) than those being proposed under the revised amendment. The revised approach proposes a maximum external noise level of 90dB at 1 metre from the venues that opt in and seek a Music Entertainment Venue Approval - which is lower than that original proposed in the amendment as initiated (95dB) and the measurements taken of the nearby entertainment venues back in September 2019 (pre Covid). Additionally, it is understood that the proposed changes to the Noise Regulation will not permit the entertainment venues(who opt in) to operate at this higher noise level at all hours , seven days a week, but will provide respite from the higher noise levels at during the late evening. The combination of these factors, together with the hotel representatives engaging with the nearby venues should assist to address the current situation and improve the amenity for future guests.
	Has no record of any correspondence from the City of Perth and as the only hotel in the Core they should have been informed. As such, it is essential that their late submission is accepted by the Council so their voice is heard during the decision making process.	Amendment 41 was required to be advertised for 60 days under <i>the Planning and Development (Local Planning Schemes) Regulations 2015</i> . To ensure that all stakeholders were given sufficient time to provide a submission to the City, the consultation period was 127 days from 23 October 2020 to 26 February 2021 involving: a) Three public information sessions. b) 8,678 letters sent to all properties owners and occupiers in the proposed Northbridge Special Entertainment Precinct and adjacent areas. This included the subject property. c) Comprehensive information provided on the Engage Perth website. d) 3 notices were placed in local newspapers - The West and the Voice Weekly (including a subsequent notice about the extension to the advertising period).
	The hotel is an integral part of Northbridge and they hope to operate their international, world renowned brand for many years, aiding to the diversity and promotion of Northbridge. However, are concerned about the impact that the amendment will have on their business and all alternative multiple use facilities.	The City acknowledges the added vibrancy and a support base for food, beverage and entertainment uses which the guests and employees of the hotel provide within Northbridge. It is considered that the revised approach proposing a lower external sound level of 90dB (C) together with the respite the Noise Regulations will provide in the later evenings, should improve the current situation.
35 Department of Fire and Emergency Services	The Department of Fire & Emergency Services (DFES) provides the following comments pursuant to State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP 3.7) and the Guidelines for Planning in Bushfire Prone Areas (Guidelines):- a) The proposed scheme amendment does not fall into an area designated as bushfire prone pursuant to the Fire and Emergency Services Act 1998 (as amended) as identified on the Map of Bush Fire Prone Areas. b) Should you require formal, technical fire-related advice from DFES in relation to this proposal then please request this via reply email to advice@dfes.wa.gov.au .	Noted
36. Hon Stephon Dawson MLC Minister for Environment	Acknowledges that the City has been working collaboratively with the DWER and DPLH on the Northbridge SEP. Welcomes the advertising of Amendment No. 41 and the supplementary information provided as Option B, which was informed by acoustic technical studies commissioned by DWER, as well as feedback from the WAPC's position statement. DWER officer will be attending the City's public information sessions to assist to respond to technical queries and queries on the proposed reforms to the Noise Regulations	Noted

Schedule of Individual Submissions		
Submitter	Comment	City Response
	Looks forward to finalising the reforms to establish Northbridge as the State's first special entertainment precinct.	
37. Water and Environmental Regulation	<p>The Department of Water and Environmental Regulation (DWER) is working collaboratively with the City of Perth and Department of Planning, Lands and Heritage to engage the community in discussions about how to manage noise from amplified music.</p> <p>The proposed reforms are aimed at balancing the competing needs of entertainment venues, other businesses and residents in vibrant entertainment precincts such as Northbridge.</p> <p>The City of Perth planning scheme amendment is one part of the reform process to establish a special entertainment precinct in Northbridge. DWER is also proposing to amend the <i>Environmental Protection (Noise) Regulations 1997</i> to establish provisions for entertainment venues in approved special entertainment precincts to emit amplified music noise in excess of the assigned (prescribed) levels.</p> <p>The technical reports on Northbridge noise levels, building attenuation and modelled noise impacts attached to the referral and used to inform the decision-making process were the result of DWER engaging an acoustic consultant. These reports are also available on DWER's webpage.</p> <p>Therefore the DWER has no comments.</p>	Noted
38. Main Roads WA	Main Roads has no comment to make regarding the scheme amendment relating to noise which relates to public entertainment.	Noted
39. Department of Communities	No objection to the proposed changes.	Noted
40. Landgate	The proposal does not impact negatively on Landgate's functions or administrated legislation. As such, Landgate has no objections to the scheme amendment.	Noted
41. Water Corporation	The proposed changes to the Scheme do not appear to affect Water Corporation Assets.	Noted
42. National Trust	No comment	Noted

ATTACHMENT 7 – CITY PLANNING SCHEME NO.2 AMENDMENT 41 – NORTHBRIDGE SPECIAL ENTERTAINMENT PRECINCT - PROPOSED MODIFICATIONS

Table 1 below outlines the key changes to the draft special control area (SCA) provisions for Amendment 41.

Table 1 – Modifications to draft Special Control Area Provisions - Amendment 41

Original Provisions (dated 4 December 2019)	Proposed major modification(s) outlined in red text and original text cross out where applicable	Planning Rationale for Proposed Modifications
<p>28.1 Special Control Area</p> <p>The following provisions apply to the land marked as Figure 28 being the Northbridge Special Entertainment Precinct Special Control Area. The Special Control Area comprises a Core Entertainment Area and a Frame Entertainment Area.</p> <p><u>Note</u> - The provisions of this Scheme/Special Control Area do not apply to the parts of the Special Control Area which are under the planning control of the Metropolitan Redevelopment Authority/Development WA.</p>	<p>28.1 Special Control Area</p> <p>The following provisions apply to the land marked as Figure 28 being the Northbridge Special Entertainment Precinct (NSEP or Precinct) Special Control Area. The Special Control Area comprises Core Entertainment Area and a Frame Entertainment Area.</p> <p>Note: The Special Control Area does not regulate the level of noise emitted by entertainment venues or override the requirements of the Environmental Protection (Noise) Regulation 1997.'</p>	<p>28.1 Special Control Area</p> <p>a) Figure 28 has been amended to reflect elements of the State Government's Option B.</p> <p>b) The Core area has been expanded to include venues north of Aberdeen Street and east of William Street, including existing venues within south west corner of the Perth Cultural Centre. Two well established, stand-alone venues are also included in the Core Area.</p> <p>c) The original note is not considered to be necessary and has been replaced with the note from clause 28.2.</p>
<p>28.2 Purpose</p> <p>To establish a Northbridge Special Entertainment Precinct, in recognition of its significance as the State's premier entertainment area, by supporting entertainment venues and associated high external amplified music noise levels and thereby facilitating an active night time economy.</p> <p><u>Note</u> - the Special Control Area does not regulate the level of noise emitted by entertainment venues or override the requirements of the 'Environmental Protection (Noise) Regulation 1997.'</p>	<p>28.2 Purpose</p> <p>To establish a Northbridge Special Entertainment Precinct, in recognition of its significance as the State's premier entertainment area, by supporting entertainment venues and associated high external amplified music noise levels and thereby facilitating an active night time economy.</p> <p><u>Note</u> - the Special Control Area does not regulate the level of noise emitted by entertainment venues or override the requirements of the 'Environmental Protection (Noise) Regulation 1997.'</p>	<p>28.2 Purpose</p> <p>The original clause 28.2 (Purpose) has been deleted to avoid repetition in the objectives.</p>

Original Provisions (dated 4 December 2019)	Proposed major modification(s) outlined in red text and original text cross out where applicable	Planning Rationale for Proposed Modifications
<p>28.3 Objectives</p> <p>(a) To ensure the Northbridge Special Entertainment Precinct continues to be the primary entertainment area in the city, providing for an active nighttime economy and a vibrant social and cultural scene, with a variety and a high concentration of entertainment venues.</p> <p>(b) To support entertainment venues and associated high external amplified music noise levels within the Northbridge Special Entertainment Precinct in recognition of its significance as the State's premier entertainment area.</p> <p>(c) To provide entertainment venues with greater operational certainty and to support the continued operation of existing entertainment venues.</p> <p>(d) To provide a Core Entertainment Area where the highest concentration of entertainment venues and the highest external amplified music noise levels are supported.</p> <p>(e) To provide a Frame Entertainment Area, which acts as a transitional area between the Core Entertainment Area and the area outside of the Special Control Area, where a high concentration of entertainment venues are supported and external amplified music noise levels are moderated to be lower than that within the Core Entertainment Area but higher than that prescribed under regulation 7 of the Environmental Protection (Noise) Regulations 1997 (as amended).</p> <p>(f) To reduce potential land use conflicts between noise sensitive uses and entertainment venues by ensuring the design and construction of buildings incorporate appropriate noise attenuation measures.</p>	<p>28.2 Objectives</p> <p>The objectives of the NSEP Special Control Area are to:</p> <p>(a) Ensure the NSEP remains the State's premier entertainment area with a variety and concentration of entertainment venues, providing an active night-time economy and vibrant social and cultural scene.</p> <p>(b) Provide entertainment venues with greater operational certainty. and to support the continued operation of existing entertainment venues.</p> <p>(c) Provide a differentiated approach in the Core and Frame areas, recognising that the Core contains the highest concentration of entertainment venues emitting higher levels of music noise. The Frame contains a broader mix of land uses where entertainment venues emit lower levels of music noise, providing a transition from the Core to the area outside of the NSEP.</p> <p>(d) Reduce potential land use conflicts between accommodation land uses and entertainment venues by requiring the design and construction of buildings to incorporate appropriate sound attenuation measures.</p> <p>(e) Ensure accommodation land uses are designed and constructed to provide an acceptable level of amenity to occupants from existing and future music noise.</p>	<p>28.2 Objectives</p> <p>a) The intent of the objectives largely remains unchanged i.e. entertainment venues in the Core areas emit the highest external music noise levels. The wording of objectives has been modified for greater clarity.</p> <p>b) The term 'noise sensitive uses' (which has a broad definition under the Noise Regulations) has been replaced with a new term 'accommodation' land use. This term is defined in section 28.6 and refers to residential, co-living and short stay accommodation.</p> <p>c) The original objectives (d) and (e) have been combined and refined for simplicity.</p> <p>d) A new objective (e) has been incorporated to ensure new residential, co-living and short-stay development is appropriately attenuated.</p> <p>e) The terminology has been simplified with the 'Core and Frame Entertainment Areas' now being referred to as the 'Core and Frame areas'.</p> <p>f) Reference to 'external amplified music noise levels' has been replaced with 'venue music noise level'. The provision will apply to all music and not just amplified as recommended in a submission.</p>

Original Provisions (dated 4 December 2019)	Proposed major modification(s) outlined in red text and original text cross out where applicable	Planning Rationale for Proposed Modifications
		g) Reference to 'noise' attenuation has been replaced with 'sound' attenuation. It is only when sound becomes unwanted that it is referred to as noise.
<p>28.4 General Provisions</p> <p>28.4.1 Noise Attenuation Requirements</p> <p>(a) Core Entertainment Area</p> <p>Within the Core Entertainment Area the extent of noise attenuation required for entertainment venues and noise sensitive premises shall be based on a nominal external amplified music noise level of L_{Leq}, 95dB in the 63 Hz octave band and L_{Leq}, 86 dB in the 125 Hz octave band;</p> <p>(b) Frame Entertainment Area</p> <p>Within the Frame Entertainment Area:</p> <p>(i) the extent of noise attenuation required for entertainment venues shall generally be based on a nominal external amplified music noise level of L_{Leq}, 79 dB in the 63 Hz octave band and L_{Leq}, 70 dB in the 125 Hz octave band;</p> <p>(ii) notwithstanding sub clause 28.4.1(b)(i), the extent of noise attenuation required for those entertainment venues that existed at the time of gazettal of this Special Control Area and are listed on the local government's Register of Existing Entertainment Venues – Frame Entertainment Area, shall be based on a nominal external amplified music noise level of up to L_{Leq}, 90 dB in the 63 Hz octave band and L_{Leq}, 81 dB in the 125 Hz octave band;</p>	<p>28.3 General Provisions</p> <p>(a) Where land within the NSEP Special Control Area also falls within another special control area under this Scheme, the provisions of the NSEP Special Control Area prevail to the extent of any inconsistency.</p> <p>(b) Notwithstanding the exemptions from the requirement for development approval set out in clause 61(1) and 61(2) of the Deemed Provisions, and in accordance with clause 61(6)(a) of the Deemed Provisions, development approval is required for:</p> <p>(i) Works associated with an accommodation land use or entertainment venue, including:</p> <p>A The carrying out of internal building work;</p> <p>B The erection of, or alterations or additions to, a single house;</p> <p>C The erection of, or alterations to, an ancillary dwelling.</p> <p>(ii) A change of use to an accommodation land use, or an entertainment venue.</p> <p>(c) Sound attenuation measures shall be carefully integrated into the design of development and not adversely impact upon:</p> <p>(i) the building's aesthetics, environmental sustainability, and cultural heritage significance where applicable;</p> <p>(ii) the internal amenity for building occupants; or</p>	<p>28.3 General Provisions</p> <p>a) Clause 28.4 General Provisions of the original provisions has been deleted and replaced with 28.3 General Provisions.</p> <p>b) A new clause 28.3 (a) is required to ensure the primacy of this Special Control Area (SCA).</p> <p>c) A new clause 28.3(b) is similar to the original requirements outlined in clause 28.4.3 'Requirement for Development Approval for Works'. It references recent changes in the <i>Planning and Development (Local Planning Scheme) Regulations 2015</i> and removes reference to approval required on regional reserves.</p> <p>d) A new clause 28.3.(c) is similar to the original requirements outlined in clause 28.4.1 (d).</p> <p>e) The original clause 28.4.2 has been deleted. This provision enabled existing entertainment venues situated within the Frame area to operate at 90dB at 63 Hz.</p> <p>Existing, significant entertainment venues will now be shown on the SCA plan rather than within a register for greater</p>

<p>(iii) the extent of noise attenuation required for noise sensitive premises shall be determined having regard to a Transmission Loss Design Report, prepared by a qualified acoustic consultant, which takes into consideration the expected external amplified music noise levels within the area.</p> <p>(c) Where an application for development approval relates to a noise sensitive premises and/or an entertainment venue, the extent of noise attenuation required shall be as outlined in sub clauses 28.5 and 28.6.</p> <p>(d) Noise attenuation measures must be carefully integrated into the design of development and not significantly detrimentally impact upon:</p> <ul style="list-style-type: none"> (i) the buildings aesthetics, environmental sustainability, and cultural heritage significance where applicable; (ii) the internal amenity for building occupants; and (iii) the public realm. <p>28.4.2 Register of Existing Entertainment Venues – Frame Entertainment Area</p> <p>(a) The local government shall prepare a register of entertainment venues within the Frame Entertainment Area which existed at the time of gazettal of this Special Control Area and were lawfully approved and that approval had not expired or been cancelled.</p> <p>(b) The register prepared by the local government must set out the following –</p> <ul style="list-style-type: none"> (i) a description of each area of land that is being used as an entertainment venue; (ii) a description of any building on the land; and 	<p>(iii) the public realm.</p>	<p>transparency as outlined the State Government's Option B.</p>
--	--------------------------------	--

<p>(iii) a description of the entertainment venue;</p> <p>(c) Where an entertainment venue on the register;</p> <p>(i) ceases operation for at least 6 consecutive months; and/or</p> <p>(ii) is destroyed or damaged to the extent of at least 75% of its value;</p> <p>then the entertainment venue shall be removed from the register and the provisions of sub clause 28.4.1 (b) (ii) shall cease to apply.</p> <p>(d) The local government must ensure that the register is kept up to date and is made available for public inspection.</p> <p>(e) An entry in the register in relation to land that is being used for an entertainment venue is evidence of the matters set out in the entry, unless the contrary is proved.</p> <p>28.4.3 Requirement for Development Approval for Works</p> <p>In accordance with sub clause 61(3)(a) of the Deemed Provisions, an application for development approval shall be required, for the following works associated with a noise sensitive premises and/or an entertainment venue which are typically excluded under sub clause 61(1) of the Deemed Provisions:</p> <p>(a) the carrying out of works that are wholly located on an area identified as regional reserve under the region planning scheme;</p> <p>(b) the carrying out of internal building work;</p> <p>(c) the erection or extension of a single house on a lot; and/or</p> <p>(d) the erection or an extension of an ancillary dwelling.</p> <p><u>Note:</u> In accordance with sub clause 61(4)(b) of the Deemed Provisions, development that is a use that is permitted in the zone in which the development is located and which involves the above works shall require Development Approval.</p>		
---	--	--

<p>28.5 Noise Sensitive Premises</p> <p>(a) Core Entertainment Area</p> <p>Noise sensitive premises within the Core Entertainment Area shall be located, designed and constructed so that the Transmission Loss is a minimum of L_{Leq} 48 dB in the 63 Hz octave band and L_{Leq} 45 dB in the 125 Hz octave band.</p> <p>(b) Frame Entertainment Area</p> <p>Noise sensitive premises within the Frame Entertainment Area shall be located, designed and constructed so that the Transmission Loss is a minimum of L_{Leq} 32 dB in the 63 Hz octave band and L_{Leq} 29 dB in the 125 Hz octave band, plus any additional Transmission Loss required to achieve a theoretical internal design level of 47 dB in the 63 Hz octave band and L_{Leq} 41 dB in the 125 Hz octave band.</p> <p>(c) Where an application for development approval relates to a noise sensitive premises involving:</p> <ul style="list-style-type: none"> (i) an extension or addition; and/or (ii) proposed works as outlined in sub clause 28.4.3; the extent of noise attenuation required as outlined in sub clause 28.4.1 shall only apply to the new habitable room(s). <p>(d) Plot Ratio</p> <p>For the purposes of meeting the noise attenuation requirements, semi- enclosed balconies may be permitted and if so will not form part of the calculation of 'floor area of a building' as defined in Schedule 4 of the City Planning Scheme No. 2 (as amended).</p> <p>(e) Transmission Loss Design Report</p> <ul style="list-style-type: none"> (i) An application for development approval relating to a noise sensitive premises shall include a 	<p>28.4 Development standards – Accommodation Land Uses</p> <p>28.4.1 Application</p> <p>(a) For the purposes of the NSEP Special Control Area only, accommodation land uses under the Scheme have been grouped into the following categories to reflect the level of permanency of the occupants:</p> <ul style="list-style-type: none"> (i) Residential accommodation; (ii) Co-living accommodation; (iii) Short term accommodation. <p>(b) Where a proposed accommodation land use is not expressly listed, it should be classified based upon the proposed level of permanency of the occupant.</p> <p>(c) These development standards apply in relation to development applications for any of the following:</p> <ul style="list-style-type: none"> (i) new premises for the purpose of an accommodation land use; (ii) a change of use application to use an existing premise for a new accommodation land use; (iii) works in relation to an existing premise used for an accommodation land use which creates a new habitable room or space. <p>(d) In respect of development applications in clause (c)(iii), the development standards set out in the Part will only apply to that part of the premises for which approval is required.</p> <p>28.4.2 Technical standards</p> <p><u>Maximum internal music noise</u></p> <p>(a) Buildings shall be designed and constructed, and rooms located to ensure music noise is not received within an</p>	<p>28.4 Development standards</p> <p>a) A new clause 28.4 replaces the original provisions outlined in 28.5. Noise Sensitive Premises.</p> <p>b) In response to submissions received, a revised approach has been considered to the design and construct attenuation requirements for accommodation land uses.</p> <p>c) Key differences include:</p> <ul style="list-style-type: none"> i. Specific 'transmission loss' requirements for noise sensitive development have been deleted. ii. Introducing a co-living accommodation land use, which will include student housing. This has been defined in section 28.6. iii. Accommodation land uses are being grouped to reflect the level of permanency and therefore exposure to external music noise: <ul style="list-style-type: none"> o Residential accommodation o Co-living accommodation o Short stay accommodation. iv. The application of different attenuation requirements for each of these accommodation land uses is proposed. This ensures that the attenuation requirements can be practically applied and enables some form of accommodation (such as
--	--	--

<p>Transmission Loss Design Report, prepared by a qualified acoustic consultant in a manner and form to the satisfaction of the local government. The Transmission Loss Design Report shall include details of the noise attenuation measures that are proposed to be included in the development's design and construction to achieve the applicable Core Entertainment Area or Frame Entertainment Area Transmission Loss levels as prescribed by sub clauses 28.5(a) and (b).</p> <p>(ii) Noise sensitive premises shall be designed and constructed to incorporate the noise attenuation measures detailed in the Transmission Loss Design Report forming part of an approved development application.</p> <p>(f) Noise sensitive premises shall not be approved where the local government is not satisfied that the development can be acoustically attenuated to meet the applicable Transmission Loss levels.</p> <p>(g) The local government shall, as a condition of development approval for noise sensitive premises, require a notification pursuant to section 70A of the Transfer of Land Act 1893 to inform prospective owners of the likelihood of elevated noise levels from entertainment venues.</p> <p>(h) Prior to the commencement of development, a qualified acoustic consultant shall review the construction drawings and certify to the satisfaction of the local government that they incorporate all the noise attenuation measures outlined in the Transmission Loss Design Report forming part of an approved development application.</p> <p>(i) After practical completion stage and prior to occupation of the development, a qualified acoustic consultant shall</p>	<p>accommodation land use at a level which exceeds the levels set out in Table 1.</p> <p>Table 1: Maximum internal music noise levels</p> <table><tr><th>Accommodation land use</th><th>Living Room Music Noise Level - dB at 63Hz octave band</th><th>Bedroom Music Noise Level - dB at 63Hz octave band</th></tr><tr><td>Residential</td><td>52</td><td>47</td></tr><tr><td>Co-living</td><td>-</td><td>50</td></tr><tr><td>Short stay</td><td>-</td><td>52</td></tr></table> <p>(b) Where a Residential land use is designed such that the living room and bedroom is contained in the one room (known as a studio or bedsit), the music noise level received must not exceed the level assigned for a bedroom.</p> <p><u>Calculations</u></p> <p>(c) The maximum internal music noise levels in Table 1 are to be calculated using the following methodology:</p> <table><tr><td>Venue music noise level</td><td>-</td><td>Attenuation Measures</td><td>=</td><td>Maximum internal music noise level</td></tr></table>	Accommodation land use	Living Room Music Noise Level - dB at 63Hz octave band	Bedroom Music Noise Level - dB at 63Hz octave band	Residential	52	47	Co-living	-	50	Short stay	-	52	Venue music noise level	-	Attenuation Measures	=	Maximum internal music noise level	<p>short stay or co-living) in the Core area under certain circumstances, without the need to meet the most stringent attenuation requirements for residential land uses. This approach will facilitate the redevelopment of some of the larger vacant buildings and land holding in the Core and add to the daytime vibrancy of the area.</p> <p>v. Introducing a design performance-based approach for new residential, co-living and short stay accommodation by setting internal sound levels. The internal sound level is to be achieved using the following methodology:</p> <p><i>External level - attenuation measures = internal sound levels</i></p> <p>Unlike the original provisions, some regard can be given to the local context whereby the external sound level can be adjusted in certain circumstances e.g. the subject site is adjacent to a well-established strata property etc.</p> <p>vi. The music noise level is based on 90 dB(C) for the Core and 79dB (C) for the Frame areas. Note, these music noise levels are similar to that outlined in the State Government's Option B (which have been informed by acoustic studies and modelling).</p> <p>vii. Greater building attenuation requirements in bedrooms compared to</p>
Accommodation land use	Living Room Music Noise Level - dB at 63Hz octave band	Bedroom Music Noise Level - dB at 63Hz octave band																	
Residential	52	47																	
Co-living	-	50																	
Short stay	-	52																	
Venue music noise level	-	Attenuation Measures	=	Maximum internal music noise level															

<p>certify to the satisfaction of the local government that all of the recommendations of the Transmission Loss Design Report forming part of an approved development application have been implemented.</p>	<p><u>Venue music noise level</u></p> <p>(d) The venue music noise level is to be calculated assuming that each lot within the NSEP Special Control Area emits noise at the venue music noise levels set out in Table 2, measured from the agreed measurement location(s) unless:</p> <p>(i) any lot is already developed with a land use which is not an entertainment venue, and in the opinion of the local government is unlikely to be redeveloped or adapted for an entertainment venue, in which case this lot is not assumed to emit at the applicable assumed venue music noise level;</p> <p>(ii) any lot is already operating pursuant to a Music Entertainment Venue approval, and it can be demonstrated to the local government's satisfaction that the measured venue music noise levels emitted from the entertainment venue measured at the agreed measurement location(s) are lower and unlikely to ever reach the assumed venue music noise level by reason of the building's design and/or construction.</p>	<p>living areas. It is considered that sleeping areas should meet more stringent attenuation standards than other areas within a premise, to protect the health and amenity of future occupants.</p> <p>viii. The internal sound level target for the bedrooms for residential accommodation is consistent with what was originally proposed under Amendment 41 (as advertised).</p> <p>ix. The original clause 28.5.(d) relating to plot ratio exclusions for the purposes of incorporating attenuation measures into the design of a building has been modified to refer to a winter garden.</p> <p>x. The specific details to be included in an acoustic report is outlined in clause 28.5.3. This supersedes the original clause 28.5 (e) which requires to a transmission loss design report being required.</p> <p>xi. A similar three step approval process outlined in the original provisions (e.g., clauses 28.5 g to i) is provided under the new section 28.4.4.</p> <p>xii. This revised approach outlined above will address concerns raised by developers and landowners about new accommodation being excluded from the Core area (as would be the case under the original provisions).</p>
--	--	---

	<p>Table 2: Assumed Venue Music Noise Levels</p> <table><tr><th>NSEP Sub-Area</th><th>Venue Music Noise Level - $L_{Ceq,T}$ (dB)</th></tr><tr><td>Core Area</td><td>90</td></tr><tr><td>Frame Area</td><td>79</td></tr></table> <p><u>Attenuation Measures</u></p> <p>(e) Attenuation measures include:</p> <ul style="list-style-type: none">(i) Distance factors - including distance between the accommodation land use and another lot assumed to emit music noise at the applicable assumed venue music noise level.(ii) Design factors - including the design of a proposed building to locate bedrooms and living rooms in such a way as to reduce exposure to venue music noise.(iii) Construction factors – structural elements of the building, including but not limited to the standard of construction of the external walls of a proposed building, and the quality of fenestration to reduce exposure to venue music noise. <p><u>Plot Ratio</u></p> <p>(f) A winter garden proposed as part of the design of an accommodation land use for the purpose of applying an attenuation measure may, at the discretion of the local</p>	NSEP Sub-Area	Venue Music Noise Level - $L_{Ceq,T}$ (dB)	Core Area	90	Frame Area	79	<p>xiii. Other modifications include restructuring and reformatting the section and including tables for greater clarity.</p>
NSEP Sub-Area	Venue Music Noise Level - $L_{Ceq,T}$ (dB)							
Core Area	90							
Frame Area	79							

	<p>government, be excluded from the definition of 'floor area of a building' (as defined in Schedule 4) for the calculation of plot ratio.</p> <p>28.4.3 Development application accompanying material</p> <p>(a) In accordance with clause 63(1)(d) of the Deemed Provisions, all development applications for accommodation land uses shall be accompanied by an acoustic report, prepared by a qualified acoustic consultant, in a manner and form to the satisfaction of the local government.</p> <p>(b) The acoustic report shall include:</p> <ul style="list-style-type: none"> (i) an assessment of the assumed and/or measured venue music noise levels; and (ii) details of the attenuation measures proposed; and (iii) modelling to illustrate compliance with the technical standards set out in clause 28.4.2(a). <p>28.4.4 Determination of application</p> <p>(a) The local government shall not grant its approval if it is not satisfied that the technical standards in clause 28.4.2 can be met.</p> <p>(b) The local government may, in addition to any other conditions which may be lawfully imposed, include as a condition of approval, a requirement:</p> <ul style="list-style-type: none"> (i) for the lodgment of a notification pursuant to section 70A of the <i>Transfer of Land Act 1893</i> to notify the likelihood of elevated music noise levels from entertainment venues; (ii) in order to comply with section 20(1)(o) of the <i>Building Act 2011</i>, to submit a report by a qualified acoustic 	
--	--	--

	<p>consultant confirming to the satisfaction of the local government, that the construction drawings to be the subject of an application for a Building Permit under section 20 of the <i>Building Act 2011</i> will comply with the acoustic report required by clause (a);</p> <p>(iii) prior to lodging an application for an Occupancy Permit under the <i>Building Act 2011</i>, and prior to the building being occupied, to submit a report co-signed by the contracted builder and a qualified acoustic consultant. This report must confirm to the satisfaction of the local government, that all construction standards outlined in the acoustic report required by clause 28.4.3(a) have been implemented.</p>	
<p>28.6 Entertainment Venues</p> <p>(a) Appropriate noise mitigation shall primarily be achieved through design and construction methods rather than reliance upon on-going operational management measures.</p> <p>(b) Core Entertainment Area</p> <p>Entertainment venues located in the Core Entertainment Area shall be designed and constructed to incorporate noise attenuation measures to ensure that the external amplified music noise levels specified in sub clause 28.4.1(a) are not exceeded at 1 metre from the entertainment venue boundary.</p> <p>(c) Frame Entertainment Area</p>	<p>28.5 Development standards – Entertainment Venues</p> <p>28.5.1 Application</p> <p>(a) These development standards apply in relation to development applications for any of the following:</p> <p>(i) premises for a new entertainment venue;</p> <p>(ii) a change of use application to use an existing premises for a new entertainment venue;</p> <p>(iii) substantial works to an existing entertainment venue.</p> <p>(b) In respect of development applications in clause 28.5.1(a)(iii), the development standards set out in this Part will only apply to that part of the premises for which approval is required.</p>	<p>28.5 Development Standards</p> <p>a) A new clause 28.5 replaces the original provisions outlined in 28.6 Entertainment Venues. The key difference includes:</p> <p>i. The music noise level for the Core has been reduced from 95dB to 90dB (as outlined in the State Government’s Option B). The proposed music noise levels have been informed by acoustic modelling and technical studies commissioned by the State Government and independent acoustic advice provided to the City.</p> <p>ii. The reduced music noise level in the Core includes consideration of the noise</p>

Entertainment venues located in the Frame Entertainment Area shall be designed and constructed to incorporate noise attenuation measures to ensure that the external amplified music noise levels specified in sub clauses 28.4.1(b)(i) and (ii) are not exceeded at 1 metre from the entertainment venue boundary.

(d) Where an application for development approval relates to an entertainment venue involving:

- (i) an extension or addition; and/or
- (ii) proposed works as outlined in sub clause 28.4.3;

the extent of noise attenuation required as outlined in sub clause 28.4.1 shall only apply to the new or substantially modified component of an entertainment venue.

(e) Acoustic Report

- (i) An application for development approval relating to an entertainment venue shall include an Acoustic Report, prepared by a qualified acoustic consultant in a manner and form to the satisfaction of the local government. The Acoustic Report shall include details of the existing and proposed noise attenuation measures that are to be included in the development's design and construction as well as any mitigation measures to achieve the applicable Core Entertainment Area and

28.5.2 Technical Standards

Venue music noise levels

(a) Development shall be designed and specified to ensure venue music noise levels set out in Table 3 are not exceeded when measured from the agreed measurement location(s):

Table 3: Venue Music Noise Levels

NSEP Sub-Area	Venue Music Noise Level L_{ceq, T} (dB)
Core	90 dB
Frame	79 dB

(b) Appropriate sound mitigation shall be achieved through design and construction methods, and/or on-going operational management measures.

Setbacks

(c) The part of a new entertainment venue that generates music noise shall be set back in accordance with Table 4 below, otherwise the standard setback provisions outlined in this Scheme apply.

Table 4: Setbacks

NSEP Sub-Area	Setback requirements
Core	5 metres from existing residential accommodation land use

impacts on existing and future residential land uses situated within the precinct including the Perth City Link, adjacent areas (including the residential growth areas identified City's draft City Planning Strategy) as well as areas within the City of Vincent.

iii. The reduced music noise level will enable residential, co-living (including student housing) and short stay accommodation to be developed in certain circumstances in the Core and add to the daytime vibrancy of the area.

iv. Entertainment venues situated within the Core and Frame areas will either continue current business operations or choose to opt-in and apply for a Music Entertainment Venue Approval.

v. Change of sound measurement parameters to a single C-weighted level of 90 dB(C) in the Core and 79(C) in the Frame. This responds to concern from entertainment venues about noise emissions being limited to two separate criteria of 63 and 125 Hz octave bands. Additionally, it simplifies how entertainment venues and enforcement agencies accurately measure compliance. It will also provide entertainment venues with greater operational flexibility in relation to their control of low frequency music.

vii. A new clause 28.5.2(c) introduces a minimum setback for new entertainment

<p>Frame Entertainment Area noise levels prescribed by sub clauses 28.6(b) and (c).</p> <p>(ii) Entertainment venues shall be designed and constructed to incorporate the noise attenuation and mitigation measures detailed in the Acoustic Report forming part of an approved development application.</p> <p>(f) Prior to the commencement of development, a qualified acoustic consultant shall review the construction drawings and certify to the satisfaction of the local government that they incorporate all the necessary noise attenuation and mitigation measures detailed in the Acoustic Report forming part of an approved development application.</p> <p>(g) After practical completion stage and prior to occupation of the development, a qualified acoustic consultant shall certify to the satisfaction of the local government that all of the recommendations of the Acoustic Report forming part of an approved development application have been implemented.</p>	<table><tr><td>Frame</td><td>5 metres from existing accommodation land uses</td></tr></table> <p>(d) The setback distance may include a portion of the existing accommodation land use not used as a habitable room or space that will not be affected by music noise.</p> <p>28.5.3 Development application accompanying material</p> <p>(a) In accordance with clause 63(1)(d) of the Deemed Provisions, all development applications for entertainment venues shall be accompanied by an acoustic report, prepared by a qualified acoustic consultant, in a manner and form to the satisfaction of the local government.</p> <p>(b) The acoustic report shall include:</p> <ul style="list-style-type: none">(i) details of the existing and proposed sound attenuation measures that are to be included in the design and construction; and(ii) any operational management measures proposed; and(iii) modelling to illustrate compliance with the technical standards set out in clause 28.5.2(a). <p>28.5.4 Determination of application</p> <p>(a) The local government shall not grant its approval unless it is satisfied that the relevant venue music noise levels will not be exceeded.</p> <p>(b) The local government may, in addition to any other conditions which may be lawfully imposed, include as a condition of approval, a requirement:</p>	Frame	5 metres from existing accommodation land uses	<p>venues from existing accommodation land uses in the Precinct to account for cumulative noise.</p> <p>viii. A new clause 28.5.4 (a) requires the local government to be satisfied that the relevant sound attenuation standards can be met. This is a similar provision to that required for accommodation land uses.</p> <p>ix. A similar approval process is outlined in new clause 28.5.3 as per 28.6 (e) to (g) of the original provisions.</p> <p>vii. Other modifications include restructuring and reformatting the section and including tables for greater clarity.</p>
Frame	5 metres from existing accommodation land uses			

	<p>(i) in order to comply with section 20(1)(o) of the <i>Building Act 2011</i>, to submit a report by a qualified acoustic consultant confirming to the satisfaction of the local government, that the construction drawings to be the subject of an application for a Building Permit under section 20 of the <i>Building Act 2011</i> will comply with the acoustic report required by clause 28.5.2(a).;</p> <p>(ii) prior to lodging an application for an Occupancy Permit under the Building Act 2011, and prior to the building being occupied, to submit a report co-signed by the contracted builder and a qualified acoustic consultant. This report must confirm to the satisfaction of the local government, that all construction standards outlined in the acoustic report required by clause 28.5.3(a). have been implemented.</p>	
<p>DEFINITIONS</p> <p>Core Entertainment Area – means the area designated as such in Figure 28.</p> <p>Entertainment Venue – means a tavern, nightclub, small bar, function centre, entertainment complex, theatre, or other such entertainment premises that plays amplified music, either live or pre-recorded, on a regular or periodic basis. This includes both indoor and/or outdoor areas where applicable.</p> <p>Entertainment Venue Boundary - means the perimeter walls or outdoor containment structures, floors, ceiling or roof, that form the horizontal and vertical extent of an entertainment venue, unless the entertainment venue is the sole land use on a lot, in which case its horizontal</p>	<p>28.6 Definitions</p> <p><i>Accommodation land use</i> means a land use listed in clause 28.4.1(a)</p> <p><i>Agreed measurement location</i> is that part of the boundary of each existing or assumed entertainment venue agreed between the qualified acoustic consultant and the local government as being the most representative location(s) from which musicnoise wouldbeemitted, and measured from 1 metre outside of the entertainment venue boundary.</p> <p><i>Assumed entertainment venue</i> means an entertainment venue that has been assumed to exist on a lot, for the purposes of the calculations in clause 28.4.2(d).</p> <p><i>Co-living accommodation</i> - means premises designed for residential accommodation in a communal living arrangement:</p>	<p>28.6 Definitions</p> <p>a) A number of the original definitions have been deleted as they are no longer referenced in the revised provisions. These include:</p> <p>i. <i>External amplified music noise level</i> – this definition has been replaced by venue music noise level and refers to all music and not only amplified music.</p> <p>ii. <i>Noise Sensitive Premises</i> – this definition has been replaced by Accommodation land use for the reasons provided in 28.2 (b) above.</p>

<p>extent shall be the boundaries of the lot upon which it is located. Where an entertainment venue has no physically defined vertical extent, such as in the case of an outdoor area or roof top venue, its vertical extent shall be 4 metres above the ground or floor level of the venue.</p> <p>External amplified music noise level – means the maximum, nominal noise level directly attributable to amplified music emitted by an entertainment venue or multiple entertainment venues.</p> <p>Frame Entertainment Area – means the area designated as such in Figure 28.</p> <p>Noise Sensitive Premises –for the purposes of this Special Control Area has the same meaning as defined in the <i>Environmental Protection (Noise) Regulations 1997</i> (as amended), however excludes the following: churches, education establishments and day-time childcare facilities. This definition includes Special Residential and Residential uses as defined in Schedule 2 of the City Planning Scheme No. 2 (as amended).</p> <p>Receiver Facade – means the roof and all external walls of a noise sensitive premises situated within the Special Control Area.</p> <p>Special Entertainment Precinct – means a precinct containing a number of entertainment venues and includes a diverse mix of land uses which contribute to an active night-time economy as referenced in the <i>'Environmental Protection (Noise) Regulation 1997.'</i></p>	<p>(a) that has at least 6 private rooms, some or all of which may have a kitchenette to allow preparation of convenience food, and bathroom facilities, and</p> <p>(b) that has an emphasis on shared facilities, such as a communal dining, kitchen, laundry, recreation, and work or study spaces; and</p> <p>(c) where each of the private rooms are not self-contained and are not classified as a dwelling as that term is defined in the Residential Design Codes; and</p> <p>(d) where utility costs such as power and water are included as part of the rent; and</p> <p>(e) the premises are maintained by a managing agent, who provides management services 24 hours a day; but</p> <p>(f) does not include any form of –</p> <p>(i) residential accommodation where occupants are provided with on-site physical, medical, mental health or pastoral support services; or</p> <p>(ii) accommodation provided as short-term accommodation.</p> <p>Core area means the area identified as such in Figure 28.</p> <p>Entertainment venue –</p> <p>(a) includes a venue whether indoor or outdoor, to which a hotel, nightclub, small bar, or special facility liquor licence under the <i>Liquor Control Act 1988</i> has been granted and from which music is regularly emitted as part of its day to day operations; but</p> <p>(b) excludes premises such restaurants, fast food outlets, shops, cinemas, and theatres.</p>	<p>iii. <i>Receiver Facade</i> - this definition is no longer required based on the revised approach outlined in 28.4 above.</p> <p>iv. <i>Special Entertainment Precinct</i> – this definition has been deleted to avoid duplication. A definition will be referenced in the WAPC – Draft Position Statement on <i>Special Entertainment Precincts</i>, as well as in the proposed changes Noise Regulations.</p> <p>v. <i>Transmission Loss</i> – this definition is no longer required based on the revised approach outlined in 28.4 above.</p> <p>b) A number of new definitions are proposed including:</p> <p>i. <i>Agreed measurement location</i> – this definition reflects the terminology being considered in the proposed changes to the Noise Regulations. Further changes may be required when the changes to the latter legislation are finalised.</p> <p>ii. <i>Assumed entertainment venue</i> - this definition will assist acoustic professionals to determine the required music noise level calculations (and modelling).</p> <p>iii. <i>Co-living accommodation</i> - a definition for a new accommodation land use is proposed. Co-living has shared communal facilities, unlike individual dwellings which are typically self-contained. Due to the</p>
--	--	--

<p>Transmission Loss – means the noise level reduction provided by a receiver façade that is required to meet acceptable internal noise levels.</p>	<p>Entertainment venue boundary (or the boundary of entertainment venue) means –</p> <ul style="list-style-type: none"> (a) In relation to existing entertainment venues and assumed entertainment venues in existing buildings – <ul style="list-style-type: none"> (i) the boundary delineating the horizontal and vertical extent of an entertainment venue and may include: <ul style="list-style-type: none"> A external perimeter walls; B internal walls, floor and/or ceiling; C outdoor containment structures (for example a wall, fence or planter box); and D roof; (ii) Where an entertainment venue has no physically defined vertical extent, such as in the case of an outdoor area or rooftop venue, its vertical extent shall be 4 metres above the ground and/or floor level of the venue (where the outdoor space is located). (iii) Where the entertainment venue is the sole land use on a lot or lots (including a strata lot(s)), its boundary shall be designated as the boundaries of the lot/s upon which it is located. (b) In all other cases – <ul style="list-style-type: none"> (i) the boundaries shall be designated as the boundaries of the subject lot or lots (including a strata lot(s)); and (ii) the vertical boundary extent shall be 4 metres above the natural ground level. <p>Frame area means the area identified as such in Figure 28.</p>	<p>communal nature of co-living accommodation, it is unlikely to be occupied on a long-term basis. Accordingly, slightly less stringent attenuation standards can be applied to such development compared to permanent residential development. This will enable opportunities to provide more accommodation in the Core and add to the daytime vibrancy, as well as providing a further support base for the existing food and beverage businesses etc.</p> <ul style="list-style-type: none"> iv. <i>Music Entertainment Venue approval</i> – this definition aligns more closely with the definition being considered in the proposed changes to the Noise Regulations. v. <i>Qualified acoustic consultant</i> – given the technical complexity of the subject matter, it is important that an acoustic consultant is at least a member of, (or eligible) for membership as a Member of Australian Acoustical Society prior to being engaged by a landowner/ developer to prepare any acoustic reports and modelling. vi. <i>Residential accommodation</i> - For the purposes of this SCA, serviced apartments have been included in the definition of Resident accommodation as they can easily be converted to a residential premises (which requires a higher attenuation standard).
--	--	--

	<p>Music includes live music and pre-recorded music, whether vocal or instrumental and whether amplified or unamplified, and any combination of these things.</p> <p>Music Entertainment Venue approval is an approval to emit music noise under the <i>Environmental Protection (Noise) Regulations 1997</i>.</p> <p>Qualified acoustic consultant means a person who is at least a Member of, or eligible for membership as a Member of Australian Acoustical Society.</p> <p>Residential accommodation means:</p> <p>(a) all land uses contained within the Residential land use group in Schedule 2; and</p> <p>(b) any premises designed to be capable for use as a dwelling, as that term is defined in the <i>Residential Design Codes</i> including Serviced Apartments.</p> <p>Short term accommodation is defined in Schedule 4, but excludes any premises designed to be capable for use as a dwelling, as that term is defined in the <i>Residential Design Codes</i>, for example, Serviced Apartments.</p> <p>Winter garden means an enclosed balcony (with glazing which can be opened for ventilation) and is a minimum of 1 metre in width.</p>	<p>vii. Short term accommodation – For the purposes of this SCA, serviced apartments have been excluded in the definition of short-term accommodation for the reason provided above.</p> <p>viii. Winter Garden – a definition is provided in section 28.6 rather than in clause 28.5 (d) of the original provisions. This definition references a winter garden as a design feature to allow a variation to the plot ratio provisions to accommodate attenuation measures.</p> <p>c) A number of previous definitions have been further reviewed and refined to provide greater clarity including:</p> <p>i) Core Entertainment Area – the definition has been simplified to ‘Core area’.</p> <p>ii) Frame Entertainment Area – the definition has been simplified to ‘Frame area’.</p> <p>iii) Entertainment Venue – the definition is more nuanced as it excludes venues that only periodically hold events. This provides better clarity on what the SCA is designed to address. Other venues excluded from the revised definition can apply for a regulation 19B or 18 under the <i>Environmental Protection (Noise) Regulations 1997</i>, should they wish to</p>
--	--	--

		<p>provide festivals, micro-festivals or one-off public events.</p> <p>iv) <i>Entertainment Venue Boundary</i> – this definition has been modified to align more closely to the definition being considered in the proposed changes to the Noise Regulations.</p>
--	--	---