Local Planning Strategy
Prepared September 2018

As modified for public consultation pursuant to regulation 12(4) of the Planning and Development (Local Planning Schemes) Regulations 2015.
Public consultation

Signed for and on behalf of the Western Australian Planning Commission in accordance with Reg. 12 of the *Planning & Development (Local Planning Schemes) Regulations 2015*

Date: __________

Adoption

The Common Seal of the City of South Perth was affixed by the authority of a resolution in the presence of:

Mayor

Chief Executive Officer

Date: __________

Endorsement

The City of South Perth *Local Planning Strategy* endorsed by the Western Australian Planning Commission on

___________

Signed for and on behalf of the Western Australian Planning Commission in accordance with Reg. 15 of the *Planning & Development (Local Planning Schemes) Regulations 2015*
Executive Summary

The City of South Perth Local Planning Strategy (the Strategy) has been prepared pursuant to the relevant requirements under the Planning and Development Act 2005 (the Act) and the Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations). The Strategy is based on the identification and analysis of issues identified through the broad policy framework, collection of census data and stakeholder engagement feedback.

The Strategy is a fundamental part of the Local Planning Framework and sets out a strategic planning framework for the delivery of the City’s vision over the next 10 to 15 years and to meet the requirements of the overarching State Planning Framework.

As well as being an integral document in the Local Planning Framework, the Strategy plays a key role in delivering the community’s vision as set out in the City’s Strategic Community Plan 2017-2027, being:

A City of active places and beautiful spaces. A connected community with easily accessible, vibrant neighbourhoods and a unique, sustainable natural environment.

The Strategy is a key component in the delivery of Strategy 3.2(A) “Develop a local planning framework to meet current and future community needs and legislative requirements”, and will also contribute to the delivery of various other strategies within the Strategic Community Plan.

The Strategy includes two parts:

Part 1 – Local Planning Strategy, which includes:
- The principles which guide the overall strategy,
- Objectives, strategies and actions which aim to deliver on the Strategy principles, and,
- Measures to implement monitor and review the outcomes of the Strategy.

Part 2 – State and Regional Planning Context and Local Profile, which comprises:
- An introduction that provides background to the Strategy,
- The state, regional and local planning context,
- Local profile, including key implications for each component, and,
- Identification of opportunities and constraints that will influence future planning of the City.
**Key terms used**

<table>
<thead>
<tr>
<th>Term uses</th>
<th>Explanation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Act</td>
<td>Means the <em>Planning and Development Act 2005</em>, which is the act of parliament that requires local governments to adopt and maintain a proper planning framework.</td>
</tr>
<tr>
<td><strong>Activity centres &amp; urban corridors</strong></td>
<td>Activity centres are focal points well served by transport infrastructure. They are areas that are considered to be appropriate for more intense land use, including higher density residential dwellings, commercial, employment and community activities. There are different types of activity centres and they can vary in size, intensity and function. Some activity centres are subject to ‘activity centre plans’ and depending on their location and the catchment served. The City has an adopted activity centre plan for the area surrounding Canning Bridge railway station for example. Urban corridors are areas of land adjacent to corridors well served by transport infrastructure. These areas are considered appropriate for more intense land use, particularly residential dwellings, given the proximity to existing transport infrastructure. Some key identified urban corridors in the City are Canning Highway and Manning Road.</td>
</tr>
<tr>
<td>Dual code, or dual density code</td>
<td>The R-Codes provide a range of standardised ‘density codes’ for properties throughout the City that determine the density, form and scale of development that can occur on that land. The City’s Scheme applies these standardised density codes to each residential property throughout the City. Under the Scheme, some properties are given two density codes; for example R15/20. In these cases, the lower of the two codes applies unless specific criteria of the Scheme are met, in which case the higher code and the criteria associated with that higher code are applied.</td>
</tr>
<tr>
<td>Central Sub-Regional Planning Framework</td>
<td>The Central Sub-Regional Planning Framework is a detailed strategic plan developed by the State government relating to the 19 most inner city local governments. It forms part of the Perth and Peel @3.5million strategy. A primary component of the Central Sub-Regional Planning Framework is a spatial plan that identifies all of the activity centres and urban corridors covered by the plan. The spatial plan provides overarching guidance for the development of local strategies to manage and direct growth.</td>
</tr>
<tr>
<td>Growth forecast</td>
<td>This Strategy uses an up-to-date forecast prepared by ‘ID – The population experts’ to better understand how the City will grow into the future. This forecast takes into account a range of factors including statistical data and trends from the Australian census, historic migration rates, deaths and birth rates and development approvals/construction data. More information about this forecast is contained in Part 2, section 5.0 – Local Profile.</td>
</tr>
<tr>
<td>Managed Growth Strategy</td>
<td>This Strategy sets out a number of actions that direct population, housing and activity growth towards certain locations of the City; primarily activity centres and urban corridors, instead of spreading this growth out across existing lower density suburban areas. These combined actions are referred to as the ‘managed growth strategy’ throughout. Key summaries of the managed growth strategy are set out in Part 1, section 4.1 and Part 2, section 5.1.3.</td>
</tr>
<tr>
<td>Perth and Peel @3.5million</td>
<td>Perth and Peel @3.5million is the planning strategy adopted by the State government for the Perth metropolitan region. The document sets out a plan to accommodate approximately half of Perth’s growth to be accommodated as ‘infill’; that is, growth within the boundaries of existing urbanised areas. Perth and Peel @3.5million sets dwelling targets for all metropolitan local governments.</td>
</tr>
<tr>
<td>Regulations</td>
<td>The <em>Planning and Development (Local Planning Schemes) Regulations 2015</em>. The Regulations set out the process for the City to carry out most of its planning tasks, including adopting and amending its Scheme, preparing this Strategy and assessing development applications.</td>
</tr>
</tbody>
</table>
The **R-Codes** are a policy of the State government that control the development of dwellings including houses and apartments. The City applies an ‘R-Code’ to most properties. The coding controls how a site may be developed, in terms of dwelling density and building controls like maximum heights, setbacks to boundaries and the amount of open space provided on a site. These controls apply unless there are controls for these matters contained in the Scheme.

The Strategy Map (refer Part 1, section 6.0 of this Strategy) provides an indication of areas where the City may investigate changes to which R-Code applies. The table below indicates the maximum building heights contained in the **R-Codes**:

<table>
<thead>
<tr>
<th>R-Code</th>
<th>Height Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>R30 and below</td>
<td>2 storeys</td>
</tr>
<tr>
<td>R40</td>
<td>2 storeys</td>
</tr>
<tr>
<td>R50</td>
<td>3 storeys</td>
</tr>
<tr>
<td>R60</td>
<td>3 storeys</td>
</tr>
<tr>
<td>R80 (and above)</td>
<td>4-5 storeys</td>
</tr>
</tbody>
</table>

Within the City of South Perth, multiple dwellings (apartments) are not permitted unless the site is coded R50 or above.

**The Scheme** means the City’s current Local Planning Scheme. This document provides the statutory ‘rules’ in which new development/buildings are assessed. The **Scheme** is supported by a series of local planning policies, plans and guidelines.

**Strategy** means this Local Planning Strategy.
Part 1 – Local Planning Strategy

1.0 Introduction to the Local Planning Strategy

The City of South Perth is a medium sized metropolitan local government authority located across Perth Water from the City of Perth. The City was proclaimed in 1959 and covers nearly 20 square kilometres between the Swan and Canning Rivers. The City has a population of approximately 44,000. This is expected to grow beyond 65,000 in the coming years. The City accommodates around 10,000 workers every day. The City of South Perth covers the suburbs of South Perth, Kensington, Como, Manning, Karawara, Waterford and Salter Point.

The City’s Strategy has been prepared under the provisions of the Act and the Regulations.

The City’s current Scheme was gazetted in 2003. Since that time a number of amendments, detailed planning studies and the preparation and review of associated planning policies has occurred. A number of substantial changes to the overarching state planning framework have also occurred in that time, most notably:

- The preparation of a new spatial plan for the Perth metropolitan region (Perth and Peel @3.5 million and the accompanying Central Metropolitan Sub–Regional Planning Framework); and
- The gazettal of the new Regulations in 2015.

The Regulations require regular, comprehensive review of the local planning framework to ensure consistency with the overarching state planning framework and appropriate responses to current local population, economic and environmental trends. A key step in this process is the preparation and/or review of a Local Planning Strategy.

The Strategy is a fundamental part of the City’s local planning framework and sets the strategic direction for planning and development in the City over the next 10 to 15 years. The Strategy provides the strategic basis for the preparation, implementation and amendments to a Local Planning Scheme.

A Scheme is the primary mechanism to implement the Strategy, through various provisions and subsidiary plans like activity centre plans and local planning policies.

The Strategy plays a key role in delivering the shared ‘vision for the future’ as set out in the City’s Strategic Community Plan 2017-2027, being:

*A City of active places and beautiful spaces. A connected community with easily accessible, vibrant neighbourhoods and a unique, sustainable natural environment.*

It is a key part in delivering Strategy 3.2(A) of the Strategic Community Plan (SCP), which is to ‘develop a local planning framework to meet current and future community needs and legislative requirements’, and will also contribute to the delivery of various other strategies within the SCP.

The Strategy has been developed based on the identification and analysis of key opportunities and constraints for the future planning and development of the City. These were identified through preliminary stakeholder engagement, analysis of census data and consideration and analysis of the state planning framework.
The Strategy includes two parts:

**Part 1 – Local Planning Strategy**, which includes
- The principles which guide the overall strategy,
- Objectives, strategies and actions which aim to deliver on the Strategy principles, and,
- Measures to implement monitor and review the outcomes of the Strategy.

**Part 2 – State and Regional Planning Context and Local Profile**, which comprises:
- An introduction that provides background to the Strategy.
- The state, regional and local planning context.
- Local profile, including key implications for each component, and
- Identification of opportunities and constraints that will influence future planning of the City.

*Figure (i): Structure of the local planning framework*
The Strategy is structured around a series of key implications, principles, objectives, strategies and actions grouped around seven key focus areas (population and housing; activity centres and employment; transport and access; environment and sustainability; heritage, character and design; public open space and community facilities; and tourism and entertainment). This helps to align the key implications around common planning themes. These were derived from:

The strategic directions of the Strategic Community Plan;
- A review and analysis of the City’s local profile (demographic, economic and environmental profile and trends), and the existing state and regional context; and
- Preliminary stakeholder engagement undertaken with stakeholders (refer to Part 2, section 2.0 – Stakeholder Engagement). It should be noted that the preliminary consultation was not intended to be a statistically representative exercise but to provide a preliminary sample of stakeholder attitudes to key planning issues.

Each component should be interpreted as follows:

| Key implication | The key implications are identified through the background analysis contained in Part 2 of the Strategy. The key implications are the matters that various policies, trends or investigations have identified as being a matter needing to be addressed in the future planning of the City. |
| Principles of the Strategy | The principles of the Strategy are the high-level outcomes that the Strategy aims to deliver. These principles are intended to align to the Strategic Community Plan to ensure the vision of ‘A City of active places and beautiful spaces. A connected community with easily accessible, vibrant neighbourhoods and a unique, sustainable natural environment’ is achieved. |
| Objectives of the Strategy | The objectives are a more detailed interpretation of the principles. The objectives expand on each principle to provide clarity on what each principle aims to achieve. |
| Strategies | The strategy identified to address the key implication(s). They are the policy responses to the principles and objectives. |
| Actions | The actions are the tasks the City will perform over the life of the Strategy as a means of delivering on each individual strategy. |
2.0 Principles of the Local Planning Strategy

The Strategic Community Plan sets out the community’s aspirations, priorities and vision for the future governance and development of the City. It includes four ‘strategic directions’, of which two are considered directly applicable to this Strategy. The strategic directions, in conjunction with the key implications of Part 2, have helped to inform the identification of the principles used to develop the strategies and actions. These principles are identified below, along with the corresponding strategic direction.

<table>
<thead>
<tr>
<th>Strategic Community Plan Strategic Directions and Aspiration</th>
<th>Local Planning Strategy Principles</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Environment (built and natural):</strong> Sustainable urban neighbourhoods.</td>
<td>Accommodate a growing population while protecting and enhancing neighbourhoods with identified character and heritage.</td>
</tr>
<tr>
<td></td>
<td>Align population growth with needed civic infrastructure.</td>
</tr>
<tr>
<td></td>
<td>Improve all aspects of liveability within the City.</td>
</tr>
<tr>
<td><strong>Economy:</strong> A thriving City activated by innovation, attractions and opportunities.</td>
<td>Support a network of connected, functional and sustainable activity centres.</td>
</tr>
</tbody>
</table>
3.0 Objectives of the Local Planning Strategy

The Strategy has a number of objectives. These objectives are guided by the principles outlined above, as well as the key implications from the background analysis contained in Part 2 of this Strategy. The objectives of the Strategy are as follows:

<table>
<thead>
<tr>
<th>Local Planning Strategy Principles</th>
<th>Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accommodate a growing population while protecting and enhancing neighbourhoods with identified character and heritage.</td>
<td>Retain and enhance areas of authentic character, heritage or those with a distinct sense of place.</td>
</tr>
<tr>
<td></td>
<td>Provide for additional housing in a consolidated urban form in line with state government policy direction and population growth.</td>
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<tr>
<td></td>
<td>Ensure housing is provided for people of all ages, family structures and incomes.</td>
</tr>
<tr>
<td>Support a network of connected, functional and sustainable activity centres.</td>
<td>Reinforce the South Perth Activity Centre as the primary activity centre within the City consistent with Strategy 2.2(B) of the Strategic Community Plan.</td>
</tr>
<tr>
<td></td>
<td>Support the ongoing function and viability of activity centres by accommodating appropriate population and activity growth opportunities.</td>
</tr>
<tr>
<td></td>
<td>Support the realisation of the potential for the Bentley/Curtin Specialised Activity Centre to be a centre of employment, education, innovation and housing.</td>
</tr>
<tr>
<td>Align population growth with needed civic infrastructure.</td>
<td>Improve accessibility throughout the City by providing residents and visitors with a range of transport options, focusing on walking and cycling networks.</td>
</tr>
<tr>
<td></td>
<td>Integrate planning for population growth with upgrades to transport, education, recreation and other vital community infrastructure.</td>
</tr>
<tr>
<td></td>
<td>Ensure that new development contributes to the provision of new infrastructure.</td>
</tr>
<tr>
<td>Improve all aspects of liveability within the City.</td>
<td>Activate the public realm and create green, useable and enjoyable public spaces that reflect our demographic profile.</td>
</tr>
<tr>
<td></td>
<td>Create an urban environment that encourages healthy, active living.</td>
</tr>
<tr>
<td></td>
<td>Ensure new development is forward-thinking and achieves best-practice environmental outcomes.</td>
</tr>
</tbody>
</table>
4.0 Strategies and actions

In order to achieve the objectives of this Strategy, a series of strategies and actions have been identified. Strategies and actions include:

- Development of new elements of the planning framework;
- Review and ongoing monitoring of elements of the planning framework; and,
- Strategies that relate to the advocacy or promotion of planning initiatives or investments.

Key planning implications facing the City are identified in the tables below, as well as strategies and actions to address these implications. A delivery timeframe is also indicated. The table below describes how the strategy tables should be interpreted:

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Actions</th>
<th>Delivery timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>The strategy identified to address the implication.</td>
<td>Activities to address the Strategy.</td>
<td>The time expected for the action to be completed.</td>
</tr>
</tbody>
</table>

The delivery timeframes should be interpreted as follows:

- **Short**: Action underway or to be carried out in tandem with the adoption of the Strategy. These actions will generally commence before preparation and/or completion of the City’s next Local Planning Scheme.
- **Medium**: Action to be achieved/completed within a 0-5 year timeframe, either as part of a new Scheme or shortly after such a Scheme is prepared.
- **Long**: Action to be achieved/completed beyond the next 5 years.
- **On-going**: The action is on-going requiring regular review.
4.1 Population and housing

The population of the City of South Perth is forecast to grow by approximately 10,182 people by 2031 (refer Part 2, section 5.1.1 – Population growth). The State Government’s strategic spatial plan, Perth and Peel @3.5 million and the accompanying Central Sub-Regional Planning Framework, sets objectives for more intense development to be located within existing activity centres (such as South Perth and Canning Bridge) and along urban corridors well served by transport infrastructure. In line with this State Government direction, the City has adopted the Canning Bridge Activity Centre Plan, is preparing an activity centre plan for South Perth, and progressing planning proposals for more intense development along Canning Highway and within the area known as Waterford Triangle. Activity centre plans, such as the draft South Perth Activity Plan and Canning Bridge Activity Centre Plan are detailed documents required for certain activity centres to manage future development. These plans are adopted under the Local Planning Scheme. The Strategy outlines what areas of the City an activity centre plan should be prepared for and provides high-level guidance on the expected outcomes to be contained in such plans.

The spatial plan of Perth and Peel @3.5million encourages growth to be accommodated in a way that makes the best use of existing or planned infrastructure and also that it be aligned to demographic trends. The City’s Strategic Community Plan also includes the following objective:

‘Develop a local planning framework to meet current and future community needs and legislative requirements.’

Preliminary stakeholder feedback identified that for the most part, respondents believe that new housing opportunities should be provided in a series of connected hubs, well serviced by existing transport, social and economic infrastructure. Specifically, the preliminary stakeholder engagement identified the following locations as suitable for more housing (in varying building/housing typologies):

- South Perth Activity Centre and Canning Bridge Activity Centre;
- Technology Park and the Bentley/Curtin Specialised Activity Centre, including Karawara (Waterford Plaza);
- Along Canning Highway and Manning Road;
- Within and around existing neighbourhood centres such as, but not limited to, Preston Street;
- Along local roads served by public transport; and
- In some lower density, detached dwelling residential areas, such as those in Como.

In addition to providing opportunities for new housing, stakeholders expressed views on what type of housing they would consider appropriate for each area into the future. A range of housing typologies were identified that varied based on the location, while support for more diverse housing was also raised as a key issue. A review of the City’s built-form and demographic profile has identified a lack of existing smaller, one and two bedroom dwellings, as well as a need to house growing older (aged) and family population groups.
Overview of growth forecast, dwelling targets and managed growth strategy

In order to understand how the City of South Perth will grow into the future, the City has prepared a growth forecast based on localised demographic, migration, economic and development data. The forecast provides a locally specific data set for the City to analyse in its future planning. More information about this forecast is contained at Part 2, section 5.0 – Local Profile. Perth and Peel@3.5million includes dwelling targets for each local government in metropolitan Perth (refer Part 2, Section 3.2). These targets are intended to guide more detailed, localised investigations. This Strategy has been prepared in the context of ensuring the future planning of the City addresses both the State government’s expectations for dwelling growth and where that should be located, while also planning for growth at a more localised level according to the growth forecast.

This Strategy contains actions to provide for the majority of future forecast dwelling growth within activity centres and along urban corridors. These actions are set out under strategy 4.1.1 below and referred to as the ‘managed growth strategy’. Table (i) below shows the alignment between the City’s dwelling forecast and the dwelling targets contained in Perth and Peel @3.5million. Figure (ii) below depicts the potential dwelling growth in each ‘managed growth area’ as set out in strategy 4.1.1 further in this part.

<table>
<thead>
<tr>
<th>Year</th>
<th>Cumulative total dwellings under Perth and Peel dwelling target</th>
<th>City of South Perth total dwelling forecast</th>
<th>Difference(%) between forecast and target</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>21,200</td>
<td>20,286</td>
<td>-4.3%</td>
</tr>
<tr>
<td>2021</td>
<td>22,330</td>
<td>21,755</td>
<td>-2.6%</td>
</tr>
<tr>
<td>2026</td>
<td>23,570</td>
<td>22,822</td>
<td>-3.2%</td>
</tr>
<tr>
<td>2031</td>
<td>24,650</td>
<td>25,070</td>
<td>+1.7%</td>
</tr>
</tbody>
</table>

Note: For more information on Managed Growth Areas refer to Part 1, section 4.1.1 below and Part 2, section 5.1 – Population and Housing.

Table (i): Cumulative total dwellings forecast (City of South Perth)
The following key implications have been identified as influencing population and housing:

- The City’s population is forecast to grow into the future (refer Part 2, section 5.1.1 - Population growth), with the State Governments growth strategy, Perth and Peel @3.5million, recommending that new dwelling growth be directed towards existing activity centres and urban corridors.
- An activity centre plan has been prepared for the Bentley/Curtin Specialised Activity Centre which anticipates significant growth in employment and population (refer Part 2, section 3.2 State and Regional Strategies, Scheme and Plans).
- The Central Sub-Regional Planning Framework and the associated transport plan identify high priority transport corridors along Canning Highway, Henley Street, Canavan Crescent and Manning Road (refer Part 2, section 3.2 State and Regional Strategies, Scheme and Plans).
- The City is progressing plans for the area known as the Waterford Triangle, aimed at providing opportunities for medium density infill development (refer Part 2, section 4.2 – Activity Centre Plans, Urban Design Studies and Plans).
- The City is reviewing the Local Planning Scheme to better align it with contemporary planning practice, including a review of the split coding system (refer Part 2, section 4.1 – Strategies and Schemes of the City of South Perth).
- Based on the targets outlined in Delivering Directions 2031 there is an under-representation of one-bedroom dwellings in the City and a relatively high amount of large (+4 bedroom) dwellings (refer Part 2, section 5.1.4 – Dwelling types and diversity).
- The number of households in the City with children is growing (refer Part 2, section 5.1.5 Household size and composition).
- In accordance with detailed population forecasts, the City’s population is forecast to grow by approximately 10,182 people by 2031 (from 2016) and will increasingly consist of people aged over 70, young children in family households and a large demographic of young adults aged 25-29 (refer Part 2, section 5.1.1 – Population Growth and section 5.1.2 – Age profile).
- Based on the Commonwealth Governments SEIFA index of disadvantage, there are significant variations in relative levels of disadvantage between the various suburbs/neighbourhoods within the City (refer Part 2, section 5.1.6 – Socio-economic profile).
- Detailed population forecasts indicate that the majority of future dwellings will need to be suitable for households that are ‘lone person’ or ‘couples without dependants’ (refer Part 2, section 5.1.5 – Household size and composition).

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Actions</th>
<th>Delivery timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.1.1 Provide opportunities to accommodate a growing population in a consolidated form by adopting a ‘managed growth’</td>
<td>(a) Adopt and implement the South Perth Activity Centre Plan to accommodate forecast population growth for the activity centre. Due to the dynamic nature of these growth factors, the City shall review its forecasts in the implementation of the Activity Centre Plan, at intervals of no more than five years.</td>
<td>Short</td>
</tr>
<tr>
<td>Strategy</td>
<td>Description</td>
<td>Timeline</td>
</tr>
<tr>
<td>----------</td>
<td>-------------</td>
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</tr>
<tr>
<td>(b)</td>
<td>Undertake periodic review of the South Perth Activity Centre Plan to ensure that it is responsive to population growth forecasts and changing demographic profiles. Due to the dynamic nature of these growth factors, the City shall review its dwelling infill and other population growth factor forecasts in the implementation of the Activity Centre Plan, at intervals of no more than five years.</td>
<td>On-going</td>
</tr>
<tr>
<td>(c)</td>
<td>Continue to implement the Canning Bridge Activity Centre Plan.</td>
<td>Short</td>
</tr>
<tr>
<td>(d)</td>
<td>Undertake periodic review of the Canning Bridge Activity Centre Plan, in conjunction with the City of Melville to ensure that it is responsive to population growth forecasts and changing demographic profiles. Due to the dynamic nature of these growth factors, the City shall review its dwelling infill and other population growth factor forecasts in the implementation of the Activity Centre Plan, at intervals of no more than five years.</td>
<td>On-going</td>
</tr>
</tbody>
</table>
| (e) | Progress planning for the Bentley/Curtin Specialised Activity Centre, including providing new dwellings within the area bound by Hayman Road, Kent Street, George Street and Baron-Hay Court (identified as ‘North West Science and Residential' and 'Technology Park West' in the Bentley/Curtin Specialised Activity Centre Plan) and in Karawara forming part of the activity centre between Kent Street and Walanna Drive. Planning for this activity centre is to provide for:  
  - A mix of higher density dwellings and residential accommodation in a range of built forms and typologies;  
  - A community of residential and non-residential land use that supports the vision for the specialised activity centre as being a hub of learning, employment and technology.  
It is estimated that achieving a gross density of 25 dwellings per gross hectare, will require approximately 755 new dwellings. The specific density of this area will be determined by the future investigations undertaken. | Medium |
| (f) | Adopt Scheme provisions and include those provisions in a new Local Planning Scheme that enable medium/high density development (between R50 and R80) for the area along Canning Highway Urban Corridor identified as Place 1 and Place 2 in the Canning Highway Study. The Scheme provisions are to ensure:  
  - Development reinforces the areas role as an ‘urban corridor’ served by high-frequency public transport a density commensurate with the principles for transit oriented development outlined in Development Control Policy 1.6 – Planning to Support Transit Use and Transit Oriented Development; | Short |
- Provides an appropriate transition between medium/high density development along the urban corridor and the surrounding single residential neighbourhoods; and,
- Notwithstanding the above, proper regard is given (so far as practicable) to:
  - Minimising congestion of local traffic;
  - Minimising overshadowing of adjacent residential properties; and,
  - Ensuring that any new developments have adequate on-site car parking facilities, so that demand for or use of street parking is minimised.

(g) Continue progressing planning investigations for land along the remainder of the Canning Highway Urban Corridor identified as Places 3, 4 and 5 in the Canning Highway Study. The principles of these investigations shall be the same as those defined in 4.1.1(f) above, subject to the maximum densities indicated in the Strategic Plan map set out at section 6.0. Implement the outcomes of the planning investigations via Scheme provisions in a new Local Planning Scheme.

(h) Undertake planning investigations for land:
- Within 100m of Manning Road between Ley Street and Challenger Avenue to the locality north of Manning Road;
- Within 200m of Manning Road between Ley Street and Challenger Avenue to the locality south of Manning Road; and,
- Adjacent to the urban corridor along Henley Street and Canavan Crescent between Ley Street and Manning Road, Como.

These investigations are to identify opportunities for medium density residential development of at least a minimum of R30 that reinforce the role of these roads as ‘urban corridors’ at a density commensurate with the principles for transit oriented development outlined in Development Control Policy 1.6 – Planning to Support Transit Use and Transit Oriented Development; which is to achieve a density of 25 dwellings per gross hectare across the investigation area(s). This represents an increase of approximately 226 additional dwellings for Manning Road and 197 additional dwellings for Henley Street/Canavan Crescent. Implement the outcomes of the planning investigations via Scheme provisions in a new Local Planning Scheme.

(i) Progress a Scheme amendment for the area known as Waterford Triangle to redevelop the area at a medium density of a minimum of R60. Include these provisions in a new Local Planning Scheme which is expected to provide for up to 150 additional dwellings in this area.

(j) Prepare planning provisions for the Angelo Street neighbourhood centre and the surrounding 200m catchment area to attempt to accommodate 25 dwellings per gross hectare in accordance
with the recommendations of [State Planning Policy 4.2 – Activity Centres for Perth and Peel](#). This plan shall examine the potential for an increase in residential density to a minimum of R30 for residential zoned properties within a 200m walkable catchment of the centre. Implement the plan by including key development provisions in a new Local Planning Scheme. It is estimated that to attempt to achieve a density of 25 dwellings per gross hectare will require approximately 359 dwellings to be added to the neighbourhood centre and catchment.

(k) Prepare planning provisions for the Preston Street neighbourhood centre and the surrounding 200m catchment area to accommodate 25 dwellings per gross hectare in accordance with the recommendations of [State Planning Policy 4.2 – Activity Centres for Perth and Peel](#). This plan shall examine the potential for an increase in residential density to a minimum of R50 for residential zoned properties within a 200m walkable catchment of the centre. Implement the plan by including key development provisions in a new Local Planning Scheme. It is estimated that achieving a density of 25 dwellings per gross hectare will require approximately 222 dwellings to be added to the neighbourhood centre and catchment.

(l) As part of the preparation of a new Local Planning Scheme, adopt Scheme provisions that allow for medium density residential development (at least R30) on land within the surrounding context of the Welwyn Avenue (Manning Hub) neighbourhood centre. It is estimated that this action will result in approximately 78 additional dwellings.

(m) Ensure development provisions within activity centre plans, local planning policies and the Scheme that address the potential impacts of increased density on existing buildings/streetscapes and ensure appropriate transition between high/medium density and lower density area.

(n) Prior to the implementation of any actions that result in a change to density coding’s, an analysis of streetscape, character and planning considerations is undertaken in each area to determine the appropriateness of any future density code.

4.1.2 Support actions that promote a diversity of housing choice, including housing accessibility and affordability measures, as well as opportunities for existing populations to ‘age in place’.

(a) Undertake a progressive review of the dual density coding system with the intent to remove dual density coding where appropriate. For any remaining dual codes, incentivise development at the higher code based upon criteria relating to the following matters:
- Protection of mature vegetation and trees;
- Increased amounts of open space and space between buildings;
- Higher levels of environmentally sensitive design including how the development improves the management of waste, water and energy use;
- Providing for the under representation of one and two bedroom dwellings in a mix of forms (apartments, terraces, etc.);
- Providing opportunities for the City’s growing number of older residents to age-in-place; and,
- Responding to existing built-form, local character or planning considerations.

(b) Include provisions within the South Perth Activity Centre Plan that promote dwelling diversity, affordability and provide for universally-accessible dwellings. Monitor the implementation of the Canning Bridge Activity Centre Plan to ensure that dwelling diversity and accessible dwellings are being provided.

(c) Review the coding of residential properties throughout the City to resolve any coding anomalies and ensure diversity of housing choice. Maximum heights to respond to existing built-form, local character or planning considerations. Implement the outcomes of this review into a new Local Planning Scheme.

(d) Include provisions in a new local planning framework that ensures that development within each managed growth area provides diverse, accessible and affordable housing in a variety of typologies.

(e) Include provisions in the next local planning scheme that provide a framework the assessment of proposals involving ‘Purpose Built Student Accommodation Facilities’ use.
4.2 Activity centres and employment

There is forecast demand for more non-residential floor space for new businesses and community activities to be accommodated in the City as population grows (refer Part 2, section 5.2.5 – non-residential growth in activity centres and urban corridors). State Planning Policy 4.2 – Activity Centres for Perth and Peel sets out a hierarchy of activity centres. In line with State Planning Policy 4.2 new activity growth should be concentrated within existing activity centres at an intensity that reflects the centres' role, function and location within the inner metropolitan area; including providing adequate levels of residential dwellings to support the on-going function, viability and sustainability of each centre.

State Planning Policy 4.2 adopts a focus of providing 'complete' places whereby centres are focal points of neighbourhoods and provide viable mixes of population, activity and employment (refer Part 2, section 3.3 – State Planning Policies). This reduces the need for residents to travel larger distances to access such opportunities and also improves the resilience of local economies.

This outcome is supported by the City's Strategic Community Plan, which includes the following objective:

‘Facilitate activity centres and neighbourhood hubs that offer a diverse, viable and attractive mix of uses.’

The Strategic Community Plan also emphasises that activity centres are to be reinforced as the key destination for activity within the City and for the City to better connect with the learning and innovation economies present at nearby institutions, such as Curtin University.

Preliminary stakeholder engagement identified a number of elements applicable to the future development of the City's activity centres including a focus for more employment at the Bentley/Curtin Specialised Centre, Canning Bridge and Karawara, greater support for smaller businesses, integration of community facilities into centres and adopting a flexible approach to events and pop-up activities that support centre vibrancy.
The following key implications have been identified as influencing activity centres and employment:

- **State Planning Policy 4.2** specifies that growth in activity, employment and population is best guided towards activity centres and urban corridors (refer Part 2, section 3.3 – State Planning Policies).
- There are low levels of employment self-containment (refer Part 2, section 5.2.3 – Local workforce) in the City which can put added demand on transport infrastructure. **Perth and Peel @3.5million** recommends strengthening activity centres as a means of providing more local employment opportunities and increasing the amount of economic output generated and used locally.
- Non-residential floor space vacancies are generally higher than the City average on urban corridors such as Canning Highway and Manning Road (refer Part 2, section 5.2.4 – Non-residential floor space).
- The majority of non-residential floor space within the City consists of ‘office’ and ‘service’ floor space. Diversifying this floor space will promote more diverse employment opportunities.

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| 4.2.1 Ensure each of the City’s activity centres achieve an appropriate mix of activity, employment, recreational, civic and cultural, and entertainment uses as well as increased levels of residential population to support the ongoing viability and function of each centre. The planning framework is to ensure sufficient non-residential floor space, to meet forecast demand, can be provided in each centre. | (a) Adopt, implement, monitor and review the South Perth Activity Centre Plan. The South Perth Activity Centre Plan should support a growing inner-city population, provide for the expansion of community infrastructure and leverage the centres position as a tourist destination and boutique business location. Over time this will form the basis for the expansion of commercial and employment developments, connectivity improvements and an enhanced public realm. The Activity Centre Plan aims to provide:  
- A robust planning framework that reflects the centres role as an inner city activity centre;  
- A framework to manage development that accommodates forecast and required population and activity growth;  
- Guidance to improve movement and connectivity within and around the centre; and,  
- Guidance to improve streetscapes and public open space within the centre.  
(b) Implement projects to improve the public realm of the South Perth Activity Centre.  
(c) Undertake a review of the Canning Bridge Activity Centre Plan to ensure the provision of activity generating land use and employment opportunities reflects forecast future demand.  
(d) Undertake planning investigations for the Angelo Street, Preston Street and Karawara (Waterford Plaza) neighbourhood centres that identifies opportunities for new non- | Short |
| 4.2.2 Support long-term planning for the Bentley/Curtin Specialised Activity Centre with a focus of providing opportunities for employment in learning and technology industries. | Progress planning for the areas of the Bentley/Curtin Specialised Activity Centre that fall within the City of South Perth, that provides for a mix of land use aimed at providing employment in conjunction with higher density residential development. | Medium |
| 4.2.3 Support economic and employment growth in areas well served by transport infrastructure that supports and complements the function of the activity centres. | Ensure the Local Planning Scheme provides for more contemporary, higher quality non-residential floor space at key nodes/intersections along urban corridors such as Canning Highway and Manning Road. | Short |
| 4.2.4 Ensure the City's planning controls support and promote a diversity of activity (retail, entertainment, civic and others) in appropriate locations. | (a) Investigate changes to the City's planning framework to encourage a diversity of land use in the existing 'Mixed Use' and 'Local Commercial' zones.  
(b) Investigate methods to make obtaining planning approval for retail and employment uses within activity centres more straightforward.  
(c) Review the City's Public Places and Local Government Property Local Law 2011 to encourage greater use of public places that encourage place activation, promote economic activity and contribute to the vibrancy.  
(d) Investigate opportunities/locations for the provision of additional supermarket floor space in shops with a gross floor area less than 1200 square metres generally north/west of Canning Highway. Ensure a new local planning scheme enables the development of this floor space at the locations identified.  
(e) Include provisions in the next local planning scheme that provide a framework for the consideration of proposals involving facilities of community and civic benefit/need, including by not limited to aged care facilities, hospitals, cultural facilities and child day-care centres/kindergartens. | Short-Medium |
4.3 Transport and access

The City of South Perth is an inner-city local government with relatively good levels of private vehicle and public transport accessibility (refer Part 2, section 5.3 – Transport and access). The City has an advocacy role when it comes to providing regional transport solutions such as new roads and public transport infrastructure, but can better connect this regional infrastructure by providing and managing pedestrian, cycling and vehicle parking infrastructure.

The preliminary stakeholder engagement exercises undertaken for this Strategy identified vehicle traffic congestion, increased ferry services, the promotion of alternative transport modes, and freeway access as elements that need to be addressed. There is a limited ability for the City to provide substantial improvements to the regional road network and therefore future growth must be accommodated using mostly existing infrastructure.

The following key implications have been identified as influencing transport and access:

- Public transport and active transport modes are increasingly used as a method of travel to work (refer Part 2, section 5.3.2 – Travel to work) and the City is planning to expand its bicycle network (refer Part 2, section 4.3 – Other plans and policies).
- Canning Highway and parts of Manning Road, Canavan Crescent and Henley Street are identified as an urban corridor and as being a route for ‘high priority transit’ under Perth and Peel @3.5million (refer Part 2, section 3.2 – State and Regional Strategies, Schemes and Plans).
- Considering a broad, holistic approach to planning for transport and vehicle parking is recommended by Development Control Policy 1.6 (refer Part 2, section 3.4 – Development Control Policies).
- Perth and Peel @3.5million as well as Development Control Policy 1.6 recommend that growth in population and activity be focused around existing transport infrastructure to support the use of this infrastructure.
- There are lower levels of public transport access available in areas of the City not served by heavy rail (refer Part 2, section 5.3.6 – Public transport and level of access). The State Government indicates a future heavy rail station at South Perth under the Perth and Peel @3.5million Transport Network Plan, subject to further investigations.
- Canning Highway is an identified urban corridor under the Central Sub-Regional Planning Framework functioning primarily as a corridor for private vehicles (refer Part 2, section 5.3.1 – Road network) but also served by high-frequency bus transport.
- Most areas of the City have moderate walkability ratings (refer Part 2, section 5.3.5 – Walkability).
- Development Control Policy 1.6 recommends future planning for vehicle parking should be integrated with land use planning and give consideration to how emerging transport technologies may be adopted.
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<tr>
<td>4.3.1 Align transport strategies with strategies to manage the City’s</td>
<td>(a) Prepare and adopt a ‘Transport &amp; Access Strategy’ that unifies the local and regional transport objectives.</td>
<td>Short - Medium</td>
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<td>growing population.</td>
<td>(b) Implement actions that distribute population growth within and around activity centres and along urban corridors as specified in the strategies of section 4.1 – Population and Housing.</td>
<td>Short - Medium</td>
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<td>(c) Ensure that actions relating to the Canning Highway and Manning Road urban corridors specified in section 4.1 appropriately consider and account for land reserved for future road widening to assist in improving the transport functionality of each road.</td>
<td>Short-Medium</td>
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<td>4.3.2 Manage and plan the road network to reduce congestion.</td>
<td>(a) Support the development of a southbound freeway access ramp at Manning Road.</td>
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<td>(b) Ensure strategies that accommodate growth adjacent to the regional road network are supported by access strategies that rationalise direct access to these roads.</td>
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<td>4.3.3 Develop a comprehensive parking system that considers demand, supply and management of parking.</td>
<td>(a) Develop a ‘Transport Access and Parking Strategy’ that considers measures to better manage parking supply and demand within new developments.</td>
<td>Short - Medium</td>
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<td>(b) Establish appropriate vehicle parking controls, for land within activity centres in accordance with the Department of Transport’s Parking Guidelines for Activity Centres. This is to be undertaken as part of the actions relating to planning for activity centres specified in sections 4.1 and 4.2.</td>
<td>Short - Medium</td>
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<td>(c) Development and/or review Parking Management Plans for each of the managed growth strategy area outlined in Strategy 4.1.1 as necessary.</td>
<td>On-going</td>
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<td>4.3.4 Achieve a progressive increase in the mode-share of active transport (walking, bicycle, public transport) options over other transport modes as a means of reducing pressure on the road network.</td>
<td>(a) Advocate for the expansion of Perth’s ferry system to serve new locations accessible from South Perth, such as Burswood and the University of Western Australia/ QEII Medical Centre.</td>
<td>On-going</td>
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<td>(b) Advocate for a heavy rail station serving the South Perth Activity Centre.</td>
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<td></td>
<td>(c) Advocate for the development of high quality pedestrian and cycle infrastructure as part of any changes to the Canning Highway urban corridor.</td>
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<td>(d) Investigate and implement a system of best-practice provision of cycling infrastructure, parking and end-of-trip facilities within activity centre plans, the Scheme and applicable policies.</td>
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<td>(e) Implement the City of South Perth &amp; Town of Victoria Park Joint Bike Plan 2018.</td>
<td>Short-Long</td>
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(f) Advocate for an expansion/review of the bus network to more directly and efficiently connect prominent activity centres.

| 4.3.5 Adapt planning controls to respond to emerging technologies, such as electric and automated vehicles, vehicle and bicycle sharing platforms and trends in people working from home. | Develop a ‘Transport, Access and Parking Strategy’ that investigates planning controls aimed at facilitating the adoption of emerging transport technologies. | On-going | Short - Medium |
4.4 Environment and sustainability

The City’s population is forecast to grow (refer Part 2, section 5.1.1 – Population growth) and with this growth comes likely additional pressure on the environment. The City currently has limited planning strategies to address the environmental sustainability of new development. State Planning Policy 2 – Environment and natural resource policy outlines that future planning should consider how new development manages and reduces the impacts on the environment, considering matters such as climate change, bushfire risk, flood risk and the protection of significant vegetation.

Facilitating development that protects and enhances the City’s urban forest, improves the sustainable use of streetscapes and results in contemporary, sustainable building design are key outcomes identified in the City’s Strategic Community Plan. These outcomes were reinforced by the preliminary stakeholder engagement exercises, which identified the use of sustainable energy sources and improved waste and recycling within developments as key attitudes (refer Part 2.0, section 2.0 – Stakeholder Engagement).

The following key implications have been identified as influencing the environment and sustainability:

- The extent of tree canopy cover on private land has fallen considerably over the last three decades (refer Part 2, section 5.6.1 – Tree canopy). The City’s Urban Forest Strategy 2018-2023 recommends future planning including mechanisms to retain existing trees on private property and support tree canopy restoration.
- State Planning Policy 2 – Environment and natural resource policy encourages new development that limits the consumption of environmental resources. Development could limit the resources consumed by:
  - Reducing travel demand by locating new population close to public and active transport infrastructure;
  - Locating dwellings within and around activity centres, contributing to the strength of these centres and reducing the need for residents to travel outside the City; and,
  - Ensuring new development achieves higher standards of environmental sustainability.
- Various policies of the State government and some statutory mechanisms, like the Regulations, require new development to recognise and mitigate impacts on the environment for matters relating to flood risk, bushfire risk and high water tables (refer Part 2, section 3.3 – State Planning Policies).
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| 4.4.1 Achieve an increase in the City’s tree canopy cover on private land. | (a) Review local planning policy [P350.05 Trees on Development Sites and Street Verges](#) to ensure retention and/or replacement of mature vegetation on development sites and to support actions outlined in the City’s Urban Forest Strategy including:  
  - A 25% increase in the number of trees on the ‘Significant Tree Register’; and,  
  - Ensure private development contributes towards the goal of planting 7,500 trees within the City.  
(b) Develop additional measures to encourage and incentivise the retention and/or replacement of established trees and vegetation on development sites for inclusion in the abovementioned policy and/or the new Local Planning Scheme. | On-going          |
| 4.4.2 Support the development of buildings with higher standards of environmental sustainability. | (a) Review the split-coding system to ensure matters such as waste, water and energy management are key considerations in assessing development/subdivision subject to a split code.  
(b) Develop and implement measures which facilitate/support buildings with a higher environmental rating, though activity centre plans, the Scheme and local planning policies. | Short-Medium      |
| 4.4.3 Ensure that environmental externalities impacting upon development are appropriately managed. | Develop appropriate provisions through the Scheme and/or policies to ensure development allows for the impact of flood risk, high water tables and bushfire risk. Adopt provisions that consider/promote water-sensitive urban design principles, the protection of water resources, waterways and foreshore areas. | Medium            |
| 4.4.4 Integrate waste management considerations into the planning framework. | (a) Develop a waste management local planning policy that reflects the principles of the City’s Draft Waste and Resources Management Plan and outlines how waste should be managed in new development. | Medium            |
4.5 Heritage, character and design

The City is forecast to grow into the future and with this growth comes the potential for places or areas of heritage significance to experience development pressure (refer Part 2, section 5.1.1 – Population growth). State Planning Policy 3.5 – Historic heritage conservation outlines objectives to conserve places and areas of heritage significance. The State Government is also considering adoption of State Planning Policy 7 – Design of the Built Environment (otherwise known as ‘Design WA’) that aims to improve the design quality of the built environment and ensure that new buildings better respond to the character of each neighbourhood. The preliminary stakeholder engagement undertaken for this Strategy identified the protection of heritage trees as an important consideration but also that the current heritage and character protection mechanisms the City applies are considered sufficient. A key outcome of the Strategic Community Plan is to ‘celebrate and support heritage within the City for present and future generations’. The Strategic Community Plan also places an emphasis on ensuring local character is protected and new development is contemporary, sustainable and of a high design quality.

The following key implications have been identified as influencing heritage, character and design:
- Design quality and how development responds to matters such as crime prevention, the quality of public spaces and the management of urban systems (such as water management) are important considerations in developing planning proposals.
- State Planning Policy 3.5 identifies the need to appropriately distinguish between areas of heritage and character and also outlines the need for local governments to maintain up-to-date statutory frameworks (heritage lists and inventories) identifying places/areas of significance.
- The division of the City into planning precincts has not resulted in the application of many precinct-based planning controls (refer Part 2, section 5.7.5 – Precincts and character areas).

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<tr>
<td>4.5.1 Build on the Design WA policy of the State Government and pursue a policy framework that puts a high emphasis on design quality.</td>
<td>(a) Embed the principles of State Planning Policy 7 – Design of the Built Environment within: • The City’s Design Review Panel process; and • The review and implementation of any activity centre plan, the Scheme and local planning policies.</td>
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<td>(b) Develop a suite of local planning policies consider the design quality of new development at lower and medium density codes, having regard to elements such as neighbourhood context and character, scale, landscape design, sustainability, occupant amenity, safety, aesthetics and dwelling diversity.</td>
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<td>4.5.2 Ensure the City's planning framework clearly separates areas considered to be of heritage significance and those with a good sense of place or streetscape character.</td>
<td>(a) Review of the City’s Local Heritage Inventory in accordance with the <em>Heritage of Western Australia Act 1990</em>.</td>
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<td>(b) Complete a heritage review which identifies any places for inclusion on the City's Heritage List. Commence further investigations to identify any potential heritage areas/precincts and consider whether these places should be formally adopted onto the Heritage List.</td>
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<td>(c) Adopt a local planning policy for any identified heritage area.</td>
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<td>(d) Review P313 – Local Heritage Listings to ensure new development adjacent to heritage places considers the relationship between each place in terms of scale, materials, separation, architectural styles and landscaping.</td>
<td>Short</td>
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<td>4.5.3 Ensure the planning framework identifies and protects elements of residential character.</td>
<td>(a) Review the City’s local planning precincts with a view of consolidating precincts where appropriate.</td>
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<td>(b) Prepare local planning policies for each of the consolidated precincts where specific development provisions to maintain and enhance the character are required.</td>
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4.6 Public open space and community facilities

The City has a mix of local, neighbourhood, district and regional open spaces. The City also has a range of community facilities, such as halls, pavilions, libraries, senior citizen’s centres and leased buildings (refer Part 2, section 5.5 – Community facilities and public open space). However population growth will likely increase demand for these spaces and facilities. The City’s demographic profile is also forecast to change (refer Part 2, section 5.1 Population and housing) and this is likely to change the type of spaces/facilities desired by the City’s community.

A key outcome of the Strategic Community Plan is to ‘manage the use and development of the City’s properties, assets and facilities’ and also plan for appropriate recreational and aquatic facilities. The preliminary stakeholder engagement activities identified that providing more shared-use community facilities in and around activity centres is a key priority. Access to a multi-court indoor stadium and aquatic facilities within the City was also raised during the engagement. A clear message of limiting development on public open space was also identified.

The following key implications have been identified as influencing public open space and community facilities:

- The City has limited resources to provide new community facilities and public open spaces. Consideration of how new or improved infrastructure is to be provided is needed.
- State Planning Policy 4.2 recommends including community facilities/infrastructure within or around activity centres where they can become focal points for community activity to leverage resource sharing.
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| 4.6.1 Incentivise new development to make voluntary community benefit contributions that improve local amenity. | (a) Incorporate measures that deliver identified community facilities/benefits into the South Perth Activity Centre Plan and, where appropriate, in plans for other activity centres or urban corridors.  
(b) Investigate opportunities for partnerships between the City and neighbouring local governments, local private institutions, commercial operators and other partners to provide new community infrastructure; and gain wider access to additional sport, recreation and community infrastructure and open spaces. | Short-Medium  
On-going |
| 4.6.2 Provide housing opportunities in locations well connected to the public open space network. | (a) Adopt the ‘managed growth strategy’ set out in section 4.1 – Population and Housing.  
(b) Review the City’s public open space strategies in the context of the managed growth strategy set out in section 4.1 – Population and Housing. | Short  
Long |
| 4.6.3 Ensure the planning framework supports the improvement of public open spaces. | (a) Investigate any amendments to the City’s Local Planning Scheme and policies that support the implementation of others plans for public spaces such as the City’s Public Open Space Strategy, South Perth Foreshore Strategy and Management Plan and the draft Clontarf-Waterford-Salter Point Foreshore Masterplan.  
(b) Investigate the potential for cash-in-lieu contributions for upgrades and improvements to existing public open space(s). Consider incorporating these mechanisms in the Local Planning Scheme. | On-going  
Short |
4.7 Tourism and entertainment

The City is well placed to leverage the benefits of tourism and entertainment uses given the existence of its large river foreshore areas that can accommodate events, concerts and other organised gatherings. Cumulatively there were over one million ‘visitor nights’ between international and domestic tourists to the City of South Perth in the 2015/16 financial year (refer Part 2, section 5.4.1 – Tourism overnight stays). In addition, the City has several tourist sites within its boundaries most notably Perth Zoo; and is nearby to tourism and entertainment facilities in the Perth CBD, Burswood and is in close proximity to Perth Airport (refer Part 2, section 5.4.2 – Key tourism sites). A key message from the preliminary stakeholder engagement on this Strategy was that the City must do more to support small and medium sized retail, entertainment and tourism businesses.

The following key implications have been identified as influencing tourism and entertainment:

- Most international tourists visit South Perth to visit friends and relatives (refer Part 2, section 5.4.1 – Tourist overnight stays).
- The City has more tourists visiting for ‘educational’ reasons than the State average. There are also a number of significant tourism sites within the City. There are opportunities for the City to build on this advantage by making it easier for short-term accommodation uses to occur in appropriate locations (refer Part 2, section 5.4.2 – Key tourism sites).

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<td>4.7.1 Ensure tourism and entertainment uses are concentrated in and around activity centres and also in areas with high tourism value, such as near regional foreshores and the Perth Zoo.</td>
<td>(a) Ensure a new Scheme and any local planning policies permit short-term accommodation uses in appropriate locations.&lt;br&gt;(b) Review the City’s local planning policies and Public Places and Local Government Property Local Law 2011 to encourage greater use of public places for tourism and entertainment functions.&lt;br&gt;(c) Develop ‘Place Plans’ for each activity centres (as applicable) that considers the design and functioning of public spaces and economic development opportunities.</td>
<td>Short&lt;br&gt;Medium&lt;br&gt;Medium-Long</td>
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<td>4.7.2 Support the growth of entertainment and tourism uses in appropriate locations and circumstances.</td>
<td>Prepare a local planning policy that defines clearly the range of short-term accommodation options that may be appropriate for small-scale tourism and entertainment uses in locations near to existing tourism features.</td>
<td>Medium</td>
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5.0 Implementation, monitoring and review

5.1 Implementation
The City of South Perth’s Local Planning Strategy is to be used as a planning tool to assist Council, the State Government, and the community in their respective roles in land use in decision-making.

Upon adoption of the Local Planning Strategy, along with the short-term actions identified in this Strategy, the City will also:
- Prepare and adopt a new Local Planning Scheme; and,
- Review any relevant local planning policies and local development plans adopted under the current Local Planning Scheme.

5.2 Monitoring and review
While the Local Planning Strategy provides a strategic planning direction for the next 10 to 15 years, it is inevitable that over a period, community views will change and place new pressures on land use planning. To ensure the City can recognise and respond to these changes it is important that the Strategy is continuously reviewed.

The City of South Perth will need to adopt a procedure for monitoring any shortcomings in the Local Planning Strategy and the associated strategies and actions that flow out of the Strategy. Any identified issues that arise between review dates should be documented and retained by the City for consideration once the review process is undertaken.

A review of the Local Planning Strategy should be undertaken every 5 years. The City intends to align the review of the Strategy with the release of the next Australian census data (2021) and the next review of the City’s Vision 2027 (Strategic Community Plan). Revisions to the Local Planning Strategy will be presented to the Western Australian Planning Commission for endorsement.

6.0 Strategy Plan
The Strategic Plan map identifies the key strategies and actions set out in the rest of this Part. The map provides a geographic representation of the locations outlined in the ‘managed growth strategy’ set out in 4.1.1 of this Part and provides indication of potential future zoning and level of density. The band of residential densities indicated in the Legend of the Map are indicative only and do not reflect the density transition that will be required in developing the Scheme provisions further. Graduation from the higher to the lower densities will be required where adjoining lower density residential areas.
Note: Refer to ‘key terms used’ (page 6) for description of key development criteria for sites ‘up to R50’ and ‘R50 and above’.