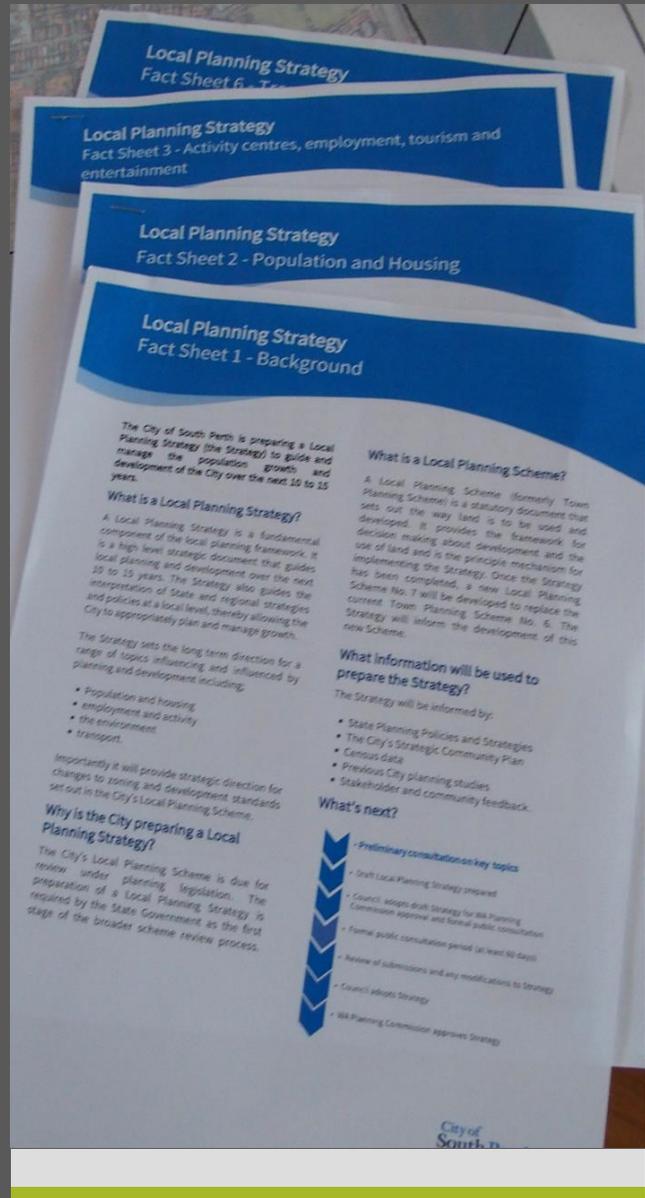


# City of South Perth

## Local Planning Strategy

### Preliminary Consultation Report

April 2018



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## Executive Summary



This report provides a summary of the details and outcomes of preliminary community engagement undertaken for the proposed City of South Perth Local Planning Strategy (the Strategy).

The City engaged ConsultWG, an independent community engagement consultant, to conduct preliminary community and elected member consultation to ensure that the community has an opportunity to input into the Strategy.

The City received a wide range of responses during the consultative process and will be used the responses to inform the community values for the future growth of the City through the development of its Local Planning Strategy. The results of the consultation are intended to be incorporated into the Strategy where practicable, having regard to other factors such as demographic trends and State government policy directions.

The preliminary consultation was structured around a series of discussion topics (supported by a series of fact sheets), as follows:

- Population and Housing;
- Activity Centres, Employment, Tourism and Entertainment;
- Sustainability and Public Open Spaces;
- Community Facilities and Heritage; and,
- Transport and Access.

The preliminary consultation included a wide-ranging community engagement process which included a community survey, receiving 172 responses. In addition, four community workshops and two elected member

workshops were held which had a total attendance of 103. Of the 75 community members who attended the four community workshops, 28 attendees were common across multiple events. Consultation occurred during February to March 2018.

### **Community Survey**

The surveys were conducted from 15 January until 6 March 2018. The survey included 16 questions including four demographic questions. A total of 172 responses were collected.

The survey itself was constructed and distributed by City of South Perth while ConsultWG completed the analysis and reporting. The survey complimented the information received at the community workshops with data received being analysed as separate Survey Analysis Report. This report offers a more in-depth analysis of the findings.

The questions were open ended and therefore the responses were varied. As such the responses were grouped into themes to assist with the analysis. The following recommendations are collected from the most popular response themes, as taken from the survey data:

#### **Population and housing**

- Increase density levels thoughtfully and with consideration given to current residential character.
- Investigate medium density options rather than high density.
- Explore affordable housing options.
- Ensure zonings encourage housing diversity across the City.

#### **Activity centres, employment, tourism and entertainment**

- Identify the development potential of the Canning Highway movement corridor and nodal development opportunities.
- Support smaller businesses especially hospitality, entertainment and retail sectors.
- Focus on activity centres, especially for increased density, mixed use and retail opportunities to ensure this is distributed appropriately across the City.

#### **Community facilities, sustainability and public open space**

- Retain current public open space areas.
- Increase waste and recycling programs.
- Identify opportunities for renewable energy options for large development applications.

- Identify opportunities for community facilities including investigation of the potential for a recreation centre with pool/gym.
- Identify activity centres and open space areas that could be used for new community facilities.

### **Heritage and urban design**

- Instigate strong design considerations for new development and ensure protection of heritage sites.

### **Transport and access**

- Investigate improvements to address traffic congestion.
- Progress planning for the South Perth and Canning Bridge Station precincts.
- Investigate additional freeway access opportunities.
- Investigate an increased ferry network servicing Perth Water.
- Explore potential improvements for alternative transport options such as walking and bike paths, rail, bus, ferry, electric vehicles and charging points.

### General Comments

- Establish a variety of engagement opportunities for the City to use. The community wishes to be kept involved.
- Focus on residents outside of the suburb of South Perth as they were under represented as well as the young adults (34 and younger).

### **Elected Members Workshops**

Two elected member workshops were held on 12 February 2018 and 7 March 2018. Each workshop focused on a series of key topic areas.

*Elected Member Workshop 1 - Environment and sustainability, Public open space; Community facilities and heritage and Transport.*

Key themes:

- Tree protection/retention;
- Improved quality of public open space;
- Using State Government properties to assist in meeting dwelling targets (i.e. Dept. Agriculture Site);
- Matching facilities to demographics;
- Environmental quality is part of the City's character;
- Education on heritage policy; and,
- Competing infrastructure uses.
- Alternative transport options
- Current parking stress

Elected Member Workshop 2 - Activity, Employment, Tourism and Entertainment; Population and Housing.

Key themes

- Small shop lifestyles (Village style preferred);
- Support for diversity of housing types (Podium apartments through to infill subdivision opportunities);
- Targeted infill/density (i.e. around Como Hotel and Collins Street);
- Importance of farmers markets to assist with activity and place making;
- Canning Highway (Exploring nodal development at key activity centres and intersections);
- Housing affordability and diversity in housing type; and,
- Government department partnerships (i.e. Dept. of Agriculture development site and working with Dept. of Communities for housing affordability outcomes).

### **Community Workshops**

Four Community Workshops were held during the month of February 2018. Each workshop focused on a specific topic area/s.

*Workshop 1 - Environment and Sustainability, and Community, Facilities and Heritage.*

The 17 participants provided feedback and comment. This event had a wide array of discussion and questions however the most common response was to leave green spaces alone, including foreshore reserves. There was support for more tree planting all over the City, particularly on roads and reserves. Regarding heritage there was a strong sense of correlation between natural elements and the character of the area, as well as concerns about the maintenance of heritage buildings.

*Workshop 2 - Population and Housing*

Feedback and comment was provided by 23 participants. The main exercise for this event was the identification of areas suitable for new dwellings and discussion about what form those dwellings should take. The activities produced maps showing the preferred locations for additional dwellings and indicated a broad support for varying degrees of new development; rather than being anti new development overall. Canning Bridge Precinct, South Perth Station Precinct, the Agriculture Department site at Technology Park and Canning Highway all saw adjustments to building typologies.

*Workshop 3 - Activity Centres, Tourism and Entertainment, and Employment.*

There were 19 participants at this workshop. The main exercise for this event helped determine the community's support for different land uses in different activity centres. This exercise found that South Perth and Waterford Plaza have general support for a wide variety of land uses given these centres have higher levels of activity. These include hospitality, retail, nightlife and employment, as well as slightly lesser, but still consistent support for events, medical and tourism uses. Conversely activity centres such as Canning Bridge, Angelo Street, Preston Street, Manning Hub and Canning Highway had support for more specialised land uses.

#### *Workshop 4 - Transport and Access.*

16 participants attended this workshop. The workshop topics were discussed in four sections being what the City (in terms of transport and access) should advocate for, provide or promote, and require of new development.

The main topics noted that the City should advocate for were expanded ferry services, dedicated signals and lanes for public transport services, and separated cycle ways.

Elements respondents considered the City should be responsible for providing were better ferry services, more all-day parking near public transport nodes and improved accessibility to walking and cycling paths.

Elements the City should require of new development included discussion of developments being required to have end of trip facilities and visitor cycle parking, as well as public parking at train stations.

Finally, the promotion section included topics of partnerships with other Local Governments to facilitate new initiatives, promotion of autonomous bus and ferry services, as well as an education campaign for public transport promoting its benefits.

## Introduction



This report details the process and outcomes of preliminary community engagement undertaken for the proposed City of South Perth Local Planning Strategy (the Strategy).

The focus of the preliminary community engagement process was to provide the South Perth community and City of South Perth elected members with an opportunity to input into the proposed Strategy that will shape future growth of South Perth.

**ConsultWG** was engaged to deliver the preliminary consultation process and undertake community engagement. The key aim was to ensure that both the elected and community members had an opportunity to input into the vision for this important part of the City's planning framework.

The City received a wide range of responses during the consultative process and will be using the responses to inform the community values for the future growth of the City through the development of its Local Planning Strategy. The results of the consultation are intended to be incorporated into the Strategy where practicable, having regard to other factors such as demographic trends and State government policy directions.

The Strategy consultation was structured around a series of key topic areas that emerged through analysis of background information and demographic data. Key topic areas included:

- Population and Housing;
- Activity Centres, Employment, Tourism and Entertainment;
- Sustainability and Public Open Spaces;
- Community Facilities and Heritage; and,

- Transport and Access.

Community workshops and elected member workshops were held with a total attendance of 103 participants. Consultation occurred from 15 January – 6 March 2018 and involved:

- Community Survey – 172 responses;
- Two Elected Member Workshops – 28 attendees;
- Four Community Workshops – 75 attendees (Of the 75 community members who attended the four community workshops, 28 attendees were common across multiple events.)

A range of communication methods were utilised to inform the community about the Strategy, including:

- Invitations to the community via email and adverts in print media to attend the community workshops and learn more about the project;
- Fact sheets covering the five key topic areas as well as general background to the Strategy project being available for download from the City's website and also available in printed hard-copy; and,
- A 16 question community survey being available online and in hard-copy between 15 January and 6 March 2018, a total of 172 responses were received.

## Background

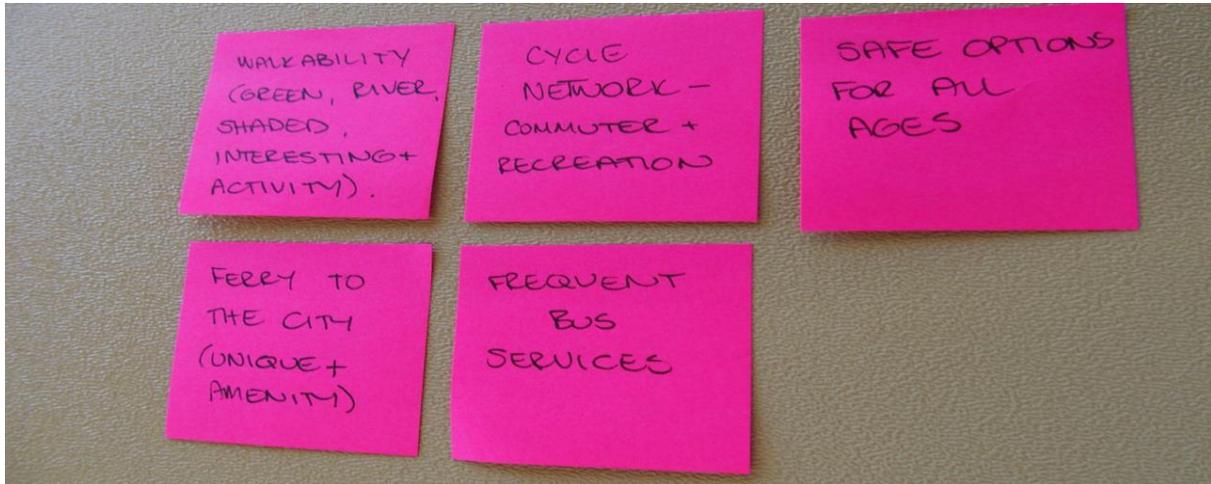


The City is about to embark on a significant review of its existing Town Planning Scheme. A precursor to preparing a new Scheme is the preparation of a Local Planning Strategy. The Strategy will provide strategic direction for land use planning and development over the next 10-15 years.

The Strategy will need to take into account both regional and local drivers of future population and economic growth. The challenge of the Strategy will be to manage that growth in a manner that is both local in context and meets the City's obligations to accommodate more jobs, services and people. A noted strategic driver is the Western Australian Planning Commission's Perth and Peel @3.5 Million suite of documents. Perth and Peel @3.5 million establishes a framework for the growth of metropolitan Perth to 3.5 million people by about 2050. The Strategy will need to be consistent with and provide an appropriate local response to these documents.

The Strategy needs to address a number of competing elements such as accessibility, maintaining a sense of place, opportunities for appropriate infill development, housing diversity and realising transport and movement opportunities.

## Community Survey



To obtain community comment and identify the values of the broader South Perth community, the City designed and delivered a community survey supported by a series of fact sheets on the key topic areas.

The survey asked 16 questions and ran from 15 January 2018 until 6 March 2018. A total of 172 responses were received.

The survey questions centred around the key topic areas and were preceded by an introductory statement explaining the question and directing the respondent to the relevant key topic fact sheet. Furthermore some questions had two parts with the second part of the question requesting more information regarding the initial answer.

The questions were open-ended, allowing respondents to provide free form answers in relation to a series of discussion topics. Respondents were also asked four questions relating to their demographic profile. The survey complimented the information received at the community workshops, with data received being analysed as a separate report.

The fact sheets were available for download from the City website and in printed hard copy format, and related to the following topics:

- Local Planning Strategy Background
- Population and Housing
- Activity Centres, Employment, Tourism and Entertainment
- Sustainability and Public Open Spaces
- Community Facilities and Heritage
- Transport and Access

The survey acted as core feedback for the project with data received being utilised to identify community values.

As the questions were open ended and data received was varied, for the purpose of the analysis, a series of key themes for each answer was developed. Many responses raised multiple themes. The themes provide a guide to respondents' views and values regarding the future planning for the City of South Perth.

### **Key Themes**

The following key themes were identified from the most popular responses as taken from the survey data and based around the key topic areas:

#### **Population and housing**

- Increase density levels thoughtfully and with consideration given to current residential character.
- Investigate medium density options rather than high density.
- Explore affordable housing options.
- Ensure zonings encourage housing diversity across the City.

#### **Activity centres, employment, tourism and entertainment**

- Identify the development potential of the Canning Highway movement corridor and nodal development opportunities.
- Support smaller businesses especially hospitality, entertainment and retail sectors.
- Focus on activity centres, especially for increased density, mixed use and retail opportunities to ensure this is distributed appropriately across the City.

#### **Community facilities, sustainability and public open space**

- Retain current public open space areas.
- Increase waste and recycling programs.
- Identify opportunities for renewable energy options for large development applications.
- Identify opportunities for community facilities including investigation of the potential for a recreation centre with pool/gym.
- Identify activity centres and open space areas that could be used for new community facilities.

#### **Heritage and urban design**

- Instigate strong design considerations for new development and ensure protection of heritage sites.

#### **Transport and access**

- Investigate improvements to address traffic congestion.
- Progress planning for the South Perth and Canning Bridge Station precincts.
- Investigate additional freeway access opportunities.
- Investigate an increased ferry network servicing Perth Water.
- Explore potential improvements for alternative transport options such as walking and bike paths, rail, bus, ferry, electric vehicles and charging points.

#### General Comments

- Establish a variety of engagement opportunities for the City to use. The community wishes to be kept involved.
- Focus on residents outside of the suburb of South Perth as they were under represented as well as the young adults (34 and younger).

A copy of the Fact Sheets can be found at **Appendix 1**.

A copy of the Survey Analysis can be found at **Appendix 2**.

## Community Engagement Events



The preliminary consultation for the Local Planning Strategy included multiple workshops held with both elected members and community members, with workshops themed around the key topic areas.

Event	Dates	Time	Attendance
<b>Elected Members Workshop #1</b> - Environment, sustainability; Public open space, community facilities and heritage; Transport and Access	12 February	5.30pm – 7.30pm	*16
<b>Elected Members Workshop #2</b> - Activity, Employment, tourism and entertainment; Population and housing	7 March	5.00 pm – 7.00pm	*12
<b>Community Workshop #1</b> - Environment, sustainability; Public open spaces, community facilities and heritage.	15 February	6.00 pm – 8.00 pm	17
<b>Community Workshop #2</b> - Population and housing.	17 February	1.00 pm – 4.00 pm	23
<b>Community Workshop #3</b> - Activity, employment, tourism and entertainment.	21 February	6.00 pm – 8.00 pm	19
<b>Community Workshop #4</b> -	24 February	1.00 pm-4.00 pm	16

Transport and access			
<b>TOTAL</b>			<b>103</b>

- Includes City of South Perth elected members and staff

### Workshop Purpose

The purpose of the workshops was to seek elected and community member input to help develop the City's Local Planning Strategy around a series of key theme areas/planning considerations.

### Workshop Objective

- To identify the key principles and issues around the key topic areas.
- To identify what were the issues facing the City currently and in the future.

Responses revealed values in relation to each the theme areas and help to identify likely community expectations and sensitivities.

Workshop Presentations can be found in **Appendix 3**.

### Elected Members Workshops

#### Elected Member Workshop #1 | 12 February 2018

The first elected member's workshop was held at the City Administration from 5.30pm – 7.30pm on 12 February 2018. The workshop explored ideas around the topics of Environment and Sustainability, Public Open Space; Community Facilities and Heritage; Transport and Access.

A project presentation was given with background information on the Strategy and introduced the key topic areas. Each topic was briefly presented followed by facilitated round table discussion with elected members where participants were able to raise points in an open discussion format. Employees from the City of South Perth were present to assist in discussion and respond to questions.

### Key Themes

#### Environment and Sustainability

- Anti 'Vegemite spread' of density;
- South Perth as a regional centre;
- Tree protection/retention;
- Improved quality of public open space;
- Environmental quality is part of the City's character;

- Lack of access for some residents;
- Lack of environmental progressiveness;
- Sustainable architecture/design;
- Potential development areas; and,
- Address transitioning between zoning.

#### Public Open Space, Community Facilities and Heritage

- Pressure on Parks;
- Using State Government properties;
- Matching facilities to demographics;
- Education on heritage policy;
- Character over heritage;
- Youth element of facilities; and,
- Development of quality facilities.

#### Transport and Access

- Competing infrastructure uses;
- Current parking stress;
- Sharing recreation spaces;
- The influence of Curtin;
- Support for an increased focus on nodal development;
- Alternative transport options;
- Minimising trips;
- Integration with state departments;
- Potential land use changes; and,
- Pace of transport changes.

#### Elected Member Workshop #2 | 7 March 2018

The second elected members workshop explored ideas of Activity, Employment, Tourism and Entertainment, and Population and Housing. This workshop was facilitated as an open discussion with elected members, with

employees from the City of South Perth present to assist in interpretations of themes and explain how it would be applied to the Strategy.

### Key Themes

#### Activity, Employment, Tourism and Entertainment

- Small shop and lifestyle (Village style preferred);
- Importance of farmers markets to assist with activity and place making
- Requirements to do business, cut the red tape to make activation easier;
- Minimise the effect of market disruptors;
- Focus on South Perth uniqueness;
- Focus on youth demographics;
- Canning Highway (Exploring nodal development at key activity centres and intersections); and,
- Prioritise other development areas (i.e. Angelo Street and Preston Street primarily).

#### Population and Housing

- Increase and ensure housing affordability;
- Support for diversity of housing types (Podium apartments through to infill subdivision opportunities)
- Targeted infill/density (i.e. around Como Hotel and Collins Street)
- Curtin University should be seen as an opportunity site;
- Bigger apartment design, design for families as well as singles;
- Identify target areas for density increases (i.e. Activity centres);
- Government department partnerships (i.e. Department of Agriculture development site and Department of Communities for housing affordability outcomes);
- Investigate other State government land options;
- Housing diversity and housing type;

## Community Workshops

Four community workshops were held to discuss the key topic areas. The following format elements were common to all community workshops:

- Project overview – City of South Perth;
- Values and vision;
- Looking back to see forward, a historic photo slide show identifying significant drivers of change;
- Positive attributes of South Perth;
- Key topic areas;
- Workshop sessions;
- Detailed topic presentation;
- Community Thought Cloud;
- Capture ideas and free form thoughts on vision and future for South Perth;
- Workshop feedback; and,
- Recap and next steps.

At all workshops maps and supporting material were made available for participants to utilise. Participants were seated in table groups and were facilitated by an officer from the City of South Perth. Additional specialist City staff was in attendance to answer detailed questions and provide project support.

### Community Workshop #1 | 15 February 2018

The first community workshop was held at the City Administration from 6.00pm – 8.00pm. The purpose of this workshop was to explore the topic areas of Environment and Sustainability; Community, Facilities and Heritage.

#### **Positive Attribute Notes**

Participants were asked to write down some of the positive attribute of the City of South Perth regarding the topics of Environment and Sustainability, and Community, Facilities and Heritage.

- Environment and Sustainability;
- Public open space makes area unique;
- Accessible foreshore;
- Tree coverage;
- High quality wetlands;
- Trees, gardens;
- Foreshore;

- Easy transport;
- Spaces for meeting people;
- Good quality public open space;
- Community, Facilities and Heritage;
- Plenty of different architecture types;
- Wide variety of services/sporting facilities;
- Character is what area is known for; and,
- Unique suburban character/way of life.

### **Workshop Session 1 | Environment and Sustainability**

#### Key Themes

- Space between buildings (no podiums);
- Tree-lined streets, in appropriate locations;
- Protect existing open spaces (including private spaces);
- Resolve ground water issues;
- Control growth;
- Improve sustainability;
- Manage trees to protect in development;
- Big size blocks;
- Beauty of the place/vibe;
- Having parts high density, parts public open space and large open spaces;
- More schools, community facilities;
- Develop hub models for transport, power and income generation;
- Use of pesticides near wetlands and sensitive areas a concern;
- Storage and used of solar power;
- Promotion of active transport i.e. cycling, walking, skateboarding etc.;
- Keeping public spaces available to the public such as golf courses;
- Focus on public health and the connection with open spaces; and,
- Focus development on key transport routes such as canning highway and manning, with tiered development back into residential areas.

### **Workshop Session 2 | Community Facilities and Heritage**

#### Key Themes

- Maintenance concerns (Council not caring enough);
- Heritage not to detriment of residents;
- Historical values/heritage of trees;

- Accessibility, footpaths, public toilets;
- Cater for demographics;
- Restoring a house to multi-dwelling living apartments;
- Public aquatic centre;
- “Walkable, cycle” easy, safe ways to get to community facilities;
- Unoccupied retail spaces repurposed to community facilities;
- Causation for developers for retaining heritage;
- Combining art with telecommunications and other essential infrastructure;
- Balance between density and art/architecture and soft transitions from residential to dense areas;
- Landmark buildings to have better architectural style in order to develop higher;
- No large developments on public open space;
- Soft transition near heritage buildings;
- Community facilities within new developments;
- More waste bins on foreshore and public open space;
- Use of public space for decoration and celebration of festivals and other topics/themes; and,
- Connection to the public realm on the ground floor with more open space/landscaping.

### Community Thought Cloud

The top 6 responses across both discussion topics are below:

- Enforce space between buildings;
- More trees;
- Storage of energy encouraging all new developments to have solar;
- Public wind generators & power storage (economy of scale);
- Encourage developers to retain heritage buildings by giving more development concessions; and,
- Utilise open space for arts/cultural events not commercial.

### Community Workshop #2 | 17 February 2018

The second community workshop was held at the Manning Community Centre and had an attendance of 23 participants from 1.00pm – 3.00pm. The purpose of the workshop was to explore the key topic areas of Population and Dwelling Growth. The 23 participants provided feedback and comment.

### Positive Attribute Notes

Participants were asked to write down some of the positive attribute of the City of South Perth regarding the topic of population and housing.

Key Themes:

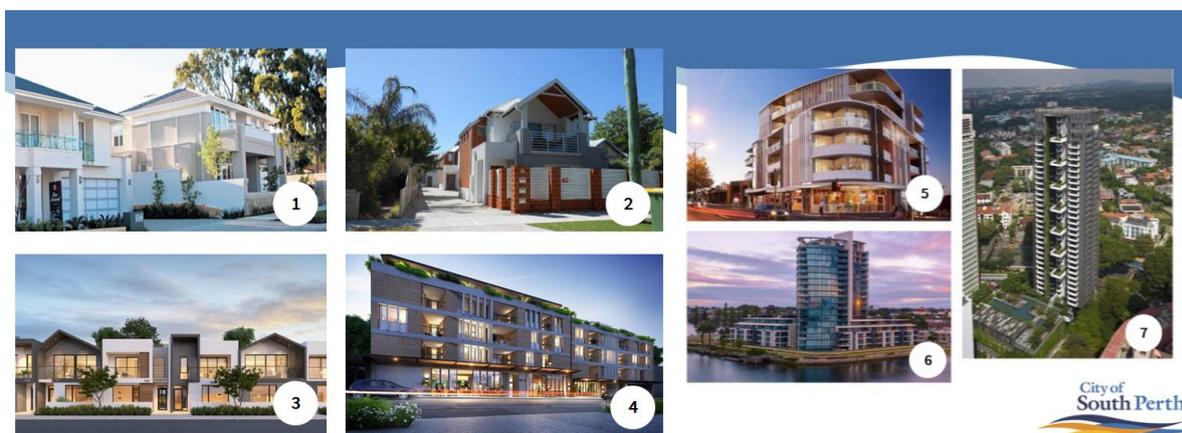
- Proximity to CBD;
- Urban greenery;
- River access;
- Age diversity;
- Housing diversity; and,
- Parklands.

### Key Element Maps

A mapping exercise was undertaken in Community Workshop 2. This activity had participants map out preferred areas considered suitable for population growth and then denote future dwelling type provision, identify values and discuss with table group. Aerial maps were provided along with photos to assist participants in their deliberations. These photos provided a variety of suggested building typology examples, ranging from low-rise to high-rise building types.

Three individual table group maps were prepared. The map in Figure 1 is a composite of the three maps produced by table groups and a limited interpretation of results are provided below.

The typologies presented at the workshop were as follows:



In many instances higher density prevails over lower density when areas overlap. Furthermore, a solid border around typologies means there was only one typology value for the areas and conversely a dotted border

indicates that participants had multiple typology values and the colour represents the highest value.

This map combination highlights how participants are not particularly opposed to density, rather they have preferred locations for density. In particular is the support for typologies 6 and 7, which mainly occupy Canning Bridge, South Perth Activity Centre Precinct and the Agriculture Department site at Technology Park, with a number of dotted level 6 typologies along Canning Highway.

In the same way, transport corridors such as Canning Highway, Manning Road, Labouchere Road and Angelo Street all received typology increases with the comments that density should taper off as sites become further removed from the corridor.

Additionally, there are multiple examples of higher typology clusters. These usually occurred near major intersections and/or near existing activity centres. Most clusters had a typology of 5 indicating that mid-rise apartments would suite those nodes.

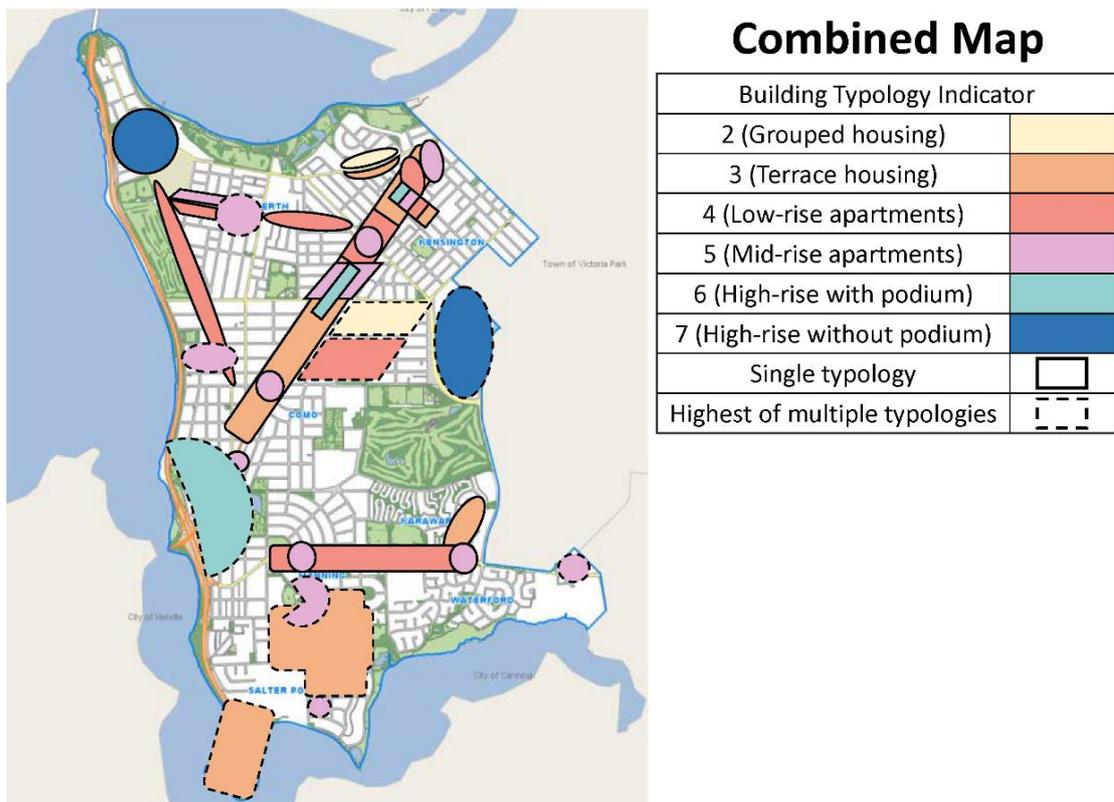


Figure 1. Combination Map of Housing Typologies

### Community Workshop #3 | 21 February 2018

The third community workshop explored the topics of Activity Centres, Tourism and Entertainment; Employment. The workshop was held at the City of South Perth Administration Building with an attendance of 19 participants.

#### **Workshop Session 1 | Activity Centres, Tourism and Entertainment**

##### Key Themes

- Canning Highway better appropriate uses, i.e. a supermarket;
- Micro-tenancies/corner stores;
- Provide swimming pool, as a community facility;
- Significant tree walks/character area walks for tourism;
- Growth should aim for increased heights subject to adequate parking being provided;
- Good mix of uses required in all centres;
- Lack of diversity of uses currently within the Manning Hub;
- Increase vibrancy and leisure, competition from other Centres', i.e. Victoria Park;
- Big opportunity with the Department of Agriculture site;
- Increased open air events;
- Additional sporting events, i.e. at Richardson Park;
- Culture through music & festivals;
- Green space between buildings; and,
- Commercial hubs in buildings/development.

#### **Workshop Session 2 | Employment**

##### Key Themes

- Concentrated in key transport corridors;
- Should live close to work, encourage more walking to work;
- Small scale incubator hubs;
- Diversity, attract diversity of population, through quality of street activation, allowing flexibility and setting benchmark standards for centres;
- Planning controls burden new diversity;
- Replicate other successful centres;
- Some employment in the area but not the key focus for South Perth;
- District centres should have larger employers;
- More full-time employment;
- More part time /casual employment;

- Work locally, within walking distance;
- Co-working space – encourage -sublease a portion;
- Interim uses;
- Space that can be converted, multi-use; and,
- Home businesses/mixed use.

The next part of workshop required participants to indicate what they thought the future uses of the activity centres in the City of South Perth should be.

The table below contains an aggregate response from across all workshop tables. The number of ticks in each box indicate the level of support each centre had for that particular land use.

	South Perth	Canning Bridge	Angelo Street	Preston Street	Manning Hub	Waterford Plaza	Canning Highway
<b>Meals/ Coffee</b>	✓✓✓✓	✓✓✓	✓✓✓✓✓	✓✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓
<b>Shopping/ Retail</b>	✓✓✓✓	✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓	✓✓✓
<b>Bars/Nightlife</b>	✓✓✓✓	✓✓	✓✓	✓✓✓	✓	✓✓	✓✓
<b>Events</b>	✓✓✓✓	✓	✓	✓	✓✓✓	✓	✓
<b>Employment</b>	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓	✓✓✓	✓✓	✓✓✓✓✓
<b>Arts/Cultural</b>	✓✓✓✓	✓	✓✓✓	✓✓	✓✓✓	✓✓	✓
<b>Tourism</b>	✓✓✓	✓	✓	✓	✓	✓✓	✓
<b>Health/Community</b>	✓✓	✓	✓	✓	✓	✓✓✓	✓

Of note, Meals/Coffee and Shopping/Retail were almost universally supported across all the activity centres. Bars/Nightlife had less popularity, only really being supported in South Perth and Preston Street. South Perth was also identified as most popular for support for events, with some support for Manning Hub as well.

Employment was encouraged at all centres except Waterford Plaza. Art/Cultural was considered a more niche group of uses, with Angelo Street, Manning Hub and South Perth seen as the most appropriate locations. Tourism and Health/Community both had lower support levels, although both were of highest support in the activity centres of South Perth and Waterford Plaza.

### Community Workshop #4 | 24 February 2018

The fourth community workshop explored the topic of Transport and Access. The workshop was held at the Manning Community Centre on 24 February 2018 from 1.00pm – 3.00pm and had an attendance of 16 participants. The workshop topics were broken into four sections being advocating, provision, requirement and promotion of Transport and Access.

#### **Advocate**

- Fast ferries serving the whole of the river system;
- Potential for an underground link road for buses to connect centres;
- Better advertisement of the Curtin driverless bus service is needed;
- Public transport should have signal and lane priority;
- More direct services between centres;
- Additional freeway on/off ramps: South Terrace and Manning Road;
- More cycle racks/end of trip facilities: ferry terminals;
- Separated cycle ways are needed; and,
- Potential to relaunch Travelsmart program: focus on education, lobbying and initiatives.

#### **Provide**

- Improvements to Mends St jetty: Shade cover, seating, bicycle racks, create a destination;
- Extend ferry services: Coode Street and Preston Street;
- Additional all-day parking: near ferry services, kept under the ownership of the City;
- More publicly owned parking stations: Richardson St, Forrest Street, electric charging stations;
- CAT buses should operate throughout suburbs;
- Accessibility: walking and cycling paths, commuting and recreation; and,
- Faster bus services: Staggered stopping, designated bus lanes

#### **Require**

- Special area rates: developer contributions;
- Developers to implement: bike/end of trip facilities and shared electric car bays;
- Improved street parking: target specific hot spots, parking permits for residents;
- New developments: diversity of alternative transport;
- More signalling for bicycles;

- Parking ratios are inadequate in the current scheme: especially non-residential parking;
- Car sharing opportunities: new bigger developments;
- Car-pooling lanes;
- Public parking at train stations; and,
- A verge parking program: residents to pay for an additional bay on the verge or via residential parking permit.

### **Promote**

- Making the City a leader, progressive in response to issues;
- Promotion beneficial initiatives to improve transport: partner with private operators;
- Centralised information: travel/movement options;
- City to partner with other Local Governments: facilitate new initiatives i.e. bike sharing;
- Additional autonomous bus and ferry services and walking opportunities;
- Increased education of road users: new forms of transport i.e. Intellibus;
- Less cars per household: rate discounts for reduced car ownership; and,
- Public transport education campaign: a preferred mode of transport, promoting the benefits of alternative transport i.e. health, safety, environment, less congestion, mental wellbeing and economic benefits.

## Conclusion



The preliminary consultative process provided an opportunity for interested members of the South Perth community to provide comment on the future growth of the City. The preliminary consultation drew out a range of stakeholders including residents, and business owners. The outcome saw the identification of a range of unique values. The focus of the preliminary consultation process was to provide the City of South Perth with a framework of community attitudes that will inform the preparation of the Strategy.

This opportunity for input was achieved through a wide-ranging preliminary community engagement process, including a survey, as well as four community workshops and two elected member workshops.

While the input collected has been very diverse across the multiple meetings and surveys, some common themes have arisen.

One such theme is that this is a very protective community, a community who don't want to lose any public open space. Rather, they want public open space to contain only small low impact facilities, additional vegetation and to identify some areas for short-term events. Furthermore, while not universally supported, the need to accommodate a growing population was in the most part, accepted across the survey and engagement activities just with the caveat of providing thoughtful, diverse and clustered designs and a variety of housing types.

The intensification of activity centres is generally supported across the City with careful consideration of parking, specific land uses and external employment factors being considered. These values along with capitalising on the opportunities of movement and transport opportunities that the City holds, provides clear direction from participants.

Overall this report has sought to provide a compact version of the many ideas, discussions and points of view collected over the entire consultation period. The suggested key themes will result in a Strategy that is contemporary in nature, function and form and will provide a variety of initiatives that the City can deliver into the future. It provides opportunity for place activation and community benefit and interaction. South Perth is a place for all people; it reflects the communities' values and importantly understands the importance of being a place that is open and available to all.

The results of this preliminary consultation are intended to be incorporated into the Strategy where practicable. However given the range of comments received, consideration will need to be given to the key themes raised while also having regard to demographic trends and state government requirements. The views expressed through this preliminary consultative process will assist the City to develop a Strategy that balances its community expectations and policy requirements. As a result the Strategy and subsequent Local Planning Scheme will aim to provide the South Perth community and visitors with a highly valued place to live, work and play for years to come.

## Appendix 1 – Local Planning Strategy Fact Sheets

# Local Planning Strategy

## Fact Sheet 1 - Background

The City of South Perth is preparing a Local Planning Strategy (the Strategy) to guide and manage the population growth and development of the City over the next 10 to 15 years.

### What is a Local Planning Strategy?

A Local Planning Strategy is a fundamental component of the local planning framework. It is a high level strategic document that guides local planning and development over the next 10 to 15 years. The Strategy also guides the interpretation of State and regional strategies and policies at a local level, thereby allowing the City to appropriately plan and manage growth.

The Strategy sets the long term direction for a range of topics influencing and influenced by planning and development including;

- Population and housing
- employment and activity
- the environment
- transport.

Importantly it will provide strategic direction for changes to zoning and development standards set out in the City's Local Planning Scheme.

### Why is the City preparing a Local Planning Strategy?

The City's Local Planning Scheme is due for review under planning legislation. The preparation of a Local Planning Strategy is required by the State Government as the first stage of the broader scheme review process.

### What is a Local Planning Scheme?

A Local Planning Scheme (formerly Town Planning Scheme) is a statutory document that sets out the way land is to be used and developed. It provides the framework for decision making about development and the use of land and is the principle mechanism for implementing the Strategy. Once the Strategy has been completed, a new Local Planning Scheme No. 7 will be developed to replace the current Town Planning Scheme No. 6. The Strategy will inform the development of this new Scheme.

### What information will be used to prepare the Strategy?

The Strategy will be informed by:

- State Planning Policies and Strategies
- The City's Strategic Community Plan
- Census data
- Previous City planning studies
- Stakeholder and community feedback.

### What's next?



# Local Planning Strategy

## Fact Sheet 2 - Population and Housing

This fact sheet provides a snapshot of the demographic and housing trends and state policy requirements that will have an impact on how the City of South Perth plans and manages growth over the coming years.

The population of the City is approximately 44,100. By 2031 this is expected to grow to 56,922. The population is also expected to get older, with substantial increases already occurring in the 60 to 69 age group.

The number of dwellings in the City is expected to increase from its current level of approximately 20,410 to 25,821 by 2031.

The composition of households in the City has changed over time. Generally, households have become larger and this has been accompanied by a growth in the number of bedrooms per dwelling. Between 2001 and 2016 the proportion of households with three or more people grew by 6.8% to represent 34.5% of all households.

The form of dwellings within the City has also changed over time. Despite recent higher density developments in some areas, 'high density' dwellings have fallen from 14.4% of total dwellings to 10.3% since 2001, while 'medium density' dwellings have grown from 38.7% to 42%. The Australian Bureau of Statistics defines a 'high density' dwelling as a building with four storeys or greater. The proportion of separated/detached houses has remained stable over that time.

The City's age profile composition is changing, with a significant decline in teenager and young adult population and a large increase in the 60-69 age group between 2001-2016. Increases in the number of children, together with growing

household sizes, suggest an increase in the City's young family population.

Age cohort	Change 2001-2016 (%)
Primary schoolers (5-11)	+10.2%
Secondary schoolers (12-17)	-15.6%
Tertiary education (18-24)	-33.3%
Empty nesters (60-69)	+44.2%
Seniors (70-84)	-14.1%

Proportionate change in population cohorts 2001-2016

### Policy directions

#### Directions 2031 and Beyond and Perth and Peel @ 3.5 million

The State Government's [Directions 2031 and Beyond](#) is the high level spatial framework and strategic plan for Perth and Peel. It sets the broad framework for managing and planning for growth to 2031, and establishes a vision for a population of 3.5 million people.

The [draft Perth and Peel @3.5 million](#) suite of documents builds on the vision of [Directions 2031 and Beyond](#) and establishes a more detailed framework for the delivery of its objectives. This suite of documents includes a set of Sub-Regional Planning Frameworks which

outline how growth in each of the sub-regions is to be accommodated.

The City of South Perth is located in the Central Sub Region, which is expected to accommodate an additional 215,000 dwellings by approximately 2050. To contribute to this the City is expected to accommodate the following:

Additional dwellings by 2031	Additional dwellings by 2050
6,000	2,300

Approximately 1,100 dwellings have already been provided within the City since the *Directions 2031* target was established in 2010.

The *Central Sub-Regional Planning Framework* outlines where the majority of new population is expected to be accommodated:

- Within activity centres and railway station precincts, which in South Perth includes the South Perth Station Precinct (and surrounds) and Canning Bridge. Part of the City also falls within the Bentley/Curtin activity centre; and
- Along corridors where public transport availability is at a high level. The most prominent of these corridors is Canning Highway; however other corridors such as Manning Road and Labouchere Road are also identified.

Additionally, *Directions 2031* sets out key deliverables in terms of dwelling type and mix to ensure diversity in dwelling affordability, lifestyle opportunities and demographics.

Dwelling diversity targets (by number of bedrooms):

No. bedrooms	Directions 2031 target	City of South Perth target
1 bedroom	10-20%	4.8%
2 bedrooms	15-25%	25.1%
3 bedrooms	30-40%	36.9%
+4 bedrooms	10-25%	25.6%

Diversity of dwellings by number of bedrooms (2016)

The City has a relatively small number of single bedroom dwellings and relatively high numbers of +4 bedroom and 2 bedroom dwellings.

## State planning policies

In addition to the City's dwelling targets, [State Planning Policy 4.2 - Activity Centres for Perth & Peel](#) (SPP4.2) establishes density targets for certain types of centres. The City of South Perth includes District and Neighbourhood Centres and a portion of the Bentley-Curtin Specialised Centre. SPP4.2 works together with the framework of *Perth and Peel @ 3.5 Million* to ensure new population is accommodated in a coordinated way and at densities that ensure the long-term success of the City's activity centres.

SPP4.2 Centre type	Desirable density (per gross hectare)
District Centre (South Perth Activity Centre, Canning Bridge)	30 dwellings
Neighbourhood Centre (Angelo Street, Preston Street)	25 dwellings within a 200m catchment of the Centre boundary

#### Recommended dwelling density by centre from SPP4.2

Meeting the standards of SPP4.2 means the majority of the dwelling targets under *Directions 2031* and *Perth & Peel @3.5million* can be accommodated in the City's two district centres; South Perth Activity Centre and Canning Bridge.

A primary objective of the Local Planning Strategy will be to set out a framework for how the City intends to achieve the remainder of its obligations under *Directions 2031 and Beyond* and *Perth and Peel @3.5 million*.

### Town Planning Scheme

The City's Town Planning Scheme No. 6 (TPS6) applies development standards that control how and where new dwellings are located. The City is currently progressing a number of changes to TPS6 aimed at accommodating more dwellings in the City. These include:

- The Canning Highway #ShapeOurPlace project and associated scheme amendment. This proposal stems from a key recommendation of the draft *Housing Strategy (2011)* and seeks to accord with the *Perth and Peel* strategy to encourage new population along transport corridors; and
- Rezoning of land in the area known as the 'Waterford Triangle' to encourage medium density housing.

The City's Town Planning Scheme also has measures which control density, thereby determining what housing goes where. A key component of this density control is a series of 'dual codes', whereby a higher density (and therefore more dwellings) can be allowed where specific criteria are achieved. The criteria are aimed at improving the quality of the resulting dwellings.

### Key parameters

In addition to the policy directions outlined above there are a number of parameters that affect planning for population and housing within the City:

- The need to accommodate additional dwellings as set out in *Directions 2031 and Beyond* and *Perth & Peel @3.5million*
- The density targets set out in SPP4.2 for the South Perth and Canning Bridge activity centres including a population density of at least 30 dwelling per gross hectare in these two main activity centres
- The content of the adopted Activity Centre plan for Canning Bridge and the South Perth Activity Centre plan currently being developed
- The tall buildings in certain locations of the South Perth Station Precinct and surrounds
- Existing planning projects progressed to date including those affecting Canning Highway and the Waterford Triangle.

## Key considerations

Some key considerations in planning for additional population and housing:

- How and where to accommodate the 8,300 new dwellings required by 2050.
- The City has already identified a number of targeted areas for accommodating growth, in line with state government expectations, by adopting the Canning Bridge Activity Centre Plan and progressing a plan for the South Perth Activity Centre and by progressing other detailed investigations for land adjoining Canning Highway and within Waterford Triangle.

# Local Planning Strategy

## Fact Sheet 3 - Activity centres, employment, tourism and entertainment

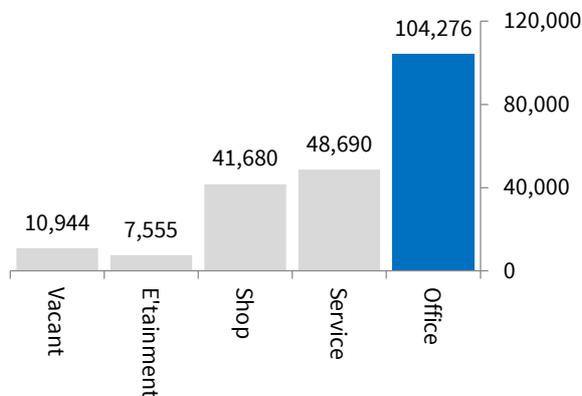
This fact sheet provides an overview of the current situation and State Government policy directions relating to the City of South Perth's activity centres.

### Activity centres

An activity centre is a community focal point where a range of activities occur. Activities can include retail, commercial, high density living, and entertainment. There are a number of activity centres in the City of South Perth, the most prominent of which is the Mends Street area. Known as the South Perth Activity Centre, this area provides over 2,000 jobs and 57,000m<sup>2</sup> of non-residential floor space.

Other significant centres include the Canning Bridge Activity Centre, Angelo Street, Preston Street, Karawara, the Manning Hub (Welwyn Avenue) and a number of small clusters along Canning Highway. An area of the City of South Perth also forms part of the Bentley/Curtin Specialised Activity Centre.

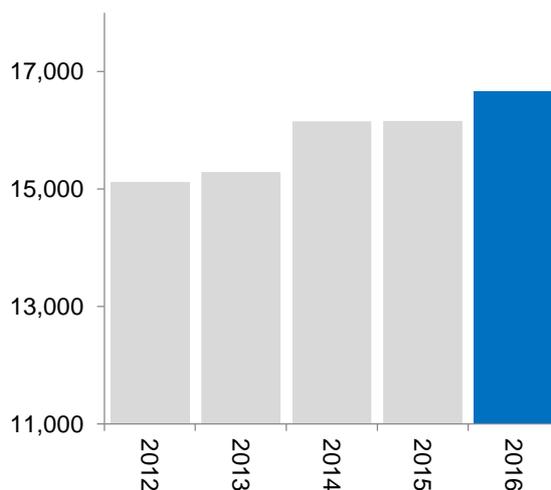
Most of the non-residential floor space in the City consists of approximately 104,000m<sup>2</sup> office space. Vacancy rates are generally low, however vacancies along Canning Highway (east) near Berwick Street, Canning Highway (west) around Henley Street and also along Manning Road at Ley Street are above 10%. In terms of economic growth, the City has been growing at a slower rate than the Perth metropolitan average. From 2001 to 2016, the City of South Perth's economic product has grown at a rate of about 4.14% per year, lower than the 5.15% growth rate for the rest of metropolitan Perth.



Floor space (m<sup>2</sup>) by land use type (2015)

### Employment

The number of jobs located in the City of South Perth has steadily increased. Some of the largest employment sectors are the professional, scientific and technical (approximately 2,400 jobs), retail (1,050 jobs), health care and social services (1,900 jobs) and education and training (2,000 jobs). The number of retail jobs within the City has fallen 11% since 2001, while professional, scientific and technical jobs have grown by over 42%.



Jobs within the City of South Perth (2012-2016)

A large proportion of City of South Perth residents work outside the City area. In 2011 only 16.1% of residents worked locally. This is referred to as employment self-sufficiency, and the City has a relatively low rate.

Sector	Ratio of local jobs to residents
Professional, scientific and technical services	0.65
Health care and social assistance	0.68
Education and training	0.80

Ratio of local jobs to residents employed by sector

In 2016, approximately 22.5% of all jobs in the City were located in the South Perth Peninsula area, 12.1% at Technology Park, 10% in Como (west of Canning Highway) with the rest spread across the remainder of the City.

## Policy directions

The State Government's [Perth & Peel @3.5 million](#) planning strategy and [State Planning Policy 4.2 - Activity Centres for Perth & Peel](#) (SPP4.2) establish a framework and hierarchy of activity centres throughout metropolitan Perth, which the State Government considers suitable for additional population, employment and activity.

These documents provide guidance on how to appropriately plan for these centres to ensure that each has the right variety and scale of uses to reflect its population catchment size.

SPP4.2 outlines the following centre types and functions:

Centre type (examples):	Function
Specialised Centre (Bentley/Curtin & Technology Park)	Specialised centres of strategic significance to the metropolitan area
District Centre (South Perth Activity Centre, Canning Bridge)	Large centres with important commercial, housing and services at a district level
Neighbourhood Centre (Preston Street, Angelo Street)	Centres of daily and weekly convenience, community facilities and a range of other small services
Other/Local Centres (Coode Street)	Lower order centres with a convenience function (only)

The State Government's [Development Control Policy 1.6](#) recommends locating employment, entertainment and other activities, as well as housing, along 'transport corridors' (areas well served by public transport). [Perth & Peel @3.5 Million](#) identifies Canning Highway, Manning Road, Labouchere Road and parts of Mill Point Road and Angelo Street as transport corridors.

## Key considerations

Under these policies, the City is expected to accommodate at least 8,300 additional dwellings by 2050. This additional population will mean the City's activity centres need to evolve to serve a greater population.

Key considerations in planning for activity and employment are:

- As the population grows, the City will need to accommodate more non-residential floor space for new businesses and community activities.
- State Planning Policy 4.2 sets out a hierarchy of activity centres. The City needs to facilitate new development in these centres at an intensity that reflects the centres' place in the hierarchy. This includes providing certain levels of residential density.
- The City has a low level of employment self-sufficiency. Increasing the number of residents that work locally will reduce travel demand and grow the local economy.

# Local Planning Strategy

## Fact Sheet 4 - Sustainability and public open spaces

**This fact sheet provides an overview of the future challenges facing the City of South Perth in terms of planning for its network of public open space and the on-going sustainability of the built environment.**

### Public open space

The City has an exceptional amount of public open space (466 hectares), largely consisting of multi-use foreshore reserves. The City also maintains 42 playgrounds and 12 sporting reserves.

Taking into account the predicted population growth, the City has an abundant amount of public open space overall, however some areas have more than others. It is expected that by 2031, the suburb of Como will have a shortfall of public open space, particularly active recreation space.

### Tree canopy

There are approximately 20,000 mature trees managed by the City of South Perth. However there has been a noticeable decline (approximately 20%) in the mature tree canopy cover on privately owned land since 1985. Areas of greater infill have had the most significant decline in canopy cover; namely South Perth and Como. This decline has been mostly offset by planting on public reserves and as a result the total canopy cover for the City has remained relatively stable.

### Sustainable development

The City has a range of planning policies that cover matters of sustainable development such as correct solar orientation, landscape preservation and tree retention, and water sensitive urban design and ground water

management. In the past, the City has had policies promoting sustainability measures for new houses. Larger developments are required to meet at least a 4-star Green Star standard under *Policy P350.01 – Environmentally Sustainable Building Design*. In the South Perth Station Precinct, a 5-star Green Star standard or equivalent is required.

### Natural areas

The urban and natural environments are linked. Urban development has an impact on storm-water runoff which, if poorly managed, can have a damaging environmental impact. Street trees and verges provide an opportunity for green corridors to be established to link remnants of bushland and to enable wildlife to move across the City.

The City recognises the importance of natural areas for their aesthetic appeal, biodiversity, habitat, educational, intrinsic and recreational values. The City also recognises the importance of balancing the needs of the urban and natural environment.

### Policy directions

The City has a range of plans and strategies relating to public open spaces and sustainability:

- Sustainability Strategy (2010-2015)
- South Perth Foreshore Management Plan (2015)
- Draft Urban Forest Strategy (2017).

These documents work together under the City's Strategic Community Plan to deliver positive environmental, social and cultural outcomes; with a focus on what the City as an organisation can achieve.

At a State level, *State Planning Policy 2.0 – Environment and Natural Resources* requires new development to improve carbon emissions and energy efficiency. This is promoted by improved building design, efficient urban design and retention of existing vegetation.

### Key considerations

It is not the purpose of the Local Planning Strategy to make comprehensive plans for public open space but rather to ensure the external impacts of new development are minimised and best managed.

As the City grows, new buildings will put increased pressure on the network of public open space and, without appropriate

management mechanisms in place, the level of sustainability throughout the City. This could include a further loss of tree canopy cover. Key considerations in planning for public open space and sustainable development:

- There is limited scope for the City to provide new areas of public open space, however it could adopt strategies to improve and better utilise its existing network.
- Should the City consider measures to promote greater tree canopy growth /retention on private land?
- Should the City apply sustainable building requirements to smaller buildings, such as houses and townhouses?

# Local Planning Strategy

## Fact Sheet 5 - Community facilities and heritage

**This fact sheet provides an overview of the City of South Perth's community facilities and the conservation of heritage places.**

Under *Perth & Peel @3.5million*, the State Government's strategic framework for Perth, the City is expected to accommodate a growing population and an additional 8,300 dwellings by 2050. This growth will mean the City needs to improve the quality and availability of community facilities.

A growing population will increase the need for new development within existing streetscapes. It is important that the City plan for this growth now and ensure that places of heritage significance are protected from this development pressure.

### Community facilities

The City's Town Planning Scheme No. 6 includes zones and reserves capable of providing land for community facilities. This includes various public purpose zones (such as that for the South Perth Civic Centre) as well as parks and recreation reserves (such as that encompassing the George Burnett Leisure Centre). A number of other zones accommodate facilities such as seniors' centres, men's sheds and community halls (some associated with private institutions like churches). While the City has many opportunities to provide new or enhanced community facilities, there is currently limited understanding of what community needs will be in the future.

### Cultural heritage

There are a number of Aboriginal heritage places located in the City, largely in areas adjoining the Swan and Canning Rivers as camp grounds, hunting and fishing areas. The City also maintains an Aboriginal Engagement Strategy (2013). The collation and maintenance of a register of Aboriginal heritage places is primarily a function of the State Government.

The City maintains a [Local Heritage Inventory](#) that includes 86 places with most, particularly those with a greater level of significance, being public places such as churches and schools. The City's Heritage List consists of 50 places within the [management categories](#) 'B', 'A' or 'A+'. The City is required to adopt and maintain a Local Heritage Inventory and Heritage List to ensure the on-going conservation of places of cultural heritage significance.

### Streetscape character

The City's Town Planning Scheme divides the City into planning precincts to define different areas of character.

The City endeavours to ensure that new development respects existing and desired future streetscapes through a number of planning controls. City policies also relate to specific streetscapes such as Policy P351.5 Streetscape Compatibility – Precinct 5 'Arlington' and Precinct 6 'Kensington'. However, the City does not maintain comprehensive 'precinct policies' to define the character of each of the precincts within the Town Planning Scheme.

## Policy directions

### Community facilities

The City's [Strategic Community Plan 2017-2027](#) includes strategies to add and develop new infrastructure that brings the community together. The plan includes a number of initiatives that seek to better manage the use and development of the City's properties, assets and facilities.

The City is also currently undertaking a community needs assessment for the South Perth Station Precinct and surrounding area, and Canning Bridge Activity Centre.

### Heritage

There are a number of policies and statutory documents that govern the City's protection of heritage. The *Heritage of Western Australia Act 1990* requires the City to maintain a Local Heritage Inventory (LHI). This inventory identifies places that may have local heritage value but does not give the places any specific protection when the City makes planning decisions. The City also has a local Heritage List. This list contains places where their heritage significance has been properly assessed and documented. Places on the Heritage List are afforded a greater level of protection from alterations which may damage the heritage value of the place.

The City has commenced a review of its Local Heritage Inventory and Heritage List to keep the City's inventory of places as up to date and as accurate as possible. The review ensures places on the Heritage List are correctly assessed and documented.

[State Planning Policy 3.5 – Historic Heritage Conservation](#) provides a strategic framework for how planning decision making should consider matters of heritage significance.

## Key considerations

The City is expected to accommodate a growing population and an additional 8,300 dwellings by 2050. This will increase pressure on existing community facilities. A growing population will also increase the need for new development within existing streetscapes, potentially affecting places of heritage significance.

Key considerations in planning for community facilities and heritage:

- Should the City do more to protect built form heritage and character? This could be achieved by heritage listing individual properties, streets or areas, or in the case of protecting character, adopting local planning policies for certain precincts to control new development.
- The City will need to plan for community facilities to meet the needs of the future population. Where and how can this be done?

# Local Planning Strategy

## Fact Sheet 6 - Transport and access

This fact sheet provides an overview of current transport trends, levels of accessibility and future transport plans affecting the City of South Perth.

### Transport

The City of South Perth is a diverse local government with a range of activities driving transport and access demand. Approximately 14,000 people travel to the City each day for work, while about 18,000 people travel from the City to other areas for work. This alone creates a high volume of travel demand within the City.

There are regionally significant destinations within or adjacent to the City including Curtin University, the South Perth Hospital, Perth Zoo, Technology Park, secondary schools and the South Perth foreshore. Together with local trip volume and people travelling through the City, these facilities generate a large demand for transport infrastructure.

The City has experienced growing use of public transport and strong (but overall small) growth in active transport modes (walking or cycling). Public and active transport represent approximately 20% of trips made to work. There has also been growth in train and bicycle travel to work but slowing bus use.

The City's cycling network consists predominantly of recreational shared paths running along foreshore and major road reserves. A principle shared path runs down the Kwinana Freeway and another along the South Perth foreshore. Other shared paths connect to these principle and recreational paths, along roads such as Coode Street, George Street and Kent Street.

Mode	Mode share at 2011 (mode growth 2006-2011)
Car - as driver	58.6% (-14.6%)
Train	3.5% (+31.5%)
Bicycle	2.4% (+6.1%)
Bus	9.9% (-5.4%)

Mode share (2011) and change in transport mode used by City of South Perth residents (2006-2011)

The number of cars per household has increased consistently in the last two decades. In 1991 around 36.5% of households had two or more cars. By 2016 that figure had risen to 49.6% - half of all households.

### Access

Another critical aspect is how close public transport puts residents to places of employment. A good measure of this is the percentage of the population that is within a 30 minute commute of the employment area (*'the 30 minute city'*).

The City of South Perth has relatively good transport access given its proximity to Perth central business district. However, some areas are comparatively harder to access. More than 80% of metropolitan Perth is more than a 30 minute public transport commute to most activity centres within the City of South Perth.

Node	Percent (%) of metro population within 30 minute public transport commute of node
Perth Central	35%
South Perth Peninsula	11%
Canning Bridge	26%
Bentley Technology Park	10%
Curtin University	12%

Percentage of residents/jobs within 30 minutes public transport journey to/from node

## Policy directions

In 2016 the State Government released the [draft Perth & Peel Transport Plan for 3.5 million people and beyond](#). This plan aims to increase public transport use as well as substantially increase the number of walking and cycling trips made. It also aims to reduce the share of car-based trips to central Perth from 50% to 29%.

The plan includes a number of strategies for delivery of transport infrastructure within and adjoining the City. This includes light rail from the Perth CBD to Curtin University and Canning Bridge and a major cycle/bus bridge over, and a vehicle tunnel under, the Swan River near Heirisson Island by the time Perth's population reaches 3.5 million (approximately 2050). Notably, there is no proposal for a new train station in South Perth.

The plan also anticipates that fully autonomous vehicles have the potential to significantly alter travel demand patterns. Autonomous vehicles could also have a significant impact on the way the City plans land use and how on-site parking is provided in new developments.

The State Government has also adopted [Development Control Policy 1.6 – Planning to Support Transit Use and Transit Oriented Development](#). This policy advocates for consolidated activity centres and transport corridors where population, employment and activity are centred, in order to make the most effective use of transport infrastructure.

## Key considerations

The City needs to accommodate a growing population and provide opportunities for 8,300 dwellings to be built by approximately 2050. This population increase will impact the way the City plans for, and utilises its transport infrastructure.

## Appendix 2 – Survey Analysis

# City of South Perth Local Planning Strategy

## Survey Analysis

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## Executive Summary

This report provides an analysis of preliminary community feedback regarding the proposed City of South Perth Local Planning Strategy (the Strategy). The data provided was gathered using online and hard-copy surveys. The results of the data analysis exemplify the broad range of public opinions regarding a series of planning themes.

The survey itself was prepared and distributed by City of South Perth while ConsultWG completed the analysis and reporting. The survey complimented the information received at the community workshops, with survey data received being analysed within this Survey Analysis Report.

The results of this survey are intended to be combined with results from other consultative elements. Given the quantum of comments received, it is intended that the results of the survey will be reviewed and incorporated into the strategy where practicable, having regard to demographic trends and State Government requirements. However, given the quantum of comments received, in some instances comments may be omitted and this analysis has interpreted individual comments and allocated these into key themes to provide a legible and concise analysis.

Furthermore, some comments have been included in the analysis section, denoted by quotation marks, names have been omitted for privacy. This has been done when comments effectively summed up the general response of a topic and provided an insight into community values around a particular topic.

### Community Survey

The survey was open to the public from 15 January until 6 March 2018. The survey contained fourteen questions including two demographic questions. A total of 172 responses were collected on multiple planning themes. The questions were themed around key topic areas which were supported by fact sheets covering the following topics:

- Local Planning Strategy Background;

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- Population and Housing;
- Activity Centres, Employment, Tourism and Entertainment;
- Sustainability and Public Open Spaces;
- Community Facilities and Heritage; and
- Transport and Access.

The questions were designed to encourage open-ended answers, hence the responses were numerous and varied. Furthermore some questions had two parts with the second part of the question requesting more information regarding the initial answer. Accordingly the responses were grouped into themes to assist with the survey analysis.

Scores are represented as percentages to better illustrate the popularity of themes and allow comparisons across multiple questions rather than base numerical values, which fluctuate between questions.

The first question sought to identify what respondents thought the planning and development priorities of the City should be over the next 10 years and was supplemented with Fact Sheet 1. Question One had the largest variety of answers and received 162 responses. The top results were calls for planning to address traffic congestion (8.0%). The next highest responses were about planning for increasing housing density (6.6%) and the protection and maintenance of public open spaces (5.9%).

Question Two explored respondents' opinions on population and housing growth. The question was related to information detailed in Fact Sheet 2 and had 150 responses. The top response topic was 'Support for development along Canning Highway' (11.5%). Next, respondents believed that infill housing could help accommodate population growth (7.7%). Furthermore a noticeable amount of responses questioned the density/population targets set by the State Government (5.5%).

Question Three asked what the City could do to address future dwelling diversity needs. This question continued the population and housing topic and was linked to information presented in Fact Sheet 2. This question had 156 responses, with the most common response being that affordable housing (8.3%) was a key matter for the City to consider in future planning. The need for diversity in housing types was the second highest response

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(7.7%) with support for relaxing building restrictions and allowing further granny flat development to assist in housing diversity. The third most popular topic was that a larger diversity of ages should be attracted (7.7%), with the idea that this would encourage both apartments and infill housing.

Question Four had two parts in which respondents were requested to select which of the City's activity centres were best placed to accommodate growing non-residential (retail, employment, entertainment, etc.) demand into the future. This question referred to information provided in Fact Sheet 3 and received 163 responses. There was an even spread of preference between Bentley/Curtin University (17%), Canning Bridge (15%), and the Karawara Waterford Plaza (15%). This question also had an option to answer with 'Other' which if selected respondents were requested to identify alternative areas they thought were well placed to receive non-residential growth.

Question Five asked respondents how the City could encourage more people to live and work within the City of South Perth. This question also referenced Fact Sheet 3 and received 157 responses. The most common response (13.0%) indicated that increasing employment opportunities inside the City of South Perth isn't necessary. The second most common response was that improving public transport was vital in encouraging more opportunity for working and living within the area (10%). Retail and entertainment (8%) within the City was the third most popular response theme, with respondents also appreciating the casual/part time nature of these employment types.

Question Six explored how the City could achieve higher levels of environmental sustainability, with Fact Sheet 4 assisting in the interpretation of the question. This question had 143 responses with the top response theme being that current public open space should never be sacrificed (9.5%). This was a common theme across the survey responses generally. Next was the call for genuine waste/recycling programs (6.7%). Thirdly, there was a push for solar infrastructure to be encouraged on both public and private buildings (5.7%).

Question Seven had respondents consider how the City could better utilise areas of public open space and related to Fact Sheet 4. There were 156

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responses to the question. The most common response theme was to leave public open space as they are (18.2%). The second most popular response indicated that open spaces should have more public facilities such as toilets and barbecues (9.9%). The third most common response was that the City should continue their existing approach to public open space (8.3%). However, when combined, support for pop up events and utilising the open space areas for small cafes, restaurants and events had a cumulative total of 19.3% demonstrating that there is a desire for more activation and there needs to be a balanced approach to the utilisation of open space.

Question Eight was a two part question with part one asking a simple 'Yes' or 'No' question regarding whether the City does enough to protect built heritage and character with information for this question being provided by Fact Sheet 5. The number of responses received to this question was 159. 64% of respondents believed the City is doing enough to protect heritage and character. Part two of the question requested that where a respondent had provided a "No" answer to part one that they to explain why and explain what the City should do better. Overall there were 54 responses to the part two question with the three top responses including concerns that new mansions are reducing heritage quality (12%), high-rise overpower older buildings (12%) and that lack of building setbacks are reducing the character/heritage of adjacent buildings (9%).

Question Nine asked how the City could adequately plan for and/or improve community facilities. This question also referred to Fact Sheet 5 and had 132 responses. The most popular response was a call to listen to what the community wants for future community facilities (12.5%). The second most common response was for a recreation facility including a pool/gym to be provided (13.6%). The third most common response was that the City was performing adequately with the provision and maintenance of its community facilities (10%).

Question Ten expanded on the community facility topic by asking respondents where they saw community facilities being in the most demand in the future. The total number of responses received to this question was 126. The highest response was for community facilities to be developed in and around activity centres (24%), especially shopping precincts. The second highest response (13.6%) was that areas on the river, both the foreshore and

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green spaces, could provide high demand community facilities. There was also support for additional facilities to be located in and around residential areas throughout the City (9.6%).

Question Eleven explored what respondents thought the most important transport initiatives the City should pursue in order to support a growing population. This question was supported with information from Fact Sheet 6 and received 159 responses. The top response supported a future South Perth train station (14.3%). Following this was the support of multiple alternative transport options such as 'improving bike and footpath facilities' and 'increasing ferry services', which made up 14% and 13.3% of responses respectively.

Question Twelve allowed respondents to provide any general comments regarding the survey and topics raised and received 106 responses. The most common comments made were to leave the City of South Perth as it is (13.3%), with some respondents giving support for revitalisation (10.5%), retaining public open space (9.1%) and calls to listen to residents more (9.1%).

Question Thirteen was the first demographic question and asked respondents to select which suburb they live in. The suburb of South Perth was well represented in the survey, making up approximately 70% of respondents. The second most common suburb was Como which had 10% of respondents.

Question Fourteen recorded the age demographics of respondents. The most common bracket of 60-69 made up 28% of respondents with brackets 50-59 and 35-49 making up 24% and 23% respectively.

## Priority List & Recommendations

### Recommendations

The following recommendations are collected from the most popular response themes as taken from the survey data and arranged based on the key topic areas.

#### Population and housing

- Increase density levels thoughtfully and with consideration given to current residential character.

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- Investigate medium density options rather than high density.
- Explore affordable housing options.
- Ensure zonings encourage housing diversity across the City.

#### **Activity centres, employment, tourism and entertainment**

- Identify the development potential of the Canning Highway movement corridor and nodal development opportunities.
- Support smaller businesses especially hospitality, entertainment and retail sectors.
- Focus on activity centres, especially for increased density, mixed use and retail opportunities to ensure this is distributed appropriately across the City.

#### **Community facilities, sustainability and public open space**

- Retain current public open space areas.
- Increase waste and recycling programs.
- Identify opportunities for renewable energy options for large development applications.
- Identify opportunities for community facilities including investigation of the potential for a recreation centre with pool/gym.
- Identify activity centres and open space areas that could be used for new community facilities.

#### **Heritage and urban design**

- Instigate strong design considerations for new development and ensure protection of heritage sites.

#### **Transport and access**

- Investigate improvements to address traffic congestion.
- Progress planning for the South Perth and Canning Bridge Station precincts.
- Investigate additional freeway access opportunities.
- Investigate an increased ferry network servicing Perth Water.
- Explore potential improvements for alternative transport options such as walking and bike paths, rail, bus, ferry, electric vehicles and charging points.

#### General Comments

- Establish a variety of engagement opportunities for the City to use. The community wishes to be kept involved.
- Focus on residents outside of the suburb of South Perth as they were under represented as well as the young adults (34 and younger).



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## Introduction

The City of South Perth is preparing a Local Planning Strategy (the Strategy) to determine the strategic planning future of the City.

The City of South Perth is experiencing population growth and this is likely to continue into the future. This growth is reflected in population forecasts and current development in and around the South Perth peninsular and the Canning Bridge Activity Centre.

The City is facing increasing pressure to meet density targets set by the State Government. Its challenge will be to manage future growth in a way that is sustainable, is local in context, and provides for jobs, services, and people. The Strategy will form a vision for the City and is a precursor to a new Town Planning Scheme.

The City engaged ConsultWG, an independent community engagement consultant, to conduct the preliminary community and elected member consultation to ensure that the community has an opportunity to input into The Strategy.

To obtain community comment and identify the values of the broader South Perth community, the City of South Perth designed and delivered a community survey. The survey was open to the public from 15 January until 6 March 2018 and was made available online through the City of South Perth website and in hard-copy formats available from the City administration centre and libraries.

The survey consisted of fourteen questions that included two demographic questions. A total of 172 responses were collected. The majority of questions were open-ended allowing respondents to provide free form answers in relation to a series of discussion topics that were supported by a series of Fact Sheets. Some questions had two parts whereby clarification was requested to the answer provided in the first part. In addition, as the answers were open ended, many respondents answered with multiple themes for each question. Respondents were also asked two questions relating to their demographic profile.

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The survey was supported by fact sheets that were available for download from the City website and in hard copy format. The fact sheets and survey questions related to the following topics:

- Local Planning Strategy Background;
- Population and Housing;
- Activity Centres, Employment, Tourism and Entertainment;
- Sustainability and Public Open Spaces;
- Community Facilities and Heritage; and,
- Transport and Access.

The following report provides a high-level analysis of the data collected and an interpretation of the results by ConsultWG. For the purpose of the analysis a series of key themes were developed with many responses having multiple themes. The themes provide a guide to respondents' views and values in relation to the future planning for the City of South Perth. Results will be represented as percentages to better illustrate the popularity of themes and allow comparisons across multiple questions rather than base numerical values which fluctuate between questions.

In analysing the multiple responses and comments to the survey each response has been reviewed and a series of themes for each question identified to provide an overview. This allows for a better understanding of the communities values in relation to the survey questions asked and to interpret the results accordingly.

The results of this survey are intended to be incorporated into the Strategy where practicable, having regard to demographic trends and State Government requirements. However, given the quantum of comments received, in some instances comments may be omitted and this analysis has interpreted individual comments and allocated these into key themes to provide a legible and concise analysis.

Furthermore, some comments have been included in the analysis section denoted by quotation marks with names omitted for privacy. This has been done a comment effectively sums up the general response of a topic and provided an insight into community values around a particular topic.

A copy of the survey can be found at **Appendix 1**.

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## Question Analysis

### **Question One: What do you think are the key planning and development priorities the City should focus on over the next 10 years?**

Question One aimed to identify the community views on key planning and development priorities for the City over the next 10 years. The responses to this question will assist the City in developing a planning framework that reflects the values of the South Peth community. Respondents were directed to Fact Sheet 1 for additional background information. The responses to this question were broad, with respondents able to raise a variety of topics. As a result, many responses were repeated in subsequent questions. The total number of responses received to this question was 162. The graph below contains the top 30 response themes to Question One.

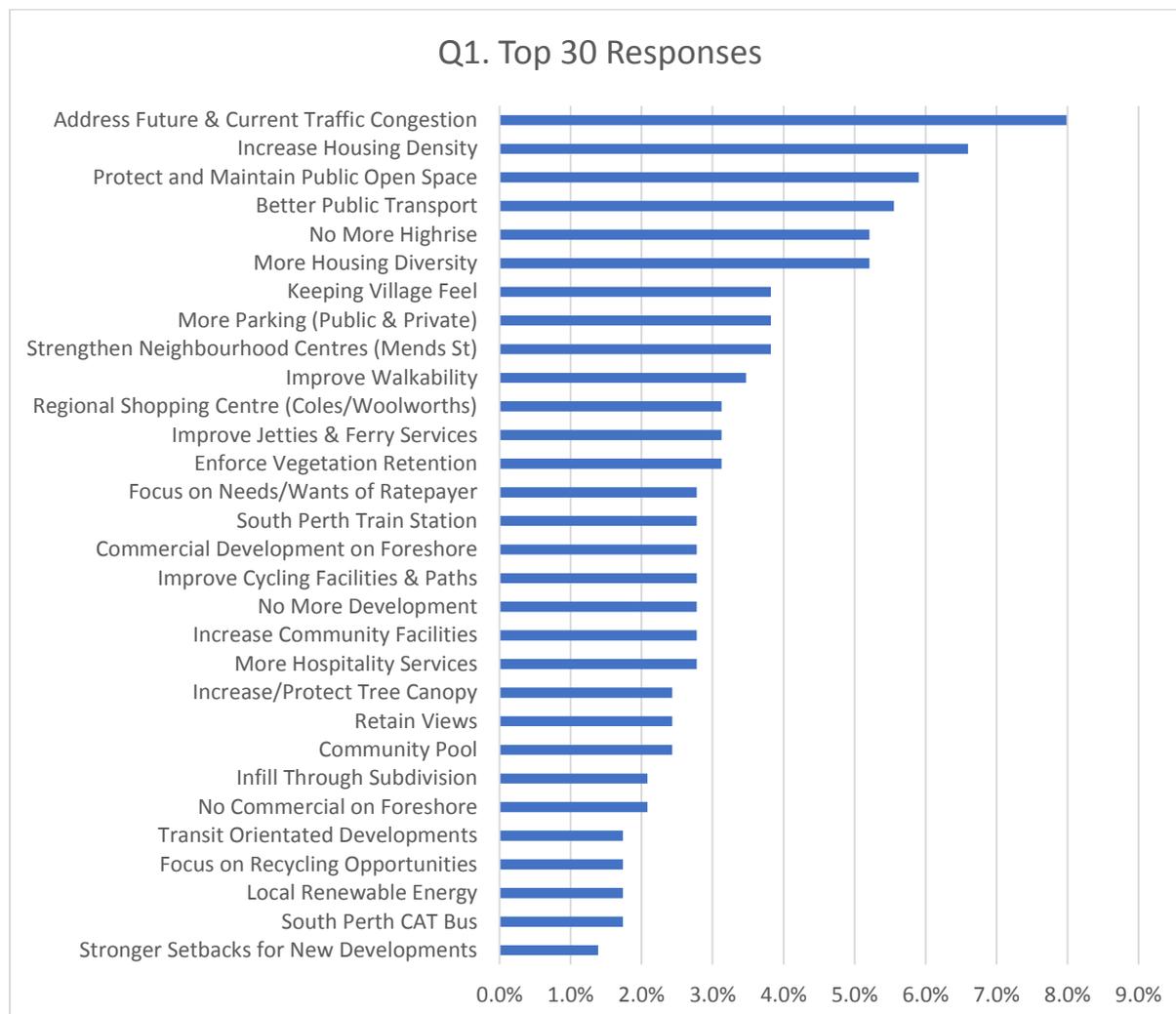


Figure 1: Question One responses

Concerns around traffic congestion are foremost in respondents' comments in particular that future developments would make congestion worse with respondents calling for more planning to be undertaken in order to minimise its effects. This can also be associated with the fourth most common response theme of better public transport, as often respondents would draw the parallel between different modes creating better or worse congestion.

The next most popular response topic was the support for increasing housing density. This support for an increase of density was geared towards particular areas and heights, with responses such as that the key planning priorities should be "accommodating more medium and high-density housing within the City." This indicated that there is support for thoughtful increases in density, however as suggested by the fifth most common response of "no

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more high rise", less desirable than other building types. This theme is explored further in subsequent questions.

The third most common response topic being the protection and maintenance of public open space has been very popular across all question responses. As such respondents appear to be quite protective of their open spaces within the City and wanted to make sure that the Strategy does not result in any loss of this space.

**Question Two: What other areas do you think are appropriate to accommodate this expected growth?**

Question Two referred to identifying areas within the City that should accommodate future growth as detailed in Fact Sheet 2. This included addressing the State Government dwelling target of 8,300 new dwellings within the City of South Perth by 2050. Respondents were asked to identify areas they considered would be the most desirable or well placed to accommodate future growth. The response themes were quite broad with the top 30 being graphed below. The total number of responses received to this question was 150.

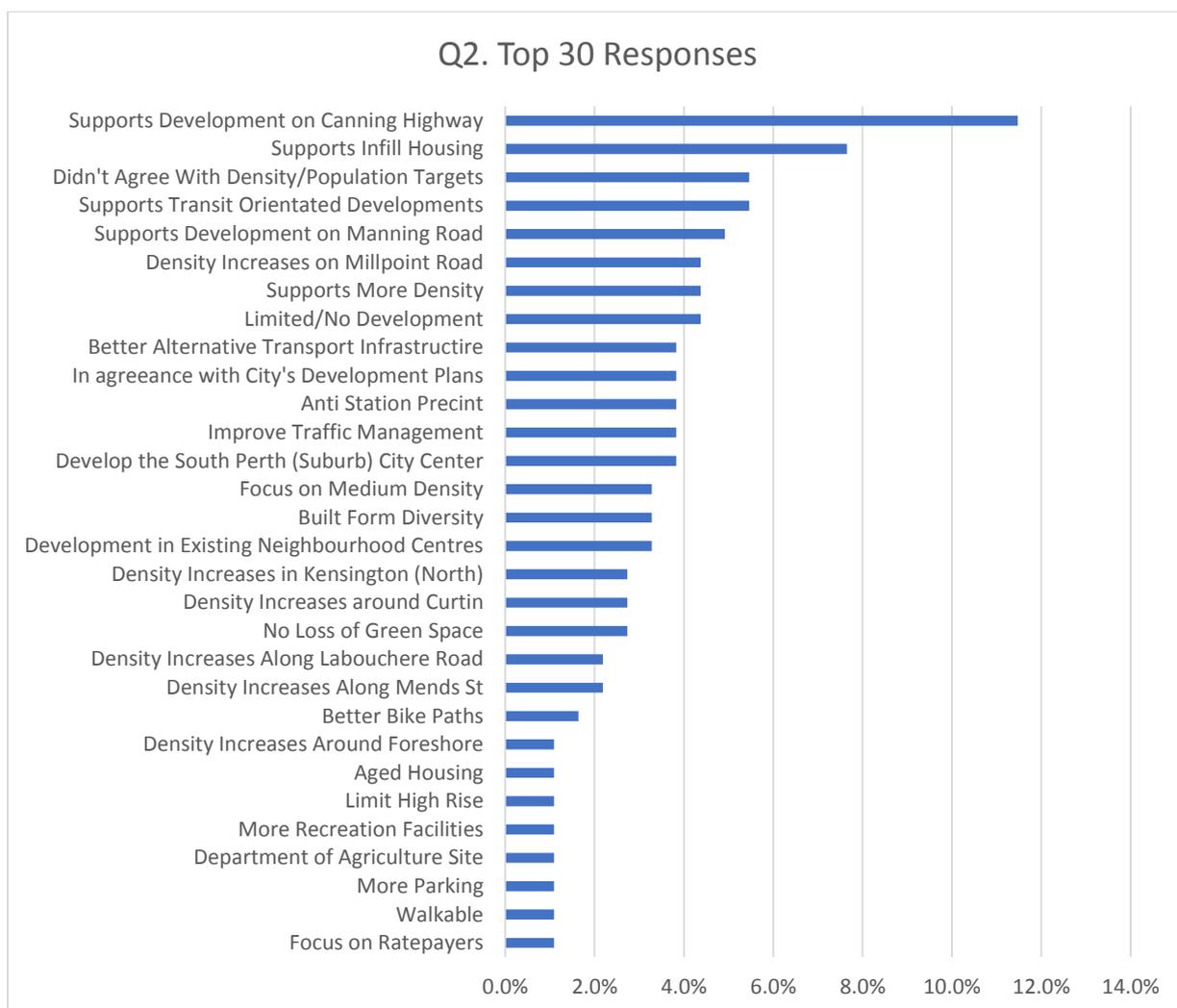


Figure 2: Question Two responses

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The largest response was the support for development on Canning Highway with some residents expressing that there should be “concentrated development on Canning Highway wherein first level should be commercial as commercial requires constant exposure which Highways provide.” Additionally, the fifth top response indicated that respondents believe Manning Road could act in a similar fashion to Canning Highway in accommodating growth indicating that transport corridors should be a key consideration for future growth.

There was a significant amount of support for infill housing with 7.7% of responses indicating that infill housing would be an appropriate way to accommodate the expected growth, often with respondents further indicating that infill could be a way for residents to age in place.

5.5% of responses supported development in and around major transport nodes. The support for transit-orientated development tended to be focused around current and potential future ferry terminals, Canning Bridge Station and the potential future South Perth Station.

Additionally it is noted that there was a number of responses (5.5%) that questioned the density and population targets as set by the State Government in Perth Peel @3.5million.

### Question Three: What do you think the City could do to address the different types of dwellings needed?

Question Three then interrogated dwelling diversity which was based on population projections included in Fact Sheet 2. This included the effect of the aging population and the continued dominance of the 20-25 year age cohort within the City. Respondents were asked to consider ways in which housing diversity including type and size could be accommodated. The response topics were more defined, with the top 20 themes being graphed below. The total number of responses received to this question was 156.

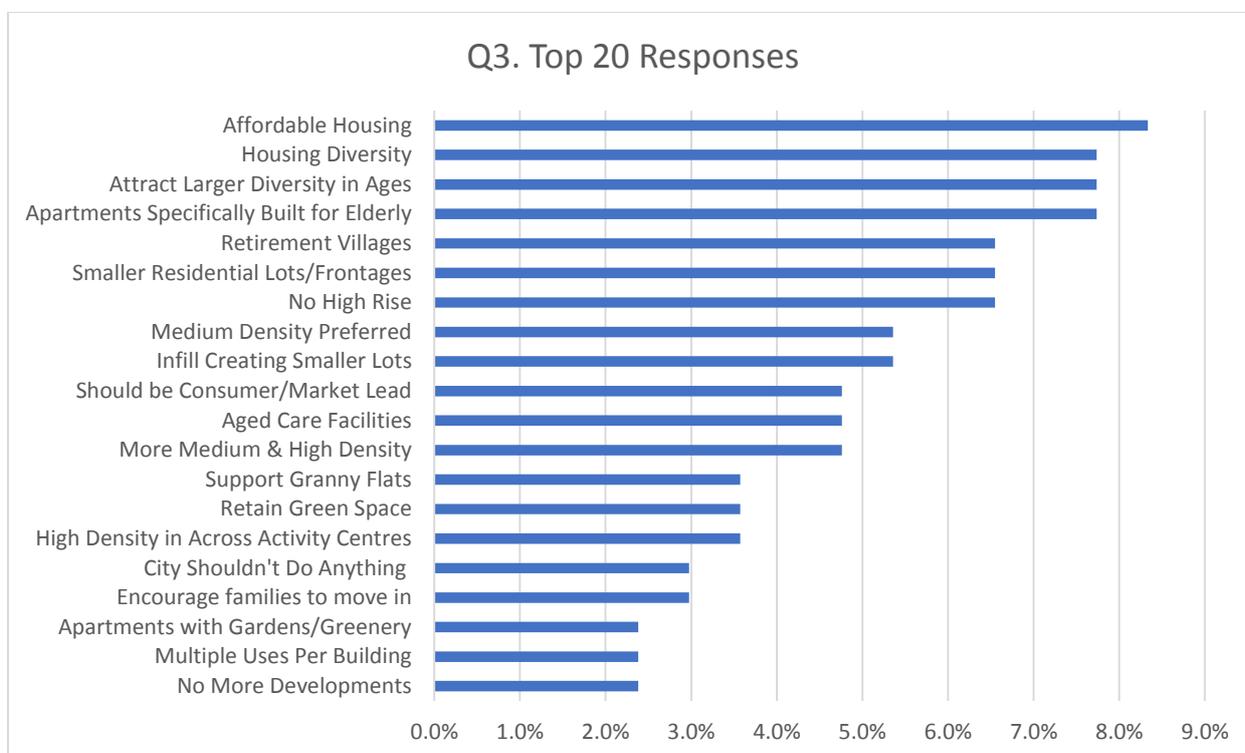


Figure 3: Question Three responses

The top response was that affordable housing (8.3%) should be a focus of the City when planning for future dwellings. These responses appeared to be a combination of requests for providing options for a younger demographic and older demographic that may need more affordable housing options. It was also considered that higher density housing is limited to the activity centres. This reveals the community's value for the retention of its established residential areas. The preference for attracting a larger diversity of ages with

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a response of 7.7% and “apartments specifically built for the elderly”, “retirement villages” and “aged care facilities” having a combined response rate of 19%, demonstrates the desire of the community to age in place.

The need for a diversity in housing type was the second highest response topic (7.7%) with multiple responses calling for the City to “relax building restrictions to allow more duplex, triplex, and 3 or 4 storey buildings in most suburban areas” and calling for support to allow further granny flat development to assist in housing diversity. This is a clear direction for the City’s housing strategy to consider.

### Question Four: Which existing activity centres within the City do you think should accommodate this non-residential growth?

Question Four aimed to identify which of the identified existing activity centres should accommodate additional non-residential growth or conversely more commercial, mixed use and retail uses. This was a two part question with the second part asking respondents to specify any other areas of activity that could provide opportunity for non-residential growth. This topic of activity centres, employment, tourism, and entertainment was supported by Fact Sheet 3.

A series of existing activity centres were provided and respondents had the ability to select more than one option. The total number of responses received to this question was 163. Furthermore, there was an “Other” option which asked respondents to specify any other areas that could accommodate non-residential growth.

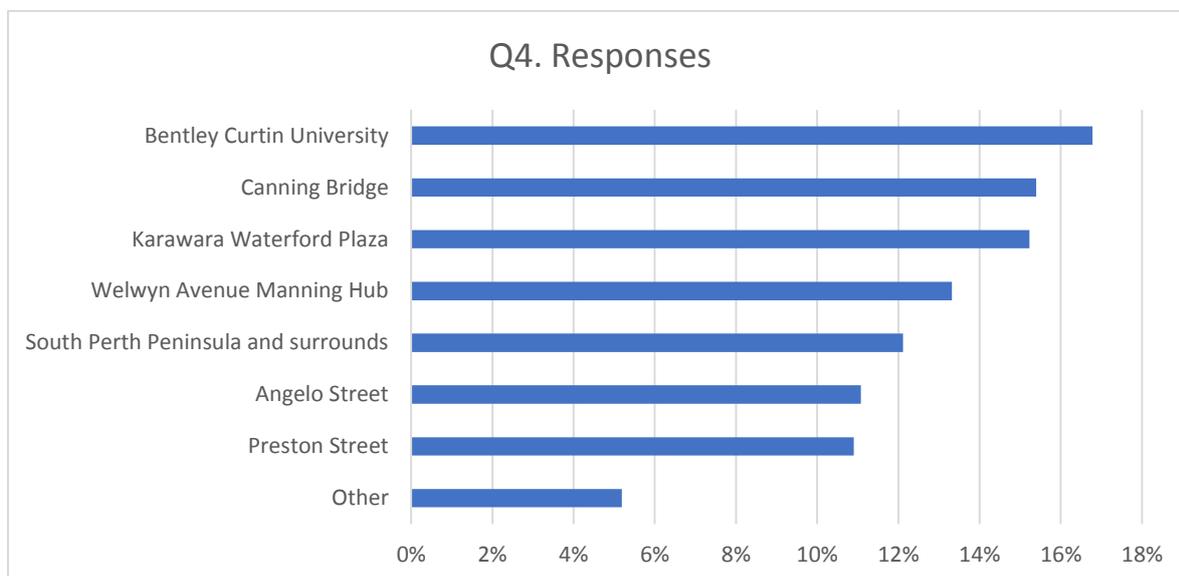


Figure 4: Question Four responses

This question identified a quantitative response with an even spread of choices between Bentley/Curtin University (17%), Canning Bridge (15%), and Karawara's Waterford Plaza (15%) all making up the top three selections.

However even lower selections such as Preston and Angelo Street Centres both received over 10% support which further supports responses for other

questions where even spreads of commercial development are preferred across the City to evenly service the needs of its residents.

### Question Four (part 2): Please specify answers from Question Four.

Where a responded answered Question Four with “Other” they were requested to expand on their answer by specifying particular areas for non-residential growth. The total number of responses received to this question was 30, or 5% of the total answers to Question Four.

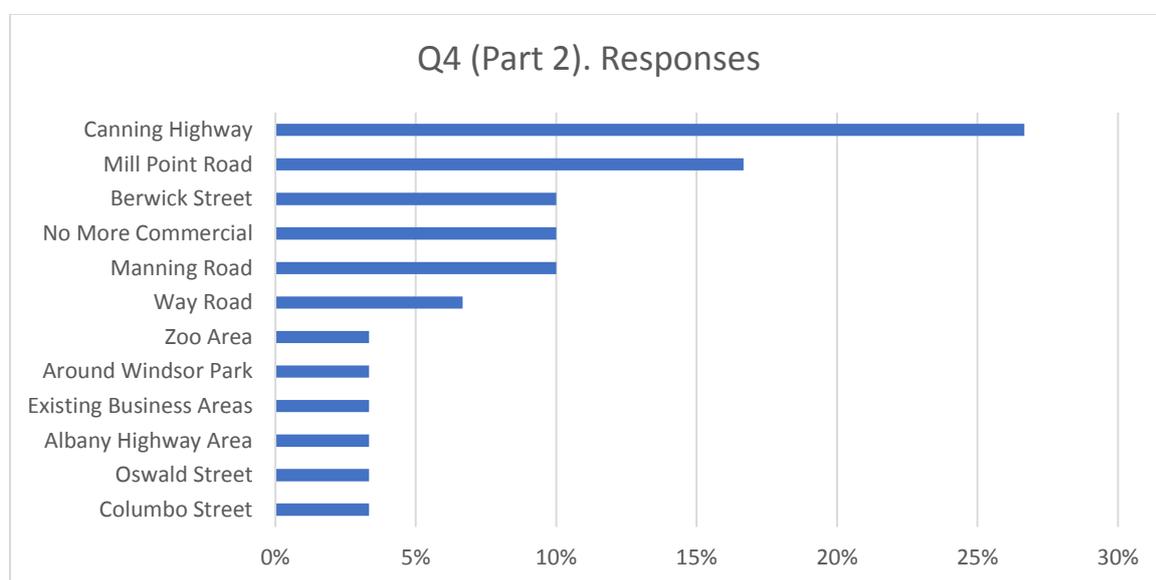


Figure 5: Question Four (Part 2) responses

Development along Canning Highway was the most supported with over a quarter (27%) of responses indicating that non-residential development would suit areas along Canning Highway. Mill Point Road also received significant support with 17% of responses.

The responses also contained requests for no more commercial zoning with 10% of responses following this tone. Conversely the rest of the responses picked out smaller more specific sites for the City to examine moving forward such as the Zoo and Berwick Street (noting that Berwick Street is within the Town of Victoria Park).

### Question Five: What do you think the City could do to encourage more people to both live and work in the City of South Perth?

Question Five sought to identify how the City can encourage more employment within the City and achieve a level of employment self-sufficiency. This in turn would reduce travel dependency and help grow the local economy. The response topics were broad with the top 30 topics being graphed below. The total number of responses received to this question was 157.



Figure 6: Question Five responses

Interestingly, the most common response (12%) was that increasing employment opportunities inside the City of South Perth isn't necessary. Often

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responses would give proximity to CBD as the reason to not plan for more employment, especially office type employment. Alternatively retail and entertainment employment types were supported for within the City of South Perth making up 8% of responses.

Furthermore, 10% of responses mentioned that improving public transport was vital to encouraging more opportunity for working and living within the area. Some respondents commented that "Businesses require good transport for their workers and give the businesses in South Perth quick access to the CBD facilities and the workers require a range of residential accommodation if they are to live and work in the area."

Noticbly there is a preference for mixed use developments (7%) over dedicated office (4%), commercial (4%), or hospitality (3%) land uses. Additionally, the idea of South Perth becoming a place for incubation/small business was raised by respondents occupying 4% of overall responses.

**Question Six: Do you have any ideas on how the City could achieve higher levels of environmental sustainability?**

Question Six referred to the topic of environmental sustainability which was based on information provided in Fact Sheet 4. The City was intent on learning how it could improve on environmental sustainability measures and what suggestions the community had in this regard. This included concepts such as protecting natural areas, improving levels of tree canopy cover and sustainable development. The total number of responses received to this question was 143. The response topics were broad, with the top 30 topics being graphed below.

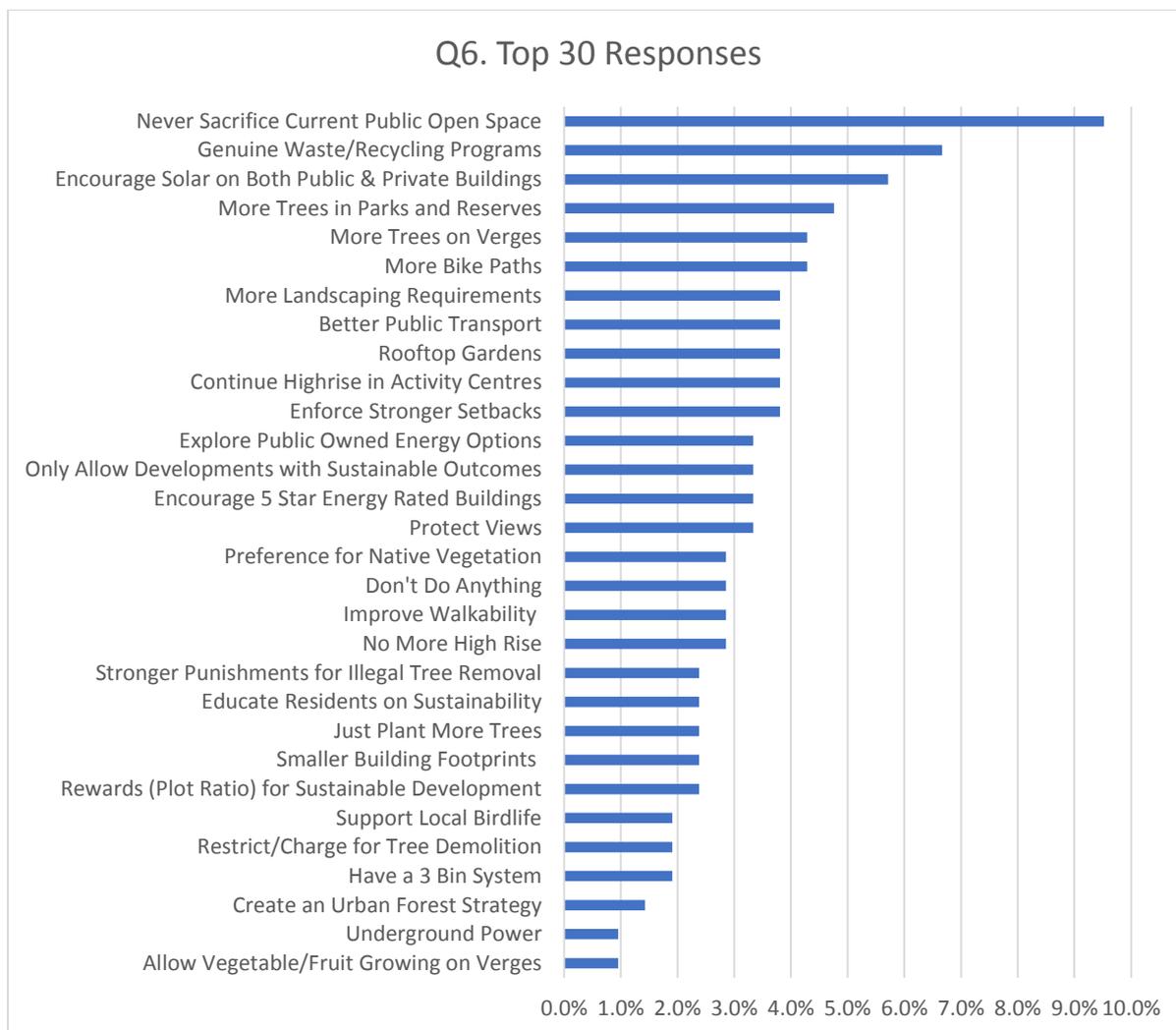


Figure 7: Question Six responses

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The top response to achieve higher levels of environmental sustainability were that the current public open space should never be sacrificed, making up 9.5% of total responses. This has been a common theme across all survey responses with a strong sense of protection for public open space.

Next was the call for genuine waste/recycling programs, which made up 6.7% of responses. Some examples of programs were “banning single use plastics such as plastic bags, bottled water and straws” and “City-wide collection of organic waste for a commercial scale composter to reduce the volume of waste to landfill and the release of greenhouse gases.”

Furthermore, there was a push for solar infrastructure to be encouraged on both public and private buildings. This appeared in 5.7% of responses and can be considered with the alternative energy and public ownership responses as well.

Additionally, there were calls for more trees across two different response types. These responses were calling for more trees in parks and reserves (4.8%) and more trees on street verges (4.3%).

### Question Seven: How do you think the City could better utilise its existing areas of Public Open Space?

Question Seven followed on with the theme of environment sustainability by referring specifically to public open space areas within the City. Fact Sheet 4 was used to provide information for respondents. The City has large areas of open space both within and surrounding the City through its frontage to the Swan River. Accordingly the City was keen to see how these could be better utilised and how it could plan for future improvement and provision. The response topics were broad with the top 30 being graphed below. The total number of responses received to this question was 156.

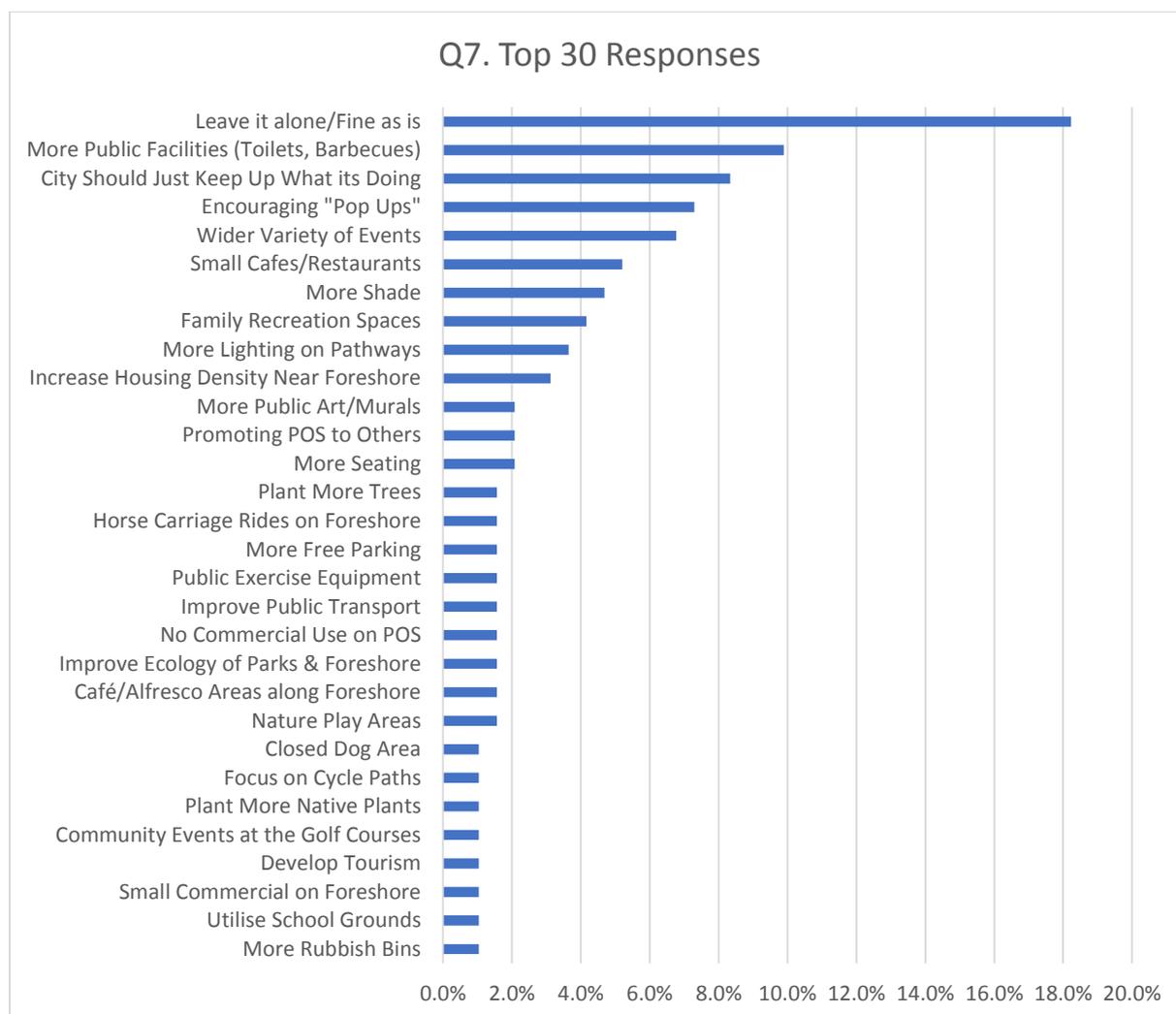


Figure 8: Question Seven responses

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Quite clearly the most common response was to leave public space as is with 18.2% of responses. This links with the common theme throughout the survey that respondents value and do not want to lose their public open space areas. Furthermore, the third most common response was that respondents believed the City should just keep doing what they are doing regarding public open space (8.3%).

Additionally, some respondents did indicate that open spaces should have more public facilities such as toilets and barbecues. This was the second most popular response with 9.9% of comments.

Support for pop up events and utilising the open space areas for small cafes, restaurants, and events followed closely behind the responses for additional facilities. The community obviously has a desire for activation of these open spaces with a cumulative total of 19.3% of responses identifying these as key themes. When compared against the single highest response answer of leaving the open space as it is, demonstrates that there needs to be a balanced approach to providing such activities.

### **Question Eight: Do you think the City does enough to protect built heritage and character?**

Question Eight aimed to identify if respondents thought the City is doing enough to protect heritage and character. This was a two-part question. Firstly to gauge community reaction to the City's performance in protecting heritage and character and secondly seeking advice from respondents as to how it could perform better with regard to these key topics. Fact Sheet 5 provided background information for respondents to consider which included heritage places, streetscapes, and character. The total number of responses received to this question was 159.

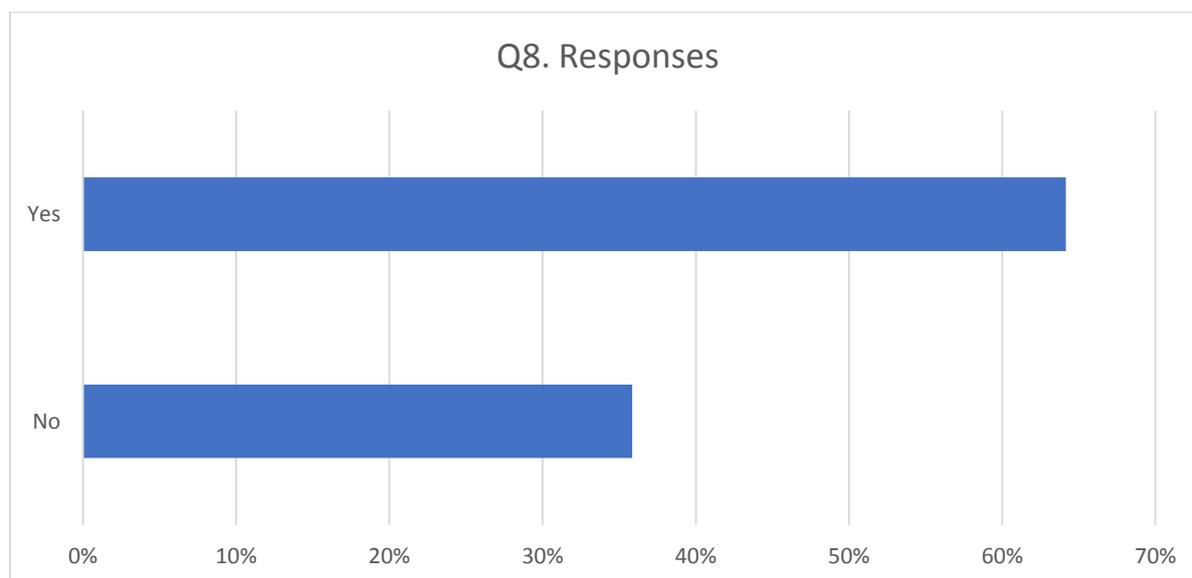


Figure 9: Question Eight responses

While 64% of respondents believe the City does enough to protect heritage and character, 36% of respondents believe more could be done. This is explored in more detail in the following Question Eight (part 2) where respondents are asked to provide additional detail.

### **Question Eight (Part 2): If no to Question Eight, please provide details.**

Question Eight (Part 2) aimed to explore the reasons respondents selected “No” to Question Eight and identify areas for the City to explore further. The number of responses received for this question was 54. These respondents sought to provide additional information and advice on how to improve

heritage and character.

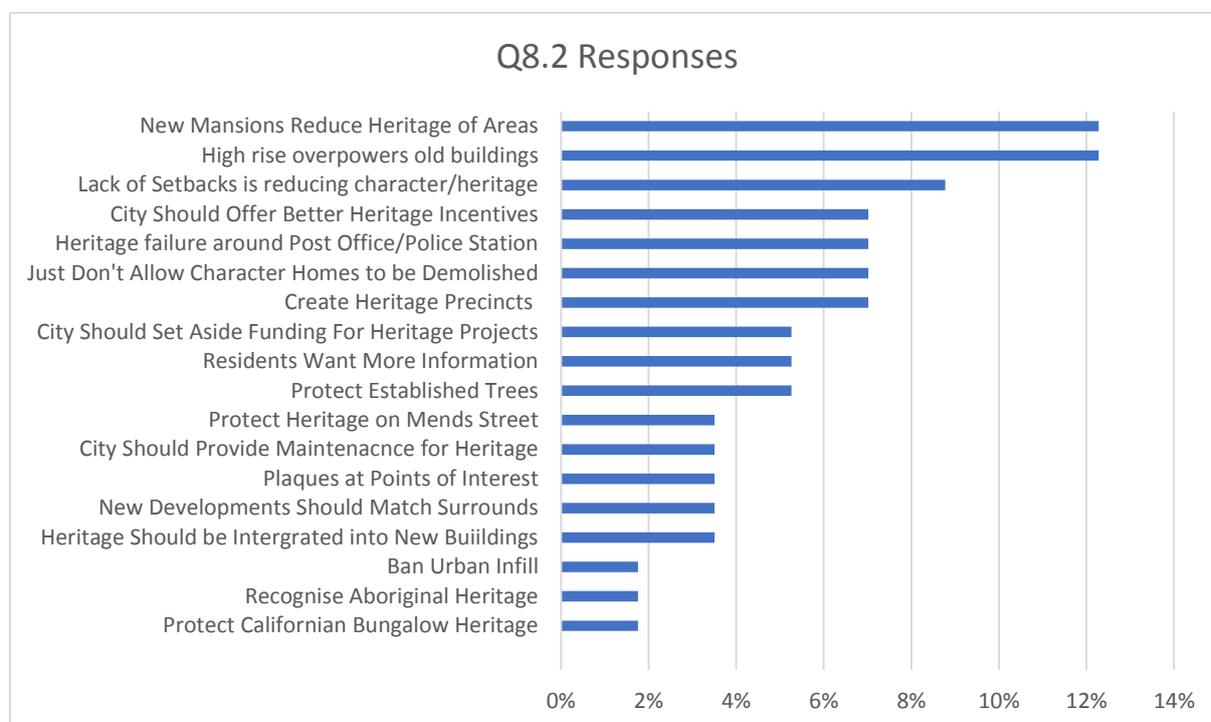


Figure 10: Question Eight (Part 2) responses

Top responses included concerns that new mansions are reducing heritage (12.0%), high rise overpowering older buildings (12.0%) and that lack of setbacks is reducing character/heritage of adjacent buildings (9.0%). The creation of heritage precincts (7.0%) and better incentives for heritage retention (7.0%) are two elements the City may consider as part of the Strategy along with incentivising heritage protection.

### Question Nine: How do you think the City could adequately plan for and/or improve community facilities?

Question Nine asked the community to think about future community facilities and improvements. Planning for community facilities and their provision is important as the City grows and is integral to the Strategy. Fact Sheet 5 explored the topics of recreation facilities, public meeting places, halls or rooms, childcare centres and the need to make sure that as the population grows, facilities can meet the demand. The responses to this question were more targeted with the top 20 responses being graphed below. The total number of responses received to this question was 132.

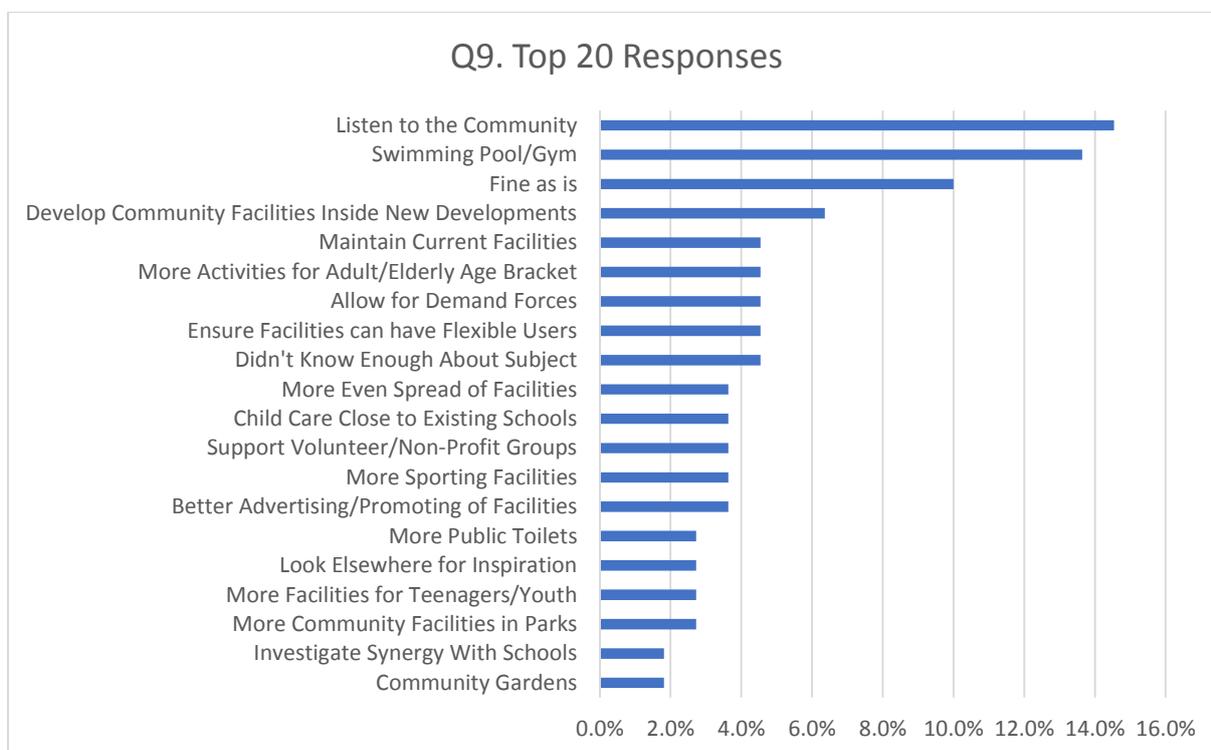


Figure 11: Question Nine responses

With regard to planning for and improving community facilities, the most popular was a call to listen to what the community wants for future community facilities (14.5%). With the overall tone from responses reflecting the following response stating “All demographics should be consulted, being mindful that traditional formal submissions may not always capture the responses and needs of the younger demographic. It will be important to ensure that the facilities are actually wanted and that funding is fairly attributed.”

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Furthermore, the second most common response was for a recreation facility including a pool/gym to be provided with 13.6% of responses supporting this. Often respondents would compare South Perth with other local government areas and find the lack of a swimming pool to be determining factor.

Additionally there was a sense, similar to Question Seven, that the City was successful with their provision and maintenance of current community facilities with 10% of responses in agreeance.

### Question Ten: Where in the City do you think community facilities will be most in demand into the future?

Question Ten expanded respondents' thoughts about community facilities and asked where they saw community facilities being in the most demand in the future. The City would like to identify what areas the community sees as accommodating future community facilities and opportunities once again providing Fact Sheet 5 to inform respondents. The total number of responses received to this question was 126.

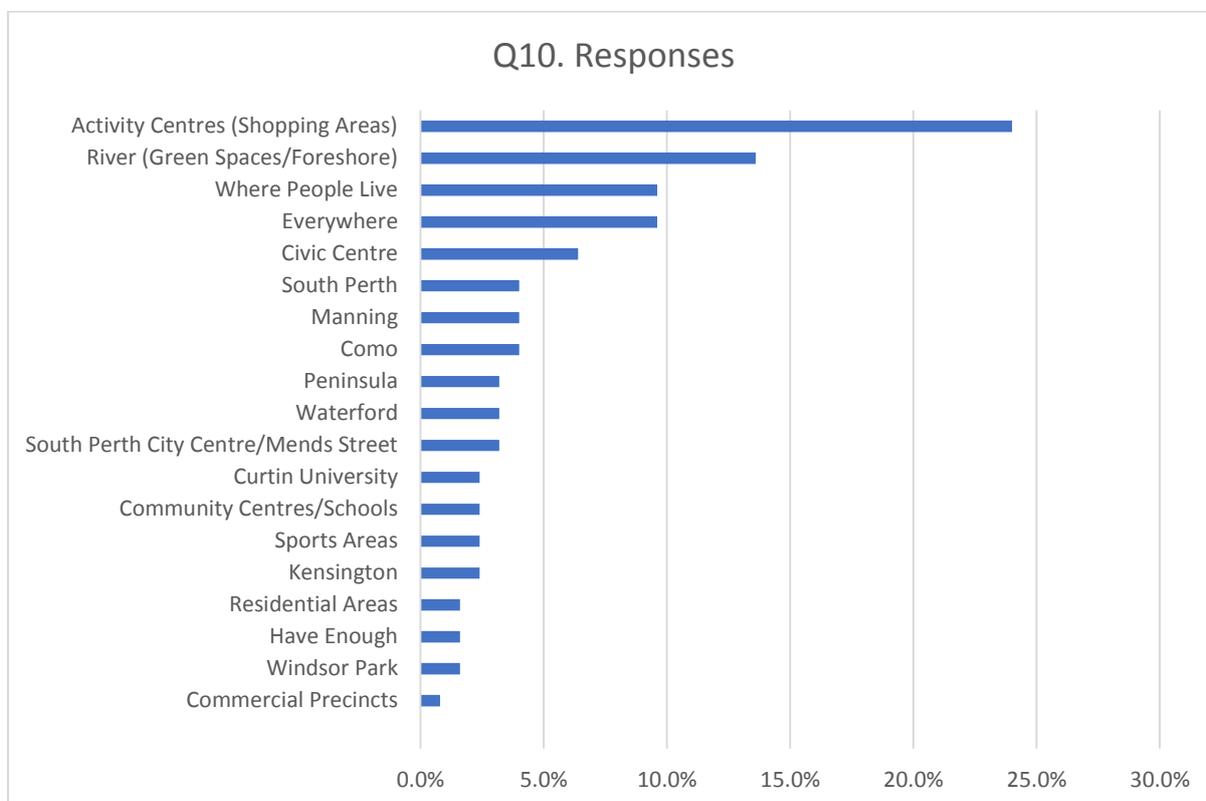


Figure 11: Question Ten responses

The highest response (24.0%) was for community facilities to be developed in and around activity centres, especially shopping areas. For example, one detailed response in support for activity centres stated that community facilities will be demanded “near activity centres of high density development. This included the Mends Street area and Angelo Street area. A new activity centre or node could be implemented at the location encompassed by Way road, Mill Point Rd and Canning Hwy.”

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The second highest response was that areas on the river, both the foreshore and green spaces, will have a high demand for community facilities (13.6%).

There was also support for additional facilities to be located in and around residential areas throughout the City (9.6%). In addition, locating these facilities around the current civic centre would provide a central point of access while there was an equal spread of need in the suburbs of South Perth, Manning, Como, Waterford, and along the peninsular and Mends Street.

### Question Eleven: What do you think are the most important transport initiatives the City should pursue to accommodate a growing population?

Question Eleven referred to the topic of transport, in particular, which transport initiatives respondents thought were the most important. As the City continues to grow and accommodate the various population and dwelling targets, it is important for the City to plan for transport and movement and gauge community sentiment as to potential initiatives. This question was supplemented with Fact Sheet 6 to inform respondents. This fact sheet explained multiple transport initiatives such as public transport infrastructure, bicycle lanes and parking facilities as well as explaining the growing population's effect on transport. The response topics were more targeted with the top 20 responses being graphed below. The total number of responses received to this question was 159.

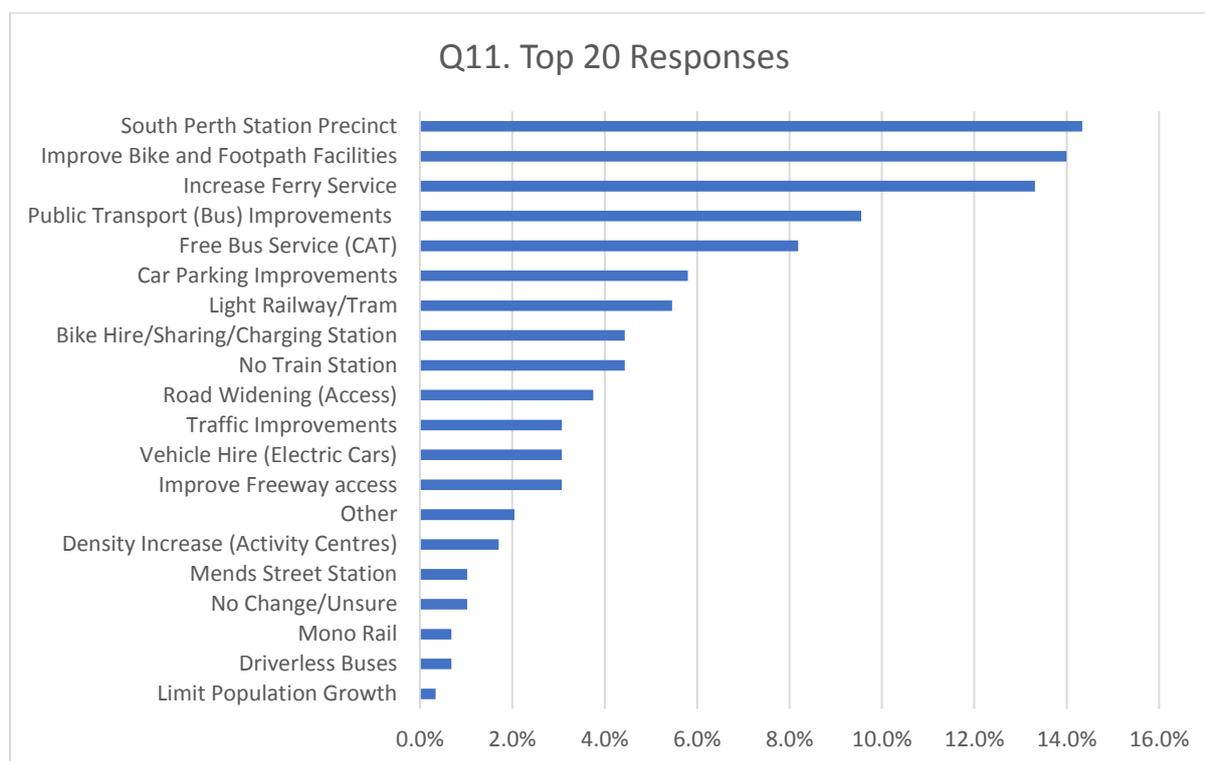


Figure 13: Question Eleven responses

The top response to the question on transport initiatives (and how this can support future population growth) was significant support for the proposed South Perth station precinct accounting for 14.3% of responses. This would

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often be part of longer responses calling for multiple alternative transport options hence why 'Improving Bike and Footpath Facilities' and 'Increasing Ferry Services' made up 14% and 13.3% (second and third place respectively). These alternative transport responses continued with the fourth and fifth most common responses being concerned with general bus service improvements (9.6%) and the implementation of a Central Area Transit (CAT) bus system (8.2%) servicing local areas, similar to those operating within the City of Perth and Fremantle.

Responses also saw increasing traffic congestion as a problem as well as the need for improved access in and around the City and on/off the freeway. Conversely the introduction of light rail and tram services along with alternative transport modes of electric vehicles would service the City well into the future given its population targets.

## Question Twelve: Do you have any general comments?

Respondents were given an opportunity to raise any other general comments through Question Twelve. As such many of the comments received were general in nature and were raised in previous answers and reiterated. The total number of responses received to this question was 106.

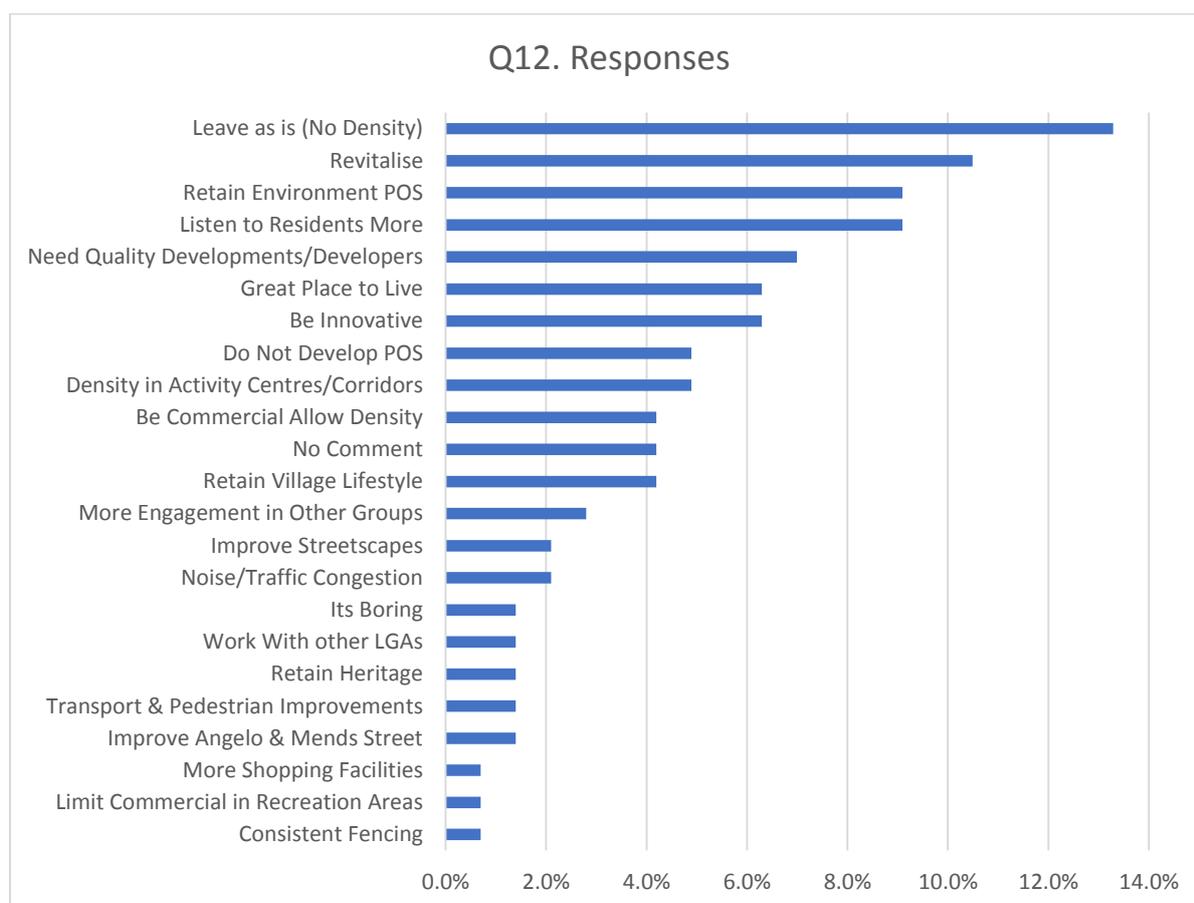


Figure 14: Question Twelve responses

Comments were made to leave the City of South Perth as it is (13.3%), some giving support for revitalisation (10.5%), retaining public open space (9.1%), and calls to listen to residents more (9.1%). Other comments related to a combination of previous survey question answers or were out of context and provided motherhood statements about living in the City, or not related to the issues being considered by the Strategy.

## Demographic Information

### Question Thirteen: What suburb do you live in?

Question Thirteen inquired to find out which suburb respondents lived in. The suburb of South Perth was well represented in the survey making up approximately 70% of respondents. The second most common suburb, Como, had 10% of respondents answering the survey. All respondents provided an answer to this question.

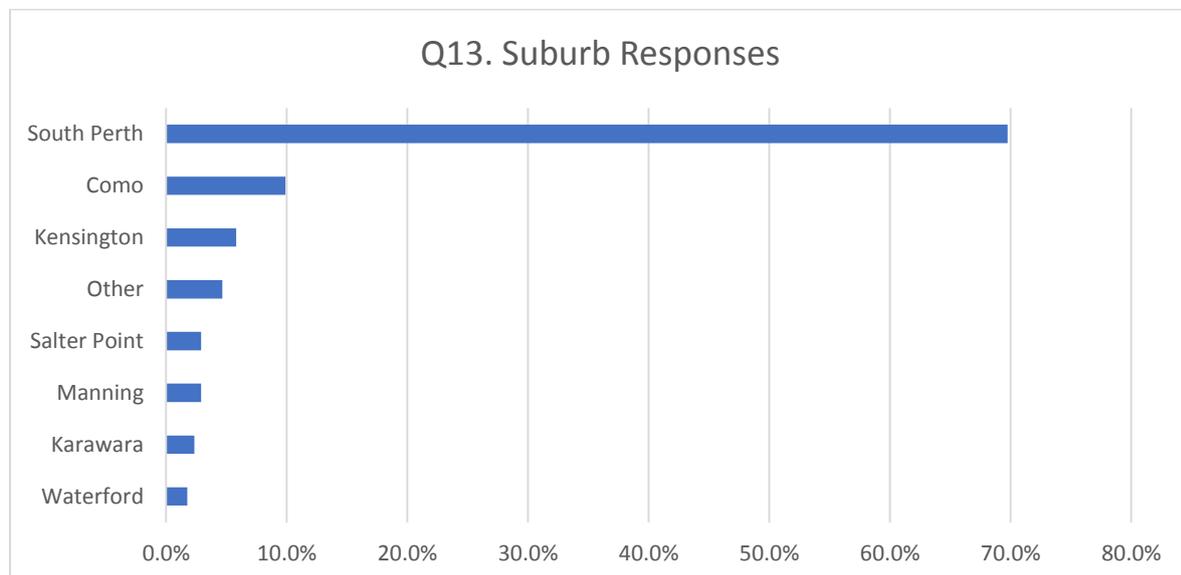


Figure 15: Question Thirteen responses

### Question Fourteen: What is your age?

The age demographics of respondents were somewhat evenly spread, with the 25-34 and younger brackets tapering off. The most common bracket of 60-69 made up 28% of respondents and brackets 50-59 and 35-49 made up 24% and 23% respectively. All respondents provided an answer to this question.

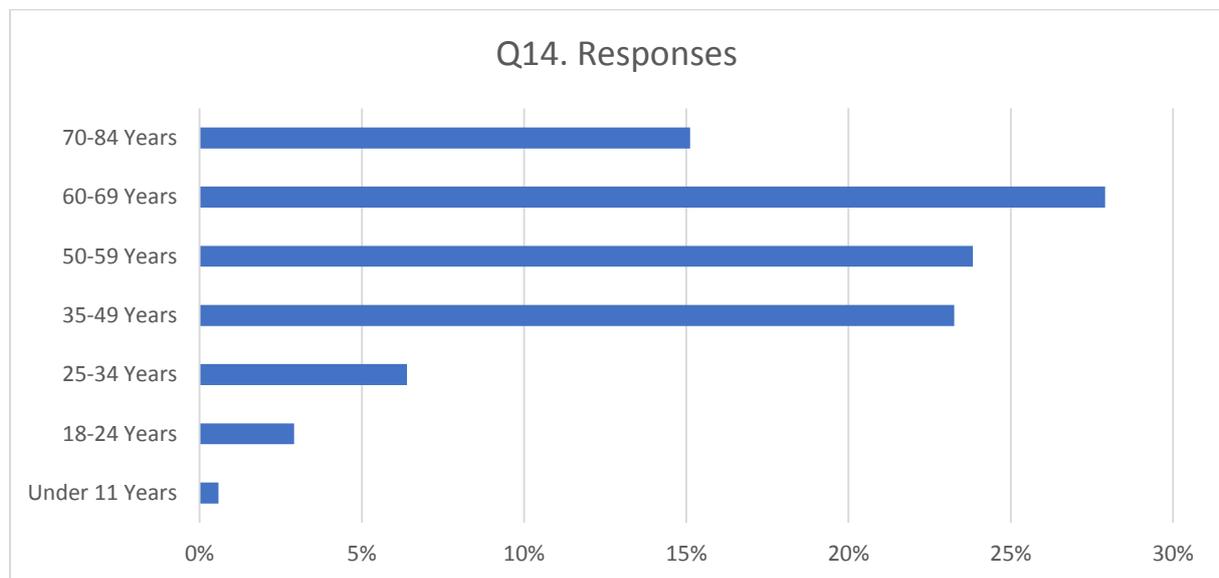


Figure 16: Question Fourteen responses

## Appendix 1 – Local Planning Strategy Survey

## Appendix 2 – Fact Sheets 1-6

## Appendix 3 – Workshop Presentations

# Local Planning Strategy

## Community Workshop

- PRESENTATION | 15 February 2018



## Agenda

- Workshop Purpose & Objective
- Project Overview
- Workshop Session Introduction
- **Workshop Session 1 – Environment & Sustainability and Open Space**
- **Workshop Session 2 – Community Facilities and Heritage**
- Recap and Next Steps
- Workshop Close

## Workshop objectives

### Workshop Purpose

- Strategic advice and guidance to help develop the City's Local Planning Strategy around a series of key theme areas/planning considerations.

### Workshop Objective

- To reveal values in relation to each of the theme areas.
- Identify the likely community expectations and sensitivities.



## Consultation schedule

- **Community Workshop #1 - 15 February**
- Community Workshop #2 – 17 February
- Community Workshop #3 – 21 February
- Community Workshop #4 – 24 February

## What is a local planning strategy

### STRATEGIC THINKING

- LOCAL PLANNING STRATEGY | the **WHY!**

### STATUTORY IMPLEMENTATION

- LOCAL PLANNING SCHEME | the **HOW!**

*"LOOKING BACK, LOOKING AT WHAT WE HAVE... TO SEE OUR WAY FORWARD"*



## Key topic areas

- Environment, Sustainability and Open Space,
- Community Facilities
- Heritage
- Activity, Employment, Tourism and Entertainment
- Population and Housing Types
- Transport and Access



## Community Workshop #1

- Workshop 1 – 17 February 2018
  - Environment, Sustainability and Public open space
  - Community facilities and heritage,



## Local Planning Strategy

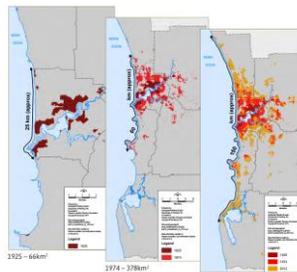


## What does a Local Planning Strategy look like?

- Part 1 – The Strategy (Objectives, Strategies and Actions centred on key topic areas)
- Part 2 – Background Information and Analysis (State and Local Context, Previous Planning Studies, Local Profile, Preliminary Stakeholder and Community Feedback, Identification of key matters influencing and influenced by planning)



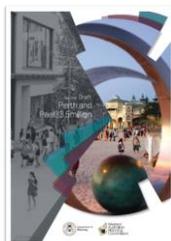
## Regional context



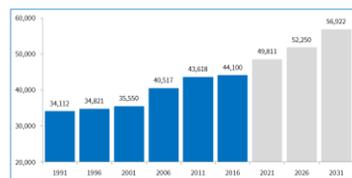
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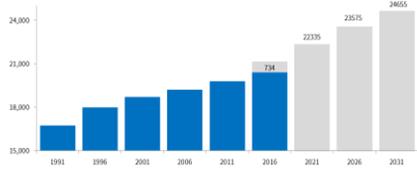
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Consway	1,000	Subiaco	4,200
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Fremantle	7,300	Vicent	11,500
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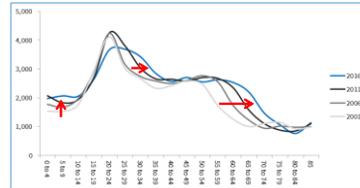
## Estimated residential population



## Past & required dwelling growth



## Age profile



## Purpose of the Strategy

- Address the high level objectives of the State Government largely relating to population growth.
- Expands on the strategies of the Strategic Community Plan
- To provide the City with a framework to address all the matters that flow from a growing population including:
  - Increased pressure on transport infrastructure, public open spaces and community facilities,
  - Ensuring the City grows in a sustainable way,
  - Ensuring that growth in the City is coordinated, well planned and has the support of the community.



## Workshop session - introduction

Values and Vision what we want in 2040

South Perth Looking Back



Transport and Access

1910 Fremantle Road, now Canning Highway



Transport and Access

1921 The Zephyr Ferry





**Transport and Access**  
1950 Narrows Bridge Construction



**Transport and Access**  
1960 Kwinana Freeway



**Transport and Access**  
1960's Narrows Bridge



**Environment, Sustainability, Public Open Space**  
1957 Royal Perth Golf Club



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1980' Collier Park Golf Club



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1961 Civic Centre



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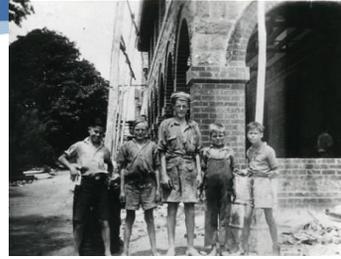


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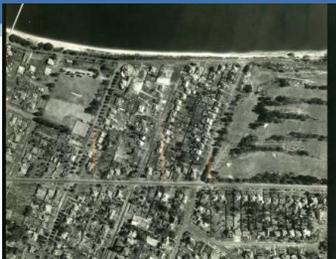
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**Population & Housing**  
1957 Como



**Population & Housing**  
"Gunyah" Block of Flats – Mill Point Rd – Demolished 2004





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**Activity & Employment**  
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**Aerial**  
1948 Como, Manning, Salter Point



**Aerial**  
1959



**Aerial**  
1969



**Aerial**  
1978



**Aerial**  
1988



**Aerial**  
1999





**The Future?**  
1960 Key West Proposal



## Workshop session 1

### Environment, Sustainability, and Open Space

How will we conserve and enhance our the environment and both the built and natural public open space, to enable the City to grow sustainably?

As the City grows, how will we build, heat and cool our homes, recreate, travel to work, and change our land use in a sustainable way?



## Public open space

- 466 hectares of public open space
- High levels of public open space in all suburbs (South Perth and Karawara in particular)



## Natural resources

- Remnant bushland, natural river areas.
- Ground water management
- Storm water and flood mitigation



## Sustainable development

- Solar orientation
- Landscape preservation and tree retention
- Water sensitive urban design and ground water management
- Green Star ratings for large buildings



## Workshop session 2

### Community Facilities and Heritage

How the City will meet its obligations to protect heritage significance while also accommodating a growing population?

What will the future needs of our growing community be in terms of the facilities they need for health and wellbeing?



## Cultural heritage & streetscape character

- Aboriginal heritage places
- The City's Local Heritage Inventory includes 86 places but most of these places are public buildings.
- The City's Town Planning Scheme divides the City into planning precincts to define different areas of character.
- City policies relate to specific streetscapes such as in Arlington and Kensington.



## Community facilities

- Population growth will mean the City needs to improve the quality and availability of community facilities.
- The City has many opportunities to provide new or enhanced community facilities (zoned and reserved land).



## Recap & Next Steps

- Environment & Sustainability
- Public open space Community facilities and Heritage
- Activity, Employment, Tourism and Entertainment
- Population and Housing Types
- Transport and Access

Any other themes/topics?

Sensitivities & Key Considerations?



## Workshop Close

- Community Workshop #1 - Thur 15 February
- **Community Workshop #2 - Sat 17 February**  
(Population and Housing)
- Community Workshop #3 - Wed 21 February
- Community Workshop #4 - Sat 24 February





Thank you...



# Local Planning Strategy

## Community Workshop

- PRESENTATION | 17 February 2018



## Agenda

- Workshop Purpose & Objective
- Project Overview
- Workshop Session Introduction
- **Workshop Session 1 – Dwellings and development**
- **Workshop Session 2 – Housing typologies**
- Recap and Next Steps
- Workshop Close



## Workshop objectives

### Workshop Purpose

- Strategic advice and guidance to help develop the City's Local Planning Strategy around a series of key theme areas/planning considerations.

### Workshop Objective

- To reveal values in relation to each of the theme areas.
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## Consultation schedule

- Community Workshop #1 - 15 February
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## What is a local planning strategy

- STRATEGIC THINKING
- LOCAL PLANNING STRATEGY | the **WHY!**
- STATUTORY IMPLEMENTATION
- LOCAL PLANNING SCHEME | the **HOW!**

*"LOOKING BACK, LOOKING AT WHAT WE HAVE... TO SEE OUR WAY FORWARD"*



## Key topic areas

- Environment, Sustainability and Open Space,
- Community Facilities
- Heritage
- Activity, Employment, Tourism and Entertainment
- **Population and Housing Types**
- Transport and Access



## Community Workshop #2

- Workshop 1 – 17 February 2018  
– Population and Housing



## Local Planning Strategy



## What is a Strategy?

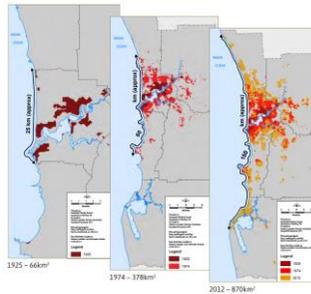
A series of strategies, with linked actions that set the blueprint for the future planning of the City.

The Strategy is formulated based on:

- High-level State Government strategies;
- Previous Planning Studies;
- Analysis of data and the City's demographic profile;
- Stakeholder and community feedback.



## Regional context



## Regional Strategy



Local government area	Infill housing target (city of 3.5 million)	Local government area	Infill housing target (city of 3.5 million)
Bassendean	4,200	Mosman Park	1,600
Baywater	15,800	Needlands	4,400
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Claremont	1,300	Stirling	60,800
Conswell	1,200	Salvado	4,300
East Fremantle	900	Victoria Park	28,400
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This target represents:

- 3.8% of the central sub-regions infill target;
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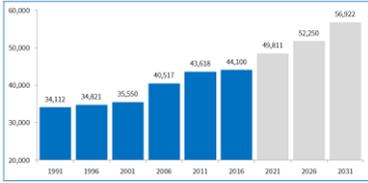


Centred On:

- Activity Centres
- Station Precincts
- Transport Corridors



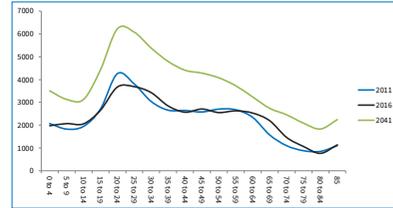
## Estimated residential population



Population growth and projected growth (1991-2031)



## Age profile



## Workshop session - introduction

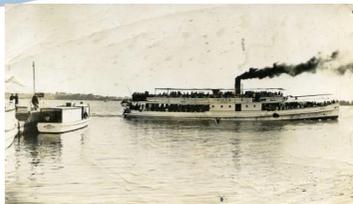
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South Perth Looking Back



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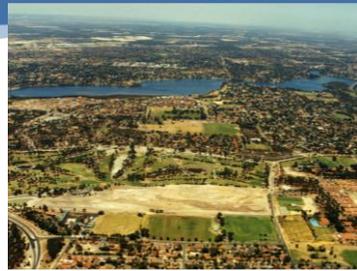
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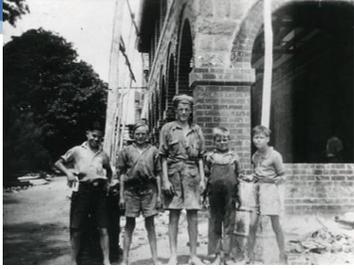


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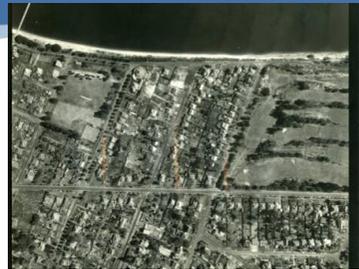
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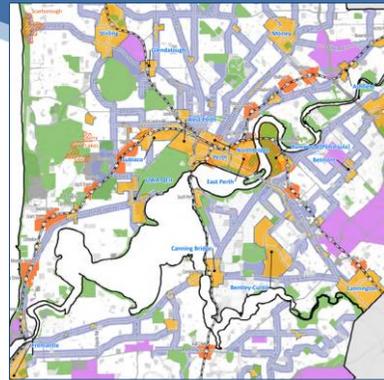




## Workshop session 1

### Population and dwelling growth

The City will need to accommodate a growing population. What areas of the City are best placed to accommodate this growth?



Centred On:

- Activity Centres
- Station Precincts
- Transport Corridors



## Workshop session 2

### New housing and households

The City's population profile will change over time and is also different in each suburb.

What will the population of each suburb look like in 20 years time?



## City of South Perth

- Household structure expected to remain consistent, but all types grow in size. The largest household types are '*lone person*' and '*couples without dependents*'
- In 2041, the largest demographic groups will be *20-24*, *25-29* and *30-34*, each representing around 7-9% of the total population.



## Suburb snapshots

- **Como:**
- The largest increase in persons is in the 20-24 year old group, growing to 10.1% of the population in the suburb.
- Lone person households are dominant in this suburb, representing 35% of all households by 2041.



## Suburb snapshots

- **Karawara:** In 2041, '*couples with dependents*' to be the biggest household type representing 30% of all households.
- The largest population group is '*20-24*' year olds, representing 19.5% of the population by 2041; but this is shrinking.
- A relatively large value of '*group households*' (share houses etc.)



## Suburb snapshots

- **Kensington:** A typical family suburb with 33.3% of households being '*couples with dependents*'.
- An even spread of population but most large age groups being 55 or younger.



## Suburb snapshots

- **Manning:**
- A very even suburb with no dominant age groups.
- There is also an even spread of household types by 2041, with couples with or with dependents and lone person households each representing about 25% of all households.



## Suburb snapshots

- **Salter Point:**
- A much older suburb, with age groups over 55 well represented and the biggest being the '*over 85*' group (8.9% of the population).



## Suburb snapshots

- **South Perth:**
- A large cohort of '*lone person*' households, being 33.5% of households.
- The largest age groups in 2041 being '*20-24*' and '*25-29*'.



## Suburb snapshots

- **Waterford:**
- A relatively young suburb with a large cohort of '*20-24*' year olds (10.7%).
- A very strong amount of family households, representing almost 40% of all households.



## Suburb profiles

Drivers of population growth and change:

- About 20% natural increase (births/deaths)
- About 70% new migration (overseas, interstate, inter-suburb)
- About 10% change in dwelling structure.





## Recap & Next Steps

- Environment & Sustainability
- Public open space Community facilities and Heritage
- Activity, Employment, Tourism and Entertainment
- Population and Housing Types
- Transport and Access

Any other themes/topics?

Sensitivities & Key Considerations?



## Workshop Close

- Community Workshop #1 - Thur 15 February
- Community Workshop #2 – Sat 17 February
- **Community Workshop #3 – Wed 21 February**  
**(Activity, employment, tourism and entertainment)**
- Community Workshop #4 – Sat 24 February



Thank you...



# Local Planning Strategy

## Community Workshop

- PRESENTATION | 21 February 2018



## Agenda

- Workshop Purpose & Objective
- Project Overview
- Workshop Session Introduction
- **Workshop Session 1 – Activity centres, entertainment and tourism**
- **Workshop Session 2 – Employment**
- Recap and Next Steps
- Workshop Close



## Workshop objectives

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## What is a local planning strategy

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## Key topic areas

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- Heritage
- Population and Housing Types
- **Activity, Employment, Tourism and Entertainment**
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## Local Planning Strategy



## What is a Strategy?

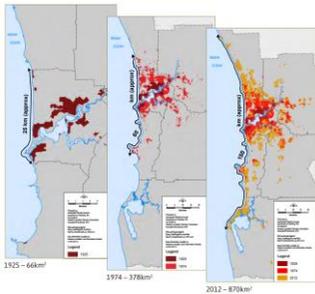
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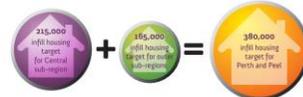
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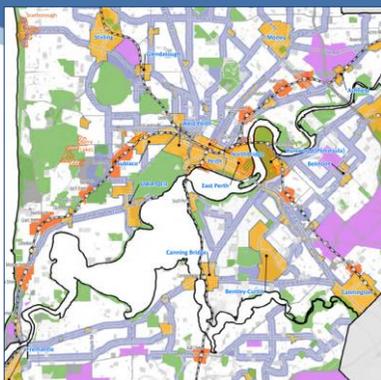


## Regional Strategy



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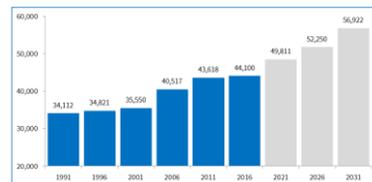
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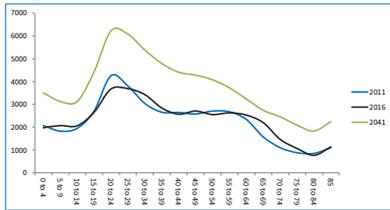
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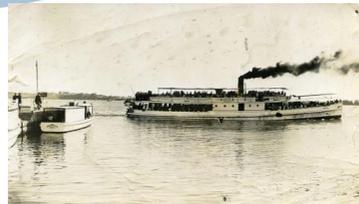
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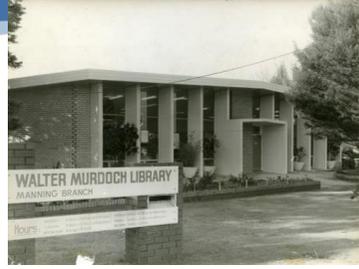


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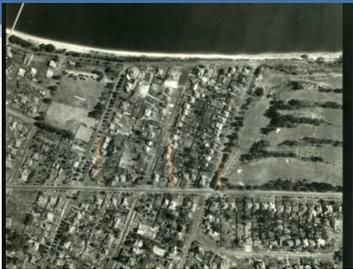




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1999



The Future?  
1960 Key West Proposal



## Workshop session 1

### Activity centres, entertainment and tourism

Activity centers are focal points that consolidate a diversity of uses of community benefit and varying scales. They provide opportunities for housing, employment, tourism and retail and professional services and entertainment in planned locations served by transport infrastructure.



**State Planning Policy 4.2 – Activity Centres for Perth & Peel**

- Sets a hierarchy of centres.
- Aims to achieve a critical mass of population in and around centres to support activity at different scales.
  - District centres – 30 dwellings/hectare (desirable) in a 400m catchment.
  - Neighbourhood centres – 25 dwellings/hectare (desirable) in a 200m catchment.



**Activity Centers Review (2017)**

- There will be growth pressure on each centre, Angelo Street and Preston Street in particular;
- The City lacks supermarket space, particularly north of Canning Highway,
- Employment growth will largely be in retail and mostly in part-time work,
- The City’s centres achieve only 30-50% of the population targets expected.



**Growth of centers:**

- In which centres should the City focus activity growth?
- Should this growth be accommodated by expanding (growing out) or consolidating the centres (growing up)



	South Perth	Canning Bridge	Angelo Street	Preston Street	Manning Hub	Waterford Plaza	Canning Highway
Meal/Coffee							
Shopping/Retail							
Bars/Nightlife							
Events							
Employment							
Arts/Cultural							
Tourism							
Health/Community							



**The role of each centre:**

- What are the most important functions of each centre currently?
- What are the biggest missing functions of each centre you would like to see the City help facilitate?

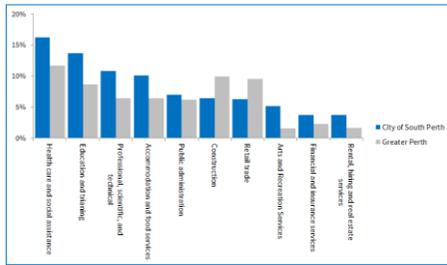


**Workshop session 2**

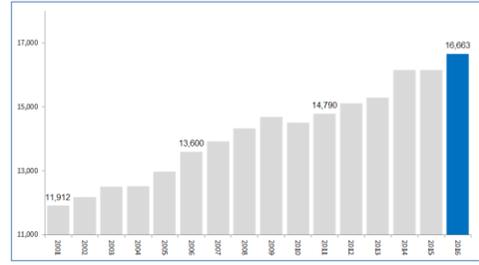
**Employment**

- 25% of residents work in the City of Perth;
- 17.8% live and work locally;
- 4-7% work in Victoria Park, Melville, Canning and Stirling LGAs.





Employment by sector of residents (2016)



Number of full-time equivalent jobs within City of South Perth (2001-2016)



**Future employment in the City:**

- Should the City encourage more residents to work locally?
- Should new employment be concentrated in particular areas (ie; South Perth) or dispersed across centres?



**Recap & Next Steps**

- Environment & Sustainability
- Public open space Community facilities and Heritage
- Population and Housing Types
- Activity, Employment, Tourism and Entertainment
- Transport and Access

Any other themes/topics?  
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**Workshop Close**

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- Community Workshop #4 - Sat 24 February (Transport and access)



**Thank you...**



# Local Planning Strategy

## Community Workshop

- PRESENTATION | 24 February 2018



## Agenda

- Workshop Purpose & Objective
- Project Overview
- Workshop Session Introduction
- **Workshop Session – Transport and access**
- Recap and Next Steps
- Workshop Close



## Workshop objectives

### Workshop Purpose

- Strategic advice and guidance to help develop the City's Local Planning Strategy around a series of key theme areas/planning considerations.

### Workshop Objective

- To reveal values in relation to each of the theme areas.
- Identify the likely community expectations and sensitivities.



## Consultation schedule

- Community Workshop #1 - 15 February
- Community Workshop #2 – 17 February
- Community Workshop #3 – 21 February
- **Community Workshop #4 – 24 February**



## What is a local planning strategy

### STRATEGIC THINKING

- LOCAL PLANNING STRATEGY | the **WHY!**

### STATUTORY IMPLEMENTATION

- LOCAL PLANNING SCHEME | the **HOW!**

*"LOOKING BACK, LOOKING AT WHAT WE HAVE... TO SEE OUR WAY FORWARD"*



## Key topic areas

- Environment, Sustainability and Open Space,
- Community Facilities
- Heritage
- Population and Housing Types
- Activity, Employment, Tourism and Entertainment
- **Transport and Access**



## Local Planning Strategy



## What is a Strategy?

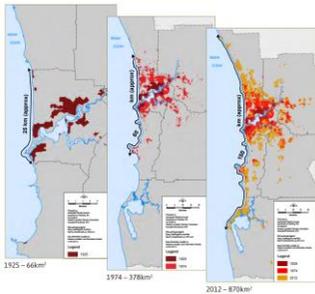
A series of strategies, with linked actions that set the blueprint for the future planning of the City.

The Strategy is formulated based on:

- High-level State Government strategies;
- Previous Planning Studies;
- Analysis of data and the City's demographic profile;
- Stakeholder and community feedback.



## Regional context

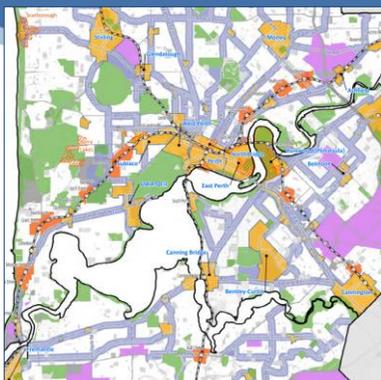


## Regional Strategy



- This target represents:
- 3.8% of the central sub-regions infill target;
  - 2.1% of all infill in Perth; and,
  - 1% of the overall dwellings planned (including greenfield) for a City of 3.5 million.

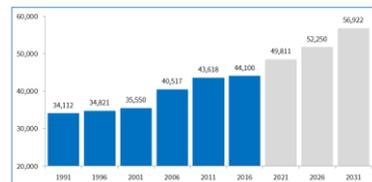
Local government area	Infill housing target (City of 3.5 million)	Local government area	Infill housing target (City of 3.5 million)
Ballarat	4,200	Perth	38,000
Bayswater	23,300	Perth and Peel	332,000
Bedmont	35,500	Rockingham	10,000
Cambridge	6,900	Swan	10,000
Canning	29,600	Victoria Park	3,500
Claremont	3,300	Willetton	10,000
Cottesloe	1,000	Yangebup	10,000
East Fremantle	900	South Perth	8,300
Fremantle	7,300	Stirling	60,000
Melville	18,500	Subiaco	4,200
		Victoria Park	19,400
		Vicent	11,500



- Centred On:
- Activity Centres
  - Station Precincts
  - Transport Corridors



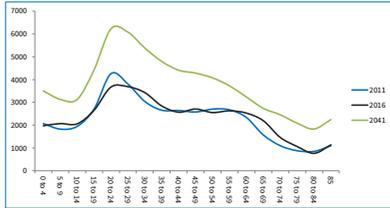
## Estimated residential population



Population growth and projected growth (1991-2031)



### Age profile



### Workshop session - introduction

Values and Vision what we want in 2040

South Perth Looking Back



**Transport and Access**  
1910 Fremantle Road, now Canning Highway



**Transport and Access**  
1925 Mends St Jetty



**Transport and Access**  
1921 The Zephyr Ferry



**Transport and Access**  
1994 Mends St Ferry Terminal





**Transport and Access**  
S.S Perth Ferry



**Transport and Access**  
1902 Travelling to Golf



**Transport and Access**  
1920 Bus Operated by Stanley Outram



**Transport and Access**  
1935 Tuart Hill Motor Bus



**Transport and Access**  
1920 Grand Opening of first Como Tram



**Transport and Access**  
1935 Victoria Park Tram





Transport and Access  
1935



Transport and Access  
1947 Ernie Mainstone with his Taxi



Transport and Access  
1950 Narrows Bridge Construction



Transport and Access  
1960 Kwinana Freeway



Transport and Access  
1960's Narrows Bridge



## Workshop session #1

**Advocate** - lobby State Government to plan for.

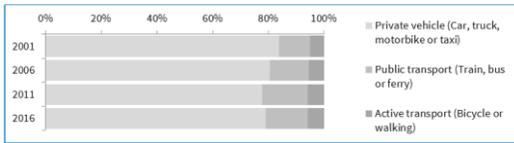
**Provide** - develop or facilitate new infrastructure.

**Require** - require new development to provide or account for.

**Promote** - champion and encourage as a transport and access solution.



## Mode share



Modeshare of City of South Perth residents travel to work (2016)



## Mode share change

Travel mode	Mode share (2006)	Change in persons	Current mode share (2016)	Difference in mode share (2006-2016)
Car	64.4%	+864	64.9%	+0.5%
Train	0.8%	+587	3.5%	+2.7%
Bicycle	1.8%	+157	2.5%	+0.7%
Bus	10.4%	-179	9.0%	-1.4%

Modeshare change of City of South Perth residents travel to work (2006-2016)



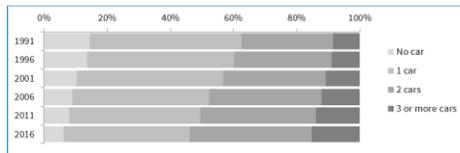
## Access

Node	Percent
Perth Central	35%
South Perth Peninsula	11%
Canning Bridge	26%
Bentley Technology Park	10%
Curtin University	12%

Percentage of metropolitan population within 30 minute trip to node by public transport



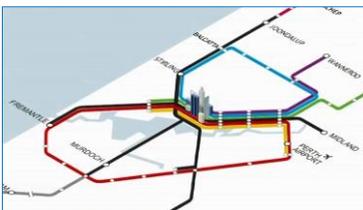
## Private vehicles



Number of vehicles per household (2016)



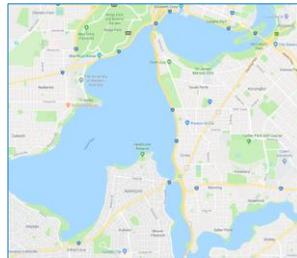
## Heavy rail



Current heavy rail strategy for Perth (2017)



## Ferry service



- In 2017 approximately 1,545 boarding's on week days, 2,225 on Saturdays and 1,800 on Sundays.
- All boarding's approximately double from 2015.



## Light rail



Knowledge arc light-rail proposal



## Cycling



City of South Perth + Town of Victoria Park DRAFT Joint Bike Plan



## Bus network



Current City bus network



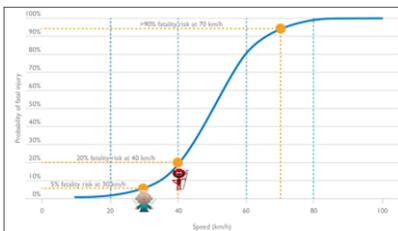
## Regional roads



- Opportunities for new freeway connections.
- Canning Highway and Manning Road serve regional traffic flows.



## Local roads



Likelihood of fatality in road accidents (AusRoads 2012)



## Walking

Suburb	Walk score (2017)
South Perth	67
Como	65
Kensington	61
Manning	63
Karawara	62
Waterford	56
Salter Point	48

Suburb level walk scores (2017)



## Vehicle parking

- City's planning controls have established parking rates/requirements.
- Will parking demand change in the future will the rise of shared vehicles, automated vehicles, electric cars and denser communities?



## Future trends



## Continued...



## Workshop session #1

To accommodate the City's growing population and activity, what are the transport initiatives the City should:

- Advocate for,
- Provide;
- Require, or,
- Promote.



## Workshop session #1

- Advocate** - lobby State Government to plan for.
- Provide** - develop or facilitate new infrastructure.
- Require** - require new development to provide or account for.
- Promote** - champion and encourage as a transport and access solution.



## Recap & Next Steps

- Environment & Sustainability
- Public open space Community facilities and Heritage
- Population and Housing Types
- Activity, Employment, Tourism and Entertainment
- Transport and Access

Any other themes/topics?

Sensitivities & Key Considerations?





Thank you...

