

CITY OF SOUTH PERTH

# LOCAL PLANNING STRATEGY

CONSULTATION REPORT





## Contents

1. Background.....	5
2. Consultation Activities.....	6
3. Communications and Engagement Reach .....	8
4. Feedback and Responses .....	11
5. Detailed Analysis of Feedback Form & Responses .....	18
6. Overall consultation outcomes and key attitudes expressed .....	47

**Attachment 1** Schedule of Responses

**Attachment 2** Focus Group Summary Report

**Attachment 3** Copy of feedback form

**Attachment 4** Preliminary Consultation – Consultation and Survey Responses Report  
(*Electronic Only*)

## Executive Summary

The Draft Local Planning Strategy (draft Strategy) sets the strategic direction for planning and development in the City over the next 10 to 15 years. It provides the strategic basis for the preparation of, and implementation and amendments to the new Scheme. At its meeting of September 2018, Council resolved to support the draft Strategy for the purpose of carrying out public consultation. Public consultation on the draft Strategy was carried out between 12 March 2019 and 10 June 2019 (90 days). City officers organised a number of structured consultation activities to raise awareness of the project and to encourage feedback.

The consultation activities were designed to ensure as many affected stakeholders were aware and informed about the Strategy as possible. The consultation activities then sought to ensure the City received as much informed feedback as possible. In total, the communications channels employed for the draft Strategy consultation (both the preliminary consultation and the formal consultation) reached approximately 42,000 people. Approximately 28,000 people received direct letters (all households and absentee landowners), and 8,500 people received direct email communications about the draft Strategy. At the close of the formal consultation period 282 responses across a range of forms (feedback forms, petitions, pro-forma responses written responses) were received. The responses were analysed to identify a series of consultation outcomes.

When considering the feedback received throughout the consultation period, out of 282 responses, the following levels of support for the approach of the draft Strategy were identified:

Key topic area	Offered support or qualified support	Neutral or neither supportive/not supportive	Did not support	No feedback offered
Population & housing (Managed growth areas)	49.3%	13.1%	31.6%	6.0%
Population & housing (Dual density codes)	37.6%	8.9%	27.0%	26.6%
Activity centres and employment	50.0%	9.9%	13.5%	26.6%
Transport and access	51.1%	12.1%	17.0%	19.9%
Environment and sustainability	51.8%	13.1%	9.9%	25.2%
Heritage, character and design	50.4%	14.2%	11.3%	24.1%
Public open space and community facilities	51.1%	14.2%	8.5%	26.2%
Tourism and entertainment	46.8%	13.8%	11.3%	28.0%

It was identified through the analysis of the responses received during the consultation that:

- There is general support for the approach of the draft Strategy across all of the key topic areas;

- There was support for the managed growth strategy; albeit that stakeholders identified opportunities (qualified support) for how individual actions of the draft Strategy could be improved/refined, or further considered;
- While there were some recurrent themes raised in the written responses, the most recurrent were raised in less than 10% of responses, indicating that there is a diversity of opinions (both supportive and not supportive) on the approaches contained in the draft Strategy.

The analysis of the feedback received (feedback forms, other written responses, petitions, pro-forma responses and focus groups) resulted in the identification of sixteen (16) 'consultation outcomes'. These outcomes are intended to reflect the diversity of opinions (and overall supportive opinions) identified in the responses across each of the key topic areas. The consultation outcomes are stated as follows;

1. It is appropriate to plan for a growing population though if the extent of growth forecast eventuates, it will considerably change the City of South Perth.
2. The managed growth strategy is generally supported, with some consideration needed on built-form transition and identifying and respecting existing character.
3. A comprehensive review of the existing dual density coding system is supported.
4. Opportunities for housing and employment are supported within the Bentley/Curtin Specialised Activity Centre.
5. Development in activity centres needs to ensure that appropriate services and activities (such as a supermarket) are provided.
6. Future planning should not rely on a heavy rail station at South Perth.
7. Traffic, congestion and parking is an existing concern that will be amplified by increased growth.
8. Existing public transport service levels and cycling infrastructure will need to be expanded and reviewed to remain effective into the future.
9. Retaining mature trees and providing space for future trees is important and needs to be mandated or incentivised.
10. Greater consideration of environmental risks and environmental sustainability is needed.
11. Density increases may result in a loss of amenity (loss of light access, privacy and design quality, etc.). The planning framework needs to ensure these impacts are appropriately managed.
12. Greater recognition of character streetscapes and heritage places is needed, including their protection from the impacts of development.
13. Voluntary contributions that assist in accommodating growth and improving public infrastructure are supported.
14. Open space is highly valued and should be protected and sympathetically upgraded.
15. Short-term accommodation needs to be appropriately managed and located.
16. There is support for increased tourism, entertainment and temporary event uses in key activity centres and tourist destinations.

## 1. Background

The City's Draft Local Planning Strategy is part of a wider review of the City's planning framework. At its meeting of June 2017, the City of South Perth Council considered a report of the Review of Town Planning Scheme No. 6 (Scheme) and recommended to the Western Australian Planning Commission (WAPC) that the Scheme required review and that a new Scheme should be prepared. A scheme review is a multi-staged process, the first stage of which is the preparation of a local planning strategy.

The draft Strategy sets the strategic direction for planning and development in the City over the next 10 to 15 years. It provides the strategic basis for the preparation of, and guidance for amendments to the new Scheme. The Draft Strategy proposes:

- A plan for where and how additional housing and activity will be accommodated;
- Actions to strengthen existing activity centres by making them more complete places that mix residential, activity, employment and leisure uses;
- A direction for managing the City's transport network including growing the City's cycling network and supporting expanded public transport services;
- An investigation of models for delivering new civic infrastructure, such as enhanced parklands, community spaces and upgraded streetscapes; and,
- A plan for conserving our social and environmental values, including heritage places and the urban tree canopy, and a plan for high-quality future growth including improving the environmental sustainability and design quality of new buildings.

Prior to the preparation of the draft Strategy, the City undertook preliminary community consultation. The purpose of this engagement was to identify the community's attitudes towards the planning challenges the City faces over the next 10 to 15 years.

The preliminary consultation activities were carried out throughout February to April 2018 and involved the following tasks;

- A survey completed by 172 community members asking a series of qualitative questions covering all of the topic areas in the draft Strategy
- Four community workshops held during February attended by 103 stakeholders (of which 28 were common across multiple workshops) where the key attitudes towards each of the Strategy topic areas were discussed and explored in detail
- Two Elected Member workshops.

A report was prepared analysing the key attitudes explored and raised during the preliminary consultation. This report (included as an electronic attachment to this report) informed the development of the draft Strategy in conjunction with the Local Planning Manual which outlines the content and scope of a local planning strategy.

At its Ordinary Council meeting of September 2018 Council resolved to endorse the draft Strategy for the purpose of carrying out public consultation. The Council resolution outlined that the consultation activities should be carried out over a period of at least 90 days and involve a wide range of consultation activities including:

- Notice provided in local newspaper advertisements;
- Notice and static display of the draft LPS in the City's Administration Centre and local libraries;
- Notices provided to various public authorities;
- Notice and display of the draft LPS on the City's website;

- Static displays at the office of the WAPC;
- Focus groups and drop-in sessions;
- Community information sessions/displays at key community locations – e.g. libraries, shopping centres;
- Digital online engagement through the *Your Say South Perth* portal;
- Referral of the draft LPS to neighbouring local governments; and,
- Supported by a range of communications channels including the City’s social media, e-newsletter, Peninsula Snapshot as well as direct email to registered parties.

## 2. Consultation Activities

Public consultation on the draft Strategy was carried out between 12 March 2019 and 10 June 2019 (90 days). City officers undertook a number of structured consultation activities to raise awareness of the project and to encourage feedback. While the comment period was open for 90 days, the focus of the first half of the comment period (Phase 1) was on raising awareness of the project and enabling stakeholders to develop an understanding of the draft Strategy proposals. The second phase (Phase 2) of the comment period focused on making sure the City received as much informed feedback as possible.

### Phase 1 – Comment period opens and awareness raising

- Direct **mail notice** of the draft Strategy to every property (resident and absentee landowners) within the City of South Perth (approx. 28,000 letters)
- Notice of the project and impending consultation period opening in the January 2019 **Peninsula** magazine, sent to every household in the City of South Perth
- Formal notice of comment period opening and overall purpose of the draft Strategy document in the March 2019 **Peninsula** magazine edition
- Six (6) community **drop-in sessions** at various locations, days and times, including weekends, around the City, to raise community understanding of the project outcomes
- Various post-card hand out at local events including **Hello Manning** and **Manning Markets** to raise awareness and increase engagement opportunities.
- Regular news articles on the City’s **website** and **e-newsletter** advising of the project and how to find out more;
- Formal notice in the **Southern Gazette** newspaper as required by the Regulations;
- Direct **email** notice to over 600 stakeholders who have previously expressed interest in the draft Local Planning Strategy and other City planning projects
- Large **static display boards** at the City’s administration centre and both libraries (erected throughout the consultation period)
- Various **social media** posts to the City’s Facebook, Instagram and LinkedIn accounts raising awareness of the project and inviting comment.

### Phase 2 – Feedback and comment period closes

- Two (2) **focus groups** undertaken with a random sample of stakeholders from previously underrepresented cohorts to gauge the level of acceptability of proposals contained in the draft Strategy
- Additional articles in **Peninsula** magazine (May), **e-news**, **website article** and **social media posts** reminding stakeholders to have their say
- Reminder **emails** to key stakeholders to get involved with the project.

## Drop-in sessions

A key component of the public consultation was the hosting of six (6) drop-in sessions. The sessions afforded stakeholders the ability to visit various locations around the City and ask questions of City officers. The purpose of the sessions was to ensure stakeholders were as informed as possible about the recommendations and rationale underpinning the draft Strategy, in order for them to make an informed submission.

The drop-in sessions were held on the following dates at the following locations:

Date	Location	Approximate attendees
23 March	George Burnett Leisure Centre	5
3 April	South Perth Civic Centre	20
10 April	Collins Street Centre	24
6 May	South Perth Civic Centre	30-35
9 May	Moresby Street Hall	18
1 June	Manning Community Centre	20

In total, the drop-in sessions were attended by approximately 120 participants. The drop-in sessions provided an opportunity for face-to-face interaction between City officers and stakeholders. The drop-in session format allows stakeholders to ask a number of questions, receive feedback and enhance their understanding of the draft Strategy in order to provide more informed feedback. It is noted that officers, in addition to the drop-in sessions, recorded approximately 35 face-to-face interactions (i.e. walk-in stakeholders to the City's Civic Centre) during the comment period.

### 3. Communications and Engagement Reach

The consultation activities were designed to ensure as many affected stakeholders were aware and informed about the draft Strategy as possible. The City prepared a communications plan to deliver the draft Strategy consultation which sought to:

- Educate the community on the planning framework and how a Strategy fits within this framework
- Inform the community about the draft Strategy and related documents through timely release of information and targeted key messages both before and during the comment period
- Provide ongoing updates to the community on the progress of the draft Strategy
- Encourage maximum participation and input from all key stakeholder groups through a range of communications and consultation mediums
- Collect input from the community to inform the final Strategy ensuring that the input quality meets the requirements of the City and the WAPC
- Communicate with honesty, accountability, and in an open and transparent manner.

The City used various communications channels to reach as many interested stakeholders as possible. In total, the communications channels employed for the consultation (both the preliminary consultation and the formal consultation) were considered to reach approximately 42,000 people. Over 8,500 people received direct email communications (Peninsula Snapshot eNews and eNewsletter) about the Strategy project. The communications activities associated with the formal advertising of the draft Strategy resulted in:

- Social media reach/engagement of over 30,000 stakeholders;
- 28,000 direct mail notices to each property within the City;
- 3,796 unique page-landings to the draft Local Planning Strategy Your Say South Perth page
- 881 visits to the dedicated draft Local Planning Strategy page on the City's website
- 1,479 downloads of the Strategy Summary Document and 273 downloads of the full draft Strategy document
- 50 phone calls, 26 emails and 35 face-to-face interactions between stakeholders and City officers (excluding drop-in sessions) during the comment period.

**A project reach of over 42,000 stakeholders.**

**Over 150 face-to-face interactions at drop-in sessions and walk-in appointments during the consultation period.**

The communications activities carried out in the lead up to the formal consultation period and specifically during the formal consultation period are summarised as follows:

#### Prior to the consultation period (January 2018- March 2019)

Platform/medium	Reach/outcome
<i>Social media</i> Facebook - 8,500 followers Instagram - 2,900 followers Twitter - 1,500 followers	Facebook - 4 posts, 3,495 parties reached, 192 parties engaged. Instagram – 3 posts, 51 parties engaged. Twitter – 2 posts, 4 parties engaged.



<i>Peninsula Magazine</i> Distributed to 24,000 residents across the City.	Articles in March, May, July, September and November 2018 and January 2019 editions.
<i>Peninsula Snapshot eNews</i> Fortnightly eNewsletter to a database of 7,600 subscribers.	Three (3) articles across various editions.
<i>Media release &amp; new updates</i> Media releases to local media and also via updates to the website.	One (1) media release and three (3) news updates on the City's website.
<i>Website</i> Dedicated page on the City's website	881 page views between January 2018 and March 2019.

### Communications during the consultation period (12 March 2019 – 10 June 2019).

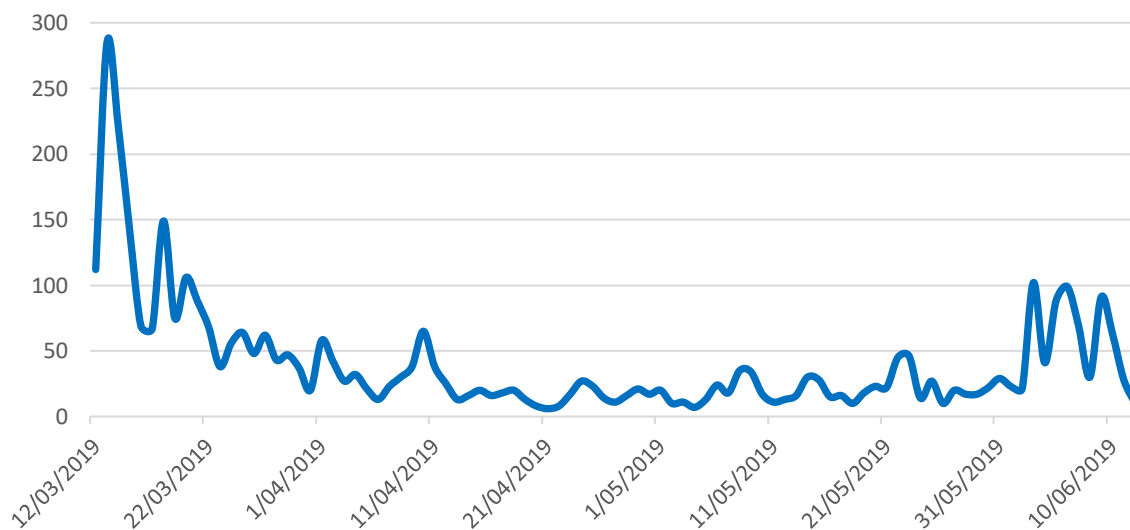
Platform/medium	Reach/outcome
<i>Social media</i> Facebook - 8,500 followers Instagram - 2,900 followers Twitter - 1,500 followers LinkedIn – 780 followers.	Facebook - 11 posts, 15,821 parties reached, 322 parties engaged. Facebook direct advertising – 4 advertisements, 14,611 parties reached, 197 link clicks. Instagram – 4 posts, 87 parties engaged. Twitter – 3 posts, 0 parties engaged. LinkedIn – 1 post, 576 impressions, 9 likes.
<i>Peninsula Magazine</i> Distributed to 24,000 residents across the City.	Articles in the March and May 2019 editions. Wrap-up article included in the July 2019 edition.
<i>Peninsula Snapshot</i> Full-page advertisement in the Southern Gazette.	Articles published in the April, May, June and July 2019 editions.
<i>Southern Gazette</i> Formal notice of the commencement of the comment period	Advertisement published in the 12 and 26 March editions
<i>Peninsula Snapshot eNews</i> Fortnightly eNewsletter to a database of 7,600 subscribers.	Three (5) articles across various editions.
<i>Email campaign</i> Sent to all parties registered for project updates on Your Say South Perth	Two (2) email campaigns; sent at the commencement of the comment period, and a reminder during the comment period.

<i>Letter campaign</i> Direct mail notice to each property within the City.	Approx. 28,000 letters delivered to properties throughout the City of South Perth at the beginning of the consultation period.
<i>Media release &amp; new updates</i> Media release to local media and also via updates to the website.	One (1) media release issued during the consultation period.
<i>Website</i> Dedicated page on the City's website.	905 page landings during the comment period.

### Your Say South Perth

Many of the consultation activities and messaging directed stakeholders to the City's online engagement portal 'Your Say South Perth'. This site provided stakeholders with all the necessary information relating to the draft Strategy project, including project background, and included an online feedback form to assist stakeholders to make a submission.

In total there were 3,796 unique visits to Your Say South Perth throughout the comment period (12 March 2019–10 June 2019). The table below provides an overview of the traffic to this page throughout the comment period.



## 4. Feedback and Responses

Stakeholders were invited to comment on the draft Strategy over the course of the consultation period. The majority of feedback received was made via Your Say South Perth using the online feedback form. Stakeholders were also able to provide written feedback or complete hard-copies of the feedback form. A total of 282 responses were received in the following formats:

1. 201 feedback forms (190 online, 11 hard copy)
2. 78 written responses (including emails)
3. 2 petitions signed by 46 and 29 parties and a pro-forma submission signed by 42 parties provided collectively to the City (117 submitters total).

When completing the feedback form, stakeholders were requested to provide their age (157 responses out of 201 feedback forms), suburb of residence (all 201 responses provided a suburb) and gender (158 responses out of 201). This information was provided in most instances (although not all), allowing for a high-level analysis of the profile of the respondents. This profile is discussed below in point 4.1.

In addition to the responses above, the City undertook 2 focus groups with representative samples of population groups that were identified to be underrepresented in the preliminary consultation activities. This is discussed in section 4.4.

### 4.1 Feedback form

Throughout the consultation period a feedback form was available electronically via Your Say South Perth and in hard-copy at drop-in sessions, the City's Civic Centre, and at both libraries. The responses are summarised and responded to in detail within the attached Schedule of Responses (refer **Attachment 1**).

The majority of feedback received was in the form of the online and hard-copy feedback forms (201 feedback forms out of 282 responses overall). The feedback form (refer **Attachment 3**) presented stakeholders with eight (8) questions about the seven (7) key topic areas identified in the draft Strategy. Each question was supported by a preamble that briefly explained the approach the draft Strategy took towards addressing the key issues for each key topic area. Stakeholders were then asked to what extent they supported the approach of draft Strategy for each key topic, responding either:

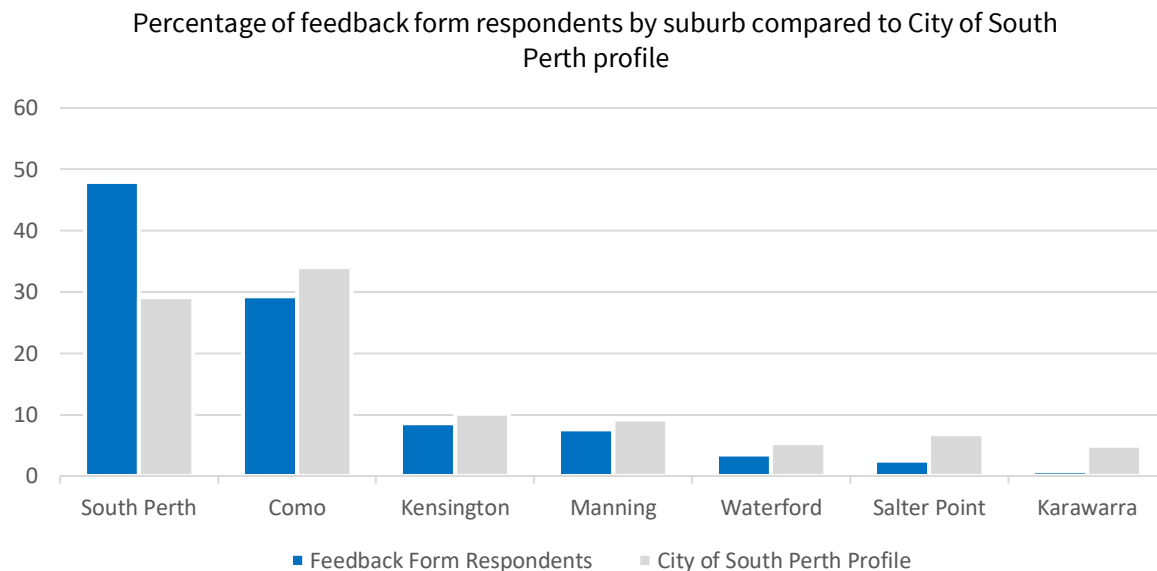
- Strongly support;
- Support;
- Neutral;
- Do not support, or
- Strongly do not support.

The feedback form then allowed stakeholders to provide a free-form discussion/comment about their response and the draft Strategy more generally.

As described in subsequent sections of this report, the levels of support for the approach of the Strategy (divided into the seven (7) key topic areas) was considered to be overall supportive; notwithstanding that stakeholders provided more qualified support for individual elements of the draft Strategy and identified opportunities for individual actions of the draft Strategy to be improved/refined or strategies/actions that required further consideration.

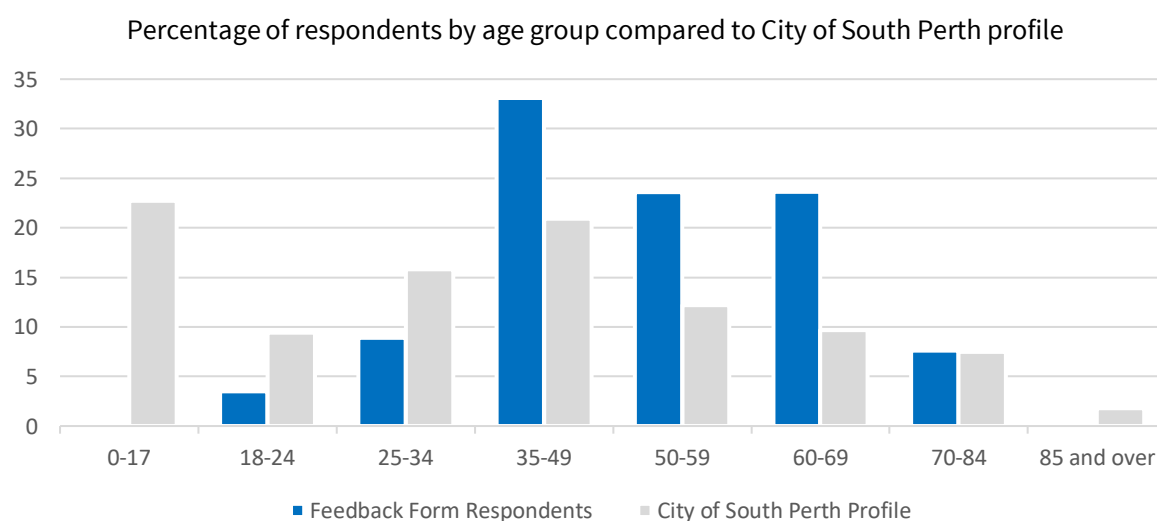
### What suburb were people who responded to the feedback form from?

The suburbs of South Perth (95 responses) and Como (58 responses) were strongly represented in the volume of responses received. The number of feedback forms received broadly reflected the proportional population of each suburb, with the exception of South Perth (overrepresented) and Waterford, Salter Point and Karawarra (underrepresented). Three (3) responses were also received from suburbs outside of the City of South Perth local government area.



It is likely that this disparity is reflective of some of the measures proposed in the draft Strategy; namely the managed growth strategy. The managed growth strategy identifies eleven (11) areas of the City where it is proposed the majority of population growth will be directed. Eight (8) of these areas are primarily in Como, South Perth, Kensington and Manning, one (1) is in Waterford, one is in Karawarra and none are located in Salter Point. It is likely that this distribution has driven greater interest in the draft Strategy from stakeholders in South Perth and Como.

### What was the age of those who responded to the feedback form?



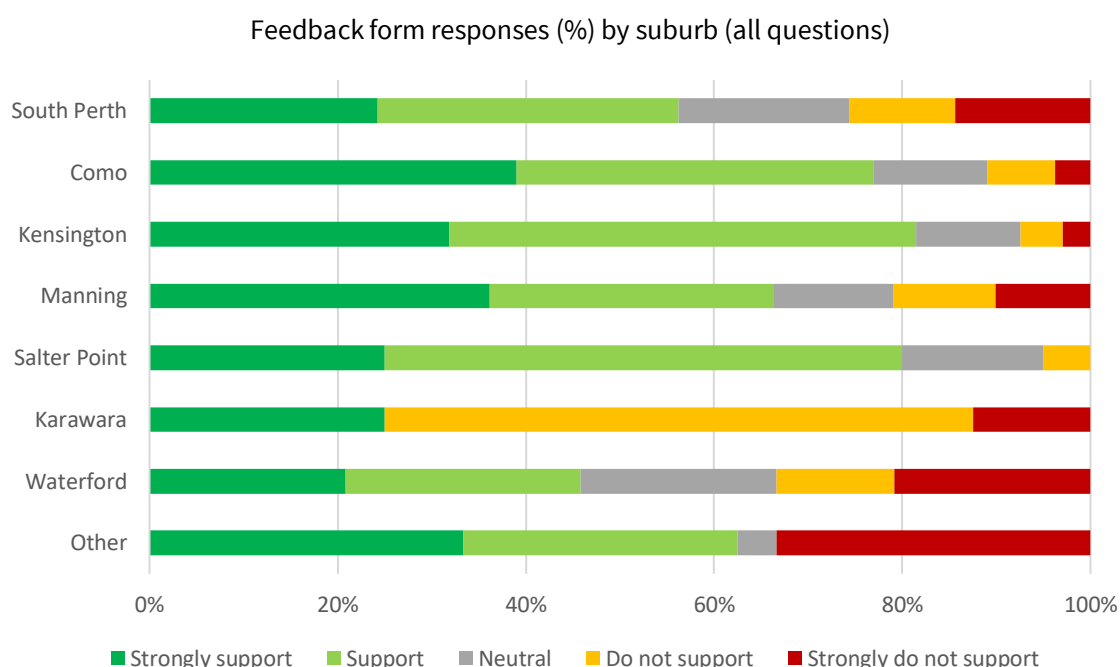
Of those feedback form respondents that provided their age (157 out of 201), the majority were aged 35 and over. There was a clear overrepresentation of respondents (compared to the City's current demographic profile) of those aged between 35 and 69. Younger residents (under 35) and much



older residents (over 85) were broadly underrepresented. No forms were received from people stating their age as less than 18 or over 85. There were nineteen (19) responses (12% of respondents that indicated their age) that stated they were 34 years old or younger. This demographic group (aged 0-34) makes up 47.9% of the City's total resident population.

### What were the overall levels of support from respondents who completed the feedback form?

Considerable differences in the overall levels of support, when considering all of the key topic areas in the draft Strategy, can be identified from each suburb. Respondents from Kensington (17 feedback forms in total) indicated 'support' for elements of the draft Strategy in more than 80% of instances. In South Perth, this declined to approximately 55%. Support of the draft Strategy (overall) was lowest in Karawara, Salter Point and Waterford; noting the small number of respondents of 1, 5 and 7 from each suburb respectively. Respondents who identified as being from suburbs outside of the City of South Perth local government area were mixed with some strongly negative responses and some positive responses. Again it is noted that only a small number of responses came from outside of the City of South Perth (3 respondents)



Number of feedback forms by suburb: South Perth (n)=95, Como (n)=58, Kensington (n)=17, Manning (n)=15, Salter Point (n)=5, Karawara (n)=1, Waterford (n)=7, Other (n)=3.

## 4.2 Written responses

Throughout the consultation period 78 written responses were received, including responses lodged via email. The responses are summarised and responded to in detail within the attached Schedule of Responses (refer **Attachment 1**).

As written responses were not provided in the same format as the online feedback form, analysis of the 'levels of support' for each of the draft Strategy key topic areas is subjective. Nonetheless, each response has been analysed to determine whether, in relation to each key topic area the response:

- Offers support or offered qualified support; or,
- Is neutral or is neither supportive or not supportive; or,
- Did not support the approach; or,
- Offers no feedback on the topic.

Respondents who provided a written response often did not provide demographic or suburb information, meaning they cannot be considered when building a profile of the people who engaged on the Strategy project.

From the written responses received there were a limited amount of recurrent themes. These themes related to the key topic areas of 'population and housing' and 'transport and access' with there being no recurrent themes for the remaining key topic areas. The most recurrent themes from the 78 written responses were:

- Validity of population forecasts and density targets are too high (10 responses out of 78, 12.82%)
- Not supportive of increase density around Hensman Street, Elizabeth Street and Milson Street (7 responses out of 78, 8.97%)
- Managed growth strategy should run on streets/parks and not mid-block and consider transition (6 responses out of 78, 7.69%)
- Supportive of density along Canning Highway (4 responses out of 78, 5.13%)
- Supportive of managed growth strategy (4 responses out of 78, 5.13%)
- Increased density will impact on traffic and parking (4 responses out of 78, 5.13%)
- Area around Sandgate Street, Addison Street and Hensman Street should be increased to R25 (3 responses out of 78, 3.85%)
- Not supportive of increase density in York Street, Forrest Street, Rose Street and Victoria Street (3 responses out of 78, 3.85%)
- Future train station in South Perth not supported (3 responses out of 78, 3.85%)
- The Strategy is attempting to justify/enable the South Perth Activity Centre Plan (3 responses out of 78, 3.85%)
- The City already meets it's 'vision' and the Strategy should seek to maintain the City rather than change it (3 responses out of 78, 3.85%).

In addition to the above, the attitudes expressed in each of the written response were analysed and considered as part of the overall suite of responses.

#### 4.3 Petitions & pro-forma response

Two (2) petitions were received during the comment period. In total, these petitions were signed by 75 parties. The petitions, for the purpose of quantifying and analysing the feedback responses have been taken to be a single item of feedback. The petitions are summarised below:

##### **Petition 1 – Objection to the proposal to rezone land within Elizabeth Street from Lawler Street to Addison Street up to R50 and the existing R15 coding to remain.**

This petition was signed by 46 parties. Assessment of the parties indicates that the majority had a direct interest in the draft Strategy by virtue of their inclusion within managed growth area 5 (Canning Highway Places 3, 4 & 5). The petition provided a map showing that the majority of landowners along Elizabeth Street and the southern side of Hampden Street signed the petition. The petition provided the following comments:

*It is requested that the current proposal to rezone the portion of Elizabeth Street from Lawler Street down to Addison Street to up to R50 not be proceeded with and specifically that the current R15 zoning remain.*

*This request is based on prior and current demonstrated wishes of the street, no consultation, existing character/quality of housing stock, loss of amenity, increased*

*overlooking, alternative housing (i.e. flats) already, lack of infrastructure, and traffic and crime concerns.*

The land which is the subject of the petition is shown within 'Managed Growth Area 5 – Canning Highway Places 3, 4 & 5' and is depicted with a potential future density code 'up to R50'. This depiction is supported by action 4.1.1(g) which specifies that recoding in this area shall consider a range of matters including local traffic generation, built-form transition, minimisation of overshadowing, and suitability of on-site parking facilities. Further discussion of this submission is contained within the 'Detailed Analysis of Feedback Form & Responses' section of this report (Part 5).

**Petition 2 – Support recoding of the land in Hampden Street and in the vicinity of Milson Street and Elizabeth Street from R15 back to R25 as was the coding prior to the gazettal of Town Planning Scheme No.6.**

This petition was signed by 29 parties and requested that the land along Hampden Street be returned to the R25 coding that applied under the former Town Planning Scheme No.5 (TPS5). Under TPS5, the entirety of land bound by Sandgate Street, Angelo Street, Lawler Street and Elizabeth Street was coded R25. Land on the southern side of Elizabeth Street was coded either R15, R20 or R60 (becoming increasingly more dense closer to Canning Highway).

The majority of signatories were assessed to have a direct interest in the petition by virtue of their properties being located outside of 'Managed Growth Area 5 – Canning Highway Places 3, 4 & 5). Land outside of the managed growth areas identified in the draft Strategy is unlikely to be considered for any coding change under a new local planning scheme.

It is noted that a number of signatories to this petition also signed petition 2, which requested that land along Hampden Street and Elizabeth Street remain coded R15.

Further discussion of this submission is contained within the 'Detailed Analysis of Feedback Form & Responses' section of this report (Part 5).

**Pro-forma response 1 – Objection to proposed increase in density codings in the land bound by Angelo Street, Forrest Street, Edinburgh Street and Rose Avenue, South Perth.**

In addition to the two petitions received, the City also received 42 copies of a pro-forma response from residents in the area broadly north-west of the Angelo Street neighbourhood centre. The responses response was accompanied by a letter from planning consultants, Planning Solutions, which explained the objection in detail. The objecting comments are summarised as follows:

*Strongly oppose an increase in density for the area generally bounded by Angelo Street, Forrest Street, Edinburgh Street and Rose Avenue, South Perth for the following reasons:*

- *The Angelo Street neighbourhood centre is already achieving the density target of 15 dwellings per hectare set by SPP 4.2. There is also no evidence to suggest the area is struggling or that the neighbourhood is not self-sufficient.*
- *It is considered the subject area has significant streetscape character as referenced in strategy 4.5.2. Increased density will impact on the exiting character and amenity of the area.*
- *Increased traffic and congestion on roads that are already at capacity during peak times due to the proximity to 3 schools and the narrowness of the streets. Traffic and parking has not been considered properly for the area.*

- *Impacts on safety resulting from increased traffic, congestion and parking.*

Analysis of the signatories indicated that all parties have a clear interest in the area in question (almost all provided addresses within the managed growth area around Angelo Street).

The responses indicated a clear objection to any proposed recoding of land (generally) north of Angelo Street. Further discussion of these responses is contained within the 'Detailed Analysis of Feedback Form & Responses' section of this report (Part 5).

#### 4.4 Focus Groups

The City undertook two (2) focus groups as part of the overall consultation of the draft Strategy. The purpose of the focus groups was to seek feedback from a representative sample of population groups that were identified to be underrepresented in the preliminary consultation activities.

In reviewing the profile of respondents from the preliminary consultation activities and considering the profile of respondents during the early stages of the consultation period, it was identified that the biggest cohort of the City's population (those aged 25-35) were the most underrepresented. Additionally, the draft Strategy identifies that the largest increase in households groups to 2041 in the City of South Perth will be those in 'lone-person or couples without children' households. To reflect this profile, two focus groups were held with participants described as follows:

- Group 1: Residents of the City under 35 years (8 participants);
- Group 2: Adult residents (of any age) of the City identifying as living in lone-person or couple households (9 participants).

The focus groups were facilitated, documented and analysed by consultants 'Research Solutions' on behalf of the City. Participants were provided with the draft Strategy Summary Document and a brief two-page overview of the project before the group convened. Participants were also encouraged to review the full draft Strategy document online.

In general, participants in both focus groups said they valued the City of South Perth for:

- Access to the river;
- Open spaces, parks and playgrounds;
- Café culture;
- Community feeling;
- Heritages precincts;
- The convenience of inner city living without the feel of the inner city.

The responses of each group were analysed to identify any key attitudes. As an overview of both groups. These are summarised as follows:

- All participants were broadly supportive of the draft Strategy;
- Both groups supported the Population and Housing strategies articulated in the draft Strategy;
- Beyond housing and population, participants were most enthusiastic about strategies and actions that relate to current concerns (i.e. parking and traffic, heritage and local character);
- Both groups held similar opinions on most topics.



### Summary of Focus Group discussions

At the commencement of the focus groups, before discussion of each of the key topic areas, discussion relating to the overall draft Strategy project was undertaken. Participants were asked to explain their level of understanding of the draft Strategy including its purpose and its overall objective of managing population and activity growth.

The participants in the focus group demonstrated at least some prior awareness that there is a State Government plan to manage future growth and that a proportion of that growth will be accommodated through urban infill. Participants in both groups expressed resistance to the idea of the City accommodating extra residents. When asked how they felt on first reading the summary document, some said they felt stressed or anxious because of the likely impacts of increasing the residential population. However, once it was understood that all local government areas have infill targets, and that the City does not have the option of refusing to accept new residents, all participants said they understood the need for a local planning strategy.

*‘(Growth) has to be managed – it’s just how it’s going to be managed.’*

Some discussion was circular in that participants reflected that past lack of planning led to less-than-optimal outcomes. That said, there was also some awareness that plans can take years to be implemented.

*‘The plans that happened 30 years ago are now starting to come to fruition, i.e. the entry to the freeway south is under construction now off Manning Road. The idea of putting the train station in has been talked about (for years) and now they’re actually looking at it.’*

## 5. Detailed Analysis of Feedback Form & Responses

Each of the following sections provides a summary of feedback forms, written responses and focus groups received throughout the consultation period. This analysis is presented in the following ways, arranged by key topic area:

- **Graphs:** Depiction of the numeric responses received in the feedback forms only (201)
- **Analysis of all written feedback:** A summary of the most recurrent comments/themes and other lesser raised themes through analysis of all of the written feedback (feedback forms (201), petitions/pro-forma responses (3), and written submissions (78))
- **Analysis of focus groups:** An overview of the key outcomes and attitudes expressed during the focus groups.

### Key topic area 1.1: Population and housing (managed growth strategy)

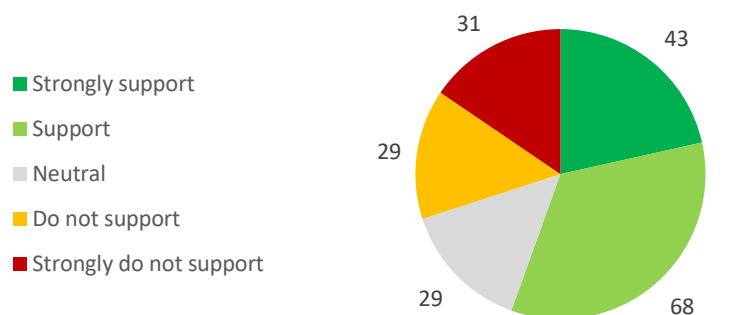
There were two questions on the feedback form relating to population and housing given the wide range of strategies and actions relating to this key topic area. The feedback form included the following preamble prior to asking a question about how supportive/not supportive respondents were, overall, of the strategies and actions presented in the topic area of the managed growth strategy:

*The City is forecast to grow by approximately 4,784 dwellings by 2031\*. The Draft Local Planning Strategy includes actions to accommodate the majority of the City's future population growth in certain areas, referred to as managed growth areas, identified as activity centres and urban corridors. These actions are collectively referred to as the Managed Growth Strategy. Accommodating growth in this way is consistent with the State Government's growth strategy, Perth and Peel@3.5million. All of the locations outlined in the Managed Growth Strategy are identified in Perth and Peel@3.5million and subsequent State planning policies as being appropriate areas in which to accommodate a growing population.*

*Each managed growth area has been selected on the basis of its higher levels of access to employment, education, transport infrastructure, goods and services and leisure opportunities. Directing new growth towards specific locations in a managed and coordinated way will strengthen these places, making them more liveable, prosperous and connected. This approach also allows the existing amenity of approximately 75% of the City to remain unaffected. Directing growth towards these managed growth areas will minimise the need to increase residential densities in other areas of the City.*

*\* Refer to page 6 of the summary document for more information about this forecast.*

## To what extent do you support the overall approach of the managed growth strategy?



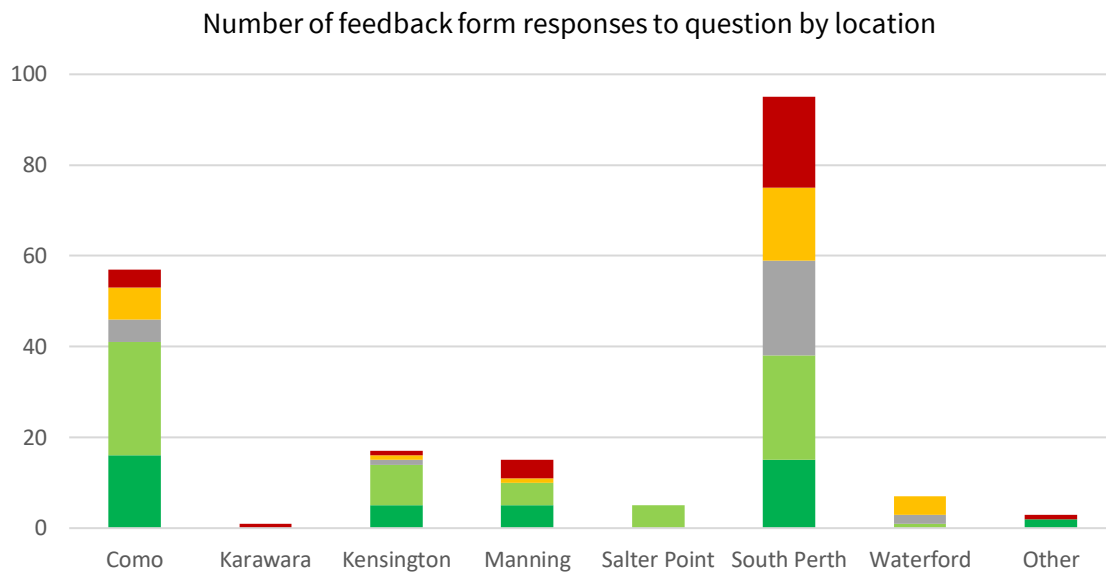
Responses to the feedback form question on the managed growth strategy were generally supportive with 111 responses out of 201 responses (55.22%) indicating that they ‘support’ or ‘strongly support’ the draft Strategy’s approach.

Of these 111 responses 53 provided qualified support and suggested various improvements to the draft Strategy. The most recurrent of these improvements were as follows:

- Allow for subdivision of corner blocks in Kensington (7 responses out of 201, 3.48%)
- Managed growth strategy should run on streets/parks and not mid-block and consider transition (4 responses out of 201, 1.99%);
- Supportive of density along Canning Highway (3 out of 201, 1.49%);
- More density to be provided in desirable areas (near foreshores, public transport, open spaces, etc.) (4 responses out of 201, 1.99%).

There were 60 out of 201 (29.85%) responses indicating they did not support or strongly did not support this approach of the draft Strategy. The most recurrent responses raised the following issues/concerns:

- The population forecasts (too high, invalid) and/or the forecasts should not exceed Perth and Peel targets (17 responses out of 201, 8.5%)
- The density should be more spread throughout the City (12 responses out of 201, 5.97%)
- A particular aspect of the managed growth strategy – 33 in total of 201 (16.42%)
  - Proposed density not supportive of increased density in Angelo Street (8 out of 201); or,
  - Proposed density adjacent to Elizabeth, Hensman, Milson Street(s) (7 out of 201).



### Analysis of all written feedback (feedback forms, petitions, pro-forma responses and written submissions)

The majority of written feedback that specifically addressed this key topic area was generally supportive of the approach for the managed growth strategy. This topic area had the greatest number of responses overall with very few respondents not addressing the approach:

- 139 (49.3%) responses were supportive, or offered qualified support;
- 89 respondents objected to or raised concerns with the approach;
- 54 respondents were either neutral about the approach (37), or did not provide comment on the topic area (17).

The general recurrent comments were only raised in a relatively small number of submissions (less than 10%). The most recurrent general theme raised was that the 'forecast level of growth was too high/significant/unsustainable' (23 responses out of 282, 8.16%). This was similar to another theme in the feedback responses, that the 'validity of population forecasts' was questioned (16 responses out of 282, 5.67%). 'Density should be more spread out throughout the City' was also raised as an issue by a number of respondents (14 responses out of 282, 4.96%). Some responses raised one or more than one of these issues. Overall there were 53 (18.8%) instances where these matters were raised. However because multiple matters were raised in some responses, these 53 instances occurred across only 39 responses in total.

Conversely 6 responses out of 282 responses (3.55%) outlined a view that 'growth was required/necessary' and 4 (out of 282 responses (1.42%) expressed concern that the 'forecast is too low'. Whilst these were the most recurrent general comments it is pertinent to note that they were each only raised in less than 10% of the total written feedback.

When respondents provided comments on the specific actions of the draft Strategy, responses were generally more supportive and offered comments relating to specific aspects of the managed growth strategy, such as 'supportive of density along Canning Highway' (12 responses out of 282, 4.26%) and 'more density is desirable in high amenity areas (near foreshores, public transport and open space)' (7 out of 282 responses, 2.48%). A number of feedback responses agreed with the managed growth strategy as a logical response to forecast growth (11 responses out of 282, 3.90%);



this attitude was also clearly identified in the focus group sessions undertaken (as discussed in the section below).

In addition to written responses that indicated some form of support for the managed growth strategy overall, responses also identified some form of improvement that could be made to the managed growth strategy, including:

- Managed growth should run on streets/parks and not mid-block (18 responses out of 282, 6.41%)
- Smaller centres and corridors should be considered for greater density including:
  - Meadowvale shopping centre
  - George Street
  - Moresby Street
  - Mill Point Road (excluding the South Perth Activity Centre) (14 responses in total out of 282, 4.98%).

Of particular note were also the number of responses that raised comments regarding possible density coding changes within and adjacent to Managed Growth Area 5 (Canning Highway Places 3, 4 & 5). 13 responses (out of 282, 4.61%) raised concern about the potential loss of amenity in the areas along Hensman Street, Elizabeth Street and Milson Street, west of Canning Highway. The concerns related to the assumption that land in this area would be coded R50; the managed growth strategy map shows this area as being subject to a future coding of 'up to R50'. The responses raised concern with potential impacts on traffic, parking and streetscape if density codes in the area were to be increased. A similar situation was evident in responses relating to Managed Growth Area 9 – Angelo Street. Various concerns were raised by respondents on the periphery of the centre such as potential impacts from increased traffic and loss of streetscape character (8 responses out of 282, 2.84%). This was supported by 5 responses (out of 282, 1.77%) directly not supporting increased density in the areas around York Street, Forrest Street, Rose Avenue and Victoria Street.

When specifically considering the responses that raised clear objections to the approach (89 responses out of 282, 31.56%), a pattern was evident. Responses that did not support the approach thought that the managed growth strategy resulted into too much impact on too few areas of the City.

The matters raised by those who did not support the draft Strategy approach to this topic also reflect more generalised key attitudes outlined above. While the managed growth strategy has overall support, responses also provided qualified support for individual elements of the draft Strategy. This included identifying opportunities for where individual actions of the draft Strategy could be improved/refined or strategies/actions that required further consideration.

All three (3) petitions/pro-forma responses received during the consultation period provided comment on elements of the managed growth strategy, summarised as follows:

- Objection to proposed increase in density codings in the land bound by Angelo Street, Forrest Street, Edinburgh Street and Rose Avenue, South Perth
- Objection to the proposal to recode land within Elizabeth Street from Lawler Street to Addison Street up to R50 and the existing R15 coding to remain
- Support recoding of the land in Hampden Street and in the vicinity of Milson Street and Elizabeth Street from R15 back to R25 as was the coding prior to the gazettal of Town Planning Scheme No.6.

These petitions and the pro-forma responses expressed clear attitudes towards the more detailed planning to be undertaken in Managed Growth Area 5 – Canning Highway Places 3, 4 & 5, and also in the area broadly north of Angelo Street within Managed Growth Area 9 – Angelo Street Neighbourhood Centre. All of the responses identified locational factors that would/should limit significant changes to density codings (or any at all) in these areas. These factors predominately concern matters of streetscape and vehicle parking. The fact that these responses were signed/agreed to by 117 parties is significant, especially in the context of both Managed Growth Area 5 & 9 being identified as key areas of interest/contention overall in the analysis of the written responses and feedback forms.

### **Analysis of Focus Groups**

The participants of the two groups responded similarly to the strategy broadly agreeing that the City should:

- Actively plan for and manage growth
- Concentrate infill in existing activity centres and along urban corridors.

Participants agreed that by planning for and managing growth, unplanned or unintended development is unlikely to occur:

*‘It means they’re not just willy-nilly going to start putting apartments everywhere.’*

Other participants felt the strategy was nothing new – rather, a return to ‘common sense’:

*‘Going back to 1930s where they used to build all the bigger buildings, shops etcetera on the main roads with housing above them, and then housing for people with more family members and larger properties went back from there. So that’s what they’re doing. They’re going back to the common sense that it used to be.’*

Participants felt the strategy would be unlikely to have a negative impact on the things they value and instead could have a positive impact and improve their experiences of the City:

*‘Around the activity centres, they’re not traditionally solely residential areas. I can’t see this strategy having a (negative) impact.’*

*‘Higher density, better public transport, more vibrant public spaces...but they have to offset it with better public transport.’*

However, participants expressed concern about the impacts of introducing growth would have on parking, transport and traffic as a result of more residents. Participants noted that traffic is already congested and parking is at a premium – they were concerned that more residents will make existing problems worse:

*‘I think that is a great place to put them, I’m just worried about putting apartments in there and you’ll have all these cars trying to get onto the freeway at the same time I’m trying to get on the freeway and what that is going to mean for me going to work.’*

Overall the managed growth strategy approach enjoyed broad support from the participants of the focus group. The draft Strategy approach was seen as a necessary and logical response to forecast growth, even though forecast growth is likely to present challenges in the future.

### **Overall summary of key topic area 1.1: Population and housing (managed growth strategy) consultation outcomes**

When considering the feedback forms and written responses there were higher levels of support or qualified support for the managed growth strategy approach than those responses that were not supportive. The following consultation outcomes have been identified through the analysis of feedback received and from the focus groups relating to this key topic area:

- It is appropriate to plan for a growing population though if the extent of growth forecast eventuates, it will considerably change the City of South Perth.
- The managed growth strategy is generally supported, with some consideration needed on built-form transition and identifying and respecting existing character.

## Key topic area 1.2: Population and housing (dual density codes)

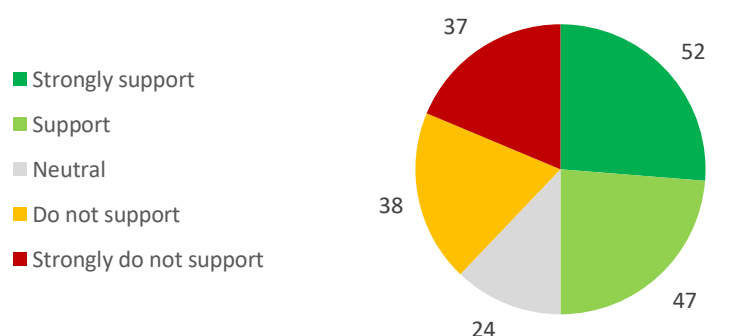
The feedback form included the following preamble prior to asking a question about how supportive/not supportive respondents were overall, of the strategies and actions presented in the topic area of dual density codes:

*Residential properties throughout the City are given a density code which determines the density, form and scale of development that can occur on that land. The City's Town Planning Scheme No. 6 applies a dual code to large areas of the City, meaning that the land is subject to two different codes. Where certain criteria are met, land can be developed at the higher of the two codes, typically meaning more dwellings can be built. The dual code criteria relates to matters such as whether neighbouring sites have been subdivided, the previous coding of a site under the previous scheme, landscaping and the setback of buildings to the street.*

*The Draft Local Planning Strategy recommends the City review this system to allow people to develop at the higher code when a development proposes to provide:*

- *Protection of significant vegetation and trees*
- *Increased levels of open space and space between buildings*
- *Higher levels of environmentally sensitive design*
- *Under-represented dwelling types (one and two bedroom dwellings, apartments and terraces etc.)*

### To what extent do you support this approach for dual density codes?



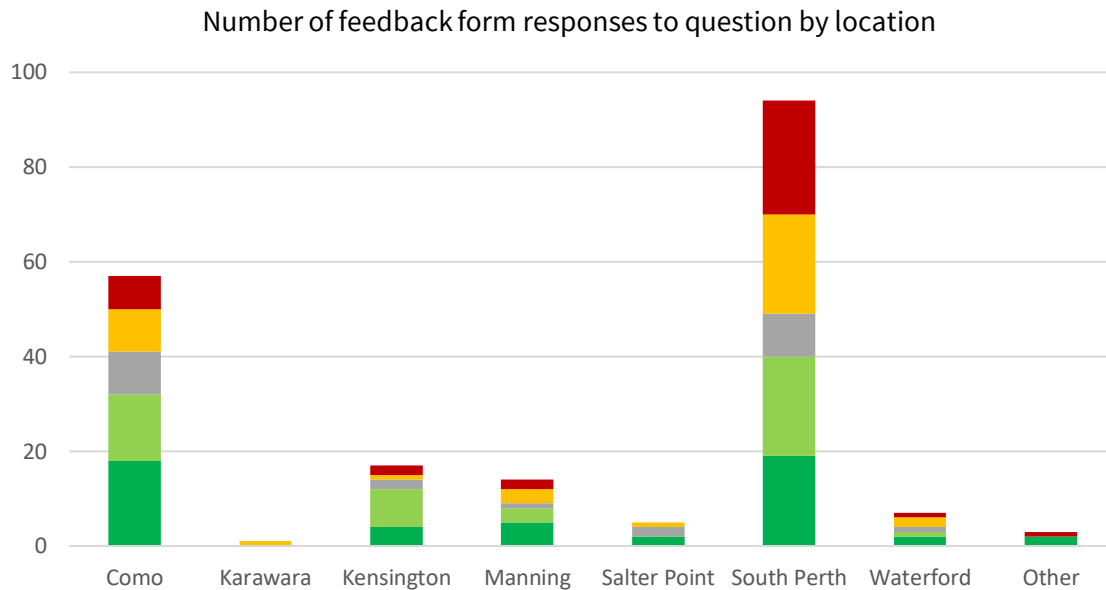
South Perth had the highest volume of respondents disagree with the approach of the strategy in respect to dual density codes. Most of the dual density coded land throughout the City is located in Como. Responses to the feedback form question on the dual density approach outlined were mixed with 99 responses out of 201 (49.25%) indicating that they 'support' or 'strongly support' the draft Strategy's approach.

Of these 99 responses 45 provided qualified support and suggested the following improvements:

- Dual density criteria needs to be rigid, strict and clear (2 responses out of 201, 1.00%).

This question attracted the lowest levels of agreement having the highest amount of respondents indicate that they 'do not support' or 'strongly do not support' the draft Strategy's approach (75 responses out of 201, 37.31%). These respondents raised the following issues/concerns:

- Dual density coding is not supported (12 responses out of 201, 5.97%);
- Existing dual density criteria is not achieving the expected outcomes (2 responses out of 201, 1.49%).



### Analysis of all written feedback

The written feedback that specifically addressed this key topic area was mixed with a higher than average number of negative responses:

- 106 responses were supportive, or offered qualified support
- 76 respondents objected to or raised concerns with the approach.
- 100 respondents were either neutral about the approach (25), or did not provide comment on the topic area (75).

The recurrent responses received relating to dual density coding identified a lack of support for the existing dual density system (15 responses out of 282, 5.23%). This was also supplemented by a further three responses (out of 282, 1.06%) that raised ‘existing dual density not achieving expected outcomes’ and ‘dual density too hard to meet/too subjective’ as issues. Conversely, the second most recurrent attitude expressed in responses relating to this matter was ‘supportive of dual density initiatives (5 responses out of 282, 1.77%).

These responses suggest generalised support for the approach outlined in the draft Strategy, or at least, a lack of support for the existing dual density system (for various reasons). Some of these reasons were outlined in individual responses, as follows:

*‘One code should only be in place because it just makes it too confusing.’*

*‘Reduce the complexity around this. Single code, single set of design guidelines, encourage good design and built form with some concessions if available but do it under a single code.’*

It is likely that the broadly less positive response rate in the feedback form was due less to any concerns with the Strategy proposals and more to a generalised opposition to the general use of dual density codings.

Other minor concerns were raised on elements in this draft Strategy, such as some of the assumptions underpinning the recommendation to provide more 1 and 2 bedroom dwellings (3 responses out of 282, 1.06%).



### **Analysis of Focus Groups**

Both focus groups were supportive of a strategy that will ensure the City of South Perth remains an accessible, affordable place to live. However, discussion was livelier about some of the actions underpinning the strategy, especially the protection of established trees and provision of greater areas of open space between buildings, both of which directly support elements of the City they value most. The loss of open space and established trees was a current concern for some people who participated in the group.

*'In the area where I am, there's bigger houses taking up more land space, so there's often trees are knocked down and you're losing lawns and it's getting more of a concrete feel as opposed to leafy suburbs with big trees and green gardens.'*

Achieving higher levels of environmentally sensitive design for new buildings also prompted discussion about how higher environmental standards might be achieved. Some participants felt developers should be held to a higher standard than people building a home to live in.

All participants were in favour of more diversity of dwelling types though some participants had difficulty envisioning what type of housing might suit them in the future. In general, there was limited discussion about whether a dual density coding system was beneficial or not with discussion focusing more on the outcomes proposed in the draft Strategy.

### **Overall summary of key topic area 1.2: Population and housing (dual density codes) consultation outcomes**

The following consultation outcome has been identified through the analysis of feedback received and from the focus groups relating to this key topic area:

- A comprehensive review of the existing dual density coding system is supported.

## Key topic area 2: Activity centres and employment

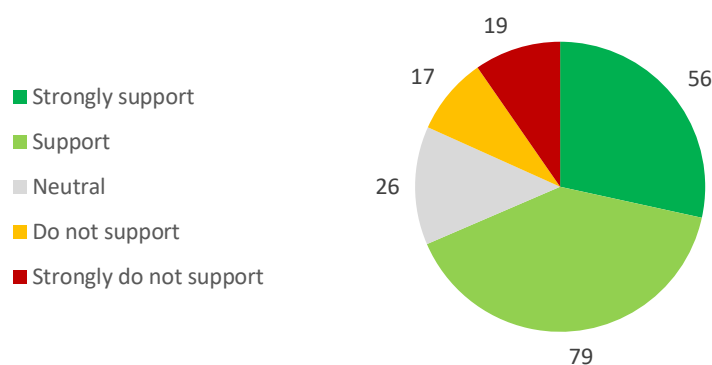
The feedback form included the following preamble prior to asking a question about how supportive/not supportive respondents were, overall, of the strategies and actions presented in the topic area of activity centres and employment:

*There are a range of activity centres within the City including important district centres at South Perth (Peninsula area and surrounds) and Canning Bridge, a specialised activity centre focused on education and employment at Bentley/Curtin, and a series of small neighbourhood centres at Preston Street (Como), Angelo Street (South Perth) and Welwyn Avenue (Manning).*

*The Draft Local Planning Strategy includes a number of actions that seek to strengthen these locations by creating more opportunities for people to live and work in each centre. These include:*

- *Adopting an Activity Centre Plan for the South Perth area*
- *Reviewing and monitoring the operation of the Canning Bridge Activity Centre Plan*
- *Ensuring the planning controls of the City enable the development of sufficient non-residential floor space to meet demand, particularly in Angelo Street, Preston Street and Karawara (Waterford Plaza)*
- *Progressing planning for the Bentley/Curtin Specialised Activity Centre with a focus on mixing opportunities for employment with housing at higher densities*
- *Ensuring the planning framework does not inhibit economic growth in smaller local shops or centres.*

**To what extent do you support this overall approach for activity centres and employment?**



Responses to the feedback form question on the activity centres and employment were generally supportive with 135 responses out of 201 (67.16%) indicating that they 'support' or 'strongly support' the draft Strategy's approach.

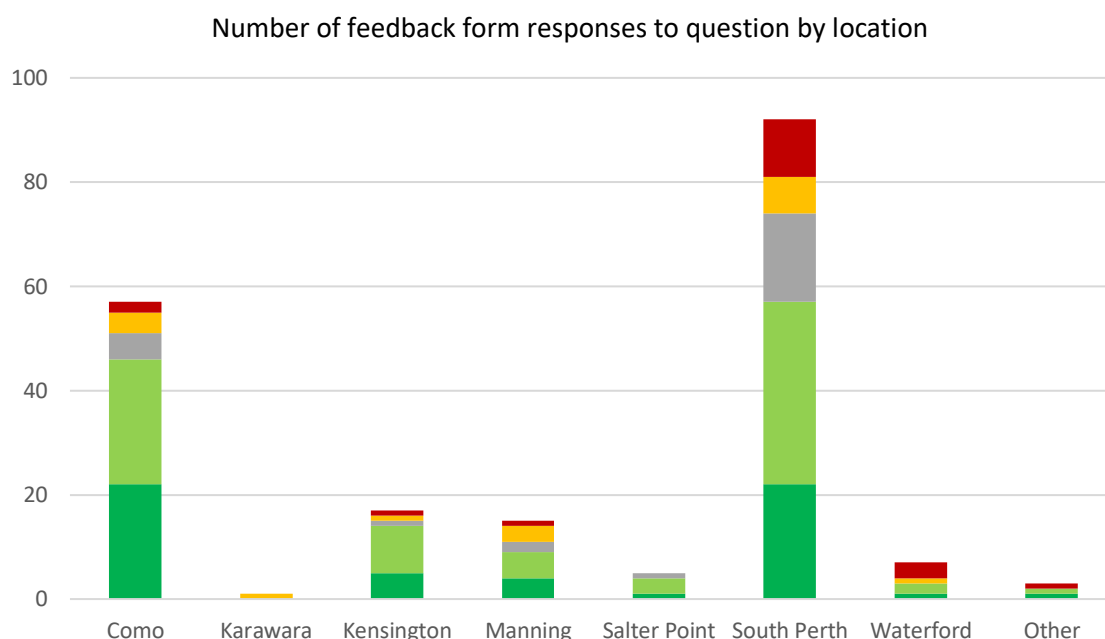
Of these 135 responses 43 provided qualified support and suggested the following improvements:

- Density should be provided in activity centres (6 responses out of 201, 2.99%);
- More mixed use required in activity centres (2 responses out of 201, 1.00%).

There were 36 responses out of 201 (17.91%) indicating they did not support or strongly did not support this approach of the draft Strategy. These respondents raised the following issues/concerns:

- There should be no change in activity centres (3 responses out of 201, 1.49%);

- Supportive of increased density around the Bentley/Curtin Activity Centre (3 responses out of 201, 1.49%).



### Analysis of all written feedback

The majority of written feedback that specifically addressed this key topic area was generally supportive of the approach for activity centres and employment:

- 141 responses were supportive, or offered qualified support
- 38 respondents objected to or raised concerns with the approach
- 103 respondents were either neutral about the approach (28), or did not provide comment on the topic area (75).

Interestingly there were very few identifiable recurrent themes raised across the responses; instead a wider-variety of themes was identified. This included ‘do not support/support of high densities in activity centres’, (6 responses out of 282, 2.13%), concerns with the heights of buildings in activity centres (namely the South Perth Activity Centre) (5 responses out of 282, 1.77%), and raising support for development in the Bentley/Curtin specialised centre (6 responses out of 282, 2.13%).

Given the lack of a consistent theme, a range of matters were raised in lesser volumes. Aside from matters of population growth, these responses included attitudes such as ‘supportive of mixed use on Manning Road and around Ley Streets (4 responses out of 282, 1.42%), and ‘the City has a lack of commercial space, specifically supermarket space and shopping centre space’ (3 responses out of 282, 1.06%).

Overall there were very few responses that considered matters of employment and activity that were not otherwise linked to comments about population growth/density within and around activity centres.

As indicated by the figure above, the responses from the feedback forms (201 responses) indicate the respondents that did not support the approach of the strategy mostly come from the suburb of South Perth. These responses were more pointed about their particular objections to the strategy

approach. Some responses raised concern about the need to differentiate how each activity centre is planned:

*'It is important to differentiate the areas under this review. It is not sensible to assess Angelo Street in the same way as Bentley/Curtin or Karawara for example. Angelo Street and Preston Street are popular because of what they are now. Turn them into a high density building site like Mends Street and it will completely destroy their charm and interest...'*

Other responses identified the low levels of employment opportunities within the City, and that certain services and activities are not available requiring residents to visit nearby local governments to meet their needs:

*"Overall the City of South Perth has a poor level of commercial representation. This is especially true in terms of large Supermarkets and restaurants, compared with adjacent local governments such as the Town of Victoria Park. The LPS should focus more on this, especially in terms of enhancing this within, but not exclusively, any activity centres."*

### **Analysis of Focus Groups**

Similar to the written responses, the focus groups were less lively about strategies relating to activity centres and employment, with no clear opinions emerging. Notwithstanding, both focus groups felt the strategy makes sense in its recommendations to direct the majority of activity towards the activity centres. They understood it to mean development should support a range of different activities and include spaces for commercial businesses, including shared office space.

The actions that generated most responses were about the South Perth Activity Centre. Participants felt most strongly about how pre-existing concerns may be exacerbated in the future; such as how it is already difficult to move around the activity centre. Participants felt that strategies to improve the public realm and streetscapes within each activity centre were logical and a necessary component of supporting future growth.

Strategies to support the growth of housing and employment within the Bentley/Curtin Specialised Activity Centre were supported by participants in both focus groups. It was recognised that this area has potential to accommodate growth and has good transport connections.

Participants also noted a general concern that growth within each centre would put added pressure on the transport network and that existing public transport levels would likely be insufficient in the future.

### **Overall summary of key topic area 2: Activity centres and employment consultation outcomes**

The following consultation outcomes have been identified through the analysis of feedback received and from the focus groups relating to this key topic area:

- Opportunities for housing and employment are supported within the Bentley/Curtin Specialised Activity Centre
- Development in activity centres needs to ensure that appropriate services and activities (such as a supermarket) are provided.

### Key topic area 3: Transport and access

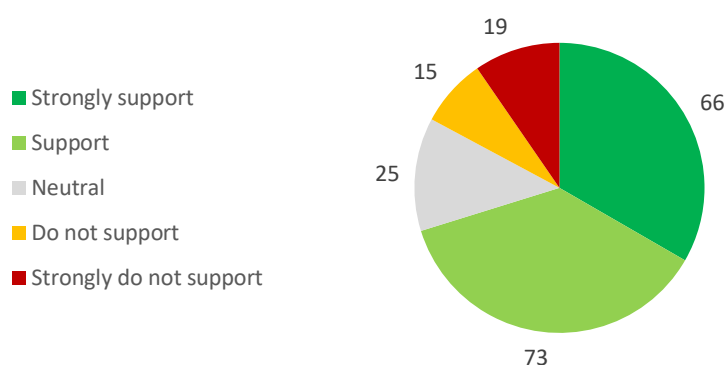
The feedback form included the following preamble prior to asking a question about how supportive/not supportive respondent were, overall, of the strategies and actions presented in the topic area of transport and access:

*The City of South Perth is an inner-city local government with high levels of transport accessibility. However, some areas of the City are better served than others and as the metropolitan region grows, the City will need to consider how residents and visitors will move around the City as well as in and out of the City.*

*The Draft Local Planning Strategy contains a number of actions that seek to promote active transport modes (walking, cycling, public transport) recognising that there are limited opportunities to expand or improve the City's road network or to provide for significant improvements to the public transport network. The Draft Local Planning Strategy proposes to do this by:*

- *Directing growth to areas where public transport is already highly accessible;*
- *Prepare a Transport, Access and Parking Strategy for the City that considers measures to better manage parking supply and facilitate the adoption of emerging transport technologies;*
- *Ensure access strategies are developed to limit direct access from developments to major roads such as Canning Highway and Manning Road; and,*
- *Advocate for an expansion to the public transport network to support a growing population, including a heavy rail station at South Perth and an expanded ferry network.*

**To what extent do you support this overall approach to transport and access?**



Much like the overall response rates to other questions, responses received for transport and access were generally positive with 139 responses out of 201 (69.15%) either agreeing or strongly agreeing with the approach.

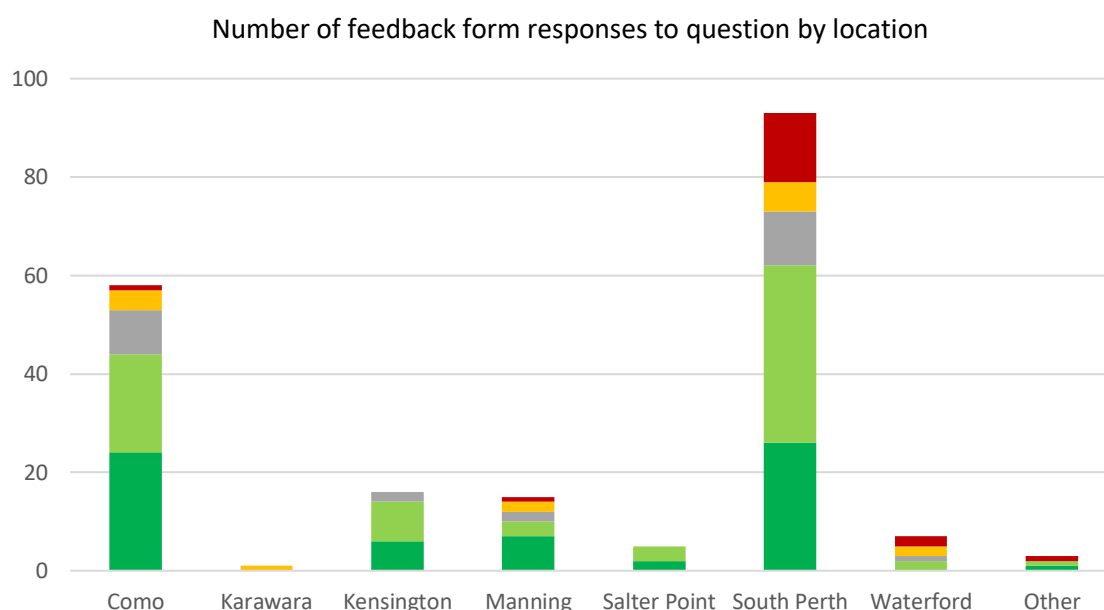
Of these 139 responses 63 provided qualified support and suggested the following improvements:

- Increase the frequency and services of the ferry (11 out of 201, 5.47%)
- More public transport links are required (8 out of 201, 3.98%)
- Provide separated bicycle paths (6 out of 201, 2.98%)
- Provide a shuttle bus service within the City (4 out of 201, 1.99%)



There were 34 out of 201 (16.92%) responses indicating they did not support or strongly did not support this approach of the draft Strategy. These respondents raised the following issues/concerns:

- A heavy rail station in South Perth is not supported (17 responses out of 201, 8.46%)
- Existing infrastructure cannot support the proposed increased density (7 responses out of 201, 3.48%)
- Parking and traffic is not adequately modelled and not adequately addressed (6 responses out of 201, 2.98%)
- Frequency and services of the ferry should be increased (6 responses out of 201, 2.98%)



### Analysis of all written feedback

The written feedback that specifically addressed this key topic area was generally supportive of the approach for transport and access:

- 144 responses were supportive, or provided qualified support
- 48 respondents objected to or raised concerns with the approach.
- 90 respondents were either neutral about the approach (34), or did not provide comment on the topic area (56).

A recurrent theme raised was that a future heavy rail station at South Perth was not supported (25 responses out of 282, 8.87%). Conversely, a number of responses noted clear support for a rail station at South Perth (12 responses out of 282, 4.26%) which indicated mixed community attitudes.

The key reasons for not supporting a future train station at South Perth were that 'it is not in any State Government plan' (6 responses out of 282, 2.13%), 'poor location due to small catchment' (4 responses out of 282, 1.42%), 'it will be noisy and slow down travel times along the line' (2 responses out of 282, 0.71%), and 'there are multiple other public transport options in the area' (6 responses out of 282, 2.13%):

*'I do not support the development of a train station. The proposed site already has multiple options to get to the city/other transport hubs.'*

Of those responses which did not support a future South Perth train station, 3 (out of 25) suggested a 'CAT bus service' as an alternative.

Other themes within the responses were that there was support for increased frequency and increased network of the ferry system, particularly at Coode Street and Preston Street jetties, (23 responses out of 282, 8.16%), improved public transport network links required (16 responses out of 282, 5.67%) and improved cycle network required (15 responses out of 282, 5.32%). These comments were strengthened by responses that believed that the 'existing infrastructure cannot support increased density' (18 responses out of 282, 6.38%). Some respondents felt there were finite limits to transport and access within the City and that these provided limits on future development:

*'This proposal assumes that a higher population can simply be accommodated by an expansion of public transport options and/or availability. However, this cannot ultimately sustain continued increases in population.'*

'Traffic and parking' were raised a number of times as concerns with respondents believing that 'it has not been adequately addressed' (11 responses out of 282, 3.90%), 'more traffic modelling needs to be undertaken to support the draft Strategy' (3 responses out of 282, 1.06%) and that increased density will have significant impact on traffic and parking (3 responses out of 282, 1.06%). More details were also sought on parking requirements for new developments within the managed growth areas (3 responses out of 282, 1.06%).

Additionally, 3 responses (out of 282, 1.06%) suggested that a public transport link should be established by connecting Jackson Road and Henley Street which would reduce travel time from Curtin University to the Canning Bridge Station.

Overall, the responses demonstrated a suite of attitudes that raised concern about the ability for people to easily move around as population and activity grows. It was seen as 'necessary' that upgrades and improvements to infrastructure and services (relating to all modes of transport) take place in the future to accommodate growth.

### **Analysis of Focus Groups**

Participants of the focus groups felt strongly that transport and access would be a critical area of investigation in the future. Participants are highly aware that movement in and around the City is affected by regional transport and access issues.

They expect, for example, that if a new railway station is built in South Perth, residents from beyond the City are likely to make use of it.

*'Another rail station at South Perth makes a lot of sense if you're going to have more people in apartments in that area – it will encourage them to use public transport rather than take the car.'*

A number of participants recognised that most transport improvements are unlikely to be delivered by the City of South Perth:

*'I don't know how it really works but when it comes to wanting more public transport it isn't going to be solely the city of South Perth's decision.'*

Participants strongly supported the development of a southbound freeway access point at Manning Road and consider it will make a significant difference to commuters. They also approved of strategies that will make it easier to access the freeway on-ramp and improve the functionality of existing roads. Both focus groups were highly supportive of any plan which will provide adequate parking. Parking was perceived as a current problem and hence concerns for the future were magnified.

Both focus groups were supportive of measures that will encourage a progressive increase in active transport. They strongly support:

- The City advocating for a new heavy rail station at South Perth
- Increased ferry services and the addition of new destinations.

All agree that it will necessary to extend the bicycle network and improve the pedestrian experience in order to encourage more people to walk and cycle in the City more often. Participants of both groups felt electric cars were likely to become more common and that they should be considered in the transport mix.

### **Overall summary of key topic area 3: Transport and access consultation outcomes**

The following consultation outcomes have been identified through the analysis of feedback received and from the focus groups relating to this key topic area:

- Future planning should not rely on a heavy rail station at South Perth.
- Traffic, congestion and parking is an existing concern that will be amplified by increased growth.
- Existing public transport service levels and cycling infrastructure will need to be expanded and reviewed to remain effective into the future.

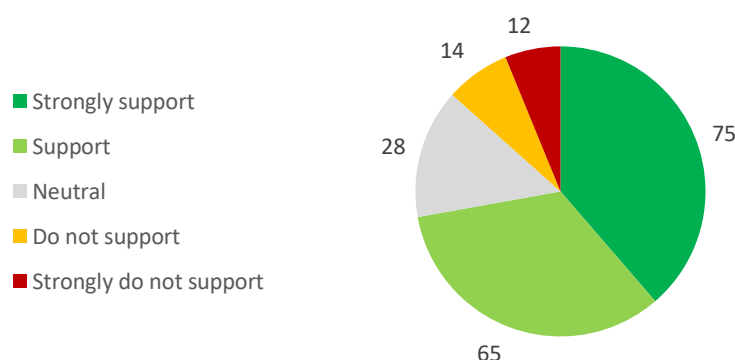
## Key topic area 4: Environment and sustainability

The feedback form included the following preamble prior to asking a question about how supportive/not supportive respondent were, overall, of the strategies and actions presented in the topic area of environment and sustainability:

*Planning decisions have lasting effects on the environment, so it is important these decisions are forward thinking. Environmental matters related to planning such as bushfire risk, flood risk, energy use and protection of significant vegetation are considered in the Draft Local Planning Strategy. The Draft Local Planning Strategy recommends a number of actions that aim to incrementally improve the environmental sustainability of new development over time. The Draft Local Planning Strategy aims to achieve this by:*

- *Introducing measures to protect significant trees on development sites.*
- *Incentivising new development to achieve greater environmental sustainability ratings.*
- *Ensuring that risks of flood and bushfire are appropriately managed.*

**To what extent do you support this overall approach to environment and sustainability?**



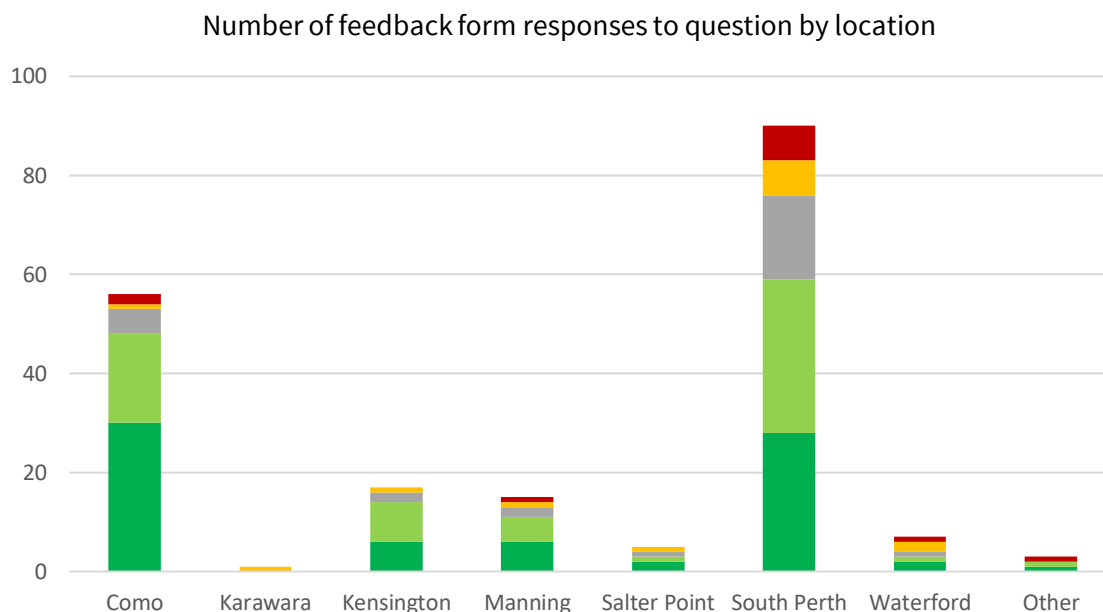
Responses to the feedback form question on environment and sustainability was the most positive of all the topic areas with 140 responses out of 201 (69.65%) either agreeing or strongly agreeing with the approach. Notably this area also had the greatest response of 'strongly agree' of all the questions with 75 respondents (37.31%) choosing the most positive response.

Of these 140 responses 47 provided qualified support and suggested the following improvements:

- Better protection of trees from demolition (7 responses out of 201, 3.48%)
- Increase open space/deep-soil planting zones on private lands (5 responses out of 201, 2.49%)
- Provide incentives (such as reduced planning fees) for the retention/replacement of trees on development sites (3 responses out of 201, 1.49%)

There were 26 out of 201 (12.94%) responses indicating they did not support or strongly did not support this approach of the draft Strategy. These respondents raised the following issues/concerns:

- Higher density will result in a loss of trees (3 responses out of 201, 1.49%)
- Increase open space requirements on private land (3 responses out of 201, 1.49%)
- High rise buildings have poor environmental merit and are unsustainable (2 responses out of 201, 1.00%)



### Analysis of all written feedback

The written feedback that specifically addressed this key topic area was strongly supportive of the approach for environment and sustainability:

- 146 responses were supportive, or provided qualified support
- 28 respondents objected to or raised concerns with the approach.
- 108 respondents were either neutral about the approach (37), or did not provide comment on the topic area (71).

There was a clear theme from the responses wanting ‘protection of trees from demolition’ (16 responses out of 282, 5.67%). This was supported by a number of solutions to protect trees including increased open space requirements (8 responses out of 282, 2.84%), ‘increased trees/deep-soil planting zones’ (7 responses out of 282, 2.48%), and incentives, such as reduced planning fees, for developers who retain/replace trees (3 responses out of 282, 1.06%).

Increases in density was raised as the major factor that may result in loss of trees with some submitters stating that it is not possible to have increased density and more trees (4 out of 282, 1.42%). In many instances sustainability and population growth were seen as competing objectives:

*‘What incentives will stop developers clearing the entire block?’*

A number of responses noted objections to the potential for tree protection to take precedence over development outcomes:

*‘There are many trees on residential properties that are too large for the size of the block and in developing these sites the owner should be entitled to remove over large, invasive and allergenic trees.’*

Less consideration was given in the responses received relating to other environmental considerations such as energy sustainability and consideration of environmental externalities. Responses that raised these matters consider the role of the draft Strategy and the City was more

in education on these matters: ‘greater focus, including education, on environmental sustainability and recycling’ (3 responses out of 282, 1.06%), and ‘the City should be actively encouraging renewable energy’ such as PV solar, wind farm, and battery storage (3 responses out of 282, 1.06%). The only recurring response on environmental externalities was concerns around flooding or high water tables (3 responses out of 282, 1.06%).

There was a relatively low number of responses that were not supportive of the approach (28 out of 282, 9.93%). The main reasons provided for not supporting the approach were that increased density will result in a loss of trees (3 out of 282, 1.06%) and there needs to be more open space on private lands (3 out of 282, 1.06%). Respondents also stated that they were not supportive of trees being planted on public open space and that owners should be entitled to remove trees on their own land.

### **Analysis of Focus Groups**

Strategies relating to the protection of mature trees and expansion of the urban canopy were strongly supported by participants in the focus groups. Trees and greenery were considered to contribute highly to the ‘feel’ of the City of South Perth. Some participants wanted the City to hold developers (or others) to account for the removal of established/mature trees.

Participants responded positively to achieving higher environmental standards however, some concern was expressed about the cost to home builders; many felt the provision of incentives would be more appropriate. Those with a view on the subject suggested developers (not smaller landowners) should be held to higher standards.

Most participants felt that consideration of matters like climate change were ‘remote’ from the City of South Perth.

*‘I don’t think this is very applicable to the City of South Perth.’*

*‘(Climate change) is bit out there – I think it’s a bit remote from infill, so long as you have appropriate standards, I mean, it’s not heavy industry. It’s just more people.’*

Some participants however felt strongly that the City should actively plan for environmental impacts. They provided local examples of recent fires and flooding.

### **Overall summary of key topic area 4: Environment and sustainability consultation outcomes**

The following consultation outcomes have been identified through the analysis of feedback received and from the focus groups relating to this key topic area:

- Retaining mature trees and providing space for future trees is important and needs to be mandated or incentivised
- Greater consideration of environmental risks and environmental sustainability is needed.

## Key topic area 5: Heritage, character and design

The feedback form included the following preamble prior to asking a question about how supportive/not supportive respondent were, overall, of the strategies and actions presented in the topic area of heritage, character and design:

*The City protects heritage places by including properties on a Heritage List. Some areas of the City are subject to planning requirements that seek to protect streetscape character, though it is rare that buildings in these areas are considered significant enough to warrant inclusion on the Heritage List.*

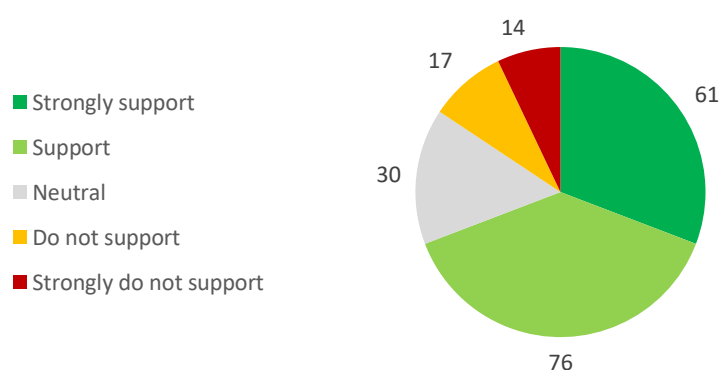
*It is important the City appropriately distinguishes, through its planning controls, between buildings and places of heritage significance and areas of character streetscapes.*

*The City seeks to ensure any heritage place or streetscape with highly valued character is complemented by new buildings of a high design quality. Design WA is a suite of policies that the State Government has recently adopted. Design WA aims to improve the design quality of new buildings including ensuring that they are designed with appropriate ventilation and good access to natural light, of durable and high quality materials, and enhanced resident communal facilities.*

*The Draft Local Planning Strategy includes actions to:*

- *Integrate the principles and criteria of Design WA into all planning decision making;*
- *Continue to review and update the City's Heritage List and identify any potential areas/precincts that are of significant heritage value and consider them for inclusion on the Heritage List;*
- *Identify and develop local planning policies for character precincts or any heritage areas.*

**To what extent do you support this overall approach to heritage, character and design?**



Responses to the feedback form question on heritage, character and design were generally positive with 137 responses out of 201 (68.16%) that either agreed or strongly agreed with the approach.

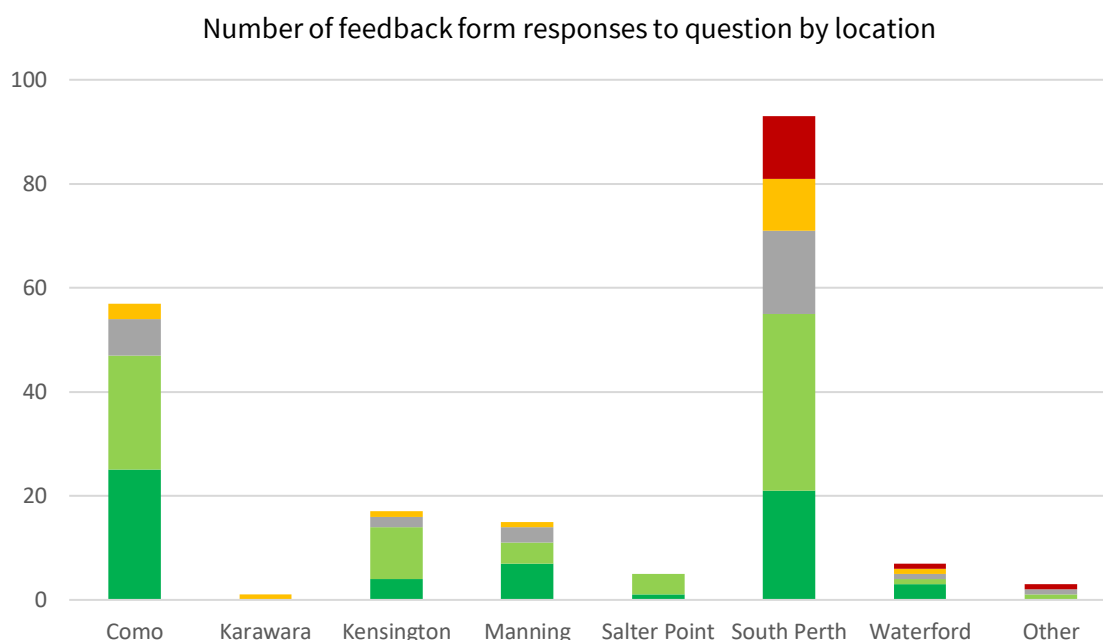
Of these 137 responses 44 provided qualified support and suggested the following improvements:

- More focus on retention of character/streetscapes (4 responses out of 201, 1.99%)
- Design WA to be applied throughout the City (4 responses out of 201, 1.99%)
- City must fund and provide incentives for heritage places (3 responses out of 201, 1.49%)



There were 31 out of 201 (15.42%) responses indicating they did not support or strongly did not support this approach of the draft Strategy. These respondents raised the following issues/concerns:

- City must fund and provide incentives for heritage places (3 responses out of 201, 1.49%)
- Supportive of heritage listing public buildings, but not private buildings (2 responses out of 201, 1.00%)



### Analysis of all written feedback

The written feedback that specifically addressed this key topic area was generally supportive of the approach for heritage, character and design:

- 142 responses were supportive, or provided qualified support
- 32 respondents objected to or raised concerns with the approach.
- 108 respondents were either neutral about the approach (40), or did not provide comment on the topic area (68).

Responses raised concern around potential ‘impacts of increased density on amenity’ and how this would be addressed (14 responses out of 282, 4.69%). Impacts on privacy and overshadowing were also areas of concern, in particular where the draft Strategy contemplates higher codings and taller buildings than current framework (such as along Canning Highway; Managed Growth Areas 4 & 5). A number of responses also wanted ‘explicit details on heights’ to be provided in the draft Strategy (3 responses out of 282, 1.06%). This comment was paired with concerns around privacy and overshadowing impacts.

Respondents were supportive of applying and being consistent with Design WA (5 responses out of 282, 1.77%). There was also a clear desire that new developments be sustainable and of a high quality (3 responses out of 282, 1.06%), be designed better (7 responses out of 282, 2.48%), and provide greater separation between buildings (4 responses out of 282, 1.42%).

For those comments explicitly referencing heritage and heritage listings, respondents supported ‘heritage listing of public buildings, but not for private properties’ (5 responses out of 282, 1.77%), ‘more preservation of heritage from large developments, particularly in activity centres’ (8 responses out of 282, 2.84%), ‘greater consideration of aboriginal heritage’ (2 responses out of 282,

0.71%) and 'City funding/incentivising preservation of heritage buildings' (6 responses out of 282, 2.13%). 'Art-deco, mid-century, weatherboard and California bungalows' (4 responses out of 282, 1.42%) were all raised as being of heritage value.

Some responses noted the need to trade off heritage protection with certain incentives:

*'I support private owners of heritage potential buildings, be given additional development incentives if they retain the heritage building and integrate it into the new design.'*

Conversely a couple of respondents also believed that there was not much heritage in the City and heritage listing should be generally removed (2 responses out of 282, 0.71%).

In terms of character, respondents believed that 'increased density does not preserve character' (3 responses out of 282, 1.06%) and that 'greater retention of character/streetscapes is needed' (5 responses out of 282, 1.77%). Key areas where character was identified by respondents were throughout Kensington and South Perth (in particular around Elizabeth Street and Milson Street, and within the South Perth Activity Centre). This concern is symptomatic of a more general perception that accommodating growth means an immediate loss of design quality, heritage and character, and levels of amenity:

*'It is ok to have heritage and character, and you will have a lot of that is retained in the majority of areas. But it cannot be at the expense of planned density around transport areas.'*

### **Analysis of Focus Groups**

Participants agreed that there should be an emphasis on design quality. Many of the participants felt that too little emphasis on design quality in the past has negatively impacted the look and feel of certain areas within the City. Neither focus group rejected the concept of new buildings but it was important to both groups that the design of new builds should be sympathetic to the existing character of the area. Both focus groups said the older homes are part of the identity of parts of the City; streets lined with character/heritage homes were particularly valued.

This was a topic that generated much more discussion in Group 2 (lone-person or couples households) than Group 1 (under 35s), possibly because many more of Group 2 owned their own homes and had seen significant changes to their streets and neighbourhoods, having lived in or around the area for a longer time.

*'It's really important to me, and different suburbs are different, so like Waterford you know has only been built in recent years -, I can remember when it was just bush. So modern housing is an appropriate thing there. Kensington was built in the 50s and late 40s and it ought to look like it was built in the 40s and 50s but modernised and made nice. That really makes a difference to me.'*

The focus group discussions confirmed that there is a need to identify and protect character, heritage and streetscape values across the City; and that these values differ from suburb to suburb.

### **Overall summary of key topic area 5: Heritage, character and design consultation**

The following consultation outcomes have been identified through the analysis of feedback received and from the focus groups relating to this key topic area:

- Density increases may result in a loss of amenity (loss of light access, privacy and design quality, etc.). The planning framework needs to ensure these impacts are mitigated
- Greater recognition and protection of character streetscapes and heritage places is needed, particularly from the impacts of development.

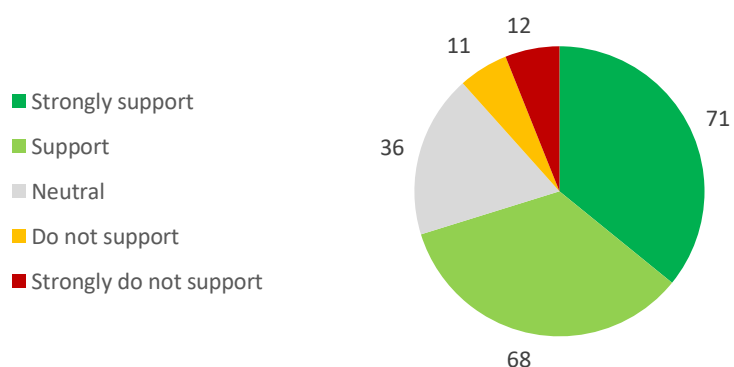
## Key topic area 6: Public open space and community facilities

The feedback form included the following preamble prior to asking a question about how supportive/not supportive respondents were, overall, of the strategies and actions presented in the topic area of public open space and community facilities:

*The City has a mix of local, neighbourhood, district and regional open spaces that all have different functions and roles. As the population grows and the City's demographic profile changes, there will be changing community needs for public open space and community facilities. The Draft Local Planning Strategy recommends requiring new development to help provide for new community infrastructure in areas where growth is concentrated, such as activity centres, and where need for this infrastructure will be greatest into the future. As the City of South Perth is mostly developed, there are limited opportunities to create new areas of public open space. The Draft Local Planning Strategy proposes:*

- Investigating how existing open space and infrastructure can be upgraded;*
- How to achieve this by incentivising new development to make voluntary contributions towards this infrastructure.*

**To what extent do you support this overall approach for public open space and community facilities?**

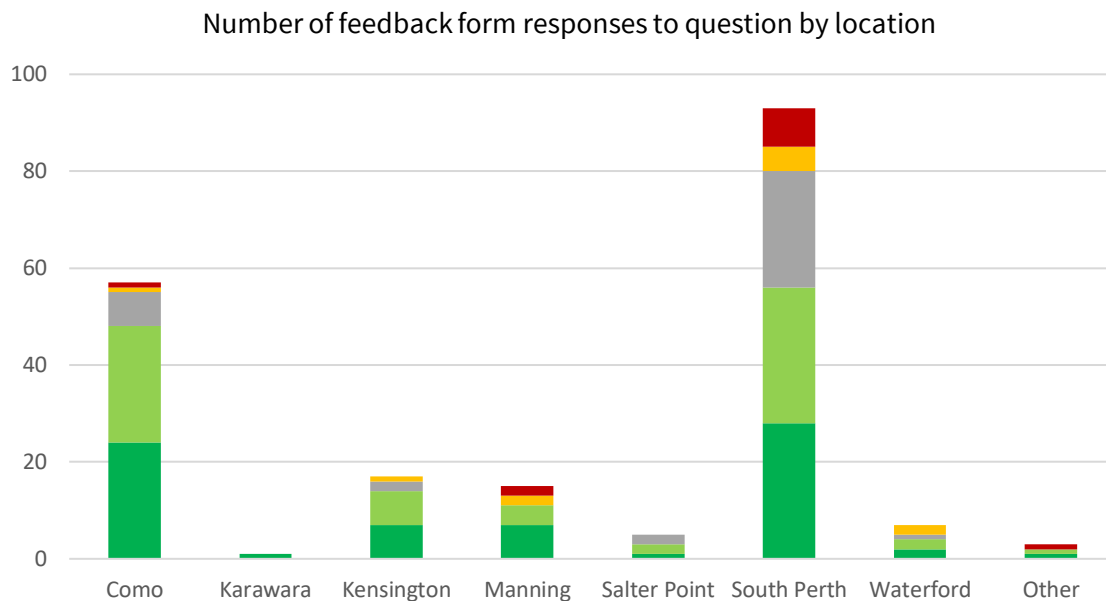


Responses to the feedback form question on public open space and community facilities were largely positive with 139 out of 201 (69.15%) respondents either agreeing or strongly agreeing with the approach. Also notable was the large neutral response from 36 respondents out of 201 (17.91%). Of the 139 positive responses, 48 provided qualified support and suggested the following improvements:

- All open space to be retained and upgraded appropriately (14 responses out of 201, 6.97%)
- More native vegetation on verges and in parks (4 responses out of 201, 1.99%)
- Development contributions should be mandatory (4 responses out of 201, 1.99%)

There were 23 responses out of 201 (11.44%) indicating they did not support or strongly did not support this approach of the draft Strategy. These respondents raised the following issues/concerns:

- All open space must be retained (4 responses out of 201, 1.99%)
- More open space and parks are required (2 responses out of 201, 1.00%)
- Existing open space does not need to be upgraded or developed (2 responses out of 201, 1.00%)
- Development contributions should be mandatory (2 responses out of 201, 1.00%)



### Analysis of all written feedback

The written feedback that specifically addressed this key topic area was generally supportive of the approach for public open space and community facilities. This topic area also received the least number of responses that were not supportive of the approach:

- 144 responses were supportive, or provided qualified support
- 24 respondents objected to or raised concerns with the approach.
- 114 respondents were either neutral about the approach (40), or did not provide comment on the topic area (74).

There was a single clear theme from the responses received that ‘all open space is to be retained and upgraded appropriately’ (27 responses out of 282, 9.57%). This was reinforced by a number of other responses that provided similar, more specific comments such as ‘retain Sir James Mitchell Park’ (3 responses out of 282, 1.06%) and ‘retention of open space will be increasingly important with higher density’ (9 responses out of 282, 3.19%), with responses like as follows:

*‘Keeping the public open space open is even more important with the increasing density’*

*“Due to the limited opportunities to create new areas of open space, it is very important that existing areas of open space are preserved, cared for and upgraded where applicable.”*

Although generally supportive of the approach to public open space, respondents feared that open space would be lost to accommodate new dwellings or commercial activities and that there was not going to be sufficient open space to support the increased population. Responses were supportive of voluntary contributions to provide additional community facilities and open space although many believed that contributions should be mandatory (8 responses out of 282, 2.84%). The most prominent reason for this was that existing residents should not be responsible for funding infrastructure to support higher density and developers are unlikely to provide a contribution unless it is required/mandatory.

Another theme was around native trees and protection of habitats for local fauna. Respondents wanted all trees planted within local parks, reserves and verges to be native species that support local birdlife such as the Carnaby's black cockatoo (10 responses out of 282, 3.55%). Although not

specifically raised in the draft Strategy, 8 responses (out of 282, 2.84%) referenced a future aquatic facility within the City. Of those, 5 were in support of a new aquatic facility and 3 were not supportive.

This topic area received the lowest number of responses that either disagreed or strongly disagreed with the approach (24 responses out of 282, 8.16%). The main reasons provided for not supporting the approach was driven by the fear that the draft Strategy may promote the loss of public open space. Comments received included ‘all open space to be retained’ (4 responses out of 282, 1.42%) and that the Strategy is insufficient in providing additional open space for a growing population in that more local parks and open space is required (2 responses out of 282, 0.71%).

### **Analysis of Focus Groups**

It was identified through the focus groups that the draft Strategy’s approach of using partnerships (with other local governments, for instance) and incentivising development to make contributions towards new and upgraded public open spaces and community facilities made sense.

*‘I think they do that now, because big buildings they have to put into the bucket of money that the council has to spread around.’*

There was limited discussion about other elements of the topic area, such as strategy 4.6.2 which seeks to ensure new housing is well connected to the public open space network. Participants in both groups felt it was an important ambition but were unclear on the specific ways this could be achieved.

### **Overall summary of key topic area 6: Public open space and community facilities consultation outcomes**

The following consultation outcomes have been identified through the analysis of feedback received and from the focus groups relating to this key topic area:

- Voluntary contributions that assist in accommodating growth and improving public infrastructure are supported
- Open space is highly valued and should be protected and sympathetically upgraded.

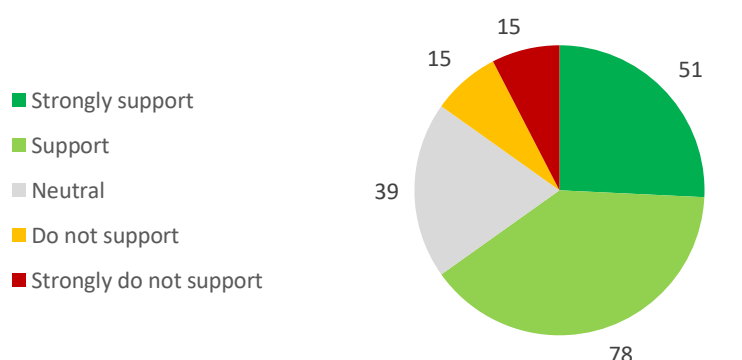
## Key topic area 7: Tourism and entertainment

The feedback form included the following preamble prior to asking a question about how supportive/not supportive respondent were, overall, of the strategies and actions presented in the topic area of tourism and entertainment:

*The City is a popular destination for tourists, with most tourists visiting the City for educational reasons. There are also a number of notable tourism sites in the City that attract foreign and domestic tourists such as the Perth Zoo and Sir James Mitchell Park. The Draft Local Planning Strategy includes several actions to support the growth of entertainment and tourism uses including:*

- A review of the City's Local Laws to encourage greater use of public places for tourism and entertainment (events, alfresco, performances, etc.)*
- Cut red tape for approvals of small-scale tourism and entertainment uses in areas with existing tourism features*
- Ensure the future planning framework permits short-term accommodation uses in appropriate locations so that more accommodation options are available to tourists.*

**To what extent do you support this overall approach to tourism and entertainment?**



Responses to the feedback form question on tourism and entertainment were positive with 129 (out of 201, 64.18%) feedback form respondents either agreeing or strongly agreeing with the approach. Of all the topic areas, tourism and entertainment received the least comments with just over a third of all feedback form respondents providing additional comment. It also had the most respondents identify a 'neutral' position (39 responses, 19.40%), potentially indicating a lack of firm/clear opinions on the topic.

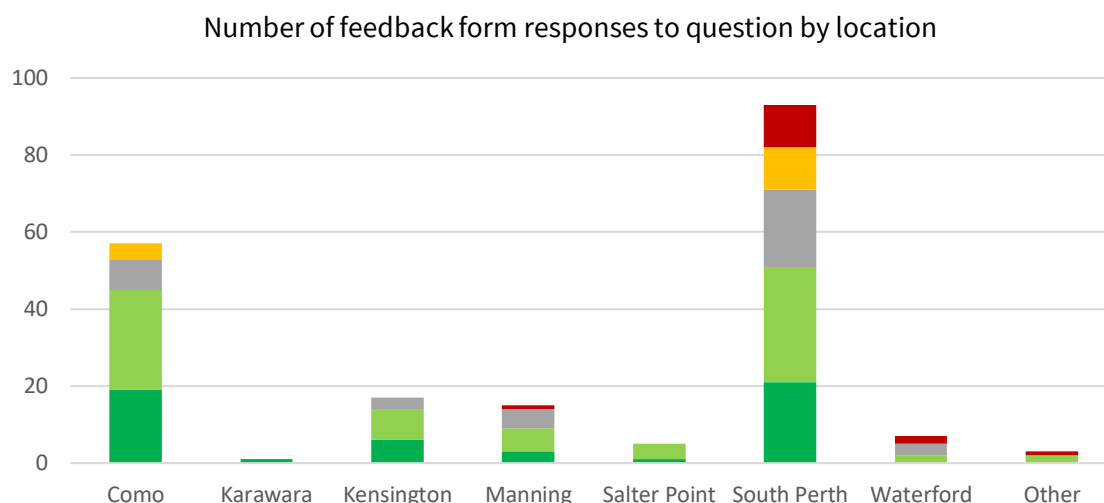
Of these 129 responses, 37 provided qualified support, however there were no recurrent responses on how the approach could be improved.

There were 30 out of 201 (14.93%) responses indicating they did not support or strongly did not support this approach of the draft Strategy. These respondents raised the following issues/concerns:

- Cutting red tape for short-term accommodation is not supported (3 responses out of 201, 1.49%)
- More details are required by what is meant by 'cutting red tape' (2 responses out of 201, 1.00%)
- Commercial short-term accommodation is preferred over ad-hoc short-term accommodation (i.e. AirBnB) (2 responses out of 201, 1.00%)



It is also noted that the majority (22 out of 30) of respondents that were not in support of the approach came from the suburb of South Perth.



### Analysis of all written feedback

The majority of written feedback that specifically addressed this key topic area was generally supportive of the approach for to tourism and entertainment. This topic area also had the greatest number of neutral responses or no response:

- 132 responses were supportive, or offered qualified support
- 32 respondents objected to or raised concerns with the approach.
- 118 respondents were either neutral about the approach (39), or did not provide comment on the topic area (79).

A recurrent theme in the responses, was ‘increased tourism, entertainment, and temporary events’ (9 responses out of 282, 3.19%). Responses cited there was a lack of vibrancy, particularly in the evenings, and that more small bars, cafes and food trucks and would improve this (3 responses out of 282, 1.06%).

There were mixed comments in relation to short-term accommodation with 9 responses (out of 282, 3.19%) being supportive and 6 responses (out of 282, 2.13%) not supportive of more short-term accommodation. The responses both for and against short-term accommodation identified that the management and operation of these uses needs to be handled appropriately to ensure that impacts from noise and anti-social behaviour are mitigated. From both those respondents that were supportive and not supportive, there was a preference for short-term accommodation uses to be formal (serviced apartments, hotel, etc.) rather than ad-hoc (Airbnb, etc.).

Of those responses that were not supportive with the approach, key reasons cited were that they were ‘not supportive of short-term accommodation and cutting red tape’ (3 responses out of 282, 1.06%) and ‘more details required as to what cutting red tape means’ (2 responses out of 282, 0.71%). There were 2 responses that did not believe that South Perth was a tourist destination, but rather a residential area (2 responses out of 282, 0.71%), and that short-term accommodation was not necessary.

### **Analysis of Focus Groups**

Participants of both focus groups recognise that the City of South Perth – particularly areas around the foreshore and Perth Zoo – is a destination for local, regional and international tourists and it ‘makes sense’ to concentrate future growth around these areas.

The diverse range of event activities is one element of the City that participants expressed they enjoy. Those who made comment in the focus groups felt positively about actions that would support the growth of tourism and entertainment.

Some of the participants were supportive of Airbnb as long as it is ‘safe and reasonable and there’s not too many’. Some participants suggested that the number of properties being used as Airbnb’s has negatively affected the way some residents experience their streets, especially where multiple properties on the same street are being used for short-term accommodation. Note the following exchange among Group 2 participants:

*‘It changes the structure of the street. And parking.’*

*‘And then the amenity of the street and then the rest of the neighbours change, and so this terrible knock-on effect happens.’*

Overall, participants of the focus groups were open to more tourism and entertainment activities within the City and saw such uses as important to the City’s identity/values. Notwithstanding this, there was a general reservation about tourism accommodation uses being located in suburban, residential streets.

### **Overall summary of key topic area 7: Tourism and entertainment consultation outcomes**

The following consultation outcomes have been identified through the analysis of feedback received and from the focus groups relating to this key topic area:

- Short-term accommodation needs to be appropriately managed and located.
- There is support for increased tourism, entertainment and temporary event uses in key activity centres and tourist destinations.

## 6. Overall consultation outcomes and key attitudes expressed

To provide a complete overview of the consultation, collating all of the feedback received, each element of feedback was analysed and any theme raised in the feedback identified. When considering the levels of support, including qualified support and suggested improvements, for each approach, and the identified recurrent themes in each key topic area the following consultation outcomes have been derived. These outcomes are not intended to provide a list of all recurrent themes, but rather they provide an overall understanding of the outcomes for each key topic area.

### **Population and housing**

1. It is appropriate to plan for a growing population though if the extent of growth forecast eventuates, it will considerably change the City of South Perth.
2. The managed growth strategy is generally supported, with some consideration needed on built-form transition, identifying and respecting existing character.
3. A comprehensive review of the existing dual density coding system is supported.

### **Activity centres and employment**

4. Opportunities for housing and employment are supported within the Bentley/Curtin Specialised Activity Centre.
5. Development in activity centres needs to ensure that appropriate services and activities (such as a supermarket) are provided.

### **Transport and access**

6. Future planning should not rely on a heavy rail station at South Perth.
7. Traffic, congestion and parking is an existing concern that will be amplified by increased growth.
8. Existing public transport service levels and cycling infrastructure will need to be expanded and reviewed to remain effective into the future.

### **Environment and sustainability**

9. Retaining mature trees and providing space for future trees is important and needs to be mandated or incentivised.
10. Greater consideration of environmental risks and environmental sustainability is needed.

### **Heritage, character and design**

11. Density increases may result in a loss of amenity (loss of light access, privacy and design quality, etc.). The planning framework needs to ensure these impacts are mitigated.
12. Greater recognition and protection of character streetscapes and heritage places is needed, particularly from the impacts of development.

### **Public open space and community facilities**

13. Voluntary contributions that assist in accommodating growth and improving public infrastructure are supported.
14. Open space is highly valued and should be protected and sympathetically upgraded.

### **Tourism and entertainment**

15. Short-term accommodation needs to be appropriately managed and located.
16. There is support for increased tourism, entertainment and temporary event uses in key activity centres and tourist destinations.

## **Attachment 1: Schedule of Responses**

## Draft Local Planning Strategy

### Schedule of Responses

No.	Response ID	Date Received	Name	Email address	Suburb	Response summary	Officer's response	Modification identified
1.	Online Survey 1834949	12/03/2019			Como	<u>Tourism and entertainment – Strategy 4.7.1 and 4.7.2</u> <ul style="list-style-type: none"> <li>Cygnnet theatre and other heritage locations should be incorporated into tourism and entertainment and new owners invest in developing these areas as entertainment precincts.</li> </ul>	<u>Tourism and entertainment</u> Action 4.7.1(b) supports this. It recommends reviewing the City's local planning policies and local laws (where applicable) to encourage greater use of these spaces. For privately owned properties such as the Cygnnet Theatre and other heritage locations, Strategy 4.7.2 promotes supporting the growth of tourism and entertainment uses such as short-term accommodation where appropriate.	
2.	Online Survey 1836346	13/03/2019			South Perth	<u>Population and housing - Strategy 4.1.2 and 4.4.1</u> <ul style="list-style-type: none"> <li>New development doesn't provide enough open space for landscaping and play area. This is leading to increased temperatures.</li> </ul> <u>Activity centres and employment - Strategy 4.1.1</u> <ul style="list-style-type: none"> <li>Do not support higher density residential within activity centres</li> </ul> <u>Transport and access – Strategy 4.3.3 and 4.3.4</u> <ul style="list-style-type: none"> <li>Rail is already at capacity so a station at South Perth will be unviable.</li> <li>More ferries will not help unless free parking is provided as it is only accessible for people who live adjacent.</li> <li>South Perth residents should have free parking everywhere in the City as is the case in Subiaco.</li> </ul> <u>Environment and sustainability – Strategy 4.4.1</u> <ul style="list-style-type: none"> <li>An environmental study should be undertaken by an independent authority prior to any demolition.</li> </ul> <u>Heritage, character and design – Strategy 4.5.3</u> <ul style="list-style-type: none"> <li>Old houses with gardens are being lost and replaced with concrete boxes which have no aesthetic appeal.</li> </ul> <u>Public open space and community facilities – Strategy 4.6.3</u> <ul style="list-style-type: none"> <li>All existing open space should be retained with no changes to them.</li> </ul>	<u>Population and housing</u> The Strategy supports the provision of increased open space and landscaping around buildings as there are limited opportunities to increase the amount of public open space within the City. Specifically, strategy 4.1.2 recommends exploring opportunities for increased open space around buildings (on private property). Additionally, strategy 4.4.1 aims to achieve increased tree canopy cover on private land. Increased tree canopy cover will assist in moderating air temperature. <u>Activity centres and employment</u> Growth in activity, employment and population within and around activity centres, to appropriate levels, is required to support the on-going viability and functionality of each centre. It is also a State Government policy directive to focus more residential growth within activity centres. <u>Transport and access</u> There is no evidence to suggest that the existing rail network is at capacity. Action 4.3.4 aims to increase the mode share of active transport including public transport and an additional heavy rail station in South Perth will provide greater transport access to residents, workers and visitors. This strategy also recommends the City advocate for an expanded ferry network. The ferry is also accessible via other modes of transport than private cars (buses, etc.). Action 4.3.3(a) aims to prepare a 'Transport, Access and Parking Strategy' that will consider the density and land-use decisions of the Strategy and integrate these with future transport decisions. This strategy, along with the Managed Growth Strategy will ensure the majority of future population is located in areas of higher transport accessibility. Whilst, Action 4.3.3(b) seeks to establish appropriate vehicle parking controls within activity centres the consideration and establishment of a permit system is the role of a parking management plan for individual areas/precincts. The City's Parking Strategy is intended to be used to guide and inform the creation of such plans. As such an additional action has been included under strategy 4.3.3 to address this matter <u>Environment and sustainability</u> Demolition of a Single House is exempt under the Planning and Development (Local Planning Schemes) Regulations 2015 except where the property is on the Heritage List, or located in an adopted Heritage Area. Demolition of grouped dwellings, multiple dwelling and non-residential buildings are not exempt and require planning approval. Strategy 4.4.1 aims to ensure mature vegetation is retained or replaced on development sites through review of existing local policies and investigation of additional measures to be included in the Scheme. This may include protection of vegetation (where possible) where demolition is proposed. <u>Heritage, character and design</u> Strategy 4.5.3 seeks to identify and protect important and unique elements of residential character. Policies are to be prepared for each precinct to identify, maintain and enhance the character of these precinct (if required) under strategy 4.5.3. <u>Public open space and community facilities</u>	Additional action recommended to be included under 4.3.3 as follows: <i>(c) Develop and/or review Parking Management Plans for each of the managed growth strategy area outlined in Strategy 4.1.1 as necessary.</i>

							There is no proposed reduction in the amount of public open space as part of the Strategy. Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the City's public open space strategy and other plans. Strategies under part 4.6 recommend planning mechanisms that will require new development to assist in providing various community benefits, public open space and civic infrastructure.	
3.	Online Survey 1836441	13/03/2019			Como	<p><u>Population and housing - Strategy 4.4.1(d)</u></p> <ul style="list-style-type: none"> <li>There is a lack of infrastructure around Canning Bridge which needs to be upgraded before high density developments are built.</li> <li>Changes in zoning from 10 storeys to 4 storeys within the CBACP are unfair to those in the lower density.</li> </ul> <p><u>Transport and access – Strategy 4.3.3</u></p> <ul style="list-style-type: none"> <li>Parking and access within Canning Bridge is an issue and needs to be addresses before more high density development is built.</li> </ul>	<p><u>Population and housing</u></p> <p>Action 4.4.1(d) outlines that the Canning Bridge Activity Centre Plan will be periodically reviewed to ensure that it is responsive to population growth forecasts and that the objectives of the plan are being met. A review is currently underway which is considering ways to address issues relating to transition between zones.</p> <p>The impact of increased density on existing infrastructure within the Canning Bridge activity centre was investigated as part of the development of the activity centre plan. Where a shortfall was identified recommendations are provided to address the issue.</p> <p><u>Transport and access</u></p> <p>Parking and access was considered during the development of the Canning Bridge Activity Centre Plan. Notwithstanding, this matter is also being further considered as part of the current review of the CBACP, including the consideration of on-site parking. In accordance with the Parking Strategy, the City will also be developing a Parking Management Plan for the area, which will ensure that issues with supply, demand and management of parking is addressed.</p>	
4.	Online Survey 1836886	13/03/2019			South Perth	<p><u>Population and housing – Strategy 4.5.3</u></p> <ul style="list-style-type: none"> <li>The City is turning in to a 'concrete jungle'</li> <li>Adding additional units into existing backyards will have impacts on noise, traffic and overlooking.</li> <li>Perception that zoning changes only favour developers.</li> </ul> <p><u>Activity centres and employment - Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>The population of the City is sufficient and should not increase.</li> <li>Focus should be on preserving the Swan River being the City's best asset.</li> </ul> <p><u>Transport and access – Strategy 4.3.4</u></p> <ul style="list-style-type: none"> <li>Existing buses and ferries are not being utilised enough because of low demand.</li> </ul> <p><u>Environment and sustainability</u></p> <ul style="list-style-type: none"> <li>More focus on the protection of the Swan River and consideration of how high density and increased traffic will affect it.</li> </ul> <p><u>Heritage, character and design – Strategy 4.5.2</u></p> <ul style="list-style-type: none"> <li>Stop large developments adjacent to heritage buildings.</li> </ul> <p><u>Tourism and entertainment</u></p> <ul style="list-style-type: none"> <li>The zoo will be lost to developers. Needs to be retained.</li> </ul> <p><u>General comments – Strategy 4.7.2</u></p> <ul style="list-style-type: none"> <li>The Strategy needs to consider the overall aesthetic of South Perth more and stop allowing 'overdevelopment'.</li> <li>Existing planning has been hap-hazard.</li> </ul>	<p><u>Population and housing</u></p> <p>The Strategy includes several Strategies and actions to ensure that redevelopment is of a high quality, provides adequate space and landscaping around buildings, and is responsive to its surrounds (see strategy 4.1.2, 4.2.3, 4.4.1, 4.5.1).</p> <p>Strategy 4.5.3 seeks to identify and protect elements of residential character. Policies are to be prepared for each precinct to identify, maintain and enhance the character of these precincts if required.</p> <p>The managed growth strategy seeks accommodate the majority of forecast growth within activity centres and along urban corridors where higher levels of accessibility and services are present. This approach will encourage greater use of transport modes other than private vehicles.</p> <p>The R-Codes, Apartment Design Guides and other planning controls adequately ensure new developments minimise the impact on the amenity of adjoining sites in terms of visual privacy and noise.</p> <p>The purpose of the zoning changes is to plan for and manage the expected growth in the most appropriate locations having regard to access to services and infrastructure, and state policy. This is for the benefit of all of the City's residents</p> <p><u>Activity centres and employment</u></p> <p>Best practice and responsible planning needs to respond to what the best available information says we need to plan for. In the case of the City this includes a growing population. Population growth is controlled by many external factors out with the control of the local government. The City's population is forecast to grow by 10,182 people between 2016 and 2031. It would be contrary to orderly and proper planning to not plan for expected population growth. The Strategy responds to this forecast and adopts a 'managed growth strategy' to demonstrate how this growth can best be accommodated having regard to access to infrastructure and services, and state policy direction.</p> <p>Preservation of the Swan River generally is the responsibility of the Swan River Trust that comes under the Department of Attraction, Biodiversity and Conservation. Action 4.6.3(a) seeks to support the implementation of plans for public spaces such as the City's Public Open Space Strategy and the South Perth Foreshore Strategy and Management Plan.</p> <p><u>Transport and access</u></p> <p>There is no evidence to suggest that there is low demand for public transport. Evidence shows that public transport use within the City has increased by over 4% since 2001 (see Part 2, section 5.3.2). Strategy 4.3.4 seeks to increase the mode-share of active transport including public transport use. The managed growth strategy also seeks to increase density</p>	<p>Additional action recommended to be included under 4.3.4 as follows:</p> <p><i>(f) Advocate for an expansion/review of the bus network to more directly and efficiently connect prominent activity centres.'</i></p> <p><i>Additional action recommended to be included under 4.5.2 as follows</i></p> <p>Additional action recommended to be included under 4.5.2 as follows:</p> <p><i>(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 and landscaping.</i></p>

						<p>within activity centres and along urban corridors where higher frequency public transport routes exist. This will in turn increase the use of these services. Additionally, a new action is recommended to be included under strategy 4.3.4 to advocate for an expanded and more efficient bus network.</p> <p><u>Environment and sustainability</u></p> <p>It is not expected that change to density or traffic will have a direct impact on the Swan River.</p> <p><u>Heritage, character and design</u></p> <p>Rules and requirements relating to development of heritage places is outlined in the Heritage Act as well as in the Scheme. It is however noted that there is little guidance on protection of heritage from adjacent or nearby developments. As such, an additional action has been included under strategy 4.5.2 to address this matter.</p> <p><u>Tourism and entertainment</u></p> <p>The Perth Zoo is reserved for ‘parks and recreation’ under the MRS and the strategy makes no recommendation to alter this. This is also not something that the local government can modify</p> <p><u>General comments</u></p> <p>The Strategy outlines ways in which the City is proposing to manage the City’s growth. This includes directing forecast growth to the most appropriate areas (activity Centres and urban corridors) and ensuring that high quality design is an integral component to any development.</p>		
5.	Online Survey 1836953	13/03/2019			Como	<p><u>Population and housing – Strategy 4.1.2</u></p> <ul style="list-style-type: none"><li>Dual density codes not supported. A single code provides more certainty for all.</li></ul> <p><u>Transport and access – Strategy 4.3.4(b)</u></p> <ul style="list-style-type: none"><li>Do not support the development of a train station. There is already a number of other transport options in the area.</li></ul> <p><u>Tourism and entertainment – Strategy 4.7.2</u></p> <ul style="list-style-type: none"><li>Tourism and entertainment should be controlled by private enterprises. The City should only be there to foster / guide and not provide.</li></ul>	<p><u>Population and housing</u></p> <p>Comment noted. Action 4.1.2(a) seeks to undertake a progressive review of the dual density coding system. This action has also been modified to make clear the intent to remove dual density, where appropriate.</p> <p><u>Transport and access</u></p> <p>The Perth and Peel @3.5million Transport Network Plan indicates investigations in to a future rail station located adjacent to Richardson Park within the South Perth Activity Centre. Strategy 4.3.4(b) seeks to advocate that this station is constructed. A railway station would improve network connectivity, particularly for people coming to the South Perth Activity Centre and for people making trips to locations other than the Perth CBD..</p> <p><u>Tourism and entertainment</u></p> <p>Strategy 4.7.2 seeks to support and foster the growth of entertainment and tourism uses in appropriate locations within the City. This strategy seeks to guide, support and foster tourism and entertainment uses. It does not seek to have the City provide these uses.</p>	<p>Modification recommended to action 4.1.2(a) to modify the first sentence to read as follows:</p> <p><i>(a) Undertake a progressive review of the dual density coding system with the intent to remove dual density coding where appropriate.</i></p>
6.	Online Survey 1837177	13/03/2019			South Perth	<p><u>Transport and access – Strategy 4.3.4</u></p> <ul style="list-style-type: none"><li>Government investment is not occurring at the same rate as demand for new dwellings. Extra public transport services are needed.</li></ul> <p><u>Environment and sustainability – Strategy 4.4.1</u></p> <ul style="list-style-type: none"><li>Trees removed through development or vandalism should be replaced.</li></ul> <p><u>Heritage, character and design – Strategy 4.5.2</u></p> <ul style="list-style-type: none"><li>Older heritage buildings are being entombed by larger developments. A small building adjacent to a podium looks bad and erodes the heritage value.</li></ul> <p><u>Public open space and community facilities – Strategy 4.6.3</u></p> <ul style="list-style-type: none"><li>The Connect South project is excellent. More development all along the foreshore should be encouraged.</li></ul> <p><u>General comments – Strategy 4.6.1 and Strategy 4.5.1</u></p> <ul style="list-style-type: none"><li>High rise developments do not provide sufficient community benefit.</li></ul>	<p><u>Transport and access</u></p> <p>The City is considered to be well connected and well served by public transport. Strategy 4.3.4 seeks to advocate for increased services such as a future heavy rail station to support a growing population and enhance connectivity.</p> <p><u>Environment and sustainability</u></p> <p>A review of existing policies relating to trees on private development sites is addressed by strategy 4.4.1. This strategy recommends the City adopt/modify policies to achieve a greater area of tree canopy on private property.</p> <p><u>Heritage, character and design</u></p> <p>Strategy 4.5.2 seeks to protect heritage listed properties which includes ensuring that new developments do not unduly impact on adjoining properties in regards to their heritage value. Further all properties adjacent to a heritage property are require to undertake a heritage impact assessment.</p> <p><u>Public open space and community facilities</u></p> <p>Strategy 4.6.3 seeks to support the implementation of existing plans including the South Perth Foreshore Strategy and Management Plan. This plan includes measures to enhance the quality of the public realm along the South Perth foreshore and Sir James Mitchell Park.</p> <p><u>General comments</u></p> <p>Strategy 4.6.1 seeks to ensure that measures are incorporated into the South Perth Activity Centre Plan and other plans for activity centres and urban corridors to ensure that they</p>	



						<ul style="list-style-type: none"> <li>Road infrastructure needs to be upgraded to deal with traffic and congestion.</li> <li>New high rise should be the same height as the existing.</li> <li>All high rise buildings should be examples of good architecture and be unique and striking, not basic and box shaped.</li> </ul>	<p>deliver sufficient community benefits where appropriate.</p> <p>The City schedules and undertakes capital works such as the upgrades of roads as necessary. Requirements for specific improvements to the transport and access network for each of the managed growth areas will be considered at the detailed planning stage, if required as a result of the amount of expected growth, when there is greater certainty about the built-form.</p> <p>The Strategy does not make recommendations about built-form. This is considered at the detailed planning stage such as through the preparation and adoption of an activity centre plan. Strategy 4.5.1 seeks to embed the principles of State Planning Policy 7 – Design of the Built environment into the City’s Design Review Panel and within activity centre plans, the Scheme and local planning policies to improve overall levels of design quality.</p>	
7.	Online Survey 1837337	13/03/2019			South Perth	<p><u>Population and housing – 4.1.1</u></p> <ul style="list-style-type: none"> <li>Population growth should be directed towards regional centres such as Albany and Bunbury to reduce the population growth in the metropolitan region.</li> <li>Urban sprawl should be reduced by limiting development on the metropolitan fringes and increasing density in existing areas.</li> <li>Strict guidelines need to be developed to enforce the strategy.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.3</u></p> <ul style="list-style-type: none"> <li>As there is limited opportunity for new open space, existing areas should be well preserved and upgraded. Existing underutilised open space should be reviewed to make them more attractive.</li> </ul> <p><u>Tourism and entertainment – Strategy 4.6.3</u></p> <ul style="list-style-type: none"> <li>Any new permanent structures on the foreshore areas must be approved by the community, particularly in terms of location and appearance.</li> </ul> <p><u>General comments</u></p> <ul style="list-style-type: none"> <li>High rise should be no taller than 20 storeys.</li> </ul>	<p><u>Population and housing</u></p> <p>Decisions on managing and directing growth to regional centres and/or on the fringes of the metropolitan area are made by the State Government and are not controlled by the City of South Perth. The current policy direction of the State Government is to direct the majority of growth in established areas towards activity centres and along urban corridors. The Strategy is consistent with this and outlines the forecasted increase in population within the City. Strategy 4.1.1 identifies opportunities to accommodate this increasing population by directing most of the forecast growth towards activity centres and along urban corridors.</p> <p><u>Public open space and community facilities</u></p> <p>Comment noted and aligns with strategy 4.6.3, which states as follows; ‘Ensure the planning framework supports the improvement of public open spaces.’</p> <p><u>Tourism and entertainment</u></p> <p>All new development on City owned land is subject to approval by Council. Development on land reserved under the MRS is often subject to approval from State Government. It is expected that all major projects proposed by the City or another party will undergo extensive community engagement to ensure that the development is in the best interests of the community.</p> <p><u>General comments</u></p> <p>The Strategy does not make recommendations in respect to built-form, this is considered at the detailed planning stage, such as through the preparation of activity centre plans. With respect to the development of such plans, the strategy recommends taking an evidence based approach to the setting of development controls (including height) that best responds to what is required to support the individual needs of each centre having regard to the location, role and function.</p>	
8.	Online Survey 1837525	13/03/2019			Kensington	No additional comments.	No response required.	
9.	Online Survey 1837884	13/03/2019			South Perth	<p><u>Population and housing – Strategy 4.1.1 and 4.4.1</u></p> <ul style="list-style-type: none"> <li>The increased density is unsustainable as the infrastructure cannot support high rise development.</li> <li>The Strategy refers to protecting significant vegetation although I have seen none of this on or near high rise development. There has however been loss of light and amenity.</li> </ul> <p><u>Activity centres and employment – Strategy 4.1.2</u></p> <ul style="list-style-type: none"> <li>There should be no change.</li> </ul> <p><u>Transport and access – Strategy 4.3.1, 4.3.2, 4.3.4</u></p> <ul style="list-style-type: none"> <li>The mitigation plans for transport and access cannot be achieved with the planned population growth.</li> </ul> <p><u>Environment and sustainability – Strategy 4.4.2</u></p> <ul style="list-style-type: none"> <li>Population growth is unsustainable and the environment will suffer.</li> </ul>	<p><u>Population and housing</u></p> <p>Part 2 of the Strategy outlines studies and investigations into the capacity of various infrastructure within the City including roads and services facilities. These studies outline if the existing infrastructure is sufficient or may require upgrades in the future. Further the infrastructure requirements for each of the managed growth areas will be considered at the detailed planning stage, if required as a result of the amount of expected growth, when there is greater certainty about the built-form. Upgrades will be scheduled and take place as the demand arises.</p> <p>Strategy 4.4.1 seeks to address loss of mature trees through reviewing the existing policy relating to trees on development sites and by developing additional measures to encourage and incentivise retention or replacement of mature trees. The Apartment Design Guidelines provide criteria that seek to protect light access to adjoining properties.</p> <p><u>Activity centres and employment</u></p> <p>Comment noted. Strategy 4.1.2 seeks to undertake investigations of activity centres that currently do not have an applicable activity centre plan to identify opportunities for new non-residential floor space to meet forecasted demand.</p> <p><u>Transport and access</u></p>	

					<p><u>Heritage, character and design – Strategy 4.5.2</u></p> <ul style="list-style-type: none"><li>Heritage assets should be maintained and looked after. High rise development is destroying the environment around heritage sites.</li></ul> <p><u>Public open space and community facilities – Strategy 4.6.3</u></p> <ul style="list-style-type: none"><li>Existing open spaces are adequate and do not need to be upgraded.</li></ul> <p><u>Tourism and entertainment – Strategy 4.7.1</u></p> <ul style="list-style-type: none"><li>Do not support entertainment in South Perth. It is a residential suburb and not an entertainment or tourism hub.</li></ul>	<p>A number of strategies are proposed that relate to managing road congestion and increasing the mode share for active transport. This will be achieved by distributing population in activity centres and along urban corridors which have good transport accessibility (strategy 4.3.1), reducing congestion through new infrastructure and access strategies (strategy 4.3.2), increasing mode share of active transport (strategy 4.3.4) and adapting planning controls to respond to emerging technologies (strategy 4.3.5).</p> <p><u>Environment and sustainability</u></p> <p>The factors that control and contribute to population growth are primarily out with the control of the City. The Strategy provides a framework to accommodate forecast growth in population and activity. These forecasts are based on a range of inputs, such as birth, immigration and mortality rates. The Strategy is also consistent with the objectives of Perth and Peel @3.5million. It is orderly and proper planning that the Strategy responds to growth forecasts and policy objectives to ensure any growth that occurs is managed appropriately.</p> <p><u>Heritage, character and design</u></p> <p>Strategy 4.5.2 seeks to protect heritage listed properties which includes ensuring that new developments to not unduly impact on adjoining properties in regards to their heritage value. Further development adjacent to a heritage property is required to undertake a heritage impact assessment.</p> <p><u>Public open space and community facilities</u></p> <p>There is no proposed reduction in the amount of public open space as part of the Strategy. The Strategy suggests that Como may have a shortfall of public open space in the future based on forecast growth. The Strategy identifies that there are limited opportunities to provide additional open space within the City of South Perth. Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the City’s public open space strategy and other plans relating to more specific open space areas.</p> <p><u>Tourism and entertainment</u></p> <p>Entertainment and tourism uses will be located in existing neighbourhood centres and larger activity centres and not within existing residential areas as outlined in strategy 4.7.1.</p>		
10.	Online Survey 1835452	13/03/2019			South Perth	<p><u>Population and housing – Strategy 4.1.1(k)</u></p> <ul style="list-style-type: none"><li>Concerns that Angelo Street is not appropriate for increased population as there are already traffic and parking issues.</li></ul> <p><u>Activity centres and employment – Strategy 4.1.2(d)</u></p> <ul style="list-style-type: none"><li>Surprised that there is demand for non-residential floor space in Angelo Street.</li></ul> <p><u>Transport and access – Strategy 4.3.4</u></p> <ul style="list-style-type: none"><li>Ferry should be extended to Coode Street.</li></ul> <p><u>Heritage, character and design - Strategy 4.5.1</u></p> <ul style="list-style-type: none"><li>Building designs in Perth should be more like those in Melbourne which are designed better and interesting to look at.</li></ul> <p><u>Tourism and entertainment – Strategy 4.6.2</u></p> <ul style="list-style-type: none"><li>Sir James Mitchell Park should be retained.</li></ul> <p><u>General comments – Strategy 4.5.1</u></p> <ul style="list-style-type: none"><li>Concerned that the plan puts too much focus on commercial activities changing the existing residential character.</li></ul>	<p><u>Population and housing</u></p> <p>Directing growth towards activity centres is in line with state policy directive and considered appropriate given the access to infrastructure and services in such areas. Action 4.1.1(j) recommends investigating accommodating growth within and around the Angelo Street neighbourhood centre. These investigations will consider how this growth can be best accommodated, including consideration of impacts on traffic and parking. A growing population around Angelo Street will support the on-going functioning and viability of the neighbourhood centre. Associated issues of parking and traffic will be managed by both a ‘Transport, Access and Parking Strategy’ as outlined in strategy 4.3.1 and the implementation of the City’s Parking Strategy. An additional action is recommended to be included under strategy 4.3.3 relating to the ongoing monitoring and implementation of parking management plans for each of the managed growth areas. Additionally, a new action is recommended to be included under strategy 4.5.1 that ensures that considerations will be given to 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.</p> <p><u>Activity centres and employment</u></p> <p>The ‘Activity Centres Review’ (2017) (refer section 5.2.5 of the Draft Strategy) forecasts future demand for approximately 1,900sqm of retail floor space and approximately 1,300sqm of office floor space by 2031 within the Angelo Street neighbourhood centre.</p> <p><u>Transport and access</u></p> <p>Comment noted. Expansion to the ferry network is addressed by strategy 4.3.4 that seeks to advocate for an expanded ferry network.</p> <p><u>Heritage, character and design</u></p> <p>The draft Strategy does not address the design of individual buildings although strategy</p>	<p>Additional action recommended to be included under strategy 4.5.1 as follows: <i>(b) Investigate mechanisms that given consideration to 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.</i></p> <p>Additional action recommended to be included under 4.3.3 as follows: <i>(c) Develop and/or review Parking Management Plans for</i></p>

						4.5.1 seeks to embed the principles of State Planning Policy 7 – Design of the Built environment into the City’s Design Review Panel and within activity centre plans, the Scheme and local planning policies which will lead to improved design for buildings. <u>Tourism and entertainment</u> There is no proposed reduction in the amount of public open space as part of the Strategy including Sir James Mitchell Park. Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the City’s public open space strategy and other plans relating to more specific open space areas. <u>General comments</u> The Strategy does not recommend increasing the amount of land zoned for non- residential purposes, rather the Strategy proposes to consolidate existing activity centres by allowing for more mixed use and commercial activities within these areas. This is based on forecast demand for non-residential floor space in the future. Further, Strategies 4.5.2 and 4.5.3 seek to identify areas with a good sense of place or streetscape character and implement policies to reinforce this character to protect these.	<i>each of the managed growth strategy area outlined in Strategy 4.1.1 as necessary.</i>	
11.	Online Survey 1838052	13/03/2019			Como	No additional comments.	No response required	
12.	Online Survey 1838088	13/03/2019			Manning	<u>Population and housing – Strategy 4.1.1, 4.3.1 and 4.3.2</u> <ul style="list-style-type: none"><li>Urban corridors should only include those properties adjacent to the road and not the surrounding area.</li><li>Car ownership in WA is high and increased density needs to cater for increased traffic.</li></ul> <u>Transport and access – Strategy 4.3.5</u> <ul style="list-style-type: none"><li>Drone technology and the increased in electric vehicles needs to be considered more.</li></ul> <u>Environment and sustainability – Strategy 4.4.1</u> <ul style="list-style-type: none"><li>More needs to be done in terms of enforcing and monitoring tree plantings on new development sites. Some areas such as Cygnia Cove seem to have no tree canopy cover.</li></ul> <u>Heritage, character and design – Strategy 4.5.2, 4.5.3</u> <ul style="list-style-type: none"><li>It is critical to encourage recognition of heritage places.</li></ul> <u>Public open space and community facilities – Strategy 4.3.4</u> <ul style="list-style-type: none"><li>Reclaiming portions of the Swan/Canning River should be considered with opportunities for marinas and increased ferry services.</li></ul> <u>Tourism and entertainment – Strategy 4.6.3</u> <ul style="list-style-type: none"><li>Sporting grounds need investment to increase patronage for example encouraging golf events at Royal Perth and/or collier to boost tourism.</li></ul> <u>General comments – Strategy 4.1.1</u> <ul style="list-style-type: none"><li>Concerned about the validity of population projections underlining the strategy.</li><li>No reference in the strategy to Indigenous engagement. More involvement should be encouraged.</li></ul>	<u>Population and housing</u> Actions 4.1.1(f) and 4.1.1(g) seek to increase density along Canning Highway in such a way that an appropriate transition is provided between high density development along the urban corridor and the surrounding low density residential area. Strategy 4.3.1 seeks to ensure that population growth is mostly directed towards activity centres and urban corridors where transport access is greatest. The implications on the local access and movement network in each of the managed growth areas will be considered at the detailed planning stage, if required as a result of the amount of expected growth, when there is greater certainty about the built-form. Further, Strategy 4.3.2 aims to address the impact that increased population will have on the road network. <u>Transport and access</u> Strategy 4.3.5 aims to address the impact emerging technologies will have on the City and how these will affect transport and access. <u>Environment and sustainability</u> Strategy 4.4.1 aims to address canopy cover within private development sites and recommends implementing policies that achieve greater levels of tree retention and tree canopy cover on development sites. <u>Heritage, character and design</u> The local heritage inventory and associated policies provide guidance on the protection and celebration of places with heritage value. The draft Strategy recommends regular review of the local heritage list and development of a policy framework to support streetscape character protection (refer strategies 4.5.2 and 4.5.3). <u>Public open space and community facilities</u> Reclamation of the Swan/Canning River is not a matter that is within the control of the local government and is not considered necessary to address the forecast population growth. Notwithstanding, additional facilities adjacent to the Swan River are proposed through the City’s Connect South project which includes concept plans for an additional ferry berth at Mends Street. Strategy 4.3.4 recommends the City advocate for increased ferry services in the future including potential expansion of the network. <u>Tourism and entertainment</u> Strategy 4.6.3 aims to support improvement of public open spaces which includes Collier Park Golf Course and Royal Perth Golf Course. Individual events to promote tourism are outside the scope of a local planning strategy, however, the strategy encourages the City fostering and supporting tourism. <u>General comments</u> The Strategy provides a framework to accommodate forecast growth in population and	New strategy and action recommended for inclusion under section 4.5 as follows: 4.5.4 Ensure the City’s planning framework acknowledges and respects aboriginal cultural heritage. <i>Develop a framework to undertake cultural heritage assessment within the City for registered Aboriginal sites and places.</i>

							activity. These forecasts are based on the best and most up to date information that is currently available and include a range of inputs, such as birth, immigration and mortality rates. The Strategy is also consistent with the objectives of Perth and Peel @3.5million. It is orderly and proper planning that the Strategy responds to growth forecasts, that are based on the best and most up to date information available, and policy objectives to ensure any growth that occurs is managed appropriately. Engagement with specific population cohorts is not the role of a local planning strategy. Notwithstanding, a new strategy and action are recommended to be included in the Strategy that ensures the City's planning framework acknowledges and respects aboriginal cultural heritage.	
13.	Online Survey 1838223	14/03/2019			Kensington	<u>Population and housing – Strategy 4.1.2(c)</u> <ul style="list-style-type: none"> <li>Zoning in Kensington should be changed to allow subdivision of corner blocks.</li> </ul>	<u>Population and housing</u> The Managed Growth Strategy demonstrates that the majority of growth in the City can be accommodated within and around activity centre and along urban corridors. This approach makes best use of existing transport infrastructure and ensures greatest access to good, services and employment. Densification of lots in lower density areas of the City with lower levels of accessibility would be inconsistent with this approach and is therefore not supported by the Strategy.	
14.	Online Survey 1838798	14/03/2019			Como	<u>Population and housing – Strategy 4.3.4, 4.1.1</u> <ul style="list-style-type: none"> <li>Needs to be more priority in getting State Government to construct the South Perth station as this will encourage higher density.</li> <li>Needs to be more public transport links in suburban areas not just increased services on existing routes. Additional links should be added to connect the train station once constructed and these links should be in dedicated bus lanes where congestion already exists.</li> <li>Rezoning of blocks south of Alston Ave on the west side of Canning Highway is not supported due to existing parking problems.</li> </ul> <u>Transport and access – Strategy 4.3.4(a)</u> <ul style="list-style-type: none"> <li>Increasing ferry services is unrealistic as people will always use the fastest route to get to the City. A new service to Canning Bridge would have to compete with rail making it unviable.</li> </ul>	<u>Population and housing</u> Strategy 4.3.4 recommends the City advocate for the construction of a heavy rail station at South Perth and expansion of the public transport network generally. Strategy 4.1.1 seeks to accommodation population growth along urban corridors including Canning Highway. Properties south of Alston Ave and west of Canning Highway are considered to form part of the Canning Highway Urban Corridor. Strategy 4.1.1(g) recommends progressing planning investigations in this area in a way that (a) ensures an appropriate amount of population growth is accommodated, (b) provides for an appropriate transition to the surrounding single residential neighbourhood, the minimisation of congestion on local street and the provision of adequate on-site parking facilities. Further the City's Parking Strategy advocates for the development of parking management plans in individual precincts. An additional action is recommended to be included under strategy 4.3.3 to address this matter. These parking management plans, coupled with adequate on-site parking provision, will address issues with on street parking. <u>Transport and access</u> Action 4.3.4(a) seeks to advocate for the expansion of the ferry system from South Perth to locations such as Burswood and the University of Western Australia. These connections would be new links between existing centres and would not complete with existing services. Additional public transport connections and services provide a benefit to the whole of the community including disadvantaged and those without access to a car.	Additional action recommended to be included under 4.3.3 as follows: <i>(c) Develop and/or review Parking Management Plans for each of the managed growth strategy area outlined in Strategy 4.1.1 as necessary.</i>
15.	Online Survey 1839073	14/03/2019			Como	<u>Population and housing – Strategy 4.1.2(c)</u> <ul style="list-style-type: none"> <li>Anomalies with regards to R-Coding should be investigated further. There are some blocks over 1,000sqm in size that are unable to develop due to the existing zoning.</li> </ul>	<u>Population and housing</u> Strategy 4.1.2 seeks to address anomalies of codes in the existing scheme. There may be instances where larger blocks exist amongst streetscapes with densely constructed dwellings. In this instance, the coding may be reviewed to reflect the character of the rest of the streetscape.	
16.	Online Survey 1839829	14/03/2019			Other (Rockingham)	<u>Population and housing – Strategy 4.1.2(c)</u> <ul style="list-style-type: none"> <li>Zoning in Kensington should be changes to allow subdivision of corner blocks.</li> </ul>	<u>Population and housing</u> The Managed Growth Strategy demonstrates that the majority of growth in the City can be accommodated within and around activity centre and along urban corridors. This approach makes best use of existing transport infrastructure and ensures greatest access to good, services and employment. Densification of lots in lower density areas of the City with lower levels of accessibility would be inconsistent with this approach and is therefore not supported by the Strategy.	
17.	Online Survey 1839813	14/03/2019			South Perth	<u>Population and housing – Strategy 4.2.1, 4.4.2</u> <ul style="list-style-type: none"> <li>Cramming increased population in tall buildings without adequate building separation that blocks sunlight and views to meet government growth targets not supported.</li> <li>Height limit for all buildings should be 5</li> </ul>	<u>Population and housing</u> The Strategy does not make recommendations in respect to built-form, this is considered at the detailed planning stage, such as through the preparation of activity centre plans. With respect to the development of such plans, the strategy recommends taking an evidence based approach to the setting of development controls (including height) that best responds to what is required to support the individual needs of each centre having regard to the location, role and function of each area, as well as overarching state planning policy. .	

						<p>storeys to ensure adequate separation of buildings, allowing sunlight and ventilation, and reducing wind-tunnelling effects.</p> <ul style="list-style-type: none"> <li>High density living will cause more environmental damage due to poor air quality and mental health effects.</li> </ul> <p><u>Transport and access</u></p> <ul style="list-style-type: none"> <li>The proposed transport plan underestimates the issues and costs associated with building infrastructure such as NBN and putting power lines underground.</li> </ul> <p><u>Environment and sustainability</u></p> <ul style="list-style-type: none"> <li>Air quality is a growing environmental issue.</li> </ul> <p><u>Heritage, character and design – Strategy 4.5.1</u></p> <ul style="list-style-type: none"> <li>Previously approved developments fail to respect heritage and character.</li> </ul> <p><u>Public open space and community facilities</u></p> <ul style="list-style-type: none"> <li>Open spaces will become polluted and covered in shadow due to tall buildings affecting the attraction of the existing parks.</li> </ul> <p><u>Tourism and entertainment – Strategy 4.4.2</u></p> <ul style="list-style-type: none"> <li>Pollution, both visual and audible, should be prohibited to protect local residents.</li> </ul> <p><u>General comments – Strategy 4.4.1</u></p> <ul style="list-style-type: none"> <li>The population forecasts that underpin the strategy are not supported.</li> </ul>	<p>Future development controls, whether contained in Design WA and the Apartment Design Guides or an activity centre plan will consider matters such as building separation, light access and penetration and consideration of significant views. Action 4.5.1(a) recommends embedding the principles of Design WA in all City planning documents. This will ensure that the matters mentioned are given appropriate consideration in the development of planning documents and ultimately the implementation of these documents</p> <p><u>Transport and access</u></p> <p>The Strategy does not address the upgrade of service infrastructure such as power, water and gas as these services are provided by private companies. The City constantly collaborates and consults with all infrastructure service providers to ensure that the existing network has capacity for increased density and, where upgrades are required, the implementation of these. All of the City of South Perth is either connected to NBN or the network is currently being installed. Western Power works collaboratively with the State Government, local councils and land developers to convert overhead power lines to an underground supply.</p> <p><u>Environment and sustainability</u></p> <p>Strategy 4.4.2 seeks to incentivise development with higher standards of environmental sustainability (which includes considering air quality impacts) through review of the dual density system and implementation of measures within activity centre plans, the Scheme and local planning policies.</p> <p><u>Heritage, character and design</u></p> <p>Strategies 4.5.1 and 4.5.2 seeks to protect heritage listed properties which includes protection from adjoining developments through local planning policies and by embedding the principles of State Planning Policy 7 – Design of the Built Environment into the City’s Design Review Panel processes and within activity centre plans and the Scheme. Further development adjacent to a heritage property is required to undertake a heritage impact assessment.</p> <p><u>Public open space and community facilities</u></p> <p>The preservation of the amenity of open space areas is important. The Strategy does not consider specific built-form outcomes. Development controls within the managed growth areas will be formulated having regard to matter such as protection of light penetration to public open spaces.</p> <p><u>Tourism and entertainment</u></p> <p>A local planning strategy considers high level strategies and actions to respond to planning implications. The Strategy recommends focusing tourism and entertainment uses in appropriate areas (activity centres and the like) to preserve the amenity of predominantly residential areas. Notwithstanding, the draft Strategy considers actions that seek to improve the environmental standards of new buildings and uses (refer strategy 4.4.2). Mitigation of noise pollution, for instance, may be addressed by this strategy.</p> <p><u>General comments</u></p> <p>The population forecasts are based on the best and most up to date information that is currently available and include a range of inputs, such as birth, immigration and mortality rates. The Strategy is also consistent with the objectives of Perth and Peel @3.5million. It is orderly and proper planning that the Strategy responds to growth forecasts, that are based on the best and most up to information available, and policy objectives to ensure any growth that occurs is managed appropriately.</p>	
18.	Online Survey 1839857	14/03/2019			Kensington	<p><u>Population and housing – Strategy 4.1.2(c)</u></p> <ul style="list-style-type: none"> <li>Zoning in Kensington should be changes to allow subdivision of corner blocks.</li> </ul>	<p><u>Population and housing</u></p> <p>The Managed Growth Strategy demonstrates that the majority of growth in the City can be accommodated within and around activity centre and along urban corridors. This approach makes best use of existing transport infrastructure and ensures greatest access to good, services and employment. Densification of lots in lower density areas of the City with lower levels of accessibility would be inconsistent with this approach and is therefore not supported by the Strategy.</p>	
19.	Online Survey	14/03/2019			Other	<p><u>Population and housing – Strategy 4.1.2(c)</u></p> <ul style="list-style-type: none"> <li>Zoning in Kensington should be changes to</li> </ul>	<p><u>Population and housing</u></p> <p>The Managed Growth Strategy demonstrates that the majority of growth in the City can be</p>	

	1839973					allow subdivision of corner blocks.	accommodated within and around activity centre and along urban corridors. This approach makes best use of existing transport infrastructure and ensures greatest access to good, services and employment. Densification of lots in lower density areas of the City with lower levels of accessibility would be inconsistent with this approach and is therefore not supported by the Strategy.	
20.	Online Survey 1840109	14/03/2019			South Perth	<u>Activity centres and employment – Strategy 4.2.1(a)</u> <ul style="list-style-type: none"> <li>Fully supportive of high rise on the peninsular as it is the best way to meet density and make use of existing public transport infrastructure.</li> </ul>	<u>General comments</u> The Strategy recognises this area as a managed growth area as it is an activity centre. Action 4.2.1(a) seeks to adopt, implement and monitor the South Perth Activity Centre Plan which applies to the South Perth Peninsula area. This plan will consider built-form in the area and is currently being developed.	
21.	Online Survey 1840450	15/03/2019			Como	<u>Population and housing – Strategy 4.1.1(g)</u> <ul style="list-style-type: none"> <li>Properties within Area 5 on the managed growth map that are shown as ‘Up to R20’ should be R30 at a minimum. Additional density is required to support the commercial areas that are currently underperforming and not receiving a sustainable number of daily customers.</li> </ul> <u>Tourism and entertainment – Strategy 4.2.1(a)</u> <ul style="list-style-type: none"> <li>Mends Street requires more commercial space to create diversity and competition within the precinct.</li> </ul>	<u>Population and housing</u> The area broadly between Throssell Street and Canning Highway identified as Area 5 on the Managed Growth Map seeks to provide a transition between the higher coded properties along and nearby to Canning Highway and the adjacent R15 coded properties to the east. An increase in zoning from R15 to R20 will allow for 2 lot subdivisions on all of these lots, which is considered appropriate for the transition area. An R30 coding would allow for 3 lot subdivisions which is considered to be too intense and a significant change for the existing built-form. <u>Tourism and entertainment</u> Action 4.2.1(a) aims to address providing appropriate levels of non-residential floor space within the South Perth Activity Centre. The action recommends taking an evidence based approach to setting development controls that ensure future demand for non-residential floor space is met.	
22.	Online Survey 1840822	15/03/2019			South Perth	<u>Population and housing – Strategy 4.3.1, 4.3.2, 4.3.3</u> <ul style="list-style-type: none"> <li>High rise building approvals are causing traffic and parking issues.</li> <li>There is insufficient infrastructure to support high rise development particularly in regards to freeway access.</li> </ul> <u>Transport and access – Strategy 4.3.3</u> <ul style="list-style-type: none"> <li>All streets should have restricted parking hours, particularly on narrow streets.</li> </ul> <u>Tourism and entertainment – Strategy 4.7.1</u> <ul style="list-style-type: none"> <li>Short term accommodation will bring in noisy tourists, particularly in apartments and unit complexes.</li> </ul>	<u>Population and housing</u> Whilst it is acknowledged that growth will result in more traffic, increased traffic and its impacts are not necessarily a limiting factor to development. Notwithstanding it is important that these impacts are managed appropriately at the different stages of the planning process. Strategies 4.3.1, 4.3.2 and 4.3.3 aim to address the impact that an increased population will have on parking and traffic within the City through supporting upgrades to infrastructure, developing a ‘Transport, Access and Parking Strategy’, increasing mode-share of active transport and establishing appropriate controls for vehicle parking. Further the City’s Parking Strategy advocates for the development of parking management plans in individual precincts. An additional action is recommended to be included under strategy 4.3.3 to address this matter. These parking management plans, coupled with adequate on-site parking provision, will address issues with on street parking. Action 4.3.2(a) seeks to support an additional freeway access point at Manning Road. Requirements for specific improvements to the transport and access network for each of the managed growth areas will be considered at the detailed planning stage, if required as a result of the amount of expected growth, when there is greater certainty about the built-form. A large amount of technical transport work has been undertaken in the South Perth Activity Centre area over a number of years, including analysis of parking, modelling of intersections, and analysis of the impacts of development proposals. Analysis of this work to inform the draft South Perth Activity Centre Plan in 2018 concluded that the roads within the area are adequate to accommodate the existing traffic volumes; however future traffic forecasts indicate that the majority of roads will be more congested, particularly at peak times, by the year 2031 unless a greater proportion of trips are taken by non-car transport modes. The draft South Perth Activity Centre Plan includes measures to improve the movement network as the area, and the broader metropolitan area, grows and evolves. There is a strong focus on reducing car use, especially in higher-density areas such as activity centres, and increasing the use of public transport, cycling and walking. This is supported by strategy 4.3.4. <u>Transport and access</u> The management of on street parking will be considered through the development of parking management plans for individual precincts, which are a key outcome of the City’s	Additional action recommended to be included under 4.3.3 as follows: <i>(c) Develop and/or review Parking Management Plans for each of the managed growth strategy area outlined in Strategy 4.1.1 as necessary.</i>

							<p>Parking Management Strategy. An additional action is recommended to be added to Strategy 4.3.3 relating to the ongoing monitoring and implementation of Parking Management Plans for each of the managed growth areas.</p> <p><u>Tourism and entertainment</u></p> <p>Strategy 4.7.1 aims to ensure that short term accommodation uses are permitted in appropriate locations such as in activity centres, existing entertainment precincts and in areas with high levels of tourism. This approach shall ensure such uses are located away from solely residential areas, where a quieter neighbourhood setting is expected.</p>	
23.	Online Survey 1840898	15/03/2019			Waterford	<p><u>Transport and access – Strategy 4.3.4</u></p> <ul style="list-style-type: none"> <li>Separate bicycle paths are required to increase safety for cyclists and other pedestrians.</li> <li>Additional secure bicycle storage facilities are required next to the train station.</li> </ul> <p><u>Environment and sustainability – Strategy 4.3.5</u></p> <ul style="list-style-type: none"> <li>Verge planting should take into consideration impacts on solar panels on private properties. More landscaping is required in open space.</li> <li>Stronger role required by the City to promote the use of electric cars.</li> <li>Solar panels should be on all City assets and car parking areas.</li> </ul>	<p><u>Transport and access</u></p> <p>Strategy 4.3.4 aims to implement the South Perth and Town of Victoria Park Joint Bicycle Plan 2018 which includes additional separate bicycle paths connecting important activity centres and places. This strategy also includes an action to implement best-practice provisions for cycling infrastructure, including bicycle storage facilities.</p> <p><u>Environment and sustainability</u></p> <p>Verge trees are (generally) not tall enough or close enough to buildings to impact on solar panels on private residences. Should a situation arise where a street tree is impacting on solar access, it is appropriate that this is addressed on a case-by-case basis, rather than through a high level strategy</p> <p>Upgrades to public open space such as increased landscaping are expected over time to ensure that the space is meeting the needs of the local and wider community. This is an expected outcome of strategy 4.6.3</p> <p>Strategy 4.3.5 addresses investigations into adopting emerging transport technologies such as electric vehicles.</p>	
24.	Online Survey 1842369	15/03/2019			Como	<p><u>Population and housing – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>South Perth is already overdeveloped and the streets are filled with parking.</li> <li>Density levels should be lowered, not increased.</li> <li>The City needs to address where all the population growth is coming from.</li> </ul> <p><u>Transport and access – Strategy 4.3.3(a)</u></p> <ul style="list-style-type: none"> <li>New ferry stop should be added at Como Beach with the possibility of a shuttle between this and the zoo.</li> </ul> <p><u>Heritage, character and design – Strategy 4.5.2</u></p> <ul style="list-style-type: none"> <li>Stronger emphasis required on preserving heritage. This means retaining all of the few remaining character buildings which remain.</li> <li>Old buildings are environmentally friendly and built sustainably whereas new buildings are not.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.1</u></p> <ul style="list-style-type: none"> <li>Leave existing open space as it is.</li> </ul>	<p><u>Population and housing</u></p> <p>Best practice and responsible planning needs to respond to what the best available information says we need to plan for. In the case of the City this includes a growing population. Population growth is controlled by many external factors out with the control of the local government such as birth, immigration and mortality rates. The City's population is forecast to grow by 10,182 people between 2016 and 2031. It would be contrary to orderly and proper planning to not plan for expected population growth. It is also a policy direction of the state government to accommodate a certain amount of the metropolitan areas growth in established areas such as South Perth. The Strategy responds to this forecast and adopts a 'managed growth strategy' to demonstrate how this growth can best be accommodated having regard to access to infrastructure and services, and state policy direction (see strategy 4.1.1).</p> <p><u>Transport and access</u></p> <p>Strategy 4.3.4 aims to advocate for expansion of the ferry network within the City. The location of additional services will be subject to more detailed investigation.</p> <p><u>Heritage, character and design</u></p> <p>The City's Heritage Inventory and Heritage List are reviewed regularly with opportunity provided for the community or any other stakeholder to nominate places or areas for inclusion on the heritage inventory. State policies identify the need to appropriately distinguish between areas of heritage and character. In addition to heritage protection, strategy 4.5.3 seeks to protect character through local planning policies that will require new developments to reinforce and be consistent with the existing character of the area where the character of an area is identified as being of high value.</p> <p><u>Public open space and community facilities</u></p> <p>There is no proposed reduction in the amount of public open space as part of the Strategy. Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the City's public open space strategy and other plans. Strategies under part 4.6 recommend planning mechanisms that will require new development to assist in providing various community benefits, public open space and civic infrastructure.</p>	
25.	Online Survey 1842390	15/03/2019			Como	<p><u>Population and housing – Strategy 4.6.3 and 4.2.1</u></p> <ul style="list-style-type: none"> <li>More parks and grocery stores are required within walking distance.</li> </ul>	<p><u>Population and housing</u></p> <p>There are limited opportunities to provide completely new areas of parkland in the future. Instead upgrades to public open space are expected over time to ensure that the space is</p>	Additional action recommended under



							meeting the needs of the local and wider community. Strategy 4.6.3 supports this. Strategy 4.2.1 aims to address providing appropriate levels of non-residential floor space within activity centres to allow for more commercial/retail uses such as grocery stores and supermarkets. The Strategy notes (in Part 2, Section 5.2.5) that there is a pre-existing shortfall in supermarket floor space within the City, but in particular, north/west of Canning Highway. As such, an additional action is recommended under strategy 4.2.4 that seeks to investigate opportunities/locations for the provision of additional supermarket floor space.	strategy 4.2.4 as follows: <i>(d) Investigate opportunities/locations for the provision of additional supermarket floor space generally north/west of Canning Highway. Ensure a new local planning scheme enables the development of this floor space at the locations identified.</i>
26.	Online Survey 1843003	16/03/2019			Como	<p><u>Transport and access – Strategy 4.3.1</u></p> <ul style="list-style-type: none"> <li>Jackson Road should be connected up to Henley Street.</li> </ul> <p><u>Environment and sustainability – Strategy 4.4.1</u></p> <ul style="list-style-type: none"> <li>More street planting is required along major roads such as Canning Highway and Manning Road.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.1(b)</u></p> <ul style="list-style-type: none"> <li>Support the proposed plans for the Recreation and Aquatic Facility adjacent to George Burnett Leisure Centre.</li> </ul> <p><u>General comments – Strategy 4.4.2 and 4.4.3</u></p> <ul style="list-style-type: none"> <li>Supportive of changes to environmental regulations, by-laws and policies at local government level.</li> </ul>	<p><u>Transport and access</u></p> <p>Strategy 4.3.1 aims to prepare and adopt a ‘Transport, Access and Parking Strategy’ that will investigate opportunities to improve the road network. Perth and Peel @3.5million notes the whole of Jackson Road and Henley Street as being an ‘urban corridor’. The Department of Transport has also investigated a number of potential public transport routes connecting Curtin University to Canning Bridge, including one along Henley Street and Jackson Road. This will be investigated further in the future to resolve the best route.</p> <p><u>Environment and sustainability</u></p> <p>The City’s Urban Forest Strategy outlines the benefits of increasing the urban canopy and that although the City’s canopy has remained the same over recent years there has been a decline in tree canopy cover on private property. One of the goals outlined in the Urban Forrest Strategy is to plant an additional 7,500 street trees by 2023. A modification to action 4.4.1(a) is recommended to ensure that the relevant actions in the City’s Urban Forest Strategy, are being supported.</p> <p><u>Public open space and community facilities</u></p> <p>An outcome of the Strategic Community Plan is to plan for recreation and aquatic facility to serve the City of South Perth’s needs. Strategy 4.6.1(b) supports this outcome by recommending the City investigate opportunities for the provision of community facilities by way of partnering with other local governments, organisations and the private sector.</p> <p><u>General comments</u></p> <p>Strategy 4.4.2 seeks to incentivise development of buildings with higher standards of sustainability through implementation of measures within activity centre plans, the Scheme and local planning policies. Furthermore strategy 4.4.3 seeks to ensure that external environmental impacts such as flood, bushfire and sea level rise are managed.</p>	Action 4.4.1(a) recommended to be modified as follows: <i>‘(a) Review local planning policy P350.05 Trees on Development Sites and Street Verges to ensure the retention and/or replacement of mature trees on development sites and to support actions outlined in the City’s Urban Forest Strategy including;</i> <ul style="list-style-type: none"> <li><i>A 25% increase in the number of trees on the ‘Significant Tree Register’; and,</i></li> <li><i>Ensure private development contributes towards the goal of planting 7,500 trees within the City.</i></li> </ul>
27.	Online Survey 1843396	16/03/2019			Como	<p><u>Population and housing – Strategy 4.1.2 and 4.2.1</u></p> <ul style="list-style-type: none"> <li>Supportive of mixed use for Preston Street although suggest that densities are too high. Support R40 for land shown as ‘Above R50’ to provide certainty whilst increasing density and R30 for land shown as ‘Up to R50’ to provide medium density growth around the activity centre.</li> <li>Do not support dual density around the Preston Street activity centre.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.1</u></p> <ul style="list-style-type: none"> <li>Do not support the Recreation and Aquatic Facility for South Perth as there is no need for it.</li> </ul>	<p><u>Population and housing</u></p> <p>Growth in activity, employment and population within and around activity centres, to appropriate levels, is required to support the on-going viability and functionality of each centre. It is also a State Government policy directive to focus more residential growth within activity centres. The area surrounding the Preston Street neighbourhood centre is currently coded between R20 and R50 with some land immediately adjacent the centre is zoned R80. A reduction in zoning for some lots to R40 is not supported as it would result in a loss in density which may impact on the viability of the centre. It is also a policy direction of the state government to direct growth to areas with good quality transport infrastructure such as the Preston Street neighbourhood centre. For lots indicated as ‘Up to R50’ located further out from the activity centre an R30 zoning may be appropriate and this will be further investigated as part of investigations prior to drafting a new Local Planning Scheme. Strategy 4.1.2 will review the existing dual density coding system. The comment of dual density not being supported it noted and a modification to action 4.1.2(a) is recommended to make clear the intent to remove dual density, where appropriate.</p> <p><u>Public open space and community facilities</u></p> <p>An outcome of the Strategic Community Plan is to plan for recreation and aquatic facility to serve the City of South Perth’s needs. Strategy 4.6.1(b) supports this outcome by</p>	Modification recommended to action 4.1.2(a) to modify the first sentence to read as follows: <i>(a) Undertake a progressive review of the dual density coding system with the intent to remove dual density coding where appropriate.</i>

							recommending the City investigate opportunities for the provision of community facilities by way of partnering with other local governments, organisations and the private sector.	
28.	Online Survey 1843677	16/03/2019			South Perth	<u>Population and housing – Strategy 4.1.2(c)</u> <ul style="list-style-type: none"> <li>Zoning in Kensington should be changes to allow subdivision of corner blocks.</li> </ul>	<u>Population and housing</u> The Managed Growth Strategy demonstrates that the majority of growth in the City can be accommodated within and around activity centre and along urban corridors. This approach makes best use of existing transport infrastructure and ensures greatest access to good, services and employment. Densification of lots in lower density areas of the City with lower levels of accessibility would be inconsistent with this approach and is therefore not supported by the Strategy.	
29.	Online Survey 1843749	16/03/2019			Manning	No additional comment provided	No response required	
30.	Online Survey 1843747	16/03/2019			Waterford	<u>Population and housing – Strategy 4.1.1</u> <ul style="list-style-type: none"> <li>The managed growth strategy does not address what could be the maximum population capacity the City can sustain. Continued growth and development cannot be sustained indefinitely.</li> <li>The Strategy does not address the impact of higher density on property values and quality of life of existing residents.</li> </ul> <u>Activity centres and employment – Strategy 4.3.1, 4.3.2, 4.3.3, 4.3.4 and 4.4.1</u> <ul style="list-style-type: none"> <li>The issues of parking/traffic and retention of significant trees is not adequately addressed.</li> </ul> <u>Transport and access – Strategy 4.3.4</u> <ul style="list-style-type: none"> <li>The Strategy assumes higher population can be sustained by increased public transport options without determining the reasonable limits on population that can be sustained in the City.</li> </ul> <u>Environment and sustainability – Strategy 4.4.1</u> <ul style="list-style-type: none"> <li>Replacement of existing trees with new trees does not address impact on loss of nesting/roosting trees which rely on specific species.</li> </ul> <u>Public open space and community facilities – Strategy 4.6.1</u> <ul style="list-style-type: none"> <li>The requirement to make ‘voluntary contributions’ towards community facilities should be legislated to make is compulsory.</li> </ul> <u>Tourism and entertainment – Strategy 4.2.1 and 4.7.1</u> <ul style="list-style-type: none"> <li>Although increased events will benefit local businesses it will negatively impact on local residents through impacts from noise and traffic.</li> </ul>	<u>Population and housing</u> The aim of the Strategy is not to ascertain the maximum population capacity that the City can accommodate but rather to plan for the expected population growth over a 10 to 15 year period in a manner that is consistent with state planning policy and contemporary best practice. Best practice and responsible planning needs to respond to what the best available information says we need to plan for. This approach allows the factors impacted by population growth (infrastructure and the like) to be appropriately planned for and managed so that growth over this time period can be sustained. One objective of the Strategy is stated as follows; ‘Improve all aspects of liveability within the City’. The strategies and actions that follow in the Strategy seek to achieve this objective. Actions relating to the managed growth strategy, supporting economic and employment growth, public open space, community facilities, traffic and parking, heritage, character, and sustainability all seek to improve quality of life within the City. The purpose of a local planning strategy is to set out a strategic planning framework for the delivery of the City’s vision of the next 10 to 15 years to and to meet the requirements of State Government framework. It is noted that changes to density may impact on property prices either positively or negatively although this is not addressed by a local planning policy. <u>Activity centres and employment</u> A number of strategies and actions are proposed to address impacts of traffic and parking including consideration of increased population (see strategy 4.3.1), management of road networks to reduce congestion (see strategy 4.3.2), developing a comprehensive parking system (see strategy 4.3.3) and promoting increased use of active transport (see strategy 4.3.4). Retention of mature trees and vegetation is addressed by strategy 4.4.1 that seeks to increase tree canopy cover of private land through review of local policies and introduction of measures within the Scheme and local policies to encourage and incentivise the retention of trees. One of the purposes of a local planning strategy is to provide the strategic basis and direction for the preparation of more detailed work over the next 10 to 15 years. This direction is set out in the strategies and outcomes in Part 1. The level of detail in the aforementioned strategies and actions are considered appropriate for this purpose. <u>Transport and access</u> The Strategy considers various ways that the City can best manage the expected population growth, including ways to manage the impacts of population growth on the existing transport network. Increased traffic and its impacts are not necessarily a limiting factor to development. Notwithstanding it is important that these impacts are managed appropriately. One way that these impacts can be managed is through increasing the mode share of active transport options such as public transport to reduce pressure on the road network, as outlined in strategy 4.3.4 and the associated actions. It is also important to note that capacity limits on transport networks will change over time as travel behaviours, demand and network improvements change. <u>Environment and sustainability</u> Strategy 4.4.1 seeks to ensure retention of mature trees on development sites. The City’s Urban Forest Strategy aims to increase species diversity specifically an increase in native trees. In order to ensure that the City’s Urban Forest Strategy is addressed, a modification to	Action 4.4.1(a) recommended to be modified as follows: <i>‘(a) Review local planning policy P350.05 Trees on Development Sites and Street Verges to ensure the retention and/or replacement of mature trees on development sites and to support actions outlined in the City’s Urban Forest Strategy including;</i> <i>• A 25% increase in the number of trees on the ‘Significant Tree Register’; and,</i> <i>• Ensure private development contributes towards the goal of planting 7,500 trees within the City.</i>

						<p>action 4.4.1(a) is proposed that seeks to support the relevant actions of this document.</p> <p><u>Public open space and community facilities</u></p> <p>A voluntary contribution or incentive is not intended to be compulsory as a benefit is in and of itself an additional piece of infrastructure, facility, works, etc. that adds an additional benefit to the community over and above what is required for the ongoing function of an area (i.e. essential and compulsory infrastructure). Further, the current state policy that controls compulsory (essential) infrastructure, or developer contributions (SPP3.6), is difficult to administer in an infill setting, therefore the most appropriate option currently is to incentivise via voluntary contributions. Should this situation change the strategy can be updated to reflect the change.</p> <p>Notwithstanding, any mechanisms to incentivise contributions to community benefits in activity centres and urban corridors would need to be included in the scheme (legislation) to ensure that the mechanism could be legally enforced. The appropriate model for each area will be considered at the detailed planning stage.</p> <p><u>Tourism and entertainment</u></p> <p>Noise is subject to the Environmental Protection (Noise) Regulations. Strategy 4.7.1 seeks to ensure tourism and entertainment uses are contained to appropriate areas (within and around activity centres) to limit the impact of noise of residential area. Further noise and traffic will be managed for each event through individual noise management and traffic management plans.</p>		
31.	Online Survey 1845192	17/03/2019			Salter Point	<p><u>Population and housing – Strategy 4.4.1 and 4.1.2</u></p> <ul style="list-style-type: none"><li>Residential block size could be reduced to 250-300sqm in areas adjoining high density.</li><li>Higher density can only mean the loss of trees.</li><li>Aging in place needs to be carefully considered as it will be a growing issue.</li></ul> <p><u>Activity centres and employment – Strategy 4.2.1</u></p> <ul style="list-style-type: none"><li>Activity centres require a mix of both government housing and privately owned dwellings and the mix of this needs to be carefully considered.</li></ul> <p><u>Transport and access – Strategy 4.3.4</u></p> <ul style="list-style-type: none"><li>Rerouting of buses to better connect to denser areas including Curtin University is encouraged.</li></ul> <p><u>Environment and sustainability</u></p> <ul style="list-style-type: none"><li>The current tree policy is good and should be prioritised over views.</li><li>Weed control strategies are important.</li></ul> <p><u>Public open space and community facilities – Strategy 4.6.1</u></p> <ul style="list-style-type: none"><li>Open spaces should be retained as they are.</li></ul> <p><u>Tourism and entertainment</u></p> <ul style="list-style-type: none"><li>Local residents should be consulted of any future changes in centres.</li></ul> <p><u>General comments – Strategy 4.1.2 and 4.5.1</u></p> <ul style="list-style-type: none"><li>A policy is required in relation to the homeless population in South Perth.</li><li>Security and safety are paramount for residents.</li></ul>	<p><u>Population and housing</u></p> <p>A block size of 250-300sqm equates to a density of between R30 and R40 which is reflective of the ‘Up to R50’ zoning that is proposed on the periphery of the Angelo Street, Preston Street and Welwyn Avenue neighbourhood centres as well as for areas not immediately adjacent to the Highway or road but are adjacent to established, lower density residential areas along urban corridors like Canning Highway and Manning Road.</p> <p>Strategy 4.4.1 seeks to increase the tree canopy cover on private land through additional measures to encourage and incentivise the retention of mature trees.</p> <p>Strategy 4.1.2 seeks to promote a diversity of housing including housing accessibility and affordability to allow for people to ‘age in place’. This will be achieved through a review of the City’s dual density coding system and those inclusion of provisions within the South Perth Activity Centre Plan and the Canning Bridge Activity Centre Plan that ensure accessible dwellings and a diversity of dwellings are provided. Additionally, a new action is recommended under strategy 4.1.2 that seeks to ensure new development provides diverse, accessible, adaptable and affordable housing in a variety of built-form typologies.</p> <p><u>Activity centres and employment</u></p> <p>Strategy 4.2.1 seeks to ensure that each activity centre achieves increased levels of population including a diversity in housing size, type and level of accessibility. This will help to encourage a greater choice in housing, which may result in more attainable housing and/or a mix of government owned accessible housing. Whilst the City cannot deliver affordable government housing it can ensure that the framework encourages its provision</p> <p><u>Transport and access</u></p> <p>The Central sub-regional planning framework identifies existing high-frequency transit routes and proposed high-priority transport routes within the City. Strategy 4.3.4 seeks to increase the mode share of active transport including public transport as a means of travel through advocating for improved public transport within the City. Additionally, a new action is recommended to be included under strategy 4.3.4 to advocate for an expanded and more efficient bus network that better connects prominent activity centres.</p> <p><u>Environment and sustainability</u></p> <p>Strategy 4.6.3 seeks to ensure that the planning framework support the improvement of public open spaces such as the Public Open Space Strategy and various foreshore plans that include details about weed management. Additionally many reserves within the City are actively managed through restoration and weed control as outlined in the Urban Forrest Strategy.</p> <p>Public open space and community facilities</p>	<p>Additional action recommended to be included under 4.1.2 as follows: <i>(d) Investigate provisions for inclusion in a new local planning framework that ensures that development within each managed growth area provides diverse, accessible, adaptable and affordable housing in a variety of built-form typologies.</i></p> <p>Additional action recommended to be included under 4.3.4 as follows: <i>(f) Advocate for an expansion/review of the bus network to more directly and efficiently connect prominent activity centres.’</i></p>

						<p>There is no proposed reduction in the amount of public open space as part of the Strategy. Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the City’s public open space strategy and other plans. Strategies under part 4.6 recommend planning mechanisms that will require new development to assist in providing various community benefits, public open space and civic infrastructure.</p> <p><u>Tourism and entertainment</u></p> <p>Local planning policy P301 – Community Engagement in Planning Proposals in conjunction with the Planning and Development (Local Planning Schemes) Regulations 2015 guide the extent that development applications, scheme amendments, local planning policies and other planning proposals shall be advertised to the community. The City endeavours to go above and beyond these requirements where appropriate. The ongoing implementation of this policy will ensure that residents are consulted with any changes where it is deemed to have an impact on them</p> <p><u>General comments</u></p> <p>A Local Planning Strategy cannot deal with the issue of homelessness, it can however attempt to address housing attainability and affordability. Strategy 4.1.2 seeks to promote a diversity of housing choices in appropriate locations. This will help to encourage a greater choice in housing, which may result in more attainable housing. Further, the Strategy has been modified to include a new action under strategy 4.1.2 for affordable housing. Elements of security and safety are addressed in the principles of State Planning Policy 7 – Design of the Built Environment which the City seeks to imbed into the City’s Design Review Panel process and into activity centres, local planning policies and the Scheme (see strategy 4.5.1). This includes measures that consider the principles of ‘crime prevention through environmental design’ (CPTED).</p>		
32.	Online Survey 1845963	18/03/2019			Kensington	<p><u>Population and housing – Strategy 4.1.2(c)</u></p> <ul style="list-style-type: none"><li>• Zoning in Kensington should be changes to allow subdivision of corner blocks.</li></ul> <p><u>Environment and sustainability – Strategy 4.6.1</u></p> <ul style="list-style-type: none"><li>• Activities are needed to keep families and kids active.</li><li>• Public spaces need to be retained for public purposes and not ‘hijacked’ by smaller groups.</li><li>• Harold Rossiter Parkland and Kensington Bushland to be retained.</li></ul> <p><u>Tourism and entertainment – Strategy 4.6.1</u></p> <ul style="list-style-type: none"><li>• Assets within the City should be retained for locals.</li></ul>	<p><u>Population and housing</u></p> <p>The Managed Growth Strategy demonstrates that the majority of growth in the City can be accommodated within and around activity centre and along urban corridors. This approach makes best use of existing transport infrastructure and ensures greatest access to good, services and employment. Densification of lots in lower density areas of the City with lower levels of accessibility would be inconsistent with this approach and is therefore not supported by the Strategy.</p> <p><u>Environment and sustainability</u></p> <p>Action 4.6.1(b) seeks to investigate opportunities for partnerships between the City and other organisations to provide new community infrastructure and gain wider access to additional sport, recreation and community infrastructure and open spaces.</p> <p>There is no proposed reduction in the amount of public open space as part of the Strategy or proposals to remove/reduce the areas of parkland and natural habitat mentioned.</p> <p><u>Tourism and entertainment</u></p> <p>Tourism serves an important local economic function for the City, particularly in the South Perth Activity Centre. The Strategies and actions in Part 1, section 4.7 are aimed at improvements to the planning framework and other legislation to benefit both locals and visitors. The Strategy seeks to incorporate measures that deliver additional community facilities/benefits and civic infrastructure within the South Perth Activity Centre and, where appropriate, in plans for other activity centres or urban corridors (refer strategy 4.6.1). This will benefit both locals and visitors.</p>	
33.	Online Survey 1846867	18/03/2019			South Perth	<p><u>Tourism and entertainment – Strategy 4.2.1, 4.7.1, 4.7.2</u></p> <ul style="list-style-type: none"><li>• The number of events on Sir James Mitchell Park should be limited to not impact on surrounding residents</li><li>• Entertainment uses should be contained to the centre around Mends Street, and not spread too far east.</li><li>• Informal short-term accommodation should be discouraged (Air BnB, etc.); a properly</li></ul>	<p><u>Tourism and entertainment</u></p> <p>Greater use of public places for tourism and entertainment functions is supported by action 4.7.1(b) of the Strategy. Events are held of the foreshore for a number of reasons including parties and weddings. Some events, such as those organise by the City, are larger in nature and serve an important social and cultural function, as well as providing economic benefit to the area. To ensure impacts of all events are managed appropriately those larger events require individual noise management and traffic management plans to be prepared and approved. Smaller events, such as parties and functions, are not considered to cause an impact on residents. Due to this a limit of the number of functions on Sir James Mitchell Park is not supported.</p>	

						<p>managed hotel would be acceptable.</p> <ul style="list-style-type: none"> <li>Wishes of the residents should be prioritised over those of tourists who do not have a long-term interest in the City.</li> </ul> <p>*A majority of comments provided relate specifically to details of the South Perth Activity Centre plan and are not considered relevant to the draft Local Planning Strategy. Those relevant to both are listed above.</p>	<p>Tourism and entertainment serves an important local economic function for the City, particularly in the South Perth Activity Centre. The location of entertainment uses for this area is outlined in the South Perth Activity Centre Plan that is currently in a draft form. The draft South Perth ACP outlines that entertainment uses will be predominantly contained to the 'Mends Street Character Area' which is centred on Mends Street and the Perth Zoo. This is supported by Strategy 4.7.2 that seeks to support the growth of entertainment and tourism in appropriate locations and by action 4.2.1(a) that supported the adoption of the South Perth Activity Centre Plan.</p> <p>Action 4.7.1(a) seeks to ensure that a new scheme and local planning policies permit short-term accommodation uses in appropriate locations such as in and around activity centres and in areas with high tourism value. This may include a range of short-term accommodation including hotels, student accommodation, short-stay apartments and more informal short-term rentals. Local planning policy is provide restrictions on the location and operation of these uses to ensure they are appropriate for the area and do not impact on the amenity of surrounding properties.</p> <p>Community consultation for planning proposals in undertaken in accordance with local planning policy P301. All feedback received is considered equally with demographic data used for more robust analysis, where available.</p>	
34.	Online Survey 1847393	18/03/2019				No additional comments provided	No response required.	
35.	Online Survey 1847636	18/03/2019				No additional comments provided	No response required.	
36.	Online Survey 1848594	19/03/2019			Salter Point	No additional comments provided	No response required.	
37.	Online Survey 1849186	19/03/2019			South Perth	<p><u>Transport and access – Strategy 4.3.1, 4.3.2 and 4.3.4</u></p> <ul style="list-style-type: none"> <li>The roads surrounding the Zoo are heavily congested and measures are required to manage any increase in traffic.</li> </ul>	<p><u>Transport and access</u></p> <p>Strategy 4.3.2 seeks to manage and plan the road network to reduce congestion through upgrades to infrastructure and ensuring that additional density adjacent to the regional road network is supported by access strategies that rationalise direct access to these roads. Requirements for specific improvements to the transport and access network for each of the managed growth areas will be considered at the detailed planning stage, if required as a result of the amount of expected growth, when there is greater certainty about the built-form. Additionally, strategies 4.3.1 and 4.3.4 also aim to ensure that impacts on traffic as a result of increased population are effectively managed. Specific mechanisms and recommendations for managing the road network in the South Perth Activity Centre are included in the draft South Perth Activity Centre Plan.</p>	
38.	Online Survey 1850649	20/03/2019			South Perth	<p><u>Population and housing – Strategy 4.1.1(g)</u></p> <ul style="list-style-type: none"> <li>The managed growth map should be modified so that the edge of zone 5 runs along Hazel or McDonald Street rather than mid-block.</li> </ul>	<p><u>Population and housing</u></p> <p>Comment noted. Area 5 as shown on the Strategy Map is aligned with the study area of the Canning Highway Residential Density and Built Form Study completed in 2015. Notwithstanding, it is recognised that having the boundary of the managed growth areas being a street or area of public open space is often more appropriate and therefore the managed growth strategy map is recommended to be modified accordingly.</p>	Modification to the managed growth strategy map recommended to include those lots east of Hazel Street between South Terrace and Comer Street as 'Up to R50'.
39.	Online Survey 1850692	20/03/2019			Kensington	<p><u>Population and housing – Strategy 4.1.1(f) and (g)</u></p> <ul style="list-style-type: none"> <li>Building height along Canning Highway should be limited to 3 storeys.</li> </ul> <p><u>Transport and access – Strategy 4.3.4</u></p> <ul style="list-style-type: none"> <li>Aspects of the bicycle infrastructure need to be improved including dedicated cycle lanes on roads and connecting existing gaps in the</li> </ul>	<p><u>Population and housing</u></p> <p>Actions 4.1.1(f) and 4.1.1(g) seek to introduce provisions that enable medium/high density for the areas along Canning Highway as identified in the Canning Highway Residential and Built Form Study. For Place 1 and Place 2 (Area 4 on the Managed Growth Strategy map) a scheme amendment has been prepared (Amendment No. 57), approved by Council and forwarded to the Minister. This amendment proposes height increases up to 3 and 6 storeys adjacent to Canning Highway. For Place 3, 4 and 5 further investigations are required to</p>	

						bicycle network.	determine the most appropriate density coding and built-form provisions (within the limits identified in the Managed Growth Strategy). Canning Highway is an urban corridor and required by state policy to provide density and built-form commensurate with its role and function as a link between the City and the Canning Bridge Activity Centre, therefore heights greater than 3 storeys, potentially similar to those recommended as part of scheme amendment No. 57, will likely be required along the remainder of Canning Highway. <u>Transport and access</u> Action 4.3.4(e) seeks to implement the City of South Perth & Town of Victoria Park Joint Bike Plan which includes a number of projects that will deliver dedicated cycle lanes and other cycle infrastructure in key areas to provide a better connected cycle network.	
40.	Online Survey 1851262	20/03/2019			Como	<p><u>Population and housing – Strategy 4.2.1</u></p> <ul style="list-style-type: none"> <li>Maintain, widen or redesign roads and footpaths to support additional traffic/pedestrians.</li> </ul> <p><u>Activity centres and employment – Strategy 4.2.1</u></p> <ul style="list-style-type: none"> <li>Preston Street and Angelo Street have the potential to be developed further without damaging the existing ‘village feel’.</li> <li>Ensure there is adequate access to parking and public transport in all activity centres.</li> </ul> <p><u>Transport and access – Strategy 4.3.1 and 4.3.5</u></p> <ul style="list-style-type: none"> <li>Introduction of a free CAT bus service to connect the activity centres.</li> </ul> <p><u>Environment and sustainability – Strategy 4.4.1</u></p> <ul style="list-style-type: none"> <li>Protection of existing trees is crucial particularly in the case of older trees.</li> </ul> <p><u>General comments</u></p> <ul style="list-style-type: none"> <li>Supportive of the strategy as it meets population, tourism, commercial and environmental strategies and growth without compromising our choice to live in this beautiful suburb.</li> </ul>	<p><u>Population and housing</u> Strategy 4.2.1 seeks to ensure that activity centres are appropriately planned for which includes the movement and connectivity within and around the centres. Strategy 4.3.2 seeks to manage and plan the road network to reduce congestion through upgrades to infrastructure and ensuring that additional density adjacent to the regional road network is supported by access strategies that rationalise direct access to these roads. Requirements for specific improvements to the transport and access network for each of the managed growth areas will be considered at the detailed planning stage, if required as a result of the amount of expected growth, when there is greater certainty about the built-form. Additionally, strategies 4.3.1 and 4.3.4 also aim to ensure that impacts on traffic as a result of increased population are effectively managed.</p> <p><u>Activity centres and employment</u> Action 4.2.1(d) seeks to undertake planning investigations for the Preston Street and Angelo Street neighbourhood centres to identify opportunities to grow the centre to meet forecast future residential and non-residential demand. Impacts on character will be addressed through studies for the individual areas. Increased density has been proposed within areas that have existing high quality public transport connections. It is expected that access and availability to these connections will improve as density increases. Parking within new development in activity centres will be addressed by the applicable activity centre plan which will provide controls for on-site parking. This is supported by action 4.3.3(b). Street parking and parking management within centres is addressed by the City’s Parking Management Strategy. An additional action is recommended to be included under strategy 4.3.3 relating to the ongoing monitoring and implementation of parking management plans for each of the managed growth areas.</p> <p><u>Transport and access</u> Introduction of a CAT bus service is not directly considered by the Strategy although may be investigated further by a Transport, Access and Parking Strategy proposed to be developed for the City (see strategy 4.3.1 and 4.3.5).</p> <p><u>Environment and sustainability</u> Strategy 4.4.1 seeks increase the area of tree canopy cover on private land by implementing additional measures that encourage and/or incentivise the retention and/or replace of mature trees.</p> <p><u>General comments</u> Comment noted.</p>	Additional action recommended to be included under 4.3.3 as follows: <i>(c) Develop and/or review Parking Management Plans for each of the managed growth strategy area outlined in Strategy 4.1.1 as necessary.</i>
41.	Online Survey 1852228	20/03/2019			South Perth	No additional comments		
42	Online Survey 1852921	21/03/2019			South Perth	No additional comments		
43.	Online Survey 1855769	22/03/2019			Como	<p><u>Population and housing – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>Canning Highway needs to be a main focus but development needs to be sympathetic to the history of the area and provide more trees/greenery.</li> </ul>	<p><u>Population and housing</u> Actions 4.1.1(f) and 4.1.1(g) seek to introduce provisions that enable medium/high density for the areas along Canning Highway as identified in the Canning Highway Residential and Built Form Study. In conjunction with this action, strategy 4.4.1 seeks increase the area of tree canopy cover on private land by implementing additional measures that encourage</p>	New strategy and action recommended for inclusion under section 4.5 as follows: 4.5.4 Ensure the City’s

						<ul style="list-style-type: none"> <li>New development in Canning Bridge is out of place amongst the existing single and 2 storey housing. This may require more education and understanding in the community to accept these developments whilst the area is still developing.</li> </ul> <p><u>Transport and access – Strategy 4.3.1 and 4.3.4</u></p> <ul style="list-style-type: none"> <li>Increase ferry services in both directions.</li> <li>Investigate the possibility of light rail from Canning Bridge to Fremantle to reduce emissions and increasing access.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.1</u></p> <ul style="list-style-type: none"> <li>The area needs an aquatic facility with spa/rehabilitation facilities. This should be located at George Burnett or on one of the other existing open space reserves.</li> <li>Recognising indigenous history needs more community involvement.</li> </ul>	<p>and/or incentivise the retention and/or replace of mature trees.</p> <p>Action 4.1.1(d) seeks to undertake periodic review the Canning Bridge Activity Centre Plan to ensure that it is responsive to population growth forecasts and changing demographic profiles. These reviews will consider matters such as managing transition between existing and new development, and amenity impacts on adjacent properties and whether or not existing provisions are sufficient or require modification.</p> <p><u>Transport and access</u></p> <p>Action 4.3.4(a) seeks to advocate for the expansion of Perth’s ferry system to serve new locations to increase the mode-share of active transport. The benefits of increasing the frequency of the existing ferry service is noted given that it serves a managed growth area. The City can only play an advocacy role in this as the frequency of services is the responsibility of the Public Transport Authority although increased density within a walkable catchment of the ferry as outlined in the managed growth strategy, will likely increase demand for additional services.</p> <p>The majority of the link area from Canning Bridge to Fremantle (Canning Hwy) is outside of the local government boundary for South Perth and therefore cannot be wholly addressed by the Strategy. For the portion of Canning Highway that is within the City of South Perth action 4.3.1(c) seeks to ensure that any future infrastructure decisions relating to Canning Highway urban corridor appropriately considers improved public transport and improved cycle facilities.</p> <p><u>Public open space and community facilities</u></p> <p>An outcome of the Strategic Community Plan is to plan for a future recreation and aquatic facility to serve the City of South Perth’s needs. Action 4.6.1(b) supports this outcome by recommending the City investigate opportunities for the provision of community facilities by way of partnering with other local governments, organisations and the private sector. The location of such a facility is the subject of current investigations.</p> <p>Places considered to be of aboriginal cultural heritage significance are not under the management or control of the City, however the City must ensure any planning framework recognises and respects the existence of any identified places. As such, the Strategy is recommended to be modified to include a strategy and associated actions relating to Aboriginal Heritage.</p>	<p>planning framework acknowledges and respects aboriginal cultural heritage.</p> <p><i>Develop a framework to undertake cultural heritage assessment within the City for registered Aboriginal sites and places.</i></p>
44.	Online Survey 1855984	22/03/2019			Como	<p><u>Transport and access</u></p> <ul style="list-style-type: none"> <li>Reconfigure bus bays to improve traffic flow.</li> </ul>	<p><u>Transport and access</u></p> <p>Location and design of bus bays is primarily the responsibility of the Public Transport Authority. The City will continue to work with the PTA and other relevant state government bodies to ensure location and configuration of bus stops are appropriately managed. This is supported by strategy .3.1(c) seeks to ensure that actions relating to Canning Highway urban corridor appropriately considers land reserved for future road widening to assist in improving its transport functionality. This will ensure that there is sufficient space for high frequency public transport, including bus stops. Similar actions for other high frequency transport routes within the City can be included in the Transport, Access and Parking Strategy, which is an outcome of action 4.3.1(a). To support this, a new action is recommended to be included under strategy 4.3.4 to advocate for an expanded and more efficient bus network.</p>	<p>Additional action recommended to be included under 4.3.4 as follows:</p> <p><i>(f) Advocate for an expansion/review of the bus network to more directly and efficiently connect prominent activity centres.’</i></p>
45.	Online Survey 1855937	22/03/2019			South Perth	<p><u>Population and housing – Strategy 4.5.1, 4.5.2 and 4.5.3</u></p> <ul style="list-style-type: none"> <li>Strongly value the amenity of the area (parks, streetscapes, building density) although acknowledge that density will need to increase to accommodate population growth.</li> <li>Building heights in R30 and R40 areas should be increased to 3 stories to provide additional floor space whilst maintaining open space and building separation.</li> </ul> <p><u>Activity centres and employment – Strategy 4.2.1</u></p> <ul style="list-style-type: none"> <li>Recently completed developments within</li> </ul>	<p><u>Population and housing</u></p> <p>The Strategy endeavours to ensure new development is accommodated in the most sympathetic way. Strategies 4.5.2 and 4.5.3 seeks to ensure that the planning framework identifies and protects elements of residential character through preparation of local planning policies that contain development provisions to maintain and enhance character for areas identified as having good sense of place or streetscape.</p> <p>The R-Codes outlines a maximum building height of 2 storeys for areas zoned R30 and R40. Strategy 4.5.1 seeks to embed the principles of State Planning Policy 7 including the R-Codes which includes elements such as building height, open space and building separation into any activity centre plan, Scheme and local planning policy. Therefore a height of 3 storey in R30 and R40 areas is not supported.</p> <p><u>Activity centres and employment</u></p>	<p>Action 4.4.1(a) recommended to be modified as follows:</p> <p><i>‘(a) Review local planning policy P350.05 Trees on Development Sites and Street Verges to ensure the retention and/or replacement of mature trees on development sites and to support actions</i></p>

						<p>South Perth ACP are of low quality and have inadequate separation. Future development should be taller and narrower to allow for greater setbacks and building separation.</p> <p><u>Transport and access – Strategy 4.3.3</u></p> <ul style="list-style-type: none"> <li>• Use of the private car is the dominant form of transportation and this is unlikely to change in the next 10-15 years.</li> <li>• A minimum of 1 car bay should be provided to all dwellings, including one-bedroom apartments.</li> </ul> <p><u>Environment and sustainability – Strategy 4.4.1</u></p> <ul style="list-style-type: none"> <li>• Protection of trees on private lands is needed and the plan should do more to increase tree canopy.</li> <li>• Need to ensure new street trees are suitable for the local fauna.</li> </ul> <p><u>Heritage, character and design – Strategy 4.5.1, 4.5.2 and 4.5.3</u></p> <ul style="list-style-type: none"> <li>• Retention of existing character is important.</li> <li>• Ensuring new developments are sustainable and of high quality design is important.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.3</u></p> <ul style="list-style-type: none"> <li>• All efforts should be made to retain existing open spaces. These spaces will become increasingly valuable as density increases.</li> </ul> <p><u>Tourism and entertainment – Strategy 4.2.4</u></p> <ul style="list-style-type: none"> <li>• Supporting small businesses and diversity within the commercial precincts of the city is essential for a vibrant community.</li> </ul>	<p>Action 4.2.1(a) seeks to adopt and implement the South Perth Activity Centre Plan. This plan will provide more guidance for developments within the activity centre and provides more controls on building bulk and scale, building separation and design quality. This plan has been subject to public advertising. Additionally, the Strategy includes several strategies and actions to ensure that redevelopment is of a high quality, provides adequate space and landscaping around buildings, and is responsive to its surrounds (see strategies 4.1.2, 4.2.3, 4.4.1, 4.5.1).</p> <p><u>Transport and access</u></p> <p>The Strategy outlines in Part 2 that the private car is the greatest mode share for people travelling to work but indicates that there has been increased growth in the mode shares of train use and cycling (refer table 22 on page 103). Notwithstanding the above, the number of bays required for a development will be dependent on a number of factors including type of dwelling, location and access to other modes of transport such as public transport. Strategy 4.3.3 seeks to develop a comprehensive parking system that considers demand, supply and management of parking by establishing parking controls within activity centres in accordance with the Department of Transport's <i>Parking Guidelines for Activity Centres</i>. Parking controls will also be considered through the ongoing monitoring and review of activity centre plans and other detailed planning of managed growth areas (refer strategy 4.1.1).</p> <p><u>Environment and sustainability</u></p> <p>The City's Urban Forrest Strategy outlines the benefits of increasing the urban canopy and although the City's canopy has remained the same over recent years there has been a decline in tree canopy cover on private property. One of the goals from the Urban Forest Strategy is to increase species diversity, specifically an increase in native trees. Strategy 4.4.1 seeks to increase tree canopy cover on private land through review of local policies and development measures to encourage the retention or replacement of mature trees. Additionally action 4.4.1(a) is recommended to be modified to ensure that the relevant actions in the City's Urban Forest Strategy, are being supported.</p> <p><u>Heritage, character and design</u></p> <p>Strategies 4.5.2 and 4.5.3 seeks to ensure that the planning framework identifies and protects elements of residential character through preparation of local planning policies that contain development provisions to maintain and enhance character for areas identified as having good sense of place or streetscape. Strategy 4.5.1 seeks to embed the principles of State Planning Policy 7 – Design of the Built Environment which promotes sustainable and high quality design into the planning framework.</p> <p><u>Public open space and community facilities</u></p> <p>There is no proposed reduction in the amount of public open space as part of the Strategy. As there are limited opportunities to provide additional open space in built up areas it is crucial existing open space is retained and upgraded to meet the needs of the community. Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the City's public open space strategy and other plans relating to more specific open space areas.</p> <p><u>Tourism and entertainment</u></p> <p>Strategy 4.2.4 seeks to ensure that the City's planning controls support and promote a diversity of activity in appropriate locations by investigating changes to the planning framework within mixed use and local commercial zones, investigating methods to remove barriers for obtaining planning approval for retail and employment uses in activity centres and reviewing the City's Public Places and Local Government Property Local Law to encourage greater use of public places that encourage place activation and promote economic activity.</p>	<p><i>outlined in the City's Urban Forest Strategy including;</i></p> <ul style="list-style-type: none"> <li>• <i>A 25% increase in the number of trees on the 'Significant Tree Register'; and,</i></li> <li>• <i>Ensure private development contributes towards the goal of planting 7,500 trees within the City.</i></li> </ul>
46.	Online Survey 1856106	22/03/2019			South Perth	No additional comments.		
47.	Online Survey 1856851	23/03/2019			Como	<p><u>Population and housing – Strategy 4.3.1, 4.3.2, 4.3.3 and 4.1.1</u></p> <ul style="list-style-type: none"> <li>• Do not want South Perth to become</li> </ul>	<p><u>Population and housing</u></p> <p>Strategies 4.3.1, 4.3.2 and 4.3.3 aim to address the impact that an increased population will have on parking and traffic within the City through supporting upgrades to infrastructure,</p>	



						<p>‘overcrowded’ with more traffic.</p> <ul style="list-style-type: none"> <li>Multi-storey dwellings do not fit in South Perth/Como.</li> </ul> <p><u>Transport and access – Strategy 4.3.4</u></p> <ul style="list-style-type: none"> <li>Supportive of additional ferry services.</li> <li>Not supportive of heavy rail station.</li> </ul> <p><u>Environment and sustainability</u></p> <ul style="list-style-type: none"> <li>Existing destructive trees needs to be removed and replaced.</li> <li>Deciduous trees should be used for street trees</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.3</u></p> <ul style="list-style-type: none"> <li>Additional parks and green spaces should be provided.</li> </ul>	<p>developing a ‘Transport, Access and Parking Strategy’ , increasing mode-share of active transport and establishing appropriate controls for vehicle parking.</p> <p>Impacts on the transport and access network for each of the managed growth areas will be considered at the detailed planning stage, if required as a result of the amount of expected growth, when there is greater certainty about the built form.</p> <p>The Strategy does not make recommendations in respect to built-form, this is considered at the detailed planning stage, such as through the preparation of activity centre plans.</p> <p>Instead, it recommends taking an evidence based approach to the setting of development controls (including height) that best responds to what is required to support the individual needs of each centre having regard to the location, role and function of each area, as well as overarching state planning policy. Given the aforementioned factors, and the existing development context and fragmented land ownership in the managed growth areas, multi storey developments will need to be developed to accommodate growth.</p> <p><u>Transport and access</u></p> <p>A greater mode share of alternative transport options is integral to a more connected, sustainable and efficient transport and access network. Both the Strategy 4.3.4 seeks to achieve a progressive increase in the mode-share of active transport options as a means of reducing pressure on the road network. This includes advocating for additional ferry services and the as well as a heavy rail station that strategy 4.3.3 seeks to advocate for as both will help increase the mode-share of trips made by public transport. Further, the Perth and Peel @3.5million Transport Network Plan indicates a future rail station may be located adjacent to Richardson Park within the South Perth Activity Centre. It would therefore be remiss of the Strategy to ignore this. Strategy 4.3.4(b) seeks to advocate that this station is constructed. A railway station would improve network connectivity, particularly to for people coming to the South Perth Activity Centre and for people makes trips to locations other than the Perth CBD. <u>Environment and sustainability</u></p> <p>The Strategy does not consider the impacts from dangerous trees; instead it makes high level recommendations relating to tree canopy cover within the City. Impacts from dangerous or destructive trees will continue to be monitored by the City.</p> <p>As outlined in the City’s Urban Forest Strategy, when planting new trees City officers choose species that are best suited to individual sites based on environmental conditions and streetscape continuity.</p> <p><u>Public open space and community facilities</u></p> <p>There are limited opportunities to provide additional open space in built up areas it is important existing open space is retained and upgraded to meet the needs of the community. Strategy 4.6.3 and the associated actions therefore focus on improvements to and better utilisation of existing public open spaces.</p>	
48a.	Online Survey 1857891	24/03/2019			Manning	<p><u>Population and housing – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>The City should not support the State Governments infill strategy.</li> <li>Do not support additional dwellings in Canavan/Henley Urban Corridor as this road is no different to any other road.</li> </ul> <p><u>Transport and access – Strategy 4.1.1, 4.3.4(a) and (b)</u></p> <ul style="list-style-type: none"> <li>Growth should be directed to where public transport access is poor as redirecting public transport is easy.</li> <li>A train station in South Perth is logical but it would cause significant disruption during construction, service a limited area and be underutilised due to lack of car parking.</li> <li>Extension of the ferry services is supported.</li> </ul> <p><u>Environment and sustainability – Strategy 4.4.1 and 4.4.3</u></p> <ul style="list-style-type: none"> <li>Notes that there are no floods or bushfires in</li> </ul>	<p><u>Population and housing</u></p> <p>Perth and Peel@3.5million includes minimum 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. The Strategy has been prepared in the context of ensuring the future planning of the City addresses (amongst a range of other considerations) the State government’s expectations for dwelling growth and where that should be located, while also planning for forecast growth. Strategy 4.1.1 seeks to accommodate the forecast growth in a consolidated form as outlined in the managed growth strategy. Action 4.1.1(h) recommends undertaking investigations for the Canavan/Henley Urban Corridor. This area is designated as an ‘urban corridor’ (and high-priority transport route) under Perth and Peel @3.5million and the accompanying transport plan. The high level of accessibility to public transport present along the Canavan Crescent/Henley Street Urban Corridor makes the corridor appropriate for accommodating some of the City’s growing population.</p> <p><u>Transport and access</u></p> <p>Perth and Peel @3.5 million and the accompanying Central Sub-Regional Planning Framework sets a framework for more intense land use within existing activity centres (such as South Perth and Canning Bridge) and along urban corridors well served by transport infrastructure. The managed growth strategy (see strategy 4.1.1) seeks to accommodate a</p>	

						<p>South Perth and these statements are ‘window dressing’.</p> <ul style="list-style-type: none"> <li>New development is destroying trees and open space which makes South Perth a good place to live.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.3</u></p> <ul style="list-style-type: none"> <li>The plan implies that facilities will be reduced or destroyed which is not supported.</li> </ul> <p><u>Tourism and entertainment – Strategy 4.6.3</u></p> <ul style="list-style-type: none"> <li>Short-term accommodation in appropriate locations sounds acceptable. Why is it needed in South Perth with the CBD so close?</li> </ul> <p><u>General comments</u></p> <ul style="list-style-type: none"> <li>The plan is based on false long term State Government plans which the City should reject.</li> </ul>	<p>majority of future growth in these areas.</p> <p>Action 4.3.4(b) seeks to advocate for a heavy rail station to serve the South Perth Activity Centre. Although there may be impacts and disruption during construction, once completed the station would provide improved connectivity and accessibility to and from the South Perth Activity Centre. Action 4.3.4(a) seeks to advocate for the expansion of Perth’s ferry system to serve new locations to be accessible from South Perth.</p> <p><u>Environment and sustainability</u></p> <p>The Regulations require that a local planning strategy apply any State or regional policy that is relevant to the Strategy. This includes State planning policies that relate to protection and management of bushland (SPP2.8), planning for bushfire (SPP3.7) and the protection of the Swan-Canning River systems (SPP2.10). Strategy 4.4.3 seeks to ensure that environmental externalities such as bushfire are appropriately managed through development of appropriate provisions in the Scheme and policies.</p> <p>Strategy 4.4.1 seeks to ensure mature trees are retained or replaced on development sites through review of existing local policies and investigation of additional measures to be included in the Scheme.</p> <p><u>Public open space and community facilities</u></p> <p>The Strategy does not advocate for the loss of any public open space or facilities. Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the City’s public open space strategy and other plans relating to more specific open space areas.</p> <p><u>Tourism and entertainment</u></p> <p>Strategy 4.7.2 seeks to define 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. This approach will allow for reasonably scaled and appropriate tourism accommodation uses to occur within the City. This will provide choice to visitors of the City, whom visit for a range of different reasons. Reasons for overnight stays within the City vary with visits for education reasons and visiting friends and relatives being the most common (see Part 2, section 5.4.1).</p> <p><u>General comments</u></p> <p>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 forecast growth. Rejecting growth or not planning for growth is not in the best interests of the City as it is unsustainable in the long term and may lead to negative social and economic impacts.</p>	
48b .	Direct email	27/03/2019			Manning	<p>Not supportive of increased density within the Henley/Canavan urban corridor as the presence of 1 bus route should not be the basis for increased density. The bus should be rerouted down Manning Road or down Ley Street to make the bus route more direct to Curtin and reducing impact on local roads.</p>	<p>Action 4.1.1(h) recommends undertaking investigations for the Canavan/Henley Urban Corridor. This area is designated as an ‘urban corridor’ (and high-priority transport route) under Perth and Peel @3.5million. The high level of accessibility to public transport present along the Canavan Crescent/Henley Street Urban Corridor makes the corridor appropriate for accommodating some of the City’s growing population. While bus routes can be modified, the depiction of routes such as Canavan Crescent/Henley Street within Perth &amp; Peel @3.5million as ‘high-priority’ routes gives the necessary certainty that the route will be long-standing. Moreover, planning for growth along this route/corridor will reinforce the importance of the route into the future.</p>	
49.	Online Survey 1858135	24/03/2019			South Perth	<p>No additional comments.</p>	<p>No response required.</p>	
50.	Online Survey 1858155	24/03/2019			South Perth	<p><u>Population and housing – Strategy 4.1.2(c)</u></p> <ul style="list-style-type: none"> <li>Zoning on South Terrace between Labouchere and Forrest should be increased to R40 to align with surrounding properties.</li> </ul> <p><u>Transport and access – Strategy 4.3.4(b)</u></p> <ul style="list-style-type: none"> <li>Additional train stops should be provided, potentially near the end of South Terrace.</li> </ul>	<p><u>Population and housing</u></p> <p>The area of South Terrace between Labouchere Road and Forrest Street has multiple different zonings of R25/40, R15 and R30/50. Action 4.1.2(c) seeks to review the coding of residential properties throughout the City to resolve any coding anomalies and ensure diversity of housing choice and action 4.1.2(a) seeks to undertake a review of the dual-density coding system. As such this area will be reviewed and coding modified if considered appropriate.</p>	

							<u>Transport and access</u> The State Government indicates investigation of a future heavy rail station at South Perth within the Perth and Peel @3.5million Transport Network Plan. Action 4.3.4(b) seeks to advocate for the development of the station in this location to support future development within the South Perth Activity Centre.	
51a.	Online Survey 1858103	24/03/2019			Waterford	<u>Population and housing</u> <ul style="list-style-type: none"> <li>Strategy provides an insufficient vision for the future.</li> <li>A retail needs assessment is required for the whole City.</li> <li>All R15 lots should be increased to R20 to help demonstrate that the City has sensible density for an inner-city location.</li> <li>Strategy should include explicit details on heights.</li> <li>Dual density is not effective as it is unnecessarily complex and a regulatory burden.</li> </ul> <u>Activity centres and employment – Strategy 4.2.1</u> <ul style="list-style-type: none"> <li>All activity centres should have a detailed retail needs study undertaken. The recommendations of these studies should then form the basis of permitted additional height/density if required.</li> </ul> <u>Transport and access – Strategy 4.3.3</u> <ul style="list-style-type: none"> <li>More detail is required in regards to parking requirement for new developments in particular why some developments are given a concession on number of parking bays.</li> </ul> <u>Environment and sustainability</u> <ul style="list-style-type: none"> <li>City’s vision on tree cover is very short term. Significant trees should be moved or replaced where it inhibits development. It is unfair to require landowners to be wholly responsible for upkeep of trees and to deal with loss of development potential.</li> <li>All developments should add to a fund to be used for acquiring more open space.</li> </ul> <u>Heritage, character and design – Strategy 4.5.2(b)</u> <ul style="list-style-type: none"> <li>Some items on heritage list should be removed.</li> </ul> <u>Public open space and community facilities – Strategy 4.6.1</u> <ul style="list-style-type: none"> <li>A community needs assessment will identify where open space is required. This can be provided by incentivising additional height.</li> </ul> <u>Tourism and entertainment – Strategy 4.7.2</u> <ul style="list-style-type: none"> <li>Tourism is only important to a small part of the City whereas entertainment is more important across a vibrant and active community. More clarity is required on the entertainment elements such as differentiating different types of entertainment (tourist, student, community, etc.).</li> </ul>	<u>Population and housing</u> 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 plays a key role in delivering the shared ‘vision for the future’ as set out in the City’s Strategic Community Plan 2017-2027. A retail needs assessment was conducted for the City in 2013 with an additional study analysing the City’s neighbourhood centres undertaken in 2017. The 2017 study analysed the City’s neighbourhood centres and commercial land along Canning Highway and considered the floor space and employment situation for each centre. It provided recommendations on expected demand and growth (see Part 2, section 5.2.5) for each area. This report did not consider the 3 district centres (South Perth, Canning Bridge, Bentley/Curtin) as more detailed studies had previously been completed as part of their respective activity centre plans. Strategy 4.1.1 seeks to accommodate growth in a consolidated form within and around activity centres and urban corridors. This approach makes best use of existing or planned infrastructure. Building heights are not outlined in the Strategy as the managed growth strategy does not provide exact zoning or density, only an indication of areas where the City may investigate changes to density codes. The managed growth strategy provides a framework in which the City can undertake more specific, localised investigations in the future. Action 4.1.2(a) seeks to undertake a review of the dual density coding system, in recognition that the current system is overly complex and does not align to the principles and strategic objectives of the Strategy or the City’s Strategic Community Plan. A modification is recommended to action 4.1.2(a) to make clear the intent to remove dual density codes, where appropriate. <u>Activity centres and employment</u> Strategy 4.2.1 seeks to ensure that 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 Strategy does not recommend increasing the amount of land zoned for non- residential purposes, rather the Strategy proposes to consolidate existing activity centres by allowing for more mixed use and commercial activities within these areas. This is based on forecast demand for non-residential floor space in the future as investigated as part of an economic assessment for the South Perth Activity Centre Plan and The ‘Activity Centres Review’ (2017). Notwithstanding, economic assumptions is only one of many factors that is used to prepare a growth forecast and should not be used as a basis to determine density. <u>Transport and access</u> Strategy 4.3.3 seeks to develop a comprehensive parking system that considers demand, supply and management of parking. This will be achieved by developing a ‘Transport, Access and Parking Strategy’ that considers measures to better manage parking supply and demand within new developments and through establishing appropriate vehicle parking controls for land within activity centres. This strategy will include identification of instances where considering discretion of vehicle parking rates is appropriate such as location and access to public transport routes. <u>Environment and sustainability</u> Strategy 4.4.1 seeks to increase the canopy cover of private land through the development of measures to encourage and incentivise the retention and/or replacement of mature vegetation. Development controls relating to the removal and replacement of mature vegetation will be reviewed as outlined in action 4.4.1(a).	Modification recommended to action 4.1.2(a) to modify the first sentence to read as follows: <i>(a) Undertake a progressive review of the dual density coding system with the intent to remove dual density coding where appropriate.</i>  Additional action recommended to be included under 4.1.2 as follows: (e) Include provisions in the next local planning scheme that provide a framework the consideration of proposals involving a range of accommodation types, such as student, aged and independent living accommodation.

						<p><u>General comments</u></p> <ul style="list-style-type: none"> <li>The strategy is more than where people go. The City needs to look more at 'what will the city look like in x years' based on statistics, then describe what they see and then develop the strong strategies that will ensure those outcomes occur.</li> <li>The strategy should also contain measures of monitoring, review and adjustment as the strategy is implemented.</li> </ul>	<p>All developments that proposes a subdivision of more than 4 lots is required to make a 10% contribution of public open space. Where providing this public open space is not feasible developers may make a cash-in-lieu contribution equal to the value of public open space they would have provided. These contributions are then used to either acquire land nearby to be used for public open space or to upgrade existing open spaces.</p> <p><u>Heritage, character and design</u></p> <p>Action 4.5.2(b) recommends undertaking a periodic review of the City's Heritage List to identify any places for inclusion. As part of the review process members from the community are invited to nominate new places or request that places be removed. Each place nominated or requested for removal is assessed against the regulations and guidelines set by the Heritage Council of Western Australia to determine its cultural heritage significance.</p> <p><u>Public open space and community facilities</u></p> <p>Strategy 4.6.1 seeks to incentivise new development to make voluntary community benefit contributions that improve local amenity. This will be achieved through including measures into the South Perth Activity Centre Plan and where appropriate in plans for other activity centres or urban corridors. The Strategy identifies that there are limited opportunities to provide additional open space within the City of South Perth and that existing open space will need to be upgraded to accommodate a growing population. Action 4.6.1(b) seeks to 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.</p> <p><u>Tourism and entertainment</u></p> <p>Strategy 4.7.2 seeks to support the growth of entertainment and tourism uses in appropriate locations and circumstances. The Scheme controls land use within each zone (residential, local commercial, mixed use, etc.) which can determine the character a centre through permitting and prohibiting certain uses. Additionally a new action is recommended to be included under strategy 4.1.2 that seeks to ensure that framework properly considers proposals involving a range of accommodation types, such as student, aged and independent living accommodation.</p> <p><u>General comments</u></p> <p>The Regulations sets out the requirements for a local planning scheme. It states that a local planning strategy must (a) set out the long-term planning directions for the local government; (b) apply any State or regional planning policy that is relevant to the strategy; and (c) provide the rationale for any zoning or classification of land under the local planning scheme. It is intended that the City will adopt a procedure for monitoring the Strategy every 5 years as outlined in Part 1, section 5.2.</p>	
51b .	Direct email	06/04/2019			Unknown	<p>The Strategy does not consider the planned expansion of the South Perth Hospital. Areas surrounding the hospital are zoned R15 but is suitable for increased density given its proximity to open space and public facilities. Increased density here may also support additional freeway access at South Terrace.</p> <p>They strategy should also discuss the merits of the Royal Perth Golf Club that is a large public space that excludes access to most people and look at the contribution this land is making to South Perth and regionally.</p>	<p>The Strategy identifies areas of the City where the majority of population growth is proposed to be accommodated. It does not restrict any current or future planning controls that result in increased development potential in other areas of the City. Notwithstanding, there is a recognised need to ensure that the City's planning controls do not unreasonably restrict the viability and development of facilities of community benefit (such as private hospitals). As such, a new action is recommended to be included under action 4.2.4 that will ensure that planning framework considers proposals involving facilities of community and civic benefit/need, including but not limited to aged care facilities, hospitals, cultural facilities and child day-care centres/kindergartens.</p> <p>Royal Perth Golf Club is reserved under the Metropolitan Region Scheme for 'Parks and Recreation'. Land reserved for Parks and Recreation may be accessible to the public or have restricted access depending on the particular use and the operation of the land. Royal Perth Golf Club has restricted access and rules due to potential risk of injury. The course, although not accessible by the public, does provide environmental benefits from the trees and vegetation and adds to the urban canopy within the City.</p>	<p>Additional action recommended to be included under 4.2.4 as follows:</p> <p><i>(e) Include provisions in the next local planning scheme that provide a framework the consideration of proposals involving facilities of community and civic benefit/need, including but not limited to aged care facilities, hospitals, cultural facilities and child day-care centres/kindergartens.</i></p>

52.	Online Survey 1858162	24/03/2019			South Perth	<p><u>Population and housing – Strategy 4.1.2(c)</u></p> <ul style="list-style-type: none"> <li>Zoning on South Terrace between Labouchere Road and Forrest Street should be increased to R40 to align with surrounding properties.</li> </ul> <p><u>Transport and access – Strategy 4.3.4(b)</u></p> <ul style="list-style-type: none"> <li>Additional train stops should be provided, potentially near the end of South Terrace.</li> </ul>	<p><u>Population and housing</u></p> <p>The area of South Terrace between Labouchere Road and Forrest Street has multiple different zonings of R25/40, R15 and R30/50. Action 4.1.2(c) seeks to review the coding of residential properties throughout the City to resolve any coding anomalies and ensure diversity of housing choice and action 4.1.2(a) seeks to undertake a review of the dual-density coding system. As such this area will be reviewed and coding modified if considered appropriate.</p> <p><u>Transport and access</u></p> <p>The State Government indicates investigation of a future heavy rail station at South Perth under the Perth and Peel @3.5million Transport Network Plan. Action 4.3.4(b) seeks to advocate for the development of the station in this location to support the South Perth Activity Centre.</p>	
53.	Online Survey 1858207	24/03/2019			Como	<p><u>Population and housing – Strategy 4.1.1 and 4.5.1</u></p> <ul style="list-style-type: none"> <li>Areas on Eric Street adjacent to Cygnet Theatre should not be rezoned and are not suitable for apartments higher than 2/3 storeys due to parking and streetscape compatibility.</li> <li>Mixed use should be contained to Preston Street.</li> </ul>	<p><u>Population and housing</u></p> <p>The managed growth strategy shows the properties referred to in the submission as have a future zoning of ‘Above R50’. These properties currently have a zoning of R80 and under the current Scheme have a height limit of 3 storeys. Strategy 4.5.1 seeks to build on the Design WA policy of the State Government and pursue a policy framework that puts a high emphasis on design quality by embedding the principles of State Planning Policy 7 – Design of the Built Environment within the City’s activity centre plans, local planning policies and the Scheme. Under the R-Codes, the prescribed height limit for R80 properties is 4 storeys. The managed growth strategy shows those properties within the Preston Street neighbourhood centre that are currently zoned as ‘neighbourhood centre commercial’ as having a future zoning of ‘Mixed Use’. This reflects the equivalent zoning identified within the State governments ‘Model Scheme Text’; which is required to be used as the basis for any new planning scheme.</p>	
54.	Online Survey 1858372	24/03/2019			Como	No additional comments.	N/A	N/A
55.	Online Survey 1858375	24/03/2019			South Perth	No additional comments.	N/A	N/A
56.	Online Survey 1858425	24/03/2019			South Perth	<p><u>Population and housing – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>Accepting of 3 storey height limit Waverley Street but no taller.</li> <li>The proposed density targets are above the expected level for the area.</li> <li>Areas with existing single houses should remain. Multiple dwellings should be placed in areas with existing grouped dwellings/higher density.</li> </ul> <p><u>Transport and access – Strategy 4.3.4(b)</u></p> <ul style="list-style-type: none"> <li>Not supportive of a train station at South Perth.</li> </ul> <p><u>Environment and sustainability – Strategy 4.4.1</u></p> <ul style="list-style-type: none"> <li>More native trees should be planted.</li> <li>No trees should be removed to facilitate development.</li> </ul> <p><u>Heritage, character and design – Strategy 4.5.2 and 4.5.3</u></p> <ul style="list-style-type: none"> <li>Existing streetscapes needs to be maintained including more street tree planting.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.3</u></p> <ul style="list-style-type: none"> <li>All public space should be retained, particularly within activity centres.</li> </ul>	<p><u>Population and housing</u></p> <p>Building heights are not outlined in the Strategy as the managed growth strategy does not identify specific density coding for each property, only an indication of areas where the City may investigate changes to density codes. The managed growth strategy part of Waverley Street as falling within the Angelo Street neighbourhood centre managed growth area. It also depicts a possible increase in density of ‘Up to R50’ and other parts having a potential zoning of ‘Above R50’. The summary document contains a table that indicates the typical building heights associated with each density code. The City will consider a range of factors, including stakeholder feedback, in determining the eventual coding of each area and property.</p> <p>The Strategy provides a framework to accommodate forecast growth in population and activity. These forecasts are based on a range of inputs, such as birth, immigration and mortality rates. The Strategy is also consistent with the objectives of Perth and Peel @3.5million. Strategy 4.1.1 seeks to accommodate a growing population in a consolidated form by adopting a ‘managed growth strategy’ that ensures the majority of future growth is accommodated within and around activity centres and along urban corridors. This will allow for a majority of the City’s density to remain unchanged.</p> <p><u>Transport and access</u></p> <p>The State Government indicates investigation of a future heavy rail station at South Perth under the Perth and Peel @3.5million Transport Network Plan. Action 4.3.4(b) seeks to advocate for the development of the station in this location to support the South Perth Activity Centre.</p> <p><u>Environment and sustainability</u></p> <p>The City’s Urban Forrest Strategy outlines the benefits of increasing the urban canopy and</p>	<p>Action 4.4.1(a) recommended to be modified as follows:</p> <p><i>‘(a) Review local planning policy P350.05 Trees on Development Sites and Street Verges to ensure the retention and/or replacement of mature trees on development sites and to support actions outlined in the City’s Urban Forest Strategy including;</i></p> <ul style="list-style-type: none"> <li><i>• A 25% increase in the number of trees on the ‘Significant Tree Register’; and,</i></li> <li><i>• Ensure private development contributes towards the goal of planting 7,500 trees within the City.</i></li> </ul>

						<p><u>Tourism and entertainment – Strategy 4.1.1(a) and 4.7.1</u></p> <ul style="list-style-type: none"> <li>Not supportive of short term accommodation in residential areas.</li> <li>The zoo should be protected from being surrounded by tall buildings.</li> </ul> <p><u>General comments – Strategy 4.5.2</u></p> <ul style="list-style-type: none"> <li>Planning for more density than required by the WAPC is illogical.</li> <li>More focus on preserving the heritage of the area.</li> </ul>	<p>that although the City’s canopy has remained the same over recent years there has been a decline in tree canopy cover on private property. One of the goals from the Urban Forest Strategy is to increase species diversity specifically an increase in native trees. Strategy 4.4.1 seeks to increase the canopy cover of private land through the development of measures to encourage and incentivise the retention and/or replacement of mature vegetation. Additionally, action 4.4.1(a) is recommended to be modified to ensure that the relevant actions in the City’s Urban Forest Strategy, are being supported.</p> <p>In some cases, however, removal of a tree may be necessary to allow any development on the site. In these cases, replacement trees should be planted to offset this impact.</p> <p><u>Heritage, character and design</u></p> <p>Strategies 4.5.2 and 4.5.3 seeks to ensure that the planning framework identifies and protects elements of residential character through preparation of local planning policies that contain development provisions to maintain and enhance character for areas identified as having good sense of place or streetscape. The City’s Urban Forest Strategy outlines goals to plant 7,500 new street trees between 2018 and 2023.</p> <p><u>Public open space and community facilities</u></p> <p>The Strategy does not advocate for the loss of any public open space. Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the City’s public open space strategy and other plans relating to more specific open space areas.</p> <p><u>Tourism and entertainment</u></p> <p>Strategy 4.7.1 seeks to ensure tourism and entertainment uses, including short term accommodation, are concentrated in and around activity centres and also in areas with high tourism value, such as near regional foreshores and the Perth Zoo. This will limit opportunities for short-term accommodation uses to occur in quieter residential areas. Action 4.1.1(a) seeks to adopt and implement the South Perth Activity Centre Plan that considers impacts of new development on the zoo and other areas of public open space.</p> <p><u>General comments</u></p> <p>The Strategy uses growth forecasts prepared for the City by ‘ID – The population experts’. The forecast is built on a ‘bottom up’ model that analyses small statistical areas to project growth and future demographics. This approach provides a highly robust model for predicting growth and the demographic profile of that growth at a local level. Action 4.5.2(b) seeks to undertake periodic review of the City’s Heritage List to identify any places for inclusion. It also seeks to commence further investigations to identify any potential heritage areas/precincts and consider if these places should be formally adopted onto the City’s Heritage List.</p>	
57.	Online Survey 1858878	25/03/2019			Kensington	<p><u>General comments – Strategy 4.5.1</u></p> <ul style="list-style-type: none"> <li>Strongly consider issues of privacy when approving 3 storey and higher buildings.</li> </ul>	<p><u>General comments</u></p> <p>Elements of overlooking and privacy are addressed in the principles of State Planning Policy 7.3 which the City seeks to imbed into the City’s Design Review Panel process and into activity centres, local planning policies and the Scheme (see strategy 4.5.1). These matters are also addressed through a range of criteria in the City’s existing Scheme, policies and the R-Codes.</p>	
58.	Online Survey 1859044	25/03/2019			South Perth	No additional comments.		
59.	Online Survey 1862268	26/03/2019			Como	<p><u>Transport and access</u></p> <ul style="list-style-type: none"> <li>Provide off street bus stops on main roads.</li> </ul>	<p><u>Transport and access</u></p> <p>Location and design of bus bays is the responsibility of the Public Transport Authority. The City will continue to work with the PTA and other relevant state government bodies to ensure impacts on traffic are appropriately designed and located.</p>	
60.	Online Survey 1863831	27/03/2019			Como	<p><u>Population and housing – Strategy 4.1.2(a)</u></p> <ul style="list-style-type: none"> <li>Critical that infrastructure in Canning Bridge, Manning Road and Canning Highway are upgraded before increasing density as the existing infrastructure is already at capacity.</li> <li>Higher density should only be provided where environmental improvements are delivered.</li> </ul>	<p><u>Population and housing</u></p> <p>Part 2 of the Strategy outlines studies and investigations into the capacity of various infrastructure within the City including roads and services facilities. For Canning Highway, a portion of land is reserved for future road widening, which will allow for increased capacity if required. However it is noted that increased expansion of any road infrastructure is likely to encourage more trip generation therefore not solving the issue. Other solutions are therefore proposed by the Strategy such as restricting direct access to regional roads to</p>	

						<p><u>Transport and access – Strategy 4.3.4</u></p> <ul style="list-style-type: none"> <li>Public transport can be improved. The City should petition for light rail or trackless trams for the Canning Bridge / Manning Road corridor.</li> </ul> <p><u>Environment and sustainability – Strategy 4.4.2</u></p> <ul style="list-style-type: none"> <li>The City requires a comprehensive climate change strategy with all new development adopting the highest sustainability standards.</li> </ul>	<p>improve functionality and reduce potential conflict points (see action 4.3.2(b)) and pursuing an increased mode share of active transport modes to reduce pressure on roads (see strategy 4.3.4).</p> <p>Action 4.1.2(a) seeks to undertake a progressive review of the dual density coding system. For any remaining dual codes, the action seeks to incentivise development at the higher code based upon criteria including protection of mature vegetation and higher levels of environmentally sensitive design.</p> <p><u>Transport and access</u></p> <p>Strategy 4.3.4 seeks to achieve a progressive increase in the mode-share of active transport including public transport. This includes advocating for increased ferry services and a new heavy rail station to service the South Perth Activity Centre. The Perth and Peel @3.5million Transport Network Plan outlines a number of ‘high priority transport routes’ which includes linking Canning Bridge with Bentley/Curtin Activity Centre, and along Manning Road. These high priority routes may form part of a future light-rail network, though no such network has been outlined by the State Government.</p> <p><u>Environment and sustainability</u></p> <p>Strategy 4.4.2 seeks to incentivise the development of buildings with higher standards of environmental sustainability. This will be achieved through a review of the –dual density coding system to ensure matters such as waste, water and energy management are key considerations in assessing development applications.</p>	
61a.	Online Survey 1864031	27/03/2019			Manning	<p><u>Population and housing – Strategy 4.2.1</u></p> <ul style="list-style-type: none"> <li>Building heights within targeted areas need to be clear and honest.</li> <li>Progress deletion of all dual density codings and the fourteen Precincts and replace the higher of the dual density codes.</li> </ul> <p><u>Transport and access – Strategy 4.3.1 and 4.3.4(b)</u></p> <ul style="list-style-type: none"> <li>The proposed outcomes of provide a new train station being economic development, improved transport access to support higher density and viability of office development are all disputable.</li> <li>Adding capacity to the road network would only make driving more attractive.</li> </ul> <p><u>Environment and sustainability – Strategy 4.4.3</u></p> <ul style="list-style-type: none"> <li>Some larger developments should be refused based on environmental reasons, particularly when they are close to the river.</li> </ul> <p><u>Heritage, character and design – Strategy 4.7.2</u></p> <ul style="list-style-type: none"> <li>Liveable Neighbourhoods should apply to all developments.</li> <li>Overcrowding from apartment buildings will be detrimental to the viability of the Zoo.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.1</u></p> <ul style="list-style-type: none"> <li>Bonus heights must be supported by public benefits that are financial or in-kind.</li> </ul>	<p><u>Population and housing</u></p> <p>The Strategy does not make recommendations in respect to built-form, such as building height. This is considered at the detailed planning stage, such as through the preparation of activity centre plans as outlined in strategy 4.2.1. The Strategy recommends taking an evidence based approach to the setting of development controls (including height) that best responds to what is required to support the individual needs of each centre having regard to the location, role and function of each area, as well as overarching state planning policy.</p> <p>Action 4.1.2(a) outlines that the City will undertake a progressive review of the dual density system. This action is also recommended to be modified to make clear the intent to remove dual density codes, where appropriate. For any remaining dual density coded properties the criteria required to meet the higher code will relate to matters such as protection of mature vegetation, increased open space on the property, high levels of environmentally sensitive design and the provision of more diverse housing. Action 4.5.3(a) seeks to review all of the City’s local planning precincts with the view of consolidating precincts where appropriate.</p> <p><u>Transport and access</u></p> <p>The Perth and Peel @3.5million Transport Network Plan indicates investigations in to a future rail station located adjacent to Richardson Park within the South Perth Activity Centre. Strategy 4.3.4(b) seeks to advocate that this station is constructed. A railway station would improve network connectivity, particularly for people coming to the South Perth Activity Centre and for people making trips to locations other than the Perth CBD. With the exception of Canning Highway that is already reserved for potential future road widening) there are limited opportunities to expand the road network further. Notwithstanding it is important that any potential accessibility impacts are managed appropriately at the different stages of the planning process. Strategies 4.3.1, 4.3.2 and 4.3.3 aim to address the impact that an increased population will have on parking and traffic within the City through supporting upgrades to infrastructure, developing a ‘Transport, Access and Parking Strategy’, increasing mode-share of active transport and establishing appropriate controls for vehicle parking. Further the City’s Parking Strategy advocates for the development of parking management plans in individual precincts. An additional action is recommended to be included under strategy 4.3.3 to address this matter. These parking management plans, coupled with adequate on-site parking provision, will address potential future street parking demand.</p> <p><u>Environment and sustainability</u></p> <p>Impacts on the environment are considered as part of every development application received. Specifically clause 67 of Deemed provisions for local planning schemes states that</p>	<p>Modification recommended to action 4.1.2(a) to modify the first sentence to read as follows:</p> <p><i>(a) Undertake a progressive review of the dual density coding system with the intent to remove dual density coding where appropriate.</i></p> <p>Additional action recommended to be included under 4.3.3 as follows:</p> <p><i>(c) Develop and/or review Parking Management Plans for each of the managed growth strategy area outlined in Strategy 4.1.1 as necessary.</i></p>

						<p>the local government shall have due regards to the likely effect on the natural environment or water resources. Additionally, strategy 4.4.3 seeks to ensure that environmental externalities (such as flood risk, high water tables and bushfire risk) impacting on development are appropriate managed through provisions in the Scheme and/or policies.</p> <p><u>Heritage, character and design</u></p> <p>Liveable Neighbourhoods has been adopted by the WAPC to guide structure planning and subdivision of green field and large infill sites throughout the State. This document is therefore not applicable in most of the City as it is already developed. Consideration to the principles of Liveable Neighbourhoods can be given regard wherever applicable and appropriate.</p> <p>The Strategy does not make recommendations in respect to built-form; which is considered at the detailed planning stage, such as through the preparation of activity centre plans.</p> <p><u>Public open space and community facilities</u></p> <p>Strategy 4.6.1 seeks to incentivise new development to make voluntary community benefit contributions that improve local amenity. One method of how this can be achieved is by permitting height above a base height limit subject to financial contributions towards public benefits such as proposed in the draft South Perth Activity Centre Plan. The appropriate model for each area will be considered at the detailed planning stage.</p>		
61b .	Direct email	27/03/2019 & 18/04/2019			Manning	<p>Insufficient consideration has been given to avoiding the potential impacts on environmental amenity from new developments. A number of documents that should be considered have not been referenced including</p> <ul style="list-style-type: none"><li>- Erosion and sediment control plan</li><li>- Kwinana Freeway foreshore management plan</li><li>- Perth and Peel Green Growth Plan for 3.5million: Strategic assessment for the Perth and Peel regions.</li><li>- Draft strategic conservation plan for Perth and Peel regions</li></ul> <p>More emphasis should be given to affordability of housing including</p> <ul style="list-style-type: none"><li>- addressing the changing economic uses of residential housing (such as short-term accommodation)</li><li>- ensuring the availability of smaller housing options to align with the existing demographics in the area</li><li>- consideration of relevant discussion papers and action plans from the Department of Planning and Department of Housing</li><li>- development of a housing strategy to protect existing low-cost housing stock.</li><li>- Ensuring a dwelling remains affordable in the long term</li></ul> <p>Changes to strata title law and the enquiry into short-stay accommodation need consideration in the Strategy.</p> <p>Statements in the strategy are too generalised.</p> <p>Greater consideration is required to producing a</p>	<p>A wide range of documents, both ones prepared by the City and those prepared by the State, were reviewed when preparing the draft Local Planning Strategy. Only those that that relate to planning at a local level or to key topic areas of the Strategy have been referenced in the Strategy.</p> <p>Strategy 4.1.2 seeks to support action that promote a diversity in housing choice, including housing accessibility and housing affordability. This will be achieved through inclusion of dwelling diversity provisions within the South Perth Activity Centre Plan and the monitoring of existing provisions in the Canning Bridge Activity Centre Plan. It will also be achieved, as set out in strategy 4.1.2, through review of the dual density coding throughout the City. These actions are considered sufficient to ensure availability of diverse and affordable housing within the City. Additionally, a new action is recommended to be included under strategy 4.1.2 that seeks to ensure that development within each managed growth area provides diverse, accessible, adaptable and affordable housing in a variety of built-form typologies</p> <p>Changes to strata-title laws and the parliamentary inquiry in to short-term accommodation are outside of the control of the City and cannot be fully considered until formal changes to the legislation or planning frameworks are made.</p> <p>The Strategy is intended to be a high level planning document that 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 review of a Local Planning Scheme over the life of the Strategy.</p> <p>State Planning Policy 3.6 – Developer contributions for infrastructure (SSP3.6) establishes a range of principles for the preparation of developer contribution plans. This includes establishing a ‘need and nexus’ between a growth in demand and need for infrastructure upgrades. In infill settings, where pre-existing demand for infrastructure exists, it is difficult to attribute ‘need’ and clearly provide a ‘nexus’ to a growing population. This is particularly the case where land is fragmented and developed over a long time-horizon; where predicting need and distributing costs across development is difficult. It is also unequitable in situations where certain infill areas are subject to a developer contribution plans, but other growth areas (which also contribute to the need for infrastructure) are not. The Strategy takes the approach that incentivising new development, by offering voluntary community benefits in return for additional development potential is a more preferable approach.</p>	<p>Additional action recommended to be included under 4.1.2 as follows:</p> <p><i>(d) Investigate provisions for inclusion in a new local planning framework that ensures that development within each managed growth area provides diverse, accessible, adaptable and affordable housing in a variety of built-form typologies.</i></p>



						<p>working developer contribution scheme. Consideration should also be given to draft SPP 3.6 – developer contributions for infrastructure.</p> <p>Why are the environmental policies of the City (P202 – P210) not listed with the local planning policies?</p> <p>The Strategy is missing reference to the Kwinana Freeway Foreshore Management Plan 2014 and the Affordable Housing Action Plan 2017-2020.</p>	<p>Local planning policies P202-P210 are under the responsibility of the City Environment department and generally relate to internal operations or City owned or managed land. These policies are not considered to have any strategic implications for the future town planning of the City and are therefore not referenced in the Strategy.</p> <p>A wide range of documents, both ones prepared by the City and those prepared by the State, were reviewed when preparing the draft Local Planning Strategy. Only those that that are considered to relate to planning at a local level or to key topic areas of the Strategy have been reference in the Strategy.</p>	
62.	Online Survey 1866162	28/03/2019			South Perth	<p><u>Transport and access – Strategy 4.3.4(a)</u></p> <ul style="list-style-type: none"> <li>The number of ferry terminals should be increased.</li> </ul> <p><u>General comments – Strategy 4.3.4</u></p> <ul style="list-style-type: none"> <li>City should investigate adding a pedestrian bridge over the Swan River to connect to the CBD.</li> </ul>	<p><u>Transport and access</u></p> <p>Action 4.3.4(a) seeks to advocate for the expansion of Perth’s ferry system to serve new locations to be accessible from South Perth.</p> <p><u>General comments</u></p> <p>Strategy 4.3.4 seeks to achieve a progressive increase in the mode-share of active transport including walking and cycling. One of the proposed actions to meet this strategy is to implement the City of South Perth &amp; Town of Victoria Park Joint Bike Plan 2018. This plan outlines an aspiration cycle network which includes improved linkages across the Swan River at the Narrows Bridge and Causeway Bridge, however these projects are both outside of the City and will require approval from the State Government to proceed.</p>	
63.	Online Survey 1863941	29/03/2019			South Perth	<p><u>Population and housing – Strategy 4.1.2(a)</u></p> <ul style="list-style-type: none"> <li>Existing dual density is too hard to meet, particularly in R15/50 zones.</li> </ul> <p><u>Transport and access – Strategy 4.3.4</u></p> <ul style="list-style-type: none"> <li>More protected bike paths are required.</li> </ul> <p><u>Environment and sustainability – Strategy 4.6.3</u></p> <ul style="list-style-type: none"> <li>Public open space at Sir James Mitchell Park should be retained.</li> </ul> <p><u>Heritage, character and design</u></p> <ul style="list-style-type: none"> <li>Progressive design should be permitted behind heritage facades.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.3</u></p> <ul style="list-style-type: none"> <li>Retention of open space will become more important with increasing density.</li> </ul>	<p><u>Population and housing</u></p> <p>Part 4.1 of Part 2 of the Strategy notes the deficiencies with the existing dual-coding system. Action 4.1.2(a) seeks to undertake a progressive review of the dual density coding system. A modification is recommended for this action to make clear the intent to remove dual density, where appropriate. For any remaining dual density coded properties the criteria required to meet the higher code will relate to matters such as protection of mature vegetation, increase open space on the property, high levels of environmentally sensitive design and providing one and two bedroom dwellings. It is expected that this will make meeting the higher density code more attainable and lead to better planning outcomes.</p> <p><u>Transport and access</u></p> <p>Strategy 4.3.4 seeks to achieve a progressive increase in the mode-share of active transport including walking and cycling. This will be achieved partly by investigating and implementing a system of best-practice provision of cycling infrastructure, parking and end-of-trip facilities within activity centre plans, the Scheme and applicable policies (action 4.3.4(d)) and to implement the City of South Perth &amp; Town of Victoria Park Joint Bike Plan 2018 (action 4.3.4(e)).</p> <p><u>Environment and sustainability</u></p> <p>There is no proposed reduction in the amount of public open space as part of the Strategy. Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the City’s public open space strategy and other plans, including the South Perth Foreshore Management Plan 2015.</p> <p><u>Heritage, character and design</u></p> <p>The Strategy does not make recommendations in respect to built-form; this is considered at the detailed planning stage. It is noted however that a site that includes a heritage listed property is not precluded from developing but must consider the impacts that the proposed development will have on the heritage value of the place.</p> <p><u>Public open space and community facilities</u></p> <p>As discussed above there is no proposed reduction in the amount of public open space as part of the Strategy. As there are limited opportunities to provide additional open space in built up areas it is crucial existing open space is retained and upgraded to meet the needs of a growing population.</p>	<p>Modification recommended to action 4.1.2(a) to modify the first sentence to read as follows:</p> <p><i>(a) Undertake a progressive review of the dual density coding system with the intent to remove dual density coding where appropriate.</i></p>
64.	Online Survey 1868759	29/03/2019			South Perth	<p><u>Population and housing – Strategy 4.2.1(a)</u></p> <ul style="list-style-type: none"> <li>Existing coding has been applied crudely and inefficiently. An example is the Pinnacle development (30-34 Charles Street, South</li> </ul>	<p><u>Population and housing</u></p> <p>The Pinnacle development (30-32 Charles Street) is within the South Perth Activity Centre where higher density development is permitted. The existing framework that applies to this area is currently being reviewed and is set to be replaced by the South Perth Activity Centre</p>	

					<p>Perth) that is an ugly design situated amongst older heritage buildings and established houses; this is out of character.</p> <p><u>Activity centres and employment – Strategy 4.2.1</u></p> <ul style="list-style-type: none"> <li>Important to differentiate activity centres as they are not all the same. High density in Angelo or Preston similar to that in the South Perth Station Precinct would destroy the charm of the area.</li> </ul> <p><u>Transport and access – Strategy 4.3.4(b) and 4.2.1</u></p> <ul style="list-style-type: none"> <li>The train station is being used as justification for ‘main street’ designation of Richardson Street but there is no plans for a train station currently and it is unlikely to go ahead in the next 10 years.</li> </ul> <p><u>Environment and sustainability – Strategy 4.4.2</u></p> <ul style="list-style-type: none"> <li>Most high rises have low or poor environmental merit. These buildings will use excessive energy for heating/cooling increasing the heat footprint.</li> </ul> <p><u>Heritage, character and design – Strategy 4.5.1</u></p> <ul style="list-style-type: none"> <li>New buildings need to have more style and character. Recent tall developments have no charm or interest.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.3</u></p> <ul style="list-style-type: none"> <li>Open spaces are currently wonderful and shouldn’t be changed.</li> </ul> <p><u>Tourism and entertainment – Strategy 4.7.2</u></p> <ul style="list-style-type: none"> <li>No one is coming to South Perth as a tourist destination excepting those going to the zoo. Amenities for residents and cafes/restaurants are supported.</li> </ul> <p><u>General comments</u></p> <ul style="list-style-type: none"> <li>The population projections contained in the strategy are disputed.</li> <li>Lack of demand for new dwellings has led to vacant blocks owned by developers.</li> </ul>	<p>Plan (see action 4.2.1(a)). The draft South Perth Activity Centre Plan provides guidance and controls on design and on the consideration of impacts on heritage buildings.</p> <p><u>Activity centres and employment</u></p> <p>State Planning Policy 4.2 – Activity Centres for Perth and Peel provides a hierarchy of Centres from the Capital City (CBD) to smaller Neighbourhood Centres (see Part 2 – section 3.3). Within the City of South Perth there are two district centres (South Perth and Canning Bridge), one specialised centre (Bentley/Curtin), with the remaining centres being neighbourhood centres (Preston Street, Angelo Street, Waterford Plaza and Manning/Welwyn Avenue). The different centres within the hierarchy have different desired densities which have been used to guide the managed growth strategy. In some instances, such as in the case of the South Perth and Canning Bridge activity centres, more detailed economic and demographic analysis has been undertaken to determine the most likely growth to occur in each centre in the future. Strategy 4.2.1 seeks to ensure each of the City’s activity centres achieve increased levels of residential population to support the ongoing viability and function of each centre. This includes ensuring there is sufficient development potential to accommodate forecast population and activity growth.</p> <p><u>Transport and access</u></p> <p>The Perth and Peel @3.5million Transport Network Plan indicates investigations in to a future rail station located adjacent to Richardson Park within the South Perth Activity Centre. Strategy 4.3.4(b) seeks to advocate that this station is constructed. A railway station would improve network connectivity, particularly for people coming to the South Perth Activity Centre and for people making trips to locations other than the Perth CBD.</p> <p><u>Environment and sustainability</u></p> <p>Strategy 4.4.2 seeks to incentivise the development of buildings with higher environmental sustainability ratings by including measures within activity centres plans, the Scheme and local planning policies. This will ensure that new developments deliver improved environmental outcomes.</p> <p><u>Heritage, character and design</u></p> <p>The Strategy does not make recommendations in respect to built-form; this is considered at the detailed planning stage, such as through the preparation of activity centre plans. Strategy 4.5.1 seeks to embed the principles of State Planning Policy 7 – Design of the Built environment into the City’s Design Review Panel and within activity centre plans, the Scheme and local planning policies to improve overall levels of design quality.</p> <p><u>Public open space and community facilities</u></p> <p>There is no proposed reduction in the amount of public open space as part of the Strategy. Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the City’s public open space strategy and other plans. Strategies under part 4.6 recommend planning mechanisms that will require new development to contribute towards providing various community benefits, public open space and civic infrastructure. This recognises that as population and activity grows throughout the City, there will be increased demand for public open space and civic infrastructure.</p> <p><u>Tourism and entertainment</u></p> <p>The estimated international visitor nights in South Perth during the 2015/2016 financial year was 600,156, while domestic visitor nights during the same time are estimated at 472,281. There is a clear need to ensure these visitors are catered for and managed in an appropriate way. A majority of those international visitors that came to the City of South Perth were here to visit friends and relatives. Strategy 4.7.2 seeks to support the growth of entertainment and tourism uses in appropriate locations and circumstances by preparing 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.</p> <p><u>General comments</u></p> <p>It is orderly and proper planning that the Strategy responds to growth forecasts that are based on the best and most up to date information available, and policy objectives to ensure any growth that occurs is managed appropriately.</p>	
--	--	--	--	--	---	---	--

							Best practice and responsible planning needs to respond to what the best available information says we need to plan for. In the case of the City this includes a growing population. Population growth is controlled by many external factors out with the control of the local government. The City's population is forecast to grow by 10,182 people between 2016 and 2031. It would be contrary to orderly and proper planning to not plan for expected population growth. The Strategy responds to this forecast and adopts a 'managed growth strategy' to demonstrate how this growth can best be accommodated having regard to access to infrastructure and services, and state policy direction.	
65.	Online Survey 1869486	30/03/2019			Como	<u>Population and housing – Strategy 4.1.1(g)</u> <ul style="list-style-type: none"> <li>Implementation of Canning Highway Places 3, 4 &amp; 5 should be progressed quicker to encourage the future road widening.</li> </ul>	<u>Population and housing</u> Action 4.1.1(g) seeks to 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 timeframe for this action is 'short' meaning that action is to be carried out either before or as part of the City's next Local Planning Scheme.	
66.	Online Survey 1869960	30/03/2019			South Perth	<u>Population and housing – Strategy 4.1.1 and 4.1.2(a)</u> <ul style="list-style-type: none"> <li>Boundaries for growth areas should not be between property boundaries and should instead be a road or open space. Example provided of northern side of Canning Highway near Darling Street.</li> <li>The intent of dual density is good but does not deliver expected outcomes.</li> </ul> <u>Transport and access – Strategy 4.3.1, 4.3.2, 4.3.4 and 4.3.5</u> <ul style="list-style-type: none"> <li>Supportive of increased public transport including a free bus route (CAT Bus).</li> <li>Our climate makes walking/riding to work unviable for many so density needs to be limited to the constraints of our local road network.</li> </ul> <u>Environment and sustainability – Strategy 4.4.1</u> <ul style="list-style-type: none"> <li>Better landscaping such as reductions in the amount of hard stand and increasing green spaces and native gardens.</li> </ul> <u>Public open space and community facilities – Strategy 4.6.1</u> <ul style="list-style-type: none"> <li>Voluntary contributions will not work. It is recommended that these provisions be strengthened.</li> </ul> <u>Tourism and entertainment – Strategy 4.7.2</u> <ul style="list-style-type: none"> <li>Short term accommodation needs to be monitored as there are many negative social impacts associated with such uses.</li> </ul>	<u>Population and housing</u> Strategy 4.1.1 seeks to provide opportunities to accommodate a growing population in a consolidated form by adopting a 'managed growth strategy' that ensures the majority of future growth is accommodated within and around activity centres and along urban corridors. This will be achieved through undertaking detailed investigations for each urban corridor (such as Canning Highway) and by implementing provisions in the Local Planning Scheme. For the area north of Canning Highway, the managed growth boundary is as per scheme amendment No. 57 which was progressed and adopted by Council prior to the preparation of the Strategy. More generally however, a number of modification are proposed to align the boundaries of managed growth areas with street blocks and public open space areas. These are outlined in more detail in the Schedule of Modifications. Action 4.1.2(a) seeks to undertake a review of the dual density coding system, in recognition that the current system is overly complex and does not align to the principles and strategic objectives of the Strategy or the City's Strategic Community Plan. This includes a incentivising development at the higher code based upon updated criteria relating to matters such as protection of mature vegetation, increase open space on the property, high levels of environmentally sensitive design and providing one and two bedroom dwellings. Additionally, a modification is recommended to this action to make clear the intent to remove dual density, where appropriate. <u>Transport and access</u> Introduction of a CAT bus service is not directly considered by the Strategy although may be investigated further by a Transport, Parking and Access Strategy (see strategy 4.3.1 and 4.3.5). Whilst it is acknowledged that growth will result in more traffic, increased traffic and its impacts are not necessarily a limiting factor to development. Notwithstanding it is important that these impacts are managed appropriately at the different stages of the planning process. Strategies 4.3.1, 4.3.2 and 4.3.3 aim to address the impact that an increased population will have on parking and traffic within the City through supporting upgrades to infrastructure, developing a 'Transport, Access and Parking Strategy, increasing mode-share of active transport and establishing appropriate controls for vehicle parking. <u>Environment and sustainability</u> The Strategy includes several strategies and actions to ensure that new buildings are of a high design quality, provide adequate space and landscaping around buildings and that are responsive to their surrounds (see strategy 4.1.2, 4.2.3, 4.4.1, 4.5.1). <u>Public open space and community facilities</u> State Planning Policy 3.6 – Developer contributions for infrastructure (SSP3.6) establishes a range of principles for the preparation of developer contribution plans. This includes establishing a 'need and nexus' between a growth in demand and need for infrastructure upgrades. In infill settings, where pre-existing demand for infrastructure exists, it is difficult to attribute 'need' and clearly provide a 'nexus' to a growing population. This is particularly the case where land is fragmented and developed over a long time-horizon; where predicting need and distributing costs across development is difficult. It is also unequitable	A number of modification are proposed to align the boundaries of managed growth areas with street blocks and public open space areas. These are outlined in more detail in the Schedule of Modifications.  Modification recommended to action 4.1.2(a) to modify the first sentence to read as follows: <i>(a) Undertake a progressive review of the dual density coding system with the intent to remove dual density coding where appropriate.</i>

							in situations where certain infill areas are subject to a developer contribution plans, but other growth areas (which also contribute to the need for infrastructure) are not. The Strategy takes the approach that incentivising new development, by offering voluntary community benefits in return for additional development potential is a more preferable approach. This system is considered to be the best approach currently. Should the situation change the Strategy can be updated to reflect the change. <u>Tourism and entertainment</u> Strategy 4.7.2 seeks to support the growth of entertainment and tourism uses in appropriate locations and circumstances through the preparation of a local planning policy. Short-term accommodation uses will continue to be monitored by the City to ensure they are operating within the applicable rules and regulations.	
67.	Online Survey 1870514	30/03/2019			Kensington	<u>Population and housing – Strategy 4.1.1</u> <ul style="list-style-type: none"> <li>Supportive of increasing density on corner lots, in particular in Kensington.</li> <li>Many of the lot sizes in Kensington are large and subdivision of these would support growth in the area.</li> </ul>	<u>Population and housing</u> The Managed Growth Strategy demonstrates that the majority of growth in the City can be accommodated within and around activity centre and along urban corridors. This approach makes best use of existing transport infrastructure and ensures greatest access to good, services and employment. Densification of lots in lower density areas of the City with lower levels of accessibility would be inconsistent with this approach and is therefore not supported by the Strategy.	
68.	Online Survey 1873304	01/04/2019			Manning	<u>Population and housing – Strategy 4.3.1(c)</u> <ul style="list-style-type: none"> <li>The urban corridors will not work without road widening.</li> </ul> <u>Activity centres and employment – Strategy 4.2.4</u> <ul style="list-style-type: none"> <li>What commercial activity is envisioned for the Activity Centres? There are sufficient hairdressers, restaurants, bottleshops, etc.</li> </ul> <u>Transport and access – Strategies 4.3.1, 4.3.2, 4.3.4, 4.3.5</u> <ul style="list-style-type: none"> <li>People require a car to live in WA. Public transport is only useable if it goes to where you need to go. Many areas have little public transport.</li> </ul> <u>Environment and sustainability – Strategies 4.4.1, 4.4.2, 4.4.3</u> <ul style="list-style-type: none"> <li>There is no support for the environment is any of these strategies. The effects of climate change and rising sea levels are not addressed.</li> <li>Subdivision will result in significant loss of trees.</li> <li>Multi-storey developments are not sustainable.</li> </ul> <u>Tourism and entertainment – 4.6.3(a)</u> <ul style="list-style-type: none"> <li>The river should be better utilised with hire yachts, etc.</li> </ul> <u>General comments – Strategy 4.1.1</u> <ul style="list-style-type: none"> <li>Development seems focused on Manning and not Kensington.</li> </ul>	<u>Population and housing</u> The larger urban corridor of Canning Highway and to a lesser extent, Manning Road, are reserved for road widening in the future. This is supported by action 4.3.1(c) that seeks to ensure that actions relating to increased density appropriately consider and account for land reserved for future road widening to assist in improving the transport functionality of each road. Other smaller urban corridors such as Henley/Canavan are considered to be adequate in width to support the proposed increased density. <u>Activity centres and employment</u> Strategy 4.2.4 seeks to ensure the City’s planning controls support and promote a diversity of activity (retail, entertainment, civic and others) in appropriate locations. This will be achieved by investigating changes to the City’s planning framework to encourage a diversity of uses in existing mixed use areas and reviewing the planning approval process for retail and employment uses that make obtaining approval more straightforward. Outside of the controls it is expected that market demand will shape the types of businesses within the activity centres. <u>Transport and access</u> The Strategy outlines ways in which the City is proposing to manage the City’s growth. This includes directing forecast growth to the most appropriate areas (activity centres and urban corridors) where access to transport infrastructure is the greatest. This is supported by strategy 4.3.4 that seeks to achieve a progressive increased in the mode-share of active transport, including public transport, as a means of reducing pressure on the road network. This is proposed to be achieved through advocating for the expansion of the ferry network, a new heavy rail station and improving cycling infrastructure. All of these actions seek to, overall maintain and improve levels of accessibility as much as possible; irrespective of whether this accessibility is by private vehicle or other means. <u>Environment and sustainability</u> Strategy 4.4.3 seeks to ensure that environmental externalities (such as rising sea levels) impacting upon development are appropriately managed through development of appropriate provisions through the Scheme and/or policies. Strategy 4.4.1 seeks to increase the City’s tree canopy on private land through review of local policy and development of measures to encourage and incentivise the retention and/or replacement of established trees and vegetation. Additionally, action 4.4.2(a) seeks to review the dual density system to ensure matters such as tree retention are considered in assessing development/subdivision applications. Action 4.4.2(b) seeks to develop and implement measures which facilitate/incentivise buildings with a higher environmental rating, though activity centre plans, the Scheme and local planning policies, to ensure that taller buildings are developed to a higher standard of environmental sustainability.	

						<u>Tourism and entertainment</u> A number of strategies already exist that outline appropriate uses on or adjacent to the Swan River, most notably the South Perth Foreshore Strategy and Management Plan that aims to balance the competing demands for use, development and management the regional reserve with the need to conserve and enhance a functional healthy river and foreshore environment. Action 4.6.3(a) seeks to investigate any amendment to the City’s planning framework to support the implementation of plans 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. <u>General comments</u> Strategy 4.1.1 seeks to provide opportunities to accommodate a growing population in a consolidated form by adopting a ‘managed growth strategy’ that ensures the majority of future growth is accommodated within and around activity centres and along urban corridors. As Manning is better served by transport infrastructure it is more appropriate to promote increased density here rather than parts of Kensington where the infrastructure is less present.		
69.	Online Survey 1875117	02/04/2019			South Perth	<u>Population and housing – Strategy 4.1.1</u> <ul style="list-style-type: none"><li>Concerned that it will be too easy for developers to build higher or have less setbacks which will impact on amenity.</li></ul>	<u>Population and housing</u> The Strategy does not make recommendations in respect to built-form, such as heights and setbacks, this is considered at the detailed planning stage, such as through the preparation of activity centre plans. With respect to the development of such plans, the strategy recommends taking an evidence based approach to the setting of development controls (including height) that best responds to what is required to support the individual needs of each centre/corridor/area having regard to the location, role and function of each area, as well as overarching state planning policy.	
70.	Online Survey 1875311	02/04/2019			South Perth	<u>Population and housing – Strategy 4.1.1, 4.3.3</u> <ul style="list-style-type: none"><li>Increased density in Norfolk Street will cause impacts on traffic and parking as each dwelling will have 2 cars.</li><li>Streets with existing small blocks (e.g. Waverley Street and Norfolk Street) do not need increased density.</li></ul> <u>Activity centres and employment – Strategy 4.1.2</u> <ul style="list-style-type: none"><li>Support activity centres subject to not creating extremely high density.</li></ul> <u>Transport and access – Strategy 4.3.1, 4.3.4, 4.3.5</u> <ul style="list-style-type: none"><li>Existing public transport routes are inconvenient and do not connect well between suburbs.</li><li>Supportive of a CAT bus services connecting the ferry with major transport nodes/routes.</li></ul> <u>Environment and sustainability – Strategy 4.4.1</u> <ul style="list-style-type: none"><li>Existing trees on development sites should be retained or replanted as part of a development.</li></ul> <u>Heritage, character and design – Strategy 4.5.2, 4.5.3</u> <ul style="list-style-type: none"><li>Supportive of preserving public buildings with heritage character although not supportive of interfering with privately owned properties.</li></ul> <u>Public open space and community facilities – Strategy 4.6.3</u> <ul style="list-style-type: none"><li>Existing public open space is excellent and has been re-developed well.</li></ul> <u>Tourism and entertainment – Strategy 4.6.3</u> <ul style="list-style-type: none"><li>Sir James Mitchell Park should have more large trees to provide shade and more coffee</li></ul>	<u>Population and housing</u> The managed growth strategy seeks accommodate the majority of forecast growth within activity centres and along urban corridors where higher levels of accessibility and services are present. This approach ensure higher levels of accessibility to the greatest number of people. The management of on street parking will be considered through the development of parking management plans for individual precincts as per the City’s Parking Management Strategy. An additional action is recommended to be included under strategy 4.3.3 relating to the ongoing monitoring and implementation of parking management plans for each of the managed growth areas. The Angelo Street neighbourhood centre and the surrounding 200m catchment area is proposed to accommodate 25 dwellings per gross hectare in accordance with the recommendations of State Planning Policy 4.2 – Activity Centres for Perth and Peel. Waverley Street and Norfolk Street are within the 200m catchment and an increased density to a minimum of R30 will be examined (see action 4.1.1(j)). Directing growth towards activity centres is in line with state policy and considered appropriate given the greater access to infrastructure and services in each areas. <u>Activity centres and employment</u> Development controls will need to be calibrated to ensure forecast growth can be accommodated. Directing growth towards activity centres is in line with state policy and considered appropriate given the greater access to infrastructure and services in each areas. <u>Transport and access</u> Strategy 4.3.4 seeks to increase the mode share of active transport options such as public transport to reduce pressure on the road network. This will be achieved through advocating for increased public transport networks and services. Introduction of a CAT bus service is not directly considered by the Strategy although may be investigated further by a Transport, Access and Parking Strategy proposed to be developed for the City (see strategy 4.3.1 and 4.3.5). Notwithstanding, a new action is recommended to be included under strategy 4.3.4 to advocate for an expanded and more efficient bus network. <u>Environment and sustainability</u> Strategy 4.4.1 seeks to increase the City’s tree canopy on private land through review of local policy and development of measures to encourage and incentivise the retention and/or	Additional action recommended to be included under 4.3.3 as follows: <i>(c) Develop and/or review Parking Management Plans for each of the managed growth strategy area outlined in Strategy 4.1.1 as necessary.</i>  Additional action recommended to be included under 4.3.4 as follows: <i>(f) Advocate for an expansion/review of the bus network to more directly and efficiently connect prominent activity centres.’</i>

						<p>shops/kiosks to attract visitors.</p> <p><u>General comments</u></p> <ul style="list-style-type: none"> <li>Higher density and high rise development needs to be carefully managed to ensure that the existing character of South Perth is retained.</li> </ul>	<p>replacement of established trees and vegetation.</p> <p><u>Heritage, character and design</u></p> <p>The local heritage inventory and associated policies provide guidance on the protection and celebration of places with heritage value. This includes provisions relating to development on a heritage listed site. The Strategy recommends regular review of the local heritage list and development of a policy framework to support streetscape character protection (refer strategies 4.5.2 and 4.5.3). Very few private places within the City are included in the City's Heritage List although any place that is nominated must be reviewed and considered for inclusion on the list.</p> <p><u>Public open space and community facilities</u></p> <p>Comment is noted. Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the City's public open space strategy and other plans relating to more specific open space areas.</p> <p><u>Tourism and entertainment</u></p> <p>Strategy 4.6.3 seeks to ensure the planning framework supports the improvement of public open spaces. This includes investigating any amendments to the City's Local Planning Scheme and policies that support the implementation of others plans for public spaces such as the South Perth Foreshore Strategy and Management Plan. This plan considers each area of the foreshore separately and provide recommendations of possible appropriate improvements which includes additional tree planting and small scale commercial activities.</p> <p><u>General comments</u></p> <p>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. This vision embodies the character of South Perth being <i>"A City of active places and beautiful spaces. A connected community with easily accessible, vibrant neighbourhoods and a unique, sustainable natural environment."</i></p>	
71.	Online Survey 1876861	03/04/2019			Como	<p><u>Population and housing – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>Properties on the east end of Murray Street, north of Thelma Street should have their density increased from R20 to R30.</li> </ul> <p><u>Environment and sustainability – Strategy 4.4.1(a)</u></p> <ul style="list-style-type: none"> <li>Funding should be provided to enable landowners to plant native vegetation within verges.</li> </ul> <p><u>Heritage, character and design – Strategy 4.5.2(b)</u></p> <ul style="list-style-type: none"> <li>Adding places to the heritage list will restrict development on these lots and may lead to buildings becoming derelict.</li> </ul>	<p><u>Population and housing</u></p> <p>The Strategy outlines ways in which the City is proposing to manage the City's growth. This includes directing forecast growth to the most appropriate areas (activity centres and urban corridors) which is in line with state policy and considered appropriate given the greater access to infrastructure and services in each area.</p> <p>The east end of Murray Street, north of Thelma Street is approximately 800m away from Canning Highway urban corridor and outside of a typical walkable catchment of 400m. The managed growth strategy aims to direct the majority of growth towards urban corridors where access to transport infrastructure is greatest. Including this area in the managed growth strategy would be inconsistent with this approach. Action 4.1.2(c) however seeks to review the coding of all land in the City to resolve any coding anomalies and which may result in minor changes to density within existing low density residential areas.</p> <p><u>Environment and sustainability</u></p> <p>This City has guidelines on landscaping within verge areas including lists of appropriate waterwise plants.</p> <p><u>Heritage, character and design</u></p> <p>Action 4.5.2(b) seeks to complete a heritage review which identifies any places or potential areas for inclusion on the City's Heritage List. As part of this review any property can be nominated to be added to the List and will be assessed as part of the review process. A property on the Heritage List is not excluded from being redeveloped although any development on the site must be approved by the City after consideration is given to heritage significance of the place.</p>	
72.	Online Survey 1877290	03/04/2019			South Perth	<p><u>Environment and sustainability – Strategy 4.6.3, 4.4.2</u></p> <ul style="list-style-type: none"> <li>Access to views is why people move to South Perth and this is being lost through measures to increase sustainability (increased tree canopy on foreshores).</li> <li>Supportive of sustainability practices relating to architecture and engineering.</li> </ul>	<p><u>Environment and sustainability</u></p> <p>Strategy 4.6.3 seeks to ensure the planning framework supports the improvement of public open spaces. This will be achieved through investigating any amendment to the City's planning framework to support the implementation of plans 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. Consideration of impact on views from private residences was considered when preparing these plans. Strategy 4.4.2 seeks to</p>	

						<p><u>Public open space and community facilities – Strategy 4.6.3</u></p> <ul style="list-style-type: none"> <li>Existing open space should be retained and not developed for commercial activities or be planted out with additional trees.</li> </ul>	<p>incentivise the development of buildings with higher standards of environmental sustainability through review of the dual density system and implementing measures which facilitate/incentivise buildings with a higher environmental rating, though activity centre plans, the Scheme and local planning policies. Additionally, strategy 4.5.1 seeks to embed the principles of State Planning Policy 7 – Design of the Built environment into the City’s Design Review Panel and within activity centre plans, the Scheme and local planning policies. This includes principles of sustainable design, energy efficiency and water conservation.</p> <p><u>Public open space and community facilities</u></p> <p>There is no proposed reduction in the amount of public open space as part of the Strategy. Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the City’s public open space strategy and other plans. This includes investigating any amendments to the City’s Local Planning Scheme and policies that support the implementation of others plans for public spaces such as the South Perth Foreshore Strategy and Management Plan. This plan considers each area of the foreshore separately and provide recommendations of possible appropriate improvements which includes additional tree planting and small scale commercial activities.</p>	
73.	Online Survey 1878788	04/04/2019			Como	<p><u>Population and housing – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>Increased height limit to 3 storeys on streets such as McDonald Street is not supported.</li> </ul> <p><u>Environment and sustainability – Strategy 4.4.1, 4.3.3(a)</u></p> <ul style="list-style-type: none"> <li>Developers should be required to maintain existing mature vegetation, plant native vegetation on verges and provide street parking where verges are wide enough to do so.</li> </ul> <p><u>Tourism and entertainment – Strategy 4.7.2</u></p> <ul style="list-style-type: none"> <li>The City should not be involved in tourism or entertainment.</li> </ul> <p><u>General comments – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>Managed growth areas associated with Canning Highway are too wide.</li> </ul>	<p><u>Population and housing</u></p> <p>The Strategy does not make recommendations in respect to built-form, this is considered at the detailed planning stage. With respect to the development of such plans, the strategy recommends taking an evidence based approach to the setting of development controls (including height) that best responds to what is required to support the individual needs of each centre having regard to the location, role and function of each area, as well as overarching state planning policy.</p> <p><u>Environment and sustainability</u></p> <p>Strategy 4.4.1 seeks to address loss of mature trees through reviewing the existing policy relating to trees on development sites and by developing additional measures to encourage and incentivise retention or replacement of mature trees. Review of existing policy may include consideration of native vegetation within the verge. The management of on street parking will be considered through the development of parking management plans for individual precincts, which are a key outcome of the City’s Parking Management Strategy. An additional action is recommended to be included under strategy 4.3.3 relating to the ongoing monitoring and implementation of parking management plans for each of the managed growth areas.</p> <p><u>Tourism and entertainment</u></p> <p>A key message from the preliminary stakeholder engagement was that the City must do more to support small and medium sized retail, entertainment and tourism businesses. The Strategy seeks to do this through supporting the growth of entertainment and tourism uses in appropriate locations and circumstances (see strategy 4.7.2).</p> <p><u>General comments</u></p> <p>The Canning Highway Urban Corridor managed growth area(s) are based (broadly) on a 400m walkable catchment from the highway. A narrower area may be considered for increased density although more intense land use closer to the highway would be necessary to ensure growth nearby to the corridor supports the on-going functionality of the existing road and public transport infrastructure.</p>	<p>Additional action recommended to be included under 4.3.3 as follows:</p> <p><i>(c) Develop and/or review Parking Management Plans for each of the managed growth strategy area outlined in Strategy 4.1.1 as necessary.</i></p>
74.	Online Survey 1880185	05/04/2019			Como	<p><u>Activity centres and employment – Strategy 4.6.3</u></p> <ul style="list-style-type: none"> <li>An outdoor pool should be installed along the foreshore west of the Freeway.</li> </ul>	<p><u>Activity centres and employment</u></p> <p>Strategy 4.6.3 seeks to ensure the planning framework supports the improvement of public open spaces. This will be achieved through investigating any amendment to the City’s planning framework to support the implementation of plans such as the City’s Public Open Space Strategy. The Public Open Space Strategy notes that the spatial barrier of Kwinana Freeway and the western foreshore reserves regionally significant environmental role limit the opportunities to increase its use and attraction.</p>	
75.	Online Survey 1881919	07/04/2019			Como	<p><u>Population and housing – Strategy 4.5.2, 4.5.3</u></p> <ul style="list-style-type: none"> <li>Protection of heritage valued properties such as inter-war period homes is important as it</li> </ul>	<p><u>Population and housing</u></p> <p>The local heritage inventory and associated policies provide guidance on the protection and celebration of places with heritage value. The Strategy recommends regular review of the</p>	

						<p>adds warmth and character to a suburb. <u>Heritage, character and design - Strategy 4.5.3</u></p> <ul style="list-style-type: none"> <li>Designs of new buildings needs to take into consideration how they will maintain or enhance the streetscape.</li> </ul>	<p>local heritage list and development of a policy framework to support streetscape character protection (refer strategies 4.5.2 and 4.5.3). <u>Heritage, character and design</u> Strategy 4.5.3 seeks to ensure the planning framework identifies and protects elements of residential character through preparation of a local planning policy for each area identified as having a good character worth of retention. This policy will provide specific development provisions to maintain and enhance the character of areas considered to be of high quality or importance.</p>	
76.	Online Survey 1885645	09/04/2019			Kensington	<p><u>Activity centres and employment</u></p> <ul style="list-style-type: none"> <li>Communication and engagement with the community should take place as early as possible when developing centres to ensure the needs of the whole City are being addressed and not just vocal minority groups.</li> </ul> <p><u>Transport and access – Strategy 4.3.4</u></p> <ul style="list-style-type: none"> <li>Supportive of separated cycle infrastructure and expansion of ferry services.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.3</u></p> <ul style="list-style-type: none"> <li>Public open space and public facilities should be enhanced ensuring the needs of the whole City are considered and development isn't refused due to impacts on nearby properties.</li> </ul>	<p><u>Activity centres and employment</u> The City undertakes engagement in accordance with local planning policy P301 Community Engagement in Planning Proposals which outlines that for projects such as activity centre plans, precinct studies and a new local planning scheme high levels of community engagement should take place. Each project is unique and a community engagement strategy is prepared for each to determine the appropriate type and amount of engagement for the project to ensure that community values and opinions are heard. <u>Transport and access</u> Strategy 4.3.4 seeks to achieve a progressive increase in the mode-share of active transport options, such as cycling, over other transport modes. Actions 4.3.4(d) and (e) seek to 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 and to implement the City of South Perth &amp; Town of Victoria Park Joint Bike Plan 2018. <u>Public open space and community facilities</u> Strategy 4.6.3 seeks to ensure the planning framework supports the improvement of public open spaces. This will be achieved through investigating any amendment to the City's planning framework to support the implementation of plans 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. The compatibility of a development with its setting including its neighbouring properties must be considered for any new development as required by the Planning and Development (Local Planning Schemes) Regulations 2015 and the Scheme.</p>	
77.	Online Survey 1885909	09/04/2019			Manning	<p><u>General comments – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>Managed growth strategy is well laid out and will provide an appropriate means to achieve sustainable incremental growth within the City.</li> </ul>	<p><u>General comments</u> Comment noted. Strategy 4.1.1 seeks to provide opportunities to accommodate a growing population in a consolidated form by adopting a 'managed growth strategy' that ensures the majority of future growth is accommodated within and around activity centres and along urban corridors. This is in line with state policy and considered appropriate given the greater access to infrastructure and services in each area.</p>	
78.	Online Survey 1885952	09/04/2019			South Perth	<p><u>Population and housing – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>The market should dictate where density provided.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.1</u></p> <ul style="list-style-type: none"> <li>Private developers should not provide for public facilities.</li> </ul>	<p><u>Population and housing</u> The Planning and Development Act 2005 requires local government to prepare and adopt local planning schemes that provide for the proper and orderly planning of a district. The Strategy, intended to inform a future local planning scheme, that contains actions to provide for the majority of future forecast dwelling growth within activity centres and along urban corridors where access to transport infrastructure is best as outlined in strategy 4.1.1. Directing growth towards activity centres and urban corridors is in line with state policy directive and considered appropriate given the access to infrastructure and services in such areas. <u>Public open space and community facilities</u> Strategy 4.6.1 seeks to incentivise new development to make voluntary community benefit contributions that improve local amenity. This will be achieved by incorporating measures that deliver identified community facilities/benefits into activity centre plans. These contributions will allow the City to provide public facilities and upgrade the public realm to support the increased population growth within the centre. Additionally, the Strategy seeks to investigate opportunities for partnerships to provide new community infrastructure; and gain wider access to additional sport, recreation and community infrastructure and open spaces (see action 4.6.1(b)). These partnerships may be with neighbouring local</p>	



							governments, local private institutions (such as schools) and commercial operators.	
79.	Online Survey 1885959	09/04/2019			Manning	<u>Transport and access – Strategy 4.3.4</u> <ul style="list-style-type: none"> <li>The public transport network could be improved, in particular Canning Bridge transfer station.</li> </ul>	<u>Transport and access</u> Strategy 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. The City continues to work with the State Government and related agencies on improving public transport connections within the City including in and around the Canning Bridge transfer station. Additionally, a new action is recommended to be included under strategy 4.3.4 to advocate for an expanded and more efficient bus network.	Additional action recommended to be included under 4.3.4 as follows: <i>(f) Advocate for an expansion/review of the bus network to more directly and efficiently connect prominent activity centres.'</i>
80.	Online Survey 1887746	10/04/2019			South Perth	No additional comments provided	No response required.	
81.	Online Survey 1888742	11/04/2019			Manning	<u>Population and housing – Strategy 4.1.1</u> <ul style="list-style-type: none"> <li>Mill Point Road should be included as an urban corridor.</li> <li>Henley/Canavan urban corridor should be removed and replaced with a link from Henley Street to Jackson Road.</li> <li>Area surrounding the intersection between Ley Street and Manning should be considered for increased density and a small shopping centre.</li> </ul> <u>Transport and access – Strategy 4.3.1</u> <ul style="list-style-type: none"> <li>No consideration given to introduction of light rail on connector roads such as Mill Point Road, Labouchere Road, Manning Road and Henley/Jackson.</li> </ul> <u>Public open space and community facilities – Strategy 4.6.3</u> <ul style="list-style-type: none"> <li>Existing open space should be developed such as Sir James Mitchell Park and other large grassed areas.</li> </ul> <u>Tourism and entertainment – Strategy 4.7.2</u> <ul style="list-style-type: none"> <li>Support temporary and 'pop-up' food within the Mends Street precinct.</li> </ul>	<u>Population and housing</u> Strategy 4.1.1 seeks to provide opportunities to accommodate a growing population in a consolidated form by adopting a 'managed growth strategy' that ensures the majority of future growth is accommodated within and around activity centres and along urban corridors. Urban corridors are defined in the Central Sub-Regional Planning Framework which has been used to inform the managed growth strategy. Part of Mill Point Road is considered as an urban corridor (eastern end up to King Edward Street) but for the most part the transport infrastructure on this road is insufficient to support more intense land use and density. Strategy 4.3.1 aims to prepare and adopt a 'Transport, Access and Parking Strategy' that will investigate opportunities to improve the road network. Perth and Peel @3.5million notes the whole of Jackson Road and Henley Street as being an 'urban corridor'. Recognising Jackson Avenue is not currently open to through-traffic (therefore not providing any degree of connectivity) it has not been included in the managed growth strategy. Parts of the area around the Manning/Ley Street intersection are either included in the Canning Bridge Activity Centre Plan or are proposed to be zoned as 'mixed use' or 'above R50' under the managed growth strategy and may be developed for higher density and/or a shopping centre either now or in the future. <u>Transport and access</u> The Perth and Peel @3.5million Transport Network Plan indicates that the Henley/Canavan and Manning Road urban corridors are proposed as high-priority transport routes. This indicates these corridors will be considered for greater investment in transport infrastructure in the future. This could be in the form of new transport modes (i.e. light rail), increased service levels or improved network performance. Strategy 4.3.1 supports the State Government vision by aligning transport strategies with strategies to manage the City's growing population including preparation and adoption of a 'Transport, Access and Parking Strategy' that unifies the local and regional transport objectives. <u>Public open space and community facilities</u> Strategy 4.6.3 seeks to ensure the planning framework supports the improvement of public open spaces. This will be achieved through investigating any amendment to the City's planning framework to support the implementation of plans such as the City's Public Open Space Strategy, South Perth Foreshore Strategy and Management Plan and the Clontarf-Waterford-Salter Point Foreshore Masterplan. These plans outline appropriate future development for open space areas including the South Perth Foreshore. <u>Tourism and entertainment</u> The Strategy seeks to support small and medium sized retail, entertainment and tourism businesses through supporting the growth of entertainment and tourism uses in appropriate locations and circumstances (see strategy 4.7.2). This may include supporting temporary and 'pop up' uses such as food trucks or markets.	
82.	Online	11/04/2019			Como	<u>General comments - Strategy 4.1.1, 4.6.3</u>	<u>General comments</u>	

	Survey 1873740					<ul style="list-style-type: none"> <li>The Strategy has been well prepared and increases density in an efficient and strategic way whilst retaining green open space. It provides the right balance.</li> </ul>	Comment noted. Strategy 4.1.1 seeks to provide opportunities to accommodate a growing population in a consolidated form by adopting a ‘managed growth strategy’ that ensures the majority of future growth is accommodated within and around activity centres and along urban corridors. Strategy 4.6.3 seeks to ensure the planning framework supports the improvement of public open spaces through supporting existing plans relating to open spaces and foreshores within the City.	
83.	Online Survey 1893679	13/04/2019			South Perth	<u>General comments – Strategy 4.1.1</u> <ul style="list-style-type: none"> <li>Do not support proposed zoning of ‘Up to R50’ within South Perth, particularly in relation to areas 4 and 5 on the Managed Growth Map. Too much development will ruin the suburb with congestion and living quality will be degraded.</li> </ul>	<u>General comments</u> The Strategy outlines ways in which the City is proposing to manage the City’s growth. This includes directing forecast growth to the most appropriate areas, such as urban corridors. Directing growth towards urban corridors is in line with state policy and considered appropriate given the access to infrastructure and services in each area. Areas 4 and 5 of the managed growth strategy are those areas within the Canning Bridge Urban Corridor and are therefore consideration of greater density is appropriate.	
84.	Online Survey 1894535	14/04/2019			South Perth	<u>Population and housing – 4.6.3, 4.5.3, 4.1.1</u> <ul style="list-style-type: none"> <li>The Strategy needs a stronger focus on maintaining existing open spaces that are accessed primarily by pedestrians or cyclists.</li> <li>Open space and lower density, tree lined streets within the City are valued. High rise development will detract from this.</li> <li>High rise development should not be permitted within close proximity to the river.</li> </ul> <u>Activity centres and employment – Strategy 4.1.1</u> <ul style="list-style-type: none"> <li>More development should be concentrated on urban corridors away from the river and foreshore areas.</li> </ul>	<u>Population and housing</u> There is no proposed reduction in the amount of public open space as part of the Strategy. Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the City’s public open space strategy. Additionally the City undertakes maintenance and upgrades of public infrastructure such as paths within open space areas on a regular basis. The City schedules and undertakes these works as necessary. Strategy 4.5.3 seeks to ensure the planning framework identifies and protects elements of residential character through preparation of a local planning policy for each area identified as having a good character worth of retention. This policy will provide specific development provisions to maintain and enhance the character. Higher density is proposed in accordance with the managed growth strategy that seeks to ensure that the majority of future growth is accommodated within and around activity centres and along urban corridors (see Strategy 4.1.1). Some of these area, in particular the South Perth Activity Centre and the Canning Bridge Activity Centre are located close to the river but area also the areas with the best transport infrastructure and connections making them desirable areas for increased density. To ensure that the river areas are protected the Strategy proposed the development of appropriate provisions through the Scheme and/ or policies to ensure development allows for the impact of flood risk, high water tables and bushfire risk. <u>Activity centres and employment</u> As above, Strategy 4.1.1 seeks to ensure that the majority of future growth is accommodated within and around activity centres and along urban corridors due to the high levels of accessibility to public transport. Levels of density within each centre and urban corridor is based on a range of factors including growth projections and the policy direction of the State Government targets.	
85.	Online Survey 1902397	17/04/2019			Como	<u>Population and housing – Strategy 4.1.1</u> <ul style="list-style-type: none"> <li>Density should be more evenly spread out across the City as high rise nearby to quarter acre blocks is not appropriate.</li> <li>Supportive of dual density codes subject to density being more evenly spread across the City and the density being lower than existing.</li> </ul>	<u>Population and housing</u> The Strategy outlines ways in which the City is proposing to manage the City’s growth. This includes directing forecast growth towards the most appropriate areas (activity centres and urban corridors) and ensuring that high quality design is an integral component to any development. Directing growth towards activity centres is in line with state policy directive and considered appropriate given the access to infrastructure and services in such areas. The intent of the dual density codes is not to increase the spread of density but rather to ensure that where density is provided outside of the managed growth areas, good planning outcomes are being achieved. This is supported by action 4.1.2(a) that seeks to review the dual density coding system to achieve better protection of trees, increased open space on private lots, higher levels of sustainability and more diversity in dwelling types.	
86.	Online Survey 1904765	19/04/2019			Como	No additional comments made	No response required	
87.	Online Survey 1887145	19/04/2019			Como	<u>Population and housing – Strategy 4.1.1(g), 4.1.2</u> <ul style="list-style-type: none"> <li>Properties to the east of Canning Highway between Throssell Street and Murray Street,</li> </ul>	<u>Population and housing</u> An urban corridor may be wider or narrower depending on many factors such as the lot and road layout and the level of transport infrastructure in the area. For the eastern side of the	

						<p>currently zoned R15, are shown as being unchanged in zoning despite being within 500m of Canning Highway. This contradicts the objectives of the Strategy to increase density along Urban Corridors.</p> <ul style="list-style-type: none"> <li>There is a lack of 2 bedroom/2 bathroom units not in high rise buildings. Hopefully this type of dwelling increases to allow residents to 'age in place'.</li> </ul> <p><u>Activity centres and employment – Strategy 4.2.1</u></p> <ul style="list-style-type: none"> <li>It is essential that population density is increased in activity centres to support local businesses within these centres.</li> </ul> <p><u>Environment and sustainability – Strategy 4.4.1</u></p> <ul style="list-style-type: none"> <li>Incentives (in the form of reduced planning fees) could be offered to developers who retain trees or plant new trees as part of a development application.</li> </ul> <p><u>Heritage, character and design</u></p> <ul style="list-style-type: none"> <li>Heritage listing on a property makes it more difficult to repair or upkeep the property.</li> </ul> <p><u>General comments – Strategy 4.1.1, 4.1.2</u></p> <ul style="list-style-type: none"> <li>Strategy 4.1.1 (managed growth) and 4.1.2 (dual density changes) are reasonable and logical and are supported.</li> <li>Existing R15 blocks on the eastern side of Canning Highway within 500m of the highway need to be increased to a minimum of R20 given their proximity to the Canning Highway urban corridor.</li> </ul>	<p>Canning Highway urban corridor, Throssel Street has been used as the boundary as it is logical being approximately 400m from Canning Highway. This reflects a typical 5 minute walkable catchment from the transport services that run along Canning Highway. Action 4.1.1(g) seeks to continue planning investigations for this land.</p> <p>Strategy 4.1.2 seeks to support actions that promote a diversity of housing choice such as opportunities for existing populations to 'age in place'. This will be achieved through a review of the dual density coding system where development is incentivised to provide a greater diversity of housing, including smaller 2 bedroom dwellings.</p> <p><u>Activity centres and employment</u></p> <p>The Strategy outlines measures that seek to manage how the population of the City grows. This includes directing forecast growth to the most appropriate areas (activity centres and urban corridors) and ensuring that high quality design is an integral component to any development. Growth in activity, employment and population within and around activity centres, to appropriate levels, is required to support the on-going viability and functionality of each centre. It is also a State Government policy position to focus more residential growth within activity centres. The Strategy is consistent with this approach, recognising that directing growth towards areas with higher levels of infrastructure and accessibility is the most efficient way to manage a growing population.</p> <p><u>Environment and sustainability</u></p> <p>Strategy 4.4.1 aims to address canopy cover within private development sites and recommends reviewing local policies to achieve greater levels of tree retention on development sites. Action 4.4.1(b) seeks to develop additional measures to encourage and incentivise the retention and/or replacement of established trees and vegetation on development sites which may include measures such as reduced application fees.</p> <p><u>Heritage, character and design</u></p> <p>Requirements relating to upkeep of heritage listed properties is addressed by local planning policy P313 Local Heritage Listing. The City will continue to monitor and review this policy to ensure that it is consistent with the State Government framework and is achieving its desired outcome.</p> <p><u>General comments</u></p> <p>Comments noted and addressed by strategies 4.1.1 and 4.1.2.</p> <p>Increased density for all lots on the eastern side of Canning Highway within 500m is not supported as many of these properties are within areas with high levels of residential character and have poor access to transport infrastructure. It is more desirable to contain higher density close to the highway where access to transport infrastructure is better, and provide a transition down to the existing low density residential.</p>	
88.	Online Survey 1907129	22/04/2019			South Perth	No additional comments made	No response required	
89.	Online Survey 1908091	23/04/2019			Como	<p><u>Population and housing – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>Proposed density near Canning Highway is too high. Como offers low zoning, large blocks, increased privacy and increased setbacks. All zoning east of Axford Street should remain unchanged.</li> </ul> <p><u>General comments – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>It is not fair to increase density particularly where property owners that have purchased a property due to the R-Coding.</li> </ul>	<p><u>Population and housing</u></p> <p>The current policy direction of the State Government is to direct the majority of growth in established areas towards activity centres and along urban corridors. Areas adjacent to Canning Highway such as those east of Axford Street are designated as being within an urban corridor due to availability to transport infrastructure and high-frequency public transport. Higher density is therefore encouraged in these areas and this is supported by strategy 4.1.1.</p> <p><u>General comments</u></p> <p>The City's population is forecast to grow by 10,182 people between 2016 and 2031. It would be contrary to orderly and proper planning to not plan for expected population growth. The Strategy responds to this forecast and adopts a 'managed growth strategy' to demonstrate how this growth can best be accommodated having regard to access to infrastructure and services, and state policy direction.</p>	
90.	Online Survey 1908390	23/04/2019			Como	<p><u>Population and housing – Strategies 4.1.2, 4.3.1, 4.3.2 and 4.3.3</u></p> <ul style="list-style-type: none"> <li>Permissibility of high rise development should</li> </ul>	<p><u>Population and housing</u></p> <p>The Strategy does not make recommendations in respect to built-form. This is considered at the detailed planning stage, such as through the preparation of activity centre plans. With</p>	Additional action recommended to be included under 4.3.3 as

						<p>be reduced in existing single or two storey areas.</p> <ul style="list-style-type: none"> <li>Dual density results in congestion, parking issues and devaluation of property as seen in Robert Street/Henley Street area.</li> </ul> <p><u>Activity centres and employment – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>Higher density is appropriate around Curtin due to the transient population of students.</li> <li>A maximum of 2 stories should be permitted in the Angelo Street neighbourhood centre and Preston Street neighbourhood centre.</li> </ul> <p><u>Transport and access – Strategy 4.3.3</u></p> <ul style="list-style-type: none"> <li>Existing traffic issues on Mary Street are caused by dwellings not having enough onsite parking.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.3</u></p> <ul style="list-style-type: none"> <li>Improved lighting is required for public open space, particularly the park on Comer Street.</li> <li>Police and ranger patrols need to be increased.</li> </ul> <p><u>General comments</u></p> <ul style="list-style-type: none"> <li>Increased population around train stations will need increased security and public safety patrols. Community Safety plans should be implemented for these areas.</li> </ul>	<p>respect to the development of such plans, the strategy recommends taking an evidence based approach to the setting of development controls (including height) that best responds to what is required to support the individual needs of each centre having regard to the location, role and function of each area, as well as overarching state planning policy. There is no direct relation between dual density and increased congestion. Whilst it is acknowledged that growth will result in more traffic, increased traffic and its impacts are not necessarily a limiting factor to development. Notwithstanding it is important that these impacts are managed appropriately at the different stages of the planning process. Strategies 4.3.1, 4.3.2 and 4.3.3 aim to address the impact that an increased population will have on parking and traffic within the City through supporting upgrades to infrastructure, developing a ‘Transport, Access and Parking Strategy, increasing mode-share of active transport and establishing appropriate controls for vehicle parking. Further the City’s Parking Strategy advocates for the development of parking management plans in individual precincts. An additional action is recommended to be included under strategy 4.3.3 to address this matter. These parking management plans, coupled with adequate on-site parking provision, will address issues with on street parking.</p> <p><u>Activity centres and employment</u></p> <p>Higher density is proposed within the Bentley/Curtin Specialised Activity Centre Plan which includes Curtin and surrounding areas. Additionally, the Waterford Triangle area abutting the activity centre will also be increased in density. The strategy supports both of these plans (actions 4.1.1(e) and 4.1.1(i)).</p> <p>As detailed above the Strategy does not make recommendations in respect to built-form, this is considered at the detailed planning stage, such as through the preparation of activity centre plans. It is noted however that parts of the Angelo Street neighbourhood centre are already permitted to develop to 3 stories.</p> <p><u>Transport and access</u></p> <p>Strategy 4.3.3 seeks to develop a comprehensive parking system that considers demand, supply and management of parking for new developments. The management of on street parking will be considered through the development of parking management plans for individual precincts, which are a key outcome of the City’s Parking Management Strategy. An additional action is recommended to be included under strategy 4.3.3 relating to the ongoing monitoring and implementation parking management plans for each of the managed growth areas.</p> <p><u>Public open space and community facilities</u></p> <p>Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the City’s public open space strategy and other plans relating to more specific open space areas. This may include improved lighting where it is identified as an issue. Patrols undertaken by police and rangers is outside of the scope of a local planning strategy.</p> <p><u>General comments</u></p> <p>Issues of public safety are investigated as part of the preparation of an activity centre plan or local area plan. Ongoing safety and security in an area is outside of the scope of a local planning policy however is monitored by both the local police and City rangers.</p>	<p>follows: (c) <i>Develop and/or review Parking Management Plans for each of the managed growth strategy area outlined in Strategy 4.1.1 as necessary.</i></p>
91.	Online Survey 1910884	25/04/2019			Salter Point	<p><u>Population and housing – Strategies 4.1.2, 4.2.3, 4.4.1, 4.5.1, 4.5.3</u></p> <ul style="list-style-type: none"> <li>Higher density is required but the unique nature of the City needs to be preserved. Open space around homes is still desirable and needs to be retained.</li> </ul> <p><u>Transport and access – Strategy 4.3.4</u></p> <ul style="list-style-type: none"> <li>Supportive of heavy rail and increased ferry services.</li> </ul> <p><u>Environment and sustainability – Strategy 4.4.1</u></p> <ul style="list-style-type: none"> <li>Protection of trees is currently not taken seriously enough and must be a key focus. High rise towers with good sustainability</li> </ul>	<p><u>Population and housing</u></p> <p>Strategy 4.5.3 seeks to ensure the planning framework identifies and protects elements of residential character through the preparation of local planning policies to guide development within particular areas.</p> <p>The Strategy includes several strategies and actions to ensure that redevelopment is of a high quality, provides adequate space and landscaping around buildings, and is responsive to its surrounds (see strategy 4.1.2, 4.2.3, 4.4.1, 4.5.1).</p> <p><u>Transport and access</u></p> <p>The Perth and Peel @3.5million Transport Network Plan indicates investigations in to a future rail station located adjacent to Richardson Park within the South Perth Activity Centre. Strategy 4.3.4(b) seeks to advocate that this station is constructed. A railway station would improve network connectivity, particularly for people coming to the South Perth Activity Centre and for people making trips to locations other than the Perth CBD.</p>	

						<p>ratings are not enough.</p> <p><u>Heritage, character and design – Strategies 4.5.2, 4.5.3</u></p> <ul style="list-style-type: none"> <li>• Preservation of heritage area and character precincts is critical to develop a sense of history which will help the community.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.3</u></p> <ul style="list-style-type: none"> <li>• All existing open space should be retained.</li> <li>• There is a lack of ‘nature play areas’ within activity centres which are important places for children.</li> </ul> <p><u>Tourism and entertainment – Strategies 4.7.1, 4.7.2</u></p> <ul style="list-style-type: none"> <li>• Supportive of short-term accommodation and supportive of cutting red tape associated with their approval.</li> </ul> <p><u>General comments – Strategies 4.1.2, 4.2.3, 4.4.1, 4.5.1</u></p> <ul style="list-style-type: none"> <li>• Concerned generally at the loss of natural environment and balancing this with population growth.</li> </ul>	<p>Additionally, action 4.3.4(a) seeks to advocate for the expansion of Perth’s ferry network to serve new locations accessible from South Perth.</p> <p><u>Environment and sustainability</u></p> <p>Strategy 4.4.1 seeks to achieve an increase in urban canopy on private land within the City. This will be achieved through review of local planning policies and development of additional measures to encourage and incentivise the retention and/or replacement of established trees and vegetation on development sites.</p> <p><u>Heritage, character and design</u></p> <p>Action 4.5.2(b) seeks to commence investigations to identify any potential heritage areas and consider these places for inclusion on the Heritage List. Additionally strategy 4.5.3 seeks to ensure that the planning framework protects elements of residential character for those areas identified as having character worthy of retention. This will be achieved through the preparation of local planning policies that guide development within these character areas.</p> <p><u>Public open space and community facilities</u></p> <p>There is no proposed reduction in the amount of public open space as part of the Strategy. It is noted however that as there are limited opportunities to provide additional open space in built up areas it is important existing open space is retained and upgraded to meet the needs of the community. Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the City’s public open space strategy and other plans relating to more specific open space areas.</p> <p><u>Tourism and entertainment</u></p> <p>Comment noted. This is supported by strategies under part 4.7 Tourism and Entertainment.</p> <p><u>General comments</u></p> <p>There is no proposed reduction in the amount of public open space as part of the Strategy. On private lands, the Strategy includes several strategies and actions to ensure that redevelopment provides adequate space and landscaping around buildings, and is responsive to its surrounds (see strategy 4.1.2, 4.2.3, 4.4.1, 4.5.1).</p>	
92.	Online Survey 1913044	28/04/2019			Como	<p><u>Population and housing – Strategies 4.1.1, 4.1.2</u></p> <ul style="list-style-type: none"> <li>• Spreading density over the City will provide opportunities to upgrade infrastructure, provide employment, etc. Confining it to small areas created pressures on the existing infrastructure that may be hard to manage.</li> <li>• Single code is supported over dual density due to the confusing nature of dual codes.</li> </ul> <p><u>Transport and access – Strategy 4.3.4</u></p> <ul style="list-style-type: none"> <li>• The City has an existing train line with no station and suburbs (like Waterford) with no bus services.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.3</u></p> <ul style="list-style-type: none"> <li>• Upgrades are good but not at the cost of increased rates.</li> </ul>	<p><u>Population and housing</u></p> <p>The Strategy outlines ways in which the City is proposing to manage population growth. This includes directing forecast growth to the most appropriate areas (activity centres and urban corridors) and ensuring that high quality design is an integral component to any development. This is in line with state policy and considered the most appropriate response given the higher levels of access to infrastructure and services in each area. The infrastructure requirements for each of the managed growth areas will be considered at the detailed planning stage, if required as a result of the amount of expected growth, when there is greater certainty about the built-form. Upgrades will be scheduled and take place as the demand arises.</p> <p>A single code is supported by action 4.1.2(a) of the strategy.</p> <p><u>Transport and access</u></p> <p>Strategy 4.3.4 seeks to achieve a progressive increase in the mode-share of active transport, including public transport, through advocating for increase ferries, a new heavy rail station and improved cycle networks. Additionally, a new action is recommended to be included under strategy 4.3.4 to advocate for an expanded and more efficient bus network.</p> <p><u>Public open space and community facilities</u></p> <p>The Strategy recommends improves/upgrades to public open spaces be pursued, overtime, to reflect the needs of a growing and changing population.</p>	<p>Additional action recommended to be included under 4.3.4 as follows:</p> <p><i>(f) Advocate for an expansion/review of the bus network to more directly and efficiently connect prominent activity centres.’</i></p>
93.	Online Survey 1922676	05/05/2019			South Perth	<p><u>Population and housing – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>• Areas within 10 kilometres of the CBD should be rezoned to the maximum possible density.</li> <li>• Environmental considerations should apply State wide, not just to South Perth. Higher density closer to the CBD is the best way to manage environmental impacts.</li> </ul> <p><u>Transport and access – Strategy 4.3.4</u></p> <ul style="list-style-type: none"> <li>• It is unclear how the City intends to have input</li> </ul>	<p><u>Population and housing</u></p> <p>It is orderly and proper planning that the Strategy plan for the forecast population growth in the area and not to increase density to the maximum levels possible. This allows for sustainable growth within the City. The Strategy is also consistent with the objectives of Perth and Peel @3.5million which gives consideration to the whole metropolitan area as well as smaller local government areas.</p> <p><u>Transport and access</u></p> <p>The Strategy seeks to advocate for improved transport infrastructure within the City including improved ferry connections, a new heavy rail station and improved cycle</p>	

					<p>on the State Governments transport strategy.</p> <p><u>Environment and sustainability – Section 4.4</u></p> <ul style="list-style-type: none"> <li>This is not a matter for local government.</li> </ul> <p><u>Heritage, character and design – Section 4.5</u></p> <ul style="list-style-type: none"> <li>This is not a matter for local government.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.3</u></p> <ul style="list-style-type: none"> <li>Public open space in the City of South Perth should be seen as a good example for other local governments.</li> </ul> <p><u>Tourism and entertainment – Section 4.7</u></p> <ul style="list-style-type: none"> <li>The current approach to tourism and entertainment is supported.</li> </ul> <p><u>General comments</u></p> <ul style="list-style-type: none"> <li>It is important that local government authorities restrain their activities to matters within their jurisdiction.</li> </ul>	<p>infrastructure (see strategy 4.3.4). Many of these projects are identified by the State government but have not commenced. The Strategy recommends the City plans and advocates for these projects to ensure they can be accommodated and sustained in the future.</p> <p><u>Environment and sustainability</u></p> <p>Environment and sustainability is a matter for all levels of government. The City must ensure that it is meeting its obligations under the State Government framework and is achieving positive environmental outcomes for the community. Strategies and actions in section 4.4 support this outcome.</p> <p><u>Heritage, character and design</u></p> <p>Heritage, character and design is a matter for all levels of government. The City must ensure that it is meeting its obligations under the State Government framework and protecting the character and history of South Perth for both current and future generations. Strategies and actions in section 4.5 support this outcome.</p> <p><u>Public open space and community facilities</u></p> <p>Comment noted. This is supported by strategy 4.6.3 that seeks to improve public open spaces by supporting implementation of the City’s public open space strategy and other plans relating to more specific open space areas.</p> <p><u>Tourism and entertainment</u></p> <p>Comment noted. The City must ensure that tourism and entertainment uses are maintained or improved through supporting local businesses. This is supported by strategies and actions under section 4.7.</p> <p><u>General comments</u></p> <p>The Strategy relates only to the City although contains actions and strategies that seek to advocate for other authorities, such as the State government, to provide improved infrastructure or funding for regional projects, and also to seek partnerships with nearby local governments to gain wider access to sporting and recreation facilities.</p>	
94.	Online Survey 1924275	07/05/2019		South Perth	<p><u>Population and housing – Strategies 4.1.1, 4.3.3</u></p> <ul style="list-style-type: none"> <li>Opposed to increasing the density of the Angelo Street neighbourhood centre. Parking in that area is already congested.</li> <li>Dual density changes are opposed if it leads to increased density around the Angelo Street neighbourhood centre.</li> </ul> <p><u>Activity centres and employment – Strategies 4.3.1, 4.3.2, 4.3.3</u></p> <ul style="list-style-type: none"> <li>Many local roads are not able to accommodate increased traffic and parking. The Angelo Street neighbourhood centre may not have the road capacity to support growth.</li> </ul> <p><u>Transport and access – Strategy 4.3.4</u></p> <ul style="list-style-type: none"> <li>Oppose a rail station at South Perth. This area is served by buses and ferries already.</li> </ul> <p><u>Tourism and entertainment</u></p> <ul style="list-style-type: none"> <li>Residents come first before tourists and the business interests that exploit tourism. South Perth is primarily a place to live and a secondary tourist destination.</li> </ul> <p><u>General comments</u></p> <ul style="list-style-type: none"> <li>There is concern the plan will turn South Perth into a second CBD or East Perth.</li> </ul>	<p><u>Population and housing</u></p> <p>The Strategy outlines ways in which the City is proposing to manage the City’s growth. This includes directing forecast growth to the most appropriate areas (activity centres and urban corridors) of the City, which is in line with state policy and considered appropriate given the access to infrastructure and services in each area. This approach will encourage greater use of transport modes other than private vehicles. The management of on street parking will be considered through the development of parking management plans for individual precincts, which are a key outcome of the City’s Parking Management Strategy. An additional action is recommended to be included under strategy 4.3.3 relating to the ongoing monitoring and implementation of parking management plans for each of the managed growth areas.</p> <p><u>Activity centres and employment</u></p> <p>It is acknowledged that growth may result in more traffic. Increased traffic and its impacts are not necessarily a limiting factor to development. Notwithstanding it is important that these impacts are managed appropriately at the different stages of the planning process. Strategies 4.3.1, 4.3.2 and 4.3.3 aim to address the impact that an increased population will have on parking and traffic within the City through supporting upgrades to infrastructure, developing a ‘Transport, Access and Parking Strategy’, increasing mode-share of active transport and establishing appropriate controls for vehicle parking. Further the City’s Parking Strategy advocates for the development of parking management plans in individual precincts. These parking management plans, coupled with adequate on-site parking provision, will address issues with on street parking.</p> <p><u>Transport and access</u></p> <p>The Perth and Peel @3.5million Transport Network Plan indicates investigations in to a future rail station located adjacent to Richardson Park within the South Perth Activity Centre. Strategy 4.3.4(b) seeks to advocate that this station is constructed. A railway station would improve network connectivity, particularly for people coming to the South Perth Activity Centre and for people making trips to locations other than the Perth CBD. Additionally, a new action is recommended to be included under strategy 4.3.4 to advocate</p>	<p>Additional action recommended to be included under 4.3.3 as follows: <i>(c) Develop and/or review Parking Management Plans for each of the managed growth strategy area outlined in Strategy 4.1.1 as necessary.</i></p> <p>Additional action recommended to be included under 4.3.4 as follows: <i>(f) Advocate for an expansion/review of the bus network to more directly and efficiently connect prominent activity centres.’</i></p>

							<p>for an expanded and more efficient bus network.</p> <p><u>Tourism and entertainment</u></p> <p>South Perth is a diverse community that is made up of both residential and commercial uses, as well as a place that is visited by many local, regional and overseas visitors. The opinions of all of these stakeholder must be considered when preparing a strategy to ensure that the needs of everyone who makes up the community of South Perth is listed to.</p> <p><u>General comments</u></p> <p>It is orderly and proper planning that the Strategy responds to growth forecasts that are based on the best and most up to date information available and policy objectives to ensure any growth that occurs is managed appropriately. The Strategy sets out a ‘managed growth strategy’ that outlines how population growth in the City will be provided for over time. It is not intended that South Perth function in the same capacity as the CBD or be as dense as the CBD. Growth in the South Perth Activity Centre will need to be managed in that best reflects forecast/the most likely growth scenario.</p>	
95.	Online Survey 1924317	07/05/2019			Como	<p><u>Population and housing – Strategy 4.3.1, 4.3.2, 4.3.4</u></p> <ul style="list-style-type: none"> <li>The Strategy should outline actions in relation to increased traffic and noise.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.1, 4.6.3</u></p> <ul style="list-style-type: none"> <li>Strongly support the need for open spaces and community facilities (including sports facilities) which will become even more important as the housing density increases.</li> </ul>	<p><u>Population and housing</u></p> <p>Strategy 4.3.2 seeks to manage and plan the road network to reduce congestion through upgrades to infrastructure and ensuring that additional density adjacent to the regional road network is supported by access strategies that rationalise direct access to these roads. Requirements for specific improvements to the transport and access network for each of the managed growth areas will be considered at the detailed planning stage, where there is greater certainty about future built-form. Strategies 4.3.1 and 4.3.4 aim to ensure that impacts on traffic as a result of increased population are effectively managed. Impact from noise from major roads will be monitored and considered as part of any upgrading works.</p> <p><u>Public open space and community facilities</u></p> <p>There are limited opportunities to provide additional open space in built up areas so it is important existing open space is retained and upgraded to meet growing and changing community needs. Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the City’s public open space strategy and other plans relating to more specific open space areas. Additionally strategy 4.6.1(b) recommends the City investigate opportunities for the provision of community facilities by way of partnering with other local governments, organisations and the private sector. This will ensure that as population increases, community facilities are provided that meet the needs to the community.</p>	
96.	Online Survey 1924489	07/05/2019			Como	<p><u>Population and housing – Strategy 4.1.1, 4.3.4, 4.5.1,</u></p> <ul style="list-style-type: none"> <li>The Strategy provides insufficient clarity of how increased services/facilities and infrastructure is to be provided to support population growth.</li> <li>The Strategy is too presumptuous that public transport use will grow. There is no plans to expand existing service levels.</li> <li>There are no plans to expand schools in the growth areas.</li> <li>The Strategy for dual density codes provides insufficient solutions, only an action to review the codes.</li> <li>Higher density development can impact on existing solar panels.</li> </ul> <p><u>Activity centres and employment – Strategy</u></p> <ul style="list-style-type: none"> <li>The Strategy needs to provide more information on how parking will be managed.</li> </ul> <p><u>Transport and access – Strategy 4.3.1, 4.3.2, 4.3.3, 4.3.4</u></p> <ul style="list-style-type: none"> <li>There is a clear need to own (and therefore park) a car in Perth.</li> </ul> <p><u>Environment and sustainability – Strategy</u></p>	<p><u>Population and housing</u></p> <p>Part 2 of the Strategy outlines studies and investigations into the capacity of various infrastructure within the City including roads and services facilities. Given the moderate growth expected in the City during the life of this Strategy, it is not anticipated that this growth will have a significant impact on the capacity of utilities and services.</p> <p>Notwithstanding, the detailed planning for areas planned to accommodate growth will need to consider the capacity of existing utilities and facilities in more detail through consultation with servicing authorities in the early stages of planning.</p> <p>built-form</p> <p>Strategy 4.3.4 seeks to achieve an increase in the mode share of active transport, including public transport. This will be achieved through, amongst other initiatives, directing future population growth of activity centres where access to transport infrastructure is greatest. Expansion of schools is the responsibility of the Department of Education who have advised the City that they are currently undertaking a review to identify challenges for the future public education system, and to ensure there is sufficient provision of public primary and secondary schools to cater for future student population. The City will continue to work with the Department of Education on their review and undertake actions to meet their needs. The Strategy is a high-level planning framework that sets the strategic direction for the City over the next 10 to 15 years. It provides a framework for a range of actions/reviews to be undertaken. Action 4.1.1(a) seeks to review all dual density coding in the City with the aim to remove the dual coding, where appropriate, and improve the existing dual density criteria for those that remain.</p> <p>The R-Codes, Apartment Design Guides and other planning controls adequately ensure new</p>	<p>Additional action recommended to be included under 4.3.3 as follows:</p> <p><i>(c) Develop and/or review Parking Management Plans for each of the managed growth strategy area outlined in Strategy 4.1.1 as necessary.</i></p> <p>New strategy and action recommended to be added under section 4.4 as follows:</p> <p>4.4.4 Integrate waste management considerations into the planning framework.</p> <p><i>(a) Develop a waste management local</i></p>

						<ul style="list-style-type: none"><li>Older buildings shouldn't be overshadowed by new buildings. Protection of solar panels needs to be considered.</li></ul> <u>Public open space and community facilities – Strategy 4.6.1, 4.6.3</u> <ul style="list-style-type: none"><li>The Strategy is not clear in what it recommends for public open space and community facilities.</li></ul> <u>Tourism and entertainment – Strategy 4.7.1</u> <ul style="list-style-type: none"><li>Tourism and entertainment will bring more cars and increase parking demand.</li></ul> <u>General comments – Strategy</u> <ul style="list-style-type: none"><li>The feedback form does not allow people to identify their interest in the City (resident, ratepayer, business, etc.).</li><li>The communications from the City should specifically identify the impact on individual properties and explain what each code means.</li><li>The Strategy does not provide details on how privacy, construction noise, rubbish collection etc. will be managed.</li></ul>	developments minimise the impact on solar access, including the protection of light access to solar panels. <u>Activity centres and employment</u> The management of on street parking will be considered through the development of parking management plans for individual precincts, which are a key outcome of the City's Parking Management Strategy. An additional action is recommended to be included under strategy 4.3.3 relating to the ongoing monitoring and implementation of parking management plans for each of the managed growth areas. <u>Transport and access</u> Although private car usage is the most used form of transport within the City for travel to work, the Strategy seeks to increase the mode-share of active transport. This recognises that there are limited opportunities to expand the road network; meaning as population grows, other modes of transport and access will need to be utilised more often (see strategy 4.3.4). Notwithstanding it is important that the impact of increased density are managed appropriately at the different stages of the planning process. Strategies 4.3.1, 4.3.2 and 4.3.3 aim to address the impact that an increased population will have on parking and traffic within the City through supporting upgrades to infrastructure, developing a 'Transport, Access and Parking Strategy, increasing mode-share of active transport and establishing appropriate controls for vehicle parking. <u>Environment and sustainability</u> Refer to response under 'Population and Housing'. <u>Public open space and community facilities</u> The Strategy is a high-level planning framework that sets the strategic direction for the City over the next 10 to 15 years. It provides a framework for a range of actions/reviews to be undertaken. Action 4.6.3(a) seeks to improve public open spaces by supporting implementation of the City's public open space strategy and other plans relating to more specific open space areas. The City continues to review the performance of its public facilities to ensure that they are meeting the needs of the community and to identify gaps within the community's needs. Action 4.6.1(a) seeks to 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. <u>Tourism and entertainment</u> Strategy 4.7.1 seeks to 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. This will encourage tourists to not use a car as other forms of transport (public transport, rideshare, taxi) are more easily accessible and convenient. <u>General comments</u> Feedback on the draft Strategy is able to be provided by anyone and each submission is given due consideration. The submitter's interest within the City is not considered to be relevant at this stage of engagement. As the Strategy does not propose any change to the density or zoning of property personalised letters that outlined the impact on each property was not considered appropriate. This level of engagement will be undertaken as part of the review of the Local Planning Scheme that will come after the Strategy is further commenced. The Strategy does not make recommendations in respect to building design, this is considered at the detailed planning stage, such as through the preparation of activity centre plans. These plans, the R-Codes, Apartment Design Guides and other planning controls adequately ensure new developments minimise the impact on the amenity of adjoining sites in terms of visual privacy and that waste collection. Noise is managed by the City through application of the Environmental Health (Noise) Regulations. Additionally a new strategy (4.4.4) is recommended to be included to integrate waste management considerations into the planning framework.	<i>planning policy that reflects the principles of any adopted waste and resources management plan of the City and outlines how waste should be managed in new development.</i>
97.	Online Survey 1925449	07/05/2019			Kensington	<u>Public open space and community facilities – Strategy 4.6.1</u> <ul style="list-style-type: none"><li>Consider upgrading Collier Park Golf Course. It</li></ul>	<u>Public open space and community facilities</u> Strategy 4.6.1(b) recommends the City investigate opportunities for the provision of community facilities by way of partnering with other local governments, organisations and	



						could be a major attraction and generate revenue for the City.	the private sector. This may include upgrades to existing facilities including Collier Park Golf Course.	
98.	Online Survey 1925671	08/05/2019			South Perth	<p><u>Population and housing – Strategy 4.5.1</u></p> <ul style="list-style-type: none"> <li>Population increases need to consider the impact on surrounding properties, specifically in terms of privacy.</li> </ul> <p><u>Heritage, character and design – Strategy 4.5.3</u></p> <ul style="list-style-type: none"> <li>Some recently constructed dwellings do not reflect the character of buildings in South Perth.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.1</u></p> <ul style="list-style-type: none"> <li>Proposals for a public swimming pool and gymnasium are supported. As the City grows these facilities will be valuable.</li> </ul> <p><u>Tourism and entertainment– Strategy 4.3.3</u></p> <ul style="list-style-type: none"> <li>Paid parking for ratepayers is not supported.</li> </ul> <p><u>General comments – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>Proposed increased density for lots that back onto single residential properties is not supported. This will impact privacy and property value.</li> </ul>	<p><u>Population and housing</u></p> <p>Strategy 4.5.1 seeks to embed the principles of State Planning Policy 7 – Design of the Built environment into the City’s Design Review Panel and within activity centre plans, the Scheme and local planning policies to improve overall levels of design quality. The R-Codes, Apartment Design Guides and other planning controls adequately ensure new developments minimise the impact on the amenity of adjoining sites in terms of visual privacy.</p> <p><u>Heritage, character and design</u></p> <p>Strategy 4.5.3 seeks to ensure the planning framework identifies and protects elements of residential character. Local planning policies will be prepared for areas where it is necessary (and desirable) to modify standard planning controls to reinforce local character.</p> <p><u>Public open space and community facilities</u></p> <p>An outcome of the Strategic Community Plan is to plan for recreation and aquatic facility to serve the City of South Perth’s needs. Strategy 4.6.1(b) supports this outcome by recommending the City investigate opportunities for the provision of community facilities by way of partnering with other local governments, organisations and the private sector.</p> <p><u>Tourism and entertainment</u></p> <p>The management of on street parking will be considered through the development of parking management plans for individual precincts, which are a key outcome of the City’s Parking Management Strategy. An additional action is recommended to be included under strategy 4.3.3 relating to the ongoing monitoring and implementation of parking management plans for each of the managed growth areas.</p> <p><u>General comments</u></p> <p>The boundaries of the managed growth strategy map have been modified to ensure the boundary of the managed growth areas run on street or public open space rather than mid-block where ever practicable and/or desirable. The R-Codes, Apartment Design Guides and other planning controls adequately ensure new developments minimise the impact on the amenity of adjoining sites in terms of visual privacy and noise.</p>	Additional action recommended to be included under 4.3.3 as follows: <i>(c) Develop and/or review Parking Management Plans for each of the managed growth strategy area outlined in Strategy 4.1.1 as necessary.</i>
99.	Online Survey 1927740	09/05/2019			Como	<p><u>Population and housing – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>The strategy approach is supported and will help mitigate urban sprawl.</li> </ul> <p><u>Activity centres and employment – Strategy 4.2.1, 4.3.4</u></p> <ul style="list-style-type: none"> <li>Density increases within and around activity centres is supported.</li> <li>Increased walkability will increase patronage for local businesses, reduce car usage and improve levels of fitness.</li> <li>Increasing density around public transport networks is essential for viability of buses and trains.</li> </ul> <p><u>Transport and access – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>The City has previously failed to increase density along urban corridors such as those properties in the ‘Como Avenues’ between Throssell Street and Murray Street, east of Canning Highway. These lots are +1,000m<sup>2</sup> and a short walk to Canning Highway.</li> </ul> <p><u>Environment and sustainability – Strategy 4.4.1</u></p> <ul style="list-style-type: none"> <li>A scheme to incentivise developers to replace trees removed by new development is supported.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.3</u></p>	<p><u>Population and housing</u></p> <p>Comment noted. Directing growth towards activity centres is in line with state policy and considered appropriate given the greater level of access to infrastructure and services in each area. This is supported by strategy 4.1.1.</p> <p><u>Activity centres and employment</u></p> <p>The Strategy outlines ways in which the City is proposing to manage the City’s growth. This includes directing forecast growth to the most appropriate areas (activity centres and urban corridors) and ensuring that high quality design is an integral component to any development. This is supported by strategy 4.2.1 which states that 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 shall be achieved. Strategy 4.3.4 seeks to achieve a progressive increase in the mode-share of active transport as a means of reducing car usage. Increased density within activity centres will allow more people to live closer to employment, entertainment, leisure and civic opportunities and reduce travel demand.</p> <p><u>Transport and access</u></p> <p>Properties in this area are included in the managed growth strategy as having an increased density of ‘above R50’ for those lots close to the highway or ‘Up to R20’ for those lots further away. A zoning of R20 would allow a significant majority of the 1000m<sup>2</sup> blocks to subdivide to 2 lots. Given the existing character of the area this increase in density is considered appropriate.</p> <p><u>Environment and sustainability</u></p> <p>Comment noted. This is supported by strategy 4.4.1 that seeks to increase the urban canopy on private land.</p> <p><u>Public open space and community facilities</u></p>	

						<ul style="list-style-type: none"> <li>The quality of public open space in the City is high and this should be maintained into the future.</li> </ul> <p><u>Tourism and entertainment – Strategy 4.2.1, 4.2.4</u></p> <ul style="list-style-type: none"> <li>Reducing red tape and obstacles will help business flourish. Increased population density through infill will also help local businesses thrive.</li> </ul> <p><u>General comments – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>Increasing density east of Throssell Street that are only three or four hundred meters from Canning Highway is supported.</li> <li>The Strategy is considered appropriate for the City of South Perth but the lack of rezonings in the Como Avenues does not reflect the principles of the Strategy relating to other growth areas. This should be amended prior to submission of the Strategy to the WAPC.</li> </ul>	<p>As there are limited opportunities to provide additional open space in built up areas it is important existing open space is retained and upgraded to meet the needs of a growing and changing population. Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the City’s public open space strategy and other plans relating to more specific open space areas.</p> <p><u>Tourism and entertainment</u></p> <p>Strategy 4.2.1 seeks to 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. Cutting red tape for ensure that local businesses are supported (in appropriate locations) is supported by strategy 4.2.4.</p> <p><u>General comments</u></p> <p>Comment noted. This is supported by the managed growth strategy and strategy 4.1.1.</p>	
100.	Online Survey 1929111	10/05/2019			South Perth	<p><u>Environment and sustainability – Strategy 4.4.1, 4.6.3</u></p> <ul style="list-style-type: none"> <li>More trees should be provided.</li> </ul> <p><u>Heritage, character and design – Strategy 4.5.1, 4.5.2</u></p> <ul style="list-style-type: none"> <li>Retain old builds and incorporate into new with good design.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.1.2, 4.2.3, 4.4.1, 4.5.1, 4.5.3</u></p> <ul style="list-style-type: none"> <li>Good architecture is very important for the future and environment. More public space with good design.</li> <li>Discourage demolition of existing buildings.</li> </ul> <p><u>Tourism and entertainment – Strategy 4.2.1, 4.5.1, 4.7.2</u></p> <ul style="list-style-type: none"> <li>More tourism with beautiful buildings and more diverse shops and activities.</li> </ul> <p><u>General comments – Strategy 4.5.1</u></p> <ul style="list-style-type: none"> <li>Seek to achieve award-winning design quality and think outside the box.</li> </ul>	<p><u>Environment and sustainability</u></p> <p>Strategy 4.4.1 seeks to achieve an increase in trees planted on private lands. This will be achieved through review of local policy and incentivising landowners to retain or replace vegetation on development sites. Additionally, strategy 4.6.3 seeks to support the implementation of plans such as the Public Open Space Strategy that will see more tree planting in public reserves.</p> <p><u>Heritage, character and design</u></p> <p>The only way the City can ensure retention of homes is to place them on the Heritage List, either individually or within a heritage area. Action 4.5.2 seeks to undertake investigations to identify potential heritage areas and consider these areas for formal adoption onto the Heritage List. Strategy 4.5.1 seeks to embed the principles of State Planning Policy 7 – Design of the Built environment into the City’s Design Review Panel and within activity centre plans, the Scheme and local planning policies to improve overall levels of design quality.</p> <p><u>Public open space and community facilities</u></p> <p>The Strategy includes several strategies and actions to ensure that redevelopment is of a high quality, provides adequate space and landscaping around buildings, and is responsive to its surrounds (see strategy 4.1.2, 4.2.3, 4.4.1, 4.5.1).</p> <p>Demolition of buildings is necessary and can be required for a number of reasons including them being unsafe for habitation or to make space for a new development. The choice to demolish a building is that of the owner of the land and may or may not require a development application, depending on the type of building. The City does not want to discourage demolition unless that property is included on the Heritage List. The Strategy does however seek to identify and protect areas of good character through developing local planning policies, as required (see strategy 4.5.3).</p> <p><u>Tourism and entertainment</u></p> <p>Strategy 4.2.1 seeks to ensure each of the City’s activity centres achieve an appropriate mix of activity, employment, recreational, civic and cultural, and entertainment uses. This is supported further by strategy 4.7.2 that seeks to ensure growth of entertainment and tourism uses in appropriate locations and circumstances. Additionally, strategy 4.5.1 seeks to embed the principles of State Planning Policy 7 – Design of the Built environment into the City’s Design Review Panel and within activity centre plans, the Scheme and local planning policies to improve overall levels of design quality and design.</p> <p><u>General comments</u></p> <p>High levels of design quality is promoted for buildings within activity centres through controls embedded in activity centre plans. Outside of these areas, the R-Codes, Apartment Design Guides and other planning controls adequately ensure new developments are of a</p>	

							good design. The City promotes that all new developments are of the highest quality of design.	
101.	Online Survey 1931570	13/05/2019			South Perth	<p><u>Population and housing – Strategy 4.1.1, 4.3.4</u></p> <ul style="list-style-type: none"> <li>The Minister for Planning should not be directing higher density population increases without also approving infrastructure like a train station.</li> <li>Sustainable, community enhancing density is supported.</li> </ul> <p><u>Activity centres and employment – Strategy 4.6.3</u></p> <ul style="list-style-type: none"> <li>Consideration should be given to restarting the Westralian Centre project.</li> </ul> <p><u>Transport and access – Strategy 4.3.4</u></p> <ul style="list-style-type: none"> <li>The State Government needs to provide a train station at South Perth in addition to an expanded ferry network. Buses to Curtin and UWA would also be supported.</li> </ul> <p><u>Environment and sustainability – Strategy 4.4.1</u></p> <ul style="list-style-type: none"> <li>Vergeside gardens and active rooftop terraces should be supported.</li> </ul> <p><u>Heritage, character and design – Strategies 4.5.2, 4.5.2</u></p> <ul style="list-style-type: none"> <li>Heritage protection is supported as long as it is not at the expense of interesting new buildings, like the Westralian Centre.</li> </ul> <p><u>Public open space and community facilities – Strategies 4.6.3, 4.7.1</u></p> <ul style="list-style-type: none"> <li>Pop-up movies, celebration of aboriginal heritage, planting of native flora and food trucks on the South Perth foreshore would be supported.</li> </ul> <p><u>Tourism and entertainment – Strategy</u></p> <ul style="list-style-type: none"> <li>Resurrect the Westralian Centre idea if possible.</li> </ul> <p><u>General comments – Strategy 4.3.3</u></p> <ul style="list-style-type: none"> <li>Consideration of residential/guest parking permits should be made in the future.</li> </ul>	<p><u>Population and housing</u></p> <p>Part 2 of the Strategy outlines studies and investigations into the capacity of various infrastructure within the City including roads and services facilities. Given the moderate growth expected in the City during the life of this Strategy, it is not anticipated that this growth will have a significant impact on the capacity of utilities and services.</p> <p>Notwithstanding, the detailed planning for areas planned to accommodate growth will need to consider the capacity of existing utilities and facilities in more detail through consultation with servicing authorities in the early stages of planning. Additionally, the Perth and Peel @3.5million Transport Network Plan indicates investigations in to a future rail station located adjacent to Richardson Park within the South Perth Activity Centre. Strategy 4.3.4(b) seeks to advocate that this station is constructed. A railway station would improve network connectivity, particularly for people coming to the South Perth Activity Centre and for people making trips to locations other than the Perth CBD.</p> <p>The Strategy outlines ways in which the City is proposing to manage the City’s growth in a sustainable way. This includes directing forecast growth to the most appropriate areas (activity centres and urban corridors) which is consistent with State government policy.</p> <p><u>Activity centres and employment</u></p> <p>Council has resolved not to proceed with the Westralian Centre project at its originally proposed location (Node 9 of the South Perth Foreshore Strategy and Management Plan).</p> <p><u>Transport and access</u></p> <p>The Perth and Peel @3.5million Transport Network Plan indicates investigations in to a future rail station located adjacent to Richardson Park. The City will continue to advocate for its construction (see action 4.3.4(b)). Additionally the City will advocate for an expanded ferry network to provide more destinations from South Perth (action 4.3.4(a)). Improved public transport connections between centres of activity are supported by the City.</p> <p>Additionally, a new action is recommended to be included under strategy 4.3.4 to advocate for an expanded and more efficient bus network.</p> <p><u>Environment and sustainability</u></p> <p>Strategy 4.4.1 seeks to increase the City’s tree canopy cover on private land through development of additional measures to encourage and incentivise retention or replacement of vegetation. This will be achieved through review of local planning policy P350.05 ‘Trees on Development Sites and Street Verges’. Rooftop gardens are encouraged to form part of the overall landscaping provision for buildings within the Canning Bridge Activity Centre Plan and also within the draft South Perth Activity Centre Plan.</p> <p><u>Heritage, character and design</u></p> <p>Strategies 4.5.2 and 4.5.3 seek to separate areas considered to be heritage significance and those with a good sense of place and apply appropriate controls to ensure that heritage and character are maintained and enhanced. Where a place is heritage listed and a new development is proposed, consideration will always be given to the heritage values of that place in the decision making process. Additionally, the Strategy has been modified to include a new strategy and associated actions relating to Aboriginal Heritage.</p> <p><u>Public open space and community facilities</u></p> <p>Comment noted. This is supported by action 4.7.1(b) relating to encouraging greater use of the public places for tourism and entertainment functions, and action 4.6.3(a) relating to supporting the implementation of the South Perth Foreshore Management Plan.</p> <p><u>Tourism and entertainment</u></p> <p>As detailed above Council has resolved not to proceed with the Westralian Centre project.</p> <p><u>General comments</u></p> <p>While action 4.3.3(b) seeks to establish appropriate vehicle parking controls within activity centres the consideration and establishment of a permit system is the role of a parking management plan for individual areas/precincts. The City’s Parking Strategy is intended to be used to guide and inform the creation of such plans. An additional action is recommended to be included under strategy 4.3.3 relating to the ongoing monitoring and</p>	<p>Additional action recommended to be included under 4.3.4 as follows:</p> <p><i>(f) Advocate for an expansion/review of the bus network to more directly and efficiently connect prominent activity centres.’</i></p> <p>New strategy and action recommended for inclusion under section 4.5 as follows:</p> <p>4.5.4 Ensure the City’s planning framework acknowledges and respects aboriginal cultural heritage.</p> <p><i>Develop a framework to undertake cultural heritage assessment within the City for registered Aboriginal sites and places.</i></p> <p>Additional action recommended to be included under 4.3.3 as follows:</p> <p><i>(c) Develop and/or review Parking Management Plans for each of the managed growth strategy area outlined in Strategy 4.1.1 as necessary.</i></p>

							implementation of parking management plans for each of the managed growth areas.	
102.	Online Survey 1932321	13/05/2019			South Perth	<p><u>Population and housing – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>Rezoning in Milson Street are supported but R50 is too dense. Codings should allow for the retention of character homes and large trees.</li> </ul> <p><u>Transport and access – Strategy 4.3.4</u></p> <ul style="list-style-type: none"> <li>Properties along Mill Point Road have good cycling and walking access to the City but no higher density is proposed.</li> <li>Conversely Canning Highway has good public transport but very poor cycling and walking infrastructure.</li> </ul> <p><u>General comments – Section 4.0</u></p> <ul style="list-style-type: none"> <li>Indications of implementation timeframes and potential impacts on property values would be beneficial.</li> </ul>	<p><u>Population and housing</u></p> <p>The managed growth strategy outlines that properties in Milson Street may have a possible increased density up to a maximum of R50. Further detailed investigation is proposed for this area to ensure development reinforces the area’s role as an urban corridor and provides an appropriate transition between medium/high density and the surrounding single residential neighbourhood (see action 4.1.1(g)).</p> <p><u>Transport and access</u></p> <p>Part of Mill Point Road is considered as an urban corridor (eastern end up to King Edward Street) but for the most part the transport infrastructure, in particular public transport infrastructure, on this road is insufficient to support high-density.</p> <p>Actions 4.3.4(d) and (e) seek to improve cycle infrastructure including parking and end of trip facilities through development controls within the Scheme and local planning policies, and through implementation of the City of South Perth &amp; Town of Victoria Park Joint Bike Plan. Canning Highway itself is a poor environment to walk or ride a bicycle but improved connections from Canning Highway to principle routes such as those along the foreshore areas will improve walkability and encourage use of active transport options. Additionally, action 4.3.4(c) seeks to advocate for the development of high quality pedestrian and cycle infrastructure as part of any changes to the Canning Highway urban corridor.</p> <p><u>General comments</u></p> <p>Each action is provided with a timeframe for implementation. The interpretation of these timeframes are outlined at the start of section 4.0.</p> <p>Property values are affected by numerous factors and it is difficult to provide any accurate prediction to how property values will be impacted. The Strategy seeks to improve all aspects of liveability within the City to ensure the City is great place to live and visit.</p>	
103.	Online Survey 1936222	15/05/2019			Como	<p><u>Population and housing – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>The rezonings do not effectively manage growth. They propose densities too heavily focused on selected areas rather than lighter impact over the whole of the City.</li> <li>Proposed changes of density from R15 to R50 would impact amenity of existing neighbourhoods.</li> </ul> <p>In some areas, one side of the road will be coded R50 while the opposite side is coded R15. A coding of R30 would provide a better transition.</p> <ul style="list-style-type: none"> <li>Zoning changes (up to R30) need to be implemented over a much wider area.</li> <li>The majority of land up to R50 is on the western side of Canning Highway. A coding up to R30 could be applied and lessen the need for the up to R50 change.</li> </ul> <p><u>Activity centres and employment – Strategies 4.1.1, 4.1.2</u></p> <ul style="list-style-type: none"> <li>The majority of the rezonings stretch well beyond the boundaries of activity centres and into residential neighbourhoods. This is particularly the case on the western side of Canning Highway.</li> <li>Alternatively, sections of Labouchere Road, Douglas Avenue, South Terrace, George Street and Mill Point Road could also be considered for rezoning.</li> </ul>	<p><u>Population and housing</u></p> <p>The Strategy outlines ways in which the City is proposing to manage the City’s growth. This includes directing forecast growth to the most appropriate areas (activity centres and urban corridors) which is in line with State Government policy. This is considered to be the best and most sustainable way to accommodate growth given the higher levels of transport infrastructure which will reduce the impact on congestion and support the on-going viability and functionality of each centre.</p> <p>Transition from medium/high density to lower density single residential neighbourhoods will be considered as part of the detailed investigations for each managed growth area. Increases in zoning up to R30 across a wider area is not supported for the reasons above and due to the impact that this may have on existing character areas. It will also reduce the diversity of housing options available within the City.</p> <p>The managed growth strategy indicates a possible future zoning of up to R50. The recommended zoning for each lot/area will be investigated further at the detailed planning stage.</p> <p><u>Activity centres and employment</u></p> <p>No exact distance is outlined in Perth and Peel @3.5million for the width of an urban corridor or area of an activity centre as it will be dependant to the function or the corridor or centre, the typography and the lot layout. Generally for urban corridors a distance of around 400 metres being a 5 minute walk is considered to appropriate. This distance has been used as a guide to set a boundary for the area that the City will investigate further for increased density having regard to the existing lot layout and existing zonings. Additionally, the level of density around each activity centre or urban corridor will be different having regard to the size and function of that centre.</p> <p>The current policy direction of the State Government is to direct the majority of growth in established areas towards activity centres and along urban corridors. Increases in density are not supported for smaller centres or along small district connector roads such as Labouchere Road, Mill Point Road, and Douglas Avenue as the access to transport infrastructure in these areas is less conducive to supporting high density.</p>	

						<ul style="list-style-type: none"> <li>There is a Local Commercial centre on George Street but no rezoning is proposed. The land around this centre is R15. This also applies for the land around the centre on Ranelagh Crescent.</li> <li>The rezoning around the activity centre on Welwyn Avenue is only to R30. This shows a level of inconsistency in how the zonings have been applied.</li> </ul> <p><u>General comments – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>The land in the area bound by McDonald Street, Eric Street, Coode Street and Thelma Street should have a density coding up to R30. The proposal to code this area up to R50 is not supported.</li> </ul>	<p>The density of each centre is considered separately having regard to a number of factors. Zoning of up to R30 within the Welwyn Neighbourhood Centre is considered appropriate having regard to the size and function of the centre as an important Neighbourhood Centre.</p> <p><u>General comments</u></p> <p>The managed growth strategy outlines that the proposed density in this area may be increase to ‘up to R50’. More detailed investigation will determine what the most appropriate density is for each lot will be. It is however noted that most of the properties in the area identified are coded R20/30 with a majority of the lots having already developed to the higher R30 density.</p>	
104.	Online Survey 1844436	16/05/2019			Como	<p><u>Population and housing – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>Not supportive of concentration of density within activity centres and leaving the rest of the City unaffected. A more reasonable approach would be increasing density across a wider area to reduce the need for higher density in and near activity centres.</li> </ul> <p><u>Activity centres and employment – Strategy 4.1.2</u></p> <ul style="list-style-type: none"> <li>Density is concentrated on western side of Canning Highway with no increases around local commercial areas (South Terrace, George Street, Monash Avenue, Murray Street, and Ranelagh Crescent) which are all well served by public transport.</li> </ul> <p><u>General comments – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>Area bounded by McDonald Street, Eric Street, Coode Street and Thelma Street to be up to R30 as a maximum.</li> </ul>	<p><u>Population and housing</u></p> <p>The Strategy outlines ways in which the City is proposing to manage the City’s growth. This includes directing forecast growth to the most appropriate areas such as activity centres) which is in line with State Government policy. This is considered to be the best and most sustainable way to accommodate growth given the higher levels of accessibility to transport infrastructure which will reduce the impact on congestion and help support the on-going viability and functionality of each centre.</p> <p><u>Activity centres and employment</u></p> <p>The current policy direction of the State Government is to direct the majority of growth in established areas towards activity centres and along urban corridors. Significant increases in density are not supported for smaller centres such as South Terrace, George Street, Monash Avenue and Murray Street as the access to transport infrastructure in these areas is not conducive to supporting higher density.</p> <p><u>General comments</u></p> <p>The managed growth strategy outlines that the proposed density in this area may be increase to ‘up to R50’. More detailed investigation will determine what the most appropriate density is for each lot will be. It is however noted that most of the properties in the area identified are coded R20/30 with a majority of the lots having already developed to the higher R30 density.</p>	
105.	Online Survey 1939770	17/05/2019			South Perth	<p><u>Population and housing – Strategies 4.3.1, 4.3.2, 4.3.3</u></p> <ul style="list-style-type: none"> <li>No justification provided for the concentration of density within only 25% of the City. These areas have high levels of elderly and retirees and the concentration of density will lead to increased traffic further limiting their ability to move around the City.</li> <li>There are existing examples of where flexibility has led to irresponsible development.</li> </ul> <p><u>Activity centres and employment – Strategies 4.1.1, 4.2.1</u></p> <ul style="list-style-type: none"> <li>The strategy was developed after the activity centre plans and attempts to justify those centres.</li> </ul> <p><u>Transport and access – Strategy 4.3.4</u></p> <ul style="list-style-type: none"> <li>Focus on footpaths and cycle paths is a positive although further input should be sought from those who use these facilities to understand if there are other needs.</li> <li>A future train station should be ignored.</li> </ul>	<p><u>Population and housing</u></p> <p>Directing growth to existing activity centres and urban corridors is in line with state policy directive and considered appropriate given the access to infrastructure and services in such areas. Whilst it is acknowledged that growth will result in more traffic, increased traffic and its impacts are not necessarily a limiting factor to development. Notwithstanding it is important that these impacts are managed appropriately at the different stages of the planning process. Strategies 4.3.1, 4.3.2 and 4.3.3 aim to address the impact that an increased population will have on parking and traffic within the City through supporting upgrades to infrastructure, developing a ‘Transport, Access and Parking Strategy’, increasing mode-share of active transport and establishing appropriate controls for vehicle parking.</p> <p>The general trend in planning is a move towards more responsive and discretionary planning controls over rigid and strict criteria. This is evident in the Apartment Design Guidelines and other plans contained within of State Planning Policy 7 – Design of the Built Environment. Strategy 4.5.1 seeks to embed the principles of this document into the City’s Design Review Panel and within activity centre plans, the Scheme and local planning policies to improve overall levels of design quality and produce better developments.</p> <p><u>Activity centres and employment</u></p> <p>State Planning Policy 4.2 outlines that an activity centre structure plan shall be prepared for all district centres which includes South Perth and Canning Bridge. Although the Strategy has been developed after the preparation of the draft South Perth Activity Centre Plan its</p>	

						<p><u>Environment and sustainability – Strategy 4.4.3</u></p> <ul style="list-style-type: none"> <li>Management of fires, floods and trees is important but existing history provides no confidence that the management of these things will be effective.</li> </ul> <p><u>Heritage, character and design – Strategy 4.5.2</u></p> <ul style="list-style-type: none"> <li>Supportive of effective management of heritage however the activity centre plans do not provide enough attention to this.</li> </ul> <p><u>Public open space and community facilities – Strategy</u></p> <ul style="list-style-type: none"> <li>Existing public facilities and open spaces that are already suitable do not need upgrading.</li> <li>Replication of facilities within neighbouring Councils is a waste of resources.</li> </ul>	<p>associated actions under 4.1.1(a) and 4.2.1(a) are consistent with State Government policy in they support the adoption and implementation of an activity centre plan to guide development in the area.</p> <p><u>Transport and access</u></p> <p>Action 4.3.4(e) seeks to implement the City of South Perth &amp; Town of Victoria Park Joint Bike Plan. As part of the development of this plan consultation was undertaken with the community to identify issues with the existing network.</p> <p>The Perth and Peel @3.5million Transport Network Plan indicates investigations in to a future rail station located adjacent to Richardson Park within the South Perth Activity Centre. Strategy 4.3.4(b) seeks to advocate that this station is constructed. A railway station would improve network connectivity, particularly for people coming to the South Perth Activity Centre and for people making trips to locations other than the Perth CBD.</p> <p><u>Environment and sustainability</u></p> <p>Strategy 4.4.3 seeks to ensure that environmental externalities impacting upon development (flood risk, high water tables and bushfire risk) are appropriately managed. Appropriate provisions will be included into the Scheme and/or policies to ensure these risks are considered and mitigated.</p> <p><u>Heritage, character and design</u></p> <p>Except for City owned buildings or public infrastructure there are no properties within the Canning Bridge Activity Centre that are included on the City’s Heritage List. Within the South Perth Activity Centre there are a number of heritage buildings which are protected under the Heritage of Western Australia Act 1990 and also through provisions contained in the draft South Perth Activity Centre Plan. Further to this, action 4.5.2(a) seeks to ensure that the City’s heritage framework is regularly updated and any places of heritage value are identified and reviewed.</p> <p><u>Public open space and community facilities</u></p> <p>There are limited opportunities to provide additional open space in built up areas it is important existing open space is retained and upgraded to meet the needs of the community. Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the City’s public open space strategy and other plans relating to more specific open space areas.</p> <p>Action 4.6.1(b) seek to investigate opportunities for the provision of community facilities by way of partnering with other local governments, organisations and the private sector. This is to ensure that there is wider access to sport, recreation and community infrastructure and open spaces and that larger regional facilities are not replicated within all local governments if not required.</p>	
106.	Online Survey 1942492	20/05/2019			Kensington	<p><u>Population and housing – Strategy 4.1.1, 4.3.1, 4.3.2, 4.3.3, 4.6.1</u></p> <ul style="list-style-type: none"> <li>The managed growth strategy is unfair and will reduce liveability for those who currently live in those areas. It is unreasonable for a few areas to absorb the entire growth for the City. This will increase congestion and pollution and lead to future slums.</li> <li>There are no plans to increase the accessibility of public transport.</li> <li>People chose to live in the City because of the leafy streets and family homes and this plan will destroy this.</li> <li>Providing higher density for meeting incentives is just a ‘free kick for developers’.</li> <li>The City has already provided too much high density development that is not supported.</li> </ul> <p><u>Activity centres and employment – Strategy</u></p> <ul style="list-style-type: none"> <li>The Strategy should look at how people can</li> </ul>	<p><u>Population and housing</u></p> <p>A key objective of the Strategy is to improve all aspects of liveability within the City. Directing growth towards activity centres and urban corridors is in line with state policy directive and considered appropriate given the access to infrastructure and services in such areas. This is considered to be the best and most sustainable way to accommodate population growth within established residential areas. Whilst it is acknowledged that growth will result in more traffic, increased traffic and its impacts are not necessarily a limiting factor to development. Notwithstanding it is important that these impacts are managed appropriately at the different stages of the planning process. Strategies 4.3.1, 4.3.2 and 4.3.3 aim to address the impact that an increased population will have on parking and traffic within the City through supporting upgrades to infrastructure, developing a ‘Transport, Access and Parking Strategy’, increasing mode-share of active transport and establishing appropriate controls for vehicle parking. This strategy will also address issues of accessibility to transport.</p> <p>People chose to live in the City for a range of reasons with each person choosing to live here for their own unique set of reasons. For those that choose to live here due to the leafy streets and family homes the managed growth strategy attempts to retain these areas as much as possible through directing growth to the activity centres and urban corridors.</p> <p>Incentive based development is a tool that the City can use to ensure that developments</p>	<p>Additional action recommended to be included under 4.3.4 as follows:</p> <p><i>(f) Advocate for an expansion/review of the bus network to more directly and efficiently connect prominent activity centres.’</i></p>

					<p>more easily access jobs using public transport.</p> <ul style="list-style-type: none"> <li>• There should be a tram from Curtin to South Perth Activity Centre that connects to the ferry and future train station.</li> <li>• There should be no increase in density until the public transport is in place.</li> </ul> <p><u>Transport and access – Strategy</u></p> <ul style="list-style-type: none"> <li>• Directing growth to Canning Highway is thoughtless as there will be no increase public transport connections from this road.</li> <li>• Routes are available up and down the highway but connections within the City are poor and walking and cycling is not viable due to heat.</li> </ul> <p><u>Environment and sustainability – Strategies 4.1.2, 4.2.1, 4.2.3, 4.4.1, 4.5.1</u></p> <ul style="list-style-type: none"> <li>• The plan does not go far enough to stop developers from clearing the entire block for development. Council approval should be required to remove any trees form a block or concessions provided for people that do retain trees.</li> <li>• High density development in not compatible with retaining trees on development sites.</li> </ul> <p><u>Heritage, character and design – Strategies 4.5.2, 4.5.3</u></p> <ul style="list-style-type: none"> <li>• Kensington is an area of significant heritage and should not be increased in density as it will ruin the character and community feel. Particular attention is drawn to Campbell and Monk Street.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.3</u></p> <ul style="list-style-type: none"> <li>• Existing open spaces need more trees, in particular the foreshore.</li> <li>• More people means more open space is required. Comments that there is limited capacity to provide more open space is not true. The City should create a green corridor along Canning Highway using the remaining land after the highway is widened</li> </ul>	<p>provide community facilities and public open spaces to accommodate a growing population. One way this is achieved is through voluntary community benefit contributions as addressed in strategy 4.6.1.</p> <p>The City’s population is forecast to grow by 10,182 people between 2016 and 2031. It would be contrary to orderly and proper planning to not plan for expected population growth. The Strategy responds to this forecast and adopts a ‘managed growth strategy’ to demonstrate how this growth can best be accommodated having regard to access to infrastructure and services, and state policy.</p> <p><u>Activity centres and employment</u></p> <p>Strategies 4.3.1, 4.3.2 and 4.3.3 aim to address the impact that an increased population will have on parking and traffic within the City through supporting upgrades to infrastructure, developing a ‘Transport, Access and Parking Strategy’ , increasing mode-share of active transport and establishing appropriate controls for vehicle parking. Advocating for improved public transport connections will ensure that the transport network is sufficient to accommodate the population growth.</p> <p>A direct connection from Curtin to the South Perth Activity Centre is not outlined in the State Government framework. A number of bus connections are existing from South Perth Activity Centre to Curtin including the No. 30 and 34, although improvement to these routes could be considered in the future. A new action is recommended to be included under strategy 4.3.4 to advocate for an expanded and more efficient bus network.</p> <p><u>Transport and access</u></p> <p>Although the buses running along Canning Highway do not connect to all areas of the City it does provide a high frequency service to the Victoria Park Transfer Station, Canning Bridge Train Station and the CBD which provide connections to other public transport routes and services. Walking and cycling are considered viable transport options for shorter trips. Density along the Canning Highway urban corridor is therefore concentrated to within 400 metres or a 5 minute walk to Canning Highway.</p> <p><u>Environment and sustainability</u></p> <p>Demolition and clearing of a single house is exempt under the Planning and Development (Local Planning Schemes) Regulations 2015. For all other buildings (grouped dwellings, multiple dwellings or non-residential) a development approval is required at which stage the City assess the demolition against the Scheme and any applicable policies. Trees are not considered development and are not considered under the Act. Therefore approval is not required to remove trees on private property unless that tree is protected under the Scheme. However, action 4.2.1(a) seeks to 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.</p> <p>The Strategy includes several strategies and actions to ensure that redevelopment is of a high quality, provides adequate space and landscaping around buildings, and is responsive to its surrounds (see strategy 4.1.2, 4.2.3, 4.4.1, 4.5.1).</p> <p><u>Heritage, character and design</u></p> <p>A majority of Kensington including Campbell Street and Monk Street are not included in the managed growth strategy and are proposed to retain their existing zoning and density. Strategies 4.5.2 and 4.5.3 seek to separate areas considered to be of heritage significance and those with a good sense of place and apply appropriate controls to ensure that heritage and character are maintained and enhanced. This may include areas within Kensington given the large number of older character homes.</p> <p><u>Public open space and community facilities</u></p> <p>Given that a majority of the City has been built out it is unlikely that there will be significant increases in the amount of public open space in the future. Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the City’s public open space strategy and other plans relating to more specific open space areas. These plans also outline projects to increase tree planting in existing public open spaces including the foreshore areas.</p> <p>The widening of Canning Highway, including the future design and layout of the roads and surrounding areas, is the responsibility of Main Roads. The City will work with Main Roads to</p>	
--	--	--	--	--	--	---	--

							ensure that the outcomes from this project are positive for the City. This project is not anticipated to be undertaken within the next 5 years.	
107.	Online Survey 1942431	20/05/2019			South Perth	<p><u>Population and housing – Strategies 4.1.1, 4.1.2, 4.3.1, 4.3.2, 4.3.3</u></p> <ul style="list-style-type: none"> <li>There is too much emphasis on activity centres which will result in overdevelopment of two areas leading to deterioration of amenity through overshadowing, traffic congestion and increase in ‘investment properties’.</li> <li>Dual density code strategy sounds like a push from developers.</li> </ul> <p><u>Activity centres and employment – Strategy 4.2.1, 4.7.2</u></p> <ul style="list-style-type: none"> <li>There is an oversupply of offices in Perth and adding capacity for more should be questioned.</li> <li>The South Perth Activity centre plan does not meet the principles of this strategy such as the vision for the City. It will lead to buyers with no interest in the community who rent out their properties for short-term accommodation.</li> <li>Existing height limits within the South Perth Activity Centre (5 storeys on the Esplanade, 8 storeys on Mill Point Road) are reasonable and give the areas its unique appeal. Taller buildings will destroy the nature of the area, in particular the trees.</li> </ul> <p><u>Transport and access – Strategies 4.3.1, 4.3.2, 4.3.3, 4.3.4</u></p> <ul style="list-style-type: none"> <li>The train station is not in any plans for the area.</li> <li>Traffic on Mill Point Road and Labouchere Road are at capacity during peak times and increased density will result in further congestion. The existing road infrastructure cannot support increased traffic.</li> </ul> <p><u>Environment and sustainability – Strategy 4.1.1, 4.4.1</u></p> <ul style="list-style-type: none"> <li>The planning for maintaining significant trees does not go far enough. It is also not clear what constitutes a significant tree.</li> <li>Proposed development within the South Perth Activity Centre show little canopy cover and lots of concrete.</li> </ul> <p><u>Heritage, character and design – Strategy 4.2.1</u></p> <ul style="list-style-type: none"> <li>The Strategy states that it will develop local planning policies to protect character although plans for the Peninsular (South Perth ACP) will destroy the character of the area.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.3</u></p> <ul style="list-style-type: none"> <li>Community facilities should not be built on the foreshore nor should the foreshore be compromised for any reason.</li> </ul>	<p><u>Population and housing</u></p> <p>The Strategy outlines ways in which the City is proposing to manage the City’s growth. This includes directing forecast growth to the most appropriate areas (activity centres and urban corridors) and ensuring that high quality design is an integral component to any development. Directing growth to these areas is in line with state policy directive and considered appropriate given the access to infrastructure and services in such areas. The R-Codes, Apartment Design Guides and other planning controls adequately ensure new developments minimise the impact on the amenity of adjoining sites in terms of amenity and overshadowing. Strategies 4.3.1, 4.3.2 and 4.3.3 aim to address the impact that an increased population will have on parking and traffic within the City through supporting upgrades to infrastructure, developing a ‘Transport, Access and Parking Strategy’, increasing mode-share of active transport and establishing appropriate controls for vehicle parking.</p> <p>Dual density is already a planning control utilised by the City. Action 4.1.2(a) seeks to undertake a review of the dual density coding system, in recognition that the current system is overly complex and does not align to the principles and strategic objectives of the Strategy. Additionally, a modification is recommended to this action to make clear the intent to remove dual density codes, where appropriate.</p> <p><u>Activity centres and employment</u></p> <p>Growth in activity, employment and population within and around activity centres, to appropriate levels, is required to support the on-going viability and functionality of each centre. The Strategy does not recommend increasing the amount of land zoned for non-residential purposes, rather the Strategy proposes to consolidate existing activity centres by allowing for more mixed use and commercial activities within these areas. This is based on forecast demand for non-residential floor space in the future. Additionally, more detailed planning studies have been undertaken for the South Perth Activity Centre Plan. The Strategy also outlines that there is a significant number of offices within the City and that effort should be made to diversify its local employment options (see Part 2, section 5.2.5). The trend within the City over the last 20 years is that the number of people renting in the City has fallen and the number of purchased properties with mortgages has increased. There is no evidence to suggest that properties purchased within the South Perth Activity Centre will be rented out for short-term accommodation. Strategy 4.7.2 however does seek to prepare a local planning policy to guide what types of short-term accommodation are appropriate and where they should be located.</p> <p>The Strategy does not make recommendations in respect to built-form, this is considered at the detailed planning stage, such as through the preparation of activity centre plans. With respect to the development of such plans, the strategy recommends taking an evidence based approach to the setting of development controls (including height) that best responds to what is required to support the individual needs of each centre having regard to the location, role and function of each area, as well as overarching state planning policy.</p> <p><u>Transport and access</u></p> <p>The Perth and Peel @3.5million Transport Network Plan indicates investigations in to a future rail station located adjacent to Richardson Park within the South Perth Activity Centre. Strategy 4.3.4(b) seeks to advocate that this station is constructed. A railway station would improve network connectivity, particularly for people coming to the South Perth Activity Centre and for people making trips to locations other than the Perth CBD. The existing traffic congestion near the entrance to the Freeway during peak times is noted. Whilst it is acknowledged that growth will result in more traffic, increased traffic and its impacts are not necessarily a limiting factor to development. Notwithstanding it is important that these impacts are managed appropriately at the different stages of the planning process. Strategies 4.3.1, 4.3.2 and 4.3.3 aim to address the impact that an increased population will have on parking and traffic within the City through supporting upgrades to infrastructure, developing a ‘Transport, Access and Parking Strategy’,</p>	<p>Modification recommended to action 4.1.2(a) to modify the first sentence to read as follows:</p> <p><i>(a) Undertake a progressive review of the dual density coding system with the intent to remove dual density coding where appropriate.</i></p>



						<p><u>Tourism and entertainment – Strategies 4.7.1, 4.7.2</u></p> <ul style="list-style-type: none"> <li>Public open space adjacent to residential areas should not be used for events that create noise and nuisance for residents.</li> <li>Short-term accommodation does not support a stable residential population that will build community.</li> </ul> <p><u>General comments – Strategy</u></p> <ul style="list-style-type: none"> <li>There needs to be more open consultation with residents.</li> </ul>	<p>increasing mode-share of active transport and establishing appropriate controls for vehicle parking.</p> <p><u>Environment and sustainability</u></p> <p>Trees worthy of retention are described in the Apartment Design Codes as those trees that are healthy, not considered a weed or pest, and of a height of at least 4 metres. This criteria will be used to guide any definition applied to mature vegetation and trees within local planning policy to be reviewed (see strategy 4.4.1). Further investigations are required to determine what actions will be taken where mature trees cannot be retained.</p> <p>The draft South Perth Activity Centre Plan contains a number of provisions relating to increasing landscaping within new developments including requirements to deep soil planting zones, open space and building separating requirements, and maximum podium and tower floorplate sizes. It is anticipated that these provisions will improve the urban canopy on private lands within the activity centre. This is supported by action 4.1.1(b).</p> <p><u>Heritage, character and design</u></p> <p>The draft South Perth Activity Centre Plan separates the activity centre into 4 distinct character areas each with their own development criteria and objectives. Additionally the impact that increased density may have on the character of the areas was heavily investigated as part of the preparation of the draft activity centre plan. Adoption and implementation of this plan is supported by action 4.2.1(a).</p> <p><u>Public open space and community facilities</u></p> <p>The South Perth Foreshore Strategy and Management Plan outlines a number of future upgrades and potential development on the foreshore area to ensure that the area is meeting the needs to the local community as well as visitors to the area. Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of this plan as well as other plans relating to more other open space areas.</p> <p><u>Tourism and entertainment</u></p> <p>Strategies and actions under section 4.7 seek to ensure that tourism and entertainment uses including temporary events are encouraged in appropriate locations and circumstances. This includes the use of public areas such as the foreshore for more tourism and entertainment functions to help support local businesses and provide entertainment to local residents and visitors to the area.</p> <p>Short-term accommodation is an important accommodation type used for a range of people for a range of purposes including tourism and business. The strategy supports the growth of this type of accommodation in areas around activity centres and areas within high tourism value to support the function of these centres. These uses will be supplemented by an increase in residential dwellings which are also needed to supporting the daily functioning of a centre.</p> <p><u>General comments</u></p> <p>A number of engagement strategies have been used throughout the preparation of the Strategy, well in excess of what is required under the Planning and Development (Local Planning Schemes) Regulations 2015. Additionally they City advertises and engages with the community on a regularly on development applications, planning policies, amendments to the scheme and other planning projects in accordance within local planning policy P301. Details of the preliminary engagement undertaken for the strategy is outlines in Part 2, section 2.0.</p>	
108.	Online Survey 1947179	23/05/2019			South Perth	<p><u>Transport and access – Strategy</u></p> <ul style="list-style-type: none"> <li>Barriers are required along the freeway for safety reasons. Additionally more needs to be done about pollution including noise and visual pollution (from the Freeway)</li> <li>Measures are required to relieve congestion on the freeway.</li> </ul>	<p><u>Transport and access</u></p> <p>The Kwinana Freeway is reserved under the Metropolitan Region Scheme and is the responsibility of Main Roads WA, therefore any upgrades to barriers, limits on pollution or safety would outside the justification of the City. Notwithstanding, it is recognised that population growth is best accommodated in areas of higher amenity.</p> <p>Main Roads is currently undertaking the Smart Freeways project to assist in alleviating congestion. Smart technology will be used to open and close traffic lanes in the event of an incident and adjust speed limits to get more through traffic during busy periods.</p>	
109.	Online Survey	25/05/2019			South Perth	<p><u>Population and housing – Strategy 4.1.2</u></p> <ul style="list-style-type: none"> <li>Although high density makes sense in regards</li> </ul>	<p><u>Population and housing</u></p> <p>Over half of the forecast dwelling growth is set to be provided within three (3) key activity</p>	Modification recommended to action

	1951122					<p>to public access it removes diversity of choice for people who want to live near parks, recreation, universities and the river. Existing centres should be expanded such as between Meadowvale Shopping Centre and the Boatshed Restaurant.</p> <ul style="list-style-type: none"> <li>Dual codes lead to confusion. Each development should be assessed against a standard set of criteria.</li> </ul> <p><u>Activity centres and employment – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>Existing underdeveloped centres (Meadowvale Shopping Centre) should not be excluded from the managed growth strategy.</li> </ul> <p><u>Transport and access – Strategy 4.3.4</u></p> <ul style="list-style-type: none"> <li>Supportive of additional ferries to provide opportunities along the river.</li> </ul> <p><u>Environment and sustainability – Strategy 4.4.1</u></p> <ul style="list-style-type: none"> <li>Re-landscaping may be better than the retention of existing trees.</li> <li>Supportive of incentives to achieve improved environmental sustainability.</li> </ul> <p><u>Heritage, character and design – Strategy 4.5.2</u></p> <ul style="list-style-type: none"> <li>Old buildings are not all necessarily of heritage value and common sense must be applied when considering heritage listing.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.1</u></p> <ul style="list-style-type: none"> <li>All developers should be invited to invest in infrastructure for community use.</li> </ul> <p><u>General comments – Strategy 4.1.2</u></p> <ul style="list-style-type: none"> <li>Want to see increased zoning around Jubilee Street, Coode Street and Ranelagh Crescent, north of Mill Point Road.</li> </ul>	<p>centres. These areas, in addition to having access to good public transport infrastructure, are areas with higher amenity value and good access to employment, leisure and entertainment opportunities. Action 4.1.2(b) seeks to include provisions within the South Perth Activity Centre Plan that promotes dwelling diversity, affordability and universal access. Smaller increases in density may be appropriate in smaller centres such as the Meadowvale Shopping Centre as part of action 4.1.2(c) that seeks to review the coding of all residential properties throughout the City.</p> <p>Comment noted. This is supported by action 4.1.2(a) that seeks to undertake a review of the dual density codes. A modification to this action is recommended to make clear the intent to remove dual density, where appropriate.</p> <p><u>Activity centres and employment</u></p> <p>Smaller local centres provide an important commercial and social function within the local community. Medium/high density is generally not supported around these areas unless the transport infrastructure is also of a high standard. The current policy direction of the State Government is to direct the majority of growth in established areas towards larger activity centres and along urban corridors. This is supported by the managed growth strategy under strategy 4.1.1.</p> <p><u>Transport and access</u></p> <p>Comment noted. This is supported by action 4.3.4(a) that seeks to advocate for the expansion of Perth’s ferry system to serve new locations accessible from South Perth.</p> <p><u>Environment and sustainability</u></p> <p>Existing trees, depending on the size, species, age, maturity and quality, are generally preferred over replacement trees as it may take many years for replacement trees to reach the level of maturity of an existing tree. Actions 4.4.1(a) and (b) seeks to develop additional measures to encourage and incentivise the retention and/or replacement of established trees to be included in local planning policy.</p> <p>Strategy 4.4.2 seeks to incentivise development with higher standards of environmental sustainability (which includes considering air quality impacts) through review of the dual density system and implementation of measures within activity centre plans, the Scheme and local planning policies.</p> <p><u>Heritage, character and design</u></p> <p>Comment noted. This is supported by strategy 4.5.2 seeks to 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.</p> <p><u>Public open space and community facilities</u></p> <p>It is recognised in the Strategy, through action 4.6.1(a), that as population grows, there will be increasing demand on public open space areas and community facilities. Mechanisms such as voluntary contributions however are being utilised within the draft South Perth Activity Centre Plan to incentivise contributions to community benefits by offering dispensations on height or plot-ratio. This is supported by strategy 4.6.1.</p> <p><u>General comments</u></p> <p>As stated above, smaller increases in density may be considered for smaller centres such as around the Meadowvale Shopping Centre as part of action 4.1.2(c) that seeks to review the coding of all residential properties throughout the City.</p>	<p>4.1.2(a) to modify the first sentence to read as follows:  <i>(a) Undertake a progressive review of the dual density coding system with the intent to remove dual density coding where appropriate.</i></p>
110.	Online Survey 1951889	26/05/2019			Como	<p><u>Population and housing – Strategies 4.3.1, 4.3.2, 4.3.3, 4.3.4, 4.3.5</u></p> <ul style="list-style-type: none"> <li>More focus required on transport and parking.</li> </ul> <p><u>Environment and sustainability – Strategy 4.6.3</u></p> <ul style="list-style-type: none"> <li>Prioritisation of protection for any remaining black cockatoo habitat.</li> </ul> <p><u>Tourism and entertainment – Strategy 4.7.2</u></p> <ul style="list-style-type: none"> <li>Expand food trucks to more parts of the City.</li> </ul>	<p><u>Population and housing</u></p> <p>Regard has been given to the impacts that an increased population will have on all elements of transport and parking within the City. Strategies and actions under section 4.3 seek to address matters such as managing road congestion, parking management, improving public transport services, improving the cycle network and emerging transport technologies.</p> <p><u>Environment and sustainability</u></p> <p>Strategy 4.6.3 seeks to ensure that the planning framework supports the implementation of City’s public open space strategy and other plans relating to more specific open space areas. These plans contain objections and strategies to ensure that native vegetation that supports the native black cockatoo is retained. Additionally the City’s Urban Forrest Strategy includes objectives to retain existing mature vegetation, in particular tress that support the native</p>	<p>Action 4.4.1(a) recommended to be modified as follows:  <i>‘(a) Review local planning policy P350.05 Trees on Development Sites and Street Verges to ensure the retention and/or replacement of mature trees on development sites and</i></p>

							<p>bird population. It is recommended that action 4.4.1(a) be modified to ensure that the relevant actions in the Urban Forest Strategy are supported.</p> <p><u>Tourism and entertainment</u></p> <p>Although not expressly addressed in the Strategy, additional food trucks (which provide tourism and entertainment value) within the City is supported subject to them being set up in appropriate locations and circumstances (see strategy 4.7.2).</p>	<p><i>to support actions outlined in the City's Urban Forest Strategy including;</i></p> <ul style="list-style-type: none"> <li>• <i>A 25% increase in the number of trees on the 'Significant Tree Register'; and,</i></li> <li>• <i>Ensure private development contributes towards the goal of planting 7,500 trees within the City.</i></li> </ul>
111.	Online Survey 1953132	27/05/2019			Como	<p><u>Transport and access – Strategy</u></p> <ul style="list-style-type: none"> <li>• Not supportive of the widening of Canning Highway.</li> </ul> <p><u>General comments – Strategy</u></p> <ul style="list-style-type: none"> <li>• Supportive of increased densities and heights for Area 5 of the managed growth strategy similar to that proposed for Area 4 (Scheme Amendment No. 57).</li> </ul>	<p><u>Transport and access</u></p> <p>Canning Highway and the surrounding area is reserved for road widening and has been for a number of years. Decisions on timing and delivery of this project are the responsibility of Main Roads and not the City.</p> <p><u>General comments</u></p> <p>Comment noted. Action 4.1.1(g) supports this though continuing progressing planning investigations for land along the remainder of the Canning Highway Urban Corridor identified as Places 3, 4 and 5.</p>	
112.	Online Survey 1953295	27/05/2019			South Perth	<p><u>Population and housing – Strategies 4.3.1, 4.3.2, 4.3.3 4.1.2</u></p> <ul style="list-style-type: none"> <li>• Increased density around York Street, Forrest Street and Rose Avenue (Area 9 of managed growth strategy) is not supported due to issues with traffic management and safety resulting from narrow roads and school related traffic.</li> <li>• The use of discretion with dual density codes will be misused by developers when one development is approved at the higher code and others claim precedence which cannot be stopped.</li> </ul> <p><u>Transport and access – Strategies 4.3.1, 4.3.2, 4.3.3</u></p> <ul style="list-style-type: none"> <li>• No mention is provided of the Mill Point Road / Labouchere Road intersection that has already begun to be affected by increased population.</li> </ul> <p><u>Tourism and entertainment – Strategy 4.3.4</u></p> <ul style="list-style-type: none"> <li>• Existing public transport connections to the zoo is poor. A new train station for the area is supported.</li> </ul>	<p><u>Population and housing</u></p> <p>It is noted that parking issues are already present within this area and it is considered that a minor increase in density will not have a significant impact on these existing issues. Strategies 4.3.1, 4.3.2 and 4.3.3 aim to address the impact that an increased population will have on parking and traffic within the City through supporting upgrades to infrastructure, developing a 'Transport, Access and Parking Strategy', increasing mode-share of active transport and establishing appropriate controls for vehicle parking. Further the City's Parking Strategy advocates for the development of parking management plans in individual precincts. An additional action is recommended to be included under strategy 4.3.3 to address this matter. These parking management plans, coupled with adequate on-site parking provision, will address issues with on street parking.</p> <p>Action 4.1.2(a) seeks to undertake a progressive review of the dual density coding system. A modification to this action is recommended to make clear the intent to remove dual density codes wherever appropriate. For those remaining dual density areas the higher density will be incentivised through development of performance based criteria relating to retention of trees, provision of open space, high levels of environmental sustainability and providing dwelling diversity. The higher density will only be permitted where the City is satisfied that the relevant criteria have been met.</p> <p><u>Transport and access</u></p> <p>This intersection is located within the South Perth Activity Centre and significant work has been undertaken as part of the preparation of the South Perth Activity Centre Plan as well as through separate transport network projects. Notwithstanding strategies 4.3.1, 4.3.2 and 4.3.3 aim to address the impact that an increased population will have on parking and traffic within the City through supporting upgrades to infrastructure, developing a 'Transport, Access and Parking Strategy', increasing mode-share of active transport and establishing appropriate controls for vehicle parking.</p> <p><u>Tourism and entertainment</u></p> <p>The zoo is currently serviced by 4 separate bus routes (Nos. 30, 31, 34 and 35) as well as a ferry service. Notwithstanding the Perth and Peel @3.5million Transport Network Plan indicates investigations in to a future rail station located adjacent to Richardson Park within the South Perth Activity Centre. Strategy 4.3.4(b) seeks to advocate that this station is constructed. A railway station would improve network connectivity, particularly for people coming to the South Perth Activity Centre and for people making trips to locations other than the Perth CBD.</p>	<p>Additional action recommended to be included under 4.3.3 as follows:</p> <p><i>(c) Develop and/or review Parking Management Plans for each of the managed growth strategy area outlined in Strategy 4.1.1 as necessary.</i></p> <p>Modification recommended to action 4.1.2(a) to modify the first sentence to read as follows:</p> <p><i>(a) Undertake a progressive review of the dual density coding system with the intent to remove dual density coding where appropriate.</i></p>

113.	Online Survey 1960002	30/05/2019			South Perth	<p><u>Population and housing – Strategy 4.1.1, 4.1.2</u></p> <ul style="list-style-type: none"> <li>Angelo Street Neighbourhood Centre extends too far into the existing residential area. Growth should be limited to one street back from Angelo Street.</li> <li>Supportive of density on Canning Highway although blocks on the east side not fronting the Highway should be ‘Up to R50’ tapering back to R30.</li> <li>Area bounded by Mill Point Road, Forrest Street, King Edward Street and Hopetoun Street should be rezoned R15/R50 to be consistent with surrounding zonings and due to accessibility to parklands and public transport.</li> </ul> <p><u>Activity centres and employment – Strategy 4.3.3</u></p> <ul style="list-style-type: none"> <li>Parking for residents (2 per dwelling) and for commercial/retail precincts (not paid parking) is required to promote people to use activity centres. Lack of parking will result in people choosing other destinations with better accessibility.</li> </ul> <p><u>Transport and access – Strategy 4.3.4</u></p> <ul style="list-style-type: none"> <li>Not supportive of a train station as South Perth. Existing station at Canning Bridge is sufficient is underutilised due to the absence of a large carpark and poor bus connectivity within South Perth.</li> </ul> <p><u>Environment and sustainability – Strategies 4.1.2, 4.2.3, 4.4.1, 4.5.1, 4.6.1</u></p> <ul style="list-style-type: none"> <li>The City should not be forcing developers to retain trees on site. The development should just abide by the R-Codes.</li> <li>Larger developments needs to provide open space around their development that offers something to the community (playground, benches, etc.). Facilities internal to the building at not supported.</li> </ul> <p><u>Heritage, character and design – Strategy 4.5.2</u></p> <ul style="list-style-type: none"> <li>Developers should be given incentives to retain heritage listed properties such as reduced setbacks.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.1</u></p> <ul style="list-style-type: none"> <li>Large developments should be required to mandatory contributions to provide additional infrastructure and upgrade public open spaces.</li> </ul> <p><u>Tourism and entertainment – Strategy 4.7.1</u></p> <ul style="list-style-type: none"> <li>Not supportive of short-term accommodation or cutting red tape to encourage these uses.</li> </ul> <p><u>General comments – Strategy 4.1.2, 4.6.3</u></p> <ul style="list-style-type: none"> <li>Zonings within residential areas should be consistent with small areas of lower density removed.</li> </ul>	<p><u>Population and housing</u></p> <p>The extent of the Angelo Street Neighbourhood Centre is based loosely on a 200 metre walkable catchment as recommended by State Planning Policy 4.2. The extent of changes to density and zoning will be subject to more detailed investigations as recommended by action 4.1.1(j).</p> <p>The recommended density for each block will be considered in more detail as part of the further investigations. Notwithstanding, a zoning of ‘Up to R50’ for those lots not adjacent to Canning Highway is not considered to be sufficient enough to accommodate the forecast growth for the urban corridor or to provide an appropriate transition. It is also noted that many lots fronting Canning Highway are zoned R80 and a reduction in density is not supported.</p> <p>Parts of the areas bounded by Mill Point Road, Forrest Street, King Edward Street and Hopetoun Street are within the walkable catchment of the Angelo Street Neighbourhood Centre and are proposed to have their density increased. Other lots within this area are zoned R15, R15/50 or R60. Action 4.1.2 seeks to review the coding of residential properties throughout the City to resolve any coding anomalies and ensure diversity of housing choice. It is unlikely that a dual coding will be applied given the Strategy’s intention to remove review the existing dual density system (see action 4.1.2(a)) however changes to the density may be considered if considered appropriate for the area.</p> <p><u>Activity centres and employment</u></p> <p>The City’s Parking Strategy advocates for the development of parking management plans in individual precincts. An additional action is recommended to be included under strategy 4.3.3 to address this matter. These parking management plans, coupled with adequate on-site parking provision, will address issues with on street parking having consideration to the needs of the centres. The parking rates for neighbourhood centres will be investigated further as part of the Transport and Access Study and implemented through the Scheme or local policy/plan (see strategy 4.3.3).</p> <p><u>Transport and access</u></p> <p>The Perth and Peel @3.5million Transport Network Plan indicates investigations in to a future rail station located adjacent to Richardson Park within the South Perth Activity Centre. Strategy 4.3.4(b) seeks to advocate that this station is constructed. A railway station would improve network connectivity, particularly for people coming to the South Perth Activity Centre and for people making trips to locations other than the Perth CBD. Additionally, a new action is recommended to be included under strategy 4.3.4 to advocate for an expanded and more efficient bus network that better connects prominent activity centres such as Canning Bridge.</p> <p><u>Environment and sustainability</u></p> <p>The R-Codes and Apartment Design Codes both advocate for the retention of suitable trees on site. Actions 4.4.1(a) and (b) seek to encourage and incentivise the retention and/or replacement of established trees and vegetation on development sites through review of local planning policy. The R-Codes and Apartment Design Codes will be considered as part of this review.</p> <p>The Strategy includes several strategies and actions to ensure that development is of a high quality, provides adequate space and landscaping around buildings, and is responsive to its surrounds (see strategy 4.1.2, 4.2.3, 4.4.1, 4.5.1). Additionally strategy 4.6.1 seeks to incentivise new development to make voluntary community benefit contributions that improve local amenity. The type of community facilities provided and the location of those facilities will be considered having regard to the applicable framework.</p> <p><u>Heritage, character and design</u></p> <p>The City’s Scheme, local policies and the Deemed Provisions for Local Planning Schemes all include controls that allow for the dispensations on height, setbacks and other built-form controls where a heritage building is retained and enhanced as part of a development. The Strategy does not propose any changes to this.</p> <p><u>Public open space and community facilities</u></p> <p>State Planning Policy 3.6 – Developer contributions for infrastructure (SSP3.6) establishes a</p>	<p>Additional action recommended to be included under 4.3.3 as follows: <i>(c) Develop and/or review Parking Management Plans for each of the managed growth strategy area outlined in Strategy 4.1.1 as necessary.</i></p> <p>Additional action recommended to be included under 4.3.4 as follows: <i>(f) Advocate for an expansion/review of the bus network to more directly and efficiently connect prominent activity centres.’</i></p>
------	-----------------------	------------	--	--	-------------	--	--	--

						<ul style="list-style-type: none"> <li>Public open space to be retained at all costs.</li> </ul>	<p>range of principles for the preparation of developer contribution plans. This includes establishing a ‘need and nexus’ between a growth in demand and need for infrastructure upgrades. In infill settings, where pre-existing demand for infrastructure exists, it is difficult to attribute ‘need’ and clearly provide a ‘nexus’ to a growing population. This is particularly the case where land is fragmented and developed over a long time-horizon; where predicting need and distributing costs across development is difficult. It is also unequitable in situations where certain infill areas are subject to a developer contribution plans, but other growth areas (which also contribute to the need for infrastructure) are not. The Strategy takes the approach that incentivising new development, by offering voluntary community benefits in return for additional development potential is a more preferable approach.</p> <p><u>Tourism and entertainment</u></p> <p>Short-term accommodation is an important accommodation type used for a range of people for a range of purposes including tourism and business. The strategy supports the growth of this type of accommodation in areas around activity centres and areas within high tourism value to support the function of these centres including the tourism based businesses in the area.</p> <p><u>General comments</u></p> <p>A diversity of density is encouraged within the City to provide a diversity of housing choice. Action 4.1.2(c) seeks to review the coding of residential properties throughout the City to resolve any coding anomalies which may result in changes to zoning in some areas to achieve a consistent streetscape.</p> <p>There is no proposed reduction in the amount of public open space as part of the Strategy. Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the City’s public open space strategy and other plans. Strategies under part 4.6 recommend planning mechanisms that will require new development to assist in providing various community benefits, public open space and civic infrastructure.</p>	
114.	Online Survey 1960520	31/05/2019			Manning	<p><u>Activity centres and employment – Strategy</u></p> <ul style="list-style-type: none"> <li>Commercial activity on the ground floor for properties fronting Manning Road should be permitted.</li> </ul>	<p><u>Transport and access</u></p> <p>A number of small scale non-residential uses are discretionary land uses within the Residential zone and could be permitted along Manning Road. As per action 4.2.4(a), the City will review the diversity of uses permitted in the Mixed Use and Local Commercial zones throughout the City. State Planning Policy 4.2 – Activity Centres for Perth and Peel encourages that non-residential land use be contained within activity centres (of varying scales) to limit the impact on residential neighbourhoods and to provide for diverse centres. It would be inconsistent with this policy/principle to disperse non-residential activity along urban corridors, such as Manning Road.</p>	
115.	Online Survey 1960655	31/05/2019			South Perth	<p><u>Population and housing – Strategy 4.1.2</u></p> <ul style="list-style-type: none"> <li>Zoning of properties bounded by Mill Point Road, Coode Street, Angelo Street and Onslow Street should be increased from R15 to R15/50.</li> </ul> <p><u>Activity centres and employment – Strategy 4.6.3</u></p> <ul style="list-style-type: none"> <li>Existing waterways and nature areas should be incorporated into the strategy.</li> </ul> <p><u>Environment and sustainability – Strategy 4.6.3</u></p> <ul style="list-style-type: none"> <li>No parks or public open space should be developed for commercial or residential.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.3</u></p> <ul style="list-style-type: none"> <li>Clarity is required by what is meant by modifying and improving open spaces. It should not include development by private companies.</li> </ul> <p><u>Tourism and entertainment – Strategy 4.7.1</u></p> <ul style="list-style-type: none"> <li>A policy is required to ensure that current</li> </ul>	<p><u>Population and housing</u></p> <p>Parts of the areas bounded by Mill Point Road, Coode Street, Angelo Street and Onslow Street are within the walkable catchment of the Angelo Street Neighbourhood Centre and are proposed to have their density increased. Other lots within this area are zoned R15, R15/50 or R60. Action 4.1.2 seeks to review the coding of residential properties throughout the City to resolve any coding anomalies and ensure diversity of housing choice. It is unlikely that a dual coding will be applied given the Strategy’s intention to review the dual density coding system (see action 4.1.2(a)) however changes to the density may be considered if considered appropriate for the area.</p> <p><u>Activity centres and employment</u></p> <p>Strategy 4.6.3 seeks to improve public open spaces including waterways and nature areas by supporting implementation of the City’s public open space strategy and other plans relating to more specific open space areas. These plans consider strategies to maintain and improve public open spaces and natural areas.</p> <p><u>Environment and sustainability</u></p> <p>There is no proposed reduction in the amount of public open space as part of the Strategy. Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the City’s public open space strategy and other plans. Strategies under part 4.6 recommend planning mechanisms that will require new development to assist in providing various</p>	

						<p>residents do not have their privacy or quality of life impacted by the introduction of entertainment and tourism uses.</p>	<p>community benefits, public open space and civic infrastructure.  <u>Public open space and community facilities</u>  As detailed above, the Strategy seeks to support implementation of other detailed plans relating to public open spaces. These plans, in particular the South Perth Foreshore Strategy and Management Plan, outline that development by private companies may be considered for things such as tourism based services, cafes and kiosks, if they align with the objectives of the plan.  <u>Tourism and entertainment</u>  The Strategy seeks to promote tourism and entertainment uses within existing activity centres and areas with high tourism value. It is expected that these areas already contain some entertainment and tourism uses, for example the Mends Street area (see strategy 4.7.1). The Strategy also seeks to support the growth or entertainment and tourism in appropriate circumstances and locations only. It is considered that these strategies will ensure that privacy and quality of life for residents are protected.</p>	
116.	Online Survey 1961292	31/05/2019			South Perth	<p><u>Population and housing – Strategies 4.3.1, 4.3.2, 4.3.3</u></p> <ul style="list-style-type: none"> <li>Not supportive of increased zoning on Hampden, Elizabeth, Hensman, Renwick, etc. west of Canning Highway. Existing streets are attractive and increased density will impact on traffic, congestion and overshadowing.</li> </ul> <p><u>Heritage, character and design – Strategy 4.5.3</u></p> <ul style="list-style-type: none"> <li>Increased density does not preserve character.</li> </ul>	<p><u>Population and housing</u>  Parts of Hampden Street, Elizabeth Street, Hensman Street and Renwick Street are within close proximity to the Canning Highway Urban Corridor. Increased density is considered appropriate given the access to infrastructure and services in such areas. This is also in line with State Government policy. Strategies 4.3.1, 4.3.2 and 4.3.3 aim to address the impact that an increased population will have on parking and traffic within the City through supporting upgrades to infrastructure, developing a ‘Transport, Access and Parking Strategy’, increasing mode-share of active transport and establishing appropriate controls for vehicle parking. Additionally the R-Codes, Apartment Design Guides and other planning controls adequately ensure new developments minimise the impact on the amenity of adjoining sites in terms of overshadowing. To ensure that streetscape and character are appropriately considered a new action is recommended under strategy 4.1.1.  <u>Heritage, character and design</u>  Character can be seen in areas that are lower density and areas that are high density. It is not considered that an increase in density will change the character of an area if managed appropriately. Strategy 4.5.3 seeks to ensure that the planning framework identifies and protect elements of residential character through preparation of local planning policies. If the area around Elizabeth, Hampden, Renwick and Hampden is considered to be of significant residential character worthy of retention, development provisions will be put in place to maintain and protect this character.</p>	<p>Additional action recommended to be included under 4.1.1 as follows:  <i>(n) Prior to the implementation of any actions that result in a change to density coding’s, for those areas depicted on the Strategy Map set out at section 6.0, undertake a streetscape and character analysis to determine the appropriateness of any future density coding.</i>  Additionally, modification recommended to the managed growth strategy map to outline areas that this new action will apply.</p>
117.	Online Survey 1961371	31/05/2019			Other (Mullallo)	<p><u>General comments – Strategies 4.2.1, 4.3.1, 4.3.2, 4.3.3</u></p> <ul style="list-style-type: none"> <li>The Strategy is not in the interests of any resident of the City, in particular those within the South Perth Activity Centre. This area already has limited access and parking facilities.</li> <li>Height limits within the South Perth Activity Centre should be locked for 10 years so those who have recently purchased are not impacted by loss of views from new developments.</li> </ul>	<p><u>General comments</u>  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. The Strategy also seeks to address the objectives of the overarching State Planning Framework. These changes to the planning framework are necessary to ensure that the City can accommodate forecast population growth. It is orderly and proper planning that the Strategy respond to these growth forecasts to ensure that growth in managed appropriately and in a sustainable manner. Neglecting or insufficiently planning for growth will mean growth occurs in an unmanaged or ad hoc way  Whilst it is acknowledged that growth will result in more traffic, increased traffic and its impacts are not necessarily a limiting factor to development. Notwithstanding it is important that these impacts are managed appropriately at the different stages of the planning process. Strategies 4.3.1, 4.3.2 and 4.3.3 aim to address the impact that an increased population will have on parking and traffic within the City through supporting upgrades to infrastructure, developing a ‘Transport, Access and Parking Strategy’, increasing mode-share of active transport and establishing appropriate controls for vehicle</p>	<p>Additional action recommended to be included under 4.3.3 as follows:  <i>(c) Develop and/or review Parking Management Plans for each of the managed growth strategy area outlined in Strategy 4.1.1 as necessary.</i></p>

							parking. Further the City's Parking Strategy advocates for the development of parking management plans in individual precincts. An additional action is recommended to be included under strategy 4.3.3 to address this matter. These parking management plans, coupled with adequate on-site parking provision, will address issues with on street parking. The Strategy does not make recommendations in respect to built-form, this is considered at the detailed planning stage, such as through the preparation of activity centre plans. In regards to the draft South Perth Activity Centre Plan, the proposed development controls give regard to a significant body of work that includes community feedback, state government direction, local area studies and the need to appropriately plan to accommodate forecast growth.	
118.	Online Survey 1961493	1/06/2019			South Perth	<p><u>Population and housing – Strategy 4.1.2</u></p> <ul style="list-style-type: none"> <li>Developers are currently not meeting the criteria required to have higher density (dual density).</li> </ul> <p><u>Transport and access – Strategy 4.3.4</u></p> <ul style="list-style-type: none"> <li>Supportive of heavy rail station at South Perth.</li> </ul> <p><u>Environment and sustainability – Sections 4.4 and 4.6</u></p> <ul style="list-style-type: none"> <li>Environment and sustainability is a priority.</li> </ul> <p><u>Heritage, character and design – Strategy 4.5.2</u></p> <ul style="list-style-type: none"> <li>More protection of significant buildings is required.</li> </ul> <p><u>Tourism and entertainment – Strategy</u></p> <ul style="list-style-type: none"> <li>No high rise development around the zoo.</li> </ul>	<p><u>Population and housing</u></p> <p>Action 4.1.2(a) seeks to undertake a review of the existing dual density coding. A modification is recommended to make clear the intent to remove dual density coding, where appropriate. It is noted that the existing system is not performing and therefore for any remaining dual density areas, development of the higher code will be subject to new criteria seeking to provide better development outcomes.</p> <p><u>Transport and access</u></p> <p>The Perth and Peel @3.5million Transport Network Plan indicates investigations in to a future rail station located adjacent to Richardson Park within the South Perth Activity Centre. Strategy 4.3.4(b) seeks to advocate that this station is constructed. A railway station would improve network connectivity, particularly for people coming to the South Perth Activity Centre and for people making trips to locations other than the Perth CBD.</p> <p><u>Environment and sustainability</u></p> <p>Comment noted. A number of strategies and actions in the Strategy relate to the environment and sustainability such as those in section 4.4 and 4.6.</p> <p><u>Heritage, character and design</u></p> <p>Strategy 4.5.2 seeks to protect heritage listed properties which includes ensuring that new developments to not unduly impact on adjoining properties in regards to their heritage value. It is however noted that there is currently little guidance on protection of heritage from adjacent or nearby developments. As such, an additional action is recommended to be included under strategy 4.5.2 to address this matter. Protection of heritage buildings is also considered in the preparation of local plans such as the draft South Perth Activity Centre Plan.</p> <p><u>Tourism and entertainment</u></p> <p>Increases in density will be required within the South Perth Activity Centre to meet the forecast growth in the area. The draft South Perth Activity Centre Plan that controls height in the area has given due consideration to potential impacts on the zoo and this is reflected in the height limits and development controls.</p>	<p>Modification recommended to action 4.1.2(a) to modify the first sentence to read as follows: <i>(a) Undertake a progressive review of the dual density coding system with the intent to remove dual density coding where appropriate.</i></p> <p>Additional action recommended to be included under 4.5.2 as follows: <i>(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 and landscaping.</i></p>
119.	Online Survey 1961808	1/06/2019			South Perth	<p><u>Population and housing – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>State Government population estimates should not be adopted until these figures are reassessed.</li> <li>Density should be spread throughout the City. Focusing development in activity centres will lead to increased traffic impacts.</li> </ul> <p><u>Activity centres and employment – Strategy 4.1.2</u></p> <ul style="list-style-type: none"> <li>Incentives/penalties should be used to encourage development of existing vacant land or empty houses.</li> <li>Focus should be on increasing non-residential floor space and population around smaller neighbourhood centres and not the larger activity centres.</li> </ul> <p><u>Transport and access – Strategy 4.3.3</u></p>	<p><u>Population and housing</u></p> <p>It is orderly and proper planning that the Strategy responds to growth forecasts, that are based on the best and most up to information available, and policy objectives to ensure any growth that occurs is managed appropriately. State Government targets are intended to guide more detailed planning investigations which is why the population growth forecast contained in the Strategy is based on locally specific data prepared especially for this document.</p> <p>The current policy direction of the State Government is to direct the majority of growth in established areas towards activity centres and along urban corridors. This approach makes the best use of existing and/or planned infrastructure and is reflected in the proposed 'managed growth strategy'.</p> <p><u>Activity centres and employment</u></p> <p>The City can encourage development by increasing development potential in an area but this does not guarantee that development will occur.</p> <p>The current policy direction of the State Government is to direct the majority of growth in established areas towards activity centres and along urban corridors. The managed growth</p>	<p>Additional action recommended to be included under 4.3.3 as follows: <i>(c) Develop and/or review Parking Management Plans for each of the managed growth strategy area outlined in Strategy 4.1.1 as necessary.</i></p>

						<ul style="list-style-type: none"><li>On-street parking requirements need to be considered separately for each area. More consideration needs to be shown to businesses by not overly restricting the parking times.</li></ul> <u>Tourism and entertainment – Strategy 4.7.2</u> <ul style="list-style-type: none"><li>Private short term accommodation needs to be carefully managed. Preference is to see more commercial style short-term (Services Apartments, etc.).</li></ul>	strategy reflects this approach. Smaller increases in density may be appropriate in lower-order centres as part of action 4.1.2(c). This action seeks to review the coding of all residential properties throughout the City. <u>Transport and access</u> The management of on street parking will be considered through the development of parking management plans for individual precincts, which are a key outcome of the City’s Parking Management Strategy. An additional action is recommended to be included under strategy 4.3.3 relating to the ongoing monitoring and implementation of parking management plans for each of the managed growth areas. <u>Tourism and entertainment</u> Strategy 4.7.2 seeks to support the growth of entertainment and tourism uses in appropriate locations and circumstances. This will be achieved through the preparation of 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. Appropriate forms of short-term accommodation will be investigated further as part of the preparation of this policy.	
120.	Online Survey 1961787	1/06/2019			South Perth	<u>Population and housing – Strategy 4.1.1, 4.1.2</u> <ul style="list-style-type: none"><li>Not supportive of the managed growth strategy due to the significant impact on the areas identified for higher density.</li><li>Do not agree with assumptions that there is a lack of 1 and 2 bedroom dwellings.</li></ul> <u>Activity centres and employment – Strategy 4.1.1</u> <ul style="list-style-type: none"><li>More consideration needs to be given to impacts on the transition from lower to higher density.</li></ul> <u>Transport and access – Strategy 4.3.1, 4.3.2, 4.3.3</u> <ul style="list-style-type: none"><li>Not supportive of heavy rail station in South Perth.</li><li>Not enough attention has been given to the limitations of the public transport and road networks and how this will affect growth.</li></ul> <u>Heritage, character and design – Strategy 4.5.1</u> <ul style="list-style-type: none"><li>Supportive of Design WA being applied to all new developments.</li><li>City needs to fund preservation of heritage buildings including those that are privately owned.</li></ul> <u>Public open space and community facilities – Section 4.6</u> <ul style="list-style-type: none"><li>Additional height should not be used as an incentive to provide open spaces.</li><li>Any developer funded open space must include a plan for long term maintenance to ensure this cost does not burden the City.</li></ul> <u>General comments – Strategy 4.1.1</u> <ul style="list-style-type: none"><li>Population forecast should not exceed Perth and Peel estimates.</li></ul>	<u>Population and housing</u> Directing growth towards activity centres is in line with state policy and considered appropriate given the access to infrastructure and services in such areas. This is supported by the managed growth strategy (see strategy 4.1.1). In the ‘Delivering Directions 2031 Report Card’ (2013), targets relating to dwelling diversity are specified. The City is below the target for single bedroom dwellings and at or above the target for 2, 3 and 4+ bedroom dwellings (see Part 2, section 5.1.4). The future planning of the City must therefore consider how to accommodate a greater proportion of smaller dwellings. This will be achieved through controls in plans for activity centres and urban corridors (strategy 4.1.1) and through review of the dual density coding system (strategy 4.1.2). <u>Activity centres and employment</u> Comment noted. An additional action is recommended to be included under strategy 4.1.1 to address this matter. <u>Transport and access</u> The Perth and Peel @3.5million Transport Network Plan indicates investigations in to a future rail station located adjacent to Richardson Park within the South Perth Activity Centre. Strategy 4.3.4(b) seeks to advocate that this station is constructed. A railway station would improve network connectivity, particularly for people coming to the South Perth Activity Centre and for people making trips to locations other than the Perth CBD. Increased traffic and its impacts are not necessarily a limiting factor to development. Notwithstanding it is important that these impacts are managed appropriately at the different stages of the planning process. Strategies 4.3.1, 4.3.2 and 4.3.3 aim to address the impact that an increased population will have on parking and traffic within the City through supporting upgrades to infrastructure, developing a ‘Transport, Access and Parking Strategy’, increasing mode-share of active transport and establishing appropriate controls for vehicle parking. Additionally, a number of actions seek to advocate for improved public transport access within the City (actions 4.3.4(a) and (b)). <u>Heritage, character and design</u> Comment noted. This is supported by strategy 4.5.1 that seeks to embed the principles of State Planning Policy 7 – Design of the Built environment into the City’s Design Review Panel and within activity centre plans, the Scheme and local planning policies to improve overall levels of design quality. Preservation of heritage listed buildings is governed by the Heritage of Western Australia Act and the associated regulations. Owners are able to apply for grants from the City to assist with the upkeep of heritage listed properties as per local planning policy P313. <u>Public open space and community facilities</u> There are limited opportunities to provide additional open space in built up areas. Providing dispensation to developers is one way to ensure that additional open spaces can be located	Additional action recommended to be included under 4.5.2 as follows: <i>(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 appropriately managed built-form transition between high/medium density and lower density area.</i>



							<p>within higher density areas to ensure that the needs to the community are being met. Strategies under part 4.6 recommend planning mechanisms that will require new development to assist in providing various community benefits, public open space and civic infrastructure. Management of any new public open spaces will be considered on a case-by-case basis at the development application stage.</p> <p><u>General comments</u></p> <p>It is orderly and proper planning that the Strategy responds to growth forecasts, that are based on the best and most up to date information available, and policy objectives to ensure any growth that occurs is managed appropriately. Therefore locally specific population growth forecasts are used over targets provided by the State government.</p>	
121.	Online Survey 1962391	1/06/2019			Como	<p><u>Environment and sustainability – Sections 4.4 and 4.6</u></p> <ul style="list-style-type: none"> <li>Greater focus required on environmental sustainability and waste reduction by supporting households to recycle.</li> </ul> <p><u>General comments</u></p> <ul style="list-style-type: none"> <li>Strategy is logical.</li> </ul>	<p><u>Environment and sustainability</u></p> <p>Comment noted. A number of strategies and actions in the Strategy relate to the environment and sustainability such as those in section 4.4 and 4.6. Although important, encouraging households to recycle is outside of the scope of a local planning strategy as it does not relate to planning or development. This matter is however addressed in the City's draft Waste and Resource Management Plan. To ensure that the City's planning framework responds to relevant matters in this document a new strategy and action is recommended to be included under section 4.4 to address this matter.</p> <p><u>General comments</u></p> <p>Comment noted. The Strategy has been prepared in accordance with the Regulations having due regard to the relevant State Government planning framework.</p>	<p>New strategy and action recommended to be added under section 4.4 as follows:</p> <p>4.4.4 Integrate waste management considerations into the planning framework.</p> <p><i>(a) Develop a waste management local planning policy that reflects the principles of any adopted waste and resources management plan of the City and outlines how waste should be managed in new development.</i></p>
122.	Online Survey 1963648	2/06/2019			Kensington	No additional comments provided.	No response required.	
123.	Online Survey 1963681	3/06/2019			Manning	<p><u>Population and housing</u></p> <ul style="list-style-type: none"> <li>Not supportive of Henley/Canavan urban corridor. Heights in this area should not be permitted above 2 storeys.</li> </ul> <p><u>General comments – Strategy 4.6.1</u></p> <ul style="list-style-type: none"> <li>Supportive of new aquatic facility.</li> </ul>	<p><u>Population and housing</u></p> <p>The Strategy does not make recommendations in respect to built-form, such as height, as this is considered at the detailed planning stage. Notwithstanding, the managed growth strategy map depicts land along Henley Street/Canavan Crescent as being subject to future codings up to a maximum of R50. The R-Codes indicates a 3 storey height limit for land coded R50; and a 2 storey limit for land coded less than R50. The height limit will depend on the future coding applied to the land.</p> <p><u>General comments</u></p> <p>An outcome of the Strategic Community Plan is to plan for recreation and aquatic facility. Strategy 4.6.1(b) supports this outcome by recommending the City investigate opportunities for the provision of community facilities by partnering with other local governments, organisations and the private sector.</p>	
124.	Online Survey 1963695	3/06/2019			South Perth	<p><u>Population and housing – Strategies 4.1.1, 4.1.2, 4.2.1, 4.6.2</u></p> <ul style="list-style-type: none"> <li>Feedback received during preliminary engagement has been ignored particularly comments surrounding opposition to increased density in the Canning Highway urban corridor (places 1 and 2).</li> <li>Canning Highway is not a desirable place to live due to traffic, noise and pollution. Issues with crossing the road cannot be addressed by the City as the road is outside the control of the City. High density on Canning Highway will</li> </ul>	<p><u>Population and housing</u></p> <p>The Strategy has been prepared considering a range of factors, including the outcomes of preliminary consultation undertaken in 2018. Canning Highway was identified in the feedback received during the preliminary consultation as an area considered appropriate for accommodating growth.</p> <p>Additionally, scheme amendment No. 57 that relates to Canning Highway Places 1 &amp; 2 has already been progressed and is with the Western Australian Planning Commissions awaiting determination.</p> <p>Canning Highway is anticipated to be widened and upgraded in the future. This will assist in improving transport connectivity and amenity for properties adjacent to the highway. The R-Codes, Apartment Design Guides and other planning controls adequately ensure new developments are well designed, functional and fit for purpose.</p>	

						<p>attract poor quality development and is likely to end up as the slums of the future.</p> <ul style="list-style-type: none"> <li>Density should be limited to R50 on the highway and transition down over 50m to the existing R15/20 areas.</li> <li>Development should instead be focused on existing small bus routes (Nos. 30, 31, 32, and 34) and activity centres.</li> <li>Density should be more spread throughout the City as focusing development is inequitable. Medium density is supported over high density.</li> <li>Options such as dual occupancy dwellings and ancillary dwellings should be encouraged by the City.</li> </ul>	<p>A density of R50 adjacent to the Highway with a transition zone of 50 metres is unlikely to be sufficient to meet the forecast population growth for the area. Additionally many of the properties adjacent to Canning Highway are zoned R80 and a reduction in density is not supported. Notwithstanding, action 4.4.1(h) and (g) seeks to ensure that any changes to zoning have due consideration to changes in density from high/medium density to existing lower residential areas.</p> <p>Higher density is not promoted on smaller bus routes as they are not considered to be frequent enough to support increased population. It is more sustainable and appropriate to direct population growth to areas where the transport infrastructure is already provided at higher frequencies, such as along Canning Highway and within the Canning Bridge Activity Centre.</p> <p>Concentrating growth within activity centres and urban corridors is not considered to be inequitable. By concentrating growth in areas with high levels of accessibility, residents will have the greatest access to employment, entertainment and leisure opportunities. Moreover, this approach allows the majority (approximately 75% of the City's land area) to remain unchanged; promoting the maintenance of existing character.</p> <p>Ancillary dwellings, dual occupancy dwellings, and other forms of diverse housing options are encouraged and supported by strategies 4.1.2 and 4.6.2 that both seek to promote a diversity of housing choice including accessibility and affordability measures.</p>	
125.	Online Survey 1964068	3/06/2019			Manning	<p><u>Population and housing – Strategy 4.1.1, 4.1.2, 4.3.3</u></p> <ul style="list-style-type: none"> <li>Lack of information on how increased population will be managed such as ensuring amenity is enhanced and not degraded and how existing infrastructure will be managed/upgraded.</li> <li>Developer contributions must be mandatory and funds used for providing public enhancements for existing residents.</li> <li>Ratepayers should not be responsible for upgrading infrastructure to cater for new developments.</li> <li>On-site car parking rates need to ensure there are sufficient bays for residents (1 bay for a 3-bedroom dwelling is inadequate).</li> <li>Not supportive of discretionary requirements to develop at a higher density (dual density). Also sceptical that developers will follow through with the requirements they stated would be met in order to reach higher density (not developing in accordance with the conditions of approval).</li> </ul> <p><u>Activity centres and employment – Strategy 4.1.2</u></p> <ul style="list-style-type: none"> <li>South Perth is predominantly residential and should stay that way. Do not want to see the appeal of the area lost with 'chain stores' moving into the area.</li> </ul> <p><u>Transport and access – Strategy 4.3.2</u></p> <ul style="list-style-type: none"> <li>Parking and access to Canning Bridge train station is inadequate and will worsen with increased density. On/off ramps to the freeway are also congested and dangerous. These issues need to be addressed with the respective State Government departments.</li> </ul> <p><u>Environment and sustainability – Strategy 4.4.1, 4.6.3</u></p> <ul style="list-style-type: none"> <li>More planting required in parks for black</li> </ul>	<p><u>Population and housing</u></p> <p>The R-Codes, Apartment Design Guides and other planning controls such as activity centre plans adequately ensure new developments improve the amenity of an area. Part 2 of the Strategy outlines studies and investigations into the capacity of various infrastructure within the City including roads and services facilities at a high level. It is recognised that more detailed studies will need to be undertaken before growth occurs in each area of the City. Notwithstanding, the detailed planning for areas planned to accommodate growth will need to consider the capacity of existing utilities and facilities in more detail through consultation with servicing authorities.</p> <p>State Planning Policy 3.6 – Developer contributions for infrastructure (SSP3.6) establishes a range of principles for the preparation of developer contribution plans. This includes establishing a 'need and nexus' between a growth in demand and need for infrastructure upgrades. In infill settings, where pre-existing demand for infrastructure exists, it is difficult to attribute 'need' and clearly provide a 'nexus' to a growing population. This is particularly the case where land is fragmented and developed over a long time-horizon; where predicting need and distributing costs across development is difficult. It is also unequitable in situations where certain infill areas are subject to a developer contribution plans, but other growth areas (which also contribute to the need for infrastructure) are not. The Strategy takes the approach that incentivising new development, by offering voluntary community benefits in return for additional development potential is a more preferable approach.</p> <p>Upgrades to infrastructure within the public realm is the responsibility of the City. In some instances however a larger developer may contribute to or facilitate the improvement of the adjoining public realm.</p> <p>Strategy 4.3.3 seeks to develop a comprehensive parking system that considers demand, supply and management of parking both on street and within new developments. Additionally action 4.3.3(a) seeks to develop a 'Transport, Access and Parking Strategy' that considers measures to better manage parking supply and demand within new developments. The minimum number of bays required for a development will be considered having regard to context including the availability of other transport options such as public transport.</p> <p>Action 4.1.2(a) seeks to undertake a progressive review of the dual density coding system. A modification is recommended to this action to make clear the intent to remove dual density coding, where appropriate. For any remaining dual codes, incentivise development at the higher code based on new performance criteria. Compliance with these criteria are addressed at the development/subdivision stage and prior to final clearance.</p>	<p>Modification recommended to action 4.1.2(a) to modify the first sentence to read as follows: <i>(a) Undertake a progressive review of the dual density coding system with the intent to remove dual density coding where appropriate.</i></p> <p>Additional action recommended to be included under 4.3.4 as follows: <i>(f) Advocate for an expansion/review of the bus network to more directly and efficiently connect prominent activity centres.'</i></p> <p>Action 4.4.1(a) recommended to be modified as follows: <i>'(a) Review local planning policy P350.05 Trees on Development Sites and Street Verges to ensure the retention and/or replacement of mature trees on development sites and to support actions</i></p>

						<p>cockatoo habitats.</p> <ul style="list-style-type: none"> <li>Significant vegetation continues to be removed from development sites. What is the plan to address this and increase tree cover?</li> </ul> <p><u>Heritage, character and design – Strategy 4.5.2, 4.5.3</u></p> <ul style="list-style-type: none"> <li>Several older houses in Como should be protected.</li> <li>The area around Preston Street continues to develop with no regard to the existing older buildings or streetscape. New developments should consider the surrounding context more.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.1</u></p> <ul style="list-style-type: none"> <li>Voluntary contributions should be mandatory.</li> </ul> <p><u>Tourism and entertainment – Strategy 4.7.2</u></p> <ul style="list-style-type: none"> <li>More detail is required as to what is meant by cutting ‘red tape’. Do not want to see new apartments being owned by absentee owners providing short-term accommodation.</li> </ul>	<p><u>Activity centres and employment</u></p> <p>Strategies and actions under section 4.2 seek to ensure that new non-residential developments are concentrated within existing centres and that these centres are supported by an increased residential population. Land will be zoned to accommodate uses that are appropriate to the area. Where a use is discretionary the City will properly consider the use to determine if it is appropriate for the area and addresses the applicable planning framework.</p> <p><u>Transport and access</u></p> <p>Action 4.3.2 seeks to support the development of a southbound freeway access ramp at Manning Road which is currently under construction. Access and improvements to Canning Bridge station and associated bus interchange is currently being reviewed by the Department of Transport in conjunction with the City, the Public Transport Authority and Main Roads. This is supported by a new recommended action under strategy 4.3.4 that seeks to advocate for an expanded and more efficient bus network.</p> <p><u>Environment and sustainability</u></p> <p>Strategy 4.6.3 seeks to ensure the planning framework supports the implementation of plans for public open spaces. Additionally, a modification to action 4.4.1(a) is recommended to ensure that the relevant actions in the City’s Urban Forest Strategy, are being supported. The Urban Forest Strategy, as well as other plans for more specific areas of open space consider and address the habitat of local fauna such as the black cockatoo. Measures to retain trees and mature vegetation on development sites is addressed by strategy 4.4.1 that seeks to achieve an increase in the City’s tree canopy cover on private land through review of local policy and embedding development controls in the Scheme and local area plans.</p> <p><u>Heritage, character and design</u></p> <p>Protection of buildings can only be provided if they are included on the City’s Heritage List, either as an individual site or as part of a heritage area. Actions under strategy 4.5.2 seek to review the Heritage List with the aim to identify and protect any areas/precincts identified as being worthy of heritage protection.</p> <p>All new development is required to give consideration to its context and the impact that it may have on it. Notwithstanding, strategy 4.5.3 seeks to ensure the planning framework identifies and protects elements of residential character in areas where high quality streetscapes are identified. The Preston Street neighbourhood centre (and surrounds) will be considered as part of action(s) under strategy 4.5.3.</p> <p><u>Public open space and community facilities</u></p> <p>State Planning Policy 3.6 – Developer contributions for infrastructure (SSP3.6) establishes a range of principles for the preparation of developer contribution plans. This includes establishing a ‘need and nexus’ between a growth in demand and need for infrastructure upgrades. In infill settings, where pre-existing demand for infrastructure exists, it is difficult to attribute ‘need’ and clearly provide a ‘nexus’ to a growing population. This is particularly the case where land is fragmented and developed over a long time-horizon; where predicting need and distributing costs across development is difficult. The Strategy takes the approach that incentivising new development, by offering voluntary community benefits in return for additional development potential is a more preferable approach.</p> <p><u>Tourism and entertainment</u></p> <p>Strategy 4.7.2 seeks to prepare a local planning policy that defines clearly the range of short-term accommodation options that may be appropriate for particular areas. This action is intended to ensure that the City’s planning framework does not suppress tourism, entertainment and economic growth, while recognising that the growth should be at an appropriate scale, in appropriate locations and well managed.</p>	<p><i>outlined in the City’s Urban Forest Strategy including;</i></p> <ul style="list-style-type: none"> <li><i>• A 25% increase in the number of trees on the ‘Significant Tree Register’; and,</i></li> <li><i>• Ensure private development contributes towards the goal of planting 7,500 trees within the City.</i></li> </ul>
126.	Online Survey 1964149	3/06/2019			South Perth	<p><u>Population and housing</u></p> <ul style="list-style-type: none"> <li>Existing codes should remain. No modifications are required.</li> </ul>	<p><u>Population and housing</u></p> <p>The City’s population is forecast to grow by 10,182 people between 2016 and 2031. It would be contrary to orderly and proper planning to not plan for expected population growth. The Strategy responds to this forecast and adopts a ‘managed growth strategy’ to demonstrate how this growth can best be accommodated having regard to access to infrastructure and</p>	

							services, and state policy direction.	
127.	Online Survey 1964537	4/06/2019			Manning	<u>Population and housing – Strategy 4.1.1</u> <ul style="list-style-type: none"> <li>Supportive of increased zoning on Downey Drive (Manning Road urban corridor). Area contains many large blocks with old housing stock. There is currently limited options to downsize in Manning and new development will provide an opportunity to downsize (age in place).</li> </ul>	<u>Population and housing</u> Comment noted. Increased density in the Manning area is supported by actions 4.1.1(h) and (l).	
128.	Online Survey 1964734	4/06/2019			Como	<u>Population and housing – Strategy 4.1.1</u> <ul style="list-style-type: none"> <li>Density in Collier Precinct (area bounded by Canning Highway, Douglas Ave, Technology Park and Thelma Street) too low. Should be increased to R20 throughout.</li> </ul>	<u>Population and housing</u> The Strategy outlines ways in which the City is proposing to manage growth. This includes directing forecast growth to the most appropriate areas (activity centres and urban corridors) which is in line with state policy and considered appropriate given the access to infrastructure and services in such areas. Increased density for the area bounded by Canning Highway, Douglas Ave, Technology Park and Thelma Street would promote density development in areas further removed from transport infrastructure, as well as employment, entertainment and leisure opportunities.	
129.	Online Survey 1964838	4/06/2019			South Perth	<u>Population and housing – Strategy 4.1.1</u> <ul style="list-style-type: none"> <li>Not supportive of increased density around York/Edinburgh Streets. Area is unique to South Perth and will be lost with increased zoning. Additionally there are existing traffic and parking issues.</li> <li>The push for higher density generally should be approached cautiously as it may harm the fabric of area.</li> </ul> <u>Public open space and community facilities – Strategy 4.6.3</u> <ul style="list-style-type: none"> <li>Sir James Mitchell Park to be retained and not developed.</li> </ul>	<u>Population and housing</u> The area around York and Edinburgh Streets are included within the walkable catchment of the Angelo Street Neighbourhood Centre. Action 4.1.1(j) seeks to examine the potential for an increase in residential density to accommodate 25 dwellings per gross hectare in accordance with the recommendations of State Planning Policy 4.2 – Activity Centres for Perth and Peel. Changes to density in the area will consider the existing context in the area including the character of the area and the potential for impacts on local traffic and parking demand. The Strategy responds to the forecast population growth and adopts a ‘managed growth strategy’ to demonstrate how this growth can best be accommodated having regard to access to infrastructure and services, and state policy direction (see strategy 4.1.1). <u>Public open space and community facilities</u> There is no proposed reduction in the amount of public open space as part of the Strategy. Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the City’s public open space strategy and other plans; including the South Perth Foreshore Management Plan.	
130.	Online Survey 1965215	4/06/2019			Como	<u>Population and housing – Strategy 4.1.1</u> <ul style="list-style-type: none"> <li>Supportive of mixed use and development along Canning Highway up to 6 storeys. Mixed use should include short term, student and aged care accommodation.</li> </ul> <u>Transport and access – Strategy 4.3.3</u> <ul style="list-style-type: none"> <li>More public transport options along Canning Highway (such as light rail).</li> </ul>	<u>Population and housing</u> Comment noted. This is supported by actions 4.1.1(f) and (g) that seek to include provisions in the Scheme that enable more intense land use and density on the land adjacent and nearby to Canning Highway. The City’s current planning framework enables consideration (and approval) of land use such as short-term accommodation, student housing, and aged care housing. Notwithstanding, a new action is recommended to be included under strategy 4.1.2 that seeks to ensure that framework properly considers proposals involving a range of accommodation types, such as student, aged and independent living accommodation. <u>Transport and access</u> Canning Highway is identified as a ‘high priority’ transport route in Peth & Peel @3.5million. This identifies a long-term commitment by the State government to maintain and improve public transport accessibility along Canning Highway. This could include future light rail connections, though it is noted that no such connections are currently proposed.	Additional action recommended to be included under 4.1.2 as follows: <i>(e) Include provisions in the next local planning scheme that provide a framework the consideration of proposals involving a range of accommodation types, such as student, aged and independent living accommodation.</i>
131.	Online Survey 1965306	4/06/2019			South Perth	<u>Population and housing – Strategy 4.1.2</u> <ul style="list-style-type: none"> <li>Zoning for properties that were reduced by the introduction of TPS6 should be reverted back to previous zonings contained in TPS5.</li> <li>Not supportive of increased zoning in smaller pockets nearby to areas where zoning isn’t increasing.</li> </ul>	<u>Population and housing</u> Action 4.1.2(c) seeks to review the coding of residential properties throughout the City to resolve any coding anomalies and ensure diversity of housing choice. One factor that will inform this review is the current prevailing development density within each area. If a coding does not reflect the existing density of an area, it is possible this coding will be lifted to the most appropriate code. <u>Activity centres and employment</u>	

						<ul style="list-style-type: none"> <li>Where many properties on a block have been subdivided the area should be zoned to allow all to subdivide.</li> </ul> <p><u>Activity centres and employment – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>Areas within 1km of Angelo Street neighbourhood centre should have increased zoning, in particular those properties along the No. 34 bus route.</li> </ul> <p><u>Transport and access – Strategy 4.1.1, 4.3.4</u></p> <ul style="list-style-type: none"> <li>Separate pedestrian and cycle paths wherever possible with barriers to prevent cyclist building up speed in shared spaces.</li> <li>More education is required around bicycle use and following the rules.</li> <li>Supportive of addition ferry service to Coode Street.</li> </ul> <p><u>Environment and sustainability – Strategy 4.6.3</u></p> <ul style="list-style-type: none"> <li>All bushland to be retained.</li> </ul> <p><u>Heritage, character and design – Strategies 4.1.2, 4.2.3, 4.4.1, 4.5.1, 4.5.2, 4.5.3</u></p> <ul style="list-style-type: none"> <li>No examples of whole streets that are solely heritage. To pick out individual properties to apply heritage listing to would be unfair.</li> <li>New buildings should be well designed with open spaces around them.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.1, 4.6.3</u></p> <ul style="list-style-type: none"> <li>All existing public open space to be retained although would like to see less grass and more native planting.</li> <li>Some community facilities to be provided within new high-rise developments.</li> </ul> <p><u>Tourism and entertainment – Strategy 4.6.3</u></p> <ul style="list-style-type: none"> <li>Sir James Mitchell Park is underutilised. Better lighting, more BBQ facilities, single storey bars/cafes would assist with activation.</li> </ul>	<p>Increased density is supported for those properties within 200 metres from the middle of Angelo Street Neighbourhood Centre as recommended in State Planning Policy 4.2 – Activity Centres for Perth and Peel. 1 kilometre is not considered to be an easy walkable distance and therefore increased density that far from the centre is unlikely to support its ongoing functionality and viability.</p> <p>While the route of the No.34 bus is identified as an ‘urban corridor’ under Perth and Peel @3.5million, it is not an identified ‘high priority’ route. The Strategy takes the approach that population and activity growth should be directed towards key activity centres and along urban corridors where existing and future transport connectivity is likely to be greatest.</p> <p><u>Transport and access</u></p> <p>The Strategy supports the preparation and implementation of activity centre plans as well as the implementation of the City of South Perth &amp; Town of Victoria Park Joint Bike Plan (see strategies 4.1.1 and 4.3.4).</p> <p>Education on bicycle use is outside the scope of a local planning strategy. This is however addressed in the City of South Perth &amp; Town of Victoria Park Joint Bike Plan.</p> <p>Increased ferry services is supported by action 4.3.4(a). This could include additional ferry stops at locations such as Coode Street.</p> <p><u>Environment and sustainability</u></p> <p>There is no proposed reduction in the amount of public open space or bushland as part of the Strategy. Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the City’s public open space strategy and other plans.</p> <p><u>Heritage, character and design</u></p> <p>Strategies 4.5.2 and 4.5.3 seek to ensure that the City’s planning framework separates areas considered to be of heritage and those which a good sense of place and to ensure that both of these are adequately identified and protected. This will be achieved through review of the City’s Local Heritage Inventory, undertaking a heritage review and through preparation of local planning policies. It is intended that all areas of the City will be reviewed and considered as part of this review.</p> <p>The Strategy includes several strategies and actions to ensure that redevelopment is of a high quality, provides adequate space and landscaping around buildings, and is responsive to its surrounds (see strategy 4.1.2, 4.2.3, 4.4.1, 4.5.1).</p> <p><u>Public open space and community facilities</u></p> <p>There is no proposed reduction in the amount of public open space as part of the Strategy. Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the City’s public open space strategy and other plans. Strategies under part 4.6 recommend planning mechanisms that will require new development to assist in providing various community benefits, public open space and civic infrastructure, either through contributions or by providing facilities within new developments.</p> <p><u>Tourism and entertainment</u></p> <p>Comment noted. This is supported by strategy 4.6.3 that seeks to improve public open spaces by supporting implementation of the City’s public open space strategy and other plans, such as the South Perth Foreshore Management Plan (which relates to Sir James Mitchell Park).</p>	
132.	Online Survey 1966354	5/06/2019			South Perth	<p><u>Population and housing – Strategy</u></p> <ul style="list-style-type: none"> <li>Mid-block splits for managed growth strategy will lead to overlooking and overshadowing of existing residences.</li> </ul> <p><u>Heritage, character and design – Strategy 4.5.3</u></p> <ul style="list-style-type: none"> <li>Streetscape and character around Elizabeth St and Milson St has not been considered.</li> </ul> <p><u>General comments – Strategy</u></p> <ul style="list-style-type: none"> <li>When changes to the R-Codes (density) are being proposed affected residents should be contacted informing them of the changes. Many people were unaware of the current</li> </ul>	<p><u>Population and housing</u></p> <p>It is agreed that streets provide a better transition between differing densities/built-form than lot boundaries. Notwithstanding, issues such as overlooking and overshadowing are addressed by the R-Codes and other planning controls. These controls are considered to be adequate to ensure new development minimise impact on the amenity of adjoining sites. The managed growth strategy is recommended to be modified in a number of ways to align growth area boundaries to streets.</p> <p><u>Heritage, character and design</u></p> <p>Strategy 4.5.3 seeks to ensure the planning framework identifies and protects elements of residential character through review of the City’s local planning precincts and preparation of local planning policies for these precincts. Consideration will be given to the area around Elizabeth Street and Milson Street as part of this process. Additionally, this area is</p>	<p>A number of modification are proposed to align the boundaries of managed growth areas with street blocks and public open space areas. These are outlined in more detail in the Schedule of Modifications.</p> <p>Additional action</p>

						proposed changes to the R-Codes.	recommended to have the streetscape and character considered further in as outlined in a new recommended action under strategy 4.1.1. <u>General comments</u> Where changes to zoning, density or other planning controls are proposed either through an amendment to the scheme, an activity centre plan, a local planning policy or other planning instrument, consultation will be undertaken with affected residents. The Strategy sets the strategic direction for planning and development in the City over the next 10 to 15 years and provides the strategic basis for the preparation, implementation and amendments to a Local Planning Scheme. Density and zoning will not change at the adoption of the Strategy and therefore specific details were not provided in the advertising materials.	recommended to be included under 4.1.1 as follows: <i>(n) Prior to the implementation of any actions that result in a change to density coding's, for those areas depicted on the Strategy Map set out at section 6.0, undertake a streetscape and character analysis to determine the appropriateness of any future density coding.</i> Additionally, modification recommended to the managed growth strategy map to outline areas that this new action will apply.
133.	Online Survey 1966350	5/06/2019			Como	<u>Population and housing – Strategy</u> <ul style="list-style-type: none"> <li>Height limits of R50 properties should be 3 storey to align with the R-Codes.</li> </ul> <u>General comments – Strategy</u> <ul style="list-style-type: none"> <li>Boundaries for areas with increasing zoning should be roads or public open space, not mid-block.</li> </ul>	<u>Population and housing</u> The Strategy does not make recommendations on built-form, however it is acknowledged that built-form controls should reflect the applicable density coding. <u>General comments</u> It is agreed that streets provide a better transition between differing densities/built-form than lot boundaries. As such the managed growth strategy is recommended to be modified in a number of ways to align growth area boundaries to streets.	A number of modification are proposed to align the boundaries of managed growth areas with street blocks and public open space areas. These are outlined in more detail in the Schedule of Modifications.
134.	Online Survey 1966866	5/06/2019			Como	<u>Population and housing – Strategy</u> <ul style="list-style-type: none"> <li>20 storeys should be the maximum height limits within the City.</li> </ul> <u>Transport and access – Strategy 4.3.4</u> <ul style="list-style-type: none"> <li>Cycle infrastructure needs to be improved throughout the whole City, not just the foreshore.</li> </ul> <u>Heritage, character and design – Strategies 4.5.2, 4.5.3</u> <ul style="list-style-type: none"> <li>Californian Bungalows between Canning Highway and Sandgate St and statehouses between Canning Highway and Technology Park need to be protected.</li> <li>Weatherboard houses in South Perth/Kensington need to be heritage listed.</li> </ul> <u>Public open space and community facilities – Strategy 4.6.3</u> <ul style="list-style-type: none"> <li>City needs to be careful how it upgrades public open spaces. Current upgrades in Mends Street (Connect South) have no real effect other than grandstanding. More appropriate upgrades should be planting more trees to support native fauna such as the</li> </ul>	<u>Population and housing</u> The Strategy does not make recommendations in respect to built-form, this is considered at the detailed planning stage, such as through the preparation of activity centre plans. With respect to the development of such plans, the strategy recommends taking an evidence based approach to the setting of development controls (including height) that best responds to what is required to support the individual needs of each centre. <u>Transport and access</u> Comment noted. This is supported by strategy 4.3.4 that seeks to increase the mode-share of active transport, including cycling, and actions 4.3.4(c) and (e) that advocate for the development of improved pedestrian and cycle infrastructure along Canning Highway, and implementation of the City of South Perth & Town of Victoria Park Joint Bike Plan. <u>Heritage, character and design</u> Strategies 4.5.2 and 4.5.3 seek to ensure that the City's planning framework separates areas considered to be of heritage and those which a good sense of place and to ensure that both of these are adequately identified and protected. This will be achieved through review of the City's Local Heritage Inventory, undertaking a heritage review and through preparation of local planning policies. All areas including those both east and west of Canning Highway, and within Kensington, will be considered. <u>Public open space and community facilities</u> The area around Mends Street is a major arrival point for many visitors to South Perth, linking the ferry terminal to Mends Street and the Perth Zoo beyond. The South Perth Foreshore Management Plan identifies a number of potential improvements that can be	

						<p>block cockatoos.</p> <p><u>Tourism and entertainment – Strategies 4.2.1, 4.2.4</u></p> <ul style="list-style-type: none"> <li>City needs to be mindful of impacts on local businesses from temporary events/traders such as food trucks. Local businesses add to vibrancy whereas food trucks are just opportunistic.</li> </ul> <p><u>General comments – Strategy 4.6.1</u></p> <ul style="list-style-type: none"> <li>All improvements (in areas where density is increasing) should not be funded by current ratepayers. A balance is required between current and future upgrades once the additional rate base has been established.</li> </ul>	<p>made to the South Perth foreshore and the area nearby to Mends Street; this includes additional landscaping/tree planting. This is supported by strategy 4.6.3 that seeks to improve public open spaces by supporting implementation of the South Perth Foreshore Strategy and Management Plan and other plans relating to open space areas.</p> <p><u>Tourism and entertainment</u></p> <p>Strategy 4.2.4 seeks to ensure that the City’s planning controls support and promote a diversity in activity including both permanent and temporary uses. Additionally strategy 4.2.1 seeks to 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. Although not permanent, food trucks can promote activity within centres or areas with high tourism value which supports the local economy and provides variety of choice to residents and visitors to the City.</p> <p><u>General comments</u></p> <p>It is normal that general infrastructure improvements and upgrades are funded by the local government. Strategy 4.6.1 seeks to incentivise new development within activity centres to make voluntary community benefit contributions that improve local amenity.</p>	
135.	Online Survey 1967054	5/06/2019			South Perth	<p><u>Population and housing – Strategy</u></p> <ul style="list-style-type: none"> <li>Supportive of increased density and high-rise from Mends Street to the zoo. Greater density is required to encourage regeneration of old buildings.</li> <li>Building heights on Mill Point Road west of Mends Street needs to be simplified as allowing high density for the whole length of Mill Point Road will lead to issues.</li> </ul>	<p><u>Population and housing</u></p> <p>Comment noted. This is supported by the managed growth strategy that directs growth towards activity centres and urban corridors is in line with state policy directive (see strategy 4.1.1).</p> <p>The Strategy does not make recommendations in respect to built-form, this is considered at the detailed planning stage, such as through the preparation of activity centre plans. Notwithstanding, the draft South Perth Activity Centre Plan outlines the height limits for the area which are simpler and better respond to what is required to support the needs of the centre.</p>	
136.	Online Survey 1967094	5/06/2019			South Perth	<p><u>Population and housing – Strategy</u></p> <ul style="list-style-type: none"> <li>Unclear how infrastructure will be upgraded (schools, traffic management) to accommodate growth.</li> </ul>	<p><u>Population and housing</u></p> <p>Expansion of schools is the responsibility of the Department of Education who have advised the City that they are currently undertaking a review to identify challenges for the future public education system, and to ensure there is sufficient provision of public primary and secondary schools to cater for future student population. Strategy 4.3.2 seeks to manage and plan the road network to reduce congestion through upgrades to infrastructure and ensuring that additional density adjacent to the regional road network is supported by access strategies that rationalise direct access to these roads. Requirements for specific improvements to the transport and access network for each of the managed growth areas will be considered at the detailed planning stage, if required as a result of the amount of expected growth.</p>	
137.	Online Survey 1967096	5/06/2019			South Perth	<p><u>Population and housing – Strategy 4.1.1, 4.5.1, 4.3.1, 4.3.2, 4.3.3</u></p> <ul style="list-style-type: none"> <li>Planned density is too high. It will result in higher crime and poorer quality of life for residents. There is insufficient facilities to comfortably support forecast population growth. Supportive of the need to develop apartments in key areas as long as they are high quality and existing facilities/amenities are increased.</li> <li>Proposed high-rise will ruin South Perth. 20 storeys should be the maximum. Existing tall buildings have had issues water issues due to the high water table.</li> <li>Existing roads cannot support forecast population growth.</li> <li>Government growth targets are ridiculous requiring extreme high density.</li> </ul>	<p><u>Population and housing</u></p> <p>The R-Codes, Apartment Design Guides and other detailed plans consider issues including quality of life and crime and ensure that new developments do not negatively impact on the surrounding area and are designed to high standard.</p> <p>The Strategy does not make recommendations in respect to built-form, this is considered at the detailed planning stage, such as through the preparation of activity centre plans. With respect to the development of such plans, the strategy recommends taking an evidence based approach to the setting of development controls (including height) that best responds to what is required to support the individual needs of each centre having regard to the location, role and function of each area, as well as overarching state planning policy. These plans also consider the local environment and the impact that increased density and height may have.</p> <p>Whilst it is acknowledged that growth will result in more traffic, increased traffic and its impacts are not necessarily a limiting factor to development. Notwithstanding it is important that these impacts are managed appropriately at the different stages of the planning process. Strategies 4.3.1, 4.3.2 and 4.3.3 aim to address the impact that an increased population will have on parking and traffic within the City through supporting upgrades to infrastructure, developing a ‘Transport, Access and Parking Strategy’ ,</p>	

						<p><u>Activity centres and employment – Strategy 4.1.1</u></p> <ul style="list-style-type: none"><li>Supportive of activity centres in general and encouraging a village lifestyle/community which is often lost in the suburban sprawl.</li></ul> <p><u>Transport and access – Strategy 4.3.4</u></p> <ul style="list-style-type: none"><li>Existing transport for the peninsular is very good but increased population will put a strain on this. Supportive of increasing public transport but do not think they can be upgraded enough to adequately cope with the proposed population increase.</li></ul>	<p>increasing mode-share of active transport and establishing appropriate controls for vehicle parking.</p> <p>The Strategy does not use the State Government targets as a basis for its population growth figures, instead using locally specific data prepared for the Strategy. This forecast suggests that the population is forecast to grow by 10,182 people between 2016 and 2031. It would be contrary to orderly and proper planning to not plan for expected population growth. The Strategy responds to this forecast and adopts a ‘managed growth strategy’ to demonstrate how this growth can best be accommodated having regard to access to infrastructure and services, and state policy.</p> <p><u>Activity centres and employment</u></p> <p>Comment noted. This is supported by strategy 4.1.1 that seeks to implement that managed growth strategy that directs forecast growth to the most appropriate areas such as activity centres and urban corridors. Retention of character and sense of place will be considered in all areas where density is to be increased.</p> <p><u>Transport and access</u></p> <p>The peninsular area is considered to be highly accessible, as identified by the ‘South Perth Activity Centre Plan Movement Network Report’. Additionally, strategy 4.3.4 seeks to increase the mode-share of active transport uses, such as public transport to reduce pressure on the road network. This will be achieved through advocating for improved ferry services, advocating for a heavy rail station near Richardson Park and improving the existing pedestrian and cycle network.</p>	
138.	Online Survey 1967269	5/06/2019			South Perth	<p><u>Population and housing – Strategy 4.4.1, 4.6.3</u></p> <ul style="list-style-type: none"><li>Clearer definition required as to what is meant by ‘significant vegetation’ and how protection will be enforced.</li><li>Vegetation in open spaces around dwellings should encourage local wildlife.</li></ul> <p><u>Activity centres and employment – Strategy 4.3.4</u></p> <ul style="list-style-type: none"><li>Supportive of improved public transport connections, including expanded ferry services.</li></ul> <p><u>Environment and sustainability – Strategy 4.6.3</u></p> <ul style="list-style-type: none"><li>More reference required to endemic species of vegetation and management of existing bush forever sites. No references to endangered species (black cockatoo) and protection of their roosting habitat.</li><li>No reference to the creation, retention or protection of wildlife corridors through the City and surrounding areas.</li></ul> <p><u>Heritage, character and design – Strategy 4.5.2</u></p> <ul style="list-style-type: none"><li>Many art deco style buildings that should be retained.</li></ul>	<p><u>Population and housing</u></p> <p>Action 4.4.1 seeks to 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. A definition of significant/mature vegetation will be investigated as part of this review having consideration to the State Government framework. This policy will also outline how protection will be enforced.</p> <p>Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the City’s public open space strategy and other plans relating to more specific open space areas. Additionally, vegetation in open spaces such as parks is addressed by the City’s Urban Forest Strategy. This document also provides guidance on the type of species that are appropriate for the local area. A modification to action 4.1.1(a) is recommended to ensure that the actions in this document are supported.</p> <p><u>Activity centres and employment</u></p> <p>Comment noted. This is supported by action 4.3.4(a). an additional action is also recommended under strategy 4.3.4 that seeks to advocate for an expansion/review of the bus network</p> <p><u>Environment and sustainability</u></p> <p>As mentioned above strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the City’s public open space strategy and other plans relating to more specific open space areas. These strategies and plans give consideration to local wildlife to ensure that their habitat is protected, maintained and improved. In particular the Urban Forrest Strategy gives consideration to wildlife corridors, including the protection of black cockatoo habitat.</p> <p><u>Heritage, character and design</u></p> <p>Protection of buildings can only be provided if they are included on the City’s Heritage List, either as an individual site or as part of a heritage area. Actions under strategy 4.5.2 seeks to review the Heritage List with the aim to identify and protect any areas/precincts identified as being worthy of heritage protection.</p>	<p>Modification recommended to be included under 4.4.1 as follows:</p> <p><i>‘(a) Review local planning policy P350.05 Trees on Development Sites and Street Verges to ensure the retention and/or replacement of mature trees on development sites and to support actions outlined in the City’s Urban Forest Strategy including;</i></p> <p><i>• A 25% increase in the number of trees on the ‘Significant Tree Register’; and,</i></p> <p><i>• Ensure private development contributes towards the goal of planting 7,500 trees within the City.</i></p> <p>Additional action recommended under strategy 4.3.4 as follows:</p> <p><i>‘(f) Advocate for an expansion/review of the bus network to more directly and efficiently connect prominent</i></p>



								<i>activity centres.’</i>
139.	Online Survey 1967933	6/06/2019			Salter Point	<p><u>Population and housing – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>Supportive of the Strategy. Adoption of this Strategy will set in place rapid change and the strategy should address how this pace of change will be managed.</li> <li>The Strategy does not recognise the importance of amenity such as access to and the protection of views. Existing special provisions in the Scheme relating to this should be recognised in the strategy.</li> </ul> <p><u>Activity centres and employment – Strategy 4.6.1</u></p> <ul style="list-style-type: none"> <li>The Strategy is focused on population growth. Consideration needs to be given to retail, commercial, transport, recreation centres, parks. The Strategy should be more specific about the types of facilities and activities that are required to support a growing community (e.g. large supermarket)</li> <li>No reference in the strategy to current proposed developments such as the South Perth Hospital (Amendment No. 62) and the proposed aquatic facility.</li> </ul> <p><u>Environment and sustainability – Strategies 4.4.1, 4.6.3</u></p> <ul style="list-style-type: none"> <li>Increased density will required additional public open space. Development should be required to provide the 10% POS contribution and not permitted to pay cash-in-lieu.</li> <li>New development should retain existing trees with total clearance of a block not being the default position.</li> </ul>	<p><u>Population and housing</u></p> <p>Comment noted. The Strategy responds to the growth forecasts based on the best and most up to date information available and seeks to accommodate that growth in a sustainable way in line with state policy.</p> <p>Impacts of new development on views is outside the scope of a local planning strategy. Provisions exist in the Scheme and within local planning policy that deal with protection of any significant views.</p> <p><u>Activity centres and employment</u></p> <p>As outlined in Part 2, section 5.5 there is currently limited understanding of what the communities needs will be into the future. However this is being addressed by the City through the development of a Strategic Community Recreation Facilities Plan. Action 4.6.1(a) supports this by recommending measures are included in plans for activity centres and urban corridors that deliver identified community facilities/benefits. Previous studies have, however, recommended the inclusion of a full line supermarket north/west of Canning Highway. An additional action has been included under strategy 4.2.4 that seeks to investigate opportunities for the provision of supermarket space and ensuring that a new local planning scheme enables its development.</p> <p>An outcome of the Strategic Community Plan is to plan for recreation and aquatic facility to serve the City of South Perth’s needs. Strategy 4.6.1(b) supports this outcome by recommending the City investigate opportunities for the provision of community facilities by way of partnering with other local governments, organisations and the private sector. Scheme Amendment No. 62 is not considered as this amendment was not progressed until after the Strategy was prepared.</p> <p><u>Environment and sustainability</u></p> <p>The 10% public open space requirement only applies to subdivision of land and is not applicable to most developments. Notwithstanding, the Strategy recognises that there are limited opportunities to provide additional open space in built up areas it is important existing open space is retained and upgraded to meet the needs of the community. Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the City’s public open space strategy and other plans relating to more specific open space areas. Retention of trees on development sites is supported by strategy 4.4.1 that seeks to achieve an increased in the City’s tree canopy cover in private land.</p>	Additional action recommended under strategy 4.2.4 as follows: <i>(d) Investigate opportunities/locations for the provision of additional supermarket floor space generally north/west of Canning Highway. Ensure a new local planning scheme enables the development of this floor space at the locations identified.</i>
140.	Online Survey 1967980	6/06/2019			South Perth	No comments provided.	No response required.	
141.	Online Survey 1967886	6/06/2019			South Perth	<p><u>Population and housing – Strategies 4.1.1, 4.1.2, 4.5.1</u></p> <ul style="list-style-type: none"> <li>Supportive of higher density in Activity Centres but not along urban corridors. Urban corridors have few businesses and no points of natural congregation, are dangerous and noisy. Increasing density on urban corridors will lead to the slums of the future.</li> <li>Transitions from high density on Canning Highway to existing low density will ruin the harmonious streetscape.</li> <li>Supportive of incentivising higher density but dual density criteria need to be clearly spelled out.</li> </ul> <p><u>Activity centres and employment – Strategy</u></p> <ul style="list-style-type: none"> <li>Review arrangement for Royal Perth Golf Course that is prime land that generates no revenue for the City.</li> </ul> <p><u>Transport and access – Strategy 4.3.2</u></p> <ul style="list-style-type: none"> <li>Development on urban corridors that have</li> </ul>	<p><u>Population and housing</u></p> <p>The current policy direction of the State Government is to direct the majority of growth in established areas towards activity centres and along urban corridors. The Strategy promotes growth in activity centres over urban corridors however directs growth to both as they have the greatest access to transport infrastructure and services. The residential character of areas nearby to Canning Highway were reviewed at a broad, high-level as part of the ‘Canning Highway Residential Density and Built Form Study’. A recommendation of the Canning Highway Study was to prepare character studies and detailed design guidelines for each of the ‘places’. Investigations at this detailed level have not yet been undertaken for Places 3, 4 &amp; 5 (Area 5 of the Managed Growth Strategy). The principles outlined in strategy 4.1.1(g) are intended to inform this future study to ensure any changes to built-form controls in Places 3, 4 &amp; 5 respect existing streetscapes.</p> <p>Transitions from higher density to lower density is required to mitigate the impact of new developments on existing residential areas. As such an additional action is recommended to be included under strategy 4.1.1 to address this matter.</p> <p>Comment noted. Action 4.1.2(a) seeks to undertake a review of the dual density coding system, in recognition that the current system is overly complex and does not align to the principles and strategic objectives of the Strategy. Additionally, a modification is recommended to this action to make clear the intent to remove dual density coding, where</p>	Additional action recommended to be included under 4.1.1 as follows: <i>(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 appropriately managed built-form transition between high/medium density and lower</i>

						<p>restricted access will turn the side streets into noisy, congested areas detracting from quality of life.</p> <p><u>Environment and sustainability – Strategy 4.4.2</u></p> <ul style="list-style-type: none"> <li>How higher sustainability ratings be incentivised?</li> <li>Higher density developments usually do not have great environmental credentials.</li> </ul> <p><u>Heritage, character and design – Strategy 4.5.2</u></p> <ul style="list-style-type: none"> <li>There is a decreasing stock of early-to-mid 20<sup>th</sup> century character houses that should be retained. Incentivise the protection and upgrade of these buildings.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.1</u></p> <ul style="list-style-type: none"> <li>Integration of community facilities with residential development is desirable.</li> </ul> <p><u>Tourism and entertainment – Strategy 4.7.2</u></p> <ul style="list-style-type: none"> <li>Unregulated short-term accommodation should not be supported.</li> <li>Unclear whether lack of tourist accommodation facilities has been identified.</li> </ul>	<p>appropriate.</p> <p><u>Activity centres and employment</u></p> <p>The leasing arrangements for Royal Perth Golf Club are outside the scope of the Strategy. The golf course is reserved for ‘Parks and Recreation’ under the MRS, which cannot be modified by the Strategy.</p> <p><u>Transport and access</u></p> <p>Action 4.3.2 seeks to ensure strategies that accommodate growth adjacent to the regional road network are supported by access strategies that rationalise direct access to these roads. Although this will likely generate more traffic on those streets that connect to the regional roads this does not necessarily mean they will become congested or noisy. Notwithstanding, these issues will be considered in more details as part of preparation of detailed plans for the area.</p> <p><u>Environment and sustainability</u></p> <p>Strategy 4.4.2 seeks to incentivise the development of buildings with higher standards of environmental sustainability. This could be achieved by offering greater development potential in return for a higher rating. Density is not necessary linked to environmental credentials as any building can be designed well and be of a high environmental rating. Strategy 4.4.2 will seek to ensure that all new buildings, regardless of height or density, achieve a higher standard of environmental sustainability.</p> <p><u>Heritage, character and design</u></p> <p>Protection of buildings can only be provided if they are included on the City’s Heritage List, either as an individual site or as part of a heritage area. Single Houses (dwellings) that are not contained in the City’s Heritage List can be demolished without the need to obtain planning approval. Actions under strategy 4.5.2 seeks to review the Heritage List with the aim to identify and protect any areas/precincts identified as being worthy of heritage protection.</p> <p><u>Public open space and community facilities</u></p> <p>Action 4.6.1(a) seeks to 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. In addition, the City in in the process of developing a Strategic Community Recreation Facilities Plan which will identify the types of community facilities required and the areas which they are most needed.</p> <p><u>Tourism and entertainment</u></p> <p>Strategy 4.7.2 seeks to prepare a local planning policy that defines clearly the range of short-term accommodation options that may be appropriate for particular areas. This action is intended to ensure that the City’s planning framework does not suppress tourism, entertainment and economic growth, while recognising that the growth should be at an appropriate scale and in appropriate locations.</p>	<p><i>density area.</i></p> <p>Modification recommended to action 4.1.2(a) to modify the first sentence to read as follows:  <i>(a) Undertake a progressive review of the dual density coding system with the intent to remove dual density coding where appropriate.</i></p>
142.	Online Survey 1968086	6/06/2019			South Perth	<p><u>Transport and access – Strategy 4.3.4</u></p> <ul style="list-style-type: none"> <li>City is well serviced by public transport and pedestrian/cycle connections. Ferry service should be expanded in the short term as the railway station is not a likely future development. The City should advocate for a new station.</li> </ul> <p><u>Environment and sustainability – Strategy 4.5.1</u></p> <ul style="list-style-type: none"> <li>Taller buildings should be encouraged as they provided more opportunities for open spaces, mid-block connections and pocket parks. Developments of smaller townhouses result in no vegetation or trees.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.3</u></p> <ul style="list-style-type: none"> <li>Foreshore areas should be better utilised with</li> </ul>	<p><u>Transport and access</u></p> <p>Comment noted. This is supported by strategy 4.3.4 that seeks to increase the mode-share of active transport, and in particular actions 4.3.4(a) and (b) that seek to advocate for improved ferry connections and a new heavy rail station at South Perth.</p> <p><u>Environment and sustainability</u></p> <p>The Strategy does not make recommendations in respect to built-form, this is considered at the detailed planning stage, such as through the preparation of activity centre plans. Notwithstanding, strategy 4.5.1 seeks to embed the principles of State Planning Policy 7 – Design of the Built environment into the City’s Design Review Panel and within activity centre plans, the Scheme and local planning policies to improve overall levels of design quality. This will lead to improved design of development, more open space and increased tree canopy cover.</p> <p><u>Public open space and community facilities</u></p> <p>Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the South Perth Foreshore Strategy and Management Plan, and other plans. A future additional ferry pier and upgraded jetty is listed as a future consideration subject to Department of</p>	

						<p>an additional ferry pier and more events. Greater utilisation will bring visitors to the area which brings economic benefits.</p> <p><u>Tourism and entertainment – Strategies 4.7.1, 4.7.2</u></p> <ul style="list-style-type: none"> <li>Tourism facilities (serviced apartments, hotels) around Mends Street should be encouraged.</li> </ul>	<p>Transport plans.</p> <p><u>Tourism and entertainment</u></p> <p>Comment noted. This is supported by strategies 4.7.1 and 4.7.2 and is considered further in the draft South Perth Activity Centre Plan being prepared for the area.</p>	
143.	Online Survey 1968199	6/06/2019			Como	<p><u>Population and housing – Strategy 4.2.3, 4.1.1</u></p> <ul style="list-style-type: none"> <li>More mixed use within areas of increased density.</li> <li>More moderate increases in density generally across the whole City (R30 – R50) with commercial on the ground floor.</li> <li>Supportive of incentivising development to achieve bonuses but density should be promoted over single dwellings.</li> </ul> <p><u>Activity centres and employment – Strategy 4.3.4, 4.3.5</u></p> <ul style="list-style-type: none"> <li>Greater focus on shifting away from private vehicle ownership within activity centres through encouraging rideshare (car, scooter and bicycle) within buildings.</li> </ul> <p><u>Transport and access – Strategy 4.3.3, 4.3.4</u></p> <ul style="list-style-type: none"> <li>Supportive of any initiatives that disincentivises single occupant car use such as making it preferable to cycle or catch public transport and reducing the availability of parking (especially free parking).</li> </ul> <p><u>Public open space and community facilities – Strategies 4.1.1, 4.6.2</u></p> <ul style="list-style-type: none"> <li>Would like to see more density around public open spaces to increase the utilisation of these spaces.</li> </ul>	<p><u>Population and housing</u></p> <p>Comment noted. This is supported by strategy 4.2.3 that seeks to support economic and employment growth in areas well served by transport infrastructure that supports and complements the function of the activity centres and urban corridors. Dispersing growth at medium densities is not supported. Directing the majority of growth towards key activity centres and urban corridors makes the best use of existing infrastructure. The Strategy aims to achieve this by adopting the ‘managed growth strategy’. One of the key objectives of the Strategy is to ensure housing is provided for people of all ages, family structures and incomes. The R-Codes and various local plans (such as the Canning Bridge Activity Centre Plan) contain provisions that require a diversity/mix of dwellings to be provided.</p> <p><u>Activity centres and employment</u></p> <p>Comment noted. This is supported by strategies 4.3.4 and 4.3.5 that seek to increase the mode share of active transport options and to adapt planning controls to respond to emerging technologies including vehicle and bicycle sharing platforms.</p> <p><u>Transport and access</u></p> <p>Comment noted. This is supported by strategy 4.3.4 that seeks to increase the mode share of active transport options. Additionally the management of on street parking will be considered through the development of parking management plans for individual precincts, which are a key outcome of the City’s Parking Management Strategy. An additional action is recommended to be included under strategy 4.3.3 relating to the ongoing monitoring and implementation of parking management plans for each of the managed growth areas.</p> <p><u>Public open space and community facilities</u></p> <p>Significant increases in density is not supported outside of urban corridors and activity centres due to lower levels of transport accessibility. Notwithstanding strategy 4.6.2 seeks to provide new housing opportunities in locations well connected to the public open space network.</p>	<p>Additional action recommended to be included under 4.3.3 as follows:</p> <p><i>(c) Develop and/or review Parking Management Plans for each of the managed growth strategy area outlined in Strategy 4.1.1 as necessary.</i></p>
144.	Online Survey 1968129	6/06/2019			Manning	<p><u>Population and housing – Strategy 4.3.3, 4.3.4</u></p> <ul style="list-style-type: none"> <li>Supportive of the managed growth strategy.</li> <li>Would like to see more details to demonstrate how the needs and amenity of a greater population will be maintained/improved (e.g. public transport system).</li> <li>Sufficient parking needs to be provided for residents and visitors within new developments to avoid excessive street parking.</li> </ul> <p><u>Activity centres and employment – Strategies 4.3.1, 4.3.2, 4.3.3</u></p> <ul style="list-style-type: none"> <li>Concerned that increased density around Manning Hub will lead to traffic congestion.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.3</u></p> <ul style="list-style-type: none"> <li>Growth and impact on residents is unacceptable. Developers should not be permitted to pay cash-in-lieu for the 10% POS contributions.</li> </ul>	<p><u>Population and housing</u></p> <p>The Strategy provides a high-level, principles based approach to planning in the City over a 10-15 year period. A number of actions outline the principles that will guide future land use and development. These principles include applying controls that improve design quality (refer strategy 4.5.1), ensuring built-form transition is considered (refer strategy 4.1.1(f)) and ensuring appropriate community facilities and public open space is provided in the future (refer strategy 4.6.3). Improvements to the public transport system are addressed by actions under strategy 4.3.3.</p> <p>The management of on street parking will be considered through the development of parking management plans for individual precincts, which are a key outcome of the City’s Parking Management Strategy. An additional action is recommended to be included under strategy 4.3.3 to address this matter.</p> <p><u>Activity centres and employment</u></p> <p>The Strategy aims to provide for an additional 78 dwellings within and around the Welwyn Avenue (Manning Hub) Neighbourhood Centre over the next 15 years (5-6 dwellings per year). This amount of growth is unlikely to result in significant traffic impacts.</p> <p><u>Public open space and community facilities</u></p> <p>The 10% public open space requirement only applies to subdivision of land and is not applicable to most developments. The payment of cash-in-lieu is specifically permitted by the Act.</p>	<p>Additional action recommended to be included under 4.3.3 as follows:</p> <p><i>(c) Develop and/or review Parking Management Plans for each of the managed growth strategy area outlined in Strategy 4.1.1 as necessary.</i></p>

145.	Online Survey 1948200	6/06/2019			South Perth	<p><u>Population and housing – Strategy 4.4.1</u></p> <ul style="list-style-type: none"> <li>Protection should be provided to all vegetation and trees not just those considered significant. It is common that sites are completely cleared before development.</li> </ul> <p><u>Transport and access – Strategy 4.3.4</u></p> <ul style="list-style-type: none"> <li>Not supportive of a future rail station. Sufficient convenient public transport connections to the area already.</li> </ul> <p><u>Environment and sustainability – Strategy 4.4.1</u></p> <ul style="list-style-type: none"> <li>Definition of ‘significant trees’ is too ambiguous.</li> <li>Supportive of a review of P350.5 subject to it strengthening provisions relating to tree preservation.</li> </ul> <p><u>Heritage, character and design – Strategy 4.5.3</u></p> <ul style="list-style-type: none"> <li>The Strategy fails to recognise the good sense of place/streetscape character in some areas that are included in the managed growth strategy (e.g. Rose Ave and King Edward Street). These areas should not be lost to overdevelopment.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.3</u></p> <ul style="list-style-type: none"> <li>Public open space should not be used as an easy source of land to develop. New developments should go on already developed land (e.g. South Perth Senior Citizens Centre at 53 Coode Street).</li> </ul> <p><u>Tourism and entertainment – Strategy</u></p> <ul style="list-style-type: none"> <li>City should carefully consider problems associated with short-term accommodation.</li> </ul>	<p><u>Population and housing</u></p> <p>The Strategy aims to protect significant/mature trees where possible (refer to strategy 4.4.1(b)). It is the intent of the Strategy to balance the need to allow for new development to accommodate a growing population, while also increase the extent of tree canopy in the City. Strategy 4.5.1 seeks to embed the State government ‘Design WA’ policies into the City’s planning framework. The Apartment Design Codes (forming part of the Design WA suite of document) includes provisions that aim to protect mature trees and/or provide sufficient deep-soil areas for new trees to grow.</p> <p><u>Transport and access</u></p> <p>The Perth and Peel @3.5million Transport Network Plan indicates investigations of a future rail station at South Perth. Strategy 4.3.4(b) seeks to advocate that this station is constructed. A railway station would improve network connectivity, particularly for people coming to the South Perth Activity Centre and for people making trips to locations other than the Perth CBD.</p> <p><u>Environment and sustainability</u></p> <p>Strategy 4.1.2(a) has been modified to refer to ‘mature vegetation and trees’ to clarify this point and align this statement with the tree protection measures contained in the Apartment Design Codes.</p> <p>Action 4.4.1 seeks to review local planning policy P350.05 Trees on Development Sites and Street Verges to ensure retention and/or replacement of significant vegetation on development sites.</p> <p><u>Heritage, character and design</u></p> <p>The managed growth strategy identifies those areas that may be suitable for more intense land use and density. These areas will be subject to further detailed investigations to determine if increased growth is appropriate having regard to the existing streetscape and context. This is supported by strategy 4.5.3 that seeks to ensure the planning framework identifies and protects elements of residential character.</p> <p><u>Public open space and community facilities</u></p> <p>There is no proposed reduction in the amount of public open space as part of the Strategy. Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the City’s public open space strategy and other plans.</p> <p><u>Tourism and entertainment</u></p> <p>The impacts that short-term accommodation may have on residential land uses has been considered. Strategies 4.7.1 and 4.7.2 seek to ensure that short-term accommodation is supported in appropriate locations and circumstances, such as within activity centres and in areas with high tourism value. Notwithstanding, potential impacts of short term accommodation will be considered and managed on a case-by-case basis having regard to the applicable local planning policy and Scheme provisions.</p>	Modifications recommended to actions 4.1.2(a) and 4.4.1(a) to replace the word ‘significant vegetation’ with ‘mature vegetation’.
146.	Online Survey 1968954	6/06/2019			Como	<p><u>Population and housing – Strategies 4.1.1, 4.1.2, 4.5.1</u></p> <ul style="list-style-type: none"> <li>Supportive of development along corridors (Manning Rd, Canning Highway, Henley/Canavan)</li> <li>Do not agree with high rise within ‘minor streets’ such as Clydesdale St, Philp St and Edgcombe St as this will change the area completely to an area with no character or charm.</li> <li>Concerned about application of dual coding. Would prefer to see more mandatory use of Design WA instead.</li> </ul> <p><u>Transport and access – Strategy 4.3.1, 4.3.4, 4.3.5</u></p> <ul style="list-style-type: none"> <li>Would like a ferry connection from Canning Bridge to UWA and Elizabeth Quay.</li> <li>Would like to see a shuttle bus (CAT bus) service operating within the City to connect to</li> </ul>	<p><u>Population and housing</u></p> <p>Comment noted. The managed growth strategy concentrates forecast population growth in existing activity centres and urban corridors which is in line with state government directive (see strategy 4.1.1).</p> <p>Clydesdale Street, Philp Avenue and Edgcombe Street are all located within the Canning Bridge Activity Centre which is subject to the controls contained in the Canning Bridge Activity Centre Plan. The Strategy does not propose any change to the plan but does recommended that the plans is reviewed periodically (see action 4.1.1(d)).</p> <p>The intent of the dual density it to achieve an outcome that exceeds the minimum requirements of the R-Codes, or provides outcomes that are not controlled by the R-Codes, as a trade-off for increased development potential. Action 4.1.2(a) seeks to review the dual density coding system and replace the existing dual density criteria with those that meet with the objectives of Design WA and promote better development. Additionally, a modification is recommended to this action to make clear the intent to remove dual density coding, where appropriate.</p> <p><u>Transport and access</u></p> <p>Comments relating to increased ferry services are noted. This is supported by action 4.3.4(a).</p>	<p>Modification recommended to action 4.1.2(a) to modify the first sentence to read as follows:</p> <p><i>(a) Undertake a progressive review of the dual density coding system with the intent to remove dual density coding where appropriate.</i></p> <p>Additional action recommended to be included under 4.3.4 as follows:</p>

						<p>the train station.</p> <p><u>Environment and sustainability</u></p> <ul style="list-style-type: none"> <li>• There should be consistent standards.</li> </ul> <p><u>Heritage, character and design – Strategy 4.5.1, 4.5.2</u></p> <ul style="list-style-type: none"> <li>• Design WA to be mandatory for all developments.</li> <li>• Important that the City update and review the Heritage List regularly so that the area doesn't lose its history and character.</li> </ul> <p><u>Public open space and community facilities – Strategies 4.6.1, 4.6.3</u></p> <ul style="list-style-type: none"> <li>• Retain all existing open space as natural areas not upgraded with facilities, etc.</li> <li>• Supportive of community facilities within new development subject to them not creating issues with noise.</li> </ul> <p><u>Tourism and entertainment – Strategy</u></p> <ul style="list-style-type: none"> <li>• Not supportive of short-term accommodation. The use of hotels and motels should be sufficient to address this issue.</li> </ul>	<p>Introduction of a CAT bus service is not directly considered by the Strategy although may be investigated further by a Transport, Access and Parking Strategy proposed to be developed for the City (see strategy 4.3.1 and 4.3.5). Notwithstanding, a new action is recommended to be included under strategy 4.3.4 to advocate for an expanded and more efficient bus network.</p> <p><u>Environment and sustainability</u></p> <p>All new development is required to comply with the same planning framework which includes the Scheme, local planning policies, activity centre plans and other statutory documents.</p> <p><u>Heritage, character and design</u></p> <p>Compliance with Design WA is mandatory for all developments, however at present the Design WA principles only apply to apartments. It is expected that the remainder of the R-Codes (as applicable to Single Houses and Grouped Dwellings) will be updated in due course. Notwithstanding, strategy 4.5.1 seeks to embed the principles of State Planning Policy 7 – Design of the Built Environment (also known as Design WA) into the City's Design Review Panel and within activity centre plans, the Scheme and local planning policies to improve overall levels of design quality.</p> <p>Comment noted. This is supported by strategy 4.5.2.</p> <p><u>Public open space and community facilities</u></p> <p>There are limited opportunities to provide additional open space in built up areas it is important existing open space is retained and upgraded to meet the needs of the community. Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the City's public open space strategy and other plans relating to more specific open space areas.</p> <p>Action 4.6.1(a) seeks to 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. In addition, the City is in the process of developing a Strategic Community Recreation Facilities Plan which will identify the types of community facilities required and the areas which they are most needed.</p> <p><u>Tourism and entertainment</u></p> <p>The term short-term accommodation includes uses such as motels and hotels. Strategy 4.7.2 seeks to prepare a local planning policy that clearly identifies the range of short-term accommodation appropriate to be located near existing tourism and entertainment areas.</p>	<p><i>(f) Advocate for an expansion/review of the bus network to more directly and efficiently connect prominent activity centres.'</i></p>
147.	Online Survey 1969316	7/06/2019			Como	<p><u>Population and housing – Strategy</u></p> <ul style="list-style-type: none"> <li>• Greater consideration of where the boundaries for the managed growth areas end to ensure continuity (example provided on the edge of the CBACP running along a ROW and not a street block).</li> </ul> <p><u>Transport and access – Strategy</u></p> <ul style="list-style-type: none"> <li>• Improve access on/off the freeway at Canning Bridge and Manning Road.</li> </ul> <p><u>General comments – Strategy</u></p> <ul style="list-style-type: none"> <li>• Supportive of how the Canning Bridge ACP will improve the area although am concerned how it will impact on properties adjacent to but not within the ACP area. Boundaries should run along street and not mid-block or along ROW's.</li> <li>• Heights for existing R50 areas, particularly those adjacent to the Canning Bridge ACP area should be increased to 3 storeys to align with the R-Codes.</li> </ul>	<p><u>Population and housing</u></p> <p>The boundaries of the Canning Bridge Activity Centre were heavily considered as part of the preparation of the CBACP. Modification to this boundary is therefore not considered appropriate. Notwithstanding, modifications are recommended to the managed growth strategy map to align with street blocks and public open space, where appropriate.</p> <p><u>Transport and access</u></p> <p>Action 4.3.2(a) seeks to support the development of a southbound freeway access ramp at Manning Road; which is currently under construction.</p> <p><u>General comments</u></p> <p>Transition from high/medium density to lower density needs to be considered for each managed growth area. As such, an additional action is recommended to be included under strategy 4.1.1 to address this matter.</p> <p>The Strategy does not make recommendations on heights as this is considered at the detailed planning stage. Notwithstanding, strategy 4.5.1 seeks to embed State Planning Policy 7 – Design of the Built Environment, which includes the R-Codes, within the City's Design Review Panel process, activity centre plans, local planning policies, and the Scheme. Therefore heights in accordance with the R-Codes is supported.</p>	<p>A number of modifications are proposed to align the boundaries of managed growth areas with street blocks and public open space areas. These are outlined in more detail in the Schedule of Modifications.</p> <p>Additional action recommended to be included under 4.1.1 as follows: <i>(m) Ensure development provisions within activity centre plans, local planning policies and the Scheme that address the potential impacts of</i></p>

								<i>increased density on existing buildings/streetscapes and ensure appropriately managed built-form transition between high/medium density and lower density area.</i>
148.	Online Survey 1969319	7/06/2019			Como	Comment as per submission 147 above.	Refer to comments for submission 147.	
149.	Online Survey 1969592	7/06/2019			Como	<p><u>Population and housing – Strategy 4.1.1, 4.1.2</u></p> <ul style="list-style-type: none"> <li>Supportive of the density within activity centres but there are clear failings on some of the built-form outcomes.</li> <li>Consistency required between larger developers and smaller, less resourced land owners in relation to concession (i.e. density, setbacks). Supportive of development within the existing framework but pushes for 10-12 storeys (within Preston Street) is extremely problematic.</li> <li>Dual coding should be simplified with a single code and a single set of design guidelines that encourage good design and built-form.</li> </ul> <p><u>Transport and access – Strategies 4.3.4, 4.1.1</u></p> <ul style="list-style-type: none"> <li>Not supportive of a proposed rail station at South Perth. Existing bus and ferry services are sufficient.</li> <li>Better integration of the walk between the ferry terminal and the zoo.</li> </ul> <p><u>Environment and sustainability – Strategy 4.6.3</u></p> <ul style="list-style-type: none"> <li>Protection from freeway pollution.</li> <li>Better activation of the South Perth foreshore, possibly a better artificial beach area.</li> </ul> <p><u>Heritage, character and design – Strategy 4.5.3</u></p> <ul style="list-style-type: none"> <li>Do not place too much emphasis on character when there are modern apartment and houses on the same road. Do not want to see a similar situation to that in the Victoria Park character areas that stifle development and increase build prices.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.3</u></p> <ul style="list-style-type: none"> <li>Supportive of previous progress on upgrading public spaces (BBQ’s exercise facilities, etc.).</li> <li>More oversight and transparency on the rules and concessions for developers. Community benefits are taken compared to extra development granted.</li> </ul> <p><u>Tourism and entertainment – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>The City is probably the most underdeveloped suburbs for entertainment within 6km of the City.</li> </ul>	<p><u>Population and housing</u></p> <p>The Strategy does not make recommendations in respect to built-form, this is considered at the detailed planning stage, such as through the preparation of activity centre plans. With respect to the development of such plans, the strategy recommends taking an evidence based approach to the setting of development controls (including height) that best responds to what is required to support the individual needs of each centre having regard to the location, role and function of each area, as well as overarching state planning policy. All development is required to comply with the existing planning framework. In some instances however developers or landowners apply to have the framework changed. These application are considered on their merit and may be considered if they provide a positive planning or design outcome for the community and the City generally.</p> <p>Comment noted. Action 4.1.2(a) seeks to review the dual density coding system. A modification is recommended to this action to make clear the intent to remove dual density coding, where appropriate. For those remaining dual density coded areas a set of criteria will need to be met, in addition to the R-Codes and any other applicable guiding documents, to meet a higher density code.</p> <p><u>Transport and access</u></p> <p>The Perth and Peel @3.5million Transport Network Plan indicates investigations in to a future rail station located adjacent to Richardson Park within the South Perth Activity Centre. Strategy 4.3.4(b) seeks to advocate that this station is constructed. A railway station would improve network connectivity, particularly for people coming to the South Perth Activity Centre and for people making trips to locations other than the Perth CBD. Upgrades are currently being undertaken within the Mends Street area as part of the Connect South project. This, in addition to recommendations contained within the draft South Perth Activity Centre Plan, will lead to an improved walk from the ferry to the zoo and elsewhere within the activity centre.</p> <p><u>Environment and sustainability</u></p> <p>Main Roads WA has a number of strategies in place to reduce the pollution such as water run-off, air quality, visual pollution and noise from Kwinana Freeway and other major roads. Although not addressed by the Strategy the City is supportive of these initiatives. Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the South Perth Foreshore Strategy and Management Plan and other plans for other areas of open space. Strategies within this document seek to improve the foreshore areas both socially and environmentally through upgrades and improvements.</p> <p><u>Heritage, character and design</u></p> <p>Strategy 4.5.3 seeks to ensure the planning framework identifies and protects elements of residential character. For an area to have a distinct character it is expected that a majority of the properties within the streetscape will have a similar, desirable character, and development controls will be developed to protect and enhance this character. Only areas with high quality sense of place or streetscape character will be subject to additional controls to protect character.</p> <p><u>Public open space and community facilities</u></p> <p>Comment noted. Strategy 4.6.3 seeks to improve public open spaces by supporting</p>	<p>Modification recommended to action 4.1.2(a) to modify the first sentence to read as follows:</p> <p><i>(a) Undertake a progressive review of the dual density coding system with the intent to remove dual density coding where appropriate.</i></p>

						<u>General comments – Strategy</u> <ul style="list-style-type: none"> <li>Outcomes of strategy should be tracked on City website.</li> </ul>	<p>implementation of the South Perth Foreshore Strategy and Management Plan and other plans for other areas of open space.</p> <p>Where any discretionary decision is being made, either by the City, Council or other determining body, clear justification is provided as to how the decision was made and why. The decisions are documents publically in the form of meeting minutes.</p> <p><u>Tourism and entertainment</u></p> <p>Comment noted. Best practice and responsible planning needs to respond to the forecast population growth and to ensure that this growth is managed appropriately. The City’s population is forecast to grow by 10,182 people between 2016 and 2031. It would be contrary to orderly and proper planning to not plan for this expected population growth.</p> <p><u>General comments</u></p> <p>The Planning and Development Act 2005 requires review of a Local Planning Scheme every 5 years. The Strategy will be monitored in 5-year intervals to ensure it provides an appropriate framework for the future planning of the City.</p>	
150.	Online Survey 1969693	7/06/2019			South Perth	<u>General comments – Strategy 4.1.1</u> <ul style="list-style-type: none"> <li>Supportive of the draft Local Planning Strategy and the modernisation of the planning framework to accommodation growth within the City. Supportive of the direction of growth to activity centres and urban corridors.</li> </ul>	<p><u>General comments</u></p> <p>Comment noted. This is supported by strategy 4.1.1 that seeks to implement the managed growth strategy.</p>	
151.	Online Survey 1969750	7/06/2019			Kensington	<p><u>Population and housing – Strategies 4.1.1, 4.1.2</u></p> <ul style="list-style-type: none"> <li>The Moresby Street centre shows how development above R80 and associated mixed use could be developed in areas shown on the managed growth strategy.</li> <li>Higher code (in dual density code areas) should be applied to meet WAPC targets.</li> </ul> <p><u>Activity centres and employment – Strategy 4.3.2</u></p> <ul style="list-style-type: none"> <li>Increased density needs to be supported by rear laneways, especially along Canning Highway.</li> </ul> <p><u>Transport and access – Strategy 4.3.4</u></p> <ul style="list-style-type: none"> <li>Supportive of dual lane paths for cyclist/pedestrians.</li> </ul> <p><u>Environment and sustainability – Strategy 4.3.3</u></p> <ul style="list-style-type: none"> <li>Parking and open space provisions should be relaxed where a well-designed rear laneway is provided. Open space provisions to less than 5% in commercial areas.</li> </ul> <p><u>Tourism and entertainment – Strategy 4.2.4, 4.7.2</u></p> <ul style="list-style-type: none"> <li>Relaxed provisions for bed and breakfast uses and uses such as small scale consulting rooms and offices.</li> </ul> <p><u>General comments</u></p> <ul style="list-style-type: none"> <li>Moresby Street should be shown as a Commercial centre with increased density between R50 and R80. Provisions relating to open space and car parking should be relaxed due to the small lot sizes and accessibility via laneway. A variety of land uses should be encourages.</li> <li>The main direction of the Strategy is supported.</li> </ul>	<p><u>Population and housing</u></p> <p>The commercial properties and one multiple dwelling site on Moresby Street are zoned R50 with the surrounding area zoned R15 and R20. Increases in density within the managed growth areas will be based on the forecast population growth and dwelling demand for each area.</p> <p>Each dual density area will be reviewed and the appropriate code considered having regard to the existing density and the context within the area. A modification is recommended to action 4.1.2(a) to make clear the intent to remove dual density coding, where appropriate. For any remaining dual coded areas, development at the higher code will be incentivised based upon a new set of criteria seeking to outcomes that align to the objectives of the Strategy and a number of other actions (see strategy 4.1.2(a)).</p> <p><u>Activity centres and employment</u></p> <p>Action 4.3.2(b) seeks to ensure strategies that accommodate growth adjacent to the regional road network are supported by access strategies that rationalise direct access to these roads. This may include rear laneways or incentives to encourage amalgamation so that lots not adjacent to a side street or other access point are joined with lots that are.</p> <p><u>Transport and access</u></p> <p>Comment noted. This is supported by strategy 4.3.4 in particular actions 4.3.4(c), (d) and (e) that seek to improve the cycle infrastructure throughout the City.</p> <p><u>Environment and sustainability</u></p> <p>Strategy 4.3.3 seeks to develop a ‘Transport, Access and Parking Strategy’ that considers measures to better manage parking supply and demand within new developments. The Strategy does not provide recommendations on development provisions such as open space This is considered at the detailed planning stage, such as through the preparation of activity centre plans. With respect to the development of such plans, the Strategy recommends taking an evidence based approach to the setting of development controls that best responds to what is required to support the individual needs of each centre having regard to the location, role and function of each area, as well as overarching state planning policy.</p> <p><u>Tourism and entertainment</u></p> <p>Strategy 4.7.2 recommends the preparation of a local planning policy that defines clearly the range of short-term accommodation options that may be appropriate in locations new to existing tourism features. Additionally strategy 4.2.4 seeks to promote a diversity of activity in appropriate locations such as activity centres and existing commercial areas. As part of the preparation of a new Local Planning Scheme the permitted and discretionary land uses</p>	<p>Modification recommended to action 4.1.2(a) to modify the first sentence to read as follows:</p> <p><i>(a) Undertake a progressive review of the dual density coding system with the intent to remove dual density coding where appropriate.</i></p>

							<p>will be reviewed to ensure that each zone is developed in such a way the meets the objectives of that zone. For residential area some small scale commercial uses may be considered having regard to their size, context and location.</p> <p><u>General comments</u></p> <p>Moresby Street, although having a small number of commercial properties, is considered to be a local centre. Consideration of reduction in car parking requirements and open space requirements can be considered at the development application stage. It is not considered that a separate set of development provisions is necessary for this area. The zoning of the land currently allows for a mix of different land uses, either as discretionary or permitted uses. The permissibility of uses within each zone will be considered as part of the preparation of a new local planning scheme.</p>	
152.	Online Survey 1969680	7/06/2019			South Perth	<p><u>Population and housing – Strategy</u></p> <ul style="list-style-type: none"> <li>Traffic movement is a major issue that could be reduced if provision is made for a large shopping centre within or adjacent to the Activity Centres. A growing population will see more people travelling to larger centres with a supermarket creating more traffic.</li> <li>Within the South Peth Activity Centre a major shopping centre could be located above the future train station. Examples of this type of development have occurred overseas. A similar concept could also be implemented within the Canning Bridge Activity Centre.</li> <li>Dual density coding should be limited to specific areas and not be a blanket policy.</li> <li>Areas such as Kensington and Ridge Street with an existing R15 zoning should be retained to ensure housing diversity.</li> </ul> <p><u>Activity centres and employment – Strategy 4.2.3</u></p> <ul style="list-style-type: none"> <li>An emphasis is needed on expanding retail within activity centres to reduce traffic movement.</li> </ul> <p><u>Transport and access – Strategy 4.3.1, 4.3.4</u></p> <ul style="list-style-type: none"> <li>Supportive of freeway on/off ramps at South Terrace.</li> <li>Supportive of a new heavy rail station in South Perth.</li> <li>Widen street around the South Perth Activity Centre (on ramp, Mill Point Road) to improve traffic flow.</li> </ul> <p><u>Environment and sustainability – Strategy 4.4.1</u></p> <ul style="list-style-type: none"> <li>Retaining vegetation will hinder high density. A better solution is more pocket parks and better utilisation of City land along the freeway and existing parks.</li> </ul> <p><u>Heritage, character and design – Strategies 4.5.2, 4.5.3</u></p> <ul style="list-style-type: none"> <li>Existing R15 areas would be ideal precincts to review.</li> </ul> <p><u>Public open space and community facilities</u></p> <ul style="list-style-type: none"> <li>Vibrant areas of Perth and overseas generally have no setbacks. Streetscapes with wide setbacks have less pedestrian interest and less inviting facades. In high rise areas side and street setbacks should be nil.</li> </ul>	<p><u>Population and housing</u></p> <p>The ‘Activity Centres Review’ (2017) identified a lack of supermarket floor space generally north/west of Canning Highway. An additional action has been included under strategy 4.2.4 that seeks to investigate opportunities for the provision of supermarket space and ensuring that a new local planning scheme enables its development. Comments relating to the potential to accommodate a supermarket within the South Perth Activity Centre are noted. The Draft South Perth Activity Centre Plan would allow for supermarket floor space to be developed at a number of locations.</p> <p>Action 4.1.2(a) outlines an intention to rationalise the City’s dual coding system and where dual codes remain, align the assessment criteria with a number of strategic objectives. There is no intention to apply dual density to any new areas within the City.</p> <p>Increased density is not proposed for a majority of Kensington (except any areas nearby to the Canning Highway Urban Corridor) or for along Ridge Street.</p> <p><u>Activity centres and employment</u></p> <p>Comment noted. This is supported by strategy 4.2.3 that seeks to support economic and employment growth through ensuring that the Local Planning Scheme provides for more contemporary, higher quality non-residential floor space in activity centres and at key nodes along urban corridors.</p> <p><u>Transport and access</u></p> <p>Support for a freeway on-ramp at South Terrace is noted. The City is not aware of any proposals by MRWA to investigate/provide additional freeway access in this location. The Strategy instead aims to ensure that impacts on traffic as a result of increased population are effectively managed through improvements to existing infrastructure and increasing the mode share of active transport modes (strategies 4.3.1 and 4.3.4).</p> <p>Comment noted. This is supported by action 4.3.4(b) that seeks to advocate for the development of a new heavy rail station.</p> <p>There is limited capacity to widen roads within the South Perth Activity Centre due to the area already being highly developed. The draft South Perth Activity Centre Plan however provides a number of recommendations on ways that the transport network could be incrementally modified to improve accessibility.</p> <p><u>Environment and sustainability</u></p> <p>Retention of trees within higher density areas is considered important for a number of social and environmental reasons. Retaining vegetation is considered to be the most beneficial although it is recognised that this may not always be possible, particularly within high density areas. Action 4.4.1(b) seeks to develop additional measures to encourage and incentivise the retention and/or replacement of established trees and vegetation on development sites to ensure that the urban canopy is maintained. In addition to this, provisions relating to open space and pocket parks are considered at the detailed planning stage, such as through the preparation of activity centre plans.</p> <p><u>Heritage, character and design</u></p> <p>Strategies 4.5.2 and 4.5.3 seek to review all existing areas with the intent of identifying areas of good sense of place, character or heritage value.</p> <p><u>Public open space and community facilities</u></p> <p>The Strategy does not make recommendations in respect to built-form, this is considered at</p>	<p>Additional action recommended under strategy 4.2.4 as follows:</p> <p><i>(d) Investigate opportunities/locations for the provision of additional supermarket floor space generally north/west of Canning Highway. Ensure a new local planning scheme enables the development of this floor space at the locations identified.</i></p>



						<u>Tourism and entertainment – Strategy 4.7.1, 4.7.2, 4.3.1, 4.3.3, 4.3.5</u> <ul style="list-style-type: none"> <li>Encourage more short stay accommodation uses.</li> <li>Provide more vehicle/bus set-down and pick-up areas.</li> <li>Improve pedestrian access to the foreshore adjacent to the freeway, potentially with tunnels under the freeway.</li> </ul>	the detailed planning stage, such as through the preparation of activity centre plans. With respect to the development of such plans, the strategy recommends taking an evidence based approach to the setting of development controls (including setbacks and heights) that best responds to what is required to support the individual needs of each centre having regard to the location, role and function of each area, as well as overarching state planning policy. <u>Tourism and entertainment</u> Comment noted. This is supported by strategies 4.7.1 and 4.7.2 subject to them being located within appropriate areas. The provision of vehicle pick up/drop off areas will be considered as part of the preparation of a Transport, Access and Parking Strategy’ referenced in strategies 4.3.1, 4.3.3 and 4.3.5. A number of pedestrian links already exist over the freeway to the principle shared path adjacent to the foreshore. Additional connections are not supported having regard to the existing infrastructure and the prohibitive cost of providing this infrastructure.	
153.	Online Survey 1969860	7/06/2019			South Perth	Supportive of comments made by submission 253.	Comments as per those for submission 253.	
154.	Online Survey 1969870	7/06/2019			South Perth	<u>Activity centres and employment – Strategy 4.1.1</u> <ul style="list-style-type: none"> <li>Not supportive of overdevelopment and poor planning such as that evidenced in the South Perth peninsular area.</li> </ul> <u>Transport and access – Strategy 4.3.4</u> <ul style="list-style-type: none"> <li>No justification for heavy rail station in South Perth.</li> </ul> <u>General comments</u> <ul style="list-style-type: none"> <li>Supportive of comments made by local community group (see submission 253).</li> </ul>	<u>Activity centres and employment</u> Action 4.1.1(a) seeks to support the adoption and implementation of the South Perth Activity Centre Plan which will replace the existing provisions that control development within the South Perth Activity Centre. The activity centre plan seeks to improve the quality and responsiveness of planning outcomes within the South Perth Activity Centre. <u>Transport and access</u> The Perth and Peel @3.5million Transport Network Plan indicates investigations in to a future rail station located adjacent to Richardson Park within the South Perth Activity Centre. Strategy 4.3.4(b) seeks to advocate that this station is constructed. A railway station would improve network connectivity, particularly for people coming to the South Perth Activity Centre and for people making trips to locations other than the Perth CBD. <u>General comments</u> Comments as per those for submission 253.	
155.	Online Survey 1969866	7/06/2019			Waterford	<u>Population and housing – Strategy 4.1.1, 4.1.2</u> <ul style="list-style-type: none"> <li>South Perth is a residential area and not part of the CBD. We should not be encouraging high rise, only small lot subdivisions. High rise should be kept to a minimum and contained to the highway.</li> <li>Dual zoning of R15/50 supported in areas of existing R15 that are surrounded by higher zonings (example provided of the area bounded by Mill Point Road, Angelo Street, King Edward Street and Forrest Street).</li> </ul> <u>Activity centres and employment – Strategy 4.1.1</u> <ul style="list-style-type: none"> <li>Existing areas of activity being Canning Highway, Manning Road, Preston Street, Angelo Street and Mends Street should not be changed. The City is a residential area and we should not be promoting it to part of the CBD.</li> </ul> <u>Transport and access – Strategies 4.3.1, 4.3.4, 4.3.5</u> <ul style="list-style-type: none"> <li>Not supportive of a heavy rail station in South Perth.</li> <li>Supportive of increased ferry services and expanded ferry network.</li> <li>Supportive of a CAT bus within the City.</li> <li>Not supportive of light rail/trams on existing streets with ugly wires.</li> </ul>	<u>Population and housing</u> The City’s population is forecast to grow by 10,182 people between 2016 and 2031. It would be contrary to orderly and proper planning to not plan for expected population growth. The current policy direction of the State Government is to direct the majority of growth in established areas towards activity centres and along urban corridors which is implemented through the managed growth strategy. A key objective of the strategy is to ensure housing is provided for people of all ages, family structures and incomes. Therefore a range of housing options including apartments, townhouses and single houses are encouraged. Action 4.1.2 seeks to review the coding of residential properties throughout the City to resolve any coding anomalies and ensure diversity of housing choice. It is unlikely that a dual coding will be applied to more properties given the Strategy’s intention to review the existing dual coding system (see action 4.1.2(a)) however increases to density may be considered if appropriate for the area. <u>Activity centres and employment</u> The Managed Growth Strategy demonstrates that the majority of growth in the City can and should be accommodated within and around activity centres and along urban corridors. The locations outlined in the managed growth strategy are considered to constitute the City’s key activity centres and urban corridors. The South Perth Activity Centre plan takes an evidence based approach to the establishment of development controls. <u>Transport and access</u> The Perth and Peel @3.5million Transport Network Plan indicates investigations in to a future rail station located adjacent to Richardson Park within the South Perth Activity Centre. Strategy 4.3.4(b) seeks to advocate that this station is constructed. A railway station would improve network connectivity, particularly for people coming to the South Perth Activity Centre and for people making trips to locations other than the Perth CBD.	Additional action recommended to be included under 4.3.4 as follows: <i>(f) Advocate for an expansion/review of the bus network to more directly and efficiently connect prominent activity centres.’</i>  Actions 4.1.2(a) and 4.4.1(a) recommended to be modified to refer to ‘mature vegetation and trees’ to clarify this point and align this statement with the tree protection measures contained in the Apartment Design Codes.

						<p><u>Environment and sustainability – Strategies 4.1.2, 4.2.3, 4.4.1, 4.5.1</u></p> <ul style="list-style-type: none"> <li>Not supportive of protection of significant trees on development sites.</li> <li>Larger developments should provide greater setbacks and provide open space in these setback areas. This is supported as a community benefit over a meeting room within the development itself.</li> </ul> <p><u>Heritage, character and design – Strategy 4.5.2</u></p> <ul style="list-style-type: none"> <li>Supportive of heritage listing City owned properties. Private properties should only be heritage listed if the owner agrees. They should then receive additional development incentives to retain the heritage.</li> </ul> <p><u>Public open space and community facilities – Strategies 4.3.3, 4.3.4, 4.4.2</u></p> <ul style="list-style-type: none"> <li>Developers should contribute to all upgrades of infrastructure required in the area due to increased density (parking areas, playground, parks, etc.).</li> <li>Supportive of increase pedestrian and cycling infrastructure.</li> <li>Not supportive of any paid parking. Parking should be free and timed (1 or 2 hours) to encourage use of facilities. If residents cannot park they will go somewhere else with free parking.</li> </ul> <p><u>Tourism and entertainment – Strategies 4.6.2, 4.6.3</u></p> <ul style="list-style-type: none"> <li>Not supportive of cutting red tape in regards to public open space. Only land around public open spaces should be changed to accommodation tourism and not the open space itself.</li> <li>All public open space to be retained.</li> </ul>	<p>Increased ferry services is supported by action 4.3.4(a). Introduction of a CAT bus service is not directly considered by the Strategy although may be investigated further by a Transport, Access and Parking Strategy proposed to be developed for the City (see strategy 4.3.1 and 4.3.5). Additionally, a new action is recommended to be included under strategy 4.3.4 to advocate for an expanded and more efficient bus network. The City is unaware of any current proposal by the State government to explore development of a light-rail network.</p> <p><u>Environment and sustainability</u></p> <p>Actions 4.4.1(a) and (b) seek to encourage and incentivise the retention and/or replacement of established trees and vegetation on development sites through review of local planning policy. The City’s Urban Forest Strategy outlines the importance of maintaining (and growing) the level of tree canopy throughout the City. Additionally, actions 4.1.2(a) and 4.4.1(a) are recommended to be modified to refer to ‘mature vegetation and trees’ rather than ‘significant’ to clarify this point and align this statement with the tree protection measures contained in the Apartment Design Codes.</p> <p>The Strategy includes several strategies and actions to ensure that redevelopment is of a high quality, provides adequate space and landscaping around buildings, and is responsive to its surrounds (see strategy 4.1.2, 4.2.3, 4.4.1, 4.5.1).</p> <p><u>Heritage, character and design</u></p> <p>The Heritage regulations allow for any person to nominate any place or property to be included on the Heritage List. The City is then obligated to consider all nominated places and determine if the place has heritage value worthy of retention, having regard to submissions received during a required advertising period. This process is taken periodically as part of a review of the Heritage List and Heritage Inventory (see strategy 4.5.2). For those places included on the Heritage List a local planning policy provides guidance on grants for property owners to repair and maintain heritage properties.</p> <p><u>Public open space and community facilities</u></p> <p>State Planning Policy 3.6 – Developer contributions for infrastructure (SSP3.6) establishes a range of principles for the preparation of developer contribution plans. This includes establishing a ‘need and nexus’ between a growth in demand and need for infrastructure upgrades. In infill settings, where pre-existing demand for infrastructure exists, it is difficult to attribute ‘need’ and clearly provide a ‘nexus’ to a growing population. This is particularly the case where land is fragmented and developed over a long time-horizon; where predicting need and distributing costs across development is difficult. It is also unequitable in situations where certain infill areas are subject to a developer contribution plans, but other growth areas (which also contribute to the need for infrastructure) are not. The Strategy takes the approach that incentivising new development, by offering voluntary community benefits in return for additional development potential is a more preferable approach.</p> <p>Comment noted. This is supported by actions 4.3.4(c), (d) and (e). The management of on street parking will be considered through the development of parking management plans for individual precincts, which are a key outcome of the City’s Parking Management Strategy. An additional action is recommended to be included under strategy 4.3.3 relating to the ongoing monitoring and implementation of parking management plans for each of the managed growth areas.</p> <p><u>Tourism and entertainment</u></p> <p>There is no proposed reduction in the amount of public open space as part of the Strategy. Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the City’s public open space strategy and other plans. Increased housing and accommodation choices around public open space is supported by strategy 4.6.2.</p>	
156.	Online Survey 1969909	7/06/2019			Waterford	Comments provided same as submission 155 above.	Comments as per those for submission 155.	
157.	Online	8/06/2019			Como	<u>Population and housing – Strategy 4.1.1</u>	<u>Population and housing</u>	

	Survey 1970215					<ul style="list-style-type: none"> <li>The City needs to stop accommodating individuals who wish to prevent increased density near their properties. This is stalling initiatives towards a more sustainable built environment.</li> <li>Specific ‘case studies’ should be provided to support the Strategy.</li> </ul> <p><u>Activity centres and employment – Strategy 4.1.2</u></p> <ul style="list-style-type: none"> <li>Supportive of adaptive buildings that allow for changes in use (residential to office/shop) based on market demands.</li> </ul> <p><u>Transport and access – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>More emphasis required on the fundamental requirement for improved public transport; more passengers. An example of this problem is the Canning Highway vision (Amendment No. 57) that started of progressive and became minimalist and timid after consultation.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.1</u></p> <ul style="list-style-type: none"> <li>Hesitant to support a future aquatic facility due to recent spending on other infrastructure projects (Manning Hub and Ernest Johnston Oval). Would prefer to see more small scale projects on existing open space areas that do not currently receive adequate attention.</li> </ul> <p><u>Tourism and entertainment – Strategy</u></p> <ul style="list-style-type: none"> <li>The Strategy lacks a bold vision for the City. Examples include funding a solar panel roof for the future train station with a viewing platform to generate income, or a bridge over Labouchere Road with restaurants connecting to the Zoo.</li> </ul> <p><u>General comments – Strategy</u></p> <ul style="list-style-type: none"> <li>The Strategy is logical, feasible and admirable. It is hoped that this vision is not diminished by opposition to change that is evident within the City.</li> </ul>	<p>The City’s population is forecast to grow by 10,182 people between 2016 and 2031. It would be contrary to orderly and proper planning to not plan for expected population growth. The Strategy responds to this forecast and adopts a ‘managed growth strategy’ to demonstrate how this growth can best be accommodated having regard to access to infrastructure and services, and state policy direction. Notwithstanding, the feedback and opinions for the people who live, work and use the area is incredibly useful to help shape future growth on a local level.</p> <p>Case studies are not considered necessary to support the Strategy as the purpose of a strategy is to provide a strategic framework for planning for the future and not to give recommendations on built-form or development controls as this should be considered at the detailed planning stage, such as through the preparation of activity centre plans.</p> <p><u>Activity centres and employment</u></p> <p>Elements of adaptability are included in both the Canning Bridge Activity Centre Plan and the draft South Perth Activity Centre Plan.</p> <p><u>Transport and access</u></p> <p>It is orderly and proper planning that the Strategy responds to growth forecasts to accommodate a growing population. To ensure that growth is managed sustainably the managed growth strategy directs growth to areas with the best access to transport infrastructure which will encourage the use of active transport, such as public transport, over other uses. The level of density increases in the managed growth area will be based on expected population growth for the area. In the case of scheme amendment No. 57 a higher density closer to the higher with less of a transition was the preferred option having consideration to the community feedback and the existing streetscape and character of the area.</p> <p><u>Public open space and community facilities</u></p> <p>An outcome of the Strategic Community Plan is to plan for recreation and aquatic facility to serve the City of South Perth’s needs. Strategy 4.6.1(b) supports this outcome by recommending the City investigate opportunities for the provision of community facilities by way of partnering with other local governments, organisations and the private sector.</p> <p><u>Tourism and entertainment</u></p> <p>The Strategy sets a framework that demonstrates how a growing population and levels of activity will be accommodated. It outlines a series of actions that specify an approach to addressing the key planning challenges likely to occur in the future. Individual projects, such as a future train station at South Perth, are products of these actions and such ideas will be developed in more detail over time.</p> <p><u>General comments</u></p> <p>Comment noted.</p>	
158.	Online Survey 1971737	8/06/2019			South Perth	<p><u>Population and housing – Strategy 4.5.1</u></p> <ul style="list-style-type: none"> <li>Transition from Canning Highway to Sandgate Street should be managed carefully to ensure appropriate amenity for residents and to ensure existing single dwellings are not impacted by overshadowing or loss of privacy.</li> <li>More strict provisions on protecting existing tree canopy.</li> </ul> <p><u>Activity centres and employment – Strategy 4.2.1</u></p> <ul style="list-style-type: none"> <li>Any expansion of non-residential floor space has to not create an oversupply leading to more empty tenancies.</li> </ul> <p><u>Transport and access – Strategy 4.3.4</u></p> <ul style="list-style-type: none"> <li>Supportive of a heavy rail station at South Perth.</li> <li>Priority should be on improving public</li> </ul>	<p><u>Population and housing</u></p> <p>The transition from higher density to lower density along Canning Highway and in all other managed growth areas will be considered as part of more detailed planning investigations. This is reflected in action 4.1.1(f) which specifies that future coding and built-form changes for land nearby to Canning Highway should consider how a transition between more intense development along the highway and lower density neighbourhoods will be achieved. Comment noted. This is supported by strategy 4.4.1 seeks to achieve an increase in the City’s tree canopy cover on private land through protection of existing trees and replacement of any lost trees.</p> <p><u>Activity centres and employment</u></p> <p>Increases in non-residential floor space within activity centres is considered as part of the preparation of activity centre plans. Elsewhere increases in non-residential floor space will be based on recommendations made by the Activity Centre Review (2017) into the predicted floor space and employment growth within each of the City’s neighbourhood centres and the Canning Highway Urban corridor.</p> <p><u>Transport and access</u></p>	

						<p>transport and reducing minimum onsite car parking requirements.</p> <p><u>Environment and sustainability – Strategy 4.5.1</u></p> <ul style="list-style-type: none"> <li>More education is required around environmentally sustainable design so that the community can understand the long term environmental benefit.</li> </ul> <p><u>General comments – Strategy</u></p> <ul style="list-style-type: none"> <li>Avoid public art for the sake of art. Any proposed public art should be durable, innovative without being tacky or contrived.</li> </ul>	<p>Comments noted. This is supported by action 4.3.4(b) that seeks to advocate for a heavy rail station serving the South Perth Activity Centre, and strategy 4.3.4 that seeks to achieve a progressive increase in the mode-share of active transport, such as public transport, as a means of reducing pressure on the road network. Additionally, action 4.3.3 seeks to establish appropriate vehicle parking controls, for land within activity centres in accordance with the Department of Transport’s Parking Guidelines for Activity Centres.</p> <p><u>Environment and sustainability</u></p> <p>Education of the public about environmentally sustainable design is not considered to be relevant to future planning for the City. In order to achieve more sustainable developments, the State Government recently released State Planning Policy 7 – Design of the Built Environment which includes details and information for builders, designers, local governments and the general public on what is good design and how this can be achieved. Strategy 4.5.1 seeks to imbed the principles of this document within the City’s Design Review Panel Process as well as within the local planning framework. It is expected that this will lead to more environmentally sustainable development in the future.</p> <p><u>General comments</u></p> <p>Funding and provision of public art is provided for in the relevant activity centre plan and/or local planning policy P316 – Developer Contributions for Public Art and Public Art Spaces. This includes provisions to ensure public art is appropriately durable and innovative.</p>	
159.	Online Survey 1971902	8/06/2019			South Perth	<p><u>Population and housing</u></p> <ul style="list-style-type: none"> <li>South Perth has transformed into a vertical City.</li> </ul>	<p><u>Population and housing</u></p> <p>Increased height is required in some locations, such as the South Perth Activity Centre, to accommodate the forecast population growth in the area. Increased height is not considered to be a negative if the potential impacts of the height are appropriately managed. This will be achieved through development controls contained with activity centre plans, the Scheme and local planning policies.</p>	
160.	Online Survey 1972195	8/06/2019			Waterford	<p><u>Population and housing – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>Not supportive of density on Canning Highway, particularly on the eastern side, north of South Terrace. Understanding of the rationale behind increased density in this area (proximity to public transport) but residents will have to cross the Highway to catch a bus and will likely still have a car creating more traffic issues. There will also be noise issues to new residents and overlooking impacts on existing properties. Would prefer to see more density in ‘hubs’.</li> </ul> <p><u>Activity centres and employment – Strategy 4.1.2</u></p> <ul style="list-style-type: none"> <li>Not supportive of dual density as it opens up opportunities of misrepresentation and overruling by the State Government.</li> </ul> <p><u>Transport and access – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>Increased density with limited access (on Canning Highway) will create issues for developers and impact on adjoining streets.</li> </ul> <p><u>Environment and sustainability – Strategy</u></p> <ul style="list-style-type: none"> <li>Sustainability and growth are mutually exclusive.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.1</u></p> <ul style="list-style-type: none"> <li>Developer contribution of open space should be mandatory.</li> </ul> <p><u>Tourism and entertainment – Strategy 4.6.1</u></p> <ul style="list-style-type: none"> <li>No references made to sport which should be added to this section. We need to plan for</li> </ul>	<p><u>Population and housing</u></p> <p>Directing growth towards activity centres and urban corridors is in line with state policy directive and considered appropriate given the access to infrastructure and services in such areas. It should be noted however that it is recommended that a majority of the growth is directed to activity centres and not urban corridors because of negative aspects and challenges associated with living near a regional road.</p> <p><u>Activity centres and employment</u></p> <p>Comment noted. Action 4.1.2(a) seeks to undertake a review of the dual density coding system, in recognition that the current system is overly complex and does not align to the principles and strategic objectives of the Strategy. A modification is recommended to this action to make clear the intent to remove dual density coding, where appropriate.</p> <p><u>Transport and access</u></p> <p>Whilst it is acknowledged that growth will result in more traffic, increased traffic and its impacts are not necessarily a limiting factor to development. Traffic and access was considered during the development of the Canning Highway #ShapeOurPlace project and strategies are recommended to reduce direct access to Canning Highway to help manage congestion. The impact that this would have on the existing side streets was also considered. Further detailed investigation and implementation of increased density for Canning Highway is supported by actions 4.1.1(f) and (g).</p> <p><u>Environment and sustainability</u></p> <p>Factors that control and contribute to population growth are primarily out with the control of the City. The Strategy provides a framework to accommodate forecast growth in population and activity in the most appropriate way. Notwithstanding this, increased density within areas that have good infrastructure and that are close to the CBD is considered to be more sustainable than continued urban sprawl.</p> <p><u>Public open space and community facilities</u></p> <p>State Planning Policy 3.6 – Developer contributions for infrastructure (SSP3.6) establishes a range of principles for the preparation of developer contribution plans. This includes establishing a ‘need and nexus’ between a growth in demand and need for infrastructure upgrades. In infill settings, where pre-existing demand for infrastructure exists, it is difficult</p>	<p>Modification recommended to action 4.1.2(a) to modify the first sentence to read as follows:  <i>(a) Undertake a progressive review of the dual density coding system with the intent to remove dual density coding where appropriate.</i></p>

						greater number of people using sporting facilities.	to attribute ‘need’ and clearly provide a ‘nexus’ to a growing population. This is particularly the case where land is fragmented and developed over a long time-horizon; where predicting need and distributing costs across development is difficult. It is also unequitable in situations where certain infill areas are subject to a developer contribution plans, but other growth areas (which also contribute to the need for infrastructure) are not. The Strategy takes the approach that incentivising new development, by offering voluntary community benefits in return for additional development potential is a more preferable approach. <u>Tourism and entertainment</u> Strategy 4.6.1(b) seeks to 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.	
161.	Online Survey 1972698	9/06/2019			Como	<u>Heritage, character and design – Strategy 4.7.1, 4.7.2</u> <ul style="list-style-type: none"> <li>Focus more on tourists.</li> </ul> <u>General comments</u> <ul style="list-style-type: none"> <li>Strategy is progressive and reasonable. Beware of local minorities that can be ultra-conservative and try to oppose all development.</li> </ul>	<u>Heritage, character and design</u> Strategies 4.7.1 and 4.7.2 seek to support tourism uses in appropriate locations through review of local policy and the Scheme. <u>General comments</u> Comment noted. All feedback received on the Strategy, as well as on other planning projects, is valuable and given due consideration as part of the planning process.	
162.	Online Survey 1972843	9/06/2019			Waterford	<u>Population and housing – Strategy</u> <ul style="list-style-type: none"> <li>Not supportive of above R50 zoning around Waterford Plaza. There are significant social and crime issues in this area. This needs to be managed first prior to any increased zoning.</li> </ul> <u>Tourism and entertainment – Strategy 4.7.2</u> <ul style="list-style-type: none"> <li>There should continue to be strict rules for short-term accommodation as many longer term residents will not want short-term accommodation near them.</li> </ul>	<u>Population and housing</u> There are no recommendations in the Strategy to increase density above R50 around the Waterford Plaza. Some areas around Waterford Plaza are however located within the Bentley/Curtin Specialised Activity Centre Plan and may have increased density subject to more detailed investigations, having regard to the Bentley/Curtin Activity Centre Plan. This is supported by strategy 4.1.1(e). <u>Tourism and entertainment</u> Strategy 4.7.2 seeks to prepare a local planning policy that defines clearly the range of short-term accommodation options that may be appropriate for small-scale tourism. This policy will also outline what areas short-term accommodation is appropriate to be located.	
163.	Online Survey 1973111	9/06/2019			South Perth	<u>Population and housing – Strategy 4.6.3</u> <ul style="list-style-type: none"> <li>Green space will be a major problem in the future if it not considered properly now.</li> </ul> <u>General comments – Strategy 4.1.1, 4.3.1, 4.3.2, 4.3.3</u> <ul style="list-style-type: none"> <li>There should be limitations for high rise buildings in South Perth; it is not a CBD, it is a beautiful suburb with residents who want a calm, liveable environment.</li> <li>High rise will lead to issues such as increased traffic, crime and less availability to transport infrastructure.</li> </ul>	<u>Population and housing</u> It is noted that there are limited opportunities to provide additional open space in built up areas and that it is important existing open space is retained and upgraded to meet the needs of the community. Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the City’s public open space strategy and other plans relating to more specific open space areas. <u>General comments</u> The Strategy does not make recommendations in respect to built-form, this is considered at the detailed planning stage, such as through the preparation of activity centre plans. With respect to the development of such plans, the strategy recommends taking an evidence based approach to the setting of development controls (including height) that best responds to what is required to support the individual needs of each centre having regard to the location, role and function of each area, as well as overarching state planning policy. Notwithstanding, increased height is considered necessary within the South Perth Activity Centre to meet the forecast growth. Whilst it is acknowledged that growth will result in more traffic, increased traffic and its impacts are not necessarily a limiting factor to development. Notwithstanding it is important that these impacts are managed appropriately at the different stages of the planning process. Strategies 4.3.1, 4.3.2 and 4.3.3 aim to address the impact that an increased population will have on parking and traffic within the City through supporting upgrades to infrastructure, developing a ‘Transport, Access and Parking Strategy’, increasing mode-share of active transport and establishing appropriate controls for vehicle parking. Higher density and high rise is not directly connected to increased crime. The R-Codes, Apartment Design Guides and other planning controls adequately ensure new developments	

							consider issues such as crime and safety.	
164.	Online Survey 1973167	9/06/2019			South Perth	<p><u>Population and housing – Strategy 4.1.2</u></p> <ul style="list-style-type: none"> <li>Supportive of dual density subject to the criteria being strong. Additionally when conditions are ignored the penalties should be severe.</li> </ul> <p><u>Activity centres and employment – Strategy 4.3.3</u></p> <ul style="list-style-type: none"> <li>Do not want to see the ‘village atmosphere’ of Angelo Street lost.</li> <li>More commercial development (in Angelo Street) will need to be paired with more car bays for workers, shoppers, etc. Car parking is already at saturation point.</li> </ul> <p><u>Environment and sustainability – Strategy 4.4.1</u></p> <ul style="list-style-type: none"> <li>Supportive of protecting significant trees on existing properties and on new development sites.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.1</u></p> <ul style="list-style-type: none"> <li>Supportive of partnerships with other state/local government bodies (low risk) but have concerns about partnering with private companies which may have adverse consequences for residents and the City.</li> </ul> <p><u>Tourism and entertainment – Strategy 4.7.2</u></p> <ul style="list-style-type: none"> <li>Concerned about how tourism and entertainment uses will impact on peoples enjoyment of their homes. What is meant by ‘short-term accommodation in appropriate locations’ and will noise and anti-social behaviours be managed?</li> </ul>	<p><u>Population and housing</u></p> <p>Comment noted. It is recommended that the criteria required to achieve a higher density (as listed under action 4.1.2(a)) will be met prior to the clearance of a subdivision or issuing of a development approval. However, in response to other comments received, a modification to action 4.1.2(a) is recommended to make clear the intent to remove dual density coding, where appropriate.</p> <p><u>Activity centres and employment</u></p> <p>One of the objectives of the Strategy is to retain and enhance areas of authentic character, heritage or those with a distinct sense of place. Angelo Street Neighbourhood Centre is considered to have a strong sense of place and therefore retention and enhancement of this will be considered as part of any detailed plans or proposed changes to the area. Strategy 4.3.3 seeks to development a comprehensive parking system that considers demand, supply and management of parking. This will be achieved through development of a ‘Transport, Access and Parking Strategy’ that considers measures to better manage parking supply and demand within new developments (see action 4.3.3(a)). Additionally, the management of on street parking will be considered through the development of parking management plans for individual precincts, which are a key outcome of the City’s Parking Management Strategy. An additional action is recommended to be included under strategy 4.3.3 relating to the ongoing monitoring and implementation of parking management plans for each of the managed growth areas.</p> <p><u>Environment and sustainability</u></p> <p>Comment noted. This is supported by strategy 4.4.1 that seeks to increase the urban canopy on private lands.</p> <p><u>Public open space and community facilities</u></p> <p>Comment noted. This is supported by action 4.6.1(b). When considering partnerships the City will undertake risk analysis to minimise the potential of adverse impacts.</p> <p><u>Tourism and entertainment</u></p> <p>Strategy 4.7.2 seeks to prepare a local planning policy that defines clearly the range of short-term accommodation options that may be appropriate for small-scale tourism. This policy will outline what areas short-term accommodation is appropriate to be located, such as activity centres and areas with high tourism value, and how potential impacts from these uses can be managed.</p>	<p>Modification recommended to action 4.1.2(a) to modify the first sentence to read as follows: <i>(a) Undertake a progressive review of the dual density coding system with the intent to remove dual density coding where appropriate.</i></p> <p>Additional action recommended to be included under 4.3.3 as follows: <i>(c) Develop and/or review Parking Management Plans for each of the managed growth strategy area outlined in Strategy 4.1.1 as necessary.</i></p>
165.	Online Survey 1973374	9/06/2019			Como	No additional comments provided.	No response required.	
166.	Online Survey 1973388	9/06/2019			South Perth	<p><u>Population and housing – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>Concerned about increased zoning around Elizabeth Street and Hampden Street from R15 to R50 or higher is excessive. Zoning a broader area R25 to R40 would achieve the same outcome.</li> </ul>	<p><u>Population and housing</u></p> <p>Comment noted. The managed growth strategy indicated a potential zoning up ‘Up to R50’ for parts of Elizabeth Street and Hampden Street. The recommended density for each lot/area will be investigated further as part of more detailed studies. The transition from higher density to lower density along Canning Highway and in all other managed growth areas will be considered as part of more detailed planning investigations. This is reflected in action 4.1.1(f) which specifies that future coding and built-form changes for land nearby to Canning Highway should consider how a transition between more intense development along the highway and lower density neighbourhoods will be achieved.</p>	
167.	Online Survey 1973440	9/06/2019			Kensington	<p><u>Population and housing – Strategy 4.3.3</u></p> <ul style="list-style-type: none"> <li>Appreciative that the City is enabling growth.</li> <li>Population will increase long before the public transport system therefore the City must take into account parking facilities/availability.</li> </ul> <p><u>Transport and access – Strategy 4.3.4</u></p> <ul style="list-style-type: none"> <li>City must work with the PTA to ensure access to public transport is sufficient, particularly in</li> </ul>	<p><u>Population and housing</u></p> <p>Strategy 4.3.3 seeks to development a comprehensive parking system that considers demand, supply and management of parking. This will be achieved through development of a ‘Transport, Access and Parking Strategy’ that considers measures to better manage parking supply and demand within new developments (see action 4.3.3(a)). This strategy will have consideration to the existing as well as potential future public transport connections as part of investigations in to recommended parking rates. Additionally, the management of on street parking will be considered through the development of parking management plans for individual precincts, which are a key outcome of the City’s Parking Management</p>	<p>Additional action recommended to be included under 4.3.3 as follows: <i>(c) Develop and/or review Parking Management Plans for each of the managed growth strategy area</i></p>

					<p>Kensington.</p> <p><u>Environment and sustainability – Strategy 4.6.3</u></p> <ul style="list-style-type: none"> <li>Street trees need to be properly maintained to ensure they are attractive and do not become hazardous.</li> </ul> <p><u>General comments</u></p> <ul style="list-style-type: none"> <li>Greater considerations of residents ensuring that opinions and not completely ignored.</li> </ul>	<p>Strategy. An additional action is recommended to be included under strategy 4.3.3 relating to the ongoing monitoring and implementation of parking management plans for each of the managed growth areas.</p> <p><u>Transport and access</u></p> <p>The Strategy has a number of actions relating to improved public transport connections (see actions 4.3.4(a), (b)). To ensure this matter is addressed by the Strategy, a new action is recommended to be included under strategy 4.3.4 to advocate for an expanded and more efficient bus network.</p> <p><u>Environment and sustainability</u></p> <p>Maintenance of street trees is not within the scope of a local planning strategy. Action 4.6.3(b) does however support the implementation of the City's Public Open Space Strategy that provides guidance and recommendations on maintenance of street trees.</p> <p><u>General comments</u></p> <p>Details of outcomes from the preliminary consultation is included at Part 2, section 2.0. Recommendations from this process have been taken into consideration as part of the preparation of this Strategy. Additionally, feedback received through the formal advertising period will be considered and modifications recommended prior to consideration by Council.</p>	<p><i>outlined in Strategy 4.1.1 as necessary.</i></p> <p>Additional action recommended to be included under 4.3.4 as follows:</p> <p><i>(f) Advocate for an expansion/review of the bus network to more directly and efficiently connect prominent activity centres.'</i></p>
168.	Online Survey 1973478	9/06/2019		South Perth	<p><u>Population and housing – Strategy 4.1.1, 4.1.2</u></p> <ul style="list-style-type: none"> <li>Managed growth strategy is too focused on 25% of the City. It would be more sustainable to spread growth across a greater proportion of the City.</li> <li>Do not agree with assumptions that there is an undersupply of 1 and 2 bedroom apartments.</li> </ul> <p><u>Activity centres and employment – Strategy 4.2.3</u></p> <ul style="list-style-type: none"> <li>The City has poor representation of commercial properties. This is especially true for supermarkets and restaurants when compared to adjacent local governments. The Strategy should focus on this more, particularly within activity centres.</li> </ul> <p><u>Transport and access – Strategy 4.3.4</u></p> <ul style="list-style-type: none"> <li>Not supportive of a heavy rail station in South Perth. It is unrealistic based on proposed population levels for South Perth ACP.</li> <li>It is flawed to promote density along bus routes that may change in the future.</li> </ul> <p><u>Environment and sustainability – Strategy</u></p> <ul style="list-style-type: none"> <li>The City should be actively encouraging renewably energy within its parks and adjacent to the Swan River (PV systems and wind farms).</li> </ul> <p><u>Heritage, character and design – Strategy 4.5.2</u></p> <ul style="list-style-type: none"> <li>The City should contribute costs to retain heritage listed properties.</li> </ul> <p><u>Public open space and community facilities – Section 4.6</u></p> <ul style="list-style-type: none"> <li>Developers need to be provided with incentives that results in more open space around higher density developments.</li> </ul> <p><u>General comments</u></p> <ul style="list-style-type: none"> <li>The Strategy is too lengthy and difficult to understand. Strategy needs to have</li> </ul>	<p><u>Population and housing</u></p> <p>Directing growth towards activity centres is in line with state policy directive and considered appropriate given the access to infrastructure and services in such areas. This is supported by the managed growth strategy (see strategy 4.1.1).</p> <p>In the 'Delivering Directions 2031 Report Card' (2013), targets relating to dwelling diversity are specified. The City is below the target for single bedroom dwellings and at or above the target for 2, 3 and 4+ bedroom dwellings (see Part 2, section 5.1.4). The future planning of the City must therefore consider how to accommodate a greater proportion of smaller dwellings. This will be achieved through controls in plans for activity centres and urban corridors (strategy 4.1.1) and through review of the dual density coding system (strategy 4.1.2).</p> <p><u>Activity centres and employment</u></p> <p>Strategy 4.2.3 seeks to support economic and employment growth in areas well served by transport infrastructure that supports and complements the function of the activity centres. Increases in non-residential floor space will be recommended in line with forecasted demand as outlined in Part 2, section 5.2.4 and 5.2.5. Additionally, a new action is recommended to be included under strategy 4.2.4 that seeks to investigate opportunities/locations for the provision of additional supermarket floor space</p> <p><u>Transport and access</u></p> <p>The Perth and Peel @3.5million Transport Network Plan indicates investigations in to a future rail station located adjacent to Richardson Park within the South Perth Activity Centre. Strategy 4.3.4(b) seeks to advocate that this station is constructed. A railway station would improve network connectivity, particularly for people coming to the South Perth Activity Centre and for people making trips to locations other than the Perth CBD. Although bus routes may change in the future it is unlikely that those that provide a high-frequency service, such as along Canning Highway and the Henley/Canavan services, will change. These routes are indicated in Perth and Peel @3.5million as being 'high-priority' routes, indicating a position of the State government to commit to services on these routes into the future.</p> <p><u>Environment and sustainability</u></p> <p>Renewable energy sources and improved environmental sustainability is encouraged by the Strategy, particularly within new developments (see strategy 4.4.2). Additionally, introduction of sustainable initiatives relating to wind and solar is outlined in the South Perth Foreshore Strategy and Management Plan which is supported by action 4.6.3(b).</p> <p><u>Heritage, character and design</u></p> <p>Preservation of heritage listed buildings is governed by the Heritage of Western Australia Act and the associated regulations. Owners are able to apply for grants from the City to assist</p>	<p>Additional action recommended under strategy 4.2.4 as follows:</p> <p>(d) Investigate opportunities/locations for the provision of additional supermarket floor space generally north/west of Canning Highway. Ensure a new local planning scheme enables the development of this floor space at the locations identified.</p>

						actionable, succinct strategies based on fact with the details provided in the individual plans (ACP's, etc.).	with the upkeep of heritage listed properties as per local planning policy P313. <u>Public open space and community facilities</u> There are limited opportunities to provide additional open space in built up areas. Providing dispensation to developers is one way to ensure that additional open spaces can be located within higher density areas to ensure that the needs to the community are being met. Strategies under part 4.6 recommend planning mechanisms that will require new development to assist in providing various community benefits, public open space and civic infrastructure. <u>General comments</u> It is considered that the Strategy does provide actionable strategies based on fact and evidence as included in Part 2 of the Strategy. Efforts have been made by the City to present the information contained in the Strategy in more easily accessible ways through a summary document, online project page and community engagement.	
169.	Online Survey 1973540	9/06/2019			South Perth	<u>Population and housing – Strategy 4.1.1</u> <ul style="list-style-type: none"> <li>Proposed density in Angelo Street is too high. 3 storey high limits will affect the efficiency of solar panels on existing properties due to overshadowing. Public transport is limited to only 2 bus routes, one of which does not proceed past Coode St east.</li> <li>All heights should be limited to 2 storeys.</li> </ul> <u>Environment and sustainability – Strategy 4.4.1</u> <ul style="list-style-type: none"> <li>Owners should be entitled to remove trees on their own lots if they are large, invasive or allergenic.</li> </ul>	<u>Population and housing</u> The Strategy does not make recommendations in respect to built-form, this is considered at the detailed planning stage, such as through the preparation of activity centre plans. Notwithstanding, it should be noted that the existing height limit for much of Angelo Street is currently 3 storeys and a reduction in that building height would not be recommended. Height limits outside of activity centres and urban corridors is recommended to be generally 2 storeys as prescribed in the R-Codes. <u>Environment and sustainability</u> Retention of trees is only recommended where the tree is healthy and not listed as an invasive species or weed. Criteria for what is criteria should be considered when retaining a tree will be considered as part of the review P350.05 Trees on Development Sites and Street Verges (see action 4.4.1(a)).	
170.	Online Survey 1973592	9/06/2019			Como	<u>Population and housing – Strategy 4.1.1</u> <ul style="list-style-type: none"> <li>Greater consideration of where the boundaries for the managed growth areas end to ensure continuity (example provided on the edge of the CBACP running along a ROW and not a street block).</li> </ul> <u>Transport and access – Strategy 4.1.1</u> <ul style="list-style-type: none"> <li>Improved pick up/drop off facilities at Canning Bridge Station.</li> </ul> <u>Environment and sustainability – Strategy 4.6.3</u> <ul style="list-style-type: none"> <li>Ensure there are plenty of family friendly green spaces and possibly community gardens.</li> </ul> <u>Public open space and community facilities – Strategy 4.6.1</u> <ul style="list-style-type: none"> <li>There are always opportunities to increase public open space. More local parks will be needed in areas with proposed increases in population.</li> </ul> <u>Tourism and entertainment – Strategy 4.7.1</u> <ul style="list-style-type: none"> <li>Encourage more local events and small bars.</li> </ul>	<u>Population and housing</u> The boundaries of the Canning Bridge Activity Centre were heavily considered as part of the preparation of the CBACP. Modification to this boundary is therefore not considered appropriate. Notwithstanding, modifications are recommended to the managed growth strategy map to align with street blocks and public open space, where appropriate. <u>Transport and access</u> Parking and access was considered during the development of the Canning Bridge Activity Centre Plan. Notwithstanding, this matter is also being further considered as part of the current review of the CBACP. In accordance with the Parking Strategy, the City will also be developing a Parking Management Plan for the area, which will ensure that issues with supply, demand and management of parking is addressed. <u>Environment and sustainability</u> There are limited opportunities to provide additional open space in built up areas it is important existing open space is retained and upgraded to meet the needs of the community. Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the City's public open space strategy and other plans relating to more specific open space areas. Additionally the Public Open Space Strategy seeks to implement a community garden within McDougal Park. More community gardens may be considered as part of redevelopment and improvement plans. <u>Public open space and community facilities</u> As most of the City has been developed any additional open space would have to be either provided by developers or through purchase and rezoning of existing residential land. Open spaces on private lands may be viable for larger development and this is supported by strategy 4.6.1. It is considered at upgrading of existing open space areas is the most effective use of resources and that, in combination with future pocket parks on private land, will ensure that there is sufficient public open space in all areas of the City. <u>Tourism and entertainment</u> Comment noted. This is supported by strategy 4.7.1 which outlines that future planning controls should allow for a variety of tourism and entertainment uses in appropriate locations.	Additional action recommended to be included under 4.1.1 as follows: <i>(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 appropriately managed built-form transition between high/medium density and lower density area.</i>



171.	Online Survey 1973576	9/06/2019			South Perth	<p><u>Population and housing – Strategies 4.1.1, 4.2.1, 4.4.1, 4.5.1</u></p> <ul style="list-style-type: none"> <li>Proposed population increase in the Strategy is in excess of that provided in Perth and Peel Centre Sub-regional Framework. Insufficient justification is provided why this is the case.</li> <li>Increased population in activity centres and neighbourhood centres will impact the character, amenity, solar access and visual privacy of residential properties. It will also lead to loss of trees and increased heating/cooling costs negatively impacting on the environment and the habitat of birds.</li> </ul> <p><u>Activity centres and employment – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>Maximum height of 3 storeys within the Angelo Street centre.</li> <li>Strongly object to increase zoning or increased height limits on Waverley Street, Norfolk Street and Wattle Street.</li> </ul> <p><u>Transport and access – Strategy</u></p> <ul style="list-style-type: none"> <li>Existing location of the train line makes it difficult to access for residents.</li> <li>Predicted densities for South Perth activity centre are based on a future train station although State Government framework indicates the area as a ‘district centre without a train station’.</li> <li>Transport modelling study is required on the dwelling growth to show the impact on the City from an increased population, increased commercial activity, and the increased through traffic going through the City.</li> <li>Existing lack of parking on Waverley Street. Increased density will exacerbate this.</li> <li>The draft Strategy is designed to justify a new train station or to test levels of acceptance from the community about increase density. Either way there is a lack of evidence and supporting information about how the risks will be mitigated and how the character and amenity will be preserved.</li> </ul> <p><u>Tourism and entertainment – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>Current mixed use zoning in Labouchere Road are impacting on the zoo by removing solar access.</li> <li>Consideration should be given to an underground ‘spur line’ off the Perth-Mandurah rail line through South Perth, Como and Manning.</li> </ul> <p><u>General comments – Strategy</u></p> <ul style="list-style-type: none"> <li>South Perth activity centre is categorised as a ‘district centre’ and does not need tall buildings the same density as a ‘secondary centre’.</li> </ul>	<p><u>Population and housing</u></p> <p>It is orderly and proper planning that the Strategy responds to growth forecasts, that are based on the best and most up to date information available, and policy objectives to ensure any growth that occurs is managed appropriately. Growth figures prepared for the Strategy forecast to grow by 10,182 people between 2016 and 2031. It would be contrary to orderly and proper planning to not plan for expected population growth.</p> <p>All development has the potential to have negative impacts on the local area if not managed correctly. The R-Codes, Apartment Design Guides, Activity Centre Plans, and other controls are in place to ensure new developments minimise the impact on the amenity of adjoining sites in terms of visual privacy and solar access, as well as ensuring that the development it appropriate having regard to the existing context and character of the area. Additionally these controls include provisions to provide areas of open space and to retain or replace existing vegetation that may be lost during development. Implementation of these controls, and the adoption of activity centre plans that address the above matters is supported by a number of strategies (see strategies 4.1.1, 4.2.1, 4.4.1, 4.5.1)</p> <p><u>Activity centres and employment</u></p> <p>The Strategy does not make recommendations in respect to built-form, this is considered at the detailed planning stage, such as through the preparation of activity centre plans. With respect to the development of such plans, the strategy recommends taking an evidence based approach to the setting of development controls (including height) that best responds to what is required to support the individual needs of each centre having regard to the location, role and function of each area, as well as overarching state planning policy. It is noted that the current building height limit within Angelo Street is 3 storeys and a reduction in the height limit would not be supported.</p> <p>Waverly, Norfolk and Wattle Streets are located within the Angelo Street Neighbourhood Centre. An increased density around this centre is encouraged to support the ongoing viability of the centre and because of the access to transport infrastructure. Recommendations on increased density and/or heights on these streets will be subject to more detailed investigations.</p> <p><u>Transport and access</u></p> <p>It is noted that the location of the Mandurah railway line in the middle of the Kwinana freeway reduces accessibility. It is also noted that the rail line is permanent and will not be moved. Improvements to accessibility to stations on the rail line need to take this into consideration.</p> <p>Densities within the South Perth Activity Centre are based on detailed growth forecast modelling prepared for the area. Details in relation to this are contained in Part 2 of the draft South Perth Activity Centre Plan. Implementation of this plan is supported by action 4.1.1(a). Transport modelling and consideration of capacity will be investigated as part of the preparation of a Traffic and Access Strategy recommended to be prepared by strategies 4.3.1 and 4.3.3. Additionally, each detailed plan such as activity centre plans and local area plans will have due consideration to traffic and parking as a local level to ensure that potential impacts on traffic from proposed increases in density is managed.</p> <p>The management of on street parking will be considered through the development of parking management plans for individual precincts, which are a key outcome of the City’s Parking Management Strategy. An additional action is recommended to be included under strategy 4.3.3 relating to the ongoing monitoring and implementation of parking management plans for each of the managed growth areas.</p> <p>The Perth and Peel @3.5million Transport Network Plan indicates investigations in to a future rail station located adjacent to Richardson Park within the South Perth Activity Centre. Construction of a train station in this location has been considered as part of the construction of the Mandurah railway line in 2005. Strategy 4.3.4(b) seeks to advocate that this station is constructed. A railway station would improve network connectivity, particularly for people coming to the South Perth Activity Centre and for people making trips to locations other than the Perth CBD. Due to the location of a potential new station it is not</p>	<p>Additional action recommended to be included under 4.3.3 as follows:</p> <p><i>(c) Develop and/or review Parking Management Plans for each of the managed growth strategy area outlined in Strategy 4.1.1 as necessary.</i></p>
------	-----------------------	-----------	--	--	-------------	---	---	--

						<p>considered that there will be any long term impacts on amenity or character in the area.</p> <p><u>Tourism and entertainment</u></p> <p>Development controls within the South Perth Activity Centre are currently being reviewed. Action 4.1.1(a) supports the adoption and implementation of the South Perth Activity Centre Plan that is currently in a draft form. This plan considers the zoo and has proposed measures to ensure that overshadowing of the zoo is minimised.</p> <p>Infrastructure projects of such a scale are outside the jurisdiction of the City of South Perth. Notwithstanding the City would support any projects that would result in better public transport connectivity within the City.</p> <p><u>General comments</u></p> <p>As above, the Strategy does not make recommendations in respect to built-form, such as height. The Strategy recommends taking an evidence based approach to the setting of development controls (including height) that best responds to what is required to support the individual needs of each centre having regard to the location, role and function of each area, as well as overarching state planning policy. Additionally, the rationale for the proposed density and heights within the South Perth Activity Centre is supported by evidence contained in the draft South Perth Activity Centre Plan.</p>		
172.	Online Survey 1973629	9/06/2019			South Perth	<p><u>Population and housing – Strategy</u></p> <ul style="list-style-type: none"><li>• The Strategy looks too far into the future; Canning Highway should be the first place for growth due to its good transport connections.</li><li>• Area 9 (Angelo Street neighbourhood centre) should not extend up to Victoria Street. This area is predominantly single homes and should stay this way.</li><li>• A section of Mill Point Road from Forrest St to King Edward St is zoned R15 which is inconsistent with surrounding zonings. This should be changed to R15/50.</li><li>• Lots abutting Canning Highway should be R50 with R30 zoning behind.</li></ul> <p><u>Activity centres and employment – Strategy</u></p> <ul style="list-style-type: none"><li>• Supportive of density on Canning Highway although it requires beautification with good development and open spaces between buildings.</li><li>• Zoning within residential areas should be no greater than R50 to promote grouped dwellings. Above R50 should be in shopping precincts.</li></ul> <p><u>Transport and access – Strategy</u></p> <ul style="list-style-type: none"><li>• Not supportive of a heavy rail station in South Perth.</li><li>• Supportive of a CAT bus service throughout South Perth to get people to the Canning Bridge station</li><li>• Not supportive of paid parking as it discourages people to use facilities. Free parking for 2 hours at a minimum.</li><li>• Supportive of an expanded ferry system.</li></ul> <p><u>Environment and sustainability – Strategy</u></p> <ul style="list-style-type: none"><li>• Not supportive of keeping trees on development sites. The owner should have the right to decide the size/position of their house.</li></ul>	<p><u>Population and housing</u></p> <p>It is orderly and proper planning to have consideration to the best and most up to date forecast population growth figures. Forecasts prepared by the City provides the best estimate, using the most up-to-date information on what is likely to happen. Recognising that there is more variability in the forecast the longer it extends into the future, the Strategy takes an approach of planning for population growth over a 10-15 year period (broadly to 2031). The managed growth strategy outlines areas where the City want to direct this future population growth. One such area is Canning Highway where investigations have been already been undertaken and detailed plans prepared for the section from Douglas Avenue to Ellam Street.</p> <p>The extent of the Angelo Street Neighbourhood Centre is based loosely on a 200 metre walkable catchment as recommended by State Planning Policy 4.2. The extent of changes to density and zoning will be subject to more detailed investigations as recommended by action 4.1.1(j).</p> <p>Action 4.1.2 seeks to review the coding of residential properties throughout the City to resolve any coding anomalies and ensure diversity of housing choice. It is unlikely that a dual coding will be applied to more properties given the Strategy’s intention to review the dual density coding system (see action 4.1.2(a)) however changes to the density may be considered if considered appropriate for the area.</p> <p>The Strategy outlines that land adjacent to Canning Highway should be subject to a coding of at least R50. This is considered to be the minimum required to support the existing transport infrastructure along the highway. Additionally many of the properties adjacent to Canning Highway are zoned R80 and a reduction in density is not supported by the Strategy.</p> <p><u>Activity centres and employment</u></p> <p>Comment noted. This is supported by actions 4.1.1(f) and (g). Additionally, the Strategy includes several strategies and actions to ensure that redevelopment is of a high quality, provides adequate space and landscaping around buildings, and is responsive to its surrounds (see strategy 4.1.2, 4.2.3, 4.4.1, 4.5.1).</p> <p>The Strategy supports a diversity of housing choices and dwelling types throughout the City to ensure housing is provided for people of all ages, family structures and incomes. Notwithstanding, densities will be investigated further to ensure that</p> <p><u>Transport and access</u></p> <p>The Perth and Peel @3.5million Transport Network Plan indicates investigations in to a future rail station located adjacent to Richardson Park within the South Perth Activity Centre. Strategy 4.3.4(b) seeks to advocate that this station is constructed. A railway station would improve network connectivity, particularly for people coming to the South Perth Activity Centre and for people making trips to locations other than the Perth CBD. Introduction of a CAT bus service is not directly considered by the Strategy although may be</p>	<p>Additional action recommended to be included under 4.3.3 as follows:</p> <p><i>(c) Develop and/or review Parking Management Plans for each of the managed growth strategy area outlined in Strategy 4.1.1 as necessary.</i></p>

						<ul style="list-style-type: none"> <li>The City should be promoting green spaces between larger high rise developments where the developer should also provide public open space for the community.</li> <li>Development within 'flood plains' not supported.</li> </ul> <p><u>Heritage, character and design – Strategy</u></p> <ul style="list-style-type: none"> <li>Only supportive of heritage listing City owned properties; owners should have the rights to make the decision on heritage listing their own property.</li> <li>Not supportive of heritage listing precincts unless all owners agree.</li> <li>The City should provide incentives to retain the façade of a (heritage) building by overing incentives such as greater density.</li> </ul> <p><u>Public open space and community facilities – Strategy</u></p> <ul style="list-style-type: none"> <li>Supportive of developers contributing to infrastructure (play equipment, parking areas, upgrade of foreshore, etc.).</li> <li>All open space is precious and should be retained. Not supportive of large development on public open spaces, single storey café/kiosk would be acceptable.</li> <li>Supportive of increased zoning of existing residential properties adjacent to public open spaces.</li> </ul> <p><u>Tourism and entertainment – Strategy</u></p> <ul style="list-style-type: none"> <li>Existing tourism facilities should be protected and do not agree with cutting any red tape.</li> </ul>	<p>investigated further by a Transport, Access and Parking Strategy proposed to be developed for the City (see strategy 4.3.1 and 4.3.5).</p> <p>The management of on street parking will be considered through the development of parking management plans for individual precincts, which are a key outcome of the City's Parking Management Strategy. An additional action is recommended to be included under strategy 4.3.3 relating to the ongoing monitoring and implementation of parking management plans for each of the managed growth areas.</p> <p>Increased ferry services is supported by action 4.3.4(a).</p> <p><u>Environment and sustainability</u></p> <p>Actions 4.4.1(a) and (b) seek to encourage and incentivise the retention and/or replacement of established trees and vegetation on development sites through review of local planning policy.</p> <p>The Strategy includes several strategies and actions to ensure that redevelopment is of a high quality, provides adequate space and landscaping around buildings, and is responsive to its surrounds (see strategy 4.1.2, 4.2.3, 4.4.1, 4.5.1).</p> <p>Strategy 4.4.3 seeks to ensure that environmental externalities such as flood risk are appropriate managed through development of appropriate provisions through the Scheme and/or policies.</p> <p><u>Heritage, character and design</u></p> <p>The Heritage Regulations allow for any person to nominate any place or property to be included on the Heritage List. The City is then obligated to consider all nominated places and determine if the place has heritage value worthy of retention, having regard to submissions received during a required advertising period. This process is taken periodically as part of a review of the Heritage List and Heritage Inventory (see strategy 4.5.2). For those places included on the Heritage List a local planning policy provides guidance on grants for property owners to repair and maintain heritage properties.</p> <p><u>Public open space and community facilities</u></p> <p>Comment noted. This is supported by action 4.6.1(a)</p> <p>There is no proposed reduction in the amount of public open space as part of the Strategy. Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the South Perth Foreshore Strategy and Management Plan and other plans. Details of recommended improvement to the foreshore are included in this plan.</p> <p>Increased housing and accommodation choices around public open space is supported and recommended by strategy 4.6.2.</p> <p><u>Tourism and entertainment</u></p> <p>Strategy 4.7.2 seeks to prepare a local planning policy that defines clearly the range of short-term accommodation options that may be appropriate for particular areas. This action is intended to ensure that the City's planning framework does not suppress tourism, entertainment and economic growth, while recognising that the growth should be at an appropriate scale and in appropriate locations.</p>	
173.	Online Survey 1973633	9/06/2019			Como	<p><u>Activity centres and employment – Strategy 4.1.1, 4.2.1</u></p> <ul style="list-style-type: none"> <li>Angelo Street and Preston Street should not be changed. They are unique areas that are the heart and soul of the area and there is no need to future commercialise these areas.</li> <li>Supportive of more mixed use along Canning Highway.</li> </ul> <p><u>Environment and sustainability – Strategy 4.4.1, 4.6.3</u></p> <ul style="list-style-type: none"> <li>Protect the Swan River and local wildlife</li> <li>Plant more native trees around development sites.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.1, 4.6.3</u></p> <ul style="list-style-type: none"> <li>New open space must be provided within the</li> </ul>	<p><u>Activity centres and employment</u></p> <p>Increased activity and increased population is required to ensure the ongoing viability and function of centres. This Strategy sets the framework for how this growth should be managed including ensuring that the character and sense of place of the area is maintained. This is supported by strategies 4.1.1(j) and 4.2.1.</p> <p>Comment noted. This is supported by the managed growth strategy, in particular action 4.1.1(f) and (g).</p> <p><u>Environment and sustainability</u></p> <p>Protection of the Swan River and local wildlife is supported by strategy 4.6.3 that seeks to support the implementation of the South Perth Foreshore Strategy and Management Plan and other plans for public spaces. Management of the Swan River itself is the responsibility of the State Government. Strategy 4.4.1 seeks to achieve an increase in the City's tree canopy cover on private lands through encouraging and incentivising the retention and/or replacement of established trees and vegetation on development site. Additionally a</p>	Action 4.4.1(a) recommended to be modified as follows: <i>'(a) Review local planning policy P350.05 Trees on Development Sites and Street Verges to ensure the retention and/or replacement of mature trees on development sites and to support actions outlined in the City's Urban Forest Strategy</i>

					<p>Canning Bridge Activity Centre. It is not good enough to say there are limited opportunities for new open space. The City must find a way such as paying for land and developing the open space.</p> <p><u>General comments – Strategy 4.5.1</u></p> <ul style="list-style-type: none"> <li>All R50 coded areas should be 3 storeys as per the R-Codes (specific reference to properties in Manning on Gentilli Way and Clydesdale Street).</li> </ul>	<p>modification is recommended to action 4.4.1(a) to make ensure that relevant actions in the Urban Forest Strategy that relates to tree planting and plant species, is supported.</p> <p><u>Public open space and community facilities</u></p> <p>As the Canning Bridge Activity Centre is a developed area, any additional open space would have to be either provided by developers or through purchase and rezoning of existing residential land. Open spaces on private lands may be viable for larger development and this is supported by strategy 4.6.1. It is considered at upgrading of existing open space areas is a more effective use of resources and that this, in combination with future pocket parks on private land, will ensure that there is sufficient public open space within the area.</p> <p><u>General comments</u></p> <p>The Strategy does not make recommendations in respect to built-form, this is considered at the detailed planning stage, such as through the preparation of activity centre plans. Notwithstanding strategy 4.5.1 seeks to embed the principles of State Planning Policy 7 – Design of the Built Environment, which includes the R-Codes, into the City’s Design Review Panel and within activity centre plans, the Scheme and local planning policies to improve overall levels of design quality. The R-Codes specifies that buildings will typically be up to 3 storeys in height when the land is coded R50.</p>	<p><i>including;</i></p> <ul style="list-style-type: none"> <li><i>• A 25% increase in the number of trees on the ‘Significant Tree Register’; and,</i></li> <li><i>• Ensure private development contributes towards the goal of planting 7,500 trees within the City.</i></li> </ul>
174.	Online Survey 1973679	9/06/2019		South Perth	<p><u>Population and housing – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>Population projections are too high and do not reflect a likely future; they are based on poor underlying assumptions.</li> <li>The concept of growth being limited to 25% of the City is poorly justified.</li> </ul> <p><u>Transport and access – Strategy 4.3.3, 4.3.4</u></p> <ul style="list-style-type: none"> <li>Not supportive of a heavy rail station in South Perth. This is waste of time and resources.</li> <li>Parking strategies have been a waste of money in the past and are not needed; parking within South Perth is not an issue.</li> </ul> <p><u>Environment and sustainability – Strategy 4.4.1</u></p> <ul style="list-style-type: none"> <li>Generally supportive although it is a waste of time to attempt to manage significant trees on private lands, the focus should be on public/crown lands.</li> </ul> <p><u>Heritage, character and design – Strategy 4.5.2</u></p> <ul style="list-style-type: none"> <li>Existing heritage list is good and agree that it should be continuously reviewed. Do not need any more focus on heritage that we already have.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.1</u></p> <ul style="list-style-type: none"> <li>There is no such thing as voluntary contributions; developers will contribute because they financially gain through concessions. Contributions are not worthwhile as they have large administrative overheads and insignificant income compared to Council budget.</li> </ul> <p><u>Tourism and entertainment – Strategy 4.2.4, 4.7.2</u></p> <ul style="list-style-type: none"> <li>Not supportive (personally) of events as no interest in them.</li> </ul> <p><u>General comments – Strategy 4.1.1, 4.3.4</u></p> <ul style="list-style-type: none"> <li>Good overall except the population estimates should be reduced by 25% and remove any plans around the heavy rail station.</li> </ul>	<p><u>Population and housing</u></p> <p>It is orderly and proper planning that the Strategy responds to growth forecasts, that are based on the best and most up to date information available, and policy objectives to ensure any growth that occurs is managed appropriately. Detailed modelling undertaken for the Strategy forecasts that population in the City will grow by 10,182 people between 2016 and 2031. It would be contrary to orderly and proper planning to not plan for expected population growth. Details of how this forecast was prepared is included in Part 2, section 5.0.</p> <p>Directing growth to existing activity centres and urban corridors is in line with state policy directive and considered appropriate given the access to infrastructure and services in such areas.</p> <p><u>Transport and access</u></p> <p>The Perth and Peel @3.5million Transport Network Plan indicates investigations in to a future rail station located adjacent to Richardson Park within the South Perth Activity Centre. Strategy 4.3.4(b) seeks to advocate that this station is constructed. A railway station would improve network connectivity, particularly for people coming to the South Perth Activity Centre and for people making trips to locations other than the Perth CBD. Comment noted. Notwithstanding, the management of on street parking will be considered through the development of parking management plans for individual precincts, which is a key outcome of the City’s Parking Management Strategy. An additional action is recommended to be included under strategy 4.3.3 relating to the ongoing monitoring and implementation of parking management plans for each of the managed growth areas.</p> <p><u>Environment and sustainability</u></p> <p>Investigations as part of preparing the City’s Urban Forest Strategy have found that although there has not been and overall loss in the urban canopy of the last 30 years, loss of vegetation on private lands has been significant. To support the increased planting that has taken place on public reserves and verges strategy 4.4.1 seeks to increase the urban canopy on private lands. This strategy includes actions that incentivise the retention of mature trees and ensure sufficient area is set-aside for the planting of additional (new) trees. This will be supported by continued planting on parks and reserves.</p> <p><u>Heritage, character and design</u></p> <p>Comment noted. This is supported by action 4.5.2(a) that seeks to review the Heritage List on a regular basis in accordance with the Heritage of Western Australia Act 1990.</p> <p><u>Public open space and community facilities</u></p> <p>Voluntary contributions are considered to be an appropriate strategy to provide additional community benefits within high density areas. Although providing a contribution may be financially beneficial to the developer it will improve the funding available for community facilities and upgrades to the public realm in excess of what the City could normally provide.</p>	<p>Additional action recommended to be included under 4.3.3 as follows:</p> <p><i>(c) Develop and/or review Parking Management Plans for each of the managed growth strategy area outlined in Strategy 4.1.1 as necessary.</i></p>

						<p><u>Tourism and entertainment</u> Comment noted. Notwithstanding, the Strategy supports greater use of public places that encourage place activation, promote economic activity and contribute to the vibrancy of the area (see strategies 4.2.4 and 4.7.2).</p> <p><u>General comments</u> As detailed above, directing growth to existing activity centres and urban corridors is in line with state policy directive and considered appropriate given the access to infrastructure and services in such areas. Additionally, the Perth and Peel @3.5million Transport Network Plan indicates investigations in to a future rail station and therefore consideration must be given to this.</p>	
175.	Online Survey 1973618	9/06/2019			South Perth	<p><u>Population and housing – Strategies 4.1.2, 4.3.1, 4.3.3</u></p> <ul style="list-style-type: none"> <li>• Heights between 2 and 8 storeys to see more sky and less overshadowing.</li> <li>• All apartments should be a mix of 1, 2 and 3 bedroom apartments with every apartment should have a car (that they can rent out to another resident if they don't have a car).</li> </ul> <p><u>Transport and access – Strategy 4.3.4</u></p> <ul style="list-style-type: none"> <li>• Not supportive of a heavy rail station at South Perth. The site is in a poor location and the money should be spent somewhere else that doesn't have the transport options that South Perth does.</li> </ul> <p><u>Public open space and community facilities</u></p> <ul style="list-style-type: none"> <li>• Public art contributions should fund larger artworks and amenities for the community and not spent on poor quality artwork on individual developments.</li> </ul> <p><u>Tourism and entertainment – Strategy 4.7.2</u></p> <ul style="list-style-type: none"> <li>• There is enough short-term accommodation around the Peninsular and around Preston Street. Would be appropriate for around Curtin University and along Canning Highway.</li> </ul> <p><u>General comments – Strategy 4.1.1, 4.1.2</u></p> <ul style="list-style-type: none"> <li>• All streets affected by the strategy should be considered separately.</li> <li>• More clarity required by what the R-Codes mean and what heights they represent.</li> </ul>	<p><u>Population and housing</u> The Strategy does not make recommendations in respect to built-form, this is considered at the detailed planning stage, such as through the preparation of activity centre plans. With respect to the development of such plans, the strategy recommends taking an evidence based approach to the setting of development controls (including height) that best responds to what is required to support the individual needs of each centre having regard to the location, role and function of each area, as well as overarching state planning policy. Dwelling diversity for multiple dwellings, such as provision for a range of apartment sizes, is a control within the Canning Bridge Activity Centre Plan, the draft South Perth activity Centre Plan and within the R-Codes. This is also supported by strategy 4.1.2 that seeks to 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'.</p> <p>Strategy 4.3.3 seeks to develop a comprehensive parking system that considers demand, supply and management of parking both on street and within new developments. Additionally action 4.3.3(b) seeks appropriate vehicle parking controls, for land within activity centres in accordance with the Department of <i>Transport's Parking Guidelines for Activity Centres</i>. Parking requirements for each centre should be considered separately having regard to the existing conditions, existing access to transport infrastructure, and trends in parking generally. Reciprocal parking arrangements will be investigated further as part of the preparation of a 'Transport, Access and Parking Strategy' (see actions 4.3.1(a) and 4.3.3(a)).</p> <p><u>Transport and access</u> The Perth and Peel @3.5million Transport Network Plan indicates investigations in to a future rail station located adjacent to Richardson Park within the South Perth Activity Centre. Strategy 4.3.4(b) seeks to advocate that this station is constructed. A railway station would improve network connectivity, particularly for people coming to the South Perth Activity Centre and for people making trips to locations other than the Perth CBD.</p> <p><u>Public open space and community facilities</u> Public art is not addressed by the Strategy. Requirements to provide public art are included in local planning policy as well as within activity centre plans. These requirements are based on State Government models and represent best practice for providing public art.</p> <p><u>Tourism and entertainment</u> Strategy 4.7.2 seeks to prepare a local planning policy that defines clearly the range of short-term accommodation options that may be appropriate for particular areas. This action is intended to ensure that the City's planning framework does not suppress tourism, entertainment and economic growth, while recognising that the growth should be at an appropriate scale and in appropriate locations. The amount of short-term accommodation applications in each appropriate location will be dictated by market demand.</p> <p><u>General comments</u> As part of preparation of a new Local Planning Scheme, more detailed investigations will be undertaken prior to recommendations being made to increased density. This will include reviewing each street block and street separately, as well as within its context, to ensure that the proposed changes are appropriate. This is supported by strategy 4.1.1 and action 4.1.2(c).</p>

							Details of typical building heights for each R-Code is outlined in the list of ‘key terms used’ within the Strategy.	
176.	Online Survey 1969170	9/06/2019			South Perth	<p><u>Population and housing – Strategy 4.1.1, 4.1.2</u></p> <ul style="list-style-type: none"> <li>Understanding of the need to support higher density in South Perth although would prefer this growth is supported through granny flats or small lot subdivisions.</li> <li>Suggest that an area of Technology Park be set aside for a ‘tiny home village’ that showcases carbon neutral, sustainable and architecturally interesting small homes that appeal to students.</li> <li>The assumption that 4 or more bedroom houses are being underutilised is wrong. There are many cultures that value multi-generational living arrangements. There will always be demand for such houses in South Perth.</li> <li>Dual density support would depend on the what codes; R15/25 is very different to R40/50</li> </ul> <p><u>Activity centres and employment – Strategy 4.1.1, 4.2.1, 4.2.3, 4.3.1, 4.3.2, 4.3.3.</u></p> <ul style="list-style-type: none"> <li>Supportive of the Bentley Curtin Specialised Activity Centre with a focus on mixing residential and opportunities for employment at higher densities.</li> <li>The City needs to recognise the changes in behaviours in relation to shopping. Most shopping, including groceries, is being done online now with less people visiting shopping centres.</li> <li>Not supportive of increased density around Preston Street due to potential impacts on traffic and on the existing ‘charm’ of the area.</li> <li>Would like to see increased zoning on Labouchere Road opposite Royal Perth Golf Course.</li> <li>Angelo Street needs more eating options. There currently isn’t anything interest there and people do not consider it when looking to eat out.</li> <li>Not supportive of increased zoning on Elizabeth St, Milson St and Hensman St. This area has a tremendous sense of place and it would be ill-fitting to change in to R50.</li> </ul> <p><u>Transport and access – Strategy 4.3.4</u></p> <ul style="list-style-type: none"> <li>Supportive of heavy rail station at South Perth.</li> <li>Supportive of increased ferry services although this may be hard to justify with the small number of existing users. Suggest an additional ferry to Optus Stadium (Burswood).</li> </ul> <p><u>Environment and sustainability – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>There is significant potential to have vertical gardens of developments within the South</li> </ul>	<p><u>Population and housing</u></p> <p>Construction of granny flats and small lot subdivisions are supported by the Strategy as they provide a diversity in accommodation types to better support growth in the City. However the forecast population growth could not be supported by granny flat developments and small lot subdivisions alone. Therefore higher density is required within the City and the managed growth strategy outlines where this density should be directed.</p> <p>Technology Park is within the Bentley/Curtin Activity Centre and is mostly under ownership of the State Government. The Activity Centre Plan for this area outlines the desired future development. Implementation of this plan is supported by the Strategy (see strategy 4.1.1(e)). Notwithstanding, a new action is recommended to be included under strategy 4.1.2 that seeks to ensure that framework properly considers proposals involving a range of accommodation types, such as student, aged and independent living accommodation.</p> <p>The Strategy outlines not that existing 4 or more bedroom dwellings are being underutilised but rather that there is a high amount of them when compared to targets in the ‘Delivering Directions 301 Report card’. The Strategy therefore seeks to encourage more 1 and 2 bedroom dwellings that are currently under-represented.</p> <p>The Strategy recommends a progressive review of the dual density coding system. It is unlikely that a dual coding will be applied to more properties given the Strategy’s intention to review the dual density coding system (see action 4.1.2(a)). Additionally, modifications are recommended to action 4.1.2(a) to make clear the intent to remove dual density codes, where appropriate. For those existing dual density coded properties the recommendation is that the dual coding is removed, where appropriate, and for those remaining areas new set of criteria is developed to meet the higher density in recognition that the current system is overly complex and does not align to the principles and strategic objectives of the Strategy.</p> <p><u>Activity centres and employment</u></p> <p>Comment noted. Implementation of this plan is supported by strategy 4.1.1(e).</p> <p>Changes in shopping behaviours are noted however there will always be demand for non-residential floor space for retail, shopping, offices and entertainment uses. The Strategy therefore considers this and seeks to ensure that there is an appropriate amount of non-residential floor space to meet this demand (see strategies 4.2.1 and 4.2.3)</p> <p>Strategies 4.3.1, 4.3.2 and 4.3.3 aim to address the impact that an increased population will have on parking and traffic within the City through supporting upgrades to infrastructure, developing a ‘Transport, Access and Parking Strategy’, increasing mode-share of active transport and establishing appropriate controls for vehicle parking. Additionally, the Preston Street Neighbourhood Centre is considered to have a strong sense of place and therefore retention and enhancement of this will be considered as part of any detailed plans or proposed changes to the area.</p> <p>Labouchere Road, although considered an urban corridor under the Central Sub-regional Framework has much less access to transport infrastructure than other areas within the City. Growth was therefore directed to other areas. Should the transport infrastructure in this area increase in the future or forecast population growth figures increase Labouchere Road will be considered to accommodate future growth.</p> <p>Strategy 4.2.4 seeks to ensure the City’s planning controls support and promote a diversity of activity, including cafes and restaurants, in appropriate locations such as neighbourhood centres. Additionally, strategy 4.2.1 seeks to 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.</p> <p>Parts of Hampden Street, Elizabeth Street, Hensman Street and Renwick Street are within close proximity to the Canning Highway Urban Corridor. Increased density is considered appropriate given the access to infrastructure and services in such areas. It is however noted that this area may have character and streetscapes that are of a high amenity value</p>	<p>Additional action recommended to be included under 4.1.2 as follows:</p> <p><i>(e) Include provisions in the next local planning scheme that provide a framework the consideration of proposals involving a range of accommodation types, such as student, aged and independent living accommodation.</i></p> <p>Modification recommended to action 4.1.2(a) to modify the first sentence to read as follows:</p> <p><i>(a) Undertake a progressive review of the dual density coding system with the intent to remove dual density coding where appropriate.</i></p> <p>Additional action recommended to be included under 4.1.1 as follows:</p> <p><i>(n) Prior to the implementation of any actions that result in a change to density coding’s, for those areas depicted on the Strategy Map set out at section 6.0, undertake a streetscape and character analysis to determine the appropriateness of any future density coding.</i></p> <p>Additionally, modification recommended to the managed growth strategy map to outline areas that this new action will apply.</p>

						<p>Perth Activity Centre. These apartments will be visible from the freeway, CBD and Kings Park and it would look stunning especially for tourists.</p> <p><u>Public open space and community facilities – Strategy 4.6.1, 4.6.3</u></p> <ul style="list-style-type: none"> <li>City should work more with local schools to open up their facilities to the wider community.</li> <li>Foreshore areas need to remain as is. Supportive of recent appropriate development of the nodes along the foreshore.</li> </ul>	<p>therefore a new action is recommended to be included under strategy 4.1.1 to ensure that an analysis is undertaken prior to any changes in density.</p> <p><u>Transport and access</u> Comments noted. This is supported by actions 4.3.4(a) and (b) that seek to advocate for the expansion of the ferry network and for the development of a heavy rail station adjacent to Richardson Park.</p> <p><u>Environment and sustainability</u> Vertical landscaping requirements are included in the draft South Perth Activity Centre Plan. Vertical landscaping however should only make up part of the overall landscaping provided on the site with open spaces also provided on the ground level and on the podium. Implementation of the South Perth Activity Centre Plan is supported by strategy 4.1.1(a).</p> <p><u>Public open space and community facilities</u> Comment noted. This is supported by action 4.6.1(b). Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the South Perth Foreshore Strategy and Management Plan and other plans for public open spaces.</p>	
177.	Online Survey 1973689	10/06/2019			Karawara	<p><u>Population and housing – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>The whole of Karawara should be included in the managed growth area due to access to employment, education, transport infrastructure and leisure activities. This will also help support the growth of the Bentley Curtin Activity Centre.</li> </ul> <p><u>Transport and access – Strategy 4.3.1</u></p> <ul style="list-style-type: none"> <li>The bus (from Curtin to Canning Bridge) should go through Jackson Road to reduce the trip time.</li> </ul> <p><u>Environment and sustainability – Strategy 4.1.1, 4.6.3</u></p> <ul style="list-style-type: none"> <li>Retain existing open space / natural areas.</li> <li>Demolish old houses and develop higher density in its place.</li> </ul> <p><u>Heritage, character and design – Strategy 4.5.2</u></p> <ul style="list-style-type: none"> <li>There are not many heritage properties within the City.</li> </ul>	<p><u>Population and housing</u> Much of Karawara has lower levels of access to transport infrastructure and is therefore increased land use intensity is not proposed by the Strategy. Some areas of Karawara however, such as those close to Manning Road and within the Bentley/Curtin Activity Centre, have better accessibility and therefore increased density is proposed. The areas recommended for increased density are outlined in the managed growth strategy under strategy 4.1.1.</p> <p><u>Transport and access</u> Strategy 4.3.1 aims to prepare and adopt a ‘Transport, Access and Parking Strategy’ that will investigate opportunities to improve the road network. Perth and Peel @3.5million notes the whole of Jackson Road and Henley Street as being an ‘urban corridor’. The Department of Transport has also investigated a number of potential public transport routes connecting Curtin University to Canning Bridge, including one along Henley Street and Jackson Road. This will be investigated further in future to resolve the best route.</p> <p><u>Environment and sustainability</u> There is no proposed reduction in the amount of public open space as part of the Strategy. The Strategy recommends that growth should be accommodated within existing built up areas through increased in density. By increasing the zoning in an area it makes it more lucrative to develop, especially if the buildings on the site are old or of poor quality.</p> <p><u>Heritage, character and design</u> It is noted that the number of heritage listed properties within the City is low compared to other local governments. The Strategy recommends that the City’s Heritage List be reviewed to with the intent to identify any additional places or areas worthy of heritage retention (see strategy 4.5.2).</p>	
178.	Online Survey 1973864	10/06/2019			South Perth	<p><u>Population and housing – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>Concerned that higher density will negatively impact on the streetscape, traffic and property prices in some areas. Example provided of Elizabeth Street where increased zoning along the highway, which is manageable, extends too far away from the highway.</li> </ul> <p><u>Heritage, character and design – Strategy 4.5.3</u></p> <ul style="list-style-type: none"> <li>Streets such as Elizabeth Street should be included to maintain its historic character and streetscape.</li> </ul>	<p><u>Population and housing</u> For those areas identified under the managed growth strategy a being appropriate to accommodate future growth, detailed planning investigations will be undertaken either as part of a new Local Planning Strategy or through other means. These investigations will consider impacts of increased density on traffic and streetscape to ensure that any potential negative impacts are effectively managed. Additionally, action 4.1.1(f) and (g) relating to Canning Highway seeks to ensure that any changes to zoning will provide an appropriate transition between medium/high density development along the urban corridor and the surrounding single residential neighbourhoods. It is difficult to assess how changes to density will impact on property values as they are affected by numerous factors with only one being density and development potential. Details on this are therefore not included within the planning framework.</p> <p><u>Heritage, character and design</u> Strategy 4.5.3 seeks to ensure that the planning framework identifies and protect elements</p>	<p>Additional action recommended to be included under 4.1.1 as follows: <i>(m) Ensure development provisions within activity centre plans, local planning policies and the Scheme that address the potential impacts of increased density on existing</i></p>

							<p>of residential character through preparation of local planning policies. It is however noted that this area may have character and streetscapes that are of a high amenity value therefore a new action is recommended to be included under strategy 4.1.1 to ensure that an analysis is undertaken prior to any changes in density.</p>	<p><i>buildings/streetscapes and ensure appropriately managed built-form transition between high/medium density and lower density area.</i></p> <p>Additional action recommended to be included under 4.1.1 as follows:  <i>(n) Prior to the implementation of any actions that result in a change to density coding's, for those areas depicted on the Strategy Map set out at section 6.0, undertake a streetscape and character analysis to determine the appropriateness of any future density coding.</i>  Additionally, modification recommended to the managed growth strategy map to outline areas that this new action will apply.</p>
179.	Online Survey 1973928	10/06/2019			Manning	<p><u>Population and housing – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>The 'Telstra Site' on Manning Road (54 Manning Road, Manning) should not be included in the growth area as it is too isolated from the train station and will result in significant traffic congestion.</li> <li>Not supportive of the managed growth strategy in general due to; lack of increase in public open space to offset higher density; traffic movement not addressed, more vehicles on the same roads doesn't make sense; inadequate off-street parking requirements, one car bay is too little; and inadequate upgrade of public transport, public facilities, and public open spaces.</li> <li>Overshadowing is not adequately addressed.</li> </ul> <p><u>Activity centres and employment – Strategy 4.6.1, 4.6.3</u></p> <ul style="list-style-type: none"> <li>Open space needs to be increased with this cost being the responsibility of developers. New developments leverage off the existing open space and then overshadow it.</li> </ul> <p><u>Heritage, character and design – Strategy 4.5.1</u></p>	<p><u>Population and housing</u></p> <p>The 'Telstra' site is included within the Canning Bridge Activity Centre Plan area and has been since the plans adoption in 2016. Removal of this site from the plan is not recommended by the Strategy as this sites inclusion in the Activity Centre was considered at the detailed planning stage of the Canning Bridge Activity Centre Plan. In preparing the strategy, matters such as public open space provision, traffic and congestion, parking requirements, public transport accessibility and quality of existing infrastructure were all considered. The managed growth strategy, in combination with strategies and actions listed in Part 1, section 4.0, is considered to be the best and most appropriate way to accommodate the forecast growth expected within the City. Impacts of increased population growth on transport infrastructure and public open space is addressed by strategies and action in Part 1, section 4.3 and section 4.6 respectively. The R-Codes, Apartment Design Guides and other planning controls adequately ensure new developments minimise the impact on the amenity of adjoining sites in terms of overshadowing.</p> <p><u>Activity centres and employment</u></p> <p>There are limited opportunities to provide additional open space in built up areas it is important existing open space is retained and upgraded to meet the needs of the community. Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the City's public open space strategy and other plans relating to more specific open space areas. Additionally, strategy 4.6.1 seeks to incentivise new development to make voluntary community benefit contributions that improve local amenity, such as</p>	



						<ul style="list-style-type: none"> <li>Development proposals need to consider the holistic impact on the area.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.5.1, 4.6.1</u></p> <ul style="list-style-type: none"> <li>This strategy does not bind developers to make contributions or increase the amount of public open space; the strategy is inadequate as a result.</li> <li>The strategy does not address the detriment to existing residences.</li> </ul> <p><u>General comments – Strategy</u></p> <ul style="list-style-type: none"> <li>The strategy does not strike the right balance between growth and the needs of the existing residents. It appears to be biased towards developers and puts profits before people.</li> <li>Improvement to public transport and increased public open space needs to be made before any growth and not retrospectively.</li> </ul>	<p>provision of open spaces. Larger development sites within the South Perth Activity Centre are encouraged to provide ‘pocket parks’ to increase the amount of public open space and green spaces within the area.</p> <p><u>Heritage, character and design</u></p> <p>Consideration of the surrounding context and streetscape is required for any development application. This requirement is included in the Scheme as well as in a number of local planning policies and activity centre plans. It is also one of the key elements of good design as outlined in State Planning Policy 7 - Design of the Built Environment which the Strategy recommends is embedded into the City’s Design Review Panel and within activity centre plans, the Scheme and local planning policies to improve overall levels of design quality (see strategy 4.5.1).</p> <p><u>Public open space and community facilities</u></p> <p>State Planning Policy 3.6 – Developer contributions for infrastructure (SSP3.6) establishes a range of principles for the preparation of developer contribution plans. This includes establishing a ‘need and nexus’ between a growth in demand and need for infrastructure upgrades. In infill settings, where pre-existing demand for infrastructure exists, it is difficult to attribute ‘need’ and clearly provide a ‘nexus’ to a growing population. This is particularly the case where land is fragmented and developed over a long time-horizon; where predicting need and distributing costs across development is difficult. It is also unequitable in situations where certain infill areas are subject to a developer contribution plans, but other growth areas (which also contribute to the need for infrastructure) are not. The Strategy takes the approach that incentivising new development, by offering voluntary community benefits in return for additional development potential is a more preferable approach.</p> <p>The R-Codes, Apartment Design Guides and other planning controls are considered to be adequate to manage potential impacts on amenity from new development on existing residents.</p> <p><u>General comments</u></p> <p>Population growth is controlled by many external factors out with the control of the local government. It is orderly and proper planning that the Strategy responds to growth forecasts, that are based on the best and most up to date information available, and policy objectives to ensure any growth that occurs is managed appropriately. This will however lead to increase density for some areas in the City which will lead to changes in height and built-form.</p> <p>Public transport must have an adequate number of patrons to make each service viable. Given that the existing public transport network is sufficient for the current population, increased public transport services are connections are not likely until such time that the density is increased. As above, there are limited opportunities to provide additional open space and therefore the Strategy recommends improvement to existing open space areas and incentivising developers to make contributions to public amenity, such as public open space.</p>	
180.	Online Survey 1974079	10/06/2019			South Perth	<p><u>Population and housing – Strategy 4.1.1, 4.1.2, 4.5.1</u></p> <ul style="list-style-type: none"> <li>More ambitious density targets for urban corridors such and more incentives and flexible parameters for redevelopment especially along Canning Highway. Area is currently neglected and development is not forthcoming due to the considerable road reserve and the increasing noise/traffic that is not commensurate with expectations for low/medium density residential.</li> <li>More consistency with R-Codes Volume 2 – Apartment Design Codes.</li> <li>A more incentive based approach to achieving the higher code as opposed to impossible to</li> </ul>	<p><u>Population and housing</u></p> <p>The managed growth strategy recommends increased density along Canning Highway although higher density is preferred within activity centres and neighbourhood centres as they have more transport connections and do not have to compete with the negative impacts of a regional road. The proposed increased level of density is considered appropriate subject to it being supported by access strategies that rationalise direct access to these roads.</p> <p>Comment noted. This is supported by strategy 4.5.1 seeks to embed the principles of State Planning Policy 7 – Design of the Built Environment, which includes the R-Codes, into the City’s Design Review Panel and within activity centre plans, the Scheme and local planning policies to improve overall levels of design quality.</p> <p>Comment noted. This is supported by action 4.1.2(a) that seeks to undertake a progressive review of the dual density coding system including replacing the existing criteria required to be met to reach the higher density code. Additionally, a modification is recommended to</p>	<p>Modification recommended to action 4.1.2(a) to modify the first sentence to read as follows:</p> <p><i>(a) Undertake a progressive review of the dual density coding system with the intent to remove dual density coding where appropriate.</i></p>

						<p>meet parameters as is the approach to dual density now.</p> <p><u>Activity centres and employment – Section 4.2</u></p> <ul style="list-style-type: none"> <li>Supportive of all strategies in the theme with an emphasis on 4.2.3 as mixed use development should be encouraged along urban corridors.</li> </ul> <p><u>Transport and access – Section 4.3</u></p> <ul style="list-style-type: none"> <li>Supportive of all strategies in the theme. Particular emphasis on strategy 4.3.1 which aims to align transport with population and technological growth. This demand for infrastructure that supports future travel patterns (less reliance on private motor vehicle usage) can only be sustained with increased population.</li> </ul> <p><u>Environment and sustainability – Section 4.2</u></p> <ul style="list-style-type: none"> <li>Supportive of all strategies in the theme. Notes that strategy 4.4.2 should not duplicate or conflict with Design WA or the future content of the R-Codes.</li> </ul> <p><u>Heritage, character and design – Strategy 4.5.1, 4.5.2, 4.5.3</u></p> <ul style="list-style-type: none"> <li>Supportive of all strategies in the theme. Notes that protection of character should be based on the character itself and not linked to a density or housing form.</li> </ul> <p><u>Public open space and community facilities – Section 4.7</u></p> <ul style="list-style-type: none"> <li>Supportive of all strategies in this theme.</li> </ul> <p><u>General comments</u></p> <ul style="list-style-type: none"> <li>Broadly supportive of the strategy.</li> <li>If the City is seeking to modernise its planning framework to accommodate growth it needs to be more ambitious and seek to exceed population targets rather than simply response to the State policy requirements.</li> </ul>	<p>action 4.1.2(a) to make clear the intent to remove the dual density coding, where appropriate.</p> <p><u>Activity centres and employment</u></p> <p>Comment noted.</p> <p><u>Transport and access</u></p> <p>Comment noted.</p> <p><u>Environment and sustainability</u></p> <p>Comment noted. Strategy 4.4.2 does not seek to duplicate or conflict with Design WA but rather incentivise, through increased density or concessions, the development of buildings with higher standards of environmental sustainability.</p> <p><u>Heritage, character and design</u></p> <p>Comment noted. This is supported by strategy 4.5.2 and 4.5.3</p> <p><u>Public open space and community facilities</u></p> <p>Comment noted.</p> <p><u>General comments</u></p> <p>It is orderly and proper planning that the Strategy responds to growth forecasts, that are based on the best and most up to date information available, and policy objectives to ensure any growth that occurs is managed appropriately. When considering changes to density to support the forecast population growth safeguards are included to ensure that if growth is higher than expected then there is sufficient capacity to accommodate this growth.</p>	
181.	Online Survey 1974051	10/06/2019			Kensington	<p><u>Population and housing – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>Supportive of the managed growth strategy but finds it questionable that the largest part is being accommodation in the Canning Bridge area.</li> </ul> <p><u>General comments</u></p> <ul style="list-style-type: none"> <li>The strategy should focus on areas where people aspire to live and where the best assets are (near the foreshore, ferry and open space) and help make these areas affordable.</li> </ul>	<p><u>Population and housing</u></p> <p>Comment noted. Canning Bridge is one of the larger activity centres with a high proportion of low density residential. Therefore there are more potential sites for redevelopment and it is expected that this will lead to more increased density when compared to other centres.</p> <p><u>General comments</u></p> <p>The managed growth strategy recommends directing growth towards activity centres and urban corridors which is in line with state policy directive and considered appropriate given the access to infrastructure and services in such areas. Increasing density in areas that do not have high levels of access to transport infrastructure is not sustainable as it will lead to increased traffic and less use of active transport options. Some increases in density adjacent to public open space is supported by strategy 4.6.2 that seeks to provide new housing opportunities in locations well connected to the public open space network. Additionally a new action is recommended to be included under strategy 4.1.2 that seeks to ensure that development within each managed growth area provides diverse, accessible, adaptable and affordable housing in a variety of built-form typologies.</p>	<p>Additional action recommended to be included under 4.1.2 as follows:</p> <p><i>(d) Investigate provisions for inclusion in a new local planning framework that ensures that development within each managed growth area provides diverse, accessible, adaptable and affordable housing in a variety of built-form typologies.</i></p>
182.	Online Survey	10/06/2019			Como	<p><u>Population and housing – Strategy 4.1.1 4.3.2</u></p> <ul style="list-style-type: none"> <li>Increased density on Canning Highway will</li> </ul>	<p><u>Population and housing</u></p> <p>Increased density on Canning Highway is not expected to have a noticeable effect on traffic</p>	

	1974085					<p>increase traffic on the highway and the feeder roads. No rezoning should occur until funding has been allocated to widening Canning Highway and its supportive road network.</p> <ul style="list-style-type: none"> <li>Not supportive of Campbell Street being excluded from the managed growth strategy; in increased density is required then all areas along Canning Highway need to equally impacted.</li> <li>Not supportive of the 'Up to R20' rezoning east of Canning Highway. The existing houses contribute to the character and natural environment. Zoning increases should be limited to 1 or 2 lots outside of the 'above R50' zoning.</li> </ul> <p><u>Transport and access – Strategy 4.3.1, 4.3.2, 4.3.3</u></p> <ul style="list-style-type: none"> <li>The approval of a Farmer Jacks in Como, as well as the proposed increased density, will attract vehicles into the local road network.</li> </ul>	<p>on Canning Highway or side roads subject to the development of access strategies that rationalise direct access, as recommended by action 4.3.2(b).</p> <p>Campbell Street was excluded from the Canning Highway #ShapeOurPlace project, a study undertaken for Canning Highway and surrounding areas. The Strategy reflects the outcomes of this detailed study for the area.</p> <p>Comment noted. The Strategy suggests that increased density up to R20 may be appropriate for the area although any changes to density will be subject to more detailed investigations. Any investigations in to increased density will have consideration to the existing character of the area and the potential impacts on the natural environment.</p> <p><u>Transport and access</u></p> <p>Strategies 4.3.1, 4.3.2 and 4.3.3 aim to address the impact that an increased population will have on parking and traffic within the City through supporting upgrades to infrastructure, developing a 'Transport, Access and Parking Strategy', increasing mode-share of active transport and establishing appropriate controls for vehicle parking.</p>	
183.	Online Survey 1974249	10/06/2019			Como	<p><u>Population and housing – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>As the elderly in 'lone person households' increases, the chances that their families will move closer also increases for both aged care and child care. Therefore the need for housing is greater beyond the numbers the planning strategy forecasts.</li> </ul> <p><u>Transport and access – Strategy 4.3.4</u></p> <ul style="list-style-type: none"> <li>Supportive of increased ferry network, in particular from South Perth to UWA and Burswood. Additional suggestion of Point Fraser (East Perth) also provided.</li> </ul> <p><u>General comments – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>Create great places around natural assets (foreshore, river, open spaces) rather than around highways. A greater density should be allocated to South Perth activity centre rather than Canning Bridge activity centre.</li> </ul>	<p><u>Population and housing</u></p> <p>Best practice and responsible planning needs to respond to what the best available information says we need to plan for. The City's population is forecast to grow by 10,182 people between 2016 and 2031. This forecast was prepared having consideration to demographic data and trends as outlined in Part 2, section 5.0. It would be contrary to orderly and proper planning to not plan for expected population growth.</p> <p><u>Transport and access</u></p> <p>Comment noted. This is supported by action 4.3.4(a) that seeks to advocate for increased ferry services.</p> <p><u>General comments</u></p> <p>Proposed increases in density are based on forecast growth figures for each area. A greater increase in dwellings is forecast for the Canning Bridge Activity Centre than in the South Perth Activity Centre due to its area, existing lower density housing stock and accessibility to heavy rail.</p>	
184.	Online Survey 1974321	10/06/2019			South Perth	<p><u>Heritage, character and design – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>Retaining what may have once been a residential character should not apply to areas close to public transport facilities. Places like the South Perth foreshore and the ferry are public assets and should be activated.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.6.2</u></p> <ul style="list-style-type: none"> <li>Supportive of more housing next to open spaces as they are more suited to sustainable population growth.</li> </ul>	<p><u>Heritage, character and design</u></p> <p>Comment noted. Increase density in areas with high levels of accessibility to transport infrastructure is supported by the Strategy. Notwithstanding, it is important that as density is increased the character and feel of an area is not lost but rather enhanced through appropriate controls and improvement to the public realm.</p> <p><u>Public open space and community facilities</u></p> <p>Comment noted. This is supported by strategy 4.6.2 that seeks to provide new housing opportunities in locations well connected to the public open space network. .</p>	
185.	Online Survey 1974423	10/06/2019			Kensington	<p><u>Population and housing – Strategy 4.1.2, 4.2.3, 4.4.1, 4.5.1.</u></p> <ul style="list-style-type: none"> <li>Tree canopy is a problem with small blocks.</li> <li>Many inappropriate trees around on verges and traffic islands, and large trees under power lines.</li> </ul>	<p><u>Population and housing</u></p> <p>It is noted that providing trees on smaller blocks is more difficult as there is less open space and less deep soil areas. The Strategy therefore recommends that the forecast growth is concentrated within activity centres and that this density is provided in taller buildings allowing for more open space at the ground level and on podiums. The Strategy includes several strategies and actions to ensure that redevelopment is of a high quality, provides</p>	<p>Additional action recommended to be included under 4.3.3 as follows: (c) <i>Develop and/or review Parking</i></p>

						<p><u>Transport and access – Strategy 4.3.3, 4.3.4</u></p> <ul style="list-style-type: none"> <li>New heavy rail station will only have a small catchment due to its location.</li> <li>Parking for high density along Canning Highway has already generated disputes due to the proximity to low density and narrow streets. New development will have limited parking forcing people to park on the narrow roads.</li> </ul> <p><u>Environment and sustainability – Strategy 4.4.1</u></p> <ul style="list-style-type: none"> <li>Supportive of the concept but big trees being retained can be a problem especially on smaller lots (less than 400sqm).</li> </ul> <p><u>Heritage, character and design – Strategy</u></p> <ul style="list-style-type: none"> <li>If a private property is to be listed the owners should be consulted and have the right to object. If the heritage/preservation is strong enough the City should buy the property, heritage list it, and then resell it with the new imposed reduced value.</li> </ul>	<p>adequate space and landscaping around buildings, and is responsive to its surrounds (see strategy 4.1.2, 4.2.3, 4.4.1, 4.5.1).</p> <p>The Strategy does not address the management of street trees. This function is carried out by the City on a regular basis to ensure that trees on public places are not a danger to the public or interfering with infrastructure.</p> <p><u>Transport and access</u></p> <p>The Perth and Peel @3.5million Transport Network Plan indicates investigations in to a future rail station located adjacent to Richardson Park within the South Perth Activity Centre. Strategy 4.3.4(b) seeks to advocate that this station is constructed. A railway station would improve network connectivity, particularly for people coming to the South Perth Activity Centre and for people making trips to locations other than the Perth CBD.</p> <p>The managed growth strategy seeks accommodate the majority of forecast growth within activity centres and along urban corridors where higher levels of accessibility and services are present. This approach will encourage greater use of transport modes other than private vehicles. Further the City’s Parking Strategy advocates for the development of parking management plans in individual precincts. An additional action is recommended to be included under strategy 4.3.3 to address this matter. These parking management plans, coupled with adequate on-site parking provision, will seek to address issues with on street parking.</p> <p><u>Environment and sustainability</u></p> <p>Strategy 4.4.1 seeks to increase the urban canopy on private lands through review of local planning policy and development of provisions that encourage retention/replacement of mature vegetation. It is noted that retention of trees may not always be possible or appropriate. Guidance on when a tree should be retained will be considered as part of the review of local planning policy, having regard to the State Government framework.</p> <p><u>Heritage, character and design</u></p> <p>Where the City proposes to include a property on the Heritage List the owner of the property, as well as any other interested stakeholders, are given opportunity to make comment and/or object. Should a landowner or anyone else object to a places inclusion on the Heritage List their reasons are considered as part of the assessment process. The City may still Heritage List a property if an objection is lodged by the owner if the place is considered to be of heritage value to the community and is not required to purchase a property. This process is outlined in the Heritage Regulations.</p>	<p><i>Management Plans for each of the managed growth strategy area outlined in Strategy 4.1.1 as necessary.</i></p>
186.	Online Survey 1974521	10/06/2019			South Perth	<p><u>Population and housing – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>To ensure the strategy is relevant and practical, old areas need to be identified near a train station and ferry to implement to managed growth strategy.</li> </ul> <p><u>Transport and access – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>Encouraging density around public transport needs to be core strategy driving planning, not just one of the strategies.</li> </ul> <p><u>Heritage, character and design – Strategy 4.5.2</u></p> <ul style="list-style-type: none"> <li>Heritage should not be protected at the expense of providing density around transport infrastructure.</li> </ul>	<p><u>Population and housing</u></p> <p>All areas within high levels of accessibility to transport infrastructure such as a train station or ferry terminal are considered to appropriate for higher density. Which areas are more suitable for higher density within a walkable catchment of the transport infrastructure is considered as part of preparation of detailed plans such as activity centre plans.</p> <p><u>Transport and access</u></p> <p>The Strategy outlines ways in which the City is proposing to manage the City’s growth. This includes directing forecast growth to the most appropriate areas being those with high levels of access to transport infrastructure (see strategy 4.1.1).</p> <p><u>Heritage, character and design</u></p> <p>It is a requirement that local governments identify and protect places that are considered to be of heritage significance at a local level. Protection of those places of heritage value is important from a historical and social aspect and should not be lost to make way for increased density. Heritage properties should instead be celebrated by and, where appropriate, integrated into new developments.</p>	
187.	Online Survey 1974565	10/06/2019			Manning	<p><u>Population and housing</u></p> <ul style="list-style-type: none"> <li>Concerned about increased height and the impacts this will have on overshadowing and overlooking.</li> </ul> <p><u>Activity centres and employment – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>Disappointed with how the Canning Bridge Activity Centre Plan has progressed. Seems to</li> </ul>	<p><u>Population and housing</u></p> <p>The Strategy does not make recommendations in respect to built-form, this is considered at the detailed planning stage, such as through the preparation of activity centre plans. With respect to the development of such plans, the strategy recommends taking an evidence based approach to the setting of development controls (including height) that best responds to what is required to support the individual needs of each centre having regard to the location, role and function of each area, as well as overarching state planning policy.</p>	

						<p>be little that existing residents can do in regards to compensation when their property is overshadowed by a 4 storey development.</p> <p><u>Transport and access – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>State and local government should be purchasing blocks within Canning Bridge Activity Centre in particular those blocks that are not of much use due to the height of surrounding buildings.</li> </ul> <p><u>Heritage, character and design</u></p> <ul style="list-style-type: none"> <li>An opportunity exists for guided tours to explain why properties are of heritage value.</li> </ul> <p><u>General comments – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>The zoning along Manning Road should be ‘up to R50’ and not above R50.</li> </ul>	<p>Additionally, the R-Codes, Apartment Design Guides and other planning controls are considered to adequately ensure new developments minimise the impact on the amenity of adjoining sites in terms of visual privacy and overshadowing.</p> <p><u>Activity centres and employment</u></p> <p>The Canning Bridge Activity Centre is in a transition from low density to higher density. It is identified that this may cause some negative impacts in the short term on existing properties. A review of the Canning Bridge Activity Centre Plan is currently being undertaken to mitigate this impact and to ensure that the plan is meeting the objectives set out in the plan.</p> <p><u>Transport and access</u></p> <p>The existing development controls within the Canning Bridge Activity Centre Plan are currently being reviewed to address issues such as impacts of heights on existing properties and guidance on discretion for smaller lots that are not immediately suitable for development into taller buildings.</p> <p><u>Heritage, character and design</u></p> <p>Celebration and education on local heritage is outside of the scope of a local planning strategy.</p> <p><u>General comments</u></p> <p>The Strategy recommends that further investigations are undertaken to identify opportunities for increased density that is commensurate with the principles for transit oriented development outlined in Development Control Policy 1.6 – Planning to Support Transit Use and Transit Oriented Development (see action 4.1.1(h)). It is unlikely that this could be achieved without some development of land in the area being coded at least R50.</p>	
188.	Online Survey 1974543	10/06/2019			South Perth	<p><u>Activity centres and employment – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>Supportive of the focus on activity centres.</li> <li>Suggests that other smaller sites may be appropriate for multi-purpose uses to activate them during both day and night. Example provided of the Hensman Park Tennis Club/Hensman Pre School being redesigned to co-occupy parts of each other’s spaces.</li> </ul> <p><u>Public open space and community facilities – Strategy</u></p> <ul style="list-style-type: none"> <li>Hensman Street Pre-School are planning to expand. To facilitate long term we will need additional spaces which could be achieved shared use of the adjoining local park or with the adjoining tennis club. With clever design we feel the site can have increased employment, schooling options, community amenity as well as retaining/increasing tree cover.</li> </ul>	<p><u>Activity centres and employment</u></p> <p>Comment noted. This is supported by strategy 4.1.1 and the managed growth strategy. The function of existing community facilities is outside the scope of a local planning strategy. Notwithstanding, any initiatives that provide for increased activity in appropriate locations is supported by the Strategy.</p> <p><u>Public open space and community facilities</u></p> <p>Comment noted. The zoning of this property, as well all other properties within the City will be investigated as part of the preparation a new local planning scheme. To support this, an additional action is recommended to be included under strategy 4.2.4 that seeks to ensure that the planning framework considers proposal involving facilities of community and civic benefit/need, including but not limited to aged care facilities, hospitals, cultural facilities and child day-care centres/kindergartens.</p>	<p>Additional action recommended to be included under 4.2.4 as follows:</p> <p><i>(e) Include provisions in the next local planning scheme that provide a framework the consideration of proposals involving facilities of community and civic benefit/need, including but not limited to aged care facilities, hospitals, cultural facilities and child day-care centres/kindergartens.</i></p>
189 a.	Online Survey 1974600	10/06/2019			South Perth	<p><u>General comments – Strategy</u></p> <ul style="list-style-type: none"> <li>The Strategy seems to be a plan on how to write a Strategy; identifying those things that need to be done rather than using evidence based data to develop a plan.</li> <li>The Strategy is not evidence based due to the lack of research undertaken to elicit community needs and constraints.</li> <li>The population forecasts are unsupportable.</li> <li>The out-of-date housing needs assessment does not support any conclusions.</li> <li>The City is aiming to increase density to the ‘maximum possible’ rather than for what’s optimum for the City.</li> </ul>	<p><u>General comments</u></p> <p>The Strategy has been prepared in accordance with the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> having regard to those matters required to be addressed by the Strategy and the Local Planning Manual. These documents outline that the purpose of local planning strategy is to set out planning framework for how local governments should approach preparation of a Local Planning Strategy. It is also to provide the strategic basis for the preparation, implementation and amendments to a Local Planning Scheme. It is the Scheme, future strategies and plans that will implement the vision and direction outlined in the Strategy.</p> <p>The Strategy has been developed based on evidence as outlined in Part 2. Community needs and constraints are included within this evidence based including outcomes from the preliminary engagement.</p> <p>It is orderly and proper planning that the Strategy responds to growth forecasts, that are based on the best and most up to date information available, and policy objectives to</p>	

						<ul style="list-style-type: none"> <li>• The density and population forecasts do not follow the vision of the Strategic Community Plan.</li> <li>• The Strategy is opening planning for inconvenience in relation to traffic as claimed in the Strategy. Vehicle movements from GTA and others not included or references in the Strategy which is a cause for alarm.</li> <li>• The area of the Station Precinct is a district centre and no good data or argument is provided in the Strategy as to why it should be more.</li> <li>• Public open space is too limited to support the envisioned population.</li> <li>• A train station is not on the State Government planning horizon and cannot be used as justification in planning for density.</li> <li>• No evidence provided that high-rise is suitable for the area.</li> <li>• The Strategy is an attempt to provide something to enable the pre-written South Perth Activity Centre Plan.</li> </ul>	<p>ensure any growth that occurs is managed appropriately. Growth forecasts used as the basis for the Strategy are based on localised demographic, migration, economic and development data. The City's population is forecast to grow by 10,182 people between 2016 and 2031. It would be contrary to orderly and proper planning to not plan for expected population growth.</p> <p>Population growth is controlled by many external factors out with the control of the local government. Growth within the City is inevitable and it is imperative that the City plans for how this growth should be accommodated, and how the vision of the City can be achieved having consideration to this growth.</p> <p>The Strategy does not actively plan for inconvenience in relation to traffic but does recognise that people are more likely to whichever mode of transport is the most convenient. Additionally, vehicle movement studies and modelling will be undertaken as part of the detailed planning stage, such as through the preparation of activity centre plans. The population growth forecast for the South Perth Activity Centre as stated in the Strategy is based on detailed modelling undertaken for the area as part of preparation of the draft South Perth Activity Centre Plan. This forecast is based on local specific data and not targets provided in Perth and Peel @3.5million.</p> <p>Public open space throughout the City is generally considered sufficient to support the population as outlined in Part 2, section 5.5.2. Notwithstanding, it is noted that there are limited opportunities to provide additional open space in built up areas it is important existing open space is retained and upgraded to meet the future needs of the community. Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the City's public open space strategy and other plans relating to more specific open space areas. The Perth and Peel @3.5million Transport Network Plan indicates investigations in to a future rail station located adjacent to Richardson Park within the South Perth Activity Centre. Strategy 4.3.4(b) seeks to advocate that this station is constructed. A railway station would improve network connectivity, particularly for people coming to the South Perth Activity Centre and for people making trips to locations other than the Perth CBD.</p> <p>The Strategy does not make recommendations in respect to built-form, this is considered at the detailed planning stage, such as through the preparation of activity centre plans. With respect to the development of such plans, the strategy recommends taking an evidence based approach to the setting of development controls (including height) that best responds to what is required to support the individual needs of each centre having regard to the location, role and function of each area, as well as overarching state planning policy. State Planning Policy 4.2 outlines that there is a requirement to prepare an activity centre plan for those areas identified in the policy. The Strategy supports this by recommending that the South Perth Activity Centre Plan be adopted and implemented.</p>	
189 b.	Direct email	10/06/2019			South Perth	<p>A number of studies that were identified as being required in 2011 when TPS6 was published as well as a number of other identified studies have not been completed. Without these studies the Strategy lacks an evidence base and is just an independent ideation. Undertaking these studies would have elicited community opinion which is lacking in the Strategy.</p> <p>The Strategy is only being prepared to enable the South Perth ACP which is also lacking required background research.</p> <p>The Strategy aims to plan for the 'potential infill and density' rather than what is optimal for the City. WAPC's targets are a more reasonable growth calculation. Figures provided in the Strategy are up to 300% more than identified by WAPC with no adequate justification provided. Details about these calculations</p>	<p>The Strategy has been prepared in the context of a number of local strategies, Schemes, plans and policies that have previously been undertaken in the City as outlined in Part 2, section 4.0, having regard to the relevant content. This is one component of what is used to inform the Strategy. Other factors include State and Regional planning documents and local demographic and economic data sourced from the Australian Bureau of Statistics. It is considered that this evidence base is sufficient to inform the preparation of a strategy.</p> <p>State Planning Policy 4.2 outlines that there is a requirement to prepare an activity centre plan for those areas identified in the policy. The Strategy supports this by recommending that the South Perth Activity Centre Plan be adopted and implemented.</p> <p>Best practice and responsible planning needs to respond to what the best available information says we need to plan for. In the case of the City this includes a growing population. Population growth is controlled by many external factors out with the control of the local government. The City's population is forecast to grow by 10,182 people between 2016 and 2031. It would be contrary to orderly and proper planning to not plan for expected population growth. Details of how the forecast growth figures have been prepared are included in the Strategy in Part 2, section 5.0.</p>	

					<p>have been hidden form the public and seem to include previously approved and expired development applications.</p> <p>There is no regard given to the fact that population has been dropping in South Perth for the past 5 years or the high vacancy rates.</p> <p>The Strategy downplays growth in areas outside activity centres. Stirling estimate 25% of growth within ‘suburbs’; how can South Perth be so different? Density needs to be more spread out over the city to limit density within activity centres.</p> <p>The area identified for the South Perth activity centre is greater than that should in WAPC maps, in particular the inclusion of the northern end of the peninsular.</p> <p>Density calculations within the South Perth activity centre is downplayed through the inclusion of the zoo as open space, which should not be the case. If this space were excluded from the activity centre density estimates would be significantly greater, much greater than what would be expected for a ‘District Centre’.</p> <p>Vehicle movement is mostly ignored by the Strategy. Supporting documents state that for within the South Perth activity centre most roads will be ‘at or over capacity’ by 2031. This neglects anything out to 2041 and planning for inconvenience is not proper and orderly planning. Continuing with the Strategy as proposed could see many tall buildings leading to some intersections reaching their capacity that could be avoided with more moderate density more spread out.</p> <p>The heavy rail station is mentioned many times in the Strategy but there is no commitment from the State government for funding. Increased density in this area is therefore not warranted or justified.</p> <p>Environmental studies including that of soil and sub-surface water need to be completed before identifying area for increased density. Additionally much of the peninsular is within the 100 year flood plain map.</p> <p>More statements are required on development of ‘green buildings’ throughout the City, not just those that are tall.</p> <p>Recent announcements for precinct developments in Joondalup, Bentley, Beaconsfield and Belmont Racecourse illustrate that the urgency for the Strategy is fabricated and that there is time to do it properly.</p>	<p>Regard was been given to historic and recent trends in population growth as when preparing the forecast.</p> <p>The Strategy outlines ways in which the City is proposing to manage the City’s growth. This includes directing forecast growth to the most appropriate areas (activity centres and urban corridors) which is in line with State policy directive.</p> <p>Where possible, the WAPC maps in the Central Sub-regional Framework were based on the existing planning areas within each local government. The Strategy differs from this as it has consideration to the draft South Perth Activity Centre Plan which covers a wider area than the existing station precinct.</p> <p>Forecast growth figures for the South Perth Activity Centre are based on those included in the draft Activity Centre Plan.</p> <p>The South Perth Activity Centre Plan area includes the Perth Zoo and covers approximately 102 hectares. State Planning Policy 4.2 – Activity Centres for Perth and Peel sets targets to inform the detailed planning of activity centres, including for residential density. These targets indicate general State Government expectations, which are refined through the planning process depending on the characteristics of the specific centre. Residential density is calculated based on the gross activity centre area, which includes open space, road reserves and all other land regardless of its use. The target density for a ‘district centre’ in the policy is 20 (minimum) or 30 (desirable) dwellings per gross hectare. The South Perth Activity Centre Plan anticipates approximately 27 dwellings per gross hectare by the year 2031. If the area of Perth Zoo were excluded from the calculation, the residential density would be approximately 33 dwellings per hectare.</p> <p>A large amount of technical modelling and analysis of the existing and future transport network has been undertaken by the City over a number of years. It concludes that, overall, the street network in the South Perth activity centre area performs well under the recommended growth scenarios and its configuration supports existing and future development as well as use by all transport modes. However traffic forecasts show that the majority of road links in the area will be operating over capacity in peak times by the year 2031 unless a greater proportion of trips are made by non-car transport modes. There is therefore a strong focus in the Local Planning Strategy on reducing car use and increasing the use of public transport, cycling and walking.</p> <p>The Perth and Peel @3.5million Transport Network Plan indicates investigations in to a future rail station located adjacent to Richardson Park within the South Perth Activity Centre. Strategy 4.3.4(b) seeks to advocate that this station is constructed. A railway station would improve network connectivity, particularly for people coming to the South Perth Activity Centre and for people making trips to locations other than the Perth CBD.</p> <p>The impacts of development on stormwater and groundwater are assessed at the development application stage, and approved based on technical advice and the ability to manage any issues that may arise as a result of the development. The Eastern Metropolitan Regional Council (EMRC) has completed detailed mapping of the Swan River floodplain, to understand and manage flood risk for different events, damages and climate change impacts, and prepare a recommended Floodplain Development Strategy. The City has actively participated in this project.</p> <p>Strategy 4.4.2 seeks to incentivise the development of buildings with higher standards of environmental sustainability throughout the whole of the City. This is proposed to be achieved through review of the dual density coding system and through development and</p>	
--	--	--	--	--	---	--	--

						<p>The Strategy does not reflect the vision contained in the Strategic Community Plan.</p>	<p>implementation of measures which facilitate/incentivise buildings with a higher environmental rating, though activity centre plans, the Scheme and local planning policies.</p> <p>Precinct developments in other local governments are not considered relevant to the Strategy. The forecast growth is based on local data relevant to the City.</p> <p>The Strategy plays a key role in delivering the shared ‘vision for the future’ as set out in the City’s Strategic Community Plan, in particular Strategy 3.2(A) which is to “<i>develop a local planning framework to meet current and future community needs and legislative requirements</i>”. Additionally it will also contribute to the delivery of various other strategies within the Strategic Community Plan.</p>	
190.	Online Survey 1974625	10/06/2019			South Perth	<p><u>Population and housing – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>Too much high-rise in inappropriate areas; needs to be less high rise in suburban areas.</li> <li>There has been too much high rise on the Peninsular and along Labouchere Road opposite the zoo. It is inappropriate and creates bad wind patterns.</li> </ul> <p><u>Transport and access – Strategy 4.3.4</u></p> <ul style="list-style-type: none"> <li>Not supportive of a heavy rail station in South Perth as it will bring unnecessary noise and slow down trains.</li> </ul>	<p><u>Population and housing</u></p> <p>The Strategy does not make recommendations in respect to built-form, this is considered at the detailed planning stage, such as through the preparation of activity centre plans. With respect to the development of such plans, the strategy recommends taking an evidence based approach to the setting of development controls (including height) that best responds to what is required to support the individual needs of each centre having regard to the location, role and function of each area, as well as overarching state planning policy. Development controls within the South Perth Activity Centre are currently being reviewed. Action 4.1.1(a) supports the adoption and implementation of the South Perth Activity Centre Plan that is currently in a draft form. This plan considers the zoo and has proposed measures to ensure that overshadowing of the zoo is minimised. Additionally, impacts of tall buildings on wind is also addressed by the draft activity centre plan.</p> <p><u>Transport and access</u></p> <p>The Perth and Peel @3.5million Transport Network Plan indicates investigations in to a future rail station located adjacent to Richardson Park within the South Perth Activity Centre. Strategy 4.3.4(b) seeks to advocate that this station is constructed. A railway station would improve network connectivity, particularly for people coming to the South Perth Activity Centre and for people making trips to locations other than the Perth CBD. It is not considered that a new train station will create increased noise or have a significant impact on the running times for trains.</p>	
191.	Hard Copy Survey 1976027	10/06/2019			South Perth	<p><u>Population and housing – Strategies 4.1.1, 4.3.1, 4.3.2, 4.3.3</u></p> <ul style="list-style-type: none"> <li>Growth targets are excessively high, particularly as the bulk will be in the South Perth activity centre.</li> <li>Original Civic Heart site (1 Mends Street, South Perth) was sold on the premise of it being the highest building with a maximum height of 20 storeys, it is now much higher. The effect of this will be a traffic nightmare. Heights must be controlled at reasonable levels.</li> </ul> <p><u>Activity centres and employment – Strategy 4.2.1</u></p> <ul style="list-style-type: none"> <li>Why has Mends Street precinct been left out? New retail and commercial space is larger than other centres and the zoo will soon increase to 750,000+ visitors a year.</li> </ul> <p><u>Transport and access – Strategy 4.3.1, 4.3.2, 4.3.3</u></p> <ul style="list-style-type: none"> <li>This issue (traffic) will ruin South Perth. This should have been dealt with 3 years ago. Having used 5 different consultant and thousands of dollars we have no got any finality but already have 22 new development approved (within the South Perth Activity Centre). Traffic congestion will cripple South</li> </ul>	<p><u>Population and housing</u></p> <p>In the case of the South Perth Activity Centre detailed modelling has been undertaken as part of preparation of the South Perth Activity Centre Plan to inform the most likely future growth scenario. Implementation of this plan is supported by the Strategy (see action 4.1.1(a)).</p> <p>The Strategy does not make comment on individual development sites within the City nor does it make recommendations in respect to built-form, or height. It is however noted that the development controls, including the heights, for the Civic Heart site were recently modified through a scheme amendment. Appropriateness of the height was considered through this scheme amendment process. Additionally, strategies 4.3.1, 4.3.2 and 4.3.3 aim to address the impact that an increased population will have on parking and traffic within the City through supporting upgrades to infrastructure, developing a ‘Transport, Access and Parking Strategy’, increasing mode-share of active transport and establishing appropriate controls for vehicle parking.</p> <p><u>Activity centres and employment</u></p> <p>Mends Street is included within the South Perth Activity Centre. Investigations into the expected demand for non-residential floor space for a range of uses has investigated as part of preparation of the South Perth Activity Centre Plan. This is supported by action 4.2.1(a) that seeks to ensure that the South Perth Activity Centre Plan supported a growing population, provides for the expansion of community infrastructure, and leverages the centres position as a tourist destination and boutique business location.</p> <p><u>Transport and access</u></p> <p>Whilst it is acknowledged that growth will result in more traffic, increased traffic and its impacts are not necessarily a limiting factor to development. Notwithstanding it is</p>	<p>Additional action recommended to be included under 4.3.3 as follows: <i>(c) Develop and/or review Parking Management Plans for each of the managed growth strategy area outlined in Strategy 4.1.1 as necessary.</i></p>



						<p>Perth.</p> <p><u>Heritage, character and design</u></p> <ul style="list-style-type: none"> <li>Provide funds for the maintenance of heritage listed properties, within reason.</li> </ul> <p><u>Public open space and community facilities – Strategy 4.3.3</u></p> <ul style="list-style-type: none"> <li>Parking is the key issue. All the City has achieved is reduced parking, particularly in the Mends Street area and neglected retailers by making poor operational decisions. There has been no attempt to increase parking even though numerous opportunities for low cost parking area available.</li> <li>Traffic and parking must be attended to immediately.</li> </ul> <p><u>General comments – Strategy 4.3.4, 4.3.5</u></p> <ul style="list-style-type: none"> <li>Supportive of extending bus services and ferry services.</li> <li>Not supportive of a heavy rail station in South Perth; no one will get onto to the train into the CBD.</li> <li>Encourage the use of bicycles but consider the typography, predominantly hilly in South Perth.</li> <li>Electric vehicles will not reduce the total number of cars on the road.</li> </ul>	<p>important that these impacts are managed appropriately at the different stages of the planning process. Strategies 4.3.1, 4.3.2 and 4.3.3 aim to address the impact that an increased population will have on parking and traffic within the City through supporting upgrades to infrastructure, developing a ‘Transport, Access and Parking Strategy’, increasing mode-share of active transport and establishing appropriate controls for vehicle parking. Further the City’s Parking Strategy advocates for the development of parking management plans in individual precincts. An additional action is recommended to be included under strategy 4.3.3 to address this matter. These parking management plans, coupled with adequate on-site parking provision, will address issues with on street parking.</p> <p><u>Heritage, character and design</u></p> <p>Preservation of heritage listed buildings is governed by the Heritage of Western Australia Act and the associated regulations. Owners are able to apply for grants from the City to assist with the upkeep of heritage listed properties as per local planning policy P313.</p> <p><u>Public open space and community facilities</u></p> <p>The managed growth strategy seeks accommodate the majority of forecast growth within activity centres and along urban corridors where higher levels of accessibility and services are present. This approach will encourage greater use of transport modes other than private vehicles. Further the City’s Parking Strategy advocates for the development of parking management plans in individual precincts. These parking management plans, coupled with adequate on-site parking provision, will address issues with on street parking. An additional action is recommended to be included under strategy 4.3.3 relating to the ongoing monitoring and implementation of parking management plans for each of the managed growth areas.</p> <p><u>General comments</u></p> <p>Comment noted. This is supported by strategy 4.3.4.</p> <p>The Perth and Peel @3.5million Transport Network Plan indicates investigations in to a future rail station located adjacent to Richardson Park within the South Perth Activity Centre. Strategy 4.3.4(b) seeks to advocate that this station is constructed. A railway station would improve network connectivity, particularly for people coming to the South Perth Activity Centre and for people making trips to locations other than the Perth CBD.</p> <p>Comment noted. Although some areas of the City are hilly, most of the main principle routes such as those along the foreshore and adjacent to the Freeway, are flat and allow for uninterrupted travel around the City. Improved cycle infrastructure on Canning Highway is supported by action 4.3.4(c) and elsewhere throughout the City by action 4.3.4(e).</p> <p>It is agreed that electric vehicles will not reduce the overall number of cars on the road.</p> <p>Strategy 4.3.5 seeks to ensure that planning controls are adapted to consider emerging technologies including electric vehicles, as well as electric and automated vehicles, vehicle and bicycle sharing platforms and trends in people working from home.</p>	
192.	Hard Copy Survey 1976081	10/06/2019			South Perth	<p><u>Environment and sustainability – Strategy 4.4.1</u></p> <ul style="list-style-type: none"> <li>Which trees are significant is subjective. All non-WA native species should be considered as not significant.</li> </ul> <p><u>Heritage, character and design – Strategy 4.5.2</u></p> <ul style="list-style-type: none"> <li>Very few private properties within the City are worthy of heritage listing.</li> </ul>	<p><u>Environment and sustainability</u></p> <p>Action 4.4.1 seeks to 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. A definition of significant/mature vegetation will be investigated as part of this review having consideration to the State Government framework. Actions 4.1.2(a) and 4.4.1(a) are recommended to be modified to refer to ‘mature vegetation and trees’ to clarify this point and align this statement with the tree protection measures contained in the Apartment Design Codes.</p> <p><u>Heritage, character and design</u></p> <p>Strategy 4.5.2 seeks to ensure the City’s planning framework clearly separates areas considered to be of heritage significance and those with a good sense of place or character. This will be achieved through review of the City’s Local Heritage Inventory and Heritage List.</p>	<p>Actions 4.1.2(a) and 4.4.1(a) recommended to be modified to refer to ‘mature vegetation and trees’ to clarify this point and align this statement with the tree protection measures contained in the Apartment Design Codes.</p>
193.	Hard Copy Survey 1976100	10/06/2019			Como	<p><u>Population and housing – Strategy 4.1.1, 4.1.2</u></p> <ul style="list-style-type: none"> <li>Karawara should have increased density and accommodate alternative housing for students. The suburb is looking rundown and increased zoning will encourage investment.</li> </ul>	<p><u>Population and housing</u></p> <p>Much of Karawara lower levels of access to transport infrastructure and is therefore not considered suitable for more intense land use and density. Some parts however, such as those close to Manning Road and within the Bentley/Curtin Activity Centre, have higher levels of accessibility and therefore increased density is encouraged. The same reasoning</p>	<p>Modification recommended to action 4.1.2(a) to modify the first sentence to read as follows:</p>

					<ul style="list-style-type: none"> <li>• Mill Point Road especially east of Coode Street should have increased density and include mixed use.</li> <li>• The elements listed for dual density are factored into the latest Design WA documents; dual zoning is just confusing and complicated.</li> </ul> <p><u>Activity centres and employment – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>• Increase zoning around smaller centres such as the Coode Street/South Street intersection.</li> <li>• Expand the Bentley/Curtin activity centre to include all or part of Karawara.</li> </ul> <p><u>Transport and access – Strategy 4.3.4, 4.3.5</u></p> <ul style="list-style-type: none"> <li>• Consider changes in technology and behaviour.</li> <li>• Improve cycle paths.</li> <li>• Supportive of an expanded ferry network.</li> </ul> <p><u>Environment and sustainability</u></p> <ul style="list-style-type: none"> <li>• This is already addressed by Design WA, the tree register and the updated BCA (Building Codes of Australia) and BAL (Bushfire Attack Level) assessments. The Strategy just complicates this and adds an extra unnecessary layer.</li> </ul> <p><u>Heritage, character and design – Strategy 4.5.1</u></p> <ul style="list-style-type: none"> <li>• Remove any local planning policies that duplicate Design WA.</li> </ul> <p><u>Public open space and community facilities – Strategies 4.6.1, 4.6.3</u></p> <ul style="list-style-type: none"> <li>• Supportive of redevelopment of Collier Park Golf Course and the new aquatic facility.</li> <li>• Supportive of the Clontarf/Waterford/Salter Point Foreshore Strategy.</li> </ul> <p><u>Tourism and entertainment – Strategy 4.3.4</u></p> <ul style="list-style-type: none"> <li>• Areas close to Curtin need to have better landscaping and improved public art.</li> <li>• Many tourists come to the City on foot and bicycle; lighting and safety needs to be improved to support this.</li> </ul> <p><u>General comments – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>• Areas near schools, universities, POS and along the river should have increased density.</li> <li>• City should negotiate with the Department of Water to resume the Ellam Street facility.</li> </ul>	<p>applies to Mill Point Road east of Coode Street. The areas recommended for increased density are outlined in the managed growth strategy under strategy 4.1.1 and are those areas with high levels of accessibility to transport infrastructure as well as access to employment opportunities and services.</p> <p>The criteria listed in action 4.1.2(a) are not intended to replace or replicate elements of Design WA, rather they seek to achieve an improved environmental and diversity outcomes when a higher density is sought. Notwithstanding, a modification is recommended to action 4.1.2(a) to make clear the intent to remove dual density coding, where appropriate.</p> <p><u>Activity centres and employment</u></p> <p>Smaller local centres provide an important commercial and social function within the local community. Medium/high density is generally not supported around these areas unless the transport infrastructure is also of a high standard. The current policy direction of the State Government is to direct the majority of growth in established areas towards larger activity centres and along urban corridors. This is supported by the managed growth strategy under strategy 4.1.1.</p> <p>As above, much of Karawara has poor access to transport infrastructure and is therefore not suited to increased density.</p> <p><u>Transport and access</u></p> <p>Technology and changes in behaviour are considered by strategy 4.3.5 that seeks to 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. Improved cycle paths are supported by strategy 4.3.4, specifically actions 4.3.4(c) and (e). An expanded ferry network is supported by action 4.3.4(a).</p> <p><u>Environment and sustainability</u></p> <p>The Strategy does not intent to add any more layers or mechanisms, but rather review existing controls, such as local policies and Scheme provisions, to create more sustainable and environmentally conscious developments. Any review will have consideration to the guiding State Government framework ensuring that provisions are not replicated or modified unnecessarily.</p> <p><u>Heritage, character and design</u></p> <p>Strategy 4.5.1 seeks to embed principles of State Planning Policy 7 – Design of the Built Environment (also known as Design WA) into the City’s Design Review Panel and within activity centre plans, the Scheme and local planning policies to improve overall levels of design quality. All policies are regularly reviewed to ensure that they are relevant and accurate. It is intended that all policies will be reviewed as part of the preparation of a new local planning scheme to ensure the framework is consistent.</p> <p><u>Public open space and community facilities</u></p> <p>An outcome of the Strategic Community Plan is to plan for recreation and aquatic facility to serve the City of South Perth’s needs. Strategy 4.6.1(b) supports this outcome by recommending the City investigate opportunities for the provision of community facilities by way of partnering with other local governments, organisations and the private sector. Comment noted. This is supported by action 4.6.3(a).</p> <p><u>Tourism and entertainment</u></p> <p>Requirements to provide public art are included in local planning policy as well as within activity centre plans. These requirements are based on State Government models and represent best practice for providing public art.</p> <p>Improved cycle infrastructure and improvements to lighting and safety are addressed in the City of South Perth &amp; Town of Victoria Park Joint Bike Plan. Implementation of this plan is supported by action 4.3.4(e).</p> <p><u>General comments</u></p> <p>The current policy direction of the State Government is to direct the majority of growth in established areas towards activity centres and along urban corridors given the access to infrastructure and services in such areas. The managed growth strategy follows this direction as outlined in strategy 4.1.1. Increases in density around schools and POS may be appropriate and will be considered as part of the preparation of a new local planning</p>	<p><i>(a) Undertake a progressive review of the dual density coding system with the intent to remove dual density coding where appropriate.</i></p>
--	--	--	--	--	---	---	---

							scheme. The Ellam Street facility within the Town of Victoria Park and therefore not under the control of the City.	
194.	Hard Copy Survey 1976129	10/06/2019			Como	<u>Environment and sustainability – Strategy 4.4.2</u> <ul style="list-style-type: none"> <li>Installation of solar panels on multiple dwellings should be encouraged.</li> </ul> <u>Public open space and community facilities – Strategy 4.6.1</u> <ul style="list-style-type: none"> <li>The City should maintain its responsibility for upgrading public open spaces and not reduce it because of voluntary contributions.</li> </ul>	<u>Environment and sustainability</u> Measures that improve the environmental sustainability of buildings is supported by strategy 4.4.2. Additionally, development controls are included in the Canning Bridge Activity Centre Plan and the draft South Perth Activity Centre Plan that encourage improved environmental sustainability rating for new buildings. <u>Public open space and community facilities</u> The City will continue its responsibility of maintaining and upgrading public spaces regardless of voluntary contributions. Notwithstanding, new developments within the South Perth Activity Centre and potentially other activity centres and urban corridors will be encouraged to make voluntary contributions to assist with the delivery of identified community facilities/benefit as outlined in strategy 4.6.1.	
195.	Hard Copy Survey 1976138	10/06/2019			Kensington	<u>Activity centres and employment – Strategy 4.6.1</u> <ul style="list-style-type: none"> <li>A 50m swimming pool is needed.</li> </ul> <u>Transport and access – Strategy 4.1.1, 4.3.4</u> <ul style="list-style-type: none"> <li>Canning Highway to be widened; getting very dangerous to cross and the median strip is not wide enough. Consider a bicycle path and a green verge on the highway.</li> <li>Houses along Canning Highway are being neglected.</li> <li>Old footpaths need to be replaced.</li> </ul>	<u>Activity centres and employment</u> An outcome of the Strategic Community Plan is to plan for recreation and aquatic facility to serve the City of South Perth's needs. Strategy 4.6.1(b) supports this outcome by recommending the City investigate opportunities for the provision of community facilities by way of partnering with other local governments, organisations and the private sector. <u>Transport and access</u> Widening of Canning Highway is a future project of Main Roads WA, however it is not considered a priority project and no timeframe is available for when the project will commence. The future road design for Canning Highway is the responsibility of Main Roads. Notwithstanding, improved cycle infrastructure on Canning Highway is supported by action 4.3.4(c) that seeks to advocate for the development of high quality pedestrian and cycle infrastructure as part of any changes to the Canning Highway urban corridor. It is noted that many of the existing houses on Canning Highway are reaching their life expectancy. An increase in density will make redevelopment of these properties will incentivise their redevelopment. Increased density along Canning Highway is supported by the managed growth strategy (see strategy 4.1.1). The City schedules and undertakes capital works such as the upgrades of roads and footpaths as necessary. Requirements for specific improvements to the transport and access network for each of the managed growth areas will be considered at the detailed planning stage, if required as a result of the amount of expected growth, when there is greater certainty about the built-form.	
196.	Hard Copy Survey 1976165	10/06/2019			South Perth	<u>Transport and access – Strategy 4.3.4</u> <ul style="list-style-type: none"> <li>Supportive of an expanded ferry network to Coode Street, Burswood and UWA.</li> </ul> <u>Heritage, character and design – Strategy 4.5.2</u> <ul style="list-style-type: none"> <li>Old does not always mean heritage.</li> </ul> <u>Public open space and community facilities – Strategy 4.6.1</u> <ul style="list-style-type: none"> <li>Developers should be encouraged to invest in community infrastructure (ferries, jetties, etc.).</li> </ul>	<u>Transport and access</u> Comment noted. An expanded ferry network is supported by action 4.3.4(a). <u>Heritage, character and design</u> This comment is supported by strategy 4.5.2 seeks to ensure that 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. Additionally, a robust set of criteria developed by the State Government is used to assess the heritage value of a place. The age of the building, although one factor, is not a valid reason to heritage list a property. <u>Public open space and community facilities</u> This comment is supported by strategy 4.6.1 that seeks to incentivise new development to make voluntary community benefit contributions that improve local amenity. This will be achieved through incorporating 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.	
197.	Hard Copy Survey 1976188	10/06/2019			Salter Point	<u>Population and housing – Strategy 4.3.3</u> <ul style="list-style-type: none"> <li>There needs to be a greater emphasis on vehicle parking provisions. Too many roads are becoming single lane roads due to all the on-street parking making the areas less pedestrian friendly.</li> </ul>	<u>Population and housing</u> The management of on street parking will be considered through the development of parking management plans for individual precincts, which are a key outcome of the City's Parking Management Strategy. An additional action is recommended to be included under strategy 4.3.3 relating to the ongoing monitoring and implementation of parking management plans for each of the managed growth areas.	Additional action recommended to be included under 4.3.3 as follows: <i>(c) Develop and/or review Parking</i>

						<p><u>Activity centres and employment – Strategy 4.1.1, 4.1.2</u></p> <ul style="list-style-type: none"> <li>Learn lessons from East Perth where small businesses floundered in the early days due to a lack of density.</li> <li>Development near the foreshore should maintain public access to the river and improve the environment.</li> </ul> <p><u>Transport and access – Strategy 4.3.4</u></p> <ul style="list-style-type: none"> <li>Design for better cycling and walking to public transport to reduce reliance on cars for small trips.</li> </ul> <p><u>Environment and sustainability – Strategy 4.3.3</u></p> <ul style="list-style-type: none"> <li>Consider the impact that new development will have on the existing nearby river systems.</li> </ul> <p><u>Heritage, character and design – Strategy 4.5.2</u></p> <ul style="list-style-type: none"> <li>Cultural and European heritage is important; these need to be protected and documented in public places.</li> </ul> <p><u>Public open space and community facilities – Strategies 4.6.1, 4.6.3</u></p> <ul style="list-style-type: none"> <li>Voluntary contributions should only be used where a development is too small to provide open spaces as per a wider plan.</li> <li>Planning for open space to support increased populations is important and should be mapped out before changes to density.</li> </ul> <p><u>Tourism and entertainment – Strategy 4.7.1, 4.6.3</u></p> <ul style="list-style-type: none"> <li>This would be linked to place activation and open spaces.</li> <li>Retaining ecosystem health around river assets should always be considered.</li> </ul>	<p><u>Activity centres and employment</u></p> <p>Comment noted. The managed growth strategy seeks to direct a majority of growth to activity centres and urban corridors as outlined in strategy 4.1.1. Additionally, Strategy 4.2.1 seeks to 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. Access to public facilities and areas of open space are not proposed to be affected by the Strategy.</p> <p><u>Transport and access</u></p> <p>Improved cycling and walking infrastructure is addressed in the City of South Perth &amp; Town of Victoria Park Joint Bike Plan. Implementation of this plan is supported by action 4.3.4(e).</p> <p><u>Environment and sustainability</u></p> <p>Impacts of new development on the river and any other areas of natural environment is considered as part of the assessment of development applications. Additionally, strategy 4.3.3 seeks to ensure that environmental externalities impacting upon development are appropriately managed.</p> <p><u>Heritage, character and design</u></p> <p>Strategy 4.5.2 seeks to review the Heritage List in accordance with the Heritage of Western Australia Act 1990, having due regard to the Heritage Regulations. The City will have consideration to all places nominated and assess their heritage value using criteria development by the Heritage Council of WA.</p> <p><u>Public open space and community facilities</u></p> <p>Existing open spaces and community facilities are considered sufficient to support smaller developments and minor increases in growth. It is the responsibility of the City that these places are provided and maintained for the community. In the case of larger development that will significantly increase the density in an area, the City seeks to incentivise voluntary community benefit contributions that improve local amenity and deliver community facilities identified as being needed for the area to support an increased population (see strategy 4.6.1).</p> <p>There are limited opportunities to provide additional open space in built up areas it is important existing open space is retained and upgraded to meet the needs of the community. Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the City’s public open space strategy and other plans relating to more specific open space areas.</p> <p><u>Tourism and entertainment</u></p> <p>Place activation, including events in open space areas, is supported by action 4.7.1(b). Ecosystem health and maintaining/upgrading river assets is addressed by the open space strategy and other plans relating to specific open space areas. Strategy 4.6.3 seeks to improve public open spaces by supporting implementation these plans.</p>	<p><i>Management Plans for each of the managed growth strategy area outlined in Strategy 4.1.1 as necessary.</i></p>
198.	Hard Copy Survey 1981648	10/06/2019			South Perth	No comments provided on survey form. Refer to submission 264.	No response required.	
199.	Hard Copy Survey 1981656	10/06/2019			South Perth	<p><u>Population and housing – Strategy 4.1.1</u></p> <ul style="list-style-type: none"> <li>Not supportive of increased density around Milson Street and Elizabeth Street that was added without any notification to local residents.</li> </ul> <p><u>Activity centres and employment – Strategy 4.1.1, 4.2.1</u></p> <ul style="list-style-type: none"> <li>Unable to support due to the generalisation of the proposal. How will traffic problems and infrastructure problems (water, sewer, etc.) be addressed?</li> <li>Angelo Street neighbourhood centre to be protected.</li> </ul>	<p><u>Population and housing</u></p> <p>Comment noted. The managed growth strategy indicates a potential zoning up ‘Up to R50’ for parts of Elizabeth Street and Hampden Street. The recommended density for each lot/area will be investigated further as part of more detailed studies. Notice of the Strategy were sent to all owners within the City (including absentee owners). In addition to this significant effort has been made to inform as many people as possible about the Strategy through social media, online, physical displays and drop-in sessions.</p> <p><u>Activity centres and employment</u></p> <p>The Strategy is intended to be a high level guiding document that sets the planning framework for the City for the next 10 – 15 years. Part 2 of the Strategy outlines studies and investigations into the capacity of various infrastructure within the City including roads and services facilities. These studies outline if the existing infrastructure is sufficient or may</p>	<p>Additional action recommended to be included under 4.3.3 as follows: <i>(c) Develop and/or review Parking Management Plans for each of the managed growth strategy area outlined in Strategy 4.1.1 as necessary.</i></p>

						<p><u>Transport and access – Strategies 4.3.1, 4.3.2, 4.3.3, 4.3.4</u></p> <ul style="list-style-type: none"> <li>No traffic planning has been done. This needs to be done before any increased population.</li> <li>Existing traffic problems on Milson Street will increase due to the increased density on Canning Highway.</li> <li>Infrastructure (water, sewer, etc.) is already showing signs of age with major works being undertaken in the last 12 months.</li> </ul> <p><u>Heritage, character and design – Strategy 4.1.1, 4.5.3</u></p> <ul style="list-style-type: none"> <li>Comments relating to protecting streetscape, trees and beautiful houses cannot be believed due to inclusion of areas such as Milson Street and Elizabeth Street being proposed to increase to R50.</li> </ul>	<p>require upgrades in the future. Further the infrastructure requirements for each of the managed growth areas will be considered at the detailed planning stage, if required as a result of the amount of expected growth, when there is greater certainty about the built form. Upgrades will be scheduled and take place as the demand arises.</p> <p>Increased activity and increased population is required to ensure the ongoing viability and function of centres such as Angelo Street. This Strategy sets the framework for how this growth should be managed including ensuring that the character and sense of place of the area is maintained. This is supported by strategies 4.1.1(j) and 4.2.1.</p> <p><u>Transport and access</u></p> <p>The moderate increase in population within the City is not considered to have a noticeable impact on the road network. Notwithstanding, strategy 4.3.2 seeks to manage and plan the road network to reduce congestion through upgrades to infrastructure and ensuring that additional density adjacent to the regional road network is supported by access strategies that rationalise direct access to these roads. Requirements for specific improvements to the transport and access network for each of the managed growth areas will be considered at the detailed planning stage, if required as a result of the amount of expected growth, when there is greater certainty about the built-form. Additionally, strategies 4.3.1 and 4.3.4 also aim to ensure that impacts on traffic as a result of increased population are effectively managed.</p> <p>The management of on street parking will be considered through the development of parking management plans for individual precincts, which are a key outcome of the City’s Parking Management Strategy. An additional action is recommended to be included under strategy 4.3.3 relating to the ongoing monitoring and implementation of parking management plans for each of the managed growth areas.</p> <p>Upgrades of service infrastructure such as water and sewer is the responsibility of the relevant agency (Water Corporation, etc.). The capacity of these services and the impact that increased density may have on them is explored in Part 2. Additionally, comments on the Strategy have been sought from these agencies and consideration will be given to the response received. It is however noted that the capacity of service infrastructure is not necessarily a limitation on density as these services can often be improved and expanded to meet demand.</p> <p><u>Heritage, character and design</u></p> <p>As above, the managed growth strategy suggests that areas around Milson Street and Elizabeth Street may be appropriate for increased density. To ensure that the streetscape and character in this area is properly considered, a new action is recommended under strategy 4.1.1.</p>	<p>Additional action recommended to be included under 4.1.1 as follows:</p> <p><i>(n) Prior to the implementation of any actions that result in a change to density coding’s, for those areas depicted on the Strategy Map set out at section 6.0, undertake a streetscape and character analysis to determine the appropriateness of any future density coding.</i></p> <p>Additionally, modification recommended to the managed growth strategy map to outline areas that this new action will apply.</p>
200.	Hard Copy Survey 1981678	10/06/2019			South Perth	<p><u>Population and housing – Strategy 4.3.3, 4.1.2</u></p> <ul style="list-style-type: none"> <li>Agree the City is heading in the right direction. Parking and traffic needs to be considered more; allow resident permit parking in heavily affected areas.</li> <li>Supportive of dual density criteria proposed. It should not matter if your next-door neighbour or other houses on the same street are already subdivided as is the case now.</li> </ul> <p><u>Activity centres and employment – Strategy 4.6.1</u></p> <ul style="list-style-type: none"> <li>Lack of community based facilities for teenagers. Would be great to have a youth centre in South Perth.</li> </ul> <p><u>Transport and access – Strategy 4.3.4</u></p> <ul style="list-style-type: none"> <li>Supportive of a heavy rail station in South Perth.</li> <li>Supportive of increased ferry network including Coode Street.</li> </ul>	<p><u>Population and housing</u></p> <p>Whilst, Action 4.3.3(b) seeks to establish appropriate vehicle parking controls within activity centres, and other key areas, the consideration and establishment of a permit system is the role of a parking management plan for individual areas/precincts. The City’s Parking Strategy is intended to be used to guide and inform the creation of such plans. An additional action is recommended to be included under strategy 4.3.3 relating to the ongoing monitoring and implementation of parking management plans for each of the managed growth areas.</p> <p>Comment noted. This is supported by action 4.1.2(a).</p> <p><u>Activity centres and employment</u></p> <p>Comment noted. As outlined in Part 2, section 5.5 there is currently limited understanding of what the communities needs will be into the future. However this is being addressed by the City through the development of a Strategic Community Recreation Facilities Plan. Action 4.6.1(a) supports this by recommending measures are included in plans for activity centres and urban corridors that deliver identified community facilities/benefits.</p> <p><u>Transport and access</u></p> <p>Comments noted. This is supported by actions 4.3.4(a) and (b) that seek to advocate for an expanded ferry network and for the development of a new heavy rail station within the</p>	<p>Additional action recommended to be included under 4.3.3 as follows:</p> <p><i>(c) Develop and/or review Parking Management Plans for each of the managed growth strategy area outlined in Strategy 4.1.1 as necessary.</i></p> <p>Additional action recommended to be included under 4.3.4 as follows:</p> <p><i>(f) Advocate for an expansion/review of the</i></p>

						<ul style="list-style-type: none"> <li>Some bus services need to extend their hours of operations on evening and weekends.</li> </ul> <p><u>Environment and sustainability – Strategy 4.4.2, 4.6.3</u></p> <ul style="list-style-type: none"> <li>Encourage installation of battery banks in connection with solar panels.</li> <li>Encourage the planting out of verges with vegetables and fruit trees.</li> </ul> <p><u>Heritage, character and design 4.5.2, 4.5.3</u></p> <ul style="list-style-type: none"> <li>Supportive provided it doesn't become too regulated.</li> </ul> <p><u>Tourism and entertainment – Strategy 4.7.1, 4.7.2</u></p> <ul style="list-style-type: none"> <li>Short-term accommodation should not require approval unless they have several rooms (more than 3 or 4).</li> <li>Enjoyed the pop-up bar on the foreshore. The area needs more food outlets.</li> </ul> <p><u>General comments – Strategy 4.2.1, 4.6.3</u></p> <ul style="list-style-type: none"> <li>South Perth is falling behind other cities in regards to development of cafes, entertainment, pubs, bars, etc. Other local governments are much more vibrant during the day and evening.</li> <li>The esplanade needs lots of trees to be planted so people can use the area in summer; it's not just for people in apartments to have views.</li> </ul>	<p>South Perth Activity Centre, respectively. Improved public transport connections and services within the City is supported. A new action is recommended to be included under strategy 4.3.4 that seeks to advocate for an expanded and more efficient bus network.</p> <p><u>Environment and sustainability</u> Comment noted. Development of buildings with higher sustainability ratings is supported by strategy 4.4.2.</p> <p>Tree species selection for verges is addressed in the urban forest strategy. A modification to action 4.4.1(a) is recommended that seeks to support the relevant actions in the Urban Forest Strategy.</p> <p><u>Heritage, character and design</u> Comment noted. Levels of regulations for heritage and character will be considered in more detail as recommended in strategies 4.5.2 and 4.5.3.</p> <p><u>Tourism and entertainment</u> Management of short-term accommodation is important to ensure that the use is not having a negative impact on the surrounding area. Strategy 4.7.1 therefore seeks to ensure that 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 where they most appropriate. Short-term accommodation outside of these areas may be considered and guidance on this will be investigated as part of preparation of a local planning policy (see actions 4.7.1(a) and 4.7.2).</p> <p>Comment noted. Increased use of public places for tourism and entertainment functions is supported by action 4.7.1(b).</p> <p><u>General comments</u> Strategy 4.2.1 seeks to 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. This may include additional cafés, entertainment uses, pubs and bars, having regard to the function of the centre and the appropriateness of these uses within the surrounding context.</p> <p>Improvements to public open spaces, including tree planting, is supported by strategy 4.6.3. Specific strategies in relation to tree planting is addressed in the Urban Forrest Strategy, the Public Open Space Strategy and other plans relating to specific areas of open space. Implementation of these plans is supported by action 4.6.3(b).</p>	<p><i>bus network to more directly and efficiently connect prominent activity centres.'</i></p> <p>Action 4.4.1(a) recommended to be modified as follows: <i>'(a) Review local planning policy P350.05 Trees on Development Sites and Street Verges to ensure the retention and/or replacement of mature trees on development sites and to support actions outlined in the City's Urban Forest Strategy including;</i>  <ul style="list-style-type: none"> <li><i>• A 25% increase in the number of trees on the 'Significant Tree Register'; and,</i></li> <li><i>• Ensure private development contributes towards the goal of planting 7,500 trees within the City.</i></li> </ul> </p>
201.	Hard Copy Survey 1982251	10/06/2019			Como	No additional comments provided.	No response required.	
202.	Direct email	12/03/2019			Unknown	Parking issues related to retail use and for residential dwellings needs to be addressed.	<p>The City's Parking Strategy provides guidance on how parking within activity centres (where retail uses exist) and on-street parking around higher density residential uses is managed. An additional action is recommended to be included under strategy 4.3.3 relating to the ongoing monitoring and implementation of parking management plans for each of the managed growth areas.</p>	<p>Additional action recommended to be included under 4.3.3 as follows: <i>(c) Develop and/or review Parking Management Plans for each of the managed growth strategy area outlined in Strategy 4.1.1 as necessary.</i></p>
203.	Direct email	13/03/2019			Unknown	Do not understand the insistence of the City to put high-rise development within residential streets that have existing issues with parking. Parking issues needs to be addressed to avoid impacts in the future.	<p>The Strategy does not make any specific recommendations relating to built-form. Notwithstanding, development over 3 storeys would only be supported along urban corridors and around areas of activity as outlined on the managed growth strategy. Each Managed Growth Area is supported by actions in Strategy 4.1.1. A number of the actions, where not already addressed by an existing activity centre plan, ensure the appropriate provision of parking (amongst many other considerations) is considered.</p>	

204.	Hard copy mail	14/03/2019			Other (Kalamunda)	Supportive of the managed growth strategy particularly the concentration of growth along Canning Highway. The area bound by Canning Highway, Cale Street, Preston Street and the River has a unique 'country feel' that should be retained. Development should be restricted to R40 and 2 storey within this area with R50 and 3 storey adjacent to Canning Highway.	The majority of this area is currently coded R20/30 or R30/40 with some areas being within the Preston Street Neighbourhood Centre and some within the Canning Highway Urban Corridor. Strategy 4.1.2(a) recommends reviewing the dual density coding system. Additionally, a modification is recommended to this action to make clear the intent to remove dual density coding, where appropriate. Adoption of this strategy would mean, with the exception of land shown in the Preston Street Neighbourhood Centre and Canning Highway Urban corridor, land would be a coded to a maximum of R40 being the highest code currently attainable. For lots coded R40 the R-Codes recommends a height limit of 2 storeys which is supported by the Strategy. For those areas within the Preston Street Neighbourhood Centre and Canning Highway Urban corridor more detailed investigations will be undertaken to determine zoning and building heights. A zoning of above R50 is proposed for those lots adjacent to Canning Highway given the accessibility of those lots of transport infrastructure.	Modification recommended to action 4.1.2(a) to modify the first sentence to read as follows: <i>(a) Undertake a progressive review of the dual density coding system with the intent to remove dual density coding where appropriate.</i>
205.	Direct email	21/03/2019			South Perth	The property at 14 Onslow Street should be increased in density from R25 to R40 due to its proximity to Perth Zoo, future South Perth train station, major bus routes and Royal Perth Golf Club. Additionally properties in the immediate area are zoned R25/40 and R60.	The property at No. 14 Onslow Street is not depicted in the strategy as forming part of any managed growth area. Strategy 4.1.2(c) recommends reviewing TPS6 to identify and rectify any coding anomalies. No. 14 Onslow Street exists in a street block of properties coded and developed to the R25 code; albeit that some of the surrounding street blocks are partially developed up to the R40 code. This is unlikely to be considered an 'anomaly' for the purpose of any coding reviewing as part of the preparation of Local Planning Scheme No. 7.	
206.	Direct email	23/03/2019			Kensington	Properties on Arundel Street should be limited to 3 stories in order to retain the character of Kensington.	Properties on the northern side of Arundel Street are subject to a proposed 3-4 storey height limit (with potential for bonus height for selected properties) pursuant to draft scheme amendment No. 57. This amendment is currently with the State government for determination.  Properties on the southern side of Arundel Street, forming part of managed growth area 5 – Canning Highway Places 3, 4 & 5 are indicated as being subject to a future coding 'above R50'. In this instance, the height of buildings on the southern portion of Arundel Street would be recommended to be 3 storeys or greater. As per strategy 4.1.1(g), future codings will be chosen based a range of factors, including ensuring transition between higher and lower densities is achieved and the protection of local character. No modification to the strategy is recommended however this submission will be considered when determining the eventual coding for Arundel Street.	
207.	Direct email	23/03/2019			Como	Supportive of increasing density in the dual-coded areas to the higher zoning in particular those properties bounded by the Preston Street Neighbourhood Centre, Canning Highway and the Canning Bridge Activity Centre.	The majority of the area identified in the submission is currently coded R20/30 or R30/40. Strategy 4.1.2(a) recommends reviewing the dual density coding system. Additionally, a modification is recommended to this action to make clear the intent to remove dual density coding, where appropriate. Adoption of this strategy would mean, with the exception of land shown in the Preston Street Neighbourhood Centre (managed growth area 10) land would be a coded to a maximum of R40. In some instances it may be identified that it is more appropriate the existing dual coding remain. In this instance, the strategy (as per 4.1.2(a)) recommends that the criteria for the assessment of the dual coding be replaced with criteria that place greater emphasis on matters like protection of mature vegetation, increased open space and housing diversity.	Modification recommended to action 4.1.2(a) to modify the first sentence to read as follows: <i>(a) Undertake a progressive review of the dual density coding system with the intent to remove dual density coding where appropriate.</i>
208.	Direct email	26/03/2019			Kensington	Supportive of the Strategy in particular the 4-5 storey height limits for R80 zoned lots within the Canning Highway Urban Corridor.	Noted. However actions (f) and (g) of strategy 4.1.1 consider increases in density coding along Canning Highway that reinforces the areas role as an urban corridor. These actions do not directly specify a building height limit; notwithstanding draft scheme amendment No. 57 (relating to managed growth area 4) includes provisions for building heights between 3-6 storeys. This scheme amendment is currently with the State Government for review.	
209.	Hard copy mail	24/03/2019			Kensington	Public transport connections from Kensington to local centres such as South Perth Activity Centre, Angelo Street, Preston Street and the Council Civic Centre are non-existent.	The Strategy supports the development of the most efficient local and regional transport network possible through a range of strategies for population and housing, transport and employment. It is recognised that some areas of the City are difficult to access by public transport, such as parts of Kensington. It is for that reason the strategy recommends directing the majority of population growth towards key activity centres where public transport access is highest.	

							Strategy 4.3.4 seeks to increase the mode-share of transport options like walking and cycling. Improved cycle networks will allow people to access major local activity centres like those raised in the submission more easily without relying solely on a private motor vehicle or the public transport network. In these areas where transport access to activity, employment and civic areas is lower, such as in parts of Kensington, residential densities are recommended to remain unchanged.	
210.	Direct email	12/06/2019			Other (Victoria Park)	<p>Not supportive of the strategy for the following reasons:</p> <ul style="list-style-type: none"> <li>• Further justification is required to substantiate that there is demand for student housing in Waterford Triangle.</li> <li>• Density within Waterford Triangle should be considered in the context of the surrounding area as an 'Above R50' zoning could facilitate unrestricted residential density.</li> <li>• There is a lack of development criteria for areas shown as 'Above R50'.</li> <li>• Traffic and parking issues need to be considered in the context of Curtin University's parking cap, in particular the impact this has on surrounding streets.</li> </ul> <p>The Strategy is inconsistent with the recently proposed scheme amendment No. 60 as it does not identify a rationale for the potential demand for student accommodation in Waterford Triangle.</p>	<p>The Strategy does not make specific recommendations relating to the distribution of Student Housing throughout the City. The acceptability of student housing within the Waterford Triangle area was a matter considered as part of scheme amendment No. 60 which is with the State Government for review. Additionally, in response to other comments received on the Strategy, a new action is recommended under strategy 4.1.2 that seeks to ensure that framework has consideration of proposals involving a range of accommodation types, such as student, aged and independent living accommodation.</p> <p>Strategy 4.1.1(i) describes that the City should facilitate development in Waterford Triangle at a density of at least R60. Two scheme amendments (59 &amp; 60) have already been progressed for this area that recode land between R60 and R100 and include provisions relating to building height between 3-7 storeys. Both of these provisions provide clear development criteria for each site. The possible future zoning of 'above R50' as outlined on the managed growth strategy map is therefore consistent with this approach.</p> <p>Both amendments include provisions, either directly in the amendment text or as part of an assessment under the R-Codes, relating to vehicle parking. These provisions ensure the appropriate provision of parking on each site. Further the City's Parking Strategy advocates for the development of parking management plans in individual precincts. An additional action is recommended to be included under strategy 4.3.3 to address this matter. These parking management plans, coupled with adequate on-site parking provision, will address issues with on street parking.</p>	<p>Additional action recommended to be included under 4.1.2 as follows: <i>(e) Include provisions in the next local planning scheme that provide a framework the consideration of proposals involving a range of accommodation types, such as student, aged and independent living accommodation.</i></p> <p>Additional action recommended to be included under 4.3.3 as follows: <i>(c) Develop and/or review Parking Management Plans for each of the managed growth strategy area outlined in Strategy 4.1.1 as necessary.</i></p>
211.	Direct email	15/06/2019			South Perth	<p>Strongly opposed to increased density in the area currently zoned R15 on the south side of Mill Point Road, between King Edward Street and Coode Street, around Forrest Street, and around the St Columba Church. Increased density will destroy the special character of the area.</p>	<p>The majority of the land referred to in this submission is currently coded R15. The managed growth strategy does not recommend any modifications to the coding in this area except;</p> <p>(a) To the extent the area is contained within managed growth area 9 (Angelo Street); and,</p> <p>(b) Investigation of the appropriateness of any dual-codings, such as those that existing between Garden Street and Swan Street.</p> <p>Comments relating to the coding of land north of Angelo Street are noted. The Strategy is recommended to be modified to more precisely identify opportunities to accommodate growth in and around the Angelo Street neighbourhood centre that reflect local character and the protection of heritage in locations like those surrounding St Columba's Church. This is reflected in new recommended action 4.1.1(n) and associated changes to the managed growth strategy map.</p>	<p>Additional action recommended to be included under 4.1.1 as follows: <i>(n) Prior to the implementation of any actions that result in a change to density coding's, for those areas depicted on the Strategy Map set out at section 6.0, undertake a streetscape and character analysis to determine the appropriateness of any future density coding.</i></p> <p>Additionally, modification recommended to the</p>



								managed growth strategy map to outline areas that this new action will apply.
212.	Direct email	30/03/2019			Unknown	<ul style="list-style-type: none"> <li>Density along Melville Parade (in the Preston Street precinct) should be increased to support mixed use at an 8 storey height limit.</li> <li>The City should support Preston Street Neighbourhood Centre developing into a heritage/community/cultural precinct.</li> <li>There needs to be greater incorporation, recognition and inclusion or indigenous culture. Suggesting include renaming the City something with an aboriginal name or potentially some of the wards, street or parks.</li> <li>The City should become a 'smart city' through developing networks to support new technology and sustainability.</li> <li>The City needs to be a place where people want to work, play and learn. City employees should live in the area to ensure they are more connected to the City.</li> </ul>	<p>The City is currently considering a scheme amendment relating to lands on Preston Street. This amendment relates to land west of Mary Street. This amendment proposes to provide for the majority of the 222 additional dwellings outlined in strategy 4.1.1(k) for the Preston Street neighbourhood centre by 2031. This strategy also outlines that the City should implement key development provisions and objectives for the Preston Street area as part of a new local planning scheme. Consideration of what development provisions should apply to the rest of the Preston Street centre, including to provide for development beyond 2031 will be guided by this strategy and implemented as part of the new local planning scheme.</p> <p>Matters of indigenous aboriginal recognition, place names and heritage places are matters specifically under the care of the Department of Planning, Lands and Heritage and subject to the <i>Aboriginal Affairs Act 1972</i>. Notwithstanding, an additional strategy and action has been included in the Strategy to address aboriginal heritage.</p> <p>The notion that the City should leverage technology and sustainability initiatives in the future is one supported by the objectives and actions of the Strategy.</p> <p>The Strategy includes a number of actions that seek to reinforce the employment, activity, entertainment and leisure functions of a number of activity centres such as South Perth and the Bentley/Curtin Specialised activity centre. Actions contained in the Strategy outline the how each centre should develop overtime, with an overall objective of making each centre a 'complete place'.</p>	<p>New strategy and action recommended for inclusion under section 4.5 as follows:</p> <p>4.5.4 Ensure the City's planning framework acknowledges and respects aboriginal cultural heritage. <i>Develop a framework to undertake cultural heritage assessment within the City for registered Aboriginal sites and places.</i></p>
213.	Hard copy mail	17/04/2019			Salter Point	The capacity of Kwinana Freeway needs to be doubled and the draft Local Planning Strategy should include plans to develop a new deck 20m above the existing freeway to support this. The deck and supporting columns should be painted green to be architecturally resplendent to match the existing landscaping along the freeway.	While such a proposal would increase the capacity of the Kwinana Freeway, it would not support the overall functionality and connectivity of the City as a whole; contrary to the Local Planning Strategy principle of <i>'support a network of connected, functional and sustainable activity centres'</i> . Increased freeway capacity would induce more vehicle demand and place greater pressure on the local road network. This would diminish the ability for people to move around, by both private and public transport modes, within the City.	
214.	Hard copy mail	26/04/2019			Como	The boundary to the Canning Bridge Activity Centre (CBACP) should be amended so that the edge of the Centre is a street boundary and not a lot boundary. Where the boundary is between properties the differing development standards creates incompatible developments resulting in ongoing problems.	The CBACP is subject to a current review. This review is intended to identify any areas where the plan can be improved, now that the plan has been in operation for a few years. It is not the intention of the review to consider whether the boundary of the CBACP is appropriate. The boundary of the CBACP was originally established based on an 800 metre walkable catchment from Canning Bridge railway station. This distance represents a typical 10 minute walk; being the longest distance most people will walk to access public transport, employment, leisure etc. The managed growth strategy recommends directing the majority of population and employment growth towards defined activity centres and urban corridors and that minimal growth should occur outside of these identified locations. It is not recommended the strategy be modified to extend the CBACP area.	
215.	Direct email	16/05/2019			South Perth	Request that properties located in the street block bound by Forrest Street, Edinburgh Street, Rose Avenue and York Street that is currently shown as 'Up to R50' is increased to be 'Above R50'.	<p>Managed Growth Area 9 – Angelo Street depicts codings 'above R50' in direct proximity (broadly 100m) of the Angelo Street neighbourhood centre. Properties broadly within 100-200m of the centre are depicted as being 'up to R50'. This approach ensures the density within and around the centre is consistent with the recommendations of State Planning Policy 5.4.</p> <p>Depicting coding in this way allows for more detailed investigations of the most appropriate coding to occur in the future, while ensuring that the area (overall) within and around the Angelo Street neighbourhood centre achieves a suitable level of density. It is not recommended the areas further removed from Angelo Street be subject to (potential) higher codings. This contradicts the principle of the managed growth strategy that seeks to direct the majority of growth towards activity centres and along urban corridors and areas with</p>	

							high levels of access to transport infrastructure.	
216.	Direct email	19/05/2019			Manning	There is an inconsistency within the Strategy. Action 4.1.1(h) indicates that planning investigations will be undertaken for lots within 100m north of Manning Road between Ley Street and Elderfield Road and that these investigations are to identify opportunities for medium density residential development of at least a minimum of R40. The managed growth strategy map however shows those lots fronting Pether Road as being 'Up to R30' in zoning which contradicts the minimum R40 zoning stated in the relevant action. Supportive of modification to the action to align with the map (R30). Pether Road has a number of new dwellings (meaning redevelopment is unlikely) and allowing new, higher density (R40) development amongst these houses will lead to a broken up streetscape. Future built-form provisions should also be structured to maintain the amenity of the single house lots that existing on Pether Road. Any new medium density developments should undertake traffic studies to confirm how increased traffic will impact on Pether Road.	<p>This inconsistency is noted and is recommended to be rectified prior to the adoption of the Strategy. The recommended modification supports the designation of the area referred as 'up to R30' though modification of action 4.1.1(h) to align with the managed growth strategy map.</p> <p>Future development applications, where judged to have a significant increase in vehicle traffic volumes, will be required to demonstrate that there will be no significant adverse impacts on the surrounding road network. The managed growth strategy anticipates the development of 226 additional dwellings within the Manning Road managed growth area by 2031. This amount of dwellings is unlikely to result in any significant impact on the local or wider road network.</p>	Modify action 4.1.1(h) to align with the managed growth strategy map (i.e. identify opportunities for medium density residential development of at least a minimum of R30)
217.	Direct email	23/05/2019			Kensington	Not supportive of any increased zoning on the south/west side of Canning Highway between Douglas Avenue and South Terrace. Increased density and height has the potential to destroy the outlook and devalue properties and will result in overlooking and overshadowing of the back gardens of properties on Campbell Street.	Strategy 4.1.1(g) outlines the investigation of potential density increases in managed growth area 5 having consideration to matters such as minimising local traffic, minimising overshadowing, ensuring adequate parking facilities are provided and that overall, any density increases facilitate an appropriate transition between land along Canning Highway and within the adjoining streets. Increased density in this area is supported due to the proximity to Canning Highway and the accessibility to transport infrastructure.	
218.	Direct email	29/05/2019			Como	<ul style="list-style-type: none"> <li>Provisions for 1 or 2 bays per unit within multiple dwelling development will lead to more street parking which is already at a premium. Cars are often parked on both sides of the street (Edgecumbe Street and Clydesdale Street) impacting on waste collection, bicycle users and safety.</li> <li>Underground parking leads to build up of fumes at ground level for existing tenants and is not accessible for visitors, workman and delivery drivers. They also have the potential for flooding due to the high water table.</li> <li>Impacts on privacy and overshadowing from multi-storey developments on existing dwellings.</li> <li>Potential impact from noise generated from rentals and short-term accommodation as well as from plant equipment on new buildings.</li> <li>Lack of trees for native birds; roof gardens do not compensate for loss of trees.</li> <li>Some existing laneways with sewer underneath have been closed. How will this be managed with new development being built over it?</li> <li>Waste management of developments has not been considered. If each development has 40 or 50 bins how will these be placed on the street for collection?</li> </ul>	<p>The comments contained in the submission specifically relate to the operation of the Canning Bridge Activity Centre Plan. The CBACP is subject to a current review. This review is intended to identify any areas where the plan can be improved, now that the plan has been in operation for a few years.</p> <p>The review of the plan considers matters such as the appropriateness of parking facilities, the impact new developments have on privacy and solar access, the protection of trees and waste management. These matters are best considered as part of the CBACP review and not as part of the Local Planning Strategy process. It is noted that Strategy 4.1.1(d) recommends periodic review of the CBACP to ensure growth is accommodated appropriately. The matters raised in the submission will be considered as part of the current review of the CBACP.</p>	

219.	Direct email	31/05/2019			Unknown	Not supportive of increased density around Hampden Street, Elizabeth Street, Hensman Street, Milson Street, Norton Street and Renwick Street. This increased density is inconsistent with other similar areas along Canning Highway. The area is characterised by residential streets with family homes that do not need 3 storey buildings which will impact on the character of the area.	Strategy 4.1.1(g) recommends investigation of residential codings in the 'Canning Highway – Places 3, 4 & 5' managed growth area. Areas closest to Canning Highway are depicted as being subject to investigations at higher density codes (shown as 'above R50') while areas further removed from Canning Highway are shown as being subject to investigations at or below the R50 code (shown as 'up to R50'). The coding for each individual property and street will be determined within the scope of these limits and also having regard to such matters as built-form transition, minimisation of local traffic and parking demand, and minimisation of overshadowing. Modifications are proposed to the managed growth strategy map to reduce the potential future density in the area around Hampden Street, Elizabeth Street, Hensman Street, Milson Street, Norton Street and Renwick Street, and a new action is recommended to be included under strategy 4.1.1.	Modifications to the managed growth strategy map to lower the potential future density of properties west of Canning Highway between South Terrace and Angelo Street to 'Up to R30'. Additionally a number of properties adjacent have been included within managed growth area 5 also with a future potential zoning of 'Up to R30'.  Additional action recommended to be included under 4.1.1 as follows: <i>(n) Prior to the implementation of any actions that result in a change to density coding's, for those areas depicted on the Strategy Map set out at section 6.0, undertake a streetscape and character analysis to determine the appropriateness of any future density coding.</i> Additionally, modification recommended to the managed growth strategy map to outline areas that this new action will apply.
220.	Direct email	3/06/2019			Como	Properties on Greenock Avenue that are currently R20/30 should be modified to have a single code as this is more practical and reasonable. R30 may be appropriate however consideration should be given to a higher density of R40 given the proximity to public transport routes on Canning Highway. Consideration should be given to the boundary of the managed growth area to be east of Roberts Street given the areas accessibility to Canning Highway.	Action 4.1.2(a) seeks to remove dual density criteria, where appropriate. For those remaining dual density lots the Strategy recommends that the criteria for the assessment of the dual coding be replaced with criteria that place greater emphasis on matters like protection of mature vegetation, increased open space and housing diversity.  The Strategy outlines ways in which the City is proposing to manage population growth. This includes directing forecast growth to the most appropriate areas (activity centres and urban corridors). Directing growth towards activity centres is in line with state policy directive and makes the most efficient use of existing infrastructure. The Strategy does not recommend increases in density codings for areas significantly beyond identified activity centres and corridors for this reason. Recommending an increase in density coding for the land in question would be inconsistent with this approach; notwithstanding the overall review of the dual-density coding system recommended under strategy 4.1.2(a).	
221.	Direct	3/06/2019			South Perth	Not supportive of increased density on Elizabeth Street	Strategy 4.1.1(g) recommends investigation of residential codings in the 'Canning Highway –	Modifications to the

	email					<p>down to Addison Street for the following reasons:</p> <ul style="list-style-type: none"> <li>• Likelihood for redevelopment of multi-storey buildings that will impact on visual privacy.</li> <li>• Impact on property values.</li> <li>• Elizabeth Street is one of the last leafy street with character and large blocks. Increased density will negatively change the beauty, culture and lifestyle of residents.</li> <li>• The effect this will have on the demographics in the area.</li> <li>• Increases in traffic and the impact this will have on safety.</li> <li>• Impacts of noise from increased population and road traffic.</li> <li>• Increased street parking.</li> </ul> <p>South Perth has largely met its obligations to increase density. It is inequitable to increase density further when other local governments are not doing the same.</p>	<p>Places 3, 4 &amp; 5' managed growth area. Areas closest to Canning Highway are depicted as being subject to investigations at higher density codes (shown as 'above R50') while areas further removed from Canning Highway are shown as being subject to investigations at or below the R50 code (shown as 'up to R50'). The coding for each individual property and street will be determined within the scope of these limits and also having regard to such matters as built-form transition, minimisation of local traffic and parking demand and minimisation of overshadowing. Modifications are proposed to the managed growth strategy map to reduce the potential future density in the area around Hampden Street, Elizabeth Street, Hensman Street, Milson Street, Norton Street and Renwick Street, and a new action is recommended under strategy 4.1.1</p> <p>It should be noted, however, that the strategy does not give consideration to matters such as public safety and impact on property values. Impact on property values is not a valid planning consideration. The potential impact of development on public safety is best resolved through the effective design of buildings and streets.</p> <p>The Strategy seeks to ensure that future population growth is appropriately managed. Population growth is controlled by many external factors out with the control of the local government. The City's population is forecast to grow by 10,182 people between 2016 and 2031. It would be contrary to orderly and proper planning to not plan for expected population growth.</p>	<p>managed growth strategy map to lower the potential future density of properties west of Canning Highway between South Terrace and Angelo Street to 'Up to R30'. Additionally a number of properties adjacent have been included within managed growth area 5 also with a future potential zoning of 'Up to R30'.</p> <p>Additional action recommended to be included under 4.1.1 as follows: <i>(n) Prior to the implementation of any actions that result in a change to density coding's, for those areas depicted on the Strategy Map set out at section 6.0, undertake a streetscape and character analysis to determine the appropriateness of any future density coding.</i> Additionally, modification recommended to the managed growth strategy map to outline areas that this new action will apply.</p>
222.	Direct email	25/05/2019			South Perth	<p>Area 4 on the managed growth strategy map (Canning Highway Places 1 &amp; 2) should be expanded out to 400m as was set out in the original study. This will allow for a more gradual transition from higher density/buildings down to the existing suburban areas. The proposed 100m does not achieve anything and is unsustainable in the long term, but has costed a lot of time and money. If there is a need to compromise then at an absolute minimum 200m should be considered.</p>	<p>The Strategy includes an action (4.1.1(f)) to adopt scheme provisions that allow for higher density development in the area identified on the managed growth strategy map as 'Canning Highway – Places 1 &amp; 2'.</p> <p>In December 2018, shortly after Council resolved to advertise the Draft Local Planning Strategy, Council resolved to support draft scheme amendment No. 57. This amendment proposed to recode land in managed growth area 4 to allow for development between 3-6 storeys. Given this recent Council decision (which was informed by lengthy community consultation dating back to 2015) it is not recommended the strategy be modified to expand the area of managed growth area 4.</p>	
223.	Direct email	4/06/2019			Como	<p>The boundary for 'Above R50' zoning be extended to Throssell Street and not end mid-block for those properties in the area bounded by Hobbs Avenue, Canning Highway, Monash Avenue and Throssell Street. Having the boundary mid-block will have a</p>	<p>Strategy 4.1.1(g) recommends investigation of residential codings in the 'Canning Highway – Places 3, 4 &amp; 5' managed growth area. Areas closest to Canning Highway are depicted as being subject to investigations at higher density codes (shown as 'above R50') while areas further removed from Canning Highway are shown as being subject to investigations at or below the R50 code (shown as 'up to R50'). The coding for each individual property and</p>	<p>Additional action recommended to be included under 4.1.1 as follows: <i>(m) Ensure</i></p>

						<p>detrimental impact on the streetscape and amenity in the area.</p>	<p>street will be determined within the scope of these limits and also having regard to such matters as built-form transition, minimisation of local traffic and parking demand and minimisation of overshadowing.</p> <p>It is noted that the coding limitations depicted on the Managed Growth Map may limit the ability for an appropriate transition; particularly in areas where the codes transition directly from ‘above R50’ to ‘up to R20’. As such, an additional action is recommended to be included under strategy 4.1.1 to address this matter.</p>	<p><i>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 appropriately managed built-form transition between high/medium density and lower density area.</i></p>
224.	Direct email	4/06/2019			South Perth	<p>A zoning change of ‘Up to R50’ is proposed for land on Renwick Street but some behind are shown ‘above R50’. This difference in zoning may impact on properties due to impacts of overlooking and building bulk from taller buildings, and inconsistency in the streetscape. The ‘Above R50’ zoning should be applied to my lot to match those directly behind. This will help achieve the density targets and encourage the development of 1 and 2 bedroom apartments.</p>	<p>Strategy 4.1.1(g) recommends investigation of residential codings in the ‘Canning Highway – Places 3, 4 &amp; 5’ managed growth area. Areas closest to Canning Highway are depicted as being subject to investigations at higher density codes (shown as ‘above R50’) while areas further removed from Canning Highway are shown as being subject to investigations at or below the R50 code (shown as ‘up to R50’). The coding for each individual property and street will be determined within the scope of these limits and also having regard to such matters as built-form transition. Additionally, an additional action is recommended to be included under strategy 4.1.1 to address this matter.</p>	<p>Additional action recommended to be included under 4.1.1 as follows: <i>(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 appropriately managed built-form transition between high/medium density and lower density area.</i></p>
225.	Direct email	5/06/2019			South Perth	<p>Properties between Sandgate Street and Addison Street should be increased density to R25 as it was zoned under Town Planning Scheme No. 5 to allow for duplex subdivisions. The area has a church and a day care, is close to schools and is on a bus route making is a good area for increased zoning.</p>	<p>The Strategy outlines ways in which the City is proposing to manage population growth. This includes directing forecast growth to the most appropriate areas (activity centres and urban corridors). Directing growth towards activity centres is in line with state policy directive and makes the most efficient use of existing infrastructure. The Strategy does not recommend increases in density codings for areas significantly beyond identified activity centres and corridors for this reason. Notwithstanding, modifications are recommended to the managed growth strategy map for properties (broadly) between Sandgate Street and Addison Street to increase the potential future density.</p>	<p>Modifications to the managed growth strategy map to lower the potential future density of properties west of Canning Highway between South Terrace and Angelo Street to ‘Up to R30’. Additionally a number of properties adjacent have been included within managed growth area 5 also with a future potential zoning of ‘Up to R30’.</p>
226.	Direct email	6/06/2019			South Perth	<p>The Strategy does not identify the South Perth Hospital and surrounding commercial properties</p>	<p>The Strategy identifies areas of the City where the majority of population growth is proposed to be accommodated. It does not restrict any current or future planning controls that result</p>	<p>Additional action recommended to be</p>

					<p>centred on the South Terrace/Coode Street intersection which comprises of a number of health and medial related facilities. This area is unique as it offers a difference in services to other centres elsewhere in the City. There will be an increased demand for health services in the future due to increased density and therefore the Strategy should recognise the importance of this area, in particular its emerging function as a specialised centre. The Strategy should also promote ongoing opportunities for compatible health and medical uses in the area which will lead to greater accessibility, productivity and efficient use of infrastructure.</p> <p>The Strategy should recognise the importance of the Hospital and the evolution of the local commercial node. Identification of the local centre will assist to reinforce the function of the centre and is consistent with SPP4.2 that states that neighbourhood and local centres should be recognised in local planning strategies. There is also potential to expand the extent of the ‘Local Commercial’ zone to appropriately recognise existing commercial activities occurring in the area.</p>	<p>in increased development potential in other areas of the City. Notwithstanding, there is a recognised need to ensure that the City’s planning controls do not unreasonably restrict the viability and development of facilities of community benefit (such as private hospitals). As such, a new action is recommended to be included under action 4.2.4 that will ensure that planning framework considers proposals involving facilities of community and civic benefit/need, including but not limited to aged care facilities, hospitals, cultural facilities and child day-care centres/kindergartens.</p> <p>Following adoption of the draft Local Planning Strategy for the purposes of advertising, draft scheme amendment No. 62 relating to the South Perth Hospital was approved by Council for advertising. This amendment provides development provisions for the future redevelopment/expansion of the existing hospital facility.</p> <p>As part of the preparation of the Strategy, the City undertook an ‘activity centres review’ to identify likely future floor space and employment demand within the key retail and employment nodes throughout the City (excluding district and specialised activity centres). This review is described in section 5.2.5 of the Strategy. The review identified that growth in commercial areas along Canning Highway and in the City’s neighbourhood centres would be relatively modest. As a result, it is not considered necessary to review potential floor space or employment demand in the City’s lower order Local Centres, such as around the South Perth Hospital.</p>	<p>included under 4.2.4 as follows: <i>(e) Include provisions in the next local planning scheme that provide a framework the consideration of proposals involving facilities of community and civic benefit/need, including but not limited to aged care facilities, hospitals, cultural facilities and child day-care centres/kindergartens.</i></p>	
227.	Direct email	31/05/2019			South Perth	<p>Not supportive of increased density for properties on Hampden Street and surrounding areas. Increased density will impact on the area by way of a decrease in the unique lifestyle that the current zoning provides.</p>	<p>Strategy 4.1.1(g) recommends investigation of residential codings in the ‘Canning Highway – Places 3, 4 &amp; 5’ managed growth area. Areas closest to Canning Highway are depicted as being subject to investigations at higher density codes (shown as ‘above R50’) while areas further removed from Canning Highway are shown as being subject to investigations at or below the R50 code (shown as ‘up to R50’). The coding for each individual property and street will be determined within the scope of these limits and also having regard to such matters as built-form transition, minimisation of local traffic and parking demand and minimisation of overshadowing.</p> <p>Notwithstanding, modifications are proposed to the managed growth strategy map to lower the potential future zoning for properties on Hampden Street, and a new action is recommended under strategy 4.1.1.</p>	<p>Modifications to the managed growth strategy map to lower the potential future density of properties west of Canning Highway between South Terrace and Angelo Street to ‘Up to R30’. Additionally a number of properties adjacent have been included within managed growth area 5 also with a future potential zoning of ‘Up to R30’.</p> <p>Additional action recommended to be included under 4.1.1 as follows: <i>(n) Prior to the implementation of any actions that result in a change to density coding’s, for those areas depicted on the Strategy Map set out at section 6.0, undertake a streetscape and character analysis to</i></p>

								determine the appropriateness of any future density coding. Additionally, modification recommended to the managed growth strategy map to outline areas that this new action will apply.
228.	Direct email	6/06/2019			South Perth	<p>Not supportive of increased density for properties on Elizabeth Street due to the following:</p> <ul style="list-style-type: none"> <li>• Overlooking and overshadowing of existing properties backyards.</li> <li>• The mid-block split for increased density between Hampden Street and Elizabeth Street does not make sense and will add to the impacts of overlooking and overshadowing.</li> <li>• The change to the existing streetscape has significant character.</li> <li>• Traffic and parking congestion on streets where street parking is already at a premium.</li> <li>• Environmental impacts and increased density will see many of the existing mature trees in the area being removed.</li> </ul>	Refer to response to submission 227.	
229.	Direct email	6/06/2019			South Perth	<p>Large infill targets are not justified and appear inflated without sufficient evidence to support them.</p> <p>There are opportunities for medium density. Developments such as Echelon (39 Mends Street) are much more in keeping with the area than Pinnacles and Aurelia (30-34 Charles Street and 96 Mill Point Road). High rise is not needed.</p> <p>Discretion in heights based on satisfying criteria has not worked in the past and the Strategy does not address this.</p> <p>There are still reference to the 'Station Precinct' in the Strategy which clearly demonstrated that the Strategy is based on objectives that are not achievable.</p> <p>The City has ongoing issues in regards to transport. Traffic is a general issue that has not been addressed.</p> <p>The Strategy has been rushed through to satisfy the WAPC.</p>	<p>It is orderly and proper planning that the Strategy responds to growth forecasts, that are based on the best and most up to date information available, and policy objectives to ensure any growth that occurs is managed appropriately. The growth forecasts provided in the Strategy are based on a rigorous evidence base of information that considers births, death, changes to household composition, historical and approved rates of development and migration rates The forecasts also align (broadly) with the targets set by the State Government in Perth and Peel @3.5million.</p> <p>The Strategy does not make recommendations in respect to built-form, this is considered at the detailed planning stage, such as through the preparation of activity centre plans. The range of density increases proposed, excluding those within the major activity centres, allow for building heights between 3-5 storeys and at medium densities.</p> <p>The Strategy does not make any recommendations on matters relating to built-form such as heights. These matters are addressed by the applicable Activity Centre Plans or through the Scheme and are considered as part of more detailed investigations.</p> <p>The Perth and Peel @3.5million Transport Network Plan indicates investigations in to a future rail station located adjacent to Richardson Park within the South Perth Activity Centre. Strategy 4.3.4(b) seeks to advocate that this station is constructed. A railway station would improve network connectivity, particularly for people coming to the South Perth Activity Centre and for people making trips to locations other than the Perth CBD.</p> <p>Whilst it is acknowledged that growth will result in more traffic, increased traffic and its impacts are not necessarily a limiting factor to development. Notwithstanding it is important that these impacts are managed appropriately at the different stages of the planning process. Strategies 4.3.1, 4.3.2 and 4.3.3 aim to address the impact that an increased population will have on parking and traffic within the City through supporting upgrades to infrastructure, developing a 'Transport, Access and Parking Strategy' ,</p>	

						increasing mode-share of active transport and establishing appropriate controls for vehicle parking.  The Strategy project commenced in late 2017 and included preliminary consultation in early 2018. It is not considered that the process for the Local Planning Strategy has been rushed with significant preliminary consultation and formal advertising being undertaken to inform the Strategy.		
230.	Direct email	7/06/2019			South Perth	<p>Regis Como is an aged care facility located on Talbot Ave in Como. The subject site is 4,110m<sup>2</sup> in area is situated within an area of residential and smaller-scale commercial activities. It is currently zoned Residential R20 under TPS6. It is requested the site is rezoned to ‘Private Institution’ which reflects its current and desired future land use. It will provide certainty that Regis not only can upgrade or redevelop its aged care facilities in the future, but also enhance its services with complementary uses.</p> <p>A number of other aged care sites within the City are already zoned as Private Institution. These other sites have progressed the planning and development of their respective sites, due to the certainty that their Private Institution zoning provides.</p> <p>Consideration should also be given to ensure a compatible zoning on neighbouring properties.</p>	<p>The Model Provisions provide a standard zone of ‘Private Clubs, institutions and places of worship’. The current land use of the site is likely to be consistent with this zoning, or potentially remain as the existing ‘Residential R20’ zoning.</p> <p>The Strategy identifies areas of the City where the majority of population growth is proposed to be accommodated. It does not restrict any current or future planning controls that result in increased development potential in other areas of the City. Notwithstanding, there is a recognised need to ensure that the City’s planning controls do not unreasonably restrict the viability and development of facilities of community benefit/need (such as aged-care facilities).</p> <p>In order to ensure that a range of accommodation types, such as student, aged and independent living accommodation can be provided, a new action is recommended to be included under strategy 4.1.2.</p>	<p>Additional action recommended to be included under 4.1.2 as follows: <i>(e) Include provisions in the next local planning scheme that provide a framework the consideration of proposals involving a range of accommodation types, such as student, aged and independent living accommodation.</i></p>
231.	Direct email	7/06/2019			N/A	<p>Supportive of the development of a local planning strategy to provide the direction the City needs to make consistent decisions.</p> <p>Population and dwelling growth forecasts are confusing and contradictory. The Strategy states that it is a plan for the next 10-15 years (2019 to 2029/2034) although references Perth and Peel @3.5million (2031) as part of the underpinning evidence base and shows historic and future dwelling forecasts out to 2041. It is difficult to see exactly what timeframe and which data relates to the Strategy. In addition to this there is insufficient supporting documentation regarding the population and dwelling forecasts and the economic trends informing the Strategy, particularly past 2026. The Canning Bridge ACP is currently being reviewed and the South Perth ACP is still a draft therefore basing the Strategy population and housing growth on these centres as if they exist is problematic.</p> <p>The managed growth strategy is not supported. While the principles in Perth and Peel that directs growth to activity centres and urban corridors, the contextual application of this principle to the City is highly questionable. It is admirable that the City is attempting to preserve the local character of 75% of the City by leaving it unchanged but the other 25% will have the devastating impact of potentially poor quality infill as population and dwellings are pushed into the</p>	<p>Perth and Peel @3.5million provides no fixed timeline for the projected growth of Perth to 3.5 million people; albeit with acknowledgement that the Metropolitan area is likely to grow to this size by around 2050.</p> <p>It is orderly and proper planning that the Strategy responds to growth forecasts, that are based on the best and most up to date information available, and policy objectives to ensure any growth that occurs is managed appropriately.</p> <p>Best practice and responsible planning needs to respond to what the best available information says we need to plan for. In the case of the City this includes a growing population. Population growth is controlled by many external factors out with the control of the local government. The City’s population is forecast to grow by 10,182 people between 2016 and 2031. It would be contrary to orderly and proper planning to not plan for expected population growth. The Strategy responds to this forecast and adopts a ‘managed growth strategy’ to demonstrate how this growth can best be accommodated having regard to access to infrastructure and services, and state policy direction.</p> <p>The Strategy outlines ways in which the City is proposing to manage the City’s growth. This includes directing forecast growth to the most appropriate areas (activity centres and urban corridors). This is both in line with policy of the State government and makes the most effective use of existing infrastructure.</p> <p>It is noted that the managed growth strategy is comprised of a number of components that determine the overall level of growth accommodated;</p> <ul style="list-style-type: none"><li>- In the case of the South Perth and Canning Bridge Activity Centre Plans, the growth forecasts already prepared for each plan;</li><li>- For the identified neighbourhood centres, the approximate level of growth needed to reach the desired levels of density around each centre as outlined in State Planning Policy 4.2; and,</li></ul>	



						<p>already most densely populated areas. This makes it logically impossible to maintain the current amenity and character of these activity centres. The maintenance of character and amenity should be the starting point for any strategy, not the objective to achieve a stated population and dwelling target. It is unrealistic and inequitable to plan for a significant increase in density impact on 25% of the City and virtually no density impact on 75% of the City.</p> <p>Concerned with the correlation that increasing numbers of households that are ‘couples without dependants’ or ‘lone person households’ equates for a greater need of 1 and 2 bedroom dwellings. In many areas of South Perth this is not the case and we believe the data needs to identify far more specifically, areas where this may and may not be considered appropriate development.</p> <p>Generally supportive of actions under the Transport and Access section (section 4.3), Effective and efficient transport and access is fundamental to the achievability of the population and growth forecasts and intrinsically linked to the success of any managed growth strategy.</p>	<p>- For urban corridors, the approximate level of growth needed to reach the desired level of growth outlined in Development Control Policy 1.6 – Planning to support transit use and transit oriented development.</p> <p>In this regard, simply increasing the population growth to the minimum desired amount set out in State policies accounts for a significant amount of growth in the managed growth strategy. Not only will this improve the viability of the City’s activity centres, it makes the most efficient use of existing infrastructure and minimises the need to investigate density changes in other areas of the City; allowing the maintenance of existing character.</p> <p>Data provided by Forecast ID. Indicates that all suburbs across the City will experience a noticeable increase in ‘lone person’ households, with a lesser change in households comprising ‘couples without dependants’. The clear trend across all suburbs in the City is that households will increasingly be comprised of single or coupled occupants. Ensuring the City’s planning controls do not inhibit the provision of suitable housing for these groups is a key issue identified in the Strategy.</p> <p>Comment noted. Strategies and actions under section 4.3 aim to ensure that the transport infrastructure and connectivity is suitable to meet the needs of a growing community.</p>	
232.	Direct email	7/06/2019			South Perth	<p>Supportive of the intent of the Strategy. Area 4 on the managed growth strategy map (Canning Highway Places 1 &amp; 2) is too narrow. There are properties north of Shaftesbury Street, specifically Arlington Avenue, Gladstone Avenue, Roseberry Avenue and Salisbury Avenue, that are excluded from the Canning Highway Study area but that are within 400m of Canning Highway. In addition to being in close proximity to Canning Highway, this area is also within close proximity of significant POS, community facilities and a local centre. The managed growth area should be extended to include those properties north of Shaftesbury Street.</p>	<p>The area referred to in the submission has previously been considered for more intensification of zoning as part of the #ShapeOurPlace Canning Highway Urban Corridor studies. In 2018 the City endorsed draft scheme amendment No. 57 – Canning Highway (East) relating to land shown on the managed growth strategy map as Area 4 ‘Canning Highway Urban Corridor – Places 1 &amp; 2’. This amendment arose from a series of community consultation exercises and character reviews that indicated that it was more preferable to limit any density code changes to land within close (broadly 100m) proximity of Canning Highway. Modification to the Strategy is therefore not supported to increase the managed growth area.</p>	
233.	Hard copy mail	6/06/2019			South Perth	<p>Not supportive of increased density in the area of Elizabeth Street. Increased density will have an impact on privacy and devalue our property.</p>	<p>Strategy 4.1.1(g) recommends investigation of residential codings in the ‘Canning Highway – Places 3, 4 &amp; 5’ managed growth area. Areas further removed from Canning Highway are shown as being subject to investigations at or below the R50 code (shown as ‘up to R50’). The coding for each individual property and street will be determined within the scope of these limits and also having regard to such matters as built-form transition, minimisation of local traffic and parking demand and minimisation of overshadowing.</p> <p>Modifications are proposed to the managed growth strategy map to lower the potential future zoning for properties on Elizabeth Street.</p>	<p>Modifications to the managed growth strategy map to lower the potential future density of properties west of Canning Highway between South Terrace and Angelo Street to ‘Up to R30’. Additionally a number of properties adjacent have been included within managed growth area 5 also with a future potential zoning of ‘Up to R30’.</p>
234.	Direct	7/06/2019			Salter Point	<p>Supportive of comments provided by the Salter Point</p>	<p>Refer to response to submission 139.</p>	

	email					Community Group (submission 139).		
235.	Direct email	7/06/2019			Como	<p>Supportive of the overall strategy especially increasing density for inner city areas due its positive effect of the environment and better use of infrastructure.</p> <p>Supportive of increased zoning up to R20 for those property east of Canning Highway (Canning Highway Places 3, 4 &amp; 5).</p> <p>Not supportive of a new heavy rail station. Not necessary in the current economic climate and it will slow trains due to having to make an additional stop.</p> <p>Supportive of increasing tree canopy and congratulate the City for recent works done on the Ryrie Avenue oval by increasing tree planting.</p> <p>Not convinced that an aquatic centre is required as there are other aquatic centres nearby such as the one in Victoria Park on Oats Street.</p> <p>The Cygnet Theatre building that is heritage listed should be preserved.</p>	<p>The Strategy aims to support the objectives of Perth and Peel @3.5million to increase the amount of growth accommodated in existing urbanised areas, thereby limiting the further outward expansion of Perth generally.</p> <p>Comment noted. This is addressed by action 4.1.1(g) that seeks to progress planning investigations for Canning Highway Places 3, 4 &amp; 5 subject to densities outlined on the managed growth strategy.</p> <p>The Perth and Peel @3.5million Transport Network Plan indicates a future rail station may be located adjacent to Richardson Park within the South Perth Activity Centre. Strategy 4.3.4(b) seeks to advocate that this station is constructed. A railway station would improve network connectivity, particularly to for people coming to the South Perth Activity Centre and for people making trips to locations other than the Perth CBD.</p> <p>Directing the majority of growth towards 25% of the land area of the City is likely to result in an increases to tree canopy on private land over time. By limiting opportunities for density development outside of activity centres and urban corridors, there are more opportunities for existing trees to continue to grow. Additionally, controls are included within activity centres and the R-Codes that encourage the retention of trees.</p> <p>An outcome of the Strategic Community Plan is to plan for recreation and aquatic facility to serve the City of South Perth's needs. Strategy 4.6.1(b) supports this outcome by recommending the City investigate opportunities for the provision of community facilities by way of partnering with other local governments, organisations and the private sector.</p> <p>The Cygnet theatre is on the City's Heritage List and the State Heritage List and is therefore protected under the Heritage Act. The Strategy does not propose to change this heritage status.</p>	
236.	Direct email	8/06/2019			South Perth	<p><u>Population and housing</u></p> <ul style="list-style-type: none"> <li>Infill figures are hugely overstated. South Perth is unlike any other suburb as it has been inundated with high rise. A preference of 6 storeys, similar to Claremont.</li> </ul> <p><u>Activity centres and employment</u></p> <ul style="list-style-type: none"> <li>Supportive of the principles but it is lacking on what sort of development is planned. Currently it's all housing with the odd café.</li> </ul> <p><u>Transport and access</u></p> <ul style="list-style-type: none"> <li>There is only one way in and one way out of South Perth. With the infill planned traffic will be a total disaster.</li> <li>There is no train station and the ferries will not cope, people will continue to drive cars. This needs to be addressed before infill can be considered.</li> </ul> <p><u>Environment and sustainability</u></p> <ul style="list-style-type: none"> <li>There are already examples of damage caused to trees from building and flooding caused by high rise development. If the South Perth ACP goes ahead we will lose the vision of the City: "A City of active spaces and beautiful places. A connected community with easily accessible, vibrant neighbourhoods and a unique, sustainable natural environment".</li> </ul>	<p>The forecast contained in Strategy consider a range of inputs including births, deaths, migration, and development rates. These inputs provide an overall forecast of how the City is likely to grow in the future. The Strategy then provides a series of strategies and actions to respond to this growth forecast.</p> <p>Strategies contained in section 4.2 of the Strategy include actions that seek to provide opportunities for non-residential floor space to be provided in each activity centre. A particular focus on employment floor space is identified for the Bentley/Curtin Specialised Activity Centre.</p> <p>It is noted that there is 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. How this existing infrastructure will be improved, as well as other strategies and actions seeking to reduce the reliance on private vehicle use, are addressed under section 4.3.</p> <p>The Strategy seeks to ensure that the future planning framework considers the impact that higher density may have on existing mature vegetation as well as on existing water resources, waterways and foreshore areas. To ensure this is clearly addressed by the Strategy, a modification is recommended to strategy 4.4.3 making reference to these matters.</p> <p>Strategies and actions under section 4.5 seeks to ensure that heritage, character and design are considered in the future, in particular through review of local planning policies, review of the Local Heritage List and through embedding the principles of State Planning Policy 7 – Design of the Built Environment into the local planning framework.</p>	<p>Modification recommended to strategy 4.4.3 as follows: <i>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.</i></p>

						<p><u>Heritage, character and design</u></p> <ul style="list-style-type: none"> <li>All recent infill has is no way considered heritage character and design. What little heritage and character that South Perth has left will disappear if the current trend continues.</li> </ul> <p><u>Public open space and community facilities</u></p> <ul style="list-style-type: none"> <li>POS will be highly sought after in the future.</li> </ul> <p><u>Tourism and entertainment</u></p> <ul style="list-style-type: none"> <li>What will the attraction be; if they have seen other cities, why bother? We will still have the same great restaurants and cafes so nothing is likely to change.</li> </ul> <p><u>General comments</u></p> <ul style="list-style-type: none"> <li>Appreciate that a strategic plan for development is required but the plans appears to have been prepared to support the South Perth Activity Centre Plan.</li> </ul>	<p>Comment noted. This is addressed by strategy 4.6.3 that seeks to ensure the planning framework supports the protection and improvement of public open spaces.</p> <p>The City has several tourist sites within its boundaries including Perth Zoo, and is nearby to tourism and entertainment facilities in the Perth CBD and Burswood. Additionally, The City is located adjacent to Curtin University that attracts a significant number of visitors every year. Strategies and actions under section 4.7 seek to 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 Zo and to support the growth of entertainment and tourism uses in these locations.</p> <p>Development of a Local Planning Strategy is required under the Planning and Development (Local Planning Schemes) Regulations 2015. The Strategy supports the implementation of an activity centre plan within the South Perth Activity Centre however has not been prepared for this purpose.</p>	
237.	Direct email	9/06/2019			South Perth	<p>Supportive of a far more ambitious planning strategy with a significant increase in dwelling targets.</p> <p>The Strategy makes reference to heritage despite most of the pre-war homes being demolished. Although supportive of demolition of older homes for new modern homes it is disingenuous to suggest that the Strategy is protecting built heritage.</p> <p>The area bounded by Douglas Avenue, Mill Point Road, George Street and Berwick Street should be given a medium or high density. Although understanding that this will change the character of the area is will allow a far greater number of people to enjoy the area and provide for a more diverse demographic.</p> <p>There is a shift happening in terms of vehicle ownership and vehicle sharing. It is likely in the future there will be a decline in car ownership and increased use of car, scooter and bicycle sharing.</p> <p>Increased use of public and civic facilities should not be used as a reason to oppose the strategy.</p>	<p>Noted. The Strategy has been prepared to respond to forecast growth. It is not considered necessary to plan for growth beyond what the forecast suggests is the most likely growth outcome.</p> <p>The Regulations allow for the demolition of any Single House without the need to obtain planning approval, unless the dwelling is listed on the Local or State Heritage List. Strategy 4.5.2 recommends on-going review of the City's Heritage List to ensure those places with heritage value are identified and protected. For those areas with strong sense of place strategy 4.5.3 recommends adopting local precincts policies that ensure new development respects and maintains existing character.</p> <p>The area referred to in the submission includes the majority of the suburb of Kensington and a large portion of the suburb of South Perth. The Strategy recommends directing the majority of growth towards key activity centres and urban corridors. This allows most areas of the City to remain unchanged. This provides the maintenance of existing character, particularly in lower density neighbourhoods like Kensington and locates population growth where it can make must effective use of existing infrastructure.</p> <p>Emerging technology and demographic changes are likely to drive changes in transport demand; both in terms of how far people travel and by what means. The Strategy outlines that the City should prepare a 'Transport, Access and Parking Strategy' to unify the City's approach to these matters moving forward; considering the potential impact of technological change. Additionally, strategy 4.3.5 seeks to adapt planning controls to respond to emerging technologies such as vehicle and bicycle sharing platforms and trends in people working from home.</p> <p>A growing population will place more pressure on public and civic facilities. Strategy 4.6.1 recommends incentivising development to make voluntary contributions to improve local amenity, infrastructure and facilities to ensure they meet the needs of a growing population.</p>	
238.	Direct email	9/06/2019			Salter Point	<p>Would prefer to see either no population growth or less population growth that proposed. Understanding that population growth is a federal issue but the City should not assume that growth is inevitable.</p> <p>The area bounded by Unwin Crescent, Pepler Avenue, Welywn Avenue and Howard Parade wold be suitable for taller development due to its elevation and</p>	<p>Best practice and responsible planning needs to respond to what the best available information says we need to plan for. In the case of the City this includes a growing population. Population growth is controlled by many external factors out with the control of the local government but it would not be responsible of the City to ignore growth pressures.</p> <p>The area referred to in the submission has high levels of accessibility to nearby open space, but is remote for significant major public transport, employment, activity and entertainment opportunities. For that reason it is not considered appropriate for density development.</p>	<p>Action 4.4.1(a) recommended to be modified as follows: '(a) Review local planning policy P350.05 Trees on Development</p>

					<p>accessibility to POS.</p> <p>Pleased to see that recreational aspects have been recognised in the Strategy as it is important that POS and amenity be key elements in future implementation.</p> <p>No consideration has been given to cockatoos in this strategy, in particular the protection of the ‘Collier Super Roost’ area within the Bentley/Curtin Specialised Activity Centre.</p> <p>Supportive of strategy 4.2.3 relating to non-residential floor space along Canning Highway.</p> <p>In relation to strategy 4.3.2 (manage and plan the road network to reduce congestion) the City should highlight to the Federal Government that they should be very cautious in continuing to implement its rapid population growth agenda given the limited opportunities to expand the network.</p> <p>Strategy 4.4.1 need to be specifically mentioned in any new plan developed under this strategy and evaluation and review undertaken to measure its success.</p> <p>The goal should be to retain or increase tree cover with appropriate trees and not to just retain certain trees. Suggest a new action is included under 4.4.1 that states: “<i>Ensure that new developments allow space for the planting of appropriate trees that complement their position in relation to ambience and views and which are preferably useful to local native biota.</i>”</p> <p>Flood risk is not only associated with storms as rising sea levels are likely to affect building being constructed now. Buildings in low lying areas shown address this issue in their designs.</p> <p>Design that incorporates sustainability principles is highly desirable.</p> <p>Strategy 4.6.1 should include provisions of adequate open space and provisions of trees.</p> <p>Supportive of action 4.6.1 although do not want to see private people profiting from public expenditure.</p> <p>Higher density should be conditional on more open space. A good example of this is the old Karawara area.</p> <p>Use of the word ‘new housing’ in strategy 4.6.2 implies using existing bushland or POS; may be better worded as ‘replacement housing’.</p> <p>Mention should be made that public open space</p>	<p>Strategy 4.4.1 aims to increase tree canopy cover on private land throughout the City. The Strategy also aims to lead to greater tree canopy in the City overall, in support of the City’s Urban Forest Strategy. It is the role of the Urban Forest Strategy and other environmental strategies to specifically address matters such as nesting habitat and tree species appropriateness. It is recommended that action 4.4.1(a) is modified to ensure that the Strategy supports the relevant actions outlined in the Urban Forest Strategy.</p> <p>While local traffic generation is a likely outcome of population growth, it must be recognised that transport demand changes over time. The Strategy takes the approach that appropriately planned population growth can be accommodated through the incremental upgrades to the City’s transport network and through technological change. Over the life-span of the Strategy (10-15 years) it is likely the transport patterns of City residents and workers will change considerably and the planning of the City needs to be flexible enough to respond to these changes.</p> <p>Under the <i>Planning and Development Act 2005</i> the City is required to review its local planning scheme and strategy every 5 years. The Strategy contains a series of actions with timelines ranging up to (short, medium term) and beyond (long term) 5 years. The City will monitor the implementation of the Strategy every 5 years on the basis of these measures.</p> <p>Existing strategy 4.4.1 is considered to be sufficient to address the matter of tree retention on private properties. Further details and controls will be considered as part of the review of P350.05 Trees on Development Sites and Street Verges, as outlined in action 4.4.1(a).</p> <p>Strategy 4.4.3 identifies that the City’s planning controls should include provisions that ensure development considers the potential impact of environmental risks, including flood risk and sea-level rise.</p> <p>Comment noted. This is addressed by strategy 4.4.2 that seeks to incentivise the development of buildings with higher standards of environmental sustainability through a review of the dual coding system and through measures implemented in the Scheme, activity centre plans and local planning policies.</p> <p>A local planning strategy sets direction for future land use and zoning, including for public open space areas. It is not the role of the strategy to consider the extent of planting within open space areas. Notwithstanding, the strategy includes measures to increase tree canopy within the City and planting on public open space will contribute to these strategies.</p> <p>The outcome sought from strategy 4.6.1 is for development/developers to make voluntary contributes to improve local amenity, infrastructure and facilities. There are limited opportunities to provide new public open space within the City of South Perth. The Strategy, through strategies such as 4.6.3 seek to ensure existing public open space areas are upgraded over time to accommodate a growing population.</p> <p>The Strategy does not allow for new housing on existing public open space areas. To avoid confusion, it is recommended strategy 4.6.2 be amended to delete the word ‘new’ to make it clear that population growth should be accommodated in areas with good accessibility to public open space.</p> <p>Cash-in-lieu contributions for public open space apply only to subdivisions creating more than 6 lots. It is rare that subdivision within the City of South Perth results in the creation of more than 6 lots. Nonetheless strategy 4.6.3(b) outlines that were cash-in-lieu contributions are made, the City should direct this contribution towards the improvement/upgrade of existing public open space.</p>	<p><i>Sites and Street Verges to ensure the retention and/or replacement of mature trees on development sites and to support actions outlined in the City’s Urban Forest Strategy including;</i></p> <ul style="list-style-type: none"> <li>• <i>A 25% increase in the number of trees on the ‘Significant Tree Register’; and,</i></li> <li>• <i>Ensure private development contributes towards the goal of planting 7,500 trees within the City.</i></li> </ul> <p>Recommended modification to existing strategy 4.6.2 to remove the word ‘new’.</p>
--	--	--	--	--	---	---	--

						<p>consideration should be included in all new plans.</p> <p>Additionally care should be given to action 4.6.3(b). We want more public open space so cash-in-lieu should not be a significant consideration in exchange for local public open space.</p>		
239.	Direct email	9/06/2019			South Perth	<p>The Strategy seeks to deliver the City’s vision; given that the City already meets that vision this Strategy should seek to maintain the vision rather than create something new.</p> <p>There is no valid justification for the proposed dwelling and population forecasts.</p> <p>There is no traffic or infrastructure modelling based on the projected density to demonstrate how it will deal with the population increases.</p> <p>The Strategy seems to use population to justify a train station at South Perth. This is not support. Heavy rail would be an ineffective transport solution for South Perth. Light rail, bus, ferry and bicycle facilities would be more beneficial.</p> <p>The increased density forecast by WAPC should be applied to all suburbs within 25km of the CBD, not just those within 5km. South Perth has no industrial and therefore there is a limit to the types of employment that can be created to support local population increases.</p> <p>It would be more sustainable to spread low/medium density access the whole City rather than have it located in small pockets. A medium density for the area bounded by Coode Street, Mill Point Road and Ellam Street would be more viable and encourage increased ferry services. It would also reduce congestion as traffic would be directed to the Causeway or Graham Farmer Freeway rather than along the Kwinana Freeway.</p>	<p>The Strategy contains a series of strategies and actions that reinforce the vision contained in the Strategic Community Plan, while also appropriately managing and planning for population and activity growth.</p> <p>The factors that control and contribute to population growth are primarily out with the control of the City. The Strategy provides a framework to accommodate forecast growth in population and activity. These forecasts are based on a range of inputs, such as birth, immigration and mortality rates. It is orderly and proper planning that the Strategy responds to growth forecasts and policy objectives to ensure any growth that occurs is managed appropriately.</p> <p>Strategy 4.3.4(b) outlines that the City should advocate for a heavy rail station at South Perth. This will improve accessibility both to and from the centre to all areas on the rest of the rail network. Strategy 4.3.4(a) similarly advocates for an expanded ferry network, connecting locations such as UWA and Burswood. There are also a number of other actions that promote increased public transport connections and cycle infrastructure to increase the overall mode share of active transport uses. Additionally, a new action is recommended to be included under strategy 4.3.4 to advocate for an expanded and more efficient bus network.</p> <p>Perth &amp; Peel @3.5million identifies dwelling targets for all metropolitan local governments. The targets are established based on the metropolitan population of Perth reaching 3.5 million people in the future; approximately 2050. Similarly, Perth &amp; Peel @3.5million identifies the locations throughout the metropolitan region where activity and employment growth should be concentrated. This includes locations such as South Perth, Canning Bridge and Bentley/Curtin.</p> <p>The Strategy outlines ways in which the City is proposing to manage the City’s growth. This includes directing forecast growth to the most appropriate areas (activity centres and urban corridors) and ensuring that high quality design is an integral component to any development.</p> <p>The current policy direction of the State Government is to direct the majority of growth in established areas towards activity centres and along urban corridors. Directing growth towards activity centres and along urban corridors makes most efficient use of existing infrastructure, opportunities and facilities (transport, commercial, employment, civic, etc.).</p>	<p>Additional action recommended to be included under 4.3.4 as follows:  <i>(f) Advocate for an expansion/review of the bus network to more directly and efficiently connect prominent activity centres.’</i></p>
240.	Direct email	9/06/2019			Unknown	Supportive of comments provided in Submission 180.	Noted. Refer to response to submission 180.	
241.	Direct email	9/06/2019			Como	<p>Property on Brittain Street that is just outside the managed growth area and currently R20 should be permitted to develop 4 grouped dwellings. This will help achieve dwelling and population targets and will create a consistent residential zoning and it is within close proximity to schools, shops and transport corridors.</p>	<p>It is acknowledged that transition between density codes is best provided by streets, rather than boundaries. ‘Managed Growth Area 5 – Canning Highway Places 3, 4 &amp; 5’ ends on a series of side and rear boundaries; particularly in the areas between Thelma Street and Alston Avenue. The built-form character of Alston Avenue, Brittain Street and Thelma Street is largely unchanged between the extent of the managed growth area and the nearest street block end (Axford Street, Talbot Avenue and Throssell Street). It is therefore considered appropriate to recommend modification to the managed growth strategy map to extend the managed growth area out to Axford Street.</p>	<p>Modifications recommended to the managed growth strategy map to extend managed growth area 5 on the eastern side of Canning Highway down to Thelma Street and out to Axford Street/Talbot Avenue, north of Alston Ave.</p>

242.	Direct email	9/06/2019			Kensington	<p>Strongly supportive of the activity hubs and higher density in the locations outlined in the Strategy.</p> <p>The Strategy does not protect solar access to David Vincent Reserve which is an important community space. The proposed heights on Canning Highway up to 5 storeys which would dominate the park and block light. The existing height of 2 storeys is comfortable and allow people to easily interact with the park. A maximum height of 3 storeys and density of R50 for those properties north of Pennington Street would achieve the best built-form outcomes. Other adjacent properties within the managed growth area should be a maximum of R30.</p>	<p>In September 2018 Council resolved to advertise the Draft Local Planning Strategy. The Strategy includes an action to adopt scheme provisions that allow for higher density development in the area identified on the managed growth strategy map as ‘Canning Highway – Places 1 &amp; 2’.</p> <p>In December 2018, Council resolved to support draft scheme amendment No. 57. This amendment proposed to recode land in managed growth area 4 to allow for development between 3-6 storeys. Given this recent Council decision (which was informed by lengthy community consultation dating back to 2015) it is not recommended the strategy be modified to make specific changes to the built-form of development adjacent to David Vincent Reserve.</p>	
243.	Direct email	9/06/2019			Como	<p>The Strategy lacks proper consultation with the community. The best decisions are made when discussions involve all stakeholders.</p> <p>The Strategy has been prepared to get ahead of the South Perth Activity Centre Plan.</p> <p>The content of the Strategy should be relevant, evidence based and justifiable which has not happened. The Strategy states that it is an evidence based document but does not provide the supporting information needed:</p> <ul style="list-style-type: none"> <li>• There is no valid justification to propose dwelling and density targets that far exceed the WAPC 2031 targets.</li> <li>• The Strategy and the South Perth ACP diverge from the State’s key planning parameters in the Perth and Peel Central Sub-regional Framework.</li> <li>• There is no traffic modelling based on projected dwelling build out.</li> <li>• There are no incentives or visions to create or increase business or employment to support the increase population.</li> <li>• There are no illustrations of how development will look in the future.</li> <li>• Many supporting documents are still in a draft form or have not yet been started.</li> <li>• The Strategy is attempting to use increased population to gain a train station despite there being no plans for one in the METRONET program. Increased bus services, better bicycle facilities and ferries from Coode Street would be more beneficial.</li> </ul> <p>The Strategy lacks true vision and massive increases in dwellings will destroy the liveability of neighbourhoods.</p>	<p>In February and March 2018, the City undertook a series of stakeholder engagement exercises aimed at developing the community’s attitudes towards the planning challenges the City faces over the next 10 to 15 years.</p> <p>The process was designed to ensure all relevant aspects of planning and development were explored. This was achieved by dividing each activity and feedback point into a series of key topic areas. These activities resulted in 103 people attending public workshops and 172 online survey responses. The outcomes of this consultation were analysed by an independent consultant and helped shape the draft Strategy document.</p> <p>The Strategy was prepared on the basis of a resolution of Council from June 2017 that agreed that the City should reviews its current Town Planning Scheme No. 6. The <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> require that prior to preparing a new planning scheme a local planning strategy must first be prepared.</p> <p>The Strategy includes a forecast that suggests growth to 2031 will be broadly similar to that identified in Perth &amp; Peel @3.5million by 2031. The Strategy considers, amongst a range of other factors, the recommendations of the Central Sub-Regional Planning Framework. This information and the identification of the key issues outlined in this information is contained in Part 2 of the Strategy document.</p> <p>Traffic modelling can be prepared for localised areas where growth outcomes are certain and assumptions can be clearly defined. The Strategy provides an overall plan for growth throughout the City, with many of the managed growth areas requiring more detailed investigations before any population or activity density increases in the future. Moreover, transport demand will change over time as population incrementally increases. The approach of the Strategy is to monitor and plan, at a high level, for changes to travel behaviour and demand. The movement network as a whole can be incrementally adjusted and improved over time as demand increases.</p> <p>Strategy 4.3.4(b) outlines that the City should advocate for a heavy rail station at South Perth. This will improve accessibility both to and from the centre to all areas on the rest of the rail network. Strategy 4.3.4(a) similarly advocates for an expanded ferry network, connecting locations such as UWA and Burswood. There are also a number of other actions that promote increased public transport connections and cycle infrastructure to increase the overall mode share of active transport uses. Additionally, a new action is recommended to be included under strategy 4.3.4 to advocate for an expanded and more efficient bus network.</p> <p>The managed growth strategy enables the majority of the City’s land area (approximately 75%) to remain unchanged. Not only does this enable to maintenance of existing character,</p>	<p>Additional action recommended to be included under 4.3.4 as follows:</p> <p><i>(f) Advocate for an expansion/review of the bus network to more directly and efficiently connect prominent activity centres.’</i></p>

							it also directs population and activity growth to areas where it can make best use of employment opportunities and transport infrastructure.	
244.	Direct email	10/06/2019			South Perth	<p>Supportive of an increased height of 10-12 storeys and increased density of R100 on a specific property within the Angelo Street neighbourhood centre. The Strategy sets a dwelling target of 359 dwellings within the Angelo Street neighbourhood centre and an increase in density to R100 on this site will assist the City in meeting that target. This coding is consistent with the managed growth strategy that identifies this site as being ‘above R50’.</p> <p>The site in close proximity to various bus routes, cycle networks, significant areas of public open space, schools and the Angelo Street centre. Proposed ferry services to Coode Street and the proposed future heavy rail station are also within close proximity.</p> <p>It is noted that the R-Codes states a maximum building height of 4-5 storeys for properties coded R100 but it is also noted that these can be modified by statutory controls. A building height of 10-12 storeys would provide greater flexibility in relation to built-form and a lower building height of 4-5 storeys may result in a bulkier development that impacts on visual amenity, landscaping, tree canopy retention and privacy.</p>	<p>The high level of amenity, accessibility and convenience available in the Angelo Street neighbourhood centre is noted. To this extent, the Strategy notes a desire to increase the amount of population within and around the centre. It does not, however, specify any specific built-form outcomes; only to the extent that lesser (less than R50) densities will be applied to land further from the centre, while land in direct proximity to the centre (&lt;100m) will have higher (greater than R50) density coding.</p> <p>There are various options available to the City that will enable to development of the number of dwellings identified in the managed growth strategy. These options will be explored as part of the preparation of a new Local Planning Scheme. It is noted that the R-Codes (Volume 2) suggests typical building heights within neighbourhood centres and mid-rise urban centres is 3-6 storeys.</p>	
245.	Direct email	10/06/2019			Unknown	<p>Supportive of density along major transport routes however the level of density indicated is concerning. 2 storeys buildings can cause impacts of privacy loss, loss of light and adverse bulk. Deemed-to-comply outcomes should be strictly enforced. As this is the case increasing the height limit to 3 storeys will create even more misery. The height limits should be 2 storeys throughout Como as a maximum.</p> <p>The ‘Up to R50’ zoning within Area 6 (Henley/Canavan Urban Corridor be changed to R30 (or R40 at the most) and therefore restricted to 2 storeys.</p>	<p>Comments relating to built-form are noted and will be considered in the formulation of future planning controls. It is noted that the Strategy does not consider the built-form of each area.</p> <p>Strategy 4.1.1(h) includes provisions for the recoding of land along Manning Road and Henley Street/Canavan Crescent Urban corridor to a coding of at least R40. The R-Codes specifies that land coded R40 would typically be developed up to a maximum height of 2 storeys. It is likely such a recoding would allow for the provision of all of the dwellings specified for the Henley/Canavan Crescent urban corridor and a significant proportion of that outlined for Manning Road. The City will consider the comments raised in this submission when formulating the ultimate coding for each of these managed growth areas.</p>	
246.	Direct email	10/06/2019			Other (Hillarys)	<p>The Strategy is an amalgam of a number of plans and strategies rather than a strategy in its own right; this is not the way to prepare a strategy. A number of those strategies that feed in to the Strategy are also out of date.</p> <p>The proposals of the strategy that relate to the South Perth and Canning Bridge Activity Centres do not support the vision of the City or the Strategy itself.</p> <p>The Strategy is based on unsound population projections. Census data is out of date (from 2016) and the projection includes ‘development data’ including local specific plans and approved developments. It is assumed that all of these developments will be constructed and assumptions are made about how many people will be living in them. It is unacceptable</p>	<p>All of the information contained in the Strategy is considered to be the most-up-date and publically available source. For instance, the 2016 census provides the most recently available, reliable data for understanding the City’s demographic profile. It is unclear what data-set(s) would provide a more up-to-date assessment of likely population growth in the City of South Perth.</p> <p>The forecast realises on a range of different data to prepare an overall forecast of the City. The forecast was last updated in 2018 to reflect the most recent ABS estimate of population since the 2016 census. The inclusion of development data is one of many components of the Strategy. The forecast creators, Forecast ID, use historical rates of development, planned and approved developments, occupancy rates, household composition changes and an overall macro-economic inputs to evaluate the likelihood of future developments occurring and the population growth this is likely to result it. The development data is based upon existing, approved developments, of all scales, in recognition that these proposals have the potential to be constructed. This does not present a self-perpetuating cycle given this development data is finite (approved developments only exist for so long and so far out into the future) and the data is, in any event, evaluated based on historical rates of development,</p>	<p>Additional action recommended to be included under 4.1.1 as follows:</p> <p><i>(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 appropriately managed built-form transition</i></p>

					<p>to use a self-perpetuating loop to justify population forecasts.</p> <p>The Strategy shows the highest growth to be in the 70+ category for which medium to high density is not appropriate. There are no strategies to achieve the right sort of mix of housing for the anticipated population other than preparing other plans.</p> <p>Population and dwelling figures are provided for each suburb but no detail is provided about the dwelling types required in these suburbs. The figures provided apply to the whole of the City. The Strategy provides no details on what sort of development can be expected in each suburb (single house, multiple dwelling, townhouses, etc.) and therefore provides no vision of what these suburbs will look like.</p> <p>WA Tomorrow forecasts greater growth in the City by 2026 than outlined in the Strategy forecast. The forecast dwelling growth and population growth do not align when applying the current average household size rates across the City.</p> <p>The growth rates for population and dwellings provided in the Strategy are unprecedented. If current growth rate (between 2011 and 2026) was maintained between 2026 and 2041 the population figures would be almost 10,000 less than that suggested by the Strategy. This has enormous impacts on the number of dwellings that need to be provided and when.</p> <p>The Strategy identifies that the +70 age group will experience the highest growth. This has implications for the type of dwellings being provided.</p> <p>There is no detail about how the transition from lower to higher density will be managed. The Strategy relies on Design WA and the R-Codes to provide solution which is inadequate. There should be statement or policy positions on how the transition will be handled and what principles will be applied when assessing new applications for higher density.</p> <p>Guidance should be provided on what is meant by 'high density', and 'medium density'.</p> <p>The proposals in the Strategy do not reflect the City's vision. The intensity of development in these areas will erode any 'beautiful spaces' and will not result in 'unique or sustainable' natural environment.</p> <p>Through the inclusion of ACP's for South Perth and Canning Bridge the Strategy confirms that the density to be provided is more appropriate to a secondary or</p>	<p>meaning the forecast considers that some development may not proceed.</p> <p>The Strategy outlines ways in which the City is proposing to manage the City's growth. This includes directing forecast growth to the most appropriate areas (activity centres and urban corridors). This is both in line with policy of the State government and makes the most effective use of existing infrastructure. Some of these areas transcend suburb 'boundaries'. It is more appropriate that planning for growth be considered on a precinct or place level, rather than suburban level. Analysis undertaken as part of previously planning projects, such as the preparation of the Canning Bridge Activity Centre plan, then provide the basis for the dwelling mix, form and density most appropriate for each of these precincts and places.</p> <p>As described above and in Part 2 of the Strategy, the forecast considers a range of factors in determining the rate of population and dwelling growth throughout the City. The fact that the population and household growth outputs do not align (when compared to the current average household size of the City) suggests that households, over the forecast period will become increasingly smaller. This is reinforced by the forecast that the majority of new households will be 'lone-person' or 'couples without dependants' as set out in Table 11 of Part 2 of the Strategy.</p> <p>The Strategy provides for population growth within the City to 2031. It also provides a forecast of likely growth to 2041 and compares these to the dwelling targets established under Perth &amp; Peel @3.5million. Within the exception of long-term, detailed forecasts prepared for the Canning Bridge Activity Centre Plan and Draft South Perth Activity Centre Plan, the strategy contains no actions for growth beyond 2031. The stated life-span of the Strategy is 10-15 years. In the future, the Strategy will be reviewed and growth forecasts revaluated.</p> <p>The current forecast anticipates greater growth to occur in the City beyond 2031 more so than prior to 2031. This is due to a number of factors including births and death, migration, development, and macro-economic factors. Notwithstanding, the Strategy does not make any specific recommendations on how this growth will be accommodated (outside of the abovementioned activity centres).</p> <p>The Strategy contains a number of strategies and actions that consider housing diversity and specifically, the ability for population to age-in-place. This includes modifications to the dual density code system pursuant to strategy 4.1.2. The Draft South Perth Activity Centre Plan is underpinned by a detailed Economic and Demographic Assessment that forecasts the likely future demand for different dwelling types in the future. The plan then includes dwelling and land use diversity measures that encourage the provision of the necessary dwellings.</p> <p>The R-Codes provide a series of density codes that can be applied to land. The appropriate mixing and application of codes allows for the appropriate transition between lower density development and higher density. The Strategy seeks to provide a high-level vision for each managed growth area that does not limit the ability for the City, considering the views of stakeholders, to apply codes that best reflect the suited character of the area and provide sufficient transition. In most instances, this is in the form of a description of future development, a nominal coding limit or minimum and an indication of the likely number of dwellings to be provided for in each area. To support these future investigations an additional action is recommended to be included under strategy 4.1.1 to address this matter.</p> <p>Over the life of the Strategy (10-15 years) the amount of growth forecast and accounted for in the Strategy is broadly equivalent to that identified in Perth and Peel @3.5million.</p>	<p><i>between high/medium density and lower density area.</i></p>
--	--	--	--	--	---	---	---



						metropolitan centre, not a district centre.  The Strategy is providing for an amount of development well in excess of the requirements imposed by the State Government and is doing so without questioning the impact on the area.		
247.	Direct email	10/06/2019			Como	<p>The managed growth strategy appears reasonable although it would be beneficial to increase density around Area 3 (Bentley/Curtin Specialised ACP). This areas is close to local amenities (Curtin University, commercial areas and emergency services) and would attract residents who are less likely to have a car.</p> <p>The City should consider a policy to attract residents who plan to only have one car (or no car) per household.</p> <p>Concerned about increased traffic caused by zoning changes in Labouchere Road and Ednah Street. This will be a danger to children at Como Primary School and cause more congestion on intersections such as Thelma Street and Canning Highway.</p>	<p>Strategy 4.1.1(e) outlines that the City should continue to progress planning for the Bentley/Curtin Specialised Activity Centre (BCSAC). This plan includes some of the land adjacent to the Curtin University campus such as Technology Park and land on the western side of Kent Street. The BCSAC includes provisions that will allow for the development of a range of housing, employment, commercial and leisure opportunities to be developed within the activity centre in the future. A key objective of the plan is to <i>‘become a more sustainable and diverse centre closely linked to efficient public transport’</i>. Realisation of this objective will likely lead to reduced car ownership and use.</p> <p>The Strategy also identifies the area known as Waterford Triangle, adjacent to Curtin University, as an area appropriate to accommodate medium density development in the future.</p> <p>Increased population density does not, in itself, create road hazards. Increased traffic is a likely outcome of a growing population, however it is incumbent on the design of roads and public spaces to ensure the pedestrian environment remains safe. Strategy 4.3.4 recognises the need to improve the pedestrian and cycling network to assist in alleviating pressure on the road network, including implementing the <i>City of South Perth &amp; Town of Victoria Park Joint Bike Plan 2018</i>.</p>	
248.	Direct email	10/06/2019			Unknown	<p>Strongly supportive of strategies relating to population and housing, activity centres and employment, transport and access, public open space and community facilities, and tourism and entertainment.</p> <p>Neutral on strategies relating to environment and sustainability, and heritage, character and design.</p> <p>The Strategy needs to have priorities otherwise nothing can be achieved. The priorities should be population and housing, activity centres and employment, and transport and access.</p>	<p>Noted. The Strategy seeks to ensure that growth in population and activity is managed as best as possible and all the externalities to this growth (such as environmental impacts, greater transport demand, etc.) are appropriately considered.</p> <p>The priorities of the strategy are outlined through the timeframes for when each actions should be achieved, being either short, medium or long term. It is important that all key topic areas of the Strategy are progressed concurrently so support the forecast population growth.</p>	
249.	Direct email	10/06/2019			South Perth	<p>The zoning for properties in that area bounded by Angelo Street, Sandgate Street, Addison Street and Hampden Street should be increased to R25. This is consistent with properties to the east fronting Angelo Street. The area is also suited to higher density being within close proximity of schools, multiple bus routes, commercial areas and community facilities, including parks.</p>	<p>Strategy 4.1.1(g) recommends investigation of residential codings in the ‘Canning Highway – Places 3, 4 &amp; 5’ managed growth area. Areas closest to Canning Highway are depicted as being subject to investigations at higher density codes (shown as ‘above R50’) while areas further removed from Canning Highway are shown as being subject to investigations at or below the R50 code (shown as ‘up to R50’). This area has been limited to both allow for sufficient growth to be accommodated within the managed growth area, whilst also not extending too far into established neighbourhoods; thereby allowing the maintenance, as much as possible, of existing character.</p> <p>Notwithstanding, it is noted that there is a pre-existing pattern of subdivision in the area referred to in the submission. The majority of this subdivision reflects a coding more akin to an R20 or R25 coding. It is therefore recommended the boundary of managed growth area 5 be extended to cover the street blocks bound by Sandgate Street and Angelo Street.</p>	<p>Modifications recommended to the managed growth strategy map to lower the potential future density of properties west of Canning Highway between South Terrace and Angelo Street to ‘Up to R30’. Additionally a number of properties adjacent have been included within managed growth area 5 also with a future potential zoning of ‘Up to R30’.</p>
250.	Direct	10/06/2019				The Strategy aims to direct the majority of growth to	The Strategy forecasts that 1,133 additional dwellings will be constructed within the	

	email					Canning Bridge. More focus needs to be put on increasing density within South Perth.	Canning Bridge Activity Centre by 2031. This is not dissimilar to the growth forecast for the South Perth Activity Centre of 809 additional dwellings having consideration to the size difference of the 2 centres. Overall, these two centres account for approximately 56% of growth forecast in the City between 2016 and 2031. Directing the majority of population and activity growth towards activity centres and urban corridors makes the most efficient use of existing infrastructure and provides the greatest access for residents to transport, employment, entertainment and civic opportunities.	
251.	Direct email	10/06/2019				<p>The Strategy should reflect the majority views of the residents and ratepayers of the City, which is likely to be opposition to rapid population growth; yet this is what is planned.</p> <p>The City should not simply accept State Government's high growth rates but should instead survey residents and ratepayers to find out what they want the City to aspire to and act on those findings.</p> <p>In regards to action 4.3.4(d), it is essential that dual use paths are planned to separate cyclists and pedestrians as is best practice.</p> <p>In regards to strategy 4.4.3, a policy is required to minimise the negative impacts of overshadowing from high-rise development.</p> <p>In regards to action 4.5.2(b), the Canning Bridge, which is heritage listed, is scheduled to be demolished under the Canning Bridge ACP which is an error that needs to be fixed. Additionally the City's Significant Tree Register needs to be reviewed and trees of future development sites investigated for listing.</p> <p>In regards to action 4.6.1(a), parts of Perth Water could be reclaimed for various purposes including building a primary school and relocating sporting ovals from Richardson Park to Sir James Mitchell Park</p>	<p>All residents and stakeholders have had an opportunity to have their say as part of the extensive preliminary and formal consultation activities (or which this submission forms a part). The outcomes of this consultation will be analysed and modifications made to the Strategy based on feedback provided.</p> <p>It is orderly and proper planning that the Strategy responds to growth forecasts, that are based on the best and most up to information available, and policy objectives to ensure any growth that occurs is managed appropriately. Not responding to forecast growth could mean that growth occurs in a disorderly way.</p> <p>Improved cycle infrastructure is supported by strategy 4.3.4 which, amongst other actions, seeks to support the implementation of the <i>City of South Perth &amp; Town of Victoria Park Joint Bike Plan 2018</i>.</p> <p>A local planning strategy does not consider detailed matters of built-form. Notwithstanding this, protection of solar access is an important planning consideration a provisions designed to protect solar access are contained in the R-Codes and the in the Draft South Perth Activity Centre Plan.</p> <p>The appendix of the Canning Bridge Activity Plan indicates a future intention to repurpose the original Canning Bridge as a public space and/or cycling and bus bridge (refer Figure 13). This does not involve demolition of the existing bridge.</p> <p>The Strategy recommends actions as part of strategy 4.4.1 that seek to increase tree canopy cover and improve the protection of mature trees on development sites. This could include adding additional trees to the Significant Tree Register under action 4.4.1(b).</p> <p>The Strategy does not propose reclamation of any part of Perth Water. The Strategy outlines how the majority of future population and activity growth can be accommodated within existing urbanised areas.</p>	
252.	Direct email	10/06/2019			Como	<p>The permitted and discretionary uses within the 'mixed use commercial zone' should be reviewed to allow uses including Cinema, Showroom, Shop and Public Parking Station.</p> <p>The Strategy in relation to Preston Street neighbourhood centre, must consider if small increases in density will deliver the intended outcome of the Strategy based on the existing development in the area and the tenure of land.</p> <p>Supportive of strategies included under section 4.5; Heritage, character and design.</p>	<p>Noted. The Strategy does not make specific land use and built-form recommendations, however the intent of providing a greater variety of commercial activities and employment opportunities in the Mixed Use Commercial zone is supported by one of the principles of the Strategy: <i>'Support a network of connected, functional and sustainable activity centres'</i>.</p> <p>Density increases outlined for neighbourhood centres such as Preston Street are based upon the recommendations of State Planning Policy 4.2 – Activity Centres for Perth &amp; Peel (SPP4.2). In the absence of detailed planning/demographic investigations for these types of centres, it would not be proper or orderly for the Strategy to recommend increases to residential density beyond the generalised 'desirable' amounts set out in SPP4.2.</p>	
253.	Direct email	10/06/2019			N/A	The Strategy has been rushed in order to get ahead of the South Perth ACP in order to maintain the appropriate sequence required by the WAPC.	<p>There is no requirement by the State Government that a local planning strategy is to be prepared prior to an activity centre plan.</p> <p>It is not the role of a local planning strategy to outline a vision for the future, but rather to set</p>	

					<p>The Strategy aims to meet the vision contained in the Strategic Community Plan however the City already achieves this vision. Where is the vision for the future that should be provided in the Strategy?</p> <p>The overarching statements need to align with specifics. The plan needs to be clear about what we should expect with accurate build outs for activity centres allowing people to visualise the growth.</p> <p>The Strategy does not meet the purposes of a local planning strategy as set out in the Local Planning Manual, in particular the point that it shall be <i>“The means for addressing economic, resource management, environmental and social issues and factors that affect land use and development.”</i></p> <p>Stronger Heritage guidelines are required.</p> <p>The timeframe in the Strategy (10-15 years) is inconsistent with the State planning framework; population forecasts post 2031 are not important.</p> <p>Excess density within the South Perth activity centre with limited infrastructure and no plans for increasing employment of retail is unnecessary. The population projections for this area are not based on transparent, accurate and justifiable data.</p> <p>Supportive of increased density within the Bentley/Curtin Specialised activity centre as it will take pressure off other built up areas.</p> <p>South Perth as a whole will not benefit from a train station. A better focus would be on light rail on Manning Road and increase ferry services.</p> <p>All open spaces should be retained and a minimum percentage of deep-soil zones provided for all new developments.</p> <p>There are no objectives relating to sustainability or employment.</p> <p>There are numerous missed opportunities in the Strategy to move South Perth to a place for boutique sustainable, smart, innovative or environmental businesses.</p> <p>Feedback received during the preliminary engagement is not statistically representative of the community and cannot be used as a representation of broad community views.</p> <p>Images are required to show examples of what high</p>	<p>the strategic direction for planning and development in the City over the next 10 to 15 years. In doing so, the Strategy has consideration to the vision and directions of the Strategic Community Plan as well as any other relevant state or local plans, policies, studies or strategies.</p> <p>The expected build out of particular areas of the City cannot be addressed by the Strategy as it does not provide development requirements. This is considered at the detailed planning stage, such as through the preparation of activity centre plans.</p> <p>The Strategy is considered to meet the requirements of what must be addressed in a local planning strategy as set out in the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>. The Strategy was prepared having consideration to the guidance provided by the Local Planning Manual and is considered to meet the purpose of a local planning strategy, as defined in the manual.</p> <p>Comment noted. Stronger guidelines will be considered as part of the review of the Scheme and of local planning policies, as outlined in strategy 4.5.2.</p> <p>This Strategy notionally works to a 10-15 year timeframe, with reviews expected to be undertaken every 5 years. It is important that the Strategy articulates a long-term vision for the City of South Perth that extends beyond this 10-15 year period. The decisions that will flow from this Strategy have implications for the future planning of the City beyond the 10-15 year timeframe. It is for that reason that the future population of the City has been projected beyond 2031.</p> <p>The Strategy supports the development and implementation of the South Perth Activity Centre Plan to accommodate forecast population growth and that supports 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.</p> <p>Comment noted. This is supported by action 4.1.1(e) that seeks to progress planning for the Bentley/Curtin Specialised Activity Centre including supporting the vision for the specialised activity centre as being a hub of learning, employment and technology.</p> <p>The Perth and Peel @3.5million Transport Network Plan indicates investigations in to a future rail station located adjacent to Richardson Park within the South Perth Activity Centre. Strategy 4.3.4(b) seeks to advocate that this station is constructed. A railway station would improve network connectivity, particularly for people coming to the South Perth Activity Centre and for people making trips to locations other than the Perth CBD.</p> <p>The Perth and Peel @3.5million Transport Network Plan outlines a number of ‘high priority transport routes’ which includes linking Canning Bridge with Bentley/Curtin Activity Centre, and along Manning Road. These high priority routes may form part of a future light-rail network, though no such network has been outlined by the State Government.</p> <p>There is no proposed reduction in the amount of public open space as part of the Strategy. Strategy 4.6.3 seeks to improve public open spaces by supporting implementation of the City’s public open space strategy and other plans.</p> <p>Strategy 4.5.1 seeks to embed the State government ‘Design WA’ policies into the City’s planning framework. The Apartment Design Codes (forming part of the Design WA suite of document) includes provisions that aim to protect mature trees and/or provide sufficient deep-soil areas for new trees to grow. This is supported by strategy 4.1.1 that seeks to achieve an increase in the City’s tree canopy cover on private land.</p>	
--	--	--	--	--	--	---	--

					<p>density and medium density means. The Strategy needs to provide more details on building height so that it is easier for the community to understand the outcomes.</p> <p>An analysis of the economic drivers and future employment prospects is missing from the Strategy.</p> <p>Not supportive of high-rise development within the City. Want to see family-friendly, medium density development which is a far more effective means to accommodation population and revitalise local communities.</p> <p>There is a lack of justifiable data to support the dwelling forecasts that are in some cases 300% greater than the WAPC targets.</p> <p>The levels of density and focus of density within activity centres and urban corridors is excessive with density numbers well in excess of recommended and desirable levels contained in SPP4.2. The zoo has been included in as open space which it is not and this is skewing the actual proposed density levels.</p> <p>The population forecast numbers have been laundered by the City through a consultant to make them seem independent. These numbers are significantly higher than WAPC targets and no evidence can be provided as to how these calculations were made.</p> <p>The timeframe for the Strategy should never be less than the duration of the ACP that it supports. The South Perth ACP has a timeframe to 2041 and the Canning Bridge ACP to 2051.</p> <p>Planning for excessive density over the WAPC targets will undermine the frameworks fundamental purpose and higher density should only be considered if it supported by a clear demonstration of communities benefits.</p>	<p>A number of objectives relate to employment including “Support the ongoing function and viability of activity centres by accommodating appropriate population and activity growth opportunities” and “Support the realisation of the potential for the Bentley/Curtin Specialised Activity Centre to be a centre of employment, education, innovation and housing.” Additionally, sustainability relates to a majority of the objectives including those relating to social, environment and economic matters.</p> <p>Strategies under section 4.2 seek to ensure support economic and employment growth through development of planning controls and review of the local planning scheme. Although the Strategy supports this growth, the type of businesses within a particular land use (e.g. office) is not governed by the planning framework.</p> <p>Feedback received during the preliminary engagement was not intended to be statistically representative of the City. It was an exercise aimed at developing the community’s attitudes towards the planning challenges the City faces over the next 10 to 15 years which could be used to inform the Strategy. Comments received during the formal advertising period will also be considered and modifications recommended where necessary.</p> <p>The Strategy does not make recommendations in respect to built-form, this is considered at the detailed planning stage, such as through the preparation of activity centre plans. As the future building height is not outlined in the Strategy images are not considered to be necessary or beneficial to the understanding of the outcomes.</p> <p>An analysis on economic and employment is included under Part 2, section 5.2 and supported by strategies and actions outlined under Part 1, section 4.2.</p> <p>The Strategy seeks to provide a diversity in dwellings types including single houses, grouped dwellings, townhouses and apartments. Having a diversity of housing types promotes greater levels of affordability, accessibility and lifestyle choice.</p> <p>Best practice and responsible planning needs to respond to what the best available information says we need to plan for. In the case of the City this includes a growing population. Population growth is controlled by many external factors out with the control of the local government. The City’s population is forecast to grow by 10,182 people between 2016 and 2031. It would be contrary to orderly and proper planning to not plan for expected population growth. Details of how the forecast growth figures have been prepared are included in the Strategy in Part 2, section 5.0.</p> <p>Forecast population growth figures within the activity centres are investigated as part of the preparation of the applicable activity centre plan. For those smaller centres such as Angelo Street and Preston Street, forecast growth figures are based on the targets provided within SPP4.2. Inclusion of the Zoo within the South Perth Activity Centre Plan has considered as part of the preparation of this plan and is not recommended to be modified by this Strategy.</p> <p>The Strategy uses growth forecasts prepared for the City (i.e. not targets) that project out to 2041 as this is considered to be the greatest period it can be accurately forecast. Details of how this forecast was prepared in included in Part 2, section 5.0.</p> <p>The Strategy and all activity centre plans are expected to be reviewed on a regular basis to ensure that the objectives of these documents are being met. The ‘timeframe’ for the each of these documents are considered independent and unrelated.</p> <p>It is orderly and proper planning that the Strategy responds to growth forecasts that are based on the best and most up to date information available, and policy objectives to ensure any growth that occurs is managed appropriately.</p>	
--	--	--	--	--	--	---	--

254.	Direct email	10/06/2019			South Perth	<p>There are inconsistency in how growth is being presented in the Strategy with some figures relating to dwellings and others relating to population. There is also inconsistency in that the South Perth activity centre area that is shown is different to that within Perth and Peel @3.5million.</p> <p>Forecast data is provided to a range of years including 2031, 2041 and 2050. One date should be used throughout to reduce uncertainty.</p> <p>There is too much of an emphasis on the South Perth activity centre and the Canning Bridge activity centre. Although supported by the preliminary feedback there was no preference stated as to which areas should take up the initial growth.</p> <p>Too much of an emphasis is placed on population growth. The same level of emphasis should be given on other important infrastructure items such as transport.</p>	<p>The forecast prepared by ID on behalf of the City extends to 2041. ID identifies that this is the greatest period it can accurately forecast. In many instances throughout the Strategy the year 2050 is referenced in relation to outcomes of particular plans; such as Perth &amp; Peel @3.5million where the population of Perth is expected to reach 3.5 million by approximately 2050. These timeframes represent either approximate outcome dates or target dates, not forecasts. It is agreed that forecasting and planning to consistent timeframes would reduce uncertainty however, the different underlying purpose to the identification of each date means that they cannot (or should not) be consistent.</p> <p>Forecast growth in the Canning Bridge Activity Centre is derived largely from the development potential available under the CBACP. The Strategy makes no further provision for growth in this area than is currently expected to eventuate under the adopted plan. Likewise, the Strategy forecast for growth in the South Perth Activity Centre is based on the Economic and Demographic Assessment. While the South Perth Activity Centre Plan is still under consideration, the Economic and Demographic Assessment provides the most robust, accurate and up-to-date assessment of future growth in the centre.</p> <p>The Strategy considers a range of matters influencing and impacting upon planning. While the primary matter is likely to be population growth, the Strategy contains over fifty actions that seek to ensure a wide range of matters, including environmental sustainability and transport, are considered.</p>	
255.	Direct email	10/06/2019			South Perth	<p>The Strategy does not provide any clear guide as to how the vision contained in the Strategic Community Plan will be achieved.</p> <p>There are major irregularities and omissions in the Strategy in relation to population and dwelling targets which undermine confidence in the projections. There is no explanation of why the targets in the Strategy differ from those within Perth and Peel @3.5million or to why such significant growth is expected between 2026 and 2041.</p> <p>There is insufficient detail on how and where different household types will be located and instead leaves this to be provided by the 'future planning framework'. There is also no analysis on what types of dwellings are required to the expected demographics for the area. For example are we expecting that people aged 70+ will live in high-rise development?</p> <p>The impact of high-rise development will not adequately meet the objectives of creating "connected communities" in "unique sustainable environments". It is stated that the activity centre plans will sort out the details but this just shows a lack of vision in the Strategy. There needs to be a clear vision of where high-rise is appropriate within a neighbourhood and at what heights.</p>	<p>As set out in Part 1 of the Strategy, the Strategy interprets the 'directions and aspirations' of the Strategic Community Plan into a series of principles. These principles, along with the key issues identified in the Part 2 of the Strategy inform the strategies and actions.</p> <p>The Strategy does not provide any dwelling targets overall. The Strategy uses a growth forecast to predict the most likely level of growth within the City over the life-span of the document (10-15 years). It then outlines a 'managed growth strategy' to demonstrate how the forecast level of growth could be accommodated. To 2031, the forecast concludes that growth in the City will be broadly equivalent to that established in the targets (i.e. not a forecast) contained in Perth &amp; Peel @3.5million. The Strategy does not (directly) make provision for growth beyond its lifespan. Instead it recognises that growth will continue to occur beyond 10-15 years (2031) and that further plans to accommodate this growth will need to be developed in future reviews/versions of the Strategy. It is noted that some elements of the managed growth strategy, such as plans for the Canning Bridge and South Perth Activity Centres, include provisions for growth beyond 2031. This recognises the detailed (and complex) planning investigations that have already been undertaken for these areas that identify the need to plan for beyond 2031.</p> <p>Comments relating to the built-form provisions contained in activity centre plans are noted. The Strategy provides a high-level outline of how growth can be managed into the future. It does not make specific recommendations about built-form. Detailed provisions contain in future plans (a new local planning scheme or activity centre plan or the like) should be guided by the principles and objectives of the Strategy overall and the specific strategies and actions relating to each area. These elements, in particular the principles and objectives of the Strategy are considered to provide sufficient guidance to the development of other plans.</p>	
256.	Direct email	10/06/2019			South Perth	<p>The site of the Royal Perth Golf Club should be included within the South Perth Activity Centre on the managed growth strategy map, and zoned as 'centre'. Reasons for this are as follows:</p> <ul style="list-style-type: none"> <li>Opportunity to provide for additional residential and mixed use complementary to the recreational</li> </ul>	<p>Royal Perth Golf Club is subject to a MRS reservation for 'Parks and Recreation'. The Strategy and/or the South Perth Activity Centre Plan cannot modify this reservation and this responsibility rests with the State government.</p> <p>The South Perth Activity Centre Plan has been prepared on the basis that forecast growth can be accommodated within the parameters of the draft plan.</p>	

						<p>uses within a walkable catchment of the future train station.</p> <ul style="list-style-type: none"> <li>• Opportunity to diversify the Club's offerings to the community through providing complementary services such as leisure facilities, lifestyle facilities, aged and dependents dwellings and function centre.</li> <li>• There is future intent to apply for the MRS 'Parks and Recreation' reserve to be removed to allow for a broader range of uses.</li> <li>• The site is a logical extension of the activity centre and located on an urban corridor (Labouchere Road).</li> </ul> <p>The current MRS reserve for public purpose does not reflect the private ownership and function of the site and reflection of this in the Strategy could prevent the investigation of options for future development of the land.</p>	<p>Without any indication from the State government that it intends to modify the Parks and Recreation reserve, it is considered unnecessary for the Strategy or the South Perth Activity Centre Plan to consider development on the reserve. Strategy 4.6.3 states as follows: <i>'Ensure the planning framework supports the improvement of public open space'</i>. In general terms, encouraging development of a substantial building on the existing golf course would diminish the public open space.</p>	
257.	Direct email	10/06/2019			South Perth	<p>Strongly supportive of strategy 4.1.1 and 4.2.1 as it will ensure that population growth is focused on areas that have the greatest access to public transport and employment and community facilities.</p> <p>Strongly supportive of strategies 4.3.1 and 4.3.4 although the focus should be on the ferry and not the future train station. As such, action 4.3.4(a) should be modified to include action 4.3.4(b) and read as <i>"Advocate for an expansion of the public transport network within the City, in particular increased ferry services with new destinations such as Burswood and the University of Western Australia, as well as a new heavy rail station at South Perth."</i></p> <p>Supportive of strategy 4.4.1. One way this can be achieved is through taller towers with greater setbacks allowing space on the site for trees.</p> <p>Supportive of strategy 4.5.1.</p> <p>Not supportive of strategy 4.5.3. Although this strategy may be appropriate for many areas of the City it can be inconsistent with details in activity centre plans.</p> <p>Supportive of strategies 4.6.1, 4.6.2 and 4.6.3. The principles of pockets parks and mid-block links is supported however the prescriptive approach of identifying individual properties may not effective. Other sites may be more suitable than those identified limiting their opportunity to provide community benefits in line with the activity centre plan.</p> <p>Strongly supportive of strategy 4.7.1. Concerned however that the site owned by the submitter will not be permitted to develop a hotel or services apartment</p>	<p>Comment noted.</p> <p>Comment noted. The existing actions are considered appropriate to ensure that both the expansion of the ferry network and any future heavy rail station are advocated for.</p> <p>Comment noted. The Strategy does not provide comment on the built-form of developments as this is addressed by the Scheme, local planning policies or relevant activity centre plan.</p> <p>Strategy 4.5.3 applies to the whole of the City and seeks to ensure that the planning framework identifies and protects elements of residential character. The planning framework includes activity centre plans and therefore this strategy shall apply to any activity centre. It is not considered that there is any inconsistency between this strategy and any activity centre plan.</p> <p>Comment noted, however these comment relates specifically to the draft South Perth Activity Centre Plan. These matters will be considered as part of the preparation of the draft South Perth Activity Centre Plan.</p>	

						under the draft South Perth ACP as they are 'X' uses. This is inconsistent with the strategy and ignores the current use of the site.		
258.	Direct email	10/06/2019			South Perth	<p>Adoption of the Local Planning Strategy is essential before there are any further amendment to the Town Planning Scheme.</p> <p>It is not clear how the 'population' of an area is determined when there is mixed use and non-residential development. Workers within these development should be included in the population density.</p> <p>Justification for density that exceeds that proposed by the state government needs to be clear and supported by the community.</p> <p>There is no safeguarding mechanism in the Strategy to ensure the long term vision is implemented. Measures should be put in place to ensure that building permit approvals do not exceed the annual density change outlined in the Strategy.</p> <p>A requirement is required in the Strategy to ensure the document in being reviewed to ensure the community is not being unduly disadvantaged or disrupted.</p>	<p>The primary purpose of the Strategy is to provide guidance on the preparation of a new Local Planning Scheme.</p> <p>The Strategy demonstrates that the level of growth forecast (and therefore expected), over the life of the strategy (10-15 years) is broadly similar to the dwelling targets outlined in Perth &amp; Peel @3.5million. The forecast prepared that informs the Strategy is considered to be a better indication of likely growth than the targets set out by the State government. The forecast relies on the most up-to-date, locally specific information to build a picture of the most likely growth outcome in the City over the next 10-15 years.</p> <p>The City's planning framework, whether it be a new local planning scheme, any applicable activity centre plan, the R-Codes or other similar instrument will provide a robust framework in which all development will be assessed. The reason for outlining a managed growth strategy and implementing robust planning controls is to ensure density development does not occur in an unmanaged/uncontrolled or unexpected way.</p> <p>Under the <i>Planning and Development Act 2005</i> the City is required to review its local planning scheme and strategy every 5 years. The Strategy contains a series of actions with timelines ranging up to (short, medium term) and beyond (long term) 5 years. The City will monitor the implementation of the Strategy every 5 years on the basis of these measures. These reviews will provide opportunities to identify any improvements that can be made to the Strategy and the City's planning framework more generally.</p>	
259.	Direct email	10/06/2019			South Perth	Strongly opposed to the Strategy as we brought into the area due to single residential nature.	Comments noted. The majority of the City's land area, approximately 75% is proposed to have no or limited changes to its development controls.	
260.	Hard copy mail	10/06/2019			South Perth	<p>Strongly opposed to increased density within the Angelo Street neighbourhood centre for the following reasons:</p> <ul style="list-style-type: none"> <li>• Adverse impact on the character streetscapes;</li> <li>• Lack of detail surrounding why the boundaries have been drawn in such a way;</li> <li>• Lack of details around what 'Above R50' means and what heights this relates to;</li> <li>• The area already meets the density target of 15 dwellings per hectare set by SPP 4.2;</li> <li>• There is no sustained need for growth within South Perth as evidenced by falling house prices.</li> <li>• The area already has a stable mix of non-residential mix;</li> <li>• The unwillingness to improve the lived environment including slow implementation of underground power; slow delivery of street tree planting programs; and degradation of public parks by allowing commercial uses on them.</li> </ul> <p>The Strategy is based on wide assumptions and seems to be aiming to support development rather the community's needs. More detailed community engagement is required to establish the community's needs.</p>	<p>Managed Growth Area 9 – Angelo Street depicts codings 'above R50' in direct proximity (broadly 100m) of the Angelo Street neighbourhood centre. Properties broadly within 100-200m of the centre are depicted as being 'up to R50'. This approach ensures the density within and around the centre is consistent with the recommendations of State Planning Policy 4.2 – Activity Centres for Perth and Peel.</p> <p>Depicting coding in this way allows for more detailed investigations of the most appropriate coding to occur in the future, while ensure that (overall) the area within and around the Angelo Street neighbourhood centre achieves a suitable level of density. It will also allow, upon further investigations, to ensure that development of land further removed from Angelo Street (depicted as 'up to R50') is coded in a way that achieves a mix of housing, higher levels of sustainability, retention of mature trees and respects streetscape character.</p> <p>The purpose of the Strategy is to provide a framework to manage growth within the City. A forecast has been prepared by an independent expert, ID, which is based on the most up-to-date information available. The Strategy also includes of fifty actions that aim to control and managed growth across a range of areas including transport, environment, employment and dwelling growth.</p>	
261.	Hard copy mail	10/06/2019			South Perth	Strongly opposed to increased density within the Angelo Street neighbourhood centre for the following	Managed Growth Area 9 – Angelo Street depicts codings 'above R50' in direct proximity (broadly 100m) of the Angelo Street neighbourhood centre. Properties broadly within 100-	

						<p>reasons:</p> <ul style="list-style-type: none"> <li>The area, especially Forrest Street, York Street, Edinburgh Street and Rose Avenue, are already heavily congested with traffic in the morning and afternoon due to the surrounding schools. Increased density will add to the congestion and compromise safety for children attending the schools;</li> <li>There is sufficient variety in dwelling options in the area. Increased density will erode the family nature of the area and increase rentals, both short-term and long-term;</li> <li>Loss of tree canopy;</li> <li>Impact on property values;</li> <li>Existing commercial uses in the area are already well supported.</li> </ul>	<p>200m of the centre are depicted as being ‘up to R50’. This approach ensures the density within and around the centre is consistent with the recommendations of State Planning Policy 4.2 – Activity Centres for Perth and Peel.</p> <p>Depicting coding in this way allows for more detailed investigations of the most appropriate coding to occur in the future, while ensure that (overall) the area within and around the Angelo Street neighbourhood centre achieves a suitable level of density. It will also allow, upon further investigations, to ensure that development of land further removed from Angelo Street (depicted as ‘up to R50’) is coded in a way that achieves a mix of housing, higher levels of sustainability, retention of mature trees and respects streetscape character.</p> <p>The ‘Activity Centres Review’ undertaken as part of preparation of the Strategy identified that there is likely to be demand for approximately 3,300m<sup>2</sup> of additional non-residential floor space in Angelo Street by 2031. This represents an increase in demand for floor space of approximately 42%. It is important future planning controls provide sufficient opportunity for this floor space to be developed.</p>	
262.	Direct email	11/06/2019			Manning	<p>The Strategy should include recommendations to encourage medium density for development backing onto the Karawara Greenways as was identified in the Local Housing Strategy.</p> <p>The area is underutilised and is in close proximity to significant areas of public open space, frequent public transport, the CBD and Curtin University. An increase to R25 would allow for two-lot subdivision for all properties which would increase passive surveillance of the parks and allow for new housing that makes efficient use of the public open space.</p>	<p>In 2015/2016 the City undertook the project known as ‘Karawara Collaborative Vision’. This project identified a number of opportunities for public open space and infrastructure upgrades. Ultimately the project determined that, due to the considerable variability in lot size, accessibility, and character of the area that increased zoning would not be appropriate; and that a better approach to improving the amenity of the area was to upgrade the public realm.</p> <p>Karawara exists between two major activity centres at Bentley/Curtin and Canning Bridge. While the area is served by public transport, the level of service is not considered sufficient despite the area being highly accessible to employment, retail, entertainment, and leisure opportunities. It is for that reason that Karawara and the greenways in particular is not identified in the managed growth strategy.</p> <p>The City in reviewing future codings under a new local planning scheme may consider minor modifications to density codings within the Karawara greenways where such changes are considered a coding anomaly (refer strategy 4.1.2(c)).</p>	
263.	Hard copy mail	10/06/2019			Como	<p>Semi high-rise should be permitted in South Perth in those locations that desirable facilities such as transport and schooling is located, and in location that will cause the least inconvenience so as to protect residents. Such areas include those opposite golf courses and other public lands.</p>	<p>The managed growth strategy directs the majority of growth towards key activity centres and along identified urban corridors. The majority of the City’s land area, approximately 75% is proposed to have no or limited changes to its development controls. This is considered to, in a reasonable way, reduce potential impacts on amenity and inconvenience for most areas of the City. Directing growth towards activity centres and along urban corridors is also intended to strengthen these places socially, economically and environmentally.</p>	
264.	Hard copy mail	10/06/2019			South Perth	<p>Not opposed to the Strategy in principle but believe that the current boundaries of the managed growth strategy map will unfairly impact on those properties on the south side of Hampden Street that may have ‘Up to R50’ density directly behind. Increasing density from R15 to R50 as proposed on the Canning Highway urban corridor will result in loss of amenity, loss of privacy, increased traffic, loss of established trees, and devaluing of nearby property. Boundaries for the managed growth map should not be mid-block but instead run along the streets.</p> <p>Not supportive of increased density for areas west of</p>	<p>Strategy 4.1.1(g) recommends investigation of residential codings in the ‘Canning Highway – Places 3, 4 &amp; 5’ managed growth area. Areas closest to Canning Highway are depicted as being subject to investigations at higher density codes (shown as ‘above R50’) while areas further removed from Canning Highway are shown as being subject to investigations at or below the R50 code (shown as ‘up to R50’). The coding for each individual property and street will be determined within the scope of these limits and also having regard to such matters as built-form transition, minimisation of local traffic and parking demand and minimisation of overshadowing.</p> <p>It is noted that the coding limitations depicted on the Managed Growth Map may limit the ability for an appropriate transition. It is also acknowledged that transition between density codes is best provided by streets, rather than boundaries. As such, modification is recommended to the managed growth strategy map for the area west of Canning Highway</p>	<p>Additional action recommended to be included under 4.1.1 as follows:  <i>(m) Ensure development provisions within activity centre plans, local planning policies and the Scheme that address the potential impacts of increased density on</i></p>



						<p>Canning Highway in Milson Street, Elizabeth Street and Hampden Street. Reasons for this are outlined in a petition submitted to the City (see submission 266). Should this concern not be addressed it is requested that the zoning of the whole area from Canning Highway to Sandgate St be increased to no greater than R25. This is consistent with previous zonings for these lots.</p> <p>City advice stated that it was not the intention to have the zoning around Hampden Street to be increased to R50 but rather investigate all option up to R50. If the intent to not to zone it is as R50 the map should be amended to identify this.</p> <p>The spread of zoning for Canning Highway Places 3, 4 &amp; 5 is unequitable when compared to Places 1 &amp; 2. The density should be more evenly spread over the whole study area that was outlined in the Canning Highway Urban Design Study as was advertised in 2015, which was significantly wider than currently proposed.</p> <p>The Strategy is inconsistent as in one section it advocates for increased tree canopy on private lands (strategy 4.4.1) but also promotes a higher density. These cannot be achieved together as higher density will result in loss of trees.</p>	<p>between South Terrace and Angelo Street to reduce the potential future zoning. Additionally, a new action recommended to be included under 4.1.1 to address this matter.</p> <p>The Strategy indicates a range of areas throughout the City that are likely to be developed to higher densities in the future; this is shown through the managed growth strategy map. By directing growth towards these locations, the majority of the City remains unchanged and with lesser or limited development potential. This will provide opportunities for tree canopies to mature on these sites without the pressure of development. The R-Codes also contain tree retention and deep-soil zone criteria for developments of buildings at higher densities. These provisions will ensure an acceptable level of tree canopy cover is also achieved on sites subject to new/greater development potential that undergo redevelopment.</p>	<p><i>existing buildings/streetscapes and ensure appropriately managed built-form transition between high/medium density and lower density area.</i></p> <p>Modifications recommended to the managed growth strategy map to lower the potential future density of properties west of Canning Highway between South Terrace and Angelo Street to ‘Up to R30’. Additionally a number of properties adjacent have been included within managed growth area 5 also with a future potential zoning of ‘Up to R30’.</p>
265.	Petition (46 persons)	31/05/2019			South Perth	<p>That the current proposal to rezone the portion of Elizabeth Street from Lawler Street down to Addison Street to up to R50 not be proceeded with and specifically that the current R15 zoning remain.</p> <p>Based on prior and current demonstrated wishes of the street, no consultation, existing character/quality of housing stock, loss of amenity, increased overlooking, alternative housing (i.e. flats) already, lack of infrastructure, traffic and crime concerns.</p>	<p>The residential character of areas nearby to Canning Highway were reviewed at a broad, high-level as part of the ‘Canning Highway Residential Density and Built Form Study’. A recommendation of the Canning Highway Study was to prepare character studies and detailed design guidelines for each of the ‘places’. This has occurred for Places 1 &amp; 2 of the Study (Area 4 of the Managed Growth Strategy) in the form of the ‘Canning Highway – Kensington/South Perth Character Study’. This report considers each street of places 1 &amp; 2 in detail and made specific streetscape recommendations. Investigations at this detailed level have not yet been undertaken for Places 3, 4 &amp; 5 (Area 5 of the Managed Growth Strategy).</p> <p>Action 4.1.1(g) of the Strategy, provides that specific codings within Managed Growth Area 5 should be selected in the future based on a range of principles including ensuring an appropriate transition from higher codings along Canning Highway to lower codings in the surrounding adjacent single residential neighbourhoods. To ensure transition and character are considered properly, modification is recommended to the managed growth strategy map for the area west of Canning Highway between South Terrace and Angelo Street to reduce the potential future zoning, and an new action is recommended to be included under strategy 4.1.1</p>	<p>Modifications recommended to the managed growth strategy map to lower the potential future density of properties west of Canning Highway between South Terrace and Angelo Street to ‘Up to R30’. Additionally a number of properties adjacent have been included within managed growth area 5 also with a future potential zoning of ‘Up to R30’.</p> <p>Additional action recommended to be included under 4.1.1 as follows: <i>(n) Prior to the implementation of any actions that result in a change to density coding’s, for those areas depicted on the</i></p>

								<p><i>Strategy Map set out at section 6.0, undertake a streetscape and character analysis to determine the appropriateness of any future density coding.</i></p> <p>Additionally, modification recommended to the managed growth strategy map to outline areas that this new action will apply.</p>
266.	Pro forma response (42 persons)	10/06/2019			South Perth	<p>Strongly oppose an increase in density for the area generally bounded by Angelo Street, Forrest Street, Edinburgh Street and Rose Avenue, South Perth for the following reasons:</p> <ul style="list-style-type: none"> <li>The Angelo Street neighbourhood centre is already achieving the density target of 15 dwellings per hectare set by SPP 4.2. There is also no evidence to suggest the area is struggling or that the neighbourhood is not self-sufficient.</li> <li>It is considered the subject area has significant streetscape character as referenced in strategy 4.5.2. Increased density will impact on the exiting character and amenity of the area.</li> <li>Increased traffic and congestion on roads that are already at capacity during peak times due to the proximity to 3 schools and the narrowness of the streets. Traffic and parking has not been considered properly for the area.</li> <li>Impacts on safety resulting from increased traffic, congestion and parking.</li> </ul>	<p>Managed Growth Area 9 – Angelo Street depicts codings ‘above R50’ in direct proximity (broadly 100m) of the Angelo Street neighbourhood centre. Properties broadly within 100-200m of the centre are depicted as being ‘up to R50’. This approach ensures the density within and around the centre is consistent with the recommendations of State Planning Policy 5.4.</p> <p>Depicting coding in this way allows for more detailed investigations of the most appropriate coding to occur in the future, while ensure that (overall) the area within and around the Angelo Street neighbourhood centre achieves a suitable level of density. Future codings will be considered in light of the objectives of the Strategy, which include ensuring authentic character and heritage is enhanced, that housing is provided for a diverse range of family structures, demographics and incomes and that sufficient levels of density are achieved.</p> <p>Strategy 4.1.1(j) notes that the minimum appropriate density for this area is considered to be R30. Applying this code could result in the division of the majority of existing properties into two (2) dwellings. It is unlikely that this amount of growth will lead to a significant and/or noticeable increase in local traffic.</p> <p>While it is recognised that more detailed investigations should first be undertaken before any specific codings/development provisions are applied to the Angelo Street managed growth area as a whole, a coding of R30 is considered to be the minimum required to accommodate the proportion of population growth outlined for Angelo Street in the Strategy.</p>	
267.	Petition (29 persons)	17/04/2019			South Perth	<p>Request that the area previously zoned R25 under Town Planning Scheme No. 5 bounded by Angelo Street, Sandgate Street, Lawler Street and Hensman Street be rezoned back to R25 under future Local Planning Scheme No. 7, and that this be reflected in the Strategy.</p>	<p>The Strategy outlines ways in which the City is proposing to manage population growth. This includes directing forecast growth to the most appropriate areas (activity centres and urban corridors). Directing growth towards activity centres is in line with State policy directive and makes the most efficient use of existing infrastructure. The Strategy does not recommend increases in density codings for areas significantly beyond identified activity centres and corridors for this reason. Recommending any significant increase in density coding for the land in question would be inconsistent with this approach.</p> <p>Notwithstanding, the area referred to in the petition contains a mix of dwelling densities with a number of properties subdivided/developed to a density equivalent to R25 (broadly 400-450m<sup>2</sup>). As such, modifications are recommended to the managed growth strategy map for the area west of Canning Highway between South Terrace and Angelo Street to reduce the potential future zoning.</p>	<p>Modifications recommended to the managed growth strategy map to lower the potential future density of properties west of Canning Highway between South Terrace and Angelo Street to ‘Up to R30’. Additionally a number of properties adjacent have been included within managed growth area 5 also with a future potential zoning of ‘Up to R30’.</p>
268.	Direct	06/05/2019			N/A	Supportive of the principles, objectives, strategies and	Comments noted. Codings on the periphery of the City’s boundary with the City of Canning	Additional action

	email					actions detailed in the draft Strategy. Notes that properties within the City of Canning adjacent to the City of South Perth under the draft Local Planning Scheme No. 42 are allocated a zoning of R60 or R80.	will be considered to ensure appropriate transition to any adjacent zoning/coding. To ensure this matter is addressed, a new action is recommended be included under strategy 4.1.1.	recommended to be included under 4.1.1 as follows: <i>(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 appropriately managed built-form transition between high/medium density and lower density area.</i>
269.	Direct email	20/05/2019			N/A	Encouraging to see a strong consideration of heritage including references to relevant state policies. Supportive of the approach within the strategies and actions to clearly distinguish between areas of heritage significance and those with streetscape character and/or a good sense of place.	Comments noted. Heritage and character matters are given full consideration in the Strategy and are aligned to the Strategy objective of <i>‘retain and enhance areas of authentic character, heritage or those with a distinct sense of place’</i> .	
270.	Direct email	6/06/2019			N/A	<p>Where the Strategy considers intensification of land use within bushfire prone areas it is important that an assessment of the bushfire hazard issues is undertaken that informs the suitability of area for intensification. The minimum requirements to satisfy SPP 3.7 is the preparation of a Bushfire Hazard Level assessment and an assessment against the bushfire protection criteria. A BHL assessment should be prepared for all areas identified for land use intensification which are designated as bushfire prone within the Strategy. It should consider the likelihood that development in an individual area may or may not comply with the bushfire protection criteria.</p> <p>In addition the BHL assessment, an opportunities and constraints assessment should be undertaken.</p> <p>Although not a requirement of SPP 3.7 the City Should also consider</p> <ul style="list-style-type: none"> <li>• A BHL assessment for those areas identified in the current Strategy or zoned in the current Scheme, but not yet developed.</li> <li>• Identification of measures to improve the resilience of those areas that are developed within or adjoining areas with an extreme bushfire hazard (improved vehicular access, improved water infrastructure, vegetation management, etc.)</li> </ul>	<p>The managed growth strategy includes four areas that have portions identified as being bushfire prone;</p> <ul style="list-style-type: none"> <li>• Canning Bridge Activity Centre, being the area around Davilak Reserve and Manning Primary;</li> <li>• Manning/Welwyn Avenue Neighbourhood Centre and surrounds, being the area around Manning Primary School;</li> <li>• Manning Road, being the area nearby to Davilak Reserve and Goss Avenue bushland; and,</li> <li>• Bentley/Curtin Specialised Activity Centre, being the area between Kent Street, Hayman Avenue and the border with the Town of Victoria Park.</li> </ul> <p><u>Note: Some of the above locations are currently subject review and potential modifications to the extent of their ‘bush-fire prone’ status.</u></p> <p>All of these locations are proposed to be subject to future land use and density intensification. The majority of areas affected consist of existing built-up land at varying densities. Consideration of bushfire attack levels will be given proper consideration prior to any future land use and density intensification in the future by the following means:</p> <ul style="list-style-type: none"> <li>• In the case of Manning/Welwyn Avenue Neighbourhood Centre and Manning Road, as part of a coding review forming part of the preparation of a new local planning scheme. Individual development applications will then be subject to the appropriate bushfire attack level assessment under SPP3.7;</li> <li>• In the case of Bentley/Curtin Specialised Activity Centre, as part of any detailed planning investigations (activity centre plan or the like) relating to the site, prior to any substantial future redevelopment;</li> </ul> <p>In the case of Canning Bridge Activity Centre as part of any development application relating to land considered to be bushfire prone given Canning Bridge Activity Centre Plan already allows for intensification of land within the activity centre.</p>	
271.	Direct email	10/06/2019			N/A	Future planning and land development should incorporate water sensitive design principles and	Noted. Strategy 4.4.3 is recommended to be modified to identify that environmental externalities such as storm-water management, ground water resource protection and	Modification recommended to the

						<p>consider integrated water cycle management, including water supply and efficiency, groundwater, stormwater, wastewater, flooding, waterways and wetlands, in accordance with SPP2.9. This policy therefore should be included in the list of relevant State Planning Policies in Part 2, section 3.3.</p> <p>The following water resource management opportunities and constraints should be identified and considered by the Strategy:</p> <ul style="list-style-type: none"> <li>• Incorporation of Water Sensitive Urban Design principles including existing stormwater and natural features within public open space.</li> <li>• Groundwater resources in the area are approaching their sustainable limits and the Strategy should identify water conservation and efficiency measures to reduce demand on groundwater resources.</li> <li>• A strategy and/or action is included, to ensure that early consideration is given to building and basement design and site dewatering requirements, including how the discharge of water will be managed by the local government and/or construction contractors.</li> <li>• Ensure that the DWER's guiding principles for floodplain management apply including flood protection for properties from a 1 in 100 flood event, and consideration of and cumulative impact of development on the flood plain.</li> <li>• Include strategies and/or actions to achieve appropriate foreshore areas and protection outcomes for waterways and their natural features, including riparian vegetation, water quality and wildlife habitat.</li> </ul>	<p>protection of waterways, riparian vegetation, water quality and wildlife habitat are also given consideration in the City's Scheme and/or planning policies.</p>	<p>action under strategy 4.4.3 as follows 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.</p>
272.	Direct email	10/06/2019			N/A	<p>No objections to the Strategy given it does not affect any mining tenement, petroleum title or geothermal energy permit, and raises no significant access concerns regarding mineral or petroleum resources, geothermal energy or basic raw materials.</p>	<p>Comments noted.</p>	
273.	Direct email	11/06/2019 (Late Feedback)			N/A	<p>Supportive of the Strategy generally.</p> <p>The objectives of the Strategy should be modified to include consideration of people with 'special needs'.</p> <p>Reference should be made to improving equity of access and conclusion. The relevant objective in the strategy should be modified to read as <i>"Improve accessibility throughout the City by providing residents and visitors with a range of transport options, focusing on equity of access and inclusion, and active transport options."</i></p> <p>Supportive of intensification of density in areas of high amenity however suggest that the City identify other areas suitable to accommodate density.</p>	<p>The matters raised by the Department of Communities in ensuring housing is provided for people of all abilities and needs is noted and agreed. It is recommended that, despite the request to modify various existing objectives and actions of the Strategy, an additional action be added to strategy 4.1.2 to address these matters.</p> <p>The Strategy does not propose to modify the City's zoning table. The zoning table in the Scheme currently prohibits multiple dwellings (apartments) on land coded less than R40. The City, in preparing a new local planning scheme will consider whether this limitation is consistent with strategy 4.1.2, which states as follows: <i>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'.</i></p> <p>Strategy 4.1.2(a) also includes measures to provide/incentivise the provision of diverse housing and housing for 'aging in place' as part of a review to the dual density code system. This is considered to address the suggestion raised in the submission that the City's planning framework should facilitate, incentivise and increase the supply of affordable</p>	<p>Additional action recommended to be included under 4.1.2 as follows <i>(d) Investigate provisions for inclusion in a new local planning framework that ensures that development within each managed growth area provides diverse, accessible, adaptable and affordable housing in a variety of built-form typologies.</i></p>

						<p>Reconsideration of the prohibition of multiple dwellings in areas coded under R50. Not allowing multiple dwellings within R40 zones will leave to incremental development being delivered as grouped dwellings which may result in a loss of tree canopy.</p> <p>Clarification is required on the final intended R-Code for lots within 'Above R50' areas on the managed growth strategy map.</p> <p>Exploration of planning and non-planning options to facilitate, incentivise and increase the supply of affordable housing.</p> <p>Exploration of incentivising construction of single dwellings that include the minimum liable design standards.</p> <p>Actions contained under 4.3.1 and 4.3.3 are encouraged to adopt 'universal access' as a key principle to ensure the needs to everyone are adequate considered.</p> <p>The wording of strategy 4.5.3 should be modified to remove the word 'protects' which may be used as a generic reason to refuse applications. Suggested that working be <i>"Ensures planning framework identifies, maintains and promotes appropriate residential character"</i>.</p> <p>Consideration should be given to SPP3.6 when developing any development contribution plan.</p>	housing.	
274.	Direct email	21/06/2019 (Late Feedback)			N/A	<p>The department is currently undertaking a separate review of the Perth and Peel @3.5million including the Central Sub-region, to identify the challenges for the future public educations system and to ensure there is sufficient provisions of public schools to cater for future populations. This review may have implications on the Strategy and other related plans. Once this review has been completed the department will collaborate with the City to address any matters that may arise from the review.</p>	Noted. On the basis of the submission, it is not considered necessary for the Strategy to be modified in any way. However the City will work with the Department to ensure appropriate land and development potential is available for the development of public schools in the district in the future.	
275.	Direct email	1/7/2019 (Late Feedback)			N/A	<p>Preference is that density increases not be focussed on Canning Highway or Manning Road as it will result in increased traffic demands and turning movements along the route. Density should be focused away from these roads in order to develop neighbourhood and town centres. This is supported by the 'Movement and Place' principles which should be investigated further.</p> <p>It is recommended the City undertake a Transport Impact Assessment to determine the impact increase density will have on the road network.</p>	<p>Perth &amp; Peel @3.5million and a suit of state policies, development control policies, position statements and guidelines establish a policy of directing growth towards specific location of the Perth metropolitan region. Perth and Peel @3.5million specifically identifies Canning Highway and Manning Road as urban corridors, suitable for accommodating a growing population and, specifically 'as high-priority' transport routes. While it is acknowledged that these corridors have limited 'place' functions, they're clearly identified, by the State government, as preferred areas for increased population growth.</p> <p>Whilst it is acknowledged that growth will result in more traffic, increased traffic and its impacts are not necessarily a limiting factor to development. Notwithstanding it is important that these impacts are managed appropriately at the different stages of the planning process. Strategies 4.3.1, 4.3.2 and 4.3.3 aim to address the impact that an</p>	

						<p>Consideration should be given to increased density on South Terrace from Coode Street to Sandgate Street.</p> <p>Direct access should not be permitted onto the Regional Roads as outlined in Development Control Policy 5.1. This will need to be considered further when reviewing the local planning scheme.</p> <p>Manning Road is currently undersized. Perth &amp; Peel shows Manning Road as accommodating high frequency public transport in the future. A 40m wide road reservation is required for high frequency public transport.</p> <p>Manning Road may become a Primary Regional Road in the near future. The City should therefore consider the possible future land requirements of the future road corridor.</p> <p>Further clarification is required regarding the provision of pedestrian and cycle infrastructure projects identified in Figure 26. Further consultation is required with Main Roads as the Department of Transport manages planning for cycling in coordination with the Transport Portfolio.</p>	<p>increased population will have on traffic within the City through supporting upgrades to infrastructure, developing a 'Transport, Access and Parking Strategy, increasing mode-share of active transport and establishing appropriate controls for vehicle parking.</p> <p>It is unclear what rationale underpins the suggestion of accommodating greater population along South Terrace between Coode Street and Sandgate Street.</p> <p>Strategy 4.3.2(b) states as follows: <i>Ensure strategies that accommodate growth adjacent to the regional road network are supported by access strategies that rationalise direct access to these roads.</i> This is considered to satisfy the concerns raised in relation to Development Control Policy 5.1.</p> <p>Perth &amp; Peel @3.5million does not indicate that Manning Road is undersized. The City can only give regard to any existing regional road reservations under the MRS when making planning decisions. Any (possible) future decision regarding reservation of land along Manning Road cannot bind the Strategy; such a decision is considered neither likely, nor certain.</p> <p>The City's <i>Joint Bike Plan</i> was prepared in consultation with the Department of Transport. The plan does not indicate, in the short term, any bicycle infrastructure projects affecting Canning Highway. Future projected affecting Manning Road include a 'high quality shared path'. The agency with care over Manning Road will be consulted when/if this project is further pursued in the future.</p>	
276.	Direct email	6/8/2019 (Late Feedback)			N/A	<p>The Strategy should recognise the interaction between the <i>Swan and Canning Rivers Management Act 2006</i> and the <i>Planning and Development Act 2005</i>. In particular the Swan Canning Development Control Area should be identified with all relevant strategies, schemes, and structure plans. Additionally, all policies applied by DBCA in the assessment of proposals should be specifically noted.</p> <p>The Strategy should recognise the distribution and adequacy of public open space throughout the City and identify whether adequate open space is being provided or planned for to accommodate increasing density.</p> <p>The Strategy should outline the need for a Foreshore Interface Strategy for areas of high density that are close to foreshore areas.</p> <p>There is insufficient information about sea level rise and how this relates to appropriate zoning and development of land. It is recommended that a climate change strategy be formulated that includes potential design salutation for both the public and private realms.</p> <p>Consideration should be given to cultivating existing drainage sumps in to neighbourhood parks. Road reserves should be retrofitted with water sensitive design solutions to manage stormwater closer to the</p>	<p>The <i>Swan and Canning Rivers Management Act 2006</i> and any relevant policies of the DBCA are considered as part of development applications, where necessary. It is not considered that these policies or the Act need to be referenced in the Strategy.</p> <p>The adequacy of public open space is outlined in Part 2, section 5.5.2 and appropriate strategies and actions included under Part 1, section 4.6, specifically strategy 4.6.3.</p> <p>The City recognises the importance of water-sensitive urban design, and protecting water resources, waterways and foreshore areas. As such, a modification is recommended to strategy 4.4.3 to ensure that these matters are considered in the preparation of a new local planning scheme and local planning policies.</p> <p>As the City of South Perth is in a built-up urban setting, <i>Visual Landscape Planning in Western Australia: A manual for evaluation, assessment, siting and design</i> is not considered to be relevant. Notwithstanding, all development applications are considered in relation to their location, context and design through the relevant planning framework, and the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>.</p>	Modification recommended to strategy 4.4.3 as follows: <i>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.</i>

						<p>source and alternative approaches implemented within drainage sumps.</p> <p>The Strategy should have regard to the provisions of <i>Visual Landscape Planning in Western Australia: A manual for evaluation, assessment, siting and design</i> when considering a development proposal's impact on the landscape.</p>		
277.	Direct Email	31/03/19			N/A	<p>All planning documents and exercises need to be linked otherwise the strategies in them have limited validity. The Strategy becomes irrelevant if it does cater for the potential widening of Canning Highway leading to a failure to meet the stated objectives.</p> <p>The "detailed investigations" (#ShapeOurPlace) for the widening of the highway, involve a larger transitional catchment area covering several adjoining streets to effect the planned density transitions. This contradicts the Strategy. Additionally, these “detailed investigations” have not addressed building setbacks, increased traffic and management of access to Canning Highway. What then is the value of these studies?</p> <p>The City must seek a definitive response from Main Roads as to if Canning Highway will be widened or not, and the timeframe of when it will happen. From this information a more meaningful and valid Strategy can be developed.</p> <p>Existing pathways, verges and properties along Canning Highway are deteriorating. Cleaning up this area should be a priority given that it is a gateway into the City.</p>	<p>Each planning document and exercise is undertaken having consideration to the local and state planning framework. The Strategy has given consideration to the widening of Canning Highway though a number of strategies and actions (see strategies 4.3.1 and 4.3.2) and has also given consideration to previous local studies and scheme amendments applicable to the area.</p> <p>The study area for managed growth Area 5 (Canning Highway Places 3, 4 &amp; 5) is roughly based on the study area as outlined in the previous study undertaken for the area (#ShapeOurPlace). Some minor changes to this boundary are proposed as part of recommended modifications to the Strategy based on feedback received. For the area north of Canning Highway (Area 4 – Canning Highway Places 1 &amp; 2), the managed growth boundary is as per scheme amendment No. 57 which was progressed and adopted by Council prior to the preparation of the Strategy. This amendment includes a number of built-form controls including height limits and setback provisions, as well as the introduction of a special control area that will restrict direct access to Canning Highway for new developments. Additionally, action 4.3.1(c) seeks to ensure that any future actions to Canning Highway appropriately consider land reserved for road widening to assist in improving the transport functionality of the road and action 4.3.2(b) seeks to rationalise direct access to Canning Highway.</p> <p>Widening of Canning Highway is a future project of Main Roads WA, however it is not considered a priority project and no timeframe is available for when the project will commence.</p> <p>The City schedules and undertakes capital works such as the upgrades of roads and footpaths as necessary. As for the properties adjoining Canning Highway, although many are owned by the State Government, they are still private properties outside of the control of the City. Notwithstanding, increases in density as recommended by the Strategy will encourage redevelopment in this area.</p>	<p>Modifications recommended to the managed growth strategy map to lower the potential future density of properties west of Canning Highway between South Terrace and Angelo Street to ‘Up to R30’. Additionally a number of properties adjacent have been included within managed growth area 5 also with a future potential zoning of ‘Up to R30’.</p>
278.	Direct Email	8/06/2019			Como	<p>The boundary for ‘Above R50’ zoning be extended to Throssell Street and not end mid-block for those properties in the area bounded by Hobbs Avenue, Canning Highway, Monash Avenue and Throssell Street. Having the boundary mid-block will have a detrimental impact on the streetscape and amenity in the area.</p>	<p>Strategy 4.1.1(g) recommends investigation of residential codings in the ‘Canning Highway – Places 3, 4 &amp; 5’ managed growth area. Areas closest to Canning Highway are depicted as being subject to investigations at higher density codes (shown as ‘above R50’) while areas further removed from Canning Highway are shown as being subject to investigations at or below the R50 code (shown as ‘up to R50’). The coding for each individual property and street will be determined within the scope of these limits and also having regard to such matters as built-form transition, minimisation of local traffic and parking demand and minimisation of overshadowing.</p> <p>It is noted that the coding limitations depicted on the Managed Growth Map may limit the ability for an appropriate transition; particularly in areas where the codes transition directly from ‘above R50’ to ‘up to R20’. As such, an additional action is recommended to be included under strategy 4.1.1 to address this matter.</p>	<p>Additional action recommended to be included under 4.1.1 as follows:</p> <p><i>(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 appropriately managed built-form transition between high/medium</i></p>

								<i>density and lower density area.</i>
--	--	--	--	--	--	--	--	--



## Attachment 2: Focus Group Summary Report

# **Qualitative Review of the Draft Local Planning Strategy**



**Prepared for:  
City of South Perth**

**June 2019**

**research|solutions**

# Table of Contents

<b>1.0</b>	<b>Executive Summary .....</b>	<b>3</b>
1.1	All participants were broadly supportive of the DLPS .....	3
1.2	Both groups support the Population and Housing strategies articulated in the DLPS.....	3
1.3	Beyond housing and population, the people we spoke with most animated by strategies and actions that relate to current concerns.....	4
1.4	Both the under 35s and those in lone person / couple households held similar opinions on most topics.....	4
1.5	Renewal and opportunity were underlying themes of the discussion .....	4
<b>2.0</b>	<b>Introduction.....</b>	<b>5</b>
2.1	Objectives .....	5
2.2	Method .....	5
2.3	Privacy and confidentiality .....	8
2.4	Limitations of the study .....	8
<b>3.0</b>	<b>The City of South Perth: Values .....</b>	<b>9</b>
<b>4.0</b>	<b>Understanding the need for a Local Planning Strategy.....</b>	<b>10</b>
<b>5.0</b>	<b>Responses to the Draft Local Planning Strategy.....</b>	<b>11</b>
5.1	Population and housing strategies.....	12
5.2	Activity centres and employment .....	14
5.3	Transport and access.....	15
5.4	Environment and sustainability .....	17
5.5	Heritage, character and design .....	18
5.6	Public open space and community facilities .....	19
5.7	Tourism and entertainment .....	19
	APPENDIX A: ENGAGEMENT PLAN .....	22
	APPENDIX B: DRAFT LOCAL PLANNING STRATEGY.....	27
	APPENDIX C: TECHNICAL APPENDIX.....	30

## 1.0 Executive Summary

The City of South Perth is currently preparing its Local Planning Strategy, with the Draft Local Planning Strategy (DLPS) released for comment in March, 2019. The City identified two resident cohorts which were under-represented in the initial consultation undertaken during the planning phase:

- residents of the City of South Perth who identify as living in lone-person and couple households
- residents of the City aged between 18 and 34 years.

Both these groups are 'hard to reach' but the City felt it critical that their views be considered. The City consequently engaged Research Solutions to undertake two focus group discussions with representatives from each group.

The intention of the focus groups was to identify the level of support participants expressed for the DLPS, with particular emphasis on their responses to the strategies and actions relating to Housing and Population. Those responses are outlined in this report and summarised below.

### 1.1 All participants were broadly supportive of the DLPS

The people we spoke to recognise the need to plan for growth and the negative and unintended consequences of the failure to do so. Some understood that the DLPS is a strategy document; others felt the plan lacked detail, but all agreed that the City of South Perth was right to want to actively manage growth.

*"I don't think there was anything in that strategy that I can recall where we were like 'what the hell is that'? (Our questions were) more 'what is that going to actually look like'? I mean it's a strategy statement, a broad strategy statement." (Group One)*

*"In my view the plan is quite a good plan, how it's implemented will be vital." (Group Two)*

### 1.2 Both groups support the Population and Housing strategies articulated in the DLPS

Despite some concern about the City of South Perth needing to absorb another 10,000 residents, both groups consider the strategies and actions outlined will encourage the best possible outcomes.

Participants felt concentrating higher-density housing along urban corridors and in activity centres with the infrastructure to support is a 'common-sense' approach. It will leave the density in the majority of the City of South Perth untouched, limiting the disruption to suburban neighbourhoods.

All participants recognised the need for diverse range of dwelling types. Older participants particularly valued the concept of choice of dwelling type to suit different life stages; younger people recognised that choice of dwelling types offers more opportunities to live in the area. All felt it will be important to ensure affordable housing opportunities exist.

When asked about what type of dwellings were acceptable most felt that apartment buildings were acceptable along urban corridors and in activity centres. Generally, people suggested apartment buildings of no more than three storeys (occasionally up to five storeys), with commercial premises on the bottom and apartment living on the top floors. Most did feel, however, that taller apartment buildings would be acceptable where they already exist, along Mill Point Road. Other dwelling types acceptable in those locations could include unit or villa developments, detached houses, and townhouses.

### 1.3 Beyond housing and population, the people we spoke with most animated by strategies and actions that relate to current concerns

Participants considered there is potential for contemporary problems and concerns to be magnified by the addition of another 10,000 residents. These included:

- parking, traffic and transport
- heritage and local character
- green spaces and established trees.

Participants were uncertain about how much impact the City of South Perth will have on improving or extending the public transport or road networks. They were, however, supportive of the City exploring and advocating for initiatives that will reduce congestion and encourage residents to leave their cars at home. The sole exception was the development of a shared bicycle platform. Neither group had faith that such systems work.

They felt the development of design guidelines is a positive step toward protecting the 'feel' of the City of South Perth. None objected to new buildings, although all felt that there should be guidelines in place to ensure they were nice to look at and complemented the local character.

*"I don't think it's a bad thing to mix the old with the new. We have to adapt. And new things are nice."*  
(Group Two)

Members of both groups were pleased to see the degree of attention paid to open spaces, trees and parks in the DLPS.

*"I think (trees and open spaces) have a high enough profile in the (DLPS) document that I think they're being cared for, yes..."* (Group Two)

### 1.4 Both the under 35s and those in lone person / couple households held similar opinions on most topics

The stand-out exception was in relation to developing policies to ensuring that environmental externalities impacting upon development are appropriately managed. Group One (the under 35s) thought issues such as bushfire, flood and climate change were a 'bit out there' and not very relevant to the City of South Perth.

*"(Climate change) is bit out there – I think it's a bit remote from infill, so long as you have appropriate standards, I mean, it's not heavy industry. It's just more people."* (Group One)

Group Two felt very differently: they considered climate change very relevant to the City and provided local examples of flood and bushfire. The group felt strategies and actions to mitigate these risks were very appropriate.

### 1.5 Renewal and opportunity were underlying themes of the discussion

Managed well, most participants felt infill could bring opportunity to the City; 'new' is not necessarily bad (and can be beautiful). The City's plan to concentrate infill in activity centres, neighbourhood centres and along urban corridors should bring increased vibrancy and amenity for all residents of the City to enjoy.

## 2.0 Introduction

The preparation of the City of South Perth's Draft Local Planning Strategy (DLPS) began with the City undertaking preliminary consultation with the community and stakeholders and included a number of workshops and surveys. The resulting document was considered by Council in September 2018 and subsequently forwarded to the Western Australian Planning Commission (WAPC) for consent to advertise.

The City has consent from the WAPC, and formal advertising on the DLPS began on 12 March 2019 for a period of 90 days. As part of the engagement strategy for the project, the City engaged Research Solutions to undertake two focus groups among community cohorts who were underrepresented in the initial consultation exercise.

### 2.1 Objectives

The primary purpose of the focus groups was to seek feedback about the DLPS from a sample of two of the City's largest population cohorts that were underrepresented in the preliminary engagement (and are underrepresented in planning projects generally). These groups are:

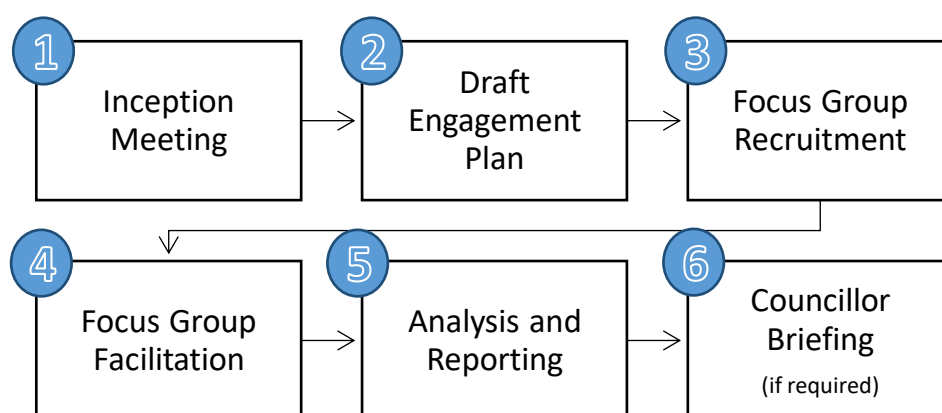
- residents of the City of South Perth between the ages of 18 and 34 years (under 35s)
- residents of the City who identify either as lone-person households or couple households without children.

The objectives of the focus groups were to:

- clearly identify participants' levels of support/acceptance towards the various elements of the DLPS, in particular those parts relating to population and housing
- prove the level of acceptability/support for each element under discussion.

### 2.2 Method

The City of South Perth chose to use a range of both qualitative and quantitative methods to gather feedback on the DLPS. Focus groups were determined to be the most effective method of encouraging considered comment from a representative of the two hard-to-reach cohorts. Focus groups offered the ability to explore issues in detail, flexibility in design and the opportunity to include a range of different exercises to get to the heart of what people want and what will be acceptable.



### Inception meeting

The City of South Perth met with the research team to discuss various aspects of the project and research design, including:

- the City's expectations of the project, the information it will receive, the audiences for the information and the format of the report
- the timing for the project and each of the deliverables
- any background information relevant to the research
- any key focus areas of the DLPS
- the composition of each group and any restrictions on participation
- the format of the focus groups, including potential pre-tasks and group exercises
- the development of any prompt material.

### Engagement Plan

After the inception meeting, Research Solutions delivered a draft Engagement Plan for the City's approval. The Engagement Plan outlined the details of the focus groups as discussed and agreed at the inception meeting, including:

- time, date, location and duration of each of the focus groups
- participant specifications and number of participants
- recruitment method and incentives.

### Development of the topic guide

A draft agenda (topic guide) for the focus groups and pre-tasking/engagement exercises was delivered concurrently with the draft Engagement Plan. The City reviewed and signed off on the topic guide.

### Focus group recruitment

The research comprised two discussion groups as follows:

- Group One: Residents of the City under 35 years, and
- Group Two: Adult residents of the City identifying as living in lone-person or couple households.

While best practise suggests a group size of between 5 and 7 participants to ensure each has opportunities to contribute, our groups comprised 8 or 9 participants. They were designed to ensure that each suburb of the City of South Perth had representation. Group Two (people identifying as living in couple or lone person households) comprised people of different ages.

Participants were recruited by our Quality Assured recruitment partners, Thinkfield. Based in Leederville, the Thinkfield team worked closely with Research Solutions to ensure all participants met the specifications and were the right age, from the right household type and lived in the right suburb.

We deliberately recruited participants without histories of regular interaction with the City of South Perth. The purpose was to hear from "new" voices, so participants were screened to exclude:

- employees of the City of South Perth and their family members
- Elected Members of the City and their family members
- members of known community action groups (from a list provided by the City)
- people who had previously contributed to the DLPS
- people who live within either the Canning Bridge Activity Centre or the South Perth Activity Centre
- people who had attended a council meeting within the past two years
- people who had commented on a development application within the past two years.

Potential participants were initially drawn from Thinkfield's extensive online panel via an online screening questionnaire and subsequently re-screened by telephone to ensure they met the specified criteria. After exhausting the online panel, Thinkfield used cold-calling to recruit the final few participants.

### Participant engagement

Participants were set two "homework" tasks in order to maximise turn-out and engagement and to better prepare them for the discussion.

1. Participants were asked to read a two-page summary of the DLPS prior to the focus group and note any questions or responses. Specially prepared by the City of South Perth, the document summarises the purpose and key points of the DLPS. Participants were provided a copy of the document via Australia Post and email. They were also provided with a link to the publicly available (twenty-page) summary document as further reading.
2. As the second engagement exercise, participants were asked to create a postcard by taking a picture of an aspect of life in the City of South Perth that they loved and valued. They were asked to write a caption and send the postcard to the facilitator before the group. These postcards were incorporated into a short AV presentation shown at the beginning of the group and used as a starting point for discussion.

Both exercises proved valuable in that:

1. The majority of group participants appeared to have some familiarity with the summary document and were able to comment on many of the strategies and actions outlined in the DLPS.
2. All participants contributed postcards and the exercise generated discussion about community values.

### Group facilitation

The groups were facilitated by Linda Bradley, an experienced qualitative researcher and held at Research Solutions East Perth office on the evenings of Tuesday, 21 May and Wednesday, 22 May 2019.

Groups lasted approximately one hour and forty-five minutes. Representatives of the City of South Perth viewed the groups through a one-way mirror. Prior to the conclusion of each group, the facilitator provided City representatives with the opportunity to have other questions asked of the participants, or further explore concepts that had arisen in the course of the discussion. As prompt material, participants were provided with a large map of the City of South Perth which clearly outlined the activity centres, neighbourhood centres and urban corridors.

### Analysis and reporting

Groups were digitally recorded for later viewing, transcription and analysis. Transcripts were reviewed, themes identified and coded. These themes were reviewed by and discussed with the broader research team to check for cogency and consistency. Themes common to both groups included:

- parking and traffic congestion
- public transport
- open space
- urban design / heritage
- lifestyle and amenity.

Early drafts of the report were reviewed by Research Solutions' CEO prior to delivery of the draft document to the City of South Perth.



### 2.3 Privacy and confidentiality

The focus groups were hosted at Research Solutions in its purpose-built focus group room. Participants were advised that representatives of the City of South Perth were viewing the group through the one-way mirror. City officers were apprised that the Australian Market and Social Research Society (AMSRS) privacy standards required they leave the viewing room if they recognised anyone participating in the group.

Participants were also told the groups were being digitally recorded for later viewing and transcriptions, and that those recordings would be held by Research Solutions, as required by the AMSRS. Participants were assured that their names and contact information would not be passed on to the City of South Perth.

### 2.4 Limitations of the study

The findings of this study are qualitative and cannot be assumed to be representative of the broader population.

The primary focus of both discussions was the population and housing theme. Not all strategies and actions contained in the DLPS were discussed, in part because of time constraints and also because participants did not have strong views or comments to make on all aspects of the DLPS.

### 3.0 The City of South Perth: Values

Participants in both focus groups said they valued the City of South Perth for:

- access to the river
- open spaces, parks and playgrounds
- café culture
- community feeling
- heritages precincts
- the convenience of inner city living without the feel of the inner city.

Participants felt the City of South Perth offers residents a high-quality lifestyle. There is plenty for people of all ages to do, from low-cost outdoor activities to dining and shopping.

#### The postcard exercise

Participants were asked to provide a “postcard” prior to the group; an image illustrating what they loved about living in the City of South Perth and ideally, a line of explanation. Everyone contributed to the exercise and it proved a good way to begin the discussion.

Almost half of all postcards submitted featured the river, most usually the South Perth Foreshore. Other parks and open spaces featured prominently, as did cafes and shops, streetscapes, community facilities and dogs. Themes were consistent between groups, as were the descriptions of what people value about living in the City.

*“There’s quite a few different things you can do like for all age groups I think, like for South Perth Foreshore, like anyone can go there and then just if you want to have a run, cycle or do something, there’s cafés on main street if you want to have a chill or quiet afternoon.” (Group One)*

*“I think it’s nice (now) - you know 20 years ago you would go say down to the foreshore and you couldn’t get a coffee or couldn’t sit and have a meal or anything like that.” (Group Two)*

*“Well cared for open space.” (Group Two)*

*“I think that’s the charm of some of South Perth – it’s the café strips and meeting people for a coffee and things like that.” (Group Two)*

*“We like open space, we like the community aspect of it, it’s easily accessible by everyone. The children go down there, dogs go down there.” (Group One)*

Both groups felt the City is experiencing gains and losses as it grows. While people appreciated the evolving café culture, they felt infill also causes negative impacts such as the loss of established trees and increased traffic congestion. Both groups expressed concern that unless appropriately managed, any significant increase in population might magnify existing problems and negatively affect those aspects of the City they value most.

## 4.0 Understanding the need for a Local Planning Strategy

The majority of our participants had at least some prior awareness that there is a State Government plan to manage future growth and that a proportion of that growth will be accommodated through urban infill. It appeared that the majority of participants had previously been unaware that the State Government's target for the City of South Perth is to accommodate an extra 4,700 dwellings by 2031.

Some participants in both groups expressed resistance to the idea of absorbing an extra 10,000 residents. When asked how they felt on first reading the summary document, some said they felt stressed or anxious because of the likely impacts of increasing the residential population. Some assumed the impacts would inevitably be negative, raising concerns such as:

- lower-cost housing in apartment buildings bringing certain 'people...and their cultural issues'
- overcrowding / pressure on public open spaces
- more crime / less personal safety.

*"I think it depends what sort of people these apartments are going to attract. If it comes to the point that people can afford to come in – they will bring their culture with them. You cannot stop them."* (Group Two)

*"A city generally generates crime and I think with more people living in it and more overcrowding... that safety aspect is probably going to go down and people are going to feel less safe."* (Group One)

However, once it was understood that all local government areas have infill targets, and that the City does not have the option of refusing to accept new residents, all participants said they understood the need for a local planning strategy.

*"(Growth) has to be managed – it's just how it's going to be managed."* (Group Two)

Some discussion was circular: participants reflected that past lack of planning led to less-than-optimal outcomes and that it appeared that there is a lot of planning going without 'actually doing stuff'.

*"I thought (the DLPS) was all right, but I thought this is the Council doing yet another plan, they do plans for everything; this is a plan of a plan, a plan on how you're going to plan. And in fact, if you look at the newsletter the council sends around all the time, there's 4 or 5 you can comment on various plans...Now it's nice to be consulted but it seems that they're mainly doing planning, and not actually doing stuff."* (Group Two)

That said, there is also some awareness that plans can take years to be implemented.

*"The plans that happened 30 years ago are now starting to come to fruition, i.e. the entry to the freeway south is under construction now off Manning road. The idea of putting the train station in has been talked about (for years) and now they're actually looking at it."* (Group Two)

## 5.0 Responses to the Draft Local Planning Strategy

Conceptually, both focus groups were supportive of the DLPS. The strategies and actions outlined are consistent with the values they associate with the City and appear to support their ambitions for the community. Most feel that managed appropriately, higher-density living can provide benefits to residents in terms of improved lifestyle opportunities and access to services and amenities.

*“There was nothing in that strategy that I recall that we thought – what the hell was that? It is more about what is that going to look like? There wasn’t any strategy statement in there that was out of left field.” (Group One)*

*“Is (the DLPS) in keeping with our values? I think it is, yes. They have to plan for more because the area is only going to get bigger and bigger.” (Group One)*

The key hurdle for the majority was the idea of absorbing another 10,000 residents: many said the idea initially made them feel anxious. Most accepted that this was a directive of the State Government rather than a decision made by the City. With ‘no choice’ in the matter, they felt the City is right to try to manage the process.

Group participants felt that the City is ‘on the right track’, but had concerns about how the DLPS will translate to on-the-ground actions. They recognised the City’s influence is limited, and the Public Transport Authority (PTA) and others have roles to play in achieving high-quality outcomes for residents. They were concerned that existing problems such as traffic, transport and parking might be made worse without a coordinated effort to improve local infrastructure.

*“I understand that we need a plan for this and we’re going to have a community that’s growing, I just feel sometimes that we need to do some of the things beforehand as well. They’re talking about transport hubs, but we don’t have a train station. I use public transport all the time and it’s infrequent and not very reliable...I feel like that needs to be addressed before you start actually planning to put more (houses) in, build the infrastructure around it first and have it established, then think about what to do” (Group Two)*

Renewal and opportunity were underlying themes of both discussion groups. Participants in Group One suggested the idea that infill brings with it an opportunity to rethink urban design and ‘do it better’. Similarly, Group One talked about the opportunities that come with change.

*“I guess it’s exciting because there will be a lot of new activity and there’ll be a lot of new development as well so it’s not necessarily such a bad thing.” (Group One)*

*“So, I guess that they’re taking existing properties, say for instance where Preston IGA and that area is, taking that and redeveloping it, so similar to what they’ve done in Scarborough beach. A lot of people were against it, but before parking was really hard on Scarborough Beach Road and at all the cafés and bars there, and ever since they’ve redone the beach area it’s a lot more inviting. I think people actually go there (now), it’s a place of connection. And the parking has improved as well, and it was basically redeveloping what existed, and I guess building around that.” (Group Two)*

*“Hopefully along Canning Highway they are not going to put up really big high rises (but) four or five storey buildings are quite nice, and along Canning Highway it is all a bit run down. It’d be nice actually to have some new buildings.” (Group Two)*

Both groups were most animated by the strategies and actions they felt were relevant to their current experiences of the City. For example, both groups expressed concern about and frustration with traffic congestion, parking and public transport as it exists today. Topics generating most discussion included strategies and actions relating to transport and access, heritage protection and the protection of open spaces and established trees.

The DLPS articulates strategies and actions under seven 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
- Tourism and entertainment.

While the focus of the research was on population and housing, time was allocated within the group to discuss all seven areas separately. The following paragraphs describe the substance of those discussions.

## 5.1 Population and housing strategies

**STRATEGY: 4.1.1** Provide opportunities for higher intensity residential and mixed-use development in a consolidated form by adopting a managed growth strategy that ensures the majority of future growth is accommodated within and around activity centres and along urban corridors.

The two groups responded similarly to the strategy. Broadly, participants agreed that it makes sense to:

- actively plan for and manage growth
- concentrate infill in existing activity centres and along urban corridors.

They felt much of the infrastructure needed to support future growth already exists in activity centres and along urban corridors. By planning for and managing growth, residential neighbourhoods are more likely to be able to retain their characters. The City will be able to avoid errors of the past, such as placing large apartment blocks in neighbourhoods full of detached, single-family houses.

*“It means they’re not just willy-nilly going to start putting apartments everywhere.” (Group One)*

Others felt the strategy was nothing new, but rather a return to ‘common sense’.

*“Going back to 1930s where they used to build all the bigger buildings, shops etcetera on the main roads with housing above them, and then housing for people with more family members and larger properties went back from there. So that’s what they’re doing. They’re going back to the common sense that it used to be.” (Group Two)*

The majority of participants felt the strategy would be unlikely to negatively impact the elements of South Perth they value most and at best, could positive impact their experiences of the City.

*“Around the activity centres, they’re not traditionally solely residential areas. I can’t see this strategy having a (negative) impact.” (Group Two)*

*“I think it’s a good thing because there will just be more vibrancy and there will be more options I guess in terms of commercial space and all that.” (Group One)*

*“Higher density, better public transport, more vibrant public spaces...but they have to offset it with better public transport.” (Group Two)*

The only thing all participants worried about was the potential impact of introducing more residents on parking, transport and traffic. They believed traffic is already congested and parking at a premium, and all were concerned that more residents will make existing problems worse.

*“I think that is a great place to put them, I’m just worried about putting apartments in there and you’ll have all these cars trying to get onto the freeway at the same time I’m trying to get on the freeway, and what that is going to mean for me going to work?” (Group Two)*

STRATEGY: 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.

Both groups were strongly supportive of a strategy that will ensure the City of South Perth remains an accessible, affordable place to live.

There was lively discussion about some of the actions underpinning the strategy, especially the protection of established trees and provision of greater areas of open space between buildings, both of which directly support elements of the City they value most. The loss of open space and established trees are current concerns for some people who participated in the groups.

*“In the area where I am, there’s bigger houses taking up more land space, so there’s often trees knocked down and you’re losing lawns and it’s getting more of a concrete feel as opposed to leafy suburbs with big trees and green gardens.” (Group Two)*

Achieving higher levels of environmentally sensitive design for new buildings also prompted discussion about how this might be achieved. Many felt developers should be held to a higher standard than people building a home to live in.

*“Yeah, I think it would be reasonable to expect someone who’s developing (and) putting several dwellings in, to have a higher standard than an individual who’s doing it for their own use. And the individual’s just making a contribution for their own footprint, environmental footprint, but a developer is making a statement about 20 people’s families.”*

All were in favour of more diversity of dwelling types. Group Two was better able than Group One to imagine different housing styles that might suit the next stage of their lives:

- apartments of various sizes
- two and three-storey townhouses with a small yard
- unit developments
- detached houses.

*"A townhouse maybe but not an apartment. When you're looking at starting a family and you've got a dog, two cars and a boat..." (Group One)*

*"I live in a normal house with a backyard at mum and dad's. I'd like to live in the same kind of space when I move out but that's not realistic with house prices. A two-bedroom apartment would be ideal ... I think it is all about choice and diversity. If you want to live in a house you can or if (you want to live in) an apartment you can, but make it reasonably priced." (Group One)*

*"Our house is 800 square metres with a pool and a spa, the kids are gone, so it was fine when they were at school. I want to downsize, no big lawn, no pool...maybe a townhouse or a villa, something we can lock up and leave if we want to go away." (Group Two)*

*"I'd probably want to stay where I am. Our house is being renovated to suit a person who's got medical problems anyway, so it's sort of like I can age there successfully I think." (Group Two)*

Group Two was asked what type of dwellings they envisaged in different areas. For example, what might be acceptable in the Angelo Street precinct, or along Canning Highway?

Broadly, they suggested that any 'really big' apartment buildings be located around Mill Point Road where there are already a number of high-rise buildings. They felt the any apartments along Canning Highway should be smaller, perhaps three-to-five story, along with a mix of townhouses and units. At the Angelo Street precinct, the group suggested three-storey mixed-use apartment buildings and townhouses might be suitable.

*"There are already some beautiful apartments along Canning Highway; just do more of that stuff." (Group Two)*

*"Those duplexes work quite well as well, they have a little garden and it might feel a bit more like a home." (Group Two)*

*"And if you're going to build really big ones, build them where you already have them like along Mill Point Road." (Group Two)*

## 5.2 Activity centres and employment

STRATEGY: 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 will ensure that sufficient non-residential floor space can be provided in each centre to meet forecast demand.

Both groups felt it makes good sense to direct the majority of activity towards the activity centres. They interpreted the strategy to mean development should support a range of different activities and include spaces for commercial businesses, including shared office space.

The actions that generated the most response was about the South Perth Activity Centre:

- the provision of guidance to improve movement and connectivity around the activity centre
- the provision of guidance to improve streetscapes and public open space
- implement projects to improve the public realm of the South Perth Activity Centre.

Participants considered that it is already difficult to move around the area and that the activity centre is poorly connected to the rest of South Perth and the Perth CBD. Many were uncertain what providing 'guidance' to improve the situation would mean in practise.

Similarly, both groups felt the streetscapes and public open spaces could be improved and were strongly supportive of projects intended to improve the public realm. Again, participants were uncertain about what providing guidance would mean. They suggested guidelines around:

- the retention of established trees and native plantings
- better lighting
- underground power
- public art
- community gardens

*“Vic Park has got some funky stuff in it, some public art and murals...” (Group One)*

*“If we’re stealing ideas off Vic Park, they’ve got some really nice community gardens.” (Group One)*

**STRATEGY: 4.2.2 Support long-term planning for the Bentley/Curtin Specialised Activity Centre with a focus on providing opportunities for employment in learning and technology industries.**

This strategy was supported by both groups, which recognised that Technology Park has the potential to grow.

*“Tech makes sense near Curtin because there is already that sort of business there.” (Group One)*

**STRATEGY: 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.**

Both groups responded positively to supporting economic and employment growth in areas with good public transport. Those who made comment considered it makes sense to ‘provide for more contemporary, higher quality non-residential floor space at key nodes/intersections along urban corridors such as Canning Highway and Manning Road’.

They note that the existing level of public transport services will likely be insufficient to future needs; they consider it will be necessary to improve transport infrastructure in order to support growth.

### 5.3 Transport and access

**STRATEGY: 4.3.1 Align transport strategies with strategies to manage the City’s growing population.**

Both groups strongly felt that transport and access is an appropriate focus of the City as the population grows, and that it is sensible to consider the issue in a regional context. Participants are highly aware that movement in and around the City is affected by regional transport and access issues. They expect, for example, that if a new railway station is built in South Perth, residents from beyond the City are likely to make use of it.

Participants were strongly supportive of any initiative that will improve how the transport network functions. There was some recognition that improvements to the network is something over which the City has limited control.

*“I don’t know how it really works but when it comes to like wanting more public transport it isn’t going to be solely the City of South Perth’s decision.” (Group One)*

Participants strongly supported the development of the southbound freeway access at Manning Road and considered it will make a huge difference to commuters. They approved of strategies that will make it easier to access the freeway on ramp and improve the functionality of existing roads.



Some referred to the statement in the DLPS that there are limited opportunities to expand the local road network, and they are uncertain how the City might improve the functionality of the existing network.

**STRATEGY: 4.3.3 Develop a comprehensive parking system that considers demand, supply and management of parking.**

Both groups were highly supportive of any plan which will provide adequate parking. Parking appears to be something of a 'hot button' issue for some of group participants: parking is currently perceived as a problem and hence, concerns for the future are magnified. All were in favour of a strategy that will improve the situation, however some concern was expressed that the strategy articulated in the DLPS is little more than a motherhood statement.

*"What do they mean by that? It's very generic." (Group One)*

**STRATEGY: 4.3.4 Achieve a progressive increase in active transport (walking, bicycle, public transport) options over other transport modes as a means of reducing pressure on the road network.**

Both groups were supportive of measures that will encourage a progressive increase in active transport. They strongly supported the City advocating for:

- a new heavy rail station at South Perth
- increased ferry services and the addition of new destinations.

*"Another rail station at the South Perth Peninsula if you're going to put all those apartments in there and those people in the apartments are working in the city...well, it would make sense. They're going to be less reliant on cars. It's going to be an easy walk to get from those apartments to the train (and) to town." (Group One)*

Several individuals in both groups were already regular cyclists and some wanted to cycle more often. All agreed that it would be necessary to extend the bicycle network and improve the pedestrian experience in order to encourage more people to walk and cycle in the city more often.

*"I think encouraging people to use their bikes and open spaces – that is a great thing." (Group Two)*

*"My husband and I ride to work pretty much every day – the bike paths are just great. So more of that! Then make sure the maintenance is in place to keep them clean." (Group Two)*

**STRATEGY: 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.**

Participants of both groups felt electric cars were likely to become more common and should be considered in the transport mix.

Both groups were unenthusiastic about the potential for bicycle sharing platforms. They expressed a lack of faith that these systems work; they had heard that in many cities around the world, the shared vehicles (whether scooters or bikes) are 'dumped' rather than returned.

*"I don't have faith that sort of shared stuff is working well anywhere." (Group One)*

## 5.4 Environment and sustainability

### STRATEGY: 4.4.1 Achieve an increase in the City's tree canopy cover on private land.

This strategy and its supporting actions were strongly supported by participants of both focus groups. Both groups expressed how important trees and greenery are to the 'feel' of the City of South Perth and concern about the loss of established trees.

Some participants wanted the City to hold developers (or others) to account for the removal of established trees.

### STRATEGY: 4.4.2 Incentivise the development of buildings with high standards of environmental sustainability.

As noted earlier, participants responded positively to achieving higher environmental standards however, some concern was expressed about the potential cost to home builders. Many felt it would be appropriate to provide incentives to encourage the adoption of higher environmental standards.

### STRATEGY: 4.4.3 Ensure that environmental externalities impacting upon development are appropriately managed.

Group One struggled to see the relevance of this strategy to the City of South Perth; they felt climate change was a bit 'remote' from South Perth, as demonstrated by the following exchange:

*"I don't think this is very applicable to the City of South Perth."*

*"We're very low risk."*

*"(Climate change) is bit out there – I think it's a bit remote from infill, so long as you have appropriate standards, I mean, it's not heavy industry. It's just more people." (Group One)*

Group Two felt strongly that the City should actively plan for environmental externalities. They provided local examples of recent fires and floods; they felt climate change would have direct impacts on the City of Perth. Note the following excerpt from their discussion:

*"Well that path (by the river) bloody floods, I can tell you!"*

*"And the Kensington bushland caught fire last year and there was water bombers going over my house so yeah, so – and there were houses impacted you know, (houses) that were at risk."*

*"Yeah so it is important to do that sort of stuff...factoring in proofing against climate change."*

*"Yeah, the water table is rising, the actual river is rising, the sea level rising."*

*"And the salt."*

*"I think they're issues that have got to be considered." (Group Two)*

## 5.5 Heritage, character and design

STRATEGY: 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.

All participants agreed that there should be an emphasis on design quality. Many feel that too little emphasis on design quality in the past has negatively impacted the look and feel of certain areas within the City. Neither group rejected the concept of new buildings but both felt it was important that the design of new builds should be sympathetic to the existing character of the area and be aesthetically pleasing.

*"I'm a bit biased. I grew up in Kensington with all the old houses. But the newer stuff – so long as it's beautiful, it's ok." (Group One)*

*"I don't think it's a bad thing to mix the old with the new. We have to adapt. And new things are nice." (Group Two)*

STRATEGY: 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.

Both groups said the older homes are part of the area's identity; streets lined with heritage homes are particularly valued. Likewise, both felt that infill has not always been well managed; they were strongly supportive of actions that will recognise and preserve the particular character of each area.

STRATEGY: 4.5.3 Ensure the planning framework identifies and protects elements of residential character.

This was a topic that generated much more discussion in Group Two than Group One, possibly because many more of Group Two owned their own homes and had seen significant changes to their streets and neighbourhoods.

*"It's really important to me, and different suburbs are different, so like Waterford you know has only been built in recent years. I can remember when it was just bush. So modern housing is an appropriate thing there. Kensington was built in the 50s and late 40s and it ought to look like it was built in the 40s and 50s but modernised and made nice. That really makes a difference to me. So, walking around my suburb I definitely get different emotional feelings looking at different houses... Oh look I'd be okay with someone building a new house in the similar sort of style, for example. But like in our street you know there's a nice red brick house and a nice weatherboard house, and then another weatherboard house, and then this big concrete block and you think it is just - the dissonance is just crazy. And then there might be a brown brick house from the 60s and it would be nicer if it wasn't like that. But I recognise people buy a place and they want to (have) the house that they want and they want the facilities they want, and so do I – but it would be nicer in my view if some areas were preserved at least in the impression." (Group Two)*

That said, preserving the feel of the City of South Perth was also important to participants of Group One, although some were uncertain that the City can ensure that new buildings can reflect the local character.

*"I think that's an interesting point because like you're saying you like the really old houses. I live in a really old house and I think it's absolutely beautiful and then you go walking along the foreshore and*

*there are some big houses but they're not beautiful old designed houses. I don't even know what you call those things - would they be Tuscan style? I think it's really important to keep the old sort of style, but with new buildings I don't really think they can do it."* (Group One)

## 5.6 Public open space and community facilities

STRATEGY: 4.6.1 Incentivise new development to make voluntary community benefit contributions that improve local amenity.

It made sense to group participants that the City should look to build partnerships with other local governments and private bodies to deliver improved local amenity.

*"I think they do that now, because like big buildings they have to put into the bucket of money that the council has to spread around."* (Group One)

*"Thinking about shared spaces then maybe buildings (can have spaces) where communities come together like concerts."* (Group Two)

*"In fact, maybe some art centres as well, we're a bit light on in the City of South Perth for anything arty really."* (Group Two)

STRATEGY: 4.6.2 Provide new housing opportunities in locations well connected to the public open space network.

There was little comment about how this might be achieved, although participants in both groups felt connecting new housing opportunities to the public open space network is an important ambition.

## 5.7 Tourism and entertainment

STRATEGY: 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 regional foreshores and the Perth Zoo.

Participants of both groups recognised that the City of South Perth is a – are destination for local, regional and international tourists, particularly areas around the foreshore and zoo. Participants felt it 'makes sense' to concentrate future growth around these areas. The diverse range of events and activities is one element of the City they enjoy. Those who made comment felt positively about actions that would support the growth of tourism and entertainment.

STRATEGY: 4.7.2 Support the growth of entertainment and tourism uses in appropriate locations and circumstances.

The supporting action refers to the preparation of a local planning policy that clearly defines the range of appropriate short-term accommodation. Group Two was especially vocal in its support, expressing the need for Airbnb to be better managed within the City.

Some are supportive of Airbnb as long as it is 'safe and reasonable and there's not too many'. Many suggested that the number of properties being used as Airbnb's has negatively affected the way some residents

experience their streets, especially where multiple properties on the same street are being used for short-term accommodation. Note the following exchange between Group Two participants:

*"It does change the street."*

*"It changes the structure of the street. And parking."*

*"And then the amenity of the street and then the rest of the neighbours change, and so this terrible knock-on effect happens." (Group Two)*

## APPENDICES

## APPENDIX A: ENGAGEMENT PLAN

## City of South Perth Draft Local Planning Strategy Focus Groups ENGAGEMENT PLAN

### 1. Focus Group Details

FOCUS GROUP DETAILS	
Group 1:	Younger residents (25 – 35 years)
Date:	Tuesday, May 21, 2019
Time:	6.30 - 8.15pm (1-hour 45 minutes duration)
Location:	Research Solutions 24/60 Royal Street East Perth, WA, 6004
Group 2:	Lone person households / couples without children (25-60 years)
Date:	Wednesday, May 22, 2019
Time:	6.30 - 8.15pm (1-hour 45 minutes duration)
Location:	Research Solutions 24/60 Royal Street East Perth, WA, 6004

### 2. Focus Group Specifications

FOCUS GROUP DETAILS: GROUP 1	
Group 1:	Younger residents (25 – 35 years)
# of participants:	7-9
Incentives:	\$90 per person
Age:	25 – 35 years (distributed across age bracket)
City residents:	Residents of the City of South Perth (mix of renters, home owners and potentially still living at home)
Suburb	Evenly distributed across each suburb of the City of South Perth, with a minimum of 1 person each from South Perth, Como, Karawara, Waterford, Salter Point, Kensington and Manning,
Gender:	Even split male / female
FOCUS GROUP DETAILS: GROUP 2	
Group 2:	Lone person households / couples without children (25-60 years)
# of participants:	7-9
Incentives:	\$90 per person
City residents	Residents of the City of South Perth, (mix of renters and home owners)
Suburb:	Evenly distributed across each suburb of the City of South Perth, with a minimum of 1 person each from South Perth, Como, Karawara, Waterford, Salter Point, Kensington and Manning,
Gender:	Even split male/ female

### 3. Focus Group Recruitment

- Participants will be recruited by Thinkfield, Research Solutions' Quality Assured research partners.
- The recruitment team will be briefed in writing and in person by the consultants and will provide daily updates regarding progress. The consultants will be continuously available to the recruitment team throughout the process.
- Research Solutions will develop a screening questionnaire to ensure all participants meet the specifications outlined in the brief and detailed above.
- Participants will be sourced in the first instance from Thinkfield's extensive panel, after which Thinkfield will, if necessary, undertake some intercept interviews in the City of South Perth to secure further participants.
- Panel members who potentially qualify will initially be screened via an online questionnaire. The first round of screening will be followed up by a short telephone interview to confirm:
  - the veracity of their responses and double check that they meet the screening criteria;
  - their interest in the subject matter and willingness to undertake the pre-task, and
  - their availability.
- In addition, to ensure "new" voices participate in the focus groups, participants will be screened to ensure they:
  - Are not "professional" respondents i.e. have not participated in discussion groups within the last six months,
  - Did not engage in the preliminary consultation exercise to develop the City's Draft Local Planning Strategy,
  - Do not work for the City of South Perth in either a paid or volunteer capacity nor are an immediate family member of a City employee,
  - Are not an elected member of the City nor a family member,
  - Have not commented on a development application within the last two years,
  - Have not attended a council meeting within the last two years,
  - Are not a member of any local action group, and
  - Do not live within the areas immediately affected by the Canning Bridge Activity Centre or the South Perth Activity Centre. (Thinkfield will be provided with a map and description of the residential areas to exclude.  
Area 1: properties north-west of the zoo and those properties north of Mill Point Road  
Area 2: South of Cale Street, West of Baldwin/Ley Street, North of Gentilli Way)
- Once participant suitability has been established and agreement to attend secured, focus group participants will be emailed the details of the group and the pre-task, including the date by which to complete it.
- Participants will also be provided with a map showing the location of our offices and front door, a telephone number to contact in case they become lost and suggestions for where to park.
- Participants who have not provided their homework by the due date are recontacted by the recruitment team; all participants are re-contacted 24 hours in advance of the focus group to confirm that they are attending.

#### 4. Preparation for the focus groups

- Participants will be asked to undertake two homework tasks in preparation for the focus groups: a "postcard" exercise and reviewing a summary of the draft local planning strategy.
- The **postcard exercise**: participants will be instructed to take one or two photographs of something they love about living in their area and send it directly to the group facilitator at least



24 hours prior to the group convening. This enables the facilitator to make contact with the participant prior to the group, successfully engages the participant with the topic and provides visual stimulus as a prompt for discussion.

- **The review of the draft planning strategy:** participants will be mailed a pen and a copy of the Local Planning Strategy information summary prepared by the City especially for the focus groups. They will also be sent this information via email, along with the LPS summary document. Participants will be instructed to read the focus group information to familiarise themselves with the topic. They will be asked to highlight anything of particular interest or any thoughts or questions they have about each of the 7 Topic Areas. Participants will be encouraged to read the full LPS summary document prior to attending the group and invited to review the actions, particularly for the population and housing topic.

## 5. Focus group topic guide

FOCUS GROUP DETAILS: GROUP 1	
Open:	The purpose of the group is to explore how residents of the City of South Perth respond to the draft of the Local Planning Strategy and understand the level of support for the strategies and actions outlined in it outlines.
Privacy	Explain privacy Focus group taping Client viewing
Introductions:	Participants introduce themselves. Who are they, where do they live, length of residence in the City etc.
Postcards:	Postcard show. Discuss themes: What does that tell us about living in the City of South Perth? What do people value? What sort of feeling does the City have now and do they hope it will retain?
LPS:	Local Planning Strategy: <i>explore how well the group understands what it is; how it is structured (outlining various strategies and actions arranged under 7 key topic areas), why the City needs one...</i> (Current forecasts suggest the Perth and Peel regions will have a population of about 3.5 million by 2050 and state planning policies require every local government area to absorb a proportion of that population. For the City of South Perth, that means about another 4,700 new dwellings by 2031)
7 Topic Areas	List 7 topic areas; canvass – were there any of these topic areas that participants found particularly important to planning for the City's future? <i>(If so – which topic areas? Why? ...the purpose is to ensure that all topic of particular interest are covered in the group)</i>
Terminology	Activity Centres and Managed Growth: <i>ensure the group understands the terms;</i> Identify the activity centres, neighbourhood centres etc. in the City of South Perth
TOPIC AREA	
For each topic area:	<ol style="list-style-type: none"> <li>1. As a group, discuss any immediate responses to the Strategy Overview in the focus group information. Did they understand it what did they think of it?</li> <li>2. As a group, discuss each Strategy in the Summary document. What does it mean? Does it make sense? What are the pros</li> </ol>

	<p>and cons? Conceptually, are people supportive? Why or why not?</p> <p>3. In pairs or threes: discuss the actions listed under each strategy. <i>(Where there are multiple strategies under one topic area, groups may need to discuss more than one area)</i> How well do the actions support the strategy? Do participants support the action? Why or why not? Are there any actions missing?</p> <p><b>Instructions:</b> address population and housing first.</p> <p><i>Prompt material: for each topic area, provide strategies via PowerPoint overhead. Actions for each strategy detailed on worksheets to hand out to participant groups to mark. Leave space for any missing actions.</i></p>
Population and Housing	<p>Discuss:</p> <p>Strategy 4.1.1 and associated actions (p.8 LPS Summary document)</p> <p>Strategy 4.1.2 and associated actions (p.11 LPS Summary document)</p>
Activity Centres and Employment	<p>Discuss:</p> <p>Strategy 4.2.1 and associated actions ( p.12 LPS Summary document)</p> <p>Strategy 4.2.2 and associated actions ( p.13 LPS Summary document)</p> <p>Strategy 4.2.3 and associated actions ( p.13 LPS Summary document)</p> <p>Strategy 4.2.4 and associated actions ( p.13 LPS Summary document)</p>
Transport and access	<p>Discuss:</p> <p>Strategy 4.3.1 and associated actions ( p.14 LPS Summary document)</p> <p>Strategy 4.3.2 and associated actions ( p.14 LPS Summary document)</p> <p>Strategy 4.3.3 and associated actions ( p.14 LPS Summary document)</p> <p>Strategy 4.3.4 and associated actions ( p.15 LPS Summary document)</p> <p>Strategy 4.3.5 and associated actions ( p.15 LPS Summary document)</p>
Environment and sustainability	<p>Discuss:</p> <p>Strategy 4.4.1 and associated actions ( p.16 LPS Summary document)</p> <p>Discuss:</p> <p>Strategy 4.4.2 and associated actions ( p.16 LPS Summary document)</p> <p>Discuss:</p> <p>Strategy 4.4.3 and associated actions ( p.16 LPS Summary document)</p>
Heritage, character and design:	<p>Discuss:</p> <p>Strategy 4.5.1 and associated actions ( p.17 LPS Summary document)</p> <p>Strategy 4.5.2 and associated actions ( p.17 LPS Summary document)</p> <p>Strategy 4.5.3 and associated actions ( p.17 LPS Summary document)</p>
Public open space and community facilities	<p>Discuss:</p> <p>Strategy 4.6.1 and associated actions ( p.18 LPS Summary document)</p> <p>Strategy 4.6.2 and associated actions ( p.18 LPS Summary document)</p> <p>Strategy 4.6.3 and associated actions ( p.18 LPS Summary document)</p>
Tourism and entertainment	<p>Strategy 4.7.1 and associated actions ( p.19 LPS Summary document)</p> <p>Strategy 4.7.2 and associated actions ( p.19 LPS Summary document)</p>
Close:	<p><i>Explore: how confident do you feel that the City is doing a good job of planning for the City's growth? Why/why not?</i></p> <p><i>(Potentially- if you were to give the City a grade for its draft local planning strategy – what grade would you give it and why? What would the City need to change or include for you to give it a higher grade?)</i></p>

## **6. Client viewing**

We encourage representatives of the City of South Perth to attend the focus group. Key benefits of attending are both the “extra” insight gained from hearing participants’ views directly and also the opportunity to further explore anything of particular interest - it is our usual practise to “check in” with the client fifteen or so minutes prior to the end of the group.

Our viewing room can comfortably accommodate 4 – 5 people. We ask that you provide us with details of who is attending and any dietary requirements as we usually provide something to eat. We also ask that clients arrive fifteen to twenty minutes before the group begins.

## APPENDIX B: DRAFT LOCAL PLANNING STRATEGY

### City of South Perth Draft Local Planning Strategy

The City of South Perth Draft Local Planning Strategy (LPS) is a document that sets out how the City will plan for the future. It provides a framework for all of the other planning tasks the City will undertake. The City is forecast to grow by 4,783 new dwellings (about 10,182 people) by 2031. The LPS is a plan for how this growth will be shaped and managed.

The LPS considers how growth will be managed by outlining various strategies and actions, arranged by a series of key topic areas. Below provides an overview of the strategies and actions for each topic area and a brief explanation.

#### Topic Area 1: Population and housing

Strategies overview: Provide opportunities for higher intensity housing in a consolidated form by adopting a managed growth strategy that ensures the majority of future growth is accommodated within and around activity centres and along urban corridors.

The Strategy recommends directing the majority of dwelling growth towards specific areas of the City (activity centres and urban corridors). These areas have been identified because they have good access to transport, employment opportunities, services and entertainment. This results in the planning for approximately 75% of the City's land area remaining broadly unchanged. About 56% of the forecast growth is planned to be accommodated in three locations, the major activity centres of South Perth Activity, Canning Bridge and Bentley/Curtin.

#### Topic Area 2: Activity centres and employment

Strategies overview: Ensure each activity centre achieves an appropriate mix of employment, recreational, civic and cultural, and entertainment uses as well as increased levels of residential population to support the ongoing viability of each centre.

In the past town planning controls have sought to separate activities away from each other, particularly housing away from uses like shops and restaurants. The strategy recommends working towards a greater diversity of activities in existing retail locations like South Perth, Angelo Street and Preston Street, including higher density residential units. This will provide opportunity for people to live and work in connected places of high amenity.

#### Topic Area 3: Transport and access

Key strategy: Achieve a progressive increase in active transport (walking, bicycle, public transport) options over other transport modes as a means of reducing pressure on the road network.

There are limited opportunities to expand the City's road network to support a growing population so other modes of transport need to be better utilised. The City has endorsed a bike

## PAGE 2

plan to improve cycling infrastructure throughout the City. The LPS recommends the City advocate for a heavy rail station at South Perth and an expanded ferry network.

#### Topic Area 4: Environment and sustainability

Strategies overview: Develop measures to increase tree canopy cover on private land and incentivise new buildings to achieve higher standards of environmental sustainability. The extent of tree canopy cover on private land has fallen considerably over the last three decades. The City has some existing limited planning controls protecting existing mature trees on development sites. There are also limited requirements for environmental standards new buildings must achieve. The LPS recommends that additional measures be applied that incentivise the retention and/or replacement of established trees and improve the standards of environmental sustainability in new buildings.

#### Topic Area 5: Heritage, character and design

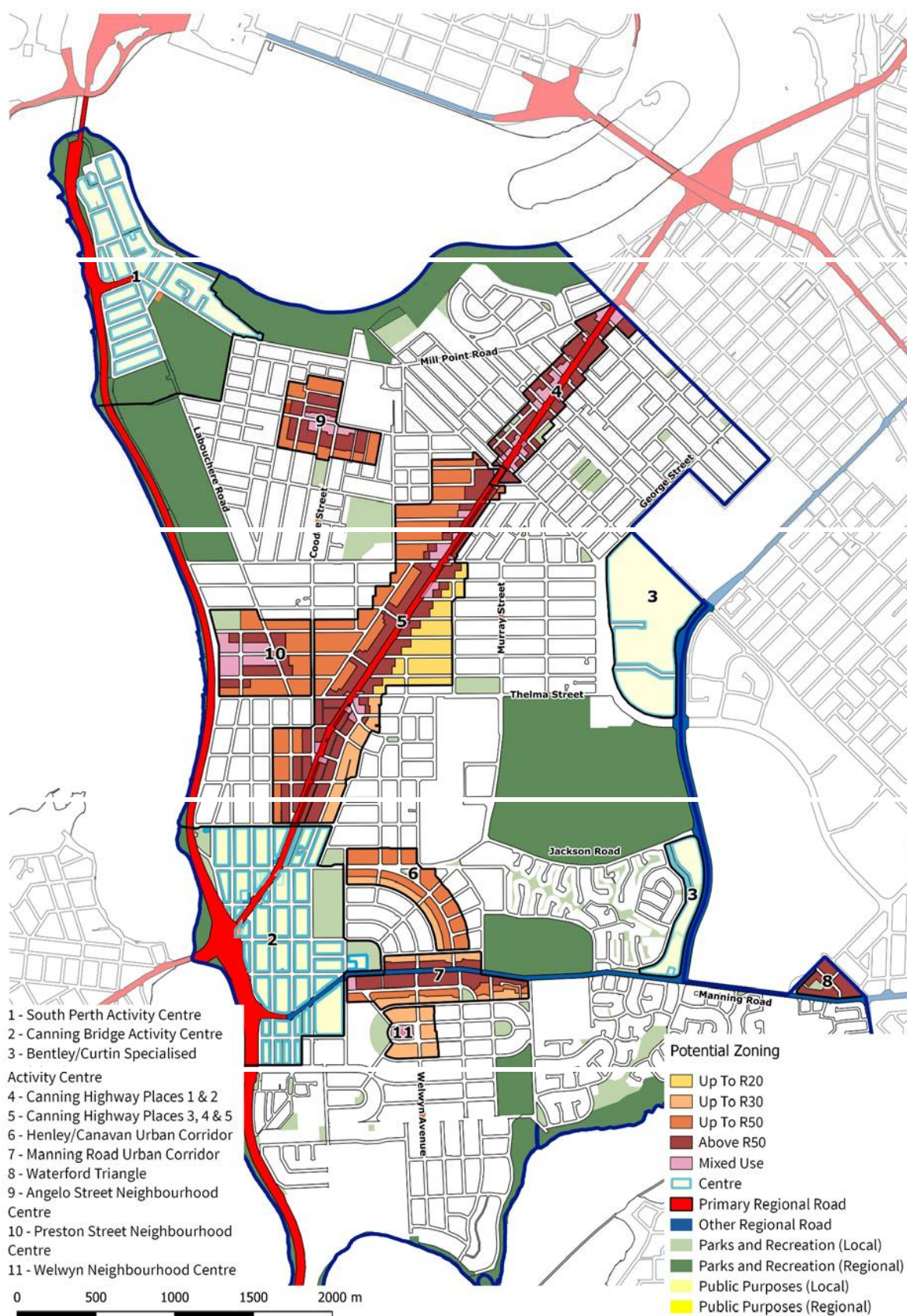
Strategies overview: Development of new policies that work to protect residential streetscape character and ensure new buildings are subject to minimum design quality standards. The City protects heritage places through heritage listings. However many streets and houses throughout the City exhibit specific character traits worthy of a degree of protection. The LPS recommends developing policies for these areas to ensure new buildings respect local character.

#### Topic Area 6: Public open space and community facilities

Strategies overview: Incentivise new developments to make voluntary community benefit contributions that improve local amenity. The City has limited resources to provide new community facilities and public open spaces. This strategy seeks to explore alternative models that provide new or improved community facilities in an effective way. The City is currently exploring mechanisms whereby developers can make voluntary contributions for infrastructure/open space improvements where additional building height/potential is granted.

#### Topic Area 7: Tourism and entertainment

Strategies overview: Support the growth of the tourism and entertainment industry in the City but ensure such uses are concentrated in areas with high tourism value such as Perth Zoo and regional foreshores (Sir James Mitchell Park etc.). The LPS recommends updates to the City's policies and local laws to permit provision of shortstay tourism accommodation in tourism areas and greater use of public places and spaces for tourism and entertainment activities.





## APPENDIX C: TECHNICAL APPENDIX

**Qualitative Research Project Specifics**

Component	Details
Research Solutions Contact:	Nicky Munro
Client Contact:	Aaron Augustson
Research Target/s	2 focus groups 1 focus group lone person/couple households (no children) 1 focus group younger people (under 35 years)
Research Technique Used and Assumptions Made	Qualitative research / none
Field Company for Recruitment	Thinkfield
Field Company Credentials	ISO 20252
Recruitment Briefing Method	Written and verbal briefing
Recruitment method	Online via Thinkfield's panel / telephone
Group/Interview Dates	May 21 and 22 2019
Location	Research Solutions East Perth
No of participants	17
Respondent incentive	\$90
Recruitment validation	All participants met the recruitment criteria
Number of facilitators used	1 Linda Bradley
All problems identified reported and followed up	None experienced

Qualitative research has been carried out in compliance with ISO 20252.

It should be noted that the results of this research cannot be projected to the overall population, as the research technique used in this study is purely exploratory and the sample size and selection is not designed to be used in this way.

QMF - qualitative research survey specifications

Version 9 – 237.14

### Attachment 3: Copy of Feedback Form



# Draft Local Planning Strategy

## Feedback form

The City has prepared a Draft Local Planning Strategy (the draft Strategy) and would like your feedback. The draft Strategy will guide and manage population and activity growth in the City of South Perth over the next 10 to 15 years.

The draft Strategy will provide the long term strategic direction for the City within the key focus areas of population and housing, activity centres and employment, transport and access, environment and sustainability, heritage, public open space and community facilities, and tourism and entertainment.

Go to [yoursay.southperth.wa.gov.au](http://yoursay.southperth.wa.gov.au) to complete this feedback form online, and view the Summary Document and other important information, including frequently asked questions.

Alternatively, please complete the feedback form below and return it to the City of South Perth by **5pm, Monday 10 June 2019** via email to [enquiries@southperth.wa.gov.au](mailto:enquiries@southperth.wa.gov.au) or mail to City of South Perth Civic Centre, Cnr Sandgate St and South Tce, South Perth WA 6151.

**Please note: You may comment on any number of key focus areas.**

### Your details

First and last name: (required) \_\_\_\_\_

Email address: (required) \_\_\_\_\_

Suburb: (required)

- |                                     |                                       |
|-------------------------------------|---------------------------------------|
| <input type="checkbox"/> Como       | <input type="checkbox"/> Salter Point |
| <input type="checkbox"/> Karawara   | <input type="checkbox"/> South Perth  |
| <input type="checkbox"/> Kensington | <input type="checkbox"/> Waterford    |
| <input type="checkbox"/> Manning    | <input type="checkbox"/> Other _____  |

Gender: (required)

- ☐ Male  
☐ Female  
☐ Other

Year of birth: (required) \_\_\_\_\_

## Population and housing – Managed growth strategy

(Refer to page 8 of the Summary Document and Part 14 of the Draft Local Planning Strategy)

The City is forecast to grow by approximately 4,784 dwellings by 2031\*. The Draft Local Planning Strategy includes actions to accommodate the majority of the City's future population growth in certain areas, referred to as managed growth areas, identified as activity centres and urban corridors. These actions are collectively referred to as the Managed Growth Strategy.

Accommodating growth in this way is consistent with the State Government's growth strategy, Perth and Peel@3.5million. All of the locations outlined in the Managed Growth Strategy are identified in Perth and Peel@3.5million and subsequent State planning policies as being appropriate areas in which to accommodate a growing population.

Each managed growth area has been selected on the basis of its higher levels of access to employment, education, transport infrastructure, goods and services and leisure opportunities. Directing new growth towards specific locations in a managed and coordinated way will strengthen these places, making them more liveable, prosperous and connected.

This approach also allows the existing amenity of approximately 75% of the City to remain unaffected. Directing growth towards these managed growth areas will minimise the need to increase residential densities in other areas of the City.

*\*Refer to page 6 of the Summary Document for more information about this forecast.*

**1. To what extent do you support the overall approach of the Managed Growth Strategy?** (Choose one)

- ☐ Strongly support      ☐ Support      ☐ Neutral      ☐ Do not support      ☐ Strongly do not support

**2. Are there any elements of the Managed Growth Strategy that you think could be modified or improved?**

## Population and housing – Dual density codes

Residential properties throughout the City are given a density code which determines the density, form and scale of development that can occur on that land. The City's Town Planning Scheme No. 6 applies a dual code to large areas of the City, meaning that the land is subject to two different codes. Where certain criteria are met, land can be developed at the higher of the two codes, typically meaning more dwellings can be built. The dual code criteria relates to matters such as whether neighbouring sites have been subdivided, the previous coding of a site under the previous scheme, landscaping and the setback of buildings to the street.

The Draft Local Planning Strategy recommends the City review this system to allow people to develop at the higher code when a development proposes to provide:

- Protection of significant vegetation and trees
- Increased levels of open space and space between buildings
- Higher levels of environmentally sensitive design
- For under-represented dwelling types (one and two bedroom dwellings, apartments and terraces, etc.)
- Opportunities for the City's older residents to age-in-place.

**3. To what extent to do you support this approach for dual density codes?** (Choose one)

- ☐ Strongly support      ☐ Support      ☐ Neutral      ☐ Do not support      ☐ Strongly do not support

**4. Are there any elements of the strategies and actions for dual density codes that you think could be modified or improved?**

## Activity centres and employment

(Refer to page 12 of the Summary Document and Part 21 of the Draft Local Planning Strategy)

There are a range of activity centres within the City including important district centres at South Perth (Peninsula area and surrounds) and Canning Bridge, a specialised activity centre focused on education and employment at Bentley/Curtin, and a series of small neighbourhood centres at Preston Street (Como), Angelo Street (South Perth) and Welwyn Avenue (Manning).

The Draft Local Planning Strategy includes a number of actions that seek to strengthen these locations by creating more opportunities for people to live and work in each centre. These include:

- Adopting an Activity Centre Plan for the South Perth area
- Reviewing and monitoring the operation of the Canning Bridge Activity Centre Plan
- Ensuring the planning controls of the City enable the development of sufficient non-residential floor space to meet demand, particularly in Angelo Street, Preston Street and Karawara (Waterford Plaza)
- Progressing planning for the Bentley/Curtin Specialised Activity Centre with a focus on mixing opportunities for employment with housing at higher densities
- Ensuring the planning framework does not inhibit economic growth in smaller local shops or centres.

**5. To what extent do you support this overall approach for activity centres and employment?** (Choose one)

- ☐ Strongly support      ☐ Support      ☐ Neutral      ☐ Do not support      ☐ Strongly do not support

**6. Are there any elements of the strategies and actions for activity centres and employment that you think could be modified or improved?**

## Transport and access

(Refer to page 14 of the Summary Document and Part 24 of the Draft Local Planning Strategy)

The City of South Perth is an inner-city local government with high levels of transport accessibility. However, some areas of the City are better served than others and as the metropolitan region grows, the City will need to consider how residents and visitors will move around the City as well as in and out of the City.

The Draft Local Planning Strategy contains a number of actions that seek to promote active transport modes (walking, cycling, public transport) recognising that there are limited opportunities to expand or improve the City's road network or to provide for significant improvements to the public transport network.

The Draft Local Planning Strategy proposes to do this by:

- Directing growth to areas where public transport is already highly accessible
- Prepare a Transport, Access and Parking Strategy for the City that considers measures to better manage parking supply and facilitate the adoption of emerging transport technologies
- Ensure access strategies are developed to limit direct access from developments to major roads such as Canning Highway and Manning Road
- Advocate for an expansion to the public transport network to support a growing population, including a heavy rail station at South Perth and an expanded ferry network.

**7. To what extent do you support the overall approach for transport and access?** (Choose one)

- ☐ Strongly support      ☐ Support      ☐ Neutral      ☐ Do not support      ☐ Strongly do not support

**8. Are there any elements of the strategies and actions for transport and access that you think could be modified or improved?**

## Environment and sustainability

(Refer to page 16 of the Summary Document and Part 27 of the Draft Local Planning Strategy)

Planning decisions have lasting effects on the environment, so it is important these decisions are forward thinking. Environmental matters related to planning such as bushfire risk, flood risk, energy use and protection of significant vegetation are considered in the Draft Local Planning Strategy.

The Draft Local Planning Strategy recommends a number of actions that aim to incrementally improve the environmental sustainability of new development over time. The Draft Local Planning Strategy aims to achieve this by:

- Introducing measures to protect significant trees on development sites
- Incentivising new development to achieve greater environmental sustainability ratings
- Ensuring that risks of flood and bushfire are appropriately managed.

**9. To what extent do you support the overall approach to environment and sustainability?** (Choose one)

- ☐ Strongly support      ☐ Support      ☐ Neutral      ☐ Do not support      ☐ Strongly do not support

**10. Are there any elements of the strategies and actions for environment and sustainability that you think could be modified or improved?**

## Heritage, character and design

(Refer to page 17 of the Summary Document and Part 29 of the Draft Local Planning Strategy)

The City protects heritage places by including properties on a Heritage List. Some areas of the City are subject to planning requirements that seek to protect streetscape character, though it is rare that buildings in these areas are considered significant enough to warrant inclusion on the Heritage List. It is important the City appropriately distinguishes, through its planning controls, between buildings and places of heritage significance and areas of character streetscapes.

The City seeks to ensure any heritage place or streetscape with highly valued character is complemented by new buildings of a high design quality. Design WA is a suite of policies that the State Government has recently adopted. Design WA aims to improve the design quality of new buildings including ensuring that they are designed with appropriate ventilation and good access to natural light, of durable and high quality materials, and enhanced resident communal facilities.

The Draft Local Planning Strategy includes actions to:

- Integrate the principles and criteria of Design WA into all planning decision making
- Continue to review and update the City's Heritage List and identify any potential areas/precincts that are of significant heritage value and consider them for inclusion on the Heritage List
- Identify and develop local planning policies for character precincts or any heritage areas.

**11. To what extent do you support the overall approach to heritage, character and design?** (Choose one)

- ☐ Strongly support      ☐ Support      ☐ Neutral      ☐ Do not support      ☐ Strongly do not support

**12. Are there any elements of the strategies and actions for heritage, character and design that you think could be modified or improved?**

## Public open space and community facilities

(Refer to page 18 of the Summary Document and Part 31 of the Draft Local Planning Strategy)

The City has a mix of local, neighbourhood, district and regional open spaces that all have different functions and roles. As the population grows and the City's demographic profile changes, there will be changing community needs for public open space and community facilities.

The Draft Local Planning Strategy recommends requiring new development to help provide for new community infrastructure in areas where growth is concentrated, such as activity centres, and where need for this infrastructure will be greatest into the future.

As the City of South Perth is mostly developed, there are limited opportunities to create new areas of public open space. The Draft Local Planning Strategy proposes:

- Investigating how existing open space and infrastructure can be upgraded
- How to achieve this by incentivising new development to make voluntary contributions towards this infrastructure.

### 13. To what extent do you support the overall approach to public open space and community facilities?

(Choose one)

- |   |                                  |                                  |   |  |
|---|----------------------------------|----------------------------------|---|--|
| <input type="checkbox"/> Strongly support | <input type="checkbox"/> Support | <input type="checkbox"/> Neutral | <input type="checkbox"/> Do not support | <input type="checkbox"/> Strongly do not support |
|---|----------------------------------|----------------------------------|---|--|

### 14. Are there any elements of the strategies and actions for public open space and community facilities that you think could be modified or improved?



## Tourism and entertainment

(Refer to page 19 of the Summary Document and Part 33 of the Draft Local Planning Strategy)

The City is a popular destination for tourists, with most tourists visiting the City for educational reasons. There are also a number of notable tourism sites in the City that attract foreign and domestic tourists such as the Perth Zoo and Sir James Mitchell Park. The Draft Local Planning Strategy includes several actions to support the growth of entertainment and tourism uses including:

- A review of the City's Local Laws to encourage greater use of public places for tourism and entertainment (events, alfresco, performances, etc.)
- Cut red tape for approvals of small-scale tourism and entertainment uses in areas with existing tourism features
- Ensure the future planning framework permits short-term accommodation uses in appropriate locations so that more accommodation options are available to tourists.

**15. To what extent do you support the overall approach to tourism and entertainment?** (Choose one)

- ☐ Strongly support      ☐ Support      ☐ Neutral      ☐ Do not support      ☐ Strongly do not support

**16. Are there any elements of the strategies and actions for tourism and entertainment that you think could be modified or improved?**

## General feedback

Do you have any general comments about the Draft Local Planning Strategy?

Would you like to receive email updates about this project?

- ☐ Yes
- ☐ No

Would you like to receive the City's e-newsletter to keep up to date with what's happening in the City of South Perth?

- ☐ Yes
- ☐ No

If you answer 'yes' to either of the above, please ensure you have provided your email address on the first page of the feedback form.

Thank you for providing your feedback.

**Attachment 4: Preliminary Consultation – Consultation and  
Survey Responses Report (Electronic Only)**