

City of South Perth



Draft Local Planning Strategy

Prepared September 2018

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

Public consultation

The City of South Perth *Local Planning Strategy* endorsed for the purpose of public consultation on 5 February 2019.

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

Date: _____

Adoption

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

Mayor

Chief Executive Officer

Date: _____

Endorsement

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

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

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Executive Summary

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

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

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

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

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

The Strategy includes two parts:

[Part 1 – Local Planning Strategy](#), which includes:

- The principles which guide the overall strategy,
- Objectives, strategies and actions which aim to deliver on the Strategy principles, and,
- Measures to implement monitor and review the outcomes of the Strategy.

[Part 2 – State and Regional Planning Context and Local Profile](#), which comprises:

- An introduction that provides background to the Strategy,
- The state, regional and local planning context,
- Local profile, including key implications for each component, and,
- Identification of opportunities and constraints that will influence future planning of the City.

Key terms used

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

Residential Design Codes, or R-Codes	<p>The R-Codes are a policy of the State government that control the development of dwellings including houses and apartments. The City applies an ‘R-Code’ to most properties. The coding controls how a site may be developed, in terms of dwelling density and building controls like maximum heights, setbacks to boundaries and the amount of open space provided on a site. These controls apply unless there are controls for these matters contained in the Scheme.</p> <p>The Strategy Map (refer Part 1, section 6.0 of this Strategy) provides an indication of areas where the City may investigate changes to which R-Code applies. The table below indicates the typical maximum building heights contained in the R-Codes:</p> <table border="1" data-bbox="411 528 1391 633"> <thead> <tr> <th>R30 and below</th> <th>R40</th> <th>R50</th> <th>R60</th> <th>R80 (and above)</th> </tr> </thead> <tbody> <tr> <td>2 storeys</td> <td>2 storeys</td> <td>3 storeys</td> <td>3 storeys</td> <td>4-5 storeys</td> </tr> </tbody> </table> <p>Within the City of South Perth, multiple dwellings (apartments) are not permitted unless the site is coded R50 or above.</p>	R30 and below	R40	R50	R60	R80 (and above)	2 storeys	2 storeys	3 storeys	3 storeys	4-5 storeys
R30 and below	R40	R50	R60	R80 (and above)							
2 storeys	2 storeys	3 storeys	3 storeys	4-5 storeys							
The Scheme	Means the City’s current Local Planning Scheme. This document provides the statutory ‘rules’ in which new development/buildings are assessed. The Scheme is supported by a series of local planning policies, plans and guidelines.										
Strategy	Means this Local Planning Strategy.										

Part 1 – Local Planning Strategy

1.0 Introduction to the Local Planning Strategy

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

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

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

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

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

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

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

The Strategy plays a key role in delivering the shared 'vision for the future' as set out in the City's [Strategic Community Plan 2017-2027](#), being:

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

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

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

The Strategy includes two parts:

[Part 1 – Local Planning Strategy](#), which includes

- The principles which guide the overall strategy,
- Objectives, strategies and actions which aim to deliver on the Strategy principles, and,
- Measures to implement monitor and review the outcomes of the Strategy.

[Part 2 – State and Regional Planning Context and Local Profile](#), which comprises:

- An introduction that provides background to the Strategy.
- The state, regional and local planning context.
- Local profile, including key implications for each component, and
- Identification of opportunities and constraints that will influence future planning of the City.

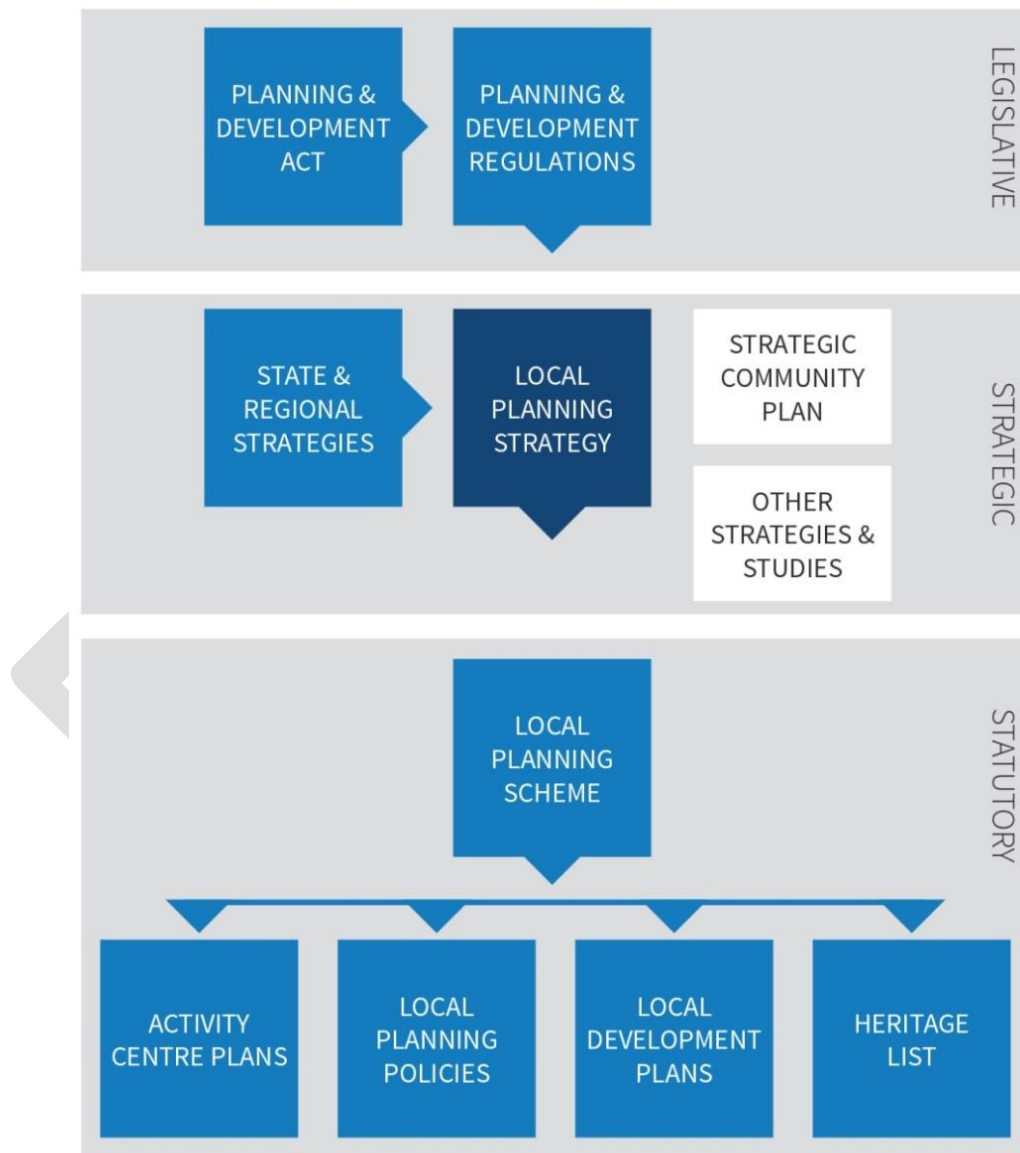


Figure (i): Structure of the local planning framework

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

The strategic directions of the [Strategic Community Plan](#);

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

Each component should be interpreted as follows:

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

2.0 Principles of the Local Planning Strategy

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

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

3.0 Objectives of the Local Planning Strategy

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

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

4.0 Strategies and actions

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

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

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

Key implications identified in the analysis of information contained in [Part 2](#) of this Strategy.

Strategy	Actions	Delivery timeframe
The strategy identified to address the implication.	Activities to address the Strategy.	The time expected for the action to be completed.

The delivery timeframes should be interpreted as follows:

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

4.1 Population and housing

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

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

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

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

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

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

Overview of growth forecast, dwelling targets and managed growth strategy

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

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

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

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

Table (i): Cumulative total dwellings forecast (City of South Perth)

Additional dwellings by managed growth area

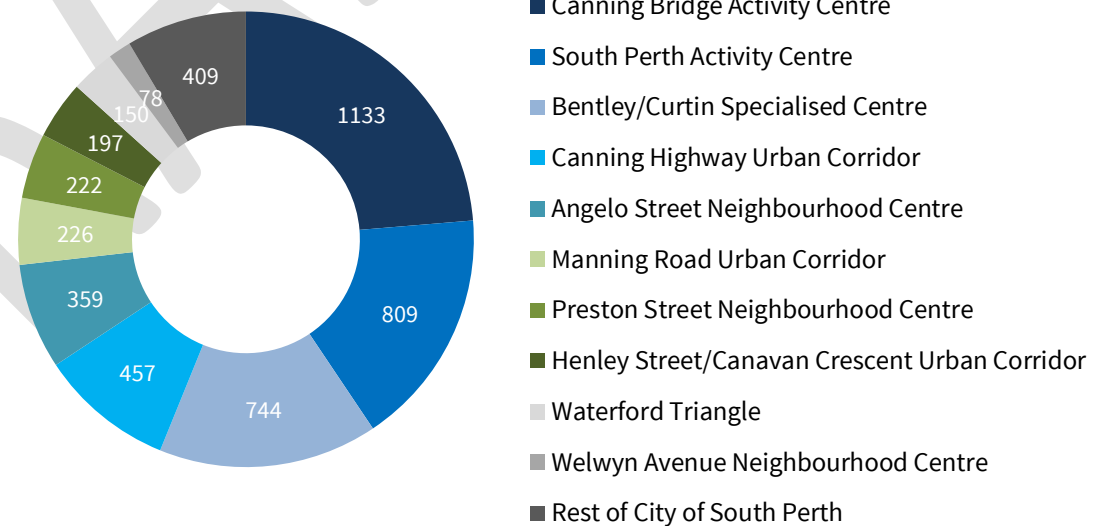


Figure (ii): Additional dwellings by Managed Growth Area (City of South Perth)

The following key implications have been identified as influencing population and housing:

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

Strategy	Actions	Delivery timeframe
4.1.1 Provide opportunities to accommodate a growing population in a consolidated form by adopting a ‘managed growth	(a) Adopt and implement the South Perth Activity Centre Plan to accommodate forecast population growth for the activity centre. Due to the dynamic nature of these growth factors, the City shall review its forecasts in the implementation of the Activity Centre Plan, at intervals of no more than five years.	Short

strategy' that ensures the majority of future growth is accommodated within and around activity centres and along urban corridors.	(b) Undertake periodic review of the South Perth Activity Centre Plan to ensure that it is responsive to population growth forecasts and changing demographic profiles. Due to the dynamic nature of these growth factors, the City shall review its dwelling infill and other population growth factor forecasts in the implementation of the Activity Centre Plan, at intervals of no more than five years.	On-going
	(c) Continue to implement the Canning Bridge Activity Centre Plan .	Short
	(d) Undertake periodic review of the Canning Bridge Activity Centre Plan , in conjunction with the City of Melville to ensure that it is responsive to population growth forecasts and changing demographic profiles. Due to the dynamic nature of these growth factors, the City shall review its dwelling infill and other population growth factor forecasts in the implementation of the Activity Centre Plan, at intervals of no more than five years.	On-going
	(e) Progress planning for the Bentley/Curtin Specialised Activity Centre, including providing new dwellings within the area bound by Hayman Road, Kent Street, George Street and Baron-Hay Court (identified as 'North West Science and Residential' and 'Technology Park West' in the Bentley/Curtin Specialised Activity Centre Plan) and in Karawara forming part of the activity centre between Kent Street and Walanna Drive. Planning for this activity centre is to provide for: <ul style="list-style-type: none"> • A mix of higher density dwellings and residential accommodation in a range of built forms and typologies; • A community of residential and non-residential land use that supports the vision for the specialised activity centre as being a hub of learning, employment and technology. It is estimated that achieving a gross density of 25 dwellings per gross hectare, will require approximately 755 new dwellings. The specific density of this area will be determined by the future investigations undertaken.	Medium
	(f) Adopt Scheme provisions and include those provisions in a new Local Planning Scheme that enable medium/high density development (between R50 and R80) for the area along Canning Highway Urban Corridor identified as Place 1 and Place 2 in the Canning Highway Study . The Scheme provisions are to ensure: <ul style="list-style-type: none"> • Development reinforces the areas role as an 'urban corridor' served by high-frequency public transport a density commensurate with the principles for transit oriented development outlined in Development Control Policy 1.6 – Planning to Support Transit 	Short

	<p>Use and Transit Oriented Development;</p> <ul style="list-style-type: none"> • Provides an appropriate transition between medium/high density development along the urban corridor and the surrounding single residential neighbourhoods; and, • Notwithstanding the above, proper regard is given (so far as practicable) to: <ul style="list-style-type: none"> ○ Minimising congestion of local traffic; ○ Minimising overshadowing of adjacent residential properties; and, ○ Ensuring that any new developments have adequate on-site car parking facilities, so that demand for or use of street parking is minimised. 	
	<p>(g) Continue progressing planning investigations for land along the remainder of the Canning Highway Urban Corridor identified as Places 3, 4 and 5 in the Canning Highway Study. The principles of these investigations shall be the same as those defined in 4.1.1(f) above, subject to the maximum densities indicated in the Strategic Plan map set out at section 6.0. Implement the outcomes of the planning investigations via Scheme provisions in a new Local Planning Scheme.</p>	Short
	<p>(h) Undertake planning investigations for land:</p> <ul style="list-style-type: none"> • Within 100m of Manning Road between Ley Street and Elderfield Road to the locality north of Manning Road; • Within 200m of Manning Road between Ley Street and Elderfield Road to the locality south of Manning Road; and, • Adjacent to the urban corridor along Henley Street and Canavan Crescent between Ley Street and Manning Road, Como. <p>These investigations are to identify opportunities for medium density residential development of at least a minimum of R40 that reinforce the role of these roads as ‘urban corridors’ at a density commensurate with the principles for transit oriented development outlined in Development Control Policy 1.6 – Planning to Support Transit Use and Transit Oriented Development; which is to achieve a density of 25 dwellings per gross hectare across the investigation area(s). This represents an increase of approximately 226 additional dwellings for Manning Road and 197 additional dwellings for Henley Street/Canavan Crescent. Implement the outcomes of the planning investigations via Scheme provisions in a new Local Planning Scheme.</p>	Short
	<p>(i) Progress a Scheme amendment for the area known as Waterford Triangle to redevelop the area at a medium density of a minimum of R60. Include these provisions in a new Local</p>	Short

	Planning Scheme which is expected to provide for up to 150 additional dwellings in this area.	
	(j) Prepare planning provisions for the Angelo Street neighbourhood centre and the surrounding 200m catchment area to accommodate 25 dwellings per gross hectare in accordance with the recommendations of State Planning Policy 4.2 – Activity Centres for Perth and Peel . This plan shall examine the potential for an increase in residential density to a minimum of R30 for residential zoned properties within a 200m walkable catchment of the centre. Implement the plan by including key development provisions in a new Local Planning Scheme. It is estimated that achieving a density of 25 dwellings per gross hectare will require approximately 359 dwellings to be added to the neighbourhood centre and catchment.	Short
	(k) Prepare planning provisions for the Preston Street neighbourhood centre and the surrounding 200m catchment area to accommodate 25 dwellings per gross hectare in accordance with the recommendations of State Planning Policy 4.2 – Activity Centres for Perth and Peel . This plan shall examine the potential for an increase in residential density to a minimum of R50 for residential zoned properties within a 200m walkable catchment of the centre. Implement the plan by including key development provisions in a new Local Planning Scheme. It is estimated that achieving a density of 25 dwellings per gross hectare will require approximately 222 dwellings to be added to the neighbourhood centre and catchment.	Short
	(l) As part of the preparation of a new Local Planning Scheme, adopt Scheme provisions that allow for medium density residential development (at least R30) on land within the surrounding context of the Welwyn Avenue (Manning Hub) neighbourhood centre. It is estimated that this action will result in approximately 78 additional dwellings.	Short
4.1.2 Support actions that promote a diversity of housing choice, including housing accessibility and affordability measures, as well as opportunities for existing populations to ‘age in place’.	(a) Undertake a progressive review of the dual density coding system. For any remaining dual codes, incentivise development at the higher code based upon criteria relating to the following matters: <ul style="list-style-type: none"> • Protection of significant vegetation and trees; • Increased amounts of open space and space between buildings; • Higher levels of environmentally sensitive design including how the development improves the management of waste, water and energy use; • Providing for the under representation of one and two bedroom dwellings in a mix of forms (apartments, terraces, etc.); and, • Providing opportunities for the City’s growing number of older residents to age-in-place. 	Short

	(b) Include provisions within the South Perth Activity Centre Plan that promote dwelling diversity, affordability and provide for universally-accessible dwellings. Monitor the implementation of the Canning Bridge Activity Centre Plan to ensure that dwelling diversity and accessible dwellings are being provided.	Short-Medium
	(c) Review the coding of residential properties throughout the City to resolve any coding anomalies and ensure diversity of housing choice. Implement the outcomes of this review into a new Local Planning Scheme.	Short

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4.2 Activity centres and employment

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

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

This outcome is supported by the City's [Strategic Community Plan](#), which includes the following objective:

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

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

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

The following key implications have been identified as influencing activity centres and employment:

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

Strategy	Actions	Delivery timeframe
<p>4.2.1 Ensure each of the City’s activity centres achieve an appropriate mix of activity, employment, recreational, civic and cultural, and entertainment uses as well as increased levels of residential population to support the ongoing viability and function of each centre. The planning framework is to ensure sufficient non-residential floor space, to meet forecast demand, can be provided in each centre.</p>	<p>(a) Adopt, implement, monitor and review the South Perth Activity Centre Plan. The South Perth Activity Centre Plan should support a growing inner-city population, provide for the expansion of community infrastructure and leverage the centres position as a tourist destination and boutique business location. Over time this will form the basis for the expansion of commercial and employment developments, connectivity improvements and an enhanced public realm. The Activity Centre Plan aims to provide:</p> <ul style="list-style-type: none"> • A robust planning framework that reflects the centres role as an inner city activity centre; • A framework to manage development that accommodates forecast and required population and activity growth; • Guidance to improve movement and connectivity within and around the centre; and, • Guidance to improve streetscapes and public open space within the centre. 	Short
	<p>(b) Implement projects to improve the public realm of the South Perth Activity Centre.</p>	
	<p>(c) Undertake a review of the Canning Bridge Activity Centre Plan to ensure the provision of activity generating land use and employment opportunities reflects forecast future demand.</p>	
	<p>(d) Undertake planning investigations for the Angelo Street, Preston Street and Karawara</p>	

	(Waterford Plaza) neighbourhood centres that identifies opportunities for new non-residential floor space to meet forecast future demand. Implement any changes to development requirements into a new Local Planning Scheme.	
4.2.2 Support long-term planning for the Bentley/Curtin Specialised Activity Centre with a focus of providing opportunities for employment in learning and technology industries.	Progress planning for the areas of the Bentley/Curtin Specialised Activity Centre that fall within the City of South Perth, that provides for a mix of land use aimed at providing employment in conjunction with higher density residential development.	Medium
4.2.3 Support economic and employment growth in areas well served by transport infrastructure that supports and complements the function of the activity centres.	Ensure the Local Planning Scheme provides for more contemporary, higher quality non-residential floor space at key nodes/intersections along urban corridors such as Canning Highway and Manning Road.	Short
4.2.4 Ensure the City's planning controls support and promote a diversity of activity (retail, entertainment, civic and others) in appropriate locations.	(a) Investigate changes to the City's planning framework to encourage a diversity of land use in the existing 'Mixed Use' and 'Local Commercial' zones.	Short-Medium
	(b) Investigate methods to make obtaining planning approval for retail and employment uses within activity centres more straightforward.	
	(c) Review the City's Public Places and Local Government Property Local Law 2011 to encourage greater use of public places that encourage place activation, promote economic activity and contribute to the vibrancy.	

4.3 Transport and access

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

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

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

- Public transport and active transport modes are increasingly used as a method of travel to work (refer [Part 2, section 5.3.2 – Travel to work](#)) and the City is planning to expand its bicycle network (refer [Part 2, section 4.3 – Other plans and policies](#)).
- Canning Highway and parts of Manning Road, Canavan Crescent and Henley Street are identified as an urban corridor and as being a route for ‘high priority transit’ under [Perth and Peel @3.5million](#) (refer [Part 2, section 3.2 – State and Regional Strategies, Schemes and Plans](#)).
- Considering a broad, holistic approach to planning for transport and vehicle parking is recommended by [Development Control Policy 1.6](#) (refer [Part 2, section 3.4 – Development Control Policies](#)).
- [Perth and Peel @3.5million](#) as well as [Development Control Policy 1.6](#) recommend that growth in population and activity be focused around existing transport infrastructure to support the use of this infrastructure.
- There are lower levels of public transport access available in areas of the City not served by heavy rail (refer [Part 2, section 5.3.6 – Public transport and level of access](#)). The State Government indicates a future heavy rail station at South Perth under the [Perth and Peel @3.5million Transport Network Plan](#), subject to further investigations.
- Canning Highway is an identified urban corridor under the [Central Sub-Regional Planning Framework](#) functioning primarily as a corridor for private vehicles (refer [Part 2, section 5.3.1 – Road network](#)) but also served by high-frequency bus transport.
- Most areas of the City have moderate walkability ratings (refer [Part 2, section 5.3.5 – Walkability](#)).
- [Development Control Policy 1.6](#) recommends future planning for vehicle parking should be integrated with land use planning and give consideration to how emerging transport technologies may be adopted.

Strategy	Actions	Delivery timeframe
4.3.1 Align transport strategies with strategies to manage the City's growing population.	(a) Prepare and adopt a 'Transport, Access and Parking Strategy' that unifies the local and regional transport objectives.	Short - Medium
	(b) Implement actions that distribute population growth within and around activity centres and along urban corridors as specified in the strategies of section 4.1 – Population and Housing.	Short - Medium
	(c) Ensure that actions relating to the Canning Highway and Manning Road urban corridors specified in section 4.1 appropriately consider and account for land reserved for future road widening to assist in improving the transport functionality of each road.	Short-Medium
4.3.2 Manage and plan the road network to reduce congestion.	(a) Support the development of a southbound freeway access ramp at Manning Road.	Short
	(b) Ensure strategies that accommodate growth adjacent to the regional road network are supported by access strategies that rationalise direct access to these roads.	Short-Medium
4.3.3 Develop a comprehensive parking system that considers demand, supply and management of parking.	(a) Develop a 'Transport Access and Parking Strategy' that considers measures to better manage parking supply and demand within new developments.	Short - Medium
	(b) Establish appropriate vehicle parking controls, for land within activity centres in accordance with the Department of Transport's <i>Parking Guidelines for Activity Centres</i> . This is to be undertaken as part of the actions relating to planning for activity centres specified in sections 4.1 and 4.2.	Short - Medium
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.	(a) Advocate for the expansion of Perth's ferry system to serve new locations accessible from South Perth, such as Burswood and the University of Western Australia/QEII Medical Centre.	On-going
	(b) Advocate for a heavy rail station serving the South Perth Activity Centre.	On-going
	(c) Advocate for the development of high quality pedestrian and cycle infrastructure as part of any changes to the Canning Highway urban corridor.	On-going
	(d) Investigate and implement a system of best-practice provision of cycling infrastructure, parking and end-of-trip facilities within activity centre plans, the Scheme and applicable policies.	On-going
	(e) Implement the City of South Perth & Town of Victoria Park Joint Bike Plan 2018 .	Short-Long
4.3.5 Adapt planning controls to respond to emerging technologies,	Develop a 'Transport, Access and Parking Strategy' that investigates planning controls aimed at facilitating the adoption of emerging transport technologies.	Short - Medium

such as electric and automated vehicles, vehicle and bicycle sharing platforms and trends in people working from home.		
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4.4 Environment and sustainability

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

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

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

- The extent of tree canopy cover on private land has fallen considerably over the last three decades (refer [Part 2, section 5.6.1 – Tree canopy](#)). The City's [Urban Forest Strategy 2018-2023](#) recommends future planning including mechanisms to retain existing trees on private property and support tree canopy restoration.
- [State Planning Policy 2 – Environment and natural resource policy](#) encourages new development that limits the consumption of environmental resources. Development could limit the resources consumed by:
 - Reducing travel demand by locating new population close to public and active transport infrastructure;
 - Locating dwellings within and around activity centres, contributing to the strength of these centres and reducing the need for residents to travel outside the City; and,
 - Ensuring new development achieves higher standards of environmental sustainability.
- Various policies of the State government and some statutory mechanisms, like the [Regulations](#), require new development to recognise and mitigate impacts on the environment for matters relating to flood risk, bushfire risk and high water tables (refer [Part 2, section 3.3 – State Planning Policies](#)).

Strategy	Actions	Delivery timeframe
4.4.1 Achieve an increase in the City's tree canopy cover on private land.	(a) Review local planning policy P350.05 Trees on Development Sites and Street Verges to ensure retention and/or replacement of significant vegetation on development sites. (b) Develop additional measures to encourage and incentivise the retention and/or replacement of established trees and vegetation on development sites for inclusion in the abovementioned policy and/or the new Local Planning Scheme.	Short
4.4.2 Incentivise the development of buildings with higher standards of environmental sustainability.	(a) Review the split-coding system to ensure matters such as waste, water and energy management are key considerations in assessing development/subdivision subject to a split code. (b) Develop and implement measures which facilitate/incentivise buildings with a higher environmental rating, though activity centre plans, the Scheme and local planning policies.	Short-Medium
4.4.3 Ensure that environmental externalities impacting upon development are appropriately managed.	Develop appropriate provisions through the Scheme and/ or policies to ensure development allows for the impact of flood risk, high water tables and bushfire risk.	Medium

4.5 Heritage, character and design

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

The following key implications have been identified as influencing heritage, character and design:

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

Strategy	Actions	Delivery timeframe
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.	Embed the principles of State Planning Policy 7 – Design of the Built Environment within: <ul style="list-style-type: none"> • The City’s Design Review Panel process; and • The review and implementation of any activity centre plan, the Scheme and local planning policies. 	Short
4.5.2 Ensure the City’s planning framework clearly separates areas considered to be of heritage significance and those with a good	(a) Review of the City’s Local Heritage Inventory in accordance with the <i>Heritage of Western Australia Act</i> 1990.	Short
	(b) Complete a heritage review which identifies any places for inclusion on the City’s Heritage List. Commence further investigations to identify any potential heritage	On-going

sense of place or streetscape character.	areas/precincts and consider whether these places should be formally adopted onto the Heritage List.	
	(c) Adopt a local planning policy for any identified heritage area.	On-going
4.5.3 Ensure the planning framework identifies and protects elements of residential character.	(a) Review the City's local planning precincts with a view of consolidating precincts where appropriate.	Short
	(b) Prepare local planning policies for each of the consolidated precincts where specific development provisions to maintain and enhance the character are required.	Medium

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4.6 Public open space and community facilities

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

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

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

- The City has limited resources to provide new community facilities and public open spaces. Consideration of how new or improved infrastructure is to be provided is needed.
- [State Planning Policy 4.2](#) recommends including community facilities/infrastructure within or around activity centres where they can become focal points for community activity to leverage resource sharing.

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

4.7 Tourism and entertainment

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

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

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

Strategy	Actions	Delivery timeframe
4.7.1 Ensure tourism and entertainment uses are concentrated in and around activity centres and also in areas with high tourism value, such as near regional foreshores and the Perth Zoo.	(a) Ensure a new Scheme and any local planning policies permit short-term accommodation uses in appropriate locations.	Short
	(b) Review the City’s local planning policies and Public Places and Local Government Property Local Law 2011 to encourage greater use of public places for tourism and entertainment functions.	Medium
4.7.2 Support the growth of entertainment and tourism uses in appropriate locations and circumstances.	Prepare a local planning policy that defines clearly the range of short-term accommodation options that may be appropriate for small-scale tourism and entertainment uses in locations near to existing tourism features.	Medium

5.0 Implementation, monitoring and review

5.1 Implementation

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

Upon adoption of the Local Planning Strategy, along with the short-term actions identified in this Strategy, the City will also:

- Prepare and adopt a new Local Planning Scheme; and,
- Review any relevant [local planning policies](#) and local development plans adopted under the current [Local Planning Scheme](#).

5.2 Monitoring and review

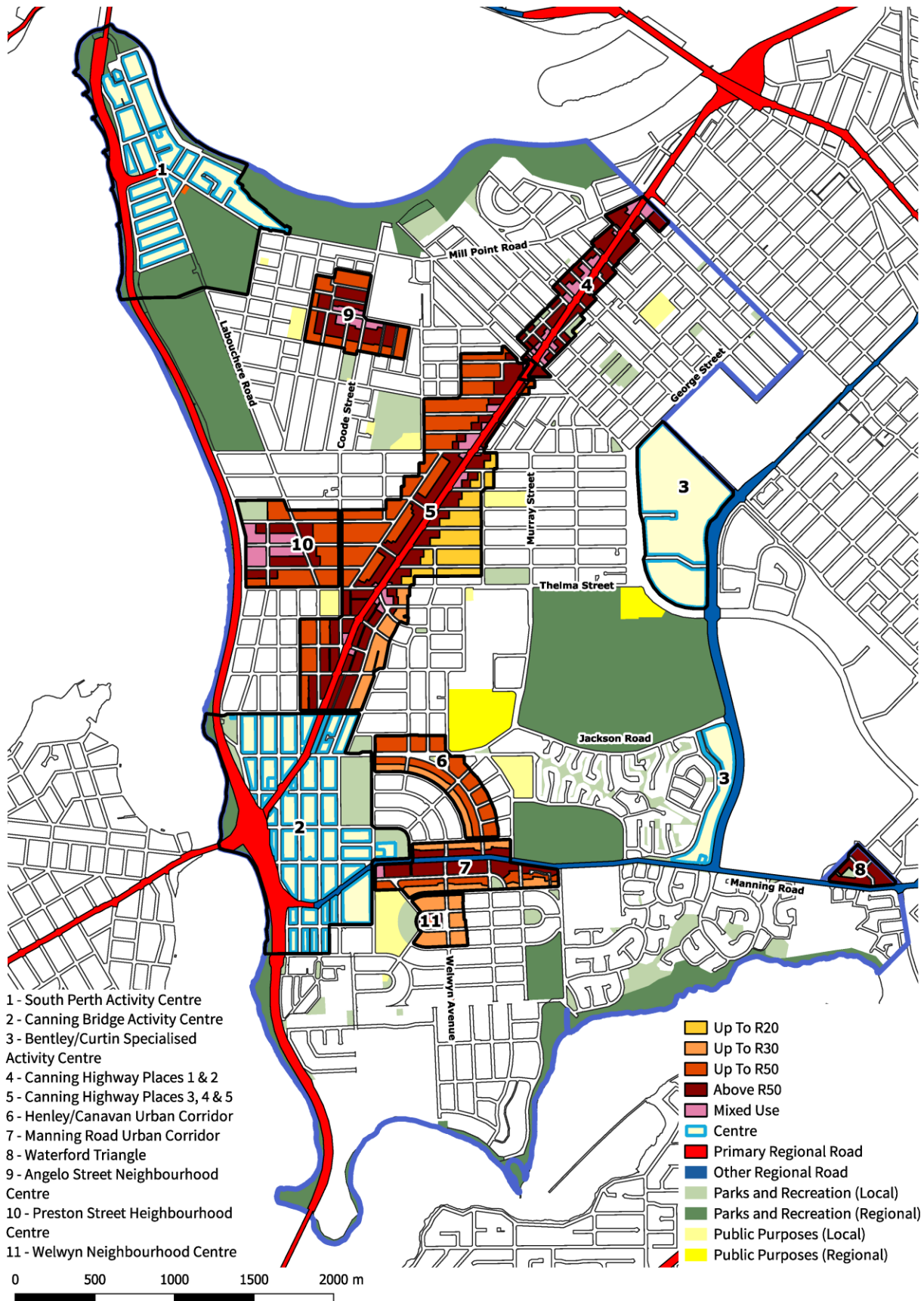
While the Local Planning Strategy provides a strategic planning direction for the next 10 to 15 years, it is inevitable that over a period, community views will change and place new pressures on land use planning. To ensure the City can recognise and respond to these changes it is important that the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

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

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

6.0 Strategy Plan

The Strategic Plan map identifies the key strategies and actions set out in the rest of this Part. The map provides a geographic representation of the locations outlined in the 'managed growth strategy' set out in 4.1.1 of this Part and provides indication of potential future zoning and level of density. The band of residential densities indicated in the Legend of the Map are indicative only and do not reflect the density transition that will be required in developing the Scheme provisions further. Graduation from the higher to the lower densities will be required where adjoining lower density residential areas.



Note: Refer to 'key terms used' ([page 6](#)) for description of key development criteria for sites 'up to R50' and 'R50 and above'.

Part 2 – State and Regional Planning Context and Local Profile



1.0 Introduction

1.1 Background to City of South Perth

The City of South Perth is a medium sized metropolitan local government authority located across Perth Water from the City of Perth. The City was proclaimed in 1959 and covers nearly 20 square kilometres between the Swan and Canning Rivers. The City has a population of approximately 44,100. This is projected to grow beyond 60,000 in the coming years. The City accommodates around 10,000 workers every day.

The City of South Perth covers the suburbs of South Perth, Kensington, Como, Manning, Karawara, Waterford and Salter Point. The district is primarily residential; however it is serviced by several activity centres, two of which serve a wider district level while the remaining centres serve local, neighbourhood populations. Important non-residential land uses include retail, offices, professional offices, educational institutions, hospital, aged care, tourism and golf courses. Major facilities are located within the City including Sir James Mitchell Park, Perth Zoo, Royal Perth Golf Club and Collier Park Golf Course. The City also borders major public institutions such as Curtin University.

The City's position close to central Perth, and its access to the Kwinana Freeway, Causeway and Perth to Mandurah railway line mean transport access in the City is of a good quality.

1.2 The Purpose of the Local Planning Strategy

The Local Planning Strategy (the Strategy) is a fundamental part of the local planning framework. It is a strategic document that provides long term guidance for land use planning and development within the City.

The Strategy provides the interface between regional and local planning by providing appropriate local responses to state government direction and requirements. It sets out the local government's objectives for managing future planning and development and provides appropriate strategies and actions to achieve the objectives. These objectives, strategies and actions are informed by detailed analysis of the factors that will drive and shape the future planning of the City, most notably growth patterns in population and other key activities².

The purpose of a Local Planning Strategy is defined in the [Department of Planning's Local Planning Manual \(2010\)](#) as being:

- 'A framework for local planning and the basis of a new local planning scheme;*
- *A framework for local planning;*
 - *The strategic basis for local planning schemes;*
 - *The interface between regional and local planning;*
 - *Setting out local government objectives for future planning and development;*
 - *A broad framework for local government objectives; and,*
 - *The means for addressing economic, resource management, environmental and social issues and factors that affect land use and development.'*

The City does not currently have a Local Planning Strategy but has prepared a significant amount of strategic planning works over the years that inform this Strategy, including:

- [Draft Local Housing Strategy \(2011\)](#)
- [Public Open Space Strategy \(2012\)](#);
- Retail Needs Assessment (2013) and [Economic Development Strategy \(2013-2016\)](#);
- Detailed planning and design studies in the [South Perth Station Precinct \(2011 and 2017\)](#);
- Draft South Perth Activity Centre Plan;
- [Canning Bridge Activity Centre Plan](#);
- Detailed planning and urban design reports for [Canning Highway](#);
- [Waterford Urban Design Plan \(2010\)](#);
- [South Perth Foreshore Strategy and Management Plan](#);
- [Sustainability Strategy \(2010-2015\)](#), [Parking Strategy \(2016\)](#), [Urban Forest Strategy \(2018\)](#);
- [Karawara Public Open Space Masterplan and Collaborative Vision](#);
- [Clontarf-Waterford-Salter Point Foreshore Masterplan \(2018\)](#); and,
- [City of South Perth & Town of Victoria Park Joint Bike Plan \(2018\)](#).

The content of some of these strategies/investigations also includes wider strategic guidance for use by other City business units.

The Strategy provides the strategic basis for the Local Planning Scheme. A Scheme provides the framework for decision making about development and the use of land and is the principle mechanism for implementing the Strategy. The City is in the process of reviewing its current Scheme, [Town Planning Scheme No. 6](#) (the Scheme) and preparing a new Scheme, Local Planning Scheme No. 7. The Scheme was first gazetted in April 2003 and over the intervening years 40 amendments have occurred. Changes in the planning regime at the State level, subsequent amendments to regulations, and changes to strategies and policies over the last fifteen years have all contributed to the need to prepare a new Scheme. This Strategy provides the strategic direction for a new Scheme.

As well as being an integral component of the Local Planning framework, the Strategy plays a key role in delivering the community's vision as set out in the [City's Strategic Community Plan 2017-2027 \(SCP\)](#), being:

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

The Strategy is a key part in delivering Strategy 3.2(A) of the SCP *"Develop a local planning framework to meet current and future community needs and legislative requirements"*, and will also contribute to the delivery of various other Strategies within the Strategic Community Plan.

2.0 Stakeholder Engagement

The views of the City's stakeholders have helped inform the development of this Strategy. Prior to the preparation of this Strategy, the City undertook a range of engagement exercises that have helped to identify stakeholder's key aspirations and objectives. The specific activities are described below.

[Vision 2027](#)

In October 2017 the City embarked on a major review of its 10 year SCP. It sought input from all of the City's stakeholders to develop the strategic direction of the City to 2027. The *Vision 2027* process included a series of public workshops and surveys. The purpose of the exercises was to identify the key priorities and aspirations of the community. A significant number of responses were received highlighting three key areas of focus;

- Planning and design. Key responses included 'limiting high rise development' and 'limiting density';
- Infrastructure and transport. Key responses including 'better public transport connecting the City's suburbs, or a CAT bus' and 'improving the ferry service including extended hours and more stops up to Canning Bridge'; and,
- Economy and lifestyle. Key responses included 'activating café, restaurant and bar scene' and 'improving parking'.

The outcomes of the *Vision 2027* engagement exercises helped inform how the City would consult more directly on matters of planning and development.

[Local Planning Strategy - Preliminary Engagement](#)

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.

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 were identified following analysis of the local and regional profile, and demographic data:

- Population and housing;
- Activity centres, employment, tourism and entertainment;
- Sustainability and public open space;
- Community facilities and heritage; and,
- Transport and access.

There were two key activities involved in the preliminary stakeholder engagement:

- Four stakeholder workshops and two workshops with Elected Members of the City. The workshops achieved a total attendance of 103 people including 75 stakeholders. 28 of these attendees were common across multiple workshops. The workshops explored each of the key topic areas and involved the presentation of background information followed by a series of exploratory workshop activities;
- An online survey. The survey was conducted from 15 January 2018 until 6 March 2018. A total of 172 responses to a series of detailed, open-ended, qualitative questions were received. The survey explored stakeholder attitudes towards each of the key topic areas.

The key attitudes identified through these activities are summarised as follows:

Key topic area	Key attitudes identified
Population and Housing	Increase density levels thoughtfully and with consideration given to current residential character.
	Investigate medium density options rather than high density.
	Explore affordable housing options.
	Ensure zonings encourage housing diversity across the City.
Activity Centres, Employment, Tourism and Entertainment	Identify the development potential of the Canning Highway movement corridor and nodal development opportunities.
	Support smaller businesses especially hospitality, entertainment and retail sectors.
	Focus on activity centres, especially for increased density, mixed use and retail opportunities to ensure this is distributed appropriately across the City.
Community facilities, sustainability and public open space	Retain current public open space areas.
	Increase waste and recycling programs.
	Identify opportunities for renewable energy options for large development applications.
	Identify activity centres and open space areas that could be used for new community facilities.
	Identify opportunities for community facilities including investigation of the potential for a recreation centre with pool/gym.
Heritage and urban design	Instigate strong design considerations for new development and ensure protection of heritage sites.
Transport and Access	Investigate improvements to address traffic congestion.
	Progress planning for the South Perth and Canning Bridge Station precincts.
	Investigate additional freeway access opportunities.
	Investigate an increased ferry network servicing Perth Water.
	Explore potential improvements for alternative transport options such as walking and bike paths, rail, bus, ferry, electric vehicles and charging points.

Table 1: Key attitudes identified during preliminary stakeholder engagement

This Strategy aims to implement the key attitudes of the stakeholders involved where possible through the various strategies and actions contained in [Part 1](#). For some of these key attitudes the City only has an advocacy role, or to an extent, the attitude may conflict with other outcomes identified in this Strategy or the principles of the Strategy. The key attitudes of stakeholders are part of a number of elements that have contributed to the development of this Strategy. Those other elements are the focus of this part.

3.0 State and Regional Planning Context

The State and Regional Planning Context includes legislation, State and regional strategies, Schemes and Plans, as well as State Planning Policies and development control policies. This Strategy has been prepared in the context of these documents, having regard to the policy, strategies and plans applicable to the City.

The State Planning Framework is a policy statement made under the Act. The framework sets out the hierarchy of state and regional planning policies which apply to development and land use in Western Australia. Below are two diagrams depict the state planning framework.

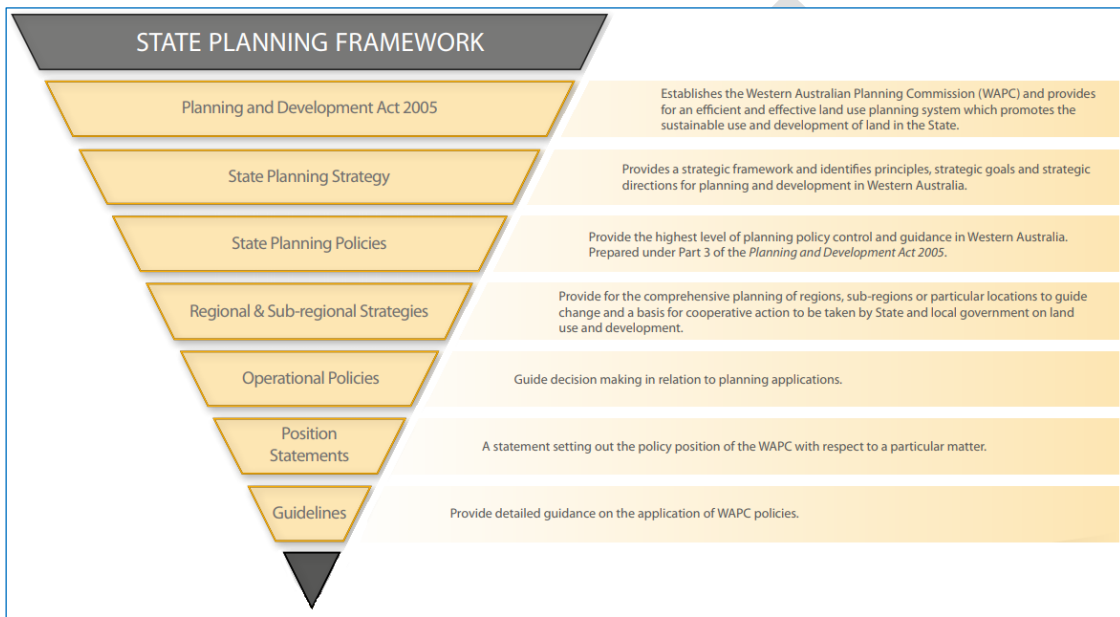


Figure 1(a): Diagram of State Planning framework (extract)⁶²

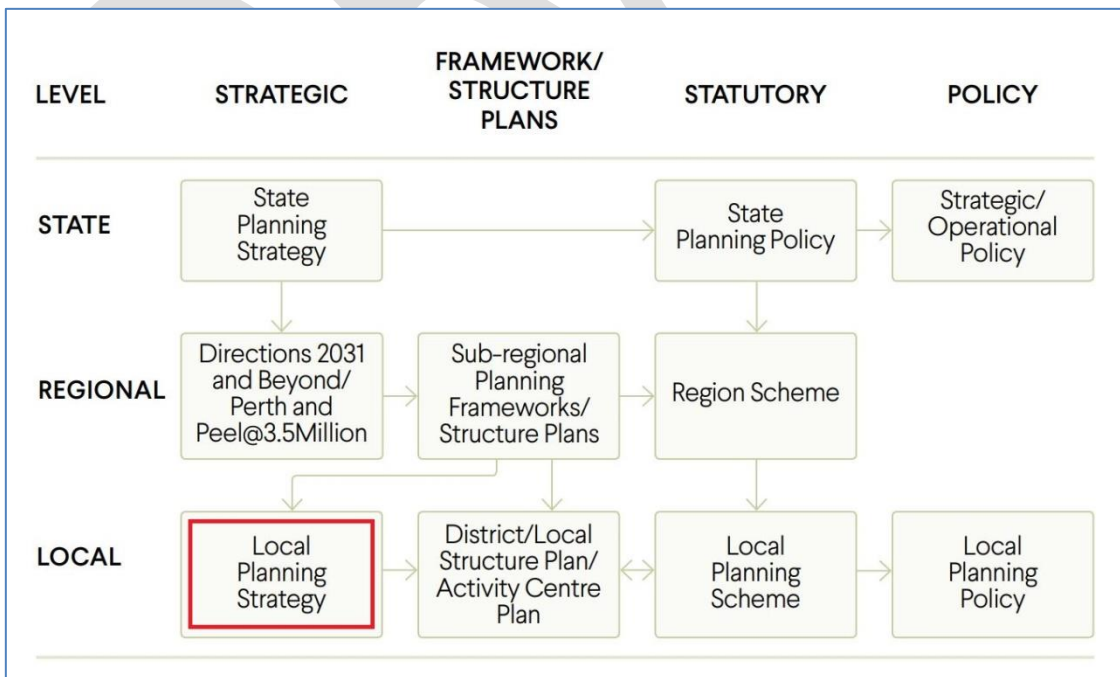


Figure 1(b): Diagram of State Planning framework from Perth and Peel@3.5million (extract)²⁶

3.1 Legislation

[Planning and Development Act \(2005\)](#)

The Act is the primary piece of legislation governing development and subdivision in Western Australia. The purpose of the Act is to provide for an efficient and effective land use planning system and to promote sustainable use and development of land. The Act came into force in April 2006, consolidating three pieces of legislation:

- Town Planning and Development Act 1928;
- Metropolitan Region Town Planning Scheme Act 1959; and,
- Western Australian Planning Commission Act 1985.

The Act provides the head-of-power for the City to maintain and enforce a Local Planning Scheme. In more recent years, amendments to the Act have been made to introduce new planning mechanisms, such as the introduction of Development Assessment Panels in 2011.

[Planning and Development \(Local Planning Schemes\) Regulations \(2015\)](#)

In 2009 the Minister for Planning launched '*Planning Makes It Happen: a blueprint for planning reform*'. The blueprint included a number of priorities, including the following relevant to planning within the City of South Perth:

- Establishment of Development Assessment Panels;
- A strategic plan for land use in metropolitan Perth, [Perth and Peel @ 3.5 Million](#);
- A development vision for Perth;
- Development of the new *Planning and Development (Local Planning Schemes) Regulations*, 2015; and
- Review of the WAPC state planning policies;

One of the key initiatives arising from the reform blueprint was the preparation of new planning regulations (referred to in this document as the Regulations). The new Regulations replaced the *Town Planning Regulations* 1967 and introduced a range of new reforms to local planning;

- The introduction of the 'Deemed Provisions' a series of standardised provisions that are to be automatically read-in to Local Planning Schemes. These provisions supersede any conflicting provisions of an existing Local Planning Scheme;
- A new 'Model Provisions' schedule. These provisions are those recommended to form the basis of any new Local Planning Scheme; and
- A series of regulations streamlining the process for preparing, adopting and amending a Local Planning Scheme and Local Planning Strategy.

The City's Scheme was prepared prior to both the Act and Regulations being adopted. Given the significant modifications to the State planning system since the Scheme was first adopted in 2003, and in particular the adoption of the Regulations, there is now a need to comprehensively review the City's Scheme to align it with the current legislative and state strategic planning framework.

3.2 State and Regional Strategies, Schemes and Plans

[State Planning Strategy 2050](#)

The SPS is prepared by the Department of Planning. The SPS is the State Governments strategic planning response to the challenges of growth Western Australian will face in the future. The SPS takes into account what is known about the future and the expectations of Western Australians to provide a guide for future land use planning and development. The vision of the SPS is set out as follows:

A diverse State: offering a diversity of ecosystems, landscapes, enterprises, people and cultures.

A liveable State: the place for choice for the brightest and best.

A connected State: as connected to the rest of the world as any other place.

A collaborative State: enabling alignments that progress the State's sustained prosperity.

The SPS outlines the State Governments approach to planning in Western Australia in a collaborative way. Key focus areas of the strategy relate to land availability, physical and social infrastructure, economic development and the environment. The SPS contemplates a future in which high standards of living, improved public health and an excellent quality of life are enjoyed by present and future generations. The SPS predicts a state population of between 4.4 million and 5.6 million by 2050. This represents an additional 1.9 to 3.1 million people living in the State.

The SPS notes that population growth is imperative to the future economic and social growth of Western Australia and provides a framework for the different regions of Western Australia but relies on more localised strategies to deliver the vision. These strategies are discussed further in this section.

[Perth and Peel @3.5 million](#)

The Perth and Peel @3.5 million suite of documents establishes a detailed framework for the delivery of its objectives. It provides a spatial plan for the Perth and Peel regions to accommodate a City of 3.5 million people, which is anticipated to occur by approximately 2050. The suite of documents consists of the following:

- An overarching document; and
- Four sub-regional planning and infrastructure frameworks for the Central, North-West, North-East and South Metropolitan Peel Sub-Regions.

The overarching document provides a link across the four sub-regional planning frameworks. It outlines the key planning principles and influencing factors (growth patterns, people and society, economy, the urban environment and environment and landscape) that underpin the spatial plan for Perth and Peel and the four sub-regional strategies.

The spatial plan for Perth has been developed to deliver a more consolidated urban form and achieve a more cost-effective urban structure that minimises environmental impacts. It also works towards accommodating the population growth predicted in the SPS.

The overarching document also provides a breakdown of approximately how many additional dwellings are expected in each sub-region by 2050 in order to achieve a city of 3.5 million.

Sub-Region	Existing dwellings (2011)	Additional dwellings (2050)	Total
Central	332,470	+213,130	545,600
North-West	114,920	+168,790	283,710
North-East	76,550	+102,560	179,110
South Metropolitan Peel	205,490	+302,180	507,670
Total	729,430	+786,660	1,516,090

Table 2: Dwelling growth by sub-region (2011-2050)²⁶

Central Sub-Regional Planning Framework

Each of the four sub-regions is provided with a planning framework that provides more detail on how the overall outcomes of Perth and Peel @3.5million are expected to be delivered. The four sub-regional frameworks define the spatial plan and provide clear guidance to all government agencies and local governments within the sub-region on land use, land development, environmental protection, infrastructure investment and the delivery of physical and social infrastructure. The frameworks provide guidance on sustainable development over the next 30 years to ensure and also guide the management of urban growth in each of the sub-regions to achieve the increased urban consolidation and housing choice required to accommodate the projected long-term population growth.

The City forms part of the central sub-region and is subject to the strategies of the Central Sub-Regional Planning Framework. This framework applies to the nineteen inner most local governments in the Perth metropolitan area. The area forming this sub-region is shown in the figure below.

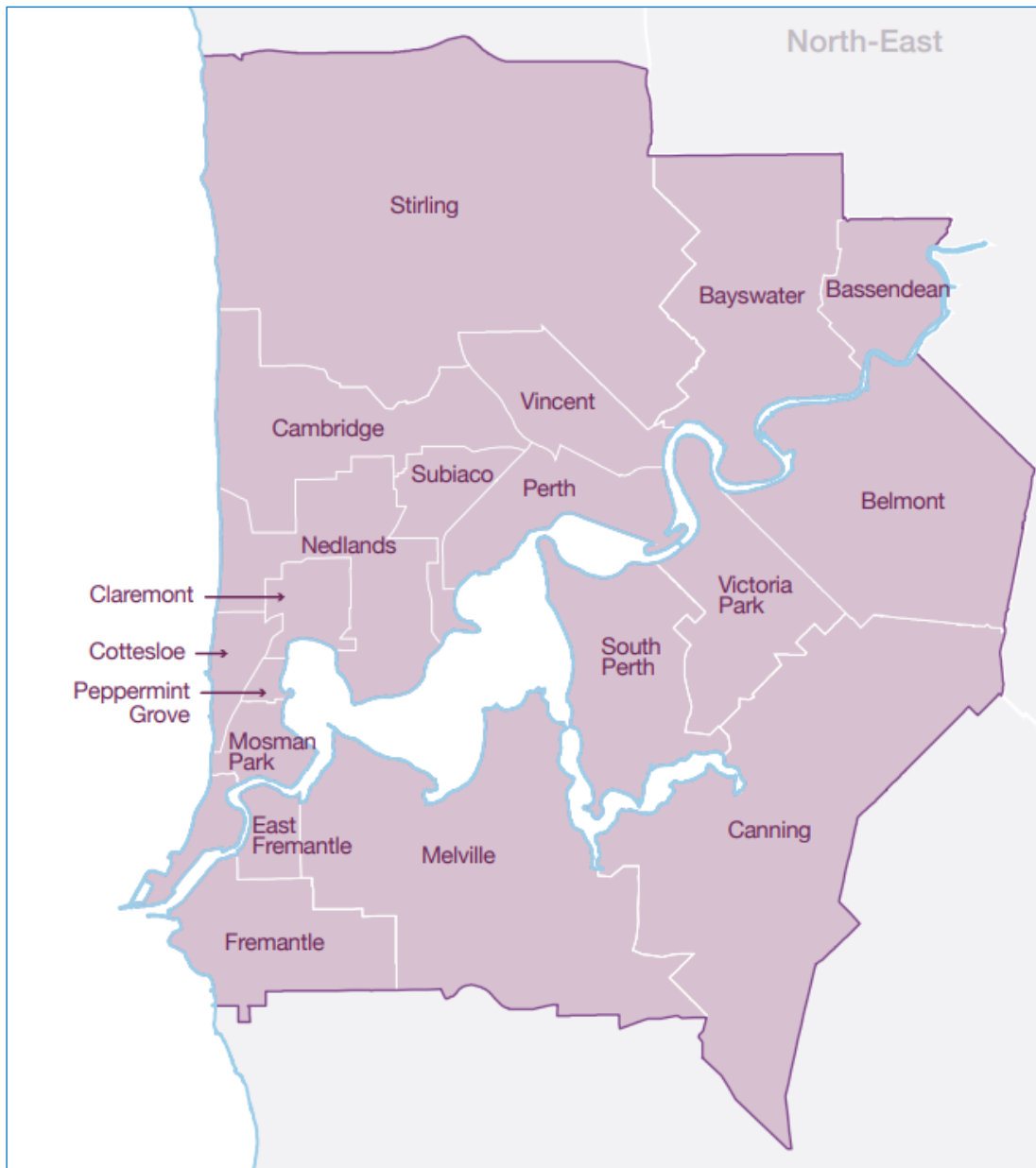


Figure 2: Map of central sub-region under Perth and Peel @3.5million framework²⁷

The document sets a dwelling target for the City of South Perth of a minimum additional 8,300 dwellings by approximately 2050 to contribute towards the anticipated 213,130 additional dwellings in the Central Sub-Region as a whole. The Central Sub-Regional Planning Framework also provides a 5-year breakdown of the number of dwellings expected to be provided for within the City of South Perth from 2011 out to a time when metropolitan Perth reaches 3.5 million people, as follows:

Source	2011-2016	2016-2021	2021-2026	2026-2031	Post 2031
Perth and Peel targets	1,410	1,130	1,240	1,080	3,440

Table 3: Dwelling growth target (5-year intervals) for City of South Perth, under the Central Sub-Regional Planning Framework 2018 (2011-2050)²⁷

The Central sub-regional planning framework specifies that growth in dwellings and activity should be directed to within and around designated activity centres. The Central sub-regional planning framework and Perth and Peel @3.5million more broadly, extend this managed growth strategy by also including 'urban corridors' and 'station precincts' as areas suitable for accommodating growth. These areas are described in the Central sub-regional planning framework as follows:

- **Activity centres:** Focal points well served by transport infrastructure that provide areas for commercial and social activity together with residential population. These centres are separated into a hierarchy of centres in descending order of primacy from 'Capital City', 'Strategic Metropolitan Centre', 'Specialised Centre', 'Secondary Centre' and 'District Centre'.
- **Urban corridors:** Areas adjacent to transport infrastructure, typically high-frequency bus routes that provide links between activity centres.
- **Station precincts:** Areas within walkable catchments train stations and other major public transport infrastructure where additional population is encouraged to support the existing infrastructure.

The City is shown to have three key activity centres within its local government area:

- South Perth Activity Centre,
- Canning Bridge Activity Centre (in part with the City of Melville), and
- Bentley/Curtin Specialised Activity Centre (in part with the Town of Victoria Park).

Urban corridors are depicted along Canning Highway, Manning Road, Jackson Avenue/Henley Street linking Curtin University with Canning Bridge, Labouchere Road to Thelma Street and along the route of the No. 34 bus up to Canning Highway (generally Mill Point Road and Angelo Street). 'Station precincts' are not shown within the City of South Perth as the areas of the City served by heavy rail are designated as formal activity centres. The figure below depicts the areas of the City defined as activity centres, urban corridors and station precincts. The figure also depicts significant transport infrastructure, green areas and waterways.

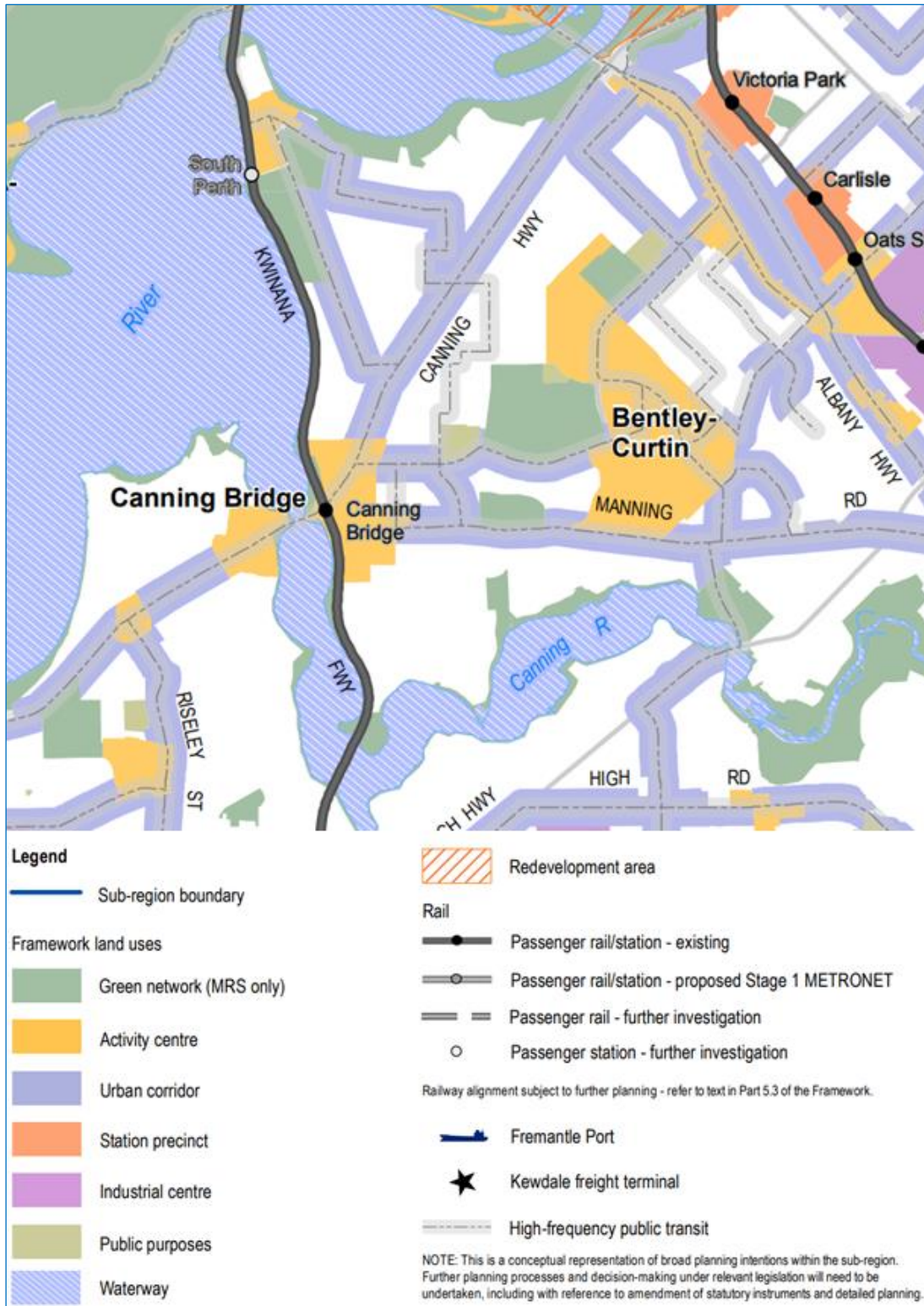


Figure 3: Central Sub-Regional Planning Framework Map (Extract)

Metropolitan Region Scheme

The MRS sets out the broad land use and reservation framework for metropolitan Perth. Local Planning Schemes are intended to provide the detailed planning Schemes for their section of the metropolitan region and must be consistent with the MRS. The MRS reserves land in the City for a number of public purposes while also identifying land for urban development.

north of Hayman Road as well as the Karawara local centre and adjoining residential development between Jackson Road, Kent Street, Manning Road and Walanna Drive.

The SACSP states that it aims to accommodate 3,655 additional dwellings and 7,189 additional residents by 2031. These figures included aged-care residents and students living in student accommodation. The SACSP also anticipates almost 12,000 new jobs to be created within the activity centre boundary by 2031. This is driven, in the short term only, by:

- 5,000m² of additional retail floor areas;
- 25-35,000m² of additional office floor area; and,
- Up to 600 new private multiple dwellings.

The SACSP covers areas predominately outside the City of South Perth. The plan does not provide specific dwelling, population and employment outcomes on a local government area basis. However the plan does spatially depict the distribution of land use across the activity centre plan area as depicted in Figure 5. For the areas contained within the City of South Perth, residential land uses are prominent.

It is noted that in the adopted Perth and Peel @3.5million framework, Bentley/Curtin is noted as attracting 9,740 additional jobs (less than the 12,000 anticipated under the activity centre plan).

Significant land use changes within the City are also proposed under the plan, including:

- Depiction of a large proportion land currently occupied by the Department of Agriculture (between Hayman Road, Kent Street, George Street and Baron-Hay Court) for the purpose of medium-to-high residential development. This land is currently zoned 'Technology Park' under the City's Scheme, and,
- In Karawara between Kent Street and Walanna Drive, two storey dwellings facing Walanna Drive, with a mix of residential building types up to six storeys for land fronting Kent Street and Jackson Road.

While most areas of the SACSP fall outside the City of South Perth, the adoption and implementation of the SACSP will have a significant influence on transport, employment and housing demand within the City of South Perth. It is noted, however, that the SACSP includes limited detail for the implementation of the plan. It is expected each local government will need to progress (individually) its implementation through incorporation into their individual planning frameworks via activity centre plans, Scheme amendments and associated local planning polices and local development plans.

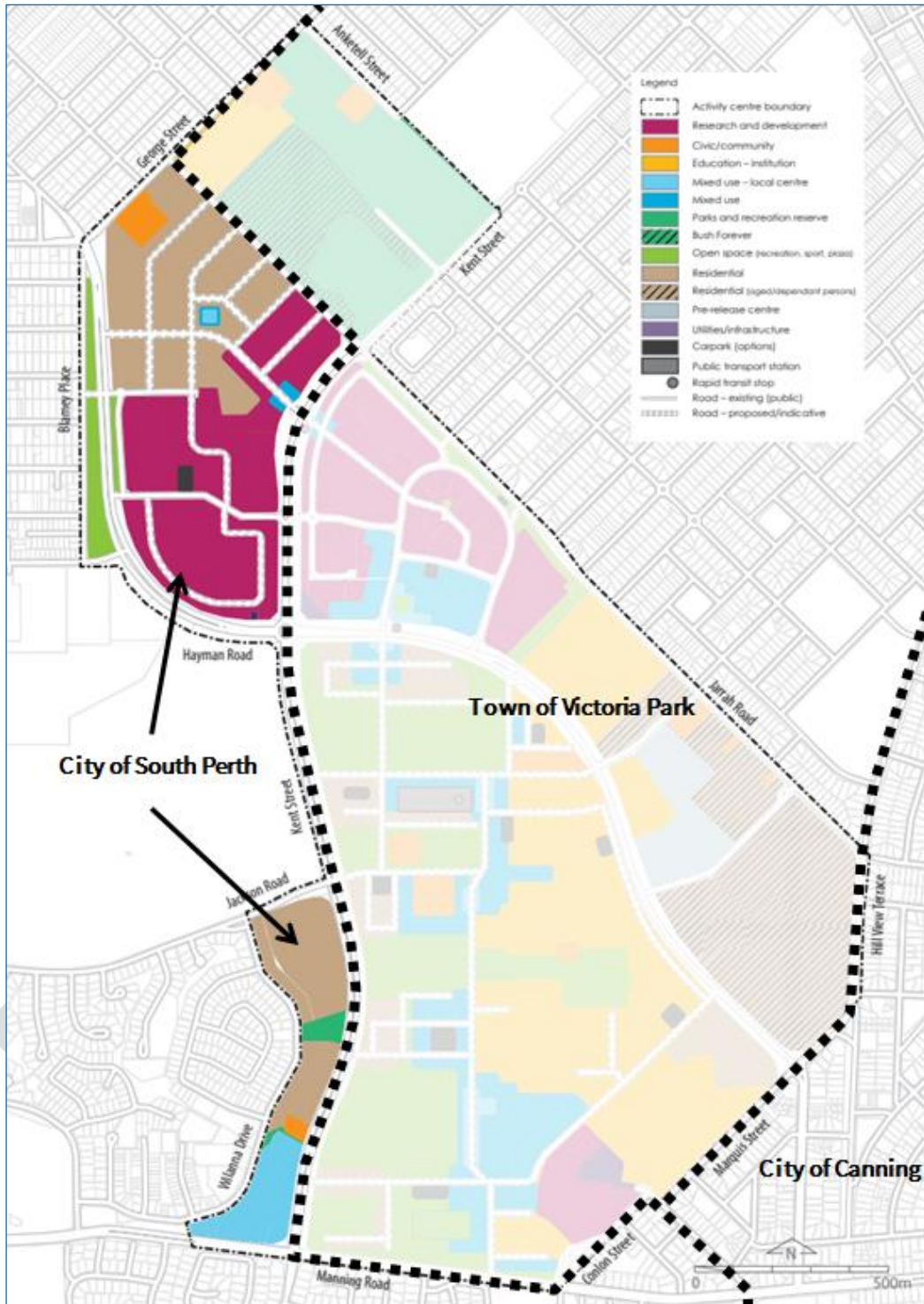


Figure 5: Bentley/Curtin Specialised Activity Centre Plan (Land Use Plan)⁴⁷

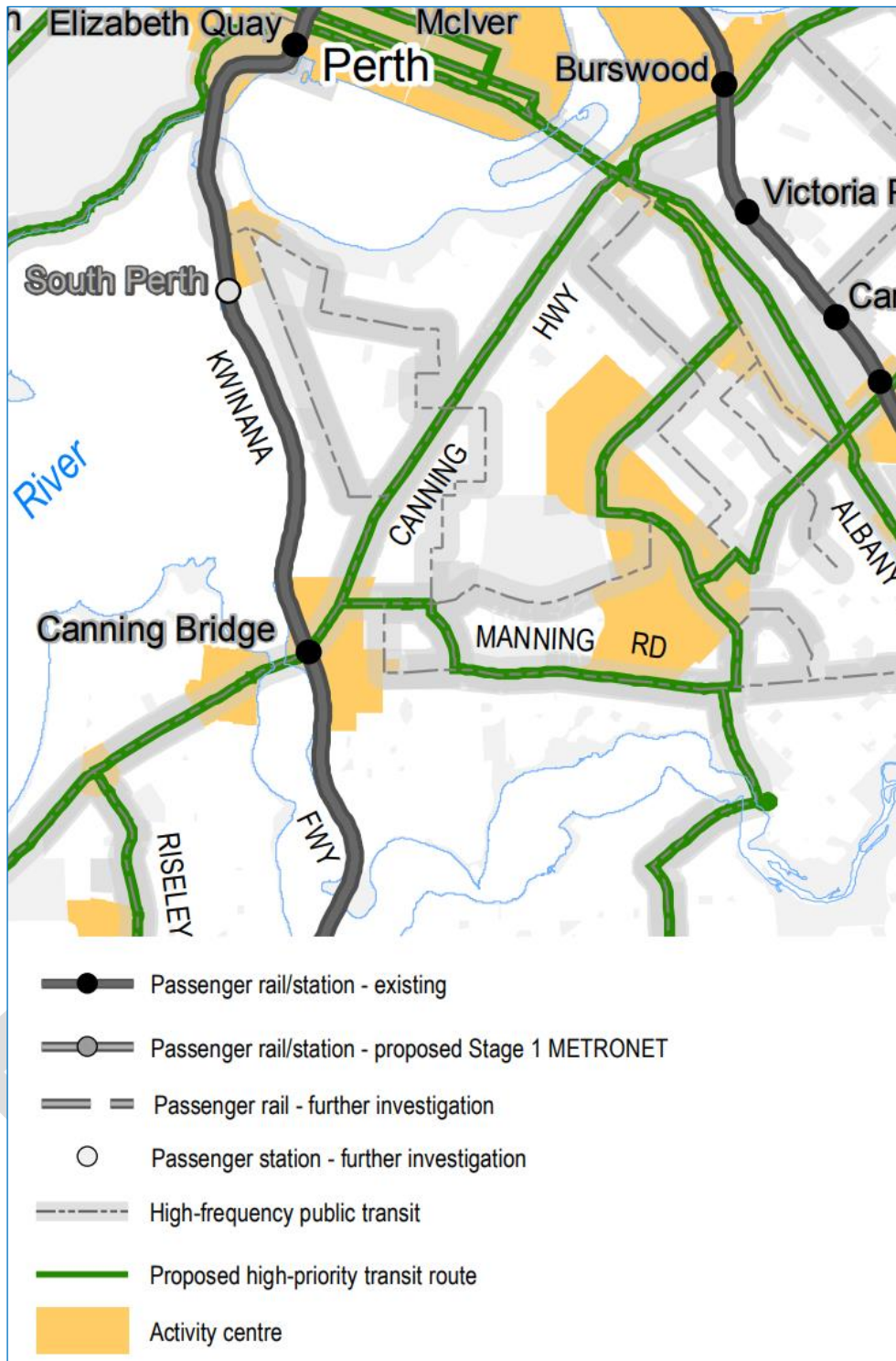


Figure 6: Central sub-region Transport Network (Extract)²⁸

[Perth and Peel @3.5million – The Transport Network](#)

In March 2018, the State Government released a revised transport plan to accompany the broader suite of Perth and Peel @3.5million documents.

The transport plan sets out the long term strategy of the State Government for the provision of rail, road, port, freight and bicycle infrastructure as well as the identification of key ‘high priority transport routes. The transport plan provides the framework of physical infrastructure

that intends to link the various activity centres and station precincts outlined in Perth and Peel @3.5million.

The following framework is provided for the City of South Perth;

- Identification of a future heavy railway station serving South Perth. This station is noted as requiring further investigation before it can be committed to in the plan; and,
- 'High priority transport routes' along Canning Highway, Henley Street, Canavan Crescent and Manning Road linking Canning Bridge with Bentley/Curtin and the Victoria Park activity centre.

The transport plan does not outline any significant changes affecting transport within the City of South Perth relating to the road, bicycle or freight network.

[Capital City Planning Framework \(2013\)](#)

In February 2013, the WAPC adopted the 'Capital City Framework'. The framework provides the high-level structure/guidance for development in inner Perth; across a number of local government areas.

The framework notes that 'urban' forms of development should be developed in the South Perth station precincts, around Canning Bridge, at nodes along Canning Highway, at the Karawara (Waterford Plaza) neighbourhood centre, Preston Street Centre and within and adjacent to the Bentley Technology Park and Curtin University. The 'urban' form is described within the Capital City Framework as being primarily mixed use areas with retail uses at lower levels with commercial and residential activities above. The framework specifies that development in these locations should be relatively intense comprising buildings built to street boundaries and in some cases in a 'tower-on-podium' form.

It is noted that the framework relates to the broad 'capital city' area and does not consider all areas of the City of South Perth. The recommendations of the framework are broadly consistent with the Central sub-regional planning framework and should therefore be considered by the City when preparing strategies relating to managing population and activity growth.

Key implications from State and Regional Strategies, Scheme and Plan

- The City is allocated a dwelling target of accommodating at least 8,300 new dwelling by approximately 2050.
- Growth in activity, employment and population should be guided towards activity centres and urban corridors.
- The Central Sub-Regional Planning Framework and the associated transport plan identify public transport corridors along Canning Highway, Henley Street, Canavan Crescent and parts of Manning Road.
- An activity centre plan has been prepared for the Bentley/Curtin Specialised Activity Centre which anticipates significant growth in employment and population.

3.3 State Planning Policies

[State Planning Policy 2 – Environmental and Natural Resource Policy](#)

SPP2 provides a broad framework for the assessment of planning proposals and their impact on the environment and natural resources. Land-use decision making and the broader management of urban areas should consider the protection, conservation and enhancement of the natural environment. Future adoption of local planning controls should be guided by the principles of SPP2.

SPP2 provides a broad framework for the assessment of development and land use for its environmental impacts and therefore is unlikely to inform any particular actions of this Strategy. However the policy ensures that aspects of environmental sustainability and resource use are central to planning at a local level.

[State Planning Policy 2.8 – Bushland Policy for Perth Metropolitan Region](#)

SPP2.8 sets a framework for the management and protection of significant bushland areas in metropolitan Perth. The policy covers sites set aside for bush forever as well as local bushland. The City of South Perth contains substantial areas of remnant bushland. Areas of bush forever and conservation wetlands (under SPP2.8) are located along the City's southern foreshore with Canning River. The policy ensures the protection and management of remnant bushland and ensures that all planning proposals capable of impacting such bushland go through a proper process of impact assessment. SPP2.8 ensures that areas of significant bushland are protected from unnecessary development. This Strategy should ensure the future planning framework appropriately reserves significant bushland areas and limits any development occurring on or nearby to those sites.

[State Planning Policy 2.10 – Swan-Canning River System](#)

SPP2.10 sets out the principles for development adjoining or nearby to the Swan and Canning rivers, including dealing with matters such as maintaining sense of place and public access, protecting fringing vegetation, minimising channel disturbance and protection aboriginal, natural and cultural heritage. The policy sets the broad structure of how planning controls should operate and be coordinated through the local government, WAPC and the Swan River Trust.

A key objective of SPP2.10 is to ensure that planning decisions maintain and enhance the tourism and recreational potential of Perth Water. This Strategy should ensure that the City's planning framework provides for appropriate levels of tourism and recreational activities occur adjacent to the Swan and Canning Rivers.

[State Planning Policy 3.0 – Urban Growth and Settlement](#)

SPP3.0 provides the principles for urban growth and settlement throughout Western Australian. The overall objective of the policy is to ensure new growth is accommodated in a sustainable way. The policy encourages building on existing communities and promotes new development which reduces energy, water and travel demand.

A key implication for the City arising from SPP3.0 is that population and activity growth needs to be managed appropriately in order to maximise its benefits and minimise its negative externalities. SPP3.0 recommends an approach of directing growth into designated locations and clustering economic activities. This supports a strategy of managed growth whereby the

City provides for most of its population and activity growth within designated compact centres, rather than spread out across the City.

[State Planning Policy 3.1 – Residential Design Codes](#)

The R-Codes provide a framework for the control of residential development. This includes provisions relating to matters such as building height, dwelling diversity, open space and landscaping, as well as access matters. The R-Codes provide a series of standardised codes that seek to provide a suite of development forms. This allows local governments to prepare Local Planning Schemes with codings based on the most appropriate development form for each residential area.

The R-Codes are one of the most commonly applied planning controls to residential development in Western Australia and provide a broad industry standard for urban residential development.

Local governments are responsible for administering the R-Codes and can vary certain requirements, where permitted by the R-Codes, through local planning policies and local development plans. Variations to these (certain) criteria are permitted in order to protect local character or streetscape values.

Given the well-established application of the R-Codes in residential development, the City must ensure its broader planning framework remains consistent with any changes to the R-Codes. The City must also ensure the codings it applies through the Scheme are the most appropriate code for each location.

[State Planning Policy 3.5 – Historic Heritage Conservation](#)

SPP3.5 applies broad principles to the protection of places of historic or cultural heritage significance, but does not apply to aboriginal or natural heritage. The policy contains measures to designate ‘heritage areas’ as well as mechanisms for the recognition of character areas. The purpose of SPP3.5 is to conserve places of historic heritage significance and provide improved certainty for landowners and the community about the planning process for heritage identification. SPP3.5 provides a framework in which the City is able to identify, recognise and maintain places of cultural heritage significance, including streetscapes and areas. It also provides the basis to appropriately distinguish between areas of heritage significance and those simply of good streetscape character. SPP3.5 identifies the factors that inform the review of the City’s heritage list and the principles for the assessment of development applications impacting on places of cultural heritage significance.

This Strategy includes a range of proposals aimed at accommodating a growing population and economy. It is important that the City maintains an up-to-date framework for heritage and character protection in order to ensure these places/areas are protected and enhanced as the City grows.

[State Planning Policy 3.6 – Development Contributions for Infrastructure](#)

SPP3.6 provides the framework for local governments to prepare, apply and management developer contribution plans throughout Western Australia. Developer contributions are paid by developers to assist in paying the capital costs for the provision and/or upgrade of needed infrastructure. SPP3.6 is based on a principle of ensuring developer contribution plans identify a ‘need and nexus’ between the infrastructure sought and the development proposed.

There are limited circumstances in which a developer contribution plan within the City of South Perth could establish an appropriate ‘need and nexus’. The City is already urbanised with most needed infrastructure provided. Most new infrastructure needs are not those caused directly by new development but rather by progressive development over time, including development occurring outside the City of South Perth. However there may be instances where a nexus between increased development and the need for new infrastructure is apparent. This could include the areas within the City’s two District Centres (South Perth and Canning Bridge), whereby minor upgrades to infrastructure (such as local roads, footpaths, drainage networks, etc.) may be necessitated by development in the long-term.

[State Planning Policy 3.7 – Planning for Bushfire Prone Areas](#)

SPP3.7 provides the foundation for land use planning to address bushfire risk management. It applies to all higher order strategic planning documents as well as development assessment where areas are designated to be prone to bushfire risk. There are a number of areas of the City considered to be prone to bushfire risk, including along the southern foreshore of the City in Salter Point, Manning and Waterford, in areas adjacent to Technology Park and adjacent to smaller areas of remnant bushland, such as Davilak Reserve (Manning). The City should seek to minimise the development pressure existent in areas considered to be bushfire prone. This could include limiting or preventing any increases in residential density codes in areas considered to be affected by bushfire risk.

[State Planning Policy 4.2 – Activity Centres for Perth and Peel](#)

The main purpose of SPP4.2 is to specify broad planning requirements for the planning and development of new, and the redevelopment and renewal of existing, Activity Centres in urban areas of the Perth and the Peel region. It is predominantly concerned with the location, distribution, and broad land use and urban design criteria for Activity Centres. The policy reflects the intention of the WAPC to encourage and consolidate residential, and a range of commercial investment, into Activity Centres. SPP4.2 provides a hierarchy of Centres as follows, with examples given:

- Capital City (Perth, West Perth, East Perth)
- Strategic Metropolitan Centres (Armadale, Fremantle, Cannington, Joondalup);
- Secondary Centres (Victoria Park, Belmont, Subiaco, Cockburn);
- District Centres (South Perth, Cottesloe, Dianella, Maylands, Canning Bridge); and,
- Neighbourhood Centres (Preston Street, Angelo Street).

The table below outlines the centres identified within the City, in order of primacy:

	District Centre	Neighbourhood Centre
Centre(s)	South Perth, Canning Bridge	Preston Street, Angelo Street, Karawara (Waterford Plaza), Welwyn Avenue (Manning Hub)
Main role/function	Greater focus on servicing the daily and weekly needs of residents. Their relatively small scale catchment enables them to have a greater local community focus and provide services, facilities and job opportunities.	Neighbourhood centres provide for daily and weekly household shopping needs, community facilities and small range of other convenience services.
Transport connectivity	Focal point for bus network.	Stopping/transfer point for bus network.

Retail types	Discount department stores, Supermarkets Convenience goods, Small scale comparison shopping, Personal services		Supermarkets Personal services Convenience shops	
Office types	District level office development. Local professional services		Local professional services	
Future catchment population	20,000-50,000 people		2,000-15,000 persons (1km radius)	
Walkable catchment	400m		200m	
Residential density (dwellings per gross hectare)	Minimum	Desirable	Minimum	Desirable
	20	30	15	25

Table 4: Summary of activity centre characteristics applicable to centres in the City of South Perth – State Planning Policy 4.2⁴⁰

There are key implications for the City arising from SPP4.2. The City needs to ensure that:

- Each activity centre identified within the City is provided with an appropriate level of residential density to support the non-residential activities that occur within the centre;
- That each centre achieves an appropriate mix and scale of land use, consistent with the centres place in the hierarchy of SPP4.2, and,
- That each centre is connected to other centres and point-of-interest with high quality transport infrastructure.

The City can support the vitality and viability of its activity centres by ensuring new population and activity growth are directed primarily towards activity centres.

[State Planning Policy 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning](#)

SPP5.4 provides criteria for the assessment planning proposals on land adjacent to road or rail infrastructure that generates significant noise impacts. The policy includes principles that ensure sensitive developments are located away from noisy transport infrastructure and where uses are located adjacent or nearby to such infrastructure, noise impacts are minimised. The City has a number of roads subject to the criteria of SPP5.4 including Canning Highway, Manning Road and the Kwinana Freeway. Land nearby to the Perth-Mandurah railway line is also subject to SPP5.4 provisions.

The provisions of SPP5.4 have clear implications for the planning of the City. This is particularly relevant given the recommendations of Perth and Peel @3.5 million to utilise land nearby to railway station and along urban corridors for additional dwellings and activity. The future planning of the City must ensure the criteria of SPP5.4 are considered in early strategic planning proposals (such as in activity centre plans and Scheme amendments) and are carried through to implementation when assessing development applications.

[State Planning Policy 7 Design of the Built Environment & ‘Design WA’](#)

The recently released State Planning Policy 7 – Design of the Built Environment builds on the existing R-Codes and provides a new policy package, known as ‘Design WA’ aimed at improving the design quality of dwellings. As an initial stage, the package outlines measures applicable to apartment design and design review. Subject to implementation, the first stage of the package and SPP7 will ensure future medium-high density development achieves higher standards of design quality. In particular SPP7 and the Apartment Design Guidelines ensure greater emphasis in development assessment on matters such as light and ventilation access, retention

of significant vegetation, building legibility and improved levels of design review and design skills.

The Design WA package will have a significant effect on development assessment in the City. It will place a heightened emphasis on design quality and emphasise built form quality over typical measures of building form, such as lot boundary setbacks. The City will need to ensure its future planning framework is responsive to these changes.

Key implications from State Planning Policies

- District and neighbourhood centres within the City should achieve a mix of non-residential activity and be supported by sufficient levels of population.
- The environmental externalities of development need to be appropriately managed.
- Design WA aims to lift the design quality of new buildings, for both the occupier and those in the public realm.
- New development should limit the consumption of resources as much as possible. The City could limit the resources consumed by development by:
 - Reducing travel demand by locating new population close to public and active transport infrastructure;
 - Locating dwellings within and around activity centres, contributing to the strength of these centres and reducing the need for residents to travel outside the City; and,
 - Ensuring new development achieves high standards of environmental sustainability.

3.4 Development Control Policies

[Development Control Policy 1.1 – Subdivision of Land](#)

DC1.1 is the WAPC's primary policy for the control of subdivision of land. It ensures matters such as servicing, lot configuration, vehicle access and developer contributions are all considered when land is being subdivided into smaller lots. DC1.1 also considers how land the subject of a regional reservation (such as a road reservation) is to be ceded to the appropriate authority.

DC1.1 has implications for the City, particularly when considering proposals for subdivision the subject of a regional reservation under the MRS.

[Development Control Policy 1.2 – General Principles](#)

DC1.2 provides a suit of general principles that apply when considering development and land use applications. These include where development is compatible with the relevant planning policies, strategies and control criteria, whether development integrates with its surrounds and what transport, environmental, economic or social impacts a development may have. DC1.2 sets out that development and land use control should be orderly, based on a series of procedures and statutory provisions and also proper, based on consistent application of good planning principles.

DC1.2 was first adopted in August 2004, however the overarching principles of the policy remain relevant to the review of the City's planning framework.

[Development Control Policy 1.4 – Functional Road Classification for Planning](#)

DC1.4 provides the WAPC's road classification system. It categorises different roads into a hierarchy that reflects its importance to the overall network, traffic volumes and built form

characteristics. The principles guiding the development of the hierarchy are that areas of urbanised development are served by a network of roads leading from local roads (that lead to individual premises) up to primary distributors that move people across a region.

There are only minor implications for the future planning of the City arising from DC1.4. DC1.4 recommends that access to lower order roads should be preferred over higher order roads. The City must ensure future planning proposals maximise the use of local access roads and local distributor roads and direct access to higher order roads, such as Canning Highway and Manning Road, is limited as much as possible.

[Development Control Policy 1.5 – Bicycle Planning](#)

DC1.5 provides the framework for the consideration of bicycle planning in new planning proposals. The objectives of the policy aim to encourage bicycle use, reduce energy dependency and ensure adequate bicycle facilities are provided in new developments. A key priority of DC1.5 is to ensure cycling is made safer and more accessible and therefore is more widely used as a transport method. Greater use of bicycles as a transport method put downward pressure on other modes, thereby reducing congestion and the need for upgraded infrastructure. The City should consider these principles in shaping a new planning framework.

[Development Control Policy 1.7 – General Road Planning](#)

DC1.7 promotes the planning of the road network throughout the state that maximises efficiency, safety and amenity. There are a number of major roads within the City of South Perth that are subject to reservations under the MRS for the purpose of future road widening. DC1.7 requires that future planning have regard to these reservations and works towards securing and ceding any land necessary for future road widening.

This Strategy includes a number of actions aimed at accommodating the City's growing population and economy by concentrating growth within activity centre and along urban corridors, including Canning Highway and Manning Road. Both of these urban corridors are subject to some degree of reservations for future road widening under the MRS. Encouraging redevelopment to occur along these corridors will accelerate the acquisition of land required for future widening. This in turn will present opportunities for increased transport (particularly public transport) connectivity, improving the amenity of adjacent properties.

[Development Control Policy 1.6 – Planning to Support Transit Oriented Development](#)

The purpose of DC1.6 is to set out a position for planning development around transport infrastructure, primarily aimed at improving access and increasing public transport demand. DC1.6 applies to 'transit-oriented precincts' outlined as those within 800 metres of high frequency heavy rail or major bus transfer stations and within 400 metres of high frequency bus stops. DC1.6 specifies that development within these areas should achieve a density of at least 25 dwellings per gross hectare in order to support the public transport infrastructure.

There is one heavy rail station within the City (Canning Bridge) and a number of high frequency bus services running along the urban corridors identified in the Central Sub-Region Planning Framework. DC1.6 has significant implications for the City in preparing its new Local Planning Scheme and planning framework. The City must have regard to the recommendations of the policy that ensure existing transport infrastructure is supported by suitable levels of population. The principles of DC1.6 will help guide the formulation and implementation of plans for the South Perth and Canning Bridge activity centres, as well as development adjacent to Canning Highway and Manning Road.

[Development Control Policy 2.2 – Residential Subdivision](#)

DC2.2 provides a framework for the assessment of residential subdivisions, ensuring land is subdivided in a coordinated way, suitable for its intended future development. DC2.2 provides criteria for the assessment of variations to lot size requirements, vehicle and pedestrian access criteria and how small residential lots are to be assessed. The City considers the requirements and objectives of DC2.2 when considering residential subdivision proposals.

[Development Control Policy 2.3 – Public Open Space in Residential Areas](#)

DC2.3 provides the broad framework for the provision, use and development of public open space areas. The policy is based on the principles of the Stephenson-Hepburn plan for Perth developed in 1956 which recommended that approximately 3.36 hectares of public open space per 1,000 people is provided. This principle is imbedded in the Planning and Development Act 2005 which allows the WAPC to impose a requirement that land as part of a subdivision be set aside for public open space. This is generally provided at a rate of 10% of the subdivisible area.

The policy also considers principles for the use of foreshore reserves, regional open space reservations and community facility provision. The provisions of DC2.3 should guide the City's approach towards open space planning in ensuring that sufficient land is allocated towards use as public open space and also to ensure that new development contributes towards the provision and/or upgrading of public open space areas where possible.

[Development Control Policy 5.1 – Regional Roads \(Vehicular Access\)](#)

DC5.1 provides criteria for the assessment of planning proposals that have the potential to impact on the functionality of the regional road network. In accordance with the criteria of DC5.1, access to developments fronting a regional road should be provided from a road other than the regional road. Proposals to increase development potential adjacent to regional roads should be accompanied by an access strategy that makes arrangements for this alternative access to be achieved/facilitated.

Key implications from Development Control Policies

- Growth in population and activity should be focused on existing significant transport infrastructure and consider alternative transport modes, such as cycling.
- New development should be provided with and contribute to sufficient levels of public open space and community facilities.
- Growth along urban corridors will help support future transport connectivity, in particular public transport connectivity, along the corridor
- Development along/nearby to regional roads (and urban corridors) should be served by vehicle access to roads other than the regional road.

3.5 Other Plans and Guidelines

[Department of Planning - Guidelines for Better Urban Water Management \(2008\)](#)

The Departments guidelines for better urban water management provide a framework for the consideration of how water catchments are managed from a broad strategy level right down to individual developments. This policy is particularly relevant to the City given its position along the Swan and Canning rivers, the existence of low laying areas within the City and the existing localised lakes within various parts of the City.

The strategies and actions contained in [Part 1](#) of this Strategy include measures to address the better management of urban water within the City.

[Department of Planning - Guidelines for Designing Out Crime \(2006\)](#)

The Department's guidelines for designing out crime are intended to guide the creation of local planning policies relating to new development. The premise of the policy is that crime can be reduced via built form controls affecting both public and private spaces.

Ensuring the urban environment minimises opportunities for crime to occur is an important planning outcome. The strategies and actions contained in [Part 1](#) of this Strategy include measures to better integrate crime prevention through environmental design (CPTED) into the City's planning framework.

[Curtin University Masterplan \(2014\)](#)

In 2014 Curtin University prepared the Curtin Masterplan for its Bentley campus. The plan establishes both a high level framework and detailed design guidance for the redevelopment of the campus, none of which is located within the City of South Perth. The masterplan includes development guidance expected to yield over 2,600 new dwellings, 2,300 student accommodation units and 450 short stay/hotel accommodation units on the campus directly.

Since development of the Masterplan, Curtin University and the Public Transport Authority have also developed a second bus station in the north-western part of the Curtin Bentley campus. This station allows for a more direct bus connection to the campus, particularly when approaching from the west, such as from Canning Bridge.

The City recognises that future intensification of the Curtin University campus is inevitable. This Strategy considers actions to compliment this intensification by directing future population growth and plans for additional infrastructure at the adjacent Karawara (Waterford Plaza) activity centre, Waterford Triangle and areas of the Bentley/Curtin Specialised Activity Centre adjacent to the Curtin campus.

Key implications from other state plans and guidelines

- Design considerations relating to crime prevention and urban water management (amongst other things) needs to be considered in the planning framework.
- The future development of the Bentley/Curtin Specialised Activity Centre will include significant increases in resident population on the Curtin University campus and in the surrounding area.

4.0 Local Planning Context

The Local Planning Context includes strategies, Schemes, plans, and local planning policies of the City of South Perth. This Strategy has been prepared in the context of these documents, having regard to the relevant content. Below is a diagram of the Local Planning Framework:

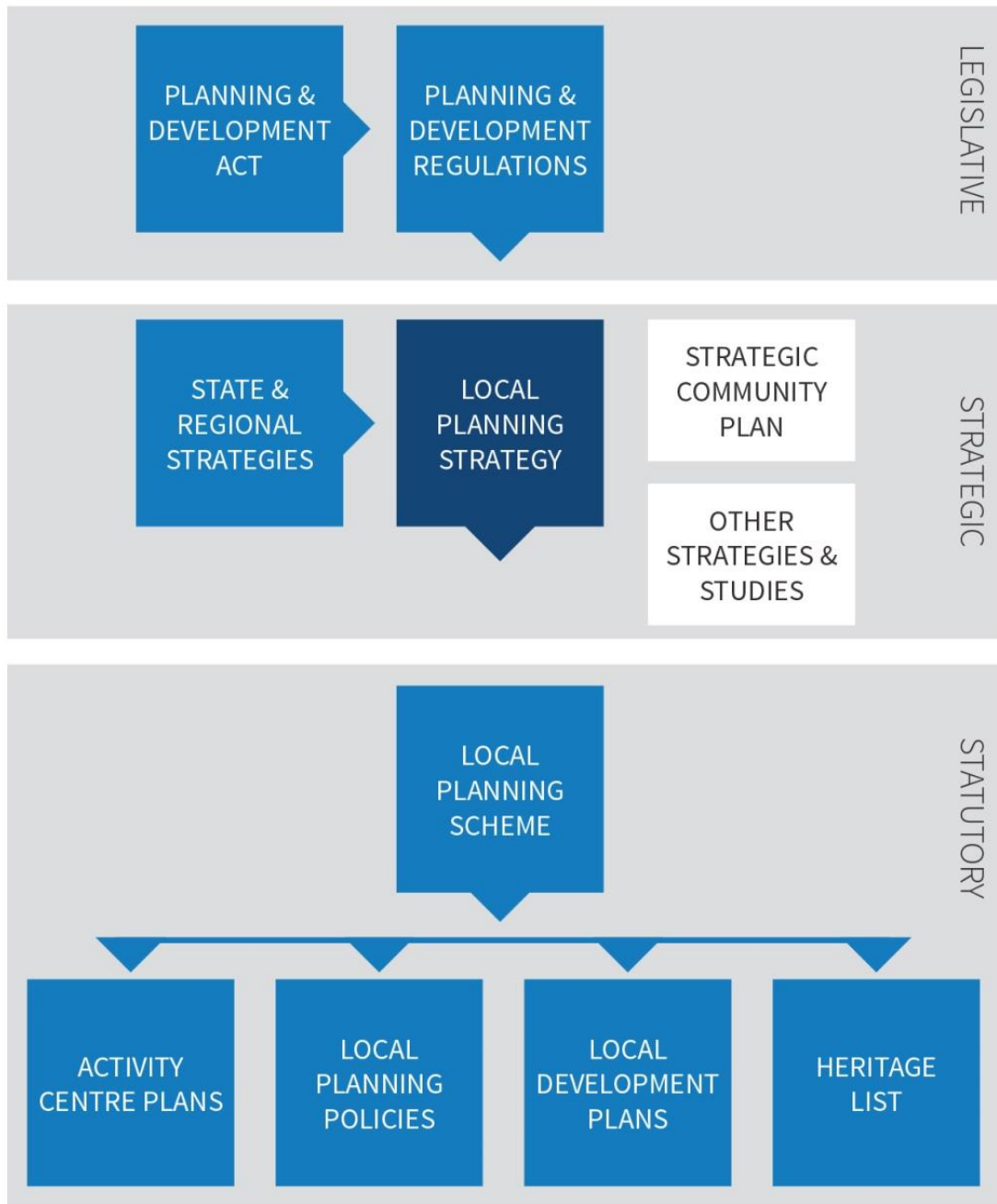


Figure 7: Local planning framework structure

4.1 Strategies and Schemes of the City of South Perth

[City of South Perth Strategic Community Plan \(2017-2027\)](#)

The City's *Strategic Community Plan* is a high level document containing the broad strategies for governance of the City and facilitation of coordinated growth. The Vision of the SCP is:

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

This Strategy is an extension of the City's Integrated Planning and Reporting framework, providing evidence-based rational for development and land use management.

This Strategy is a key part in delivering strategy 3.2(A) of the SCP, which is to *'Develop a local planning framework to meet current and future community needs and legislative requirements'*, and will also contribute to the delivery of various other strategies within the SCP. The SCP is separated into 4 areas; community, economy, environment (built and natural) and leadership. Each focus area has associated aspirations, outcomes and strategies. The SCP includes various strategies relevant to this Strategy outlined below:

	Outcomes and strategies	
Economy	Activated places	Facilitate activity centres and neighbourhood hubs that offer a diverse, viable and attractive mix of uses.
		Reinforce the South Perth peninsula as the City's primary activity centre by reinvigorating key assets and destinations.
Environment	Connected and accessible City	Facilitate a safe, efficient and reliable transport network.
		Facilitate a pedestrian and cycle friendly environment.
		Implement and maintain integrated transport and infrastructure plans.
	Sustainable built form	Develop a local planning framework to meet current and future community needs and legislative requirements.
		Promote and facilitate contemporary sustainable buildings and land use.
	Enhanced environment and open spaces	Maintain and improve ecosystem biodiversity in the City.
		Enhance the City's urban forest.
		Improve the amenity value and sustainable use of our streetscapes, public open spaces and foreshores.
		Facilitate effective management of Swan and Canning River foreshore.
	Resource management and climate change	Promote and implement sustainable water, waste, land and energy management practices.
Manage the risks associated with climate change.		

Table 5: Outcomes and strategies from the City of South Perth Strategic Community Plan

This Strategy is aligned to the outcomes of the SCP but it is not directly part of the City's Integrated Planning and Reporting framework. This Strategy provides an interpretation of the

outcomes and strategies contained in the SCP in a way that can be best dealt with by the City's town planning functions. The expected outcomes of the SCP are interpreted in the Strategies contained in [Part 1](#) of this Strategy.

[Draft Local Housing Strategy \(2011\)](#)

The City's Scheme became operative in April 2003. In 2011 the City began preparing a review of the Scheme and undertook a series of background studies to assist in the preparation of a local planning strategy. The draft Local Housing Strategy (LHS) was prepared based on guidance from a number of other strategies, including the City's Strategic Plan 2010-2015, the operative plan at the time.

The objective of the LHS was to deliver a housing strategy that would outline future densities and provisions for a new Local Planning Scheme. The LHS included actions that would have sought to provide for approximately 1,911 additional dwellings by 2043. The majority of these dwellings would be provided within the South Perth Station Precinct area. The LHS provided actions aimed at ensuring a range of affordable, adaptable and accessible housing was provided and also improved levels of housing diversity.

The LHS was considered by the Council but not formally adopted. In considering the LHS, the City resolved to progress actions relating to:

- The investigation of increased density in the areas adjacent to Canning Highway and Manning Road;
- The progression of investigations into increasing affordable housing provisions applicable to the South Perth Station Precinct, Canning Bridge Activity Centre and the eastern end of Canning Highway near the boundary with the Town of Victoria Park (and area referred to as 'the Eastern Activity Centre');
- Provisions to cap vehicle parking, and provide for adaptable and accessible housing within the abovementioned activity centres;
- Progression of detailed planning for the Eastern Activity Centre;
- Progression of detailed planning to increase the residential density of land surrounding Manning Hub;
- Progress planning for the removal of the dual-density coding system from the City's planning framework;
- Progress a review of the City's policy P350.1 'Environmentally Sustainable Building Design' to explore the greater implementation of sustainable building practices in development throughout the City; and,
- Progress the development of a local planning policy for the identification, protection and recognition of heritage places.

It should also be noted that in considering the above actions, the Council also resolved not to proceed with a number of actions. This included investigation of density increases in the part of Karawara known as the 'Karawara Greenways' and investigations for increased density in specific areas nearby to Canning Highway; such as Campbell Street, Kensington.

It has now been a number of years since consideration of the actions contained in the LHS. A number of the actions have been progressed, such as investigations into density increases in the areas along and adjacent to Canning Highway. Notwithstanding, the outcomes of the draft LHS have helped inform a number of strategies contained in [Part 1](#) of this Strategy. The actions relating to housing contained in [Part 1](#) of this Strategy should be seen as an evolution of the actions agreed and since partially pursued by the City since the LHS was first considered.

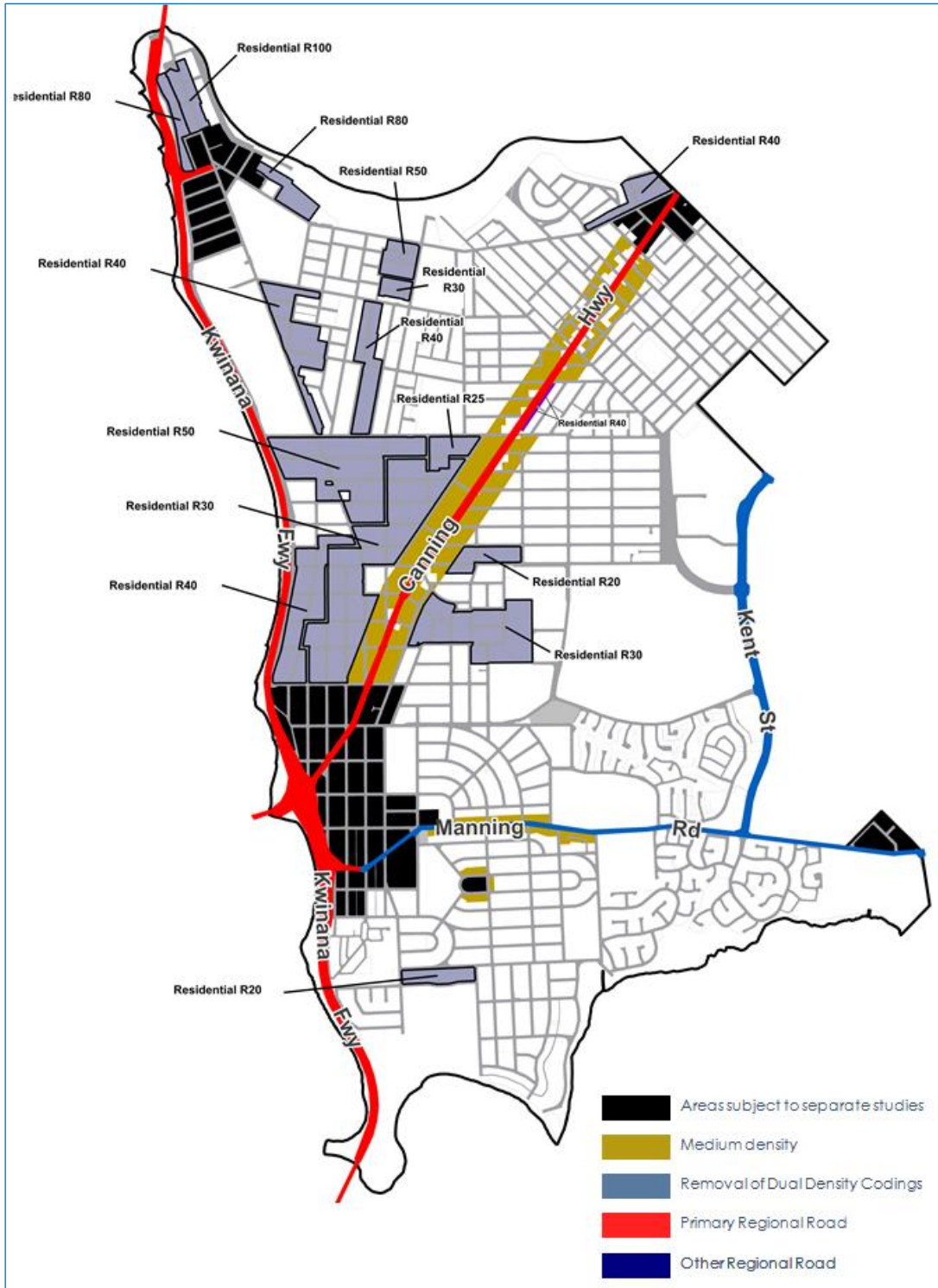


Figure 8: Draft Local Housing Strategy Map (2011)¹³

[Local Commercial Strategy \(2004\)](#)

The City adopted a Local Commercial Strategy (LCS) in 2004. The LCS provides a series of recommendations and actions for the development of the City’s activity centres and non-residential zones.

The LCS models a number of potential outcomes for floor space, land use diversity and employment in each area of the City over time; including projections out to 2021. A number of recommendations are made for the future development for each centre based on this modelling. Some of the notable recommendations made are summarised as follows:

- At the time, there was noted demand for additional supermarket space (approximately 3,000m² of floor space), probably located at Karawara (Waterford Plaza);
- The City should consider measures to improve the quality of the ‘main street’ at Mends Street. A particular focus should be on improving the quality of the ‘eat and drink out’ offering;
- The City should focus efforts on improving the public realm of both Preston Street and Angelo Street. The available floor space in each centre should be limited; in the case of Angelo Street to less than 6,500sqm and 10,000sqm in the case of Preston Street.
- The status quo should remain for smaller centres such as Welwyn Avenue and along Meadowvale Avenue, South Perth; and,
- The City should pursue measures to promote the redevelopment and refurbishment of non-residential properties along Canning Highway.

A significant period of time has passed since the LCS was first prepared. The information relied upon for its preparation is now significantly outdated and therefore the actions contained in the LCS are likely to be redundant or in need of reconsideration. The strategies and actions of [Part 1](#) of this Strategy aim to redefine the City’s approach to planning for its non-residential areas, given the dated nature of the LCS.

In 2017 the City undertook a review of some of the centres investigated in the LCS. This review is referred to as the Activity Centres Review (2017) and includes projections of future floor space, employment and land use demand in the City’s four neighbourhood centres and the Canning Highway urban corridor. Further discussion of this review is made in [Section 5.0 – Local Profile](#) of this Part.

[South Perth Foreshore Strategy and Management Plan \(2015\)](#)

The South Perth Foreshore Strategy and Management Plan (2015) (SPFMP) includes a number of strategies aimed at improving the quality, accessibility and activation of the northern foreshore of South Perth, along the Swan River. The strategy divides the area into ten (10) nodes. Each node is provided with a focus and a number of actions. The SPFMP also contains a number of actions relevant to the ‘whole of foreshore’ area (which refers to the 10 nodes of the SPFMP) relating to transport and access, infrastructure, activation, cultural, heritage and the environment.

The majority of the actions outlined in the SPFMP result in physical infrastructure improvements to the foreshore area. A large number of other actions relate to cultural development activities. There are few actions identified that specifically relate to the City’s local planning framework. Some of these actions include:

- Transport and access: *‘(v) Review current parking provisions (including numbers, time and taxi allocations; and location of car parks, with any further car park bays to be limited to road reserves, not within the public open space’; and,*
- Activation: *‘(iii) Review regulations and approvals process for events and activation along the foreshore’.*



Figure 9: South Perth Foreshore Strategy and Management Plan Map²⁴

The future planning of the City relies heavily on the quality of public spaces. This Strategy must recognise the strategic importance of the South Perth foreshore and the strong commitment the City has made to its on-going enhancement and management. The City should consider how the future planning framework supports the recreational, environmental, cultural development and activation strategies and actions outlined in the South Perth Foreshore Strategy and Management Plan.

[City of South Perth Parking Strategy \(2016\)](#)

In May 2016, the City adopted the City of South Perth Parking Strategy. The strategy makes the following key recommendations:

- The City's planning framework should focus on people access, rather than vehicle access,
- Parking policy should support sustainable transport,
- The provision of parking requires a demand management, not a demand satisfaction approach,
- The City should study parking demand on a longitudinal basis, which should inform changes to the City's parking requirements,
- The City should identify and prioritise potential sites for the construction of integrated parking facilities.

The recommendations of the Parking Strategy help inform the City's future planning response to matters of transport and access. This includes investigations as to how the emergence of alternative transport modes may change travel patterns and demand.

[Economic Development Strategy \(2013-2016\)](#)

The City's EDS aims to facilitate growth and investment within the City. In particular the strategy encourages a more strategic approach by the City towards its land assets; using the redevelopment of the Manning Hub as an example. The plan encourages progression of a range of planning proposals that result in increased resident numbers and economic activity. The EDS also, as a high-priority strategy, requires the development of a retail needs assessment.

Whilst the EDS is no longer current, this Strategy extends upon the expected outcomes of the EDS by ensuring appropriate strategies relating to activity centres are incorporated to ensure the planning framework promotes their ongoing growth and enhancement.

[Urban Forest Strategy \(2018-2023\)](#)

The Urban Forest Strategy outlines the value of trees and vegetation, including their social, environmental and economic worth. It explains the benefits of the urban forest and highlights the pressures facing it. The UFS notes a significant decline in canopy cover on private land since 1985, but also recognises that this loss of canopy has been largely offset by planting and growth of trees on public land.

Promoting tree canopy cover has a number of benefits to the City's environment, including reducing levels of urban heat, providing movement corridors for bird life and improving streetscape amenity. The UFS aligns with the City's Strategic Community Plan and sets a number of specific targets aimed at improving the overall scale and quality of the urban forest. This Strategy supports these actions by including relevant strategies and actions in [Part 1](#) relating to ways in which the planning framework can enhance and promote tree planting and retention.

[Town Planning Scheme No. 6](#)

The City's Town Planning Scheme No. 6 (the Scheme) is a district zoning and development Scheme applicable to the entire City of South Perth local government area. The Scheme was first gazetted in April 2003 and has undergone a number of amendments since this time. The Scheme consists of the scheme text and maps (inclusive of zoning maps, a precinct plan and various height plans) as well as the Deemed Provisions of the Regulations. The Scheme sets out the legislative planning framework for the district. The objectives of the Scheme are as follows:

- (a) *Maintain the City's predominantly residential character and amenity;*
- (b) *Introduce performance-based controls supported by Local Planning Policies and Precinct Plans;*
- (c) *Facilitate a diversity of dwelling styles and densities in appropriate locations on the basis of achieving performance-based objectives which retain the desired streetscape character and, in the older areas of the district, the existing built form character;*
- (d) *Establish a community identity and 'sense of community' both at a City-wide and precinct level and to encourage more community consultation in the decision-making process;*
- (e) *Ensure community aspirations and concerns are addressed through Scheme controls;*
- (f) *Safeguard and enhance the amenity of residential areas and ensure that new development is in harmony with the character and scale of existing residential development;*
- (g) *Protect residential areas from the encroachment of inappropriate uses;*
- (h) *Utilise and build on existing community facilities and services and make more efficient and effective use of new services and facilities;*
- (i) *Create a hierarchy of commercial centres according to their respective designated functions, so as to meet the various shopping and other commercial needs of the community;*

- (j) *In all commercial centres, promote an appropriate range of land uses consistent with:

 - (i) *the designated function of each centre as set out in the Local Commercial Strategy; and*
 - (ii) *the preservation of the amenity of the locality;**
- (k) *Recognise and preserve areas, buildings and sites of heritage value; and,*
- (l) *Recognise and facilitate the continued presence of significant regional land uses within the City and minimise the conflict between such land use and local precinct planning.*

The Scheme provides development standards and the head of power for a number of other planning mechanisms, such as the Canning Bridge Activity Centre Plan and local planning policies.

The central purpose of this Strategy is to provide a strategic framework and basis to develop a new Local Planning Scheme, which will ultimately replace the existing Scheme. A primary reason for this is the age of the Scheme, recent changes to planning legislation and the resultant inconsistencies between the Scheme and overarching planning framework. The key inconsistencies are summarised as follows:

- The general structure and format of the Scheme text is markedly different to that contained in the Regulations, Deemed Provisions and Model Provisions. This makes continual amendments to the Scheme increasingly difficult to reconcile with the rest of the Scheme text;
- The extensive use of split-codes to incentivise greater density development is inconsistent with contemporary approaches to zoning and density controls and is generally considered to be an overly complex way to regulate progressive increases in residential density; and,
- The use and integration of ‘special control area’ provisions into the Scheme text. The Scheme uses special control areas to implement complex planning mechanisms, whereas the contemporary approach is to use special control areas for specific (often single) issues.

This Strategy considers measures to ensure these inconsistencies are resolved as part of a new Local Planning Scheme.

Key implications from strategies and Schemes of the City of South Perth

- Future planning for vehicle parking should be integrated with land use planning and give consideration to the how emerging transport technologies may be adopted.
- Future development within the City needs to support other plans aimed at improving the amenity of the City’s foreshore reserves.
- The City needs to review the Scheme to better align it with contemporary planning practice, including review of the split coding system.

4.2 Activity Centre Plans, Urban Design Studies and Plans

[Canning Bridge Activity Centre Plan](#)

In April 2016 the WAPC adopted the CBACP. The activity centre plan area is partially within the City of South Perth and partially within the City of Melville. The plan was prepared in accordance with SPP4.2 and aims to provide for 2,100 additional dwellings and 700 new employment opportunities within the whole of the activity centre area by 2031. By 2051 a further 8,000 dwelling are expected, in addition to those provided to 2031, within the whole of the activity centre plan area.

Land within the activity centre is anticipated to be mostly residential with some mixed use development anticipated in the areas most adjacent to Canning Highway and Manning Road. The CBACP includes a range of requirements aimed at facilitating different development forms. This ranges from ‘tower-on-podium’ buildings in mixed use areas to smaller multi-storey apartment buildings with landscaped setback areas in predominantly residential areas.

The CBACP contains a range of controls relating to vehicle parking, lot boundary setbacks, public art, building height, landscaping and sustainability. Notably it does not contain criteria relating to visual privacy or the plot ratio of buildings. Criteria relating to protecting natural light access are only applicable to situations where bonus building height is being sought by a development.

The purpose of the CBACP is to facilitate redevelopment of the area adjacent to Canning Bridge railway station in order to supports its use. The plan includes provisions that promote redevelopment of the activity centre plan area at higher densities and higher levels of intensity. In the City of South Perth, development between four to fifteen storeys is promoted (with some instances of bonus height available).

The adoption of the CBACP is consistent with the strategies outlined in Perth and Peel @3.5 million and the associated Central Sub-Regional Planning Framework, which encourages the directing of population and activity growth within designated activity centres.

The CBACP includes the following implementation tasks:

- The adoption of an amendment to the MRS to provide for road widening along Canning Highway through the area,
- Preparation and adoption of a developer contribution scheme to support the development of new infrastructure in the area,
- Amendments to the City’s Scheme to provide development controls consistent with the plan, and,
- Amend/adopt any local planning policies as required to achieve the objectives of the plan.

The plan anticipates a gross dwelling density of 74 dwellings per hectare by 2051. The implementation tasks and relevant considerations in regards to zoning, land use and built form have informed a number of strategies in [Part 1](#) of this Strategy, including those relating to population and housing, transport and access and activity, employment and entertainment.

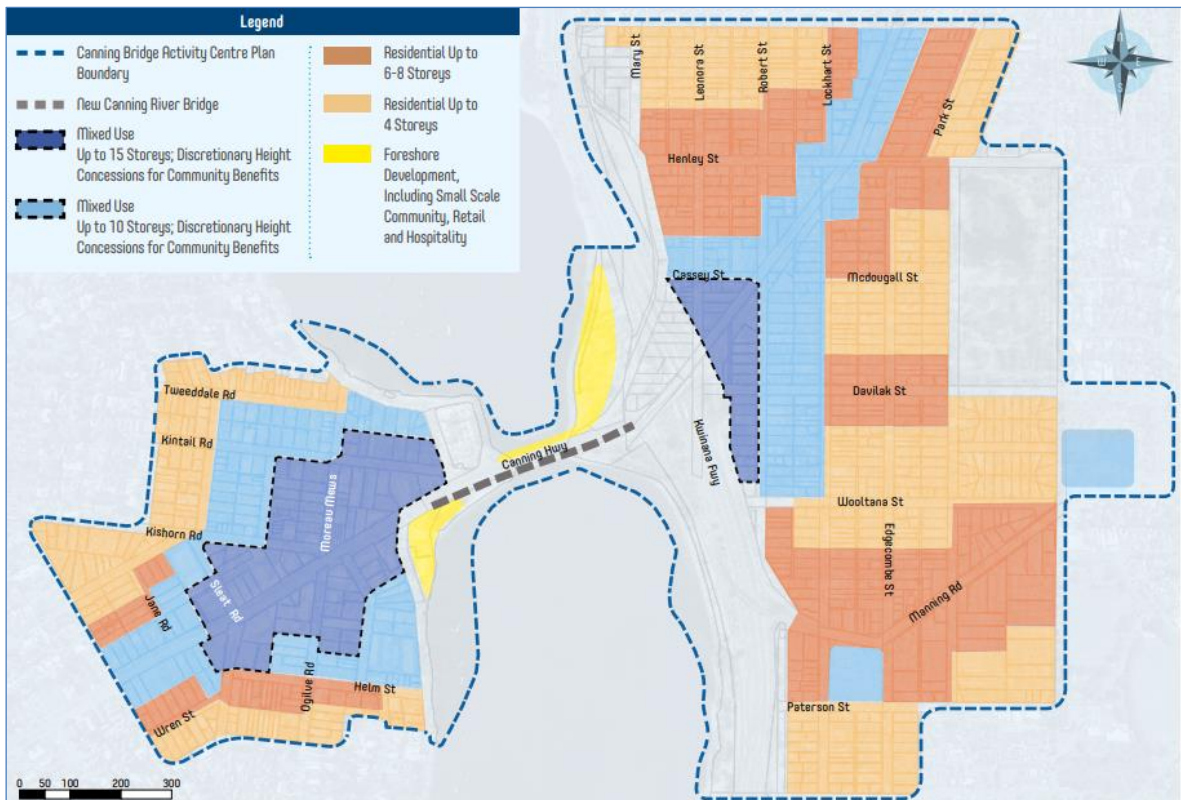


Figure 10: Canning Bridge Activity Centre Plan Land Use, Built Form and Zones Map⁸

[South Perth Station Precinct Plan, South Perth Peninsula Place and Design Study and Draft South Perth Activity Centre Plan](#)

Provision was made for a heavy railway station at the end of Richardson Street when the Mandurah line was constructed in 2007. The City completed a number of studies to support the case for a station, culminating in the South Perth Station Precinct Plan in 2011 (the Precinct Plan). The Precinct Plan provided a framework to guide development in the precinct, with the aim of supporting a railway station by increasing the density of commercial and residential land use within walking distance of the future station.

The Scheme was amended to implement the recommendations of the Precinct Plan, including allowing for more intensive development (both commercial and residential).

The ‘station precinct’ area is designated as a ‘district centre’ in accordance with SPP4.2 (released in 2010) and Perth and Peel @3.5 million (released in 2015). This designation provides guidance and formalises the State Government’s expectations for the ongoing planning and development of the activity centre.

As development progressed within the centre, there was a need to review the Precinct Plan and associated Local Planning Scheme provisions. The South Perth Peninsula Place and Design study responded to this need via a high level, collaborative planning and design exercise. This study reviewed the Precinct Plan and the development that had occurred within the precinct since the initial adoption of the Precinct Plan. The Place and Design study centred on an intensive 5-day workshop in March 2017 with a team of consultants, City staff, and government and community stakeholders. The report provided an update to the planning direction for the area and recommended further investigations are undertaken.

In order to implement the updated planning direction recommended by the Place and Design study, and to address recommendations relating to built-form, transport and access, and public realm, the City commenced development of the South Perth Activity Centre Plan (SPACP). Completion of the draft activity centre plan is expected in late 2019 or early 2020.

The SPACP will be accompanied by an amendment to the Scheme, which will include controls on land uses, building height, plot ratio, floorplate size, setbacks, site coverage and criteria for development bonuses. These controls, and the guidance within the SPACP, are designed to accommodate forecast demand and growth and reflect the evolving local character of areas within the centre and the overall vision for the centre's development.

The SPACP will refine and implement the planning direction established through the Place and Design study. Elements such as the character areas and their associated objectives, the preference for buildings to be slimmer and taller, rather than shorter but covering more of the site with less space between them, and an emphasis on creating attractive pedestrian-friendly streetscapes, will be carried forward into the SPACP.

The SPACP also aims to provide enough built-form capacity to accommodate projected population and activity growth in the area.

[Canning Highway #ShapeOurPlace Project, Kensington/South Perth – Character Study](#)

In November 2012, as part of the draft Local Housing Strategy project, the City's Council resolved to:

'investigate and progress medium density coding increases for all residential lots within 100 metres of Canning Highway.'

The resolution above led to the commencement of the Canning Highway #ShapeOurPlace project. In March 2016 the City received a report prepared by GHD Woodhead titled 'Canning Highway Residential Density and Built Form Study' (the GHD report). The report considered a study area broadly consisting of street blocks within 100 metres of Canning Highway between the eastern boundary of the City with Victoria Park and Cale Street, Como (the boundary of the Canning Bridge Activity Centre Plan area).

The report considered the differing character of the various sections within the study area and separated the area into 5 distinct character 'places'. It also made broad built form recommendations. This report formed the basis for the future planning of the now-defined study area.

Later in 2016 and 2017 the City prepared two reports investigating the character and development potential of the parts of Kensington and South Perth adjoining Canning Highway (broadly north of Douglas Avenue). These areas are identified as 'Place 1' and 'Place 2' in the GHD report. These reports, titled the 'Kensington/South Perth Character Study' are divided into two volumes:

- A 'Part A' report which makes high levels recommendations regarding existing and future built-form character and further refined the study area from the GHD report; and,
- A 'Part B' report, which made more detailed recommendations for built form controls that could inform a future Scheme amendment.



Figure 11: Map of Place 1 & 2 Study Areas – Kensington/South Perth Character Study (Part A)²⁰

In June 2018 the Council agreed to initiate an amendment (No. 57) to Town Planning Scheme No. 6 in order to modify existing development standards in order to facilitate medium density development along Canning Highway. Amendment 57 relates to ‘Place 1’ and ‘Place 2’ as identified in the original GHD report. The modified development standards relate to density, building height, vehicle access and design.

The purpose of the investigations for increased density along Canning Highway is to accommodate population and activity growth in an area well served by transport infrastructure. Canning Highway is identified as an ‘urban corridor’ under the Central Sub-Regional Planning Framework and is a key connector of the Canning Bridge, Victoria Park and Perth CBD activity centres. This Study has informed [Part 1](#) of this Strategy, particularly the Strategies and actions relating to population and housing growth

[*Waterford Triangle Urban Design Plan & Draft Scheme Amendment No. 59*](#)

Planning investigations for the area known as ‘Waterford Triangle’ began in 2006 in partnership with the Department of Commerce. The purpose was to explore community needs and provide an urban design guide that could facilitate higher density, higher quality redevelopment. In 2010 the City prepared an Urban Design Plan (UDP) for the area known as ‘Waterford Triangle’,

being the street blocks contained by Manning Road, Conlon Street and McKay Street, Waterford. The UDP divided the precinct into four sub-precincts; 'Apartment' and 'Terrace' and 'Park Terrace' precincts which anticipated multiple dwelling and terraced dwelling developments, as well as 'McKay Street' precinct, which would allow for lower intensity grouped dwellings in order to transition to the adjacent single residential area. The UDP was endorsed by Council in February 2012.

The UDP recommended a range of changes to the City's planning controls to allow for medium density town-house style development. The UDP placed a significant emphasis on public realm improvements and recommended these improvements be achieved via developer contributions.

In December 2017 the Council endorsed an officer report that comprehensively reviewed the content of the UDP. The report noted a number of difficulties in achieving the public realm improvements identified in the UDP, the need to refine the City's controls relating to vehicle access from Manning Road and the difficulties in achieving the built form outcomes of the UDP under the current planning framework and lot arrangement. The Council instead adopted an approach that would:

- Progressively upgrade infrastructure within the Waterford Triangle over time, funded as part of the City's capital works program;
- Prepare Scheme provisions to resolve vehicle access issues for lots fronting Manning Road; and,
- Prepare and seek community feedback on an amendment to the Scheme that would facilitate medium density multiple dwelling (apartment) development within the precinct at a height of three storeys.

In June 2018 Council initiated an amendment (No. 59) to the current Scheme which proposed rezoning the land contained in Waterford Triangle from R20 to R60 and to amend the Scheme Map Height Plan to allow for development up to three storeys.

Waterford Triangle is adjacent to both Manning Road and Curtin University and has the potential to provide greater levels of housing affordability and diversity (possibly attracting more student housing) than most other areas of the City. The work done in this area has informed [Part 1](#) of this Strategy, particularly the Strategies and actions relating to population and housing growth

Key implications from activity centre plans, urban design studies and plans

- The South Perth Peninsula (and surrounds) is identified as a District Centre under Perth and Peel @3.5 million.
- The City has adopted the Canning Bridge Activity Centre plan.
- Canning Highway is an identified urban corridor functioning primarily as a corridor for private vehicles but also served by high-frequency public transport.
- The City is progressing plans for the area known as the Waterford Triangle, aimed at improving the amenity of the area.

4.3 Other Plans and policies

[Department of Transport – Parking guidelines for activity centres](#)

The Department of Transport has prepared guidelines for the assessment and setting of parking standards within activity centres. The guidelines provide a series of measures that aim to maximise the use of public transport and active transport modes within activity centres.

The guidelines discourage the use of a ‘predict and provide’ method of providing vehicle parking. This is where parking rates are set based on an estimated typical demand for each new land use proposed (i.e. 1 bay per apartment, or 1 bay per table in a restaurant). For this approach to be successful, a number of assumptions must be made including that each site has sufficient land available for parking and that all users will have the same vehicle parking demands (i.e. every household will have the same amount of cars).

Instead, the guidelines recommend local governments adopt a more holistic approach to parking by;

- Considering the parking needs of an activity centre as a whole, including capping the amount of parking in the centre overall; and,
- By identifying opportunities for reciprocal parking, shared parking and by ensuring parking management is a central element.

This ensures that parking is provided in the most efficient way and that it is not over supplied. Ensuring activity centres are provided with sufficient, but not excessive parking will enhance the functionality and sustainability of each activity centre in the long term. This Strategy recommends investigations to cap vehicle parking within activity centres adopting a more holistic approach to vehicle parking policy and assessment.

[Connect South](#)

The Connect South project has developed from the South Perth Foreshore Management Plan which identifies Node 1: Mends Street as a key area in need of improvement. Connect South encompasses public realm upgrades to the jetty foreshore, Mends Street, Harper Terrace and Windsor Park. The masterplan includes the development of a range of public realm improvements aimed at improving general amenity, wayfinding, street activation and accessibility throughout the area.

The Connect South project has clear implications for the future planning of the South Perth Activity Centre. Recognising Mends Street and the South Perth Activity Centre as the primary area for social, economic and civic activity is an important outcome of the Strategic Community Plan and this objective is supported by the Connect South project. Future planning decisions within the activity centre should integrate with the built form outcomes of the Connect South project. The relevant strategies and actions have been developed to ensure consistency with this project.

[Karawara Public Open Space Masterplan and Collaborative Vision](#)

In August 2015 the City received the Karawara Open Space Masterplan and Collaborative Vision. The plan relates to the whole of Karawara, but specifically the area known as the ‘Karawara greenways’; an area of the City based on ‘Radburn’ city design principles. The area consists of a series of cul-de-sacs intersected by a network of ‘spine and spokes’ public open space. The plan proposed upgrades to the public open space areas to improve the overall character, connectivity, amenity and safety of the area.

[Clontarf-Waterford-Salter Point \(CWSP\) Foreshore Masterplan](#)

In 2017 the City commenced a master planning process to guide future of the Clontarf-Waterford-Salter Point foreshore (otherwise known as the Canning River wetlands). The primary aim in establishing the CWSP Foreshore Masterplan is to provide a single consolidated approach to the enhancement and management of this regional foreshore. The plan considers a range of discrete, passive interventions aimed at improving levels of accessibility, activation and greater protection of places of environmental and heritage significance along the foreshore reserve.

Similar to the South Perth foreshore, very few of the actions in the plan relate to the City's planning framework directly. However the future planning of the City relies heavily on the quality of public open spaces. The City cannot support a growing population without improvements to public open spaces. This Strategy supports the conservation focus of the CWSP Foreshore Masterplan by avoiding strategies that promote population and activity growth adjacent to the foreshore reserve.

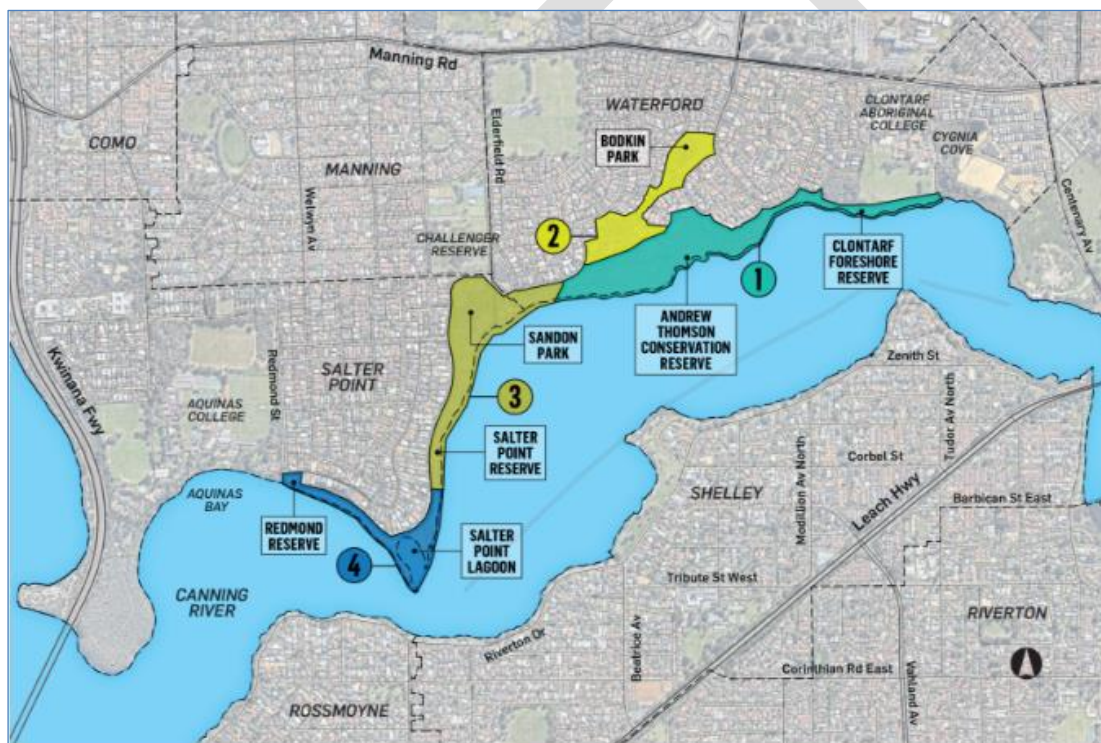


Figure 12: Masterplan areas – Draft Clontarf-Waterford-Salter Point Foreshore Masterplan (2018)²²

[City of South Perth/Town of Victoria Park Joint Bike Plan](#)

The City of South Perth/Town of Victoria Park Joint Bike Plan (2018) (the Bike Plan) makes a number of recommendations relevant to the future planning of the City. The bike plan includes the following implementation actions for the City of South Perth within the next 5 years:

- A high quality route along the South Perth Esplanade connecting the freeway principle shared paths with the existing paths east of Mends Street;
- A connection between Canning Bridge and Curtin along Davilak Street, Godwin Avenue (in the form of a bike boulevard) and Jackson Road;
- A new upgraded shared path along Manning Road between Welwyn Avenue and Centenary Avenue;

- A bike boulevard along Lawler Street between Canning Highway and the City's northern foreshore, connecting to a shared path along Hayman Road to Curtin University;
- An on-road cycle lane on Kent Street between Dick Perry Avenue and Jarrah Road;
- An on-road cycle lane on Coode Street between Thelma Street and South Terrace; and,
- Promotion of bike parking and amenities as an important component of infrastructure upgrades.

The implementation of the Bike Plan has been considered by this Strategy. [Part 1](#) of this Strategy considers relevant actions that will ensure the planning framework facilitates the implementation of this bike plan where possible.

[Local Planning Policies](#)

The City maintains a large number of local planning policies dealing with a number of matters, but largely confined to matters affecting residential properties; namely single residential properties. The City aims to review its policies at least every two years. This is particularly important given the recent Regulations and changes to the R-Codes. The suite of policies currently adopted by the City is as follows:

- P301 Community Engagement in Planning Proposals;
- P303 Design Review Panel;
- P306 Development of properties abutting River Way;
- P307 Family Day Care and Child Care Centres;
- P308 Signs;
- P309 Satellite Dishes;
- P310 Telecommunications Infrastructure;
- P313 Local Heritage Listing'
- P315 Car Parking Reductions for Non-Residential Development;
- P316 Developer Contributions for Public Art and Public Art Spaces;
- P317 Licensed Premises;
- P318 South Perth Station Precinct Application Requirements;
- P350.01 Environmentally Sustainable Building Design;
- P350.02 Lot Boundary Setbacks (Boundary Walls)
- P350.03 Car Parking Access Siting and Design;
- P350.04 Additions to Existing Dwellings;
- P350.05 Trees on Development Sites and Street Verges;
- P350.07 Street walls and fences;
- P350.09 Significant Views;
- P350.14 Use or Closure of Rights of Way;
- P350.16 Variations to plot ratio for Multiple Dwellings and Mixed Developments;
- P350.17 Site works;
- P350.18 Short term accommodation;
- P351.5 Streetscape Compatibility – Precinct 5 Arlington and Precinct 6 Kensington;
- P351.12 9 Bradshaw and 8 Conochie Design Guidelines; and,
- P351.14 Cygnia Cove Residential Design Guidelines.

The purpose of a local planning policy should be to provide guidance on the interpretation of the objectives, purpose and provisions of the City's Scheme and the State planning framework. These policies will be comprehensively reviewed in conjunction with the formulation of a new Local Planning Scheme.

[Public Places and Local Government Property Local Law 2011](#)

The City's Public Places and Local Government Property Local Law 2011 provides the City's primary control for use and activities on the City's public reserves and buildings. The local law covers matters such as advertisements, activities, behaviour, use of facilities, activities on streets and activities in other public spaces. It is important the local law reflect the communities' values for the use of public places and allows appropriate activity to freely occur.

Key implications from other plans an policies of the City of South Perth

- Future development within the City needs to support other plans aimed at improving the amenity of the City's public reserves and public places;
- The use and development of land within the City is controlled by various policies and local laws. These laws need to reflect the City's aspiration for the development and use of public places.

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4.4 Strategies of adjoining local governments

[City of Melville](#)

The City does not share a land border with City of Melville, but importantly both the City of South Perth and City of Melville have land subject to the CBACP. The implementation of the Structure Plan will have planning implications on both local governments in terms of population, activity, employment, natural resources and travel demand. The City of Melville also has 5 other district centres (along with Canning Bridge), a higher order secondary centre (Booragoon) and a specialised centre (Murdoch) which are to a degree, in competition for trade, employment and services with the equivalent centres in the City of South Perth.

[Town of Victoria Park](#)

The Town of Victoria Park has no currently adopted local planning strategy. Instead the Town maintains a series of precinct plans which accompany its Scheme. These plans set out the desired character of each precinct. These plans are considered to have a limited impact on strategic planning within the City of South Perth.

[City of Canning](#)

The City of Canning adopted a Local Planning Strategy in June 2017. This Strategy was adopted by the Western Australian Planning Commission in October 2017. The Strategy includes strategies/actions to increase the intensity of population in Wilson and St James as well as undertake the 'Bentley Regeneration Project' nearby to Curtin University and Manning Road. Progression of these strategies may impact on regional economic, transport and employment demand. The Strategy also aims to improve the intensity and commercial offering of the Canning City Centre (Cannington); which competes with the City of South Perth for economic activity on a regional level.

[City of Perth](#)

The City of Perth does not have a current adopted local planning strategy. However the City is the subject of a number of higher order strategies and plans. Approximately 24.2% of the City of South Perth's resident workforce work within the City of Perth. Travel demand between the two areas is therefore an important planning issue.

5.0 Local Profile

This section considers the local profile of the City of South Perth. This profile includes demographic and economic data to build an understanding of the current socio-economic, physical, environmental and infrastructure profile of the City.

This section also considers the key drivers of change in the City, population growth, and what the City is forecast to look like into the future. This section will help identify the key trends influencing the future planning of the City.

Forecast Population Growth

The Strategy uses growth forecasts prepared for the City by 'ID – The population experts'. This forecast uses 2016 census data provided by the Australian Bureau of Statistics. The forecast is built on a 'bottom up' model that analyses each 'SA1' (small areas with <1,000 people) within the City of South Perth to project growth and future demographics based upon:

- Migration inward, migration outward and over time and between local governments;
- Mortality rates, births and the cyclical nature of households (family households transition into 'empty-nester' households) over time, for example;
- Economic assumptions based on the current state of the metropolitan and regional economy; and,
- Development data, including previous dwelling constructions in the area, planned developments (approved development applications and approved local area specific plans, like the Canning Bridge Activity Centre Plan) and likely future incremental growth.

This approach provides a highly robust model for predicting growth and the demographic profile of that growth at a local level. The forecast provides the clearest, most locally specific data set for the City to analyse in its future planning. The forecast also includes projections out to 2041, with data at each 5-year interval between 2016 and 2041.

As the forecast considers all of the factors affecting population change (births, deaths, migration, changes in household size and composition, development etc) at small census area level, they are able to provide a robust, detailed, accurate and flexible model for projecting change at a suburb level; which combined to provide a local government forecast. Other forecasts, such as those prepared by the ABS or State Governments (such as WA Tomorrow) usually consider these factors at a State or metropolitan level, meaning they are less reliable when being applied to a specific area, such as a suburb or local government area. The City's forecast is preferred over higher level, more general forecasts provided in other documents as it builds a clearer and more accurate picture of likely growth in the City for several reasons;

- It is locally specific, analysing each SA1 in detail to then build a picture of each suburb and the City of South Perth as a whole;
- It provides a detailed picture of demographic change, not just growth. It provides detailed findings on household compositions, age, gender and family structure.
- It uses the most up to date census information;
- It builds in development data that considers previous development rates, planned development and likely levels of incremental development taking into account current density coding and zonings.

5.1 Population and housing

5.1.1 Population growth

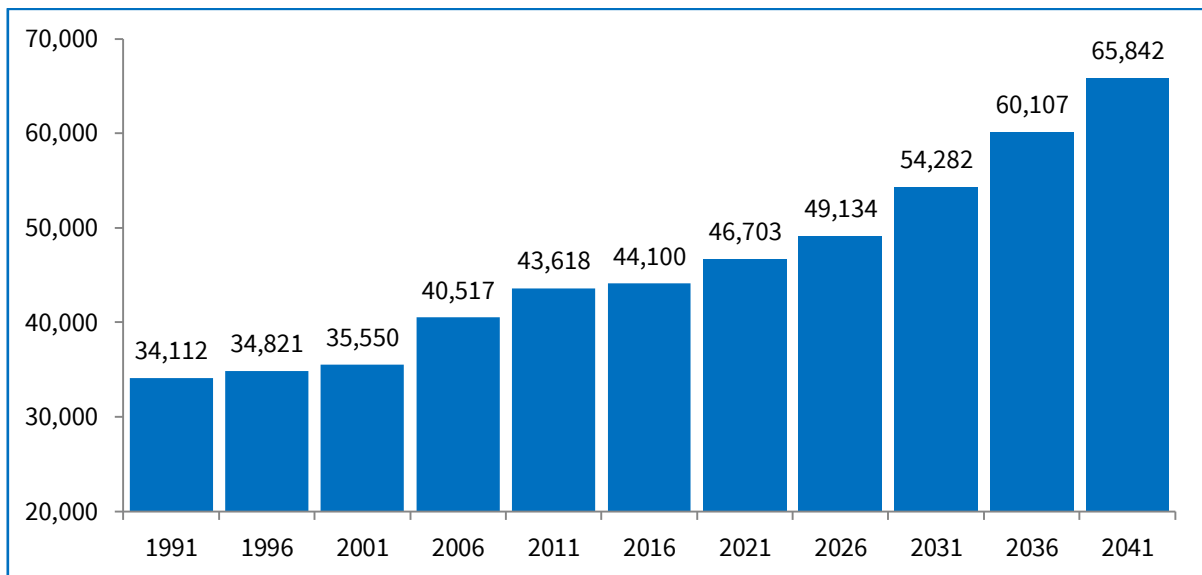


Figure 13: Historic and estimated residential population in City of South Perth (1991-2041)^{1,3}

The City's population increased only steadily from 1991 to 2001's but increased more quickly in the period 2001-2011. For each five year period between 1991-1996 and 1996-2001, the City's population grew by only 2.07% and 2.09% respectively. Growth accelerated during the next two five-year periods to 7.9% between 2001 and 2006 and 7.6% between 2006 and 2011. Growth during the period between 2011-2016 occurred at 1.11% over the period.

The population of the City is expected to grow by an additional 2,603 people between 2016 and 2021, a further 2,431 people between 2021 and 2026; and by 5,148 people between 2026 and 2031. This represents a total population growth of approximately an additional 10,182 people between 2016 and 2031.

By 2041 the City's population is expected to grow to beyond 65,000 people. 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.

This projection provides an understanding of the expected long term population growth and assists in guiding the City's response to this growth. Historically, the biggest drivers of the City's increasing population have been overseas migration and incoming population from other parts of Western Australia; in particular regional cities and towns. A growing population has implications for the City in terms of providing appropriate amounts of new housing, employment, infrastructure, as well as opportunities for entertainment and access to public open space.

The below table provides additional detail on where this future population is likely to be located up to 2031;

Suburb	2016	2031	Additional (2016-2031)
South Perth	12,857	16,517	+3,660
Como	15,098	18,899	+3,801
Waterford	2,387	3,543	+1,156
Kensington	4,455	5,147	+692
Manning	4,142	4,695	+553
Salter Point	3,011	3,395	+384
Karawara	2,151	2,086	-65
Total	44,100	54,282	+10,182

Table 6: Projected population by suburb (2016-2031)^{1,3}

5.1.2 Age profile

The table below sets out the population groups of the City based on generational age cohorts.

Age-group cohort	2001	2016	Change (%)
Babies and pre-schoolers (0-4)	4.3%	4.7%	+0.4%
Primary schoolers (5-11)	6.1%	6.8%	+0.7%
Secondary schoolers (12-17)	7.4%	6.4%	-1.0%
Tertiary education and independence (18-24)	15.6%	11.7%	-3.9%
Young workforce (25-34)	16%	17.0%	+1.0%
Parents and homebuilders (35-49)	20.6%	19.3%	-1.3%
Older workers and pre-retirees (50-59)	11.8%	12.3%	+0.5%
Empty nesters and retirees (60-69)	6.3%	11.3%	+5.0%
Seniors (70-84)	8.9%	7.8%	-1.1%
Elderly (+85)	2.7%	2.7%	Nil

Table 7: Change in population cohorts (2001-2016)¹

In the period 2001 to 2016, the City experienced a relative decline in tertiary and independent young adults (those aged 18-24) while at the same time experiencing an expansion in its 'empty nester and retiree' cohorts. A growing older population is not a trend unique to the City of South Perth and illustrates the need for the City to consider how the housing needs of different population groups will change over time. The below figure provides a projection of the City's age-profile to 2031.

Based on these projections all age groups are expected to grow into the future; although some more so than others. Of particular note is that the City’s largest demographic group is those aged between 25 and 29 and by 2031, the City is expected to accommodate a significantly larger cohort of people aged 70 and older. The number of children (aged 0-14) is expected to increase by 2031 and this is complimented by a growth in the adult/parent population; broadly those aged 30 and 45.

It is important to recognise these trends and in particular, ensure the future planning of the City accommodate, amongst other things;

- An ageing population of those aged over 70;
- A growing cohort of young children and teenagers in family households; and,
- A large demographic of young adults aged (primarily) between 25 and 29.

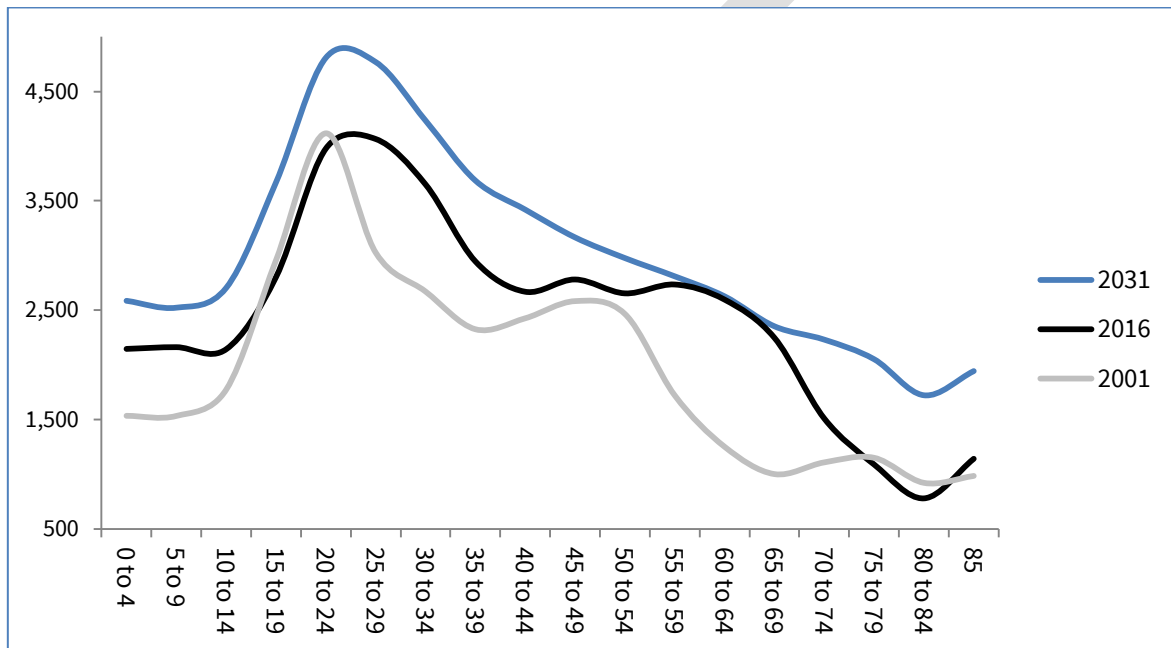


Figure 14: Number of persons in each 5-age group, including forecast prediction (2001-2031)^{1,3}

The City of South Perth’s forecast population growth is not unusual and the growth forecast to occur is commensurate with other similarly positioned local governments, of similar scales, as shown in the figure below:

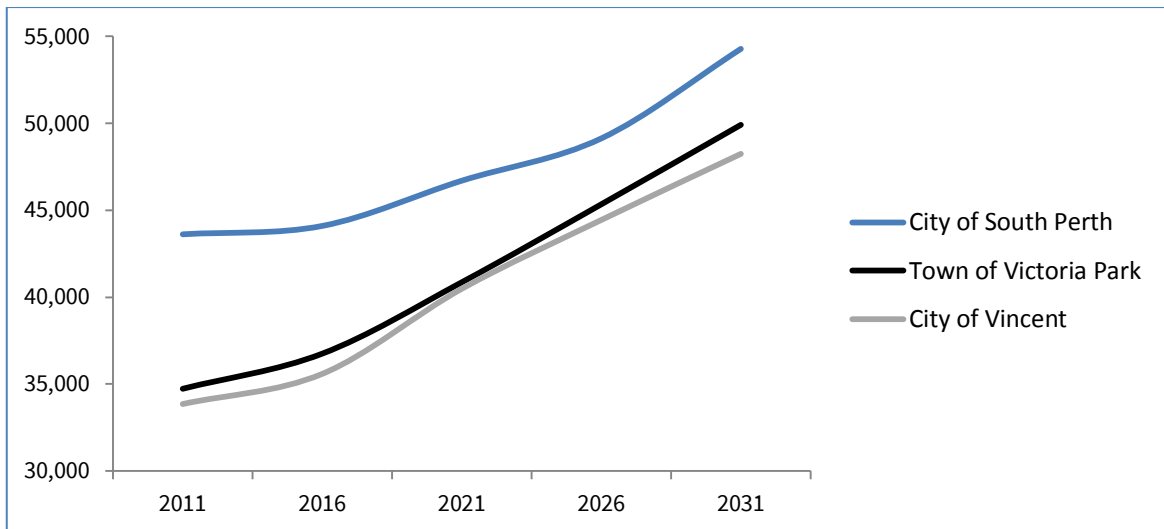


Figure 15: Projected population growth of comparable inner-city local governments.^{1,3}

Key implications of population growth

- The City's largest 5-year age group are those aged 25-29, which is predicted to remain unchanged by 2031. The City's population is expected to grow by over 10,182 people by 2031 and will increasingly consist of people aged over 70, young children in family households and a large demographic of young adults aged 25-29.
- Providing a framework to accommodate this growth, by providing for new dwellings in appropriate locations in line with State policy that are also appropriate for the City's demographic profile.

5.1.3 Dwelling growth

In Perth and Peel @3.5million the City of South Perth is allocated a dwelling target of at least 3,450 extra dwellings between 2016 and 2031. This document also allocates a dwelling target of at least 8,300 additional dwellings between 2011 and approximately 2050.

The forecast prepared for the City anticipates that the number of dwellings within the City will actually grow by approximately 4,784 between 2016 and 2031 and by 9,891 between 2016 and 2041.

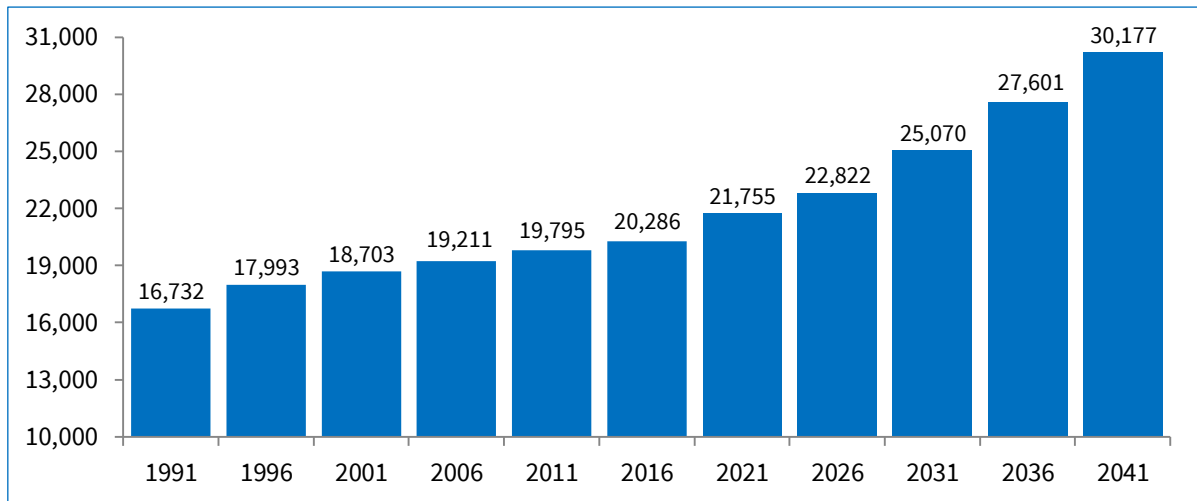


Figure 16: Historic and projected number of dwellings in the City of South Perth (1991-2041)^{1,3}

This dwelling growth represents an evidence based analysis of the demographic factors affecting how dwelling growth and demand will change within the City of South Perth. It indicates that the targets outlined in Perth and Peel @3.5million, in this case, may under represent the forecast level of dwelling growth potential within the City of South Perth.

The graph below shows the annual dwelling infill assumptions used to determine the projected dwellings graph shown in Figure 16 above. Appendix 1 of this document contains annual dwelling forecast assumptions for each of the individual suburbs that aggregate to the total City of South Perth dwelling forecast.

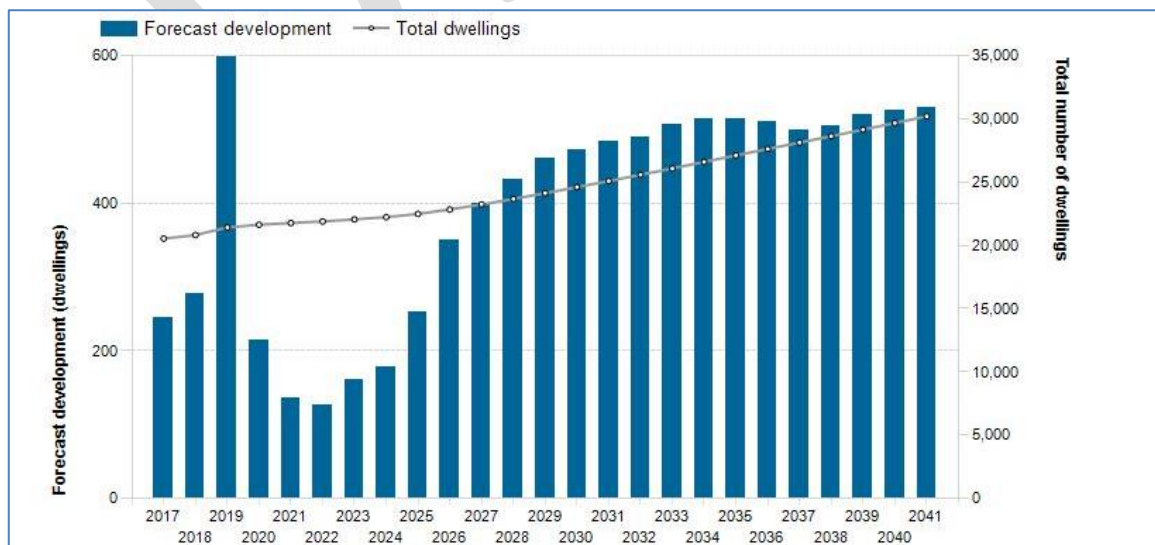


Figure 16(a): Forecast residential development in City of South Perth³

The forecast includes expected dwelling growth to 2031 by suburb areas, which is outlined as follows:

Suburb	2016	2031	Additional (2016-2031)
Como	7,598	9,431	+1,833
South Perth	6,812	8,571	+1,759
Waterford	843	1,256	+413
Kensington	1,688	2,029	+341
Manning	1,628	1,882	+254
Salter Point	1,029	1,196	+167
Karawara	688	705	+17
Total	20,286	25,070	+4,784

Table 8: Projected dwelling growth by suburb (2016-2031)^{1,3}

The City has prepared a projection (refer to the table below) on the number of new dwellings expected within the nominated managed growth areas. These projections are based upon a range of different factors and data points:

- (1) Detailed forecast modelling, such as for the land subject to the Canning Bridge Activity Centre Plan, or,
- (2) Growth projections based on known development standards contained, or proposed to be contained in the City's Local Planning Scheme, or,
- (3) Estimations of the number of dwellings needed to achieve a certain level of dwelling density, based upon the criteria contained in State planning policies. These policies set 'desirable' dwelling density targets in order to support the viability of activity centres and transport infrastructure.

Having regard to these factors, the number of dwellings expected in each of the managed growth areas, as outlined in [Part 1 \(Strategy 4.1.1\)](#), are as follows:

Managed Growth Area	Additional dwelling growth (2016-2031)	Percentage of managed growth additional by 2031
Canning Bridge Activity Centre (1)	+1,133	25.9%
South Perth Activity Centre (1)	+809	18.5%
Bentley/Curtin Specialised Centre (3)	+744	17.0%
Canning Highway Urban Corridor (3)	+457	10.4%
Angelo Street Neighbourhood Centre (3)	+359	8.2%
Manning Road Urban Corridor (3)	+226	5.2%
Preston Street Neighbourhood Centre (3)	+222	5.1%
Henley Street/Canavan Crescent Urban Corridor (3)	+197	4.5%

Waterford Triangle (2)	+150	3.4%
Welwyn Avenue Neighbourhood Centre (3)	+78	1.8%
Total	+4,375	100%

Table 9: Projected dwelling growth by managed growth area

The managed growth strategy allows for a lesser number of dwellings (409) to be developed within the City by 2031 compared to the dwelling forecast in Table 3. It is expected that this remaining growth will be accommodated by minor incremental infill that occurs as a result of existing density codings throughout the City; that is, sites that have not already developed to their maximum dwelling density.

Ultimately, this demonstrates that the managed growth strategy will be able to accommodate the majority of the dwelling growth forecast in the City, while also remaining consistent with policies of the State government.

Dwelling projections for the managed growth areas are provided to 2031. For the majority of the managed growth areas, detailed planning analysis is yet to be undertaken and therefore, preparing a detailed forecast on this basis (to 2041 or beyond) would be less robust. The purpose of the Local Planning Strategy is to provide high-level guidance for future investigations in these areas to occur. Detailed planning will occur for each of the managed growth areas in the future and such planning may produce different results to those in the table above. These results will be based on sound, evidence-based analysis and aim to be the best planning response for each location.

5.1.4 Dwellings types and diversity

The City’s dwelling profile comprises mostly separate houses, with a reasonable amount of medium density dwellings (villas, townhouses, apartment’s less than three storeys). There are a small number of ‘high density’ dwellings within the City.

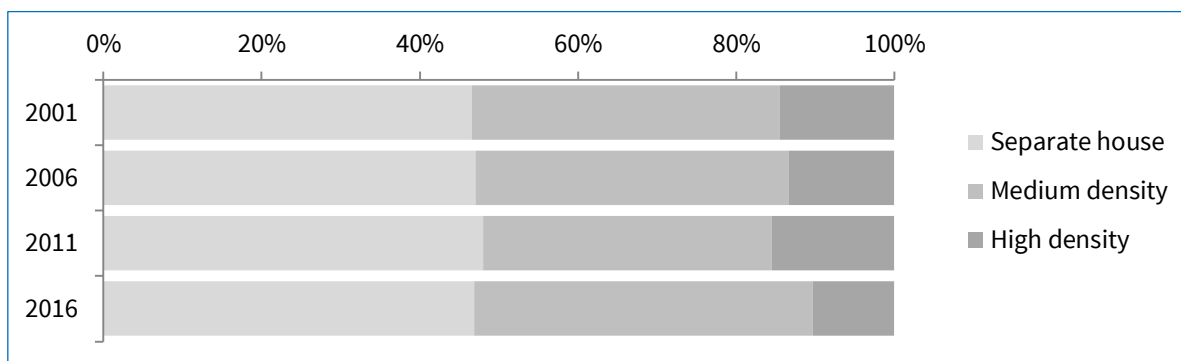


Figure 17: Proportion of dwelling types in the City of South Perth (2001-2016)¹

The City is not unique in having a large amount of separate housing (defined as a free-standing dwelling with a gap to another dwelling of at least 0.5m). However the increasing amount of medium density development (dwellings that are not separate houses, but less than three storeys in height) compared to a relative decline in high density development (dwellings in buildings three storeys or greater) indicates that in the past, the City has preferred to accommodate a growing population in lower density semi-detached forms of housing via small, incremental subdivision. There are declining opportunities for the City to continue with this approach in the future. In the ‘Delivering Directions 2031 Report Card’ (2013), targets relating to dwelling diversity are specified. The purpose of these targets is to ensure that a diversity of dwellings is provided across metropolitan Perth. Having a diversity of housing types promotes greater levels of affordability, accessibility and lifestyle choice. The targets are divided by sub-region, with the central sub-region having targets more heavily geared towards smaller dwellings. The targets are set out in the table below:

Area	1 bedroom	2 bedroom	3 bedroom	4+ bedroom
Local Governments in the Central Sub-Region	10-20%	15-25%	30-40%	10-25%
City of South Perth (2016)	4.8%	25.1%	36.9%	25.6%
Difference to target range	-5.2%	+0.1%	Nil	+0.6%

Table 10: Delivering Directions 2031 dwelling diversity targets⁵¹

The City is below the target for single bedroom dwellings, while 2 and 3 bedroom dwellings are greater in number than the target. The future planning of the City must consider how to accommodate a greater proportion of smaller dwellings.

Key implications of dwelling growth, types and diversity

- The City is forecast to accommodate at least 3,450 additional dwellings between 2016 and 2031.
- Based on the targets outlined in Delivering Directions 2031 there is an under-representation of one-bedroom dwellings in the City and a relatively high amount of large (+4 bedroom) dwellings.

5.1.5 Household size and composition

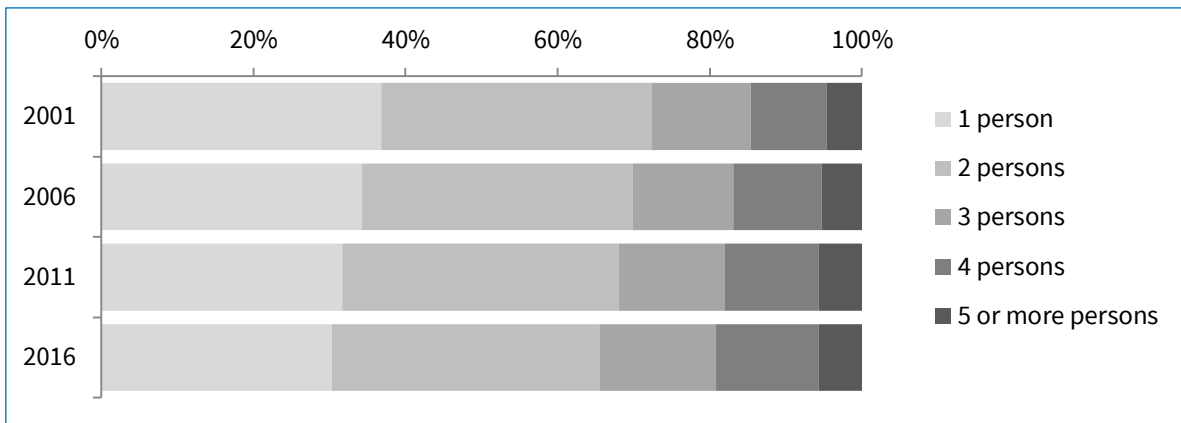


Figure 18: Proportion of household size in the City of South Perth (2001-2016)¹

The majority of households in the City comprise one or two persons, however the proportion of medium sized households (3 or more people) has increased over time between 2001-2016. This may be reflective of the City’s growing young-family cohort described earlier in this section. The proportion of larger households (4 or more persons) has also increased substantially, but still represents less than 20% of all households. The average size of households in the City is approximately 2.29 persons per dwelling. A trend towards larger household size could be linked to the (relative) increase in supply of separate (detached) and medium density dwellings.

There are conflicting implications for the City in how it accommodates a growing household size, while also seeking to address a situation of having relatively low numbers of smaller one and two bedroom dwellings. The City will need to ensure that a diversity of housing, that can accommodate a diversity of households, is provided through a future planning framework.

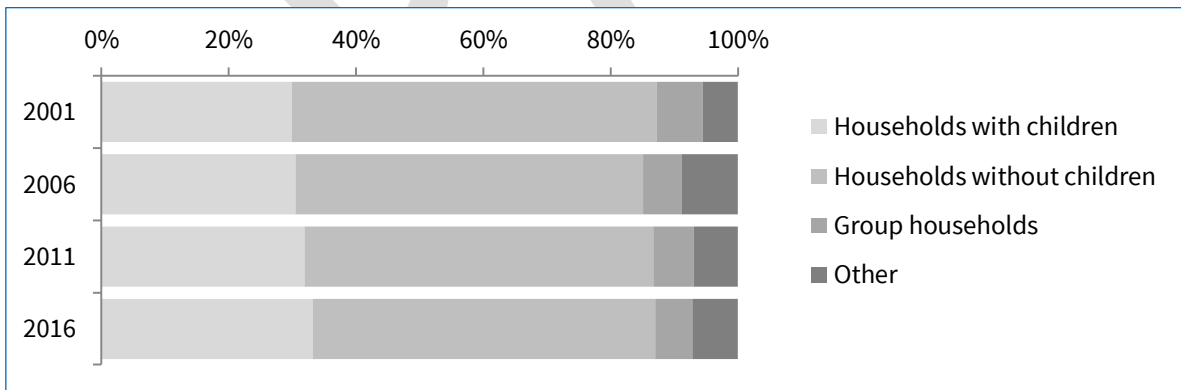


Figure 19: Proportion of households with or without children and group houses in the City of South Perth (2001-2016)¹

Similar to household size, an increase in ‘households with children’ (i.e. families) has been apparent in the City between 2001 and 2016. This is likely linked to the growing proportion of detached and medium density housing within the City. Growth and then the decline in the percentage of ‘other’ households could be attributed to household types such as student housing, or aged housing. The composition of these household types is generally less stable than traditional households as the associated population is more transient.

Type	2016	2031	Additional
Couple families with dependents	4,584	5,339	+755
Couples without dependents	5,153	6,377	+1,224
Group households	1,175	1,497	+322
Lone person households	5,664	7,458	+1,794
One parent families	1,327	1,563	+236
Other families	587	728	+141

Table 11: Forecast household types (2016-2031)³

The composition of households in the City has been changing overtime. A forecast of household types prepared for the City indicates that by 2031, the majority of dwellings (approximately 3,000) will be needed to accommodate households that are 'lone person' or 'couples without dependants'. Additional housing will also be required to accommodate larger 'family' and 'grouped' housing.

5.1.6 Socio-economic profile

The City has a diverse socio-economic profile. The Commonwealth Government, through the census, compiles a socio-economic profile of suburbs, local governments and regions within Australia known as the '[SEIFA Index of Disadvantage](#)'. The index measures relative levels of disadvantage in one area compared to others based on factors such as income, education, employment. The table below shows the order of each area based on their percentile position compared to all measured areas of Australia. An index percentile of 94 indicates the area being less disadvantaged than 94% of the other areas measured.

Area/suburb	SEIFA index percentile
Waterford	94
Salter Point	93
South Perth	92
Kensington	86
City of South Perth	82
Como	81
Greater Perth	65
Manning	62
Karawara	14

Table 12: SEIFA Index percentile by suburb¹

There is significant variation between areas of the City considered to be advantaged and those within less advantage. The City should have regard to the index when making planning decisions concerning matters such as community facilities, housing affordability and access, and improving transport infrastructure.

5.1.7 Housing tenure and housing stress

Housing tenure within the City has changed over time. The percentage of dwellings being occupied by renters has fallen from over 43.6% of dwellings to 35% of dwellings, while the number of dwellings under mortgage has increased from 17% to 26.6% between 1996 and 2016.

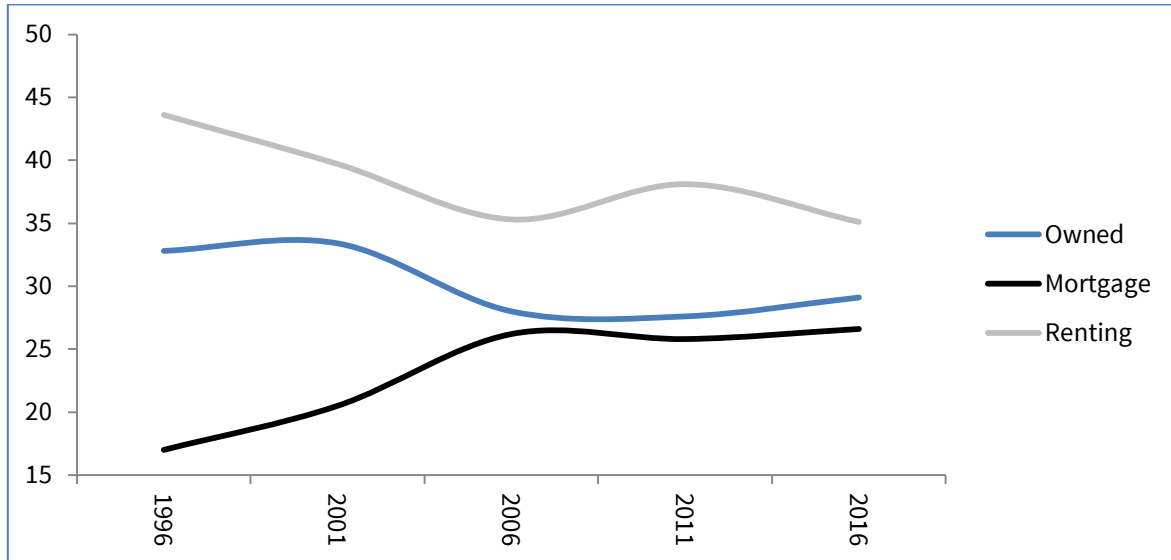


Figure 20: Tenure of dwellings in the City of South Perth (1996-2016)¹

Housing tenure, and in particular housing stress, varies across the City. Housing stress is defined by the ‘National Centre for Social and Economic Modelling’ and considers households that fall into the lowest 40% of incomes and which are paying more than 30% of their usual gross weekly income on housing. Higher income households are excluded from this measure due to the higher levels of disposable income, relative to housing costs.

Area/suburb	Percentage of non-rented households in mortgage stress	Percentage of rented households in rental stress
Karawara	8.8%	31.3%
Greater Perth	9.0%	28.0%
Waterford	7.2%	25.4%
Manning	3.5%	23.6%
City of South Perth	6.5%	22.5%
Como	5.0%	22.4%
South Perth	2.5%	17.7%
Kensington	2.1%	16.3%
Salter Point	4.7%	15.2%

Table 13: Households in mortgage or rental street (2016)¹

Households within the City of South Perth (overall) are in less mortgage or rental stress than the greater Perth average. However relatively high mortgage stress is evident in Karawara, while

more than one-quarter of households applicable to the measure in Waterford and Karawara are also subject to rental stress. In total, 306 households within the entire City are considered to be in mortgage stress, while 1,387 households are considered to be in rental stress.

Key implications of household size and composition

- The number of households in the City with children is growing.
- The City has a responsibility to plan for housing affordability, access to public transport and community facilities in ways that consider levels of disadvantage.
- The majority of future dwellings will need to be suitable for households that are 'lone person' or 'couples without dependants'.

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5.2 Economy and employment

5.2.1 Local economic growth

The City's gross regional product (GRP), which is a measure of the value of goods and services produced within the City of South Perth, has been growing over time. However for most of the period between 2001 and 2016, the GRP of the City has been growing at a slower rate than the average rate for metropolitan Perth. This is depicted in the figure below;

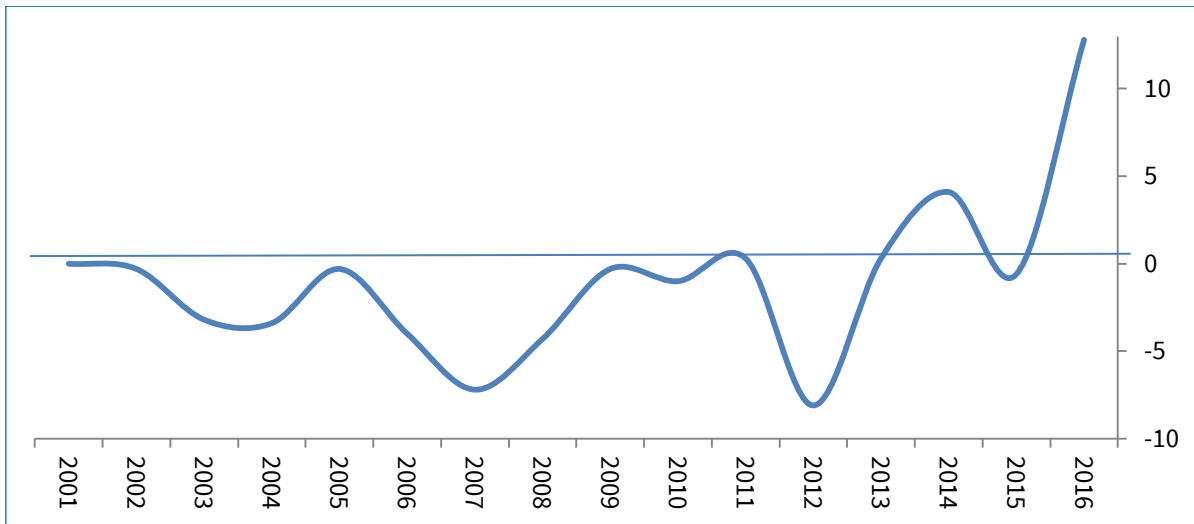


Figure 21: Relative GRP growth (%) of City of South Perth compared to Greater Perth average (2016)²

Negative values in the figure do not suggest negative growth, but rather slower growth than the greater Perth metropolitan region (Greater Perth). Since 2013 the City's GRP has exceeded growth across Greater Perth in each year except for 2015. Ensuring a strong local economy and job market adds to the viability and strength of the City's activity centres and helps improve living standards.

5.2.2 Employment and industries

The City has a strong local employment market, with the number of local jobs (both part-time and full-time) growing consistently over the period 2001-2016. The growth in full-time jobs available in the City is depicted in the figure below:

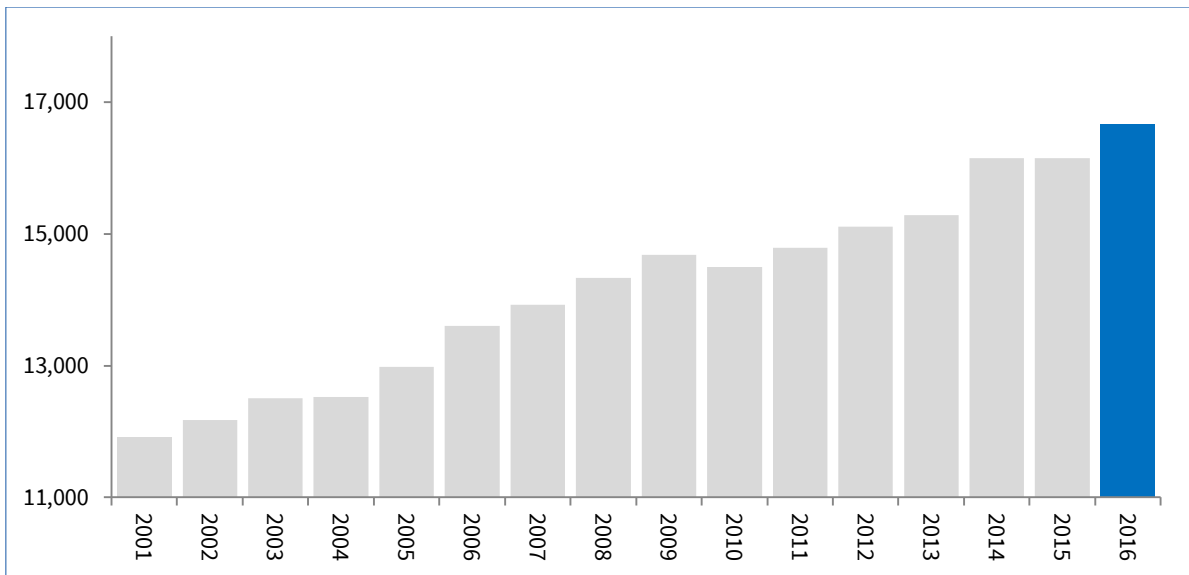


Figure 22: Number of full-time equivalent jobs within City of South Perth (2001-2016)²

The table further in this section illustrates that there is a diversity of industries present in the City. This leads to diversity in local employment opportunities. The largest employers in the City are in the ‘professional, scientific and technical services’ industries, as well as in the ‘education and training’ and ‘public administration’ industries.

There is also a good diversity in local employment opportunities; however there are clear differences between the available local jobs and the industry sectors in which local residents are employed. This imbalance means that most local residents need to travel outside of the City to find employment. Likewise, jobs present in the City are mostly filled by people living outside the City of South Perth. The ratio of jobs to residents is considered to be a measure of employment ‘self-sufficiency’.

The table in this section demonstrates the imbalance between the number of local jobs and the number of local residents employed in each sector. The table indicates it would be easiest for someone employed in the ‘accommodation and food services’ sector to find employment within the City of South Perth. It would be the most difficult for someone employed in the manufacturing industry, mining and retail industries.

The City would be likely to retain more residents in local employment by providing more opportunities, where possible, for manufacturing, construction, retail and professional/scientific and technical services. Notwithstanding, it is noted that given the predominantly residential nature of the City there are limited opportunities for providing local employment in the majority of these sectors. The proximity of the Perth CBD to the City of South Perth will also be an influencing, and a potentially limiting factor, in providing local employment opportunities for some of these sectors. Sectors such as mining and financial services are generally national and globalised industries and typically prefer central business district locations.

Industry/sector	Local jobs	Employed residents in sector	Ratio of jobs to residents
Health care and social assistance	2,472	2,697	0.92
Professional, scientific and technical services	1,838	2,412	0.76
Education and training	1,922	2,307	0.83
Retail	1,025	1,602	0.64
Accommodation and food services	1,651	1,498	1.10
Construction	918	1,401	0.66
Public administration and safety	1,126	1,257	0.90
Mining	363	1,112	0.33
Finance and insurance services	650	803	0.81
Manufacturing	104	754	0.14

Table 14: Volume and ratios of local jobs to residents employed by sector (2016/2017)²

Key implications from local economic growth, employment and industries

- The City's economy has grown mostly at a slower rate than the rest of Greater Perth over the last 15 years (2001-2016). Encouraging economic growth within the City supports local employment and activity and improves the viability of activity centres.
- There are low levels of employment self-sufficiency within the City, meaning most local jobs are filled by people living outside of the City of South Perth.

5.2.3 Local workforce

In 2016 approximately 25,940 residents of the City were employed on a full or part time basis. The figure below outlines the fields those residents work in, compared to Greater Perth:

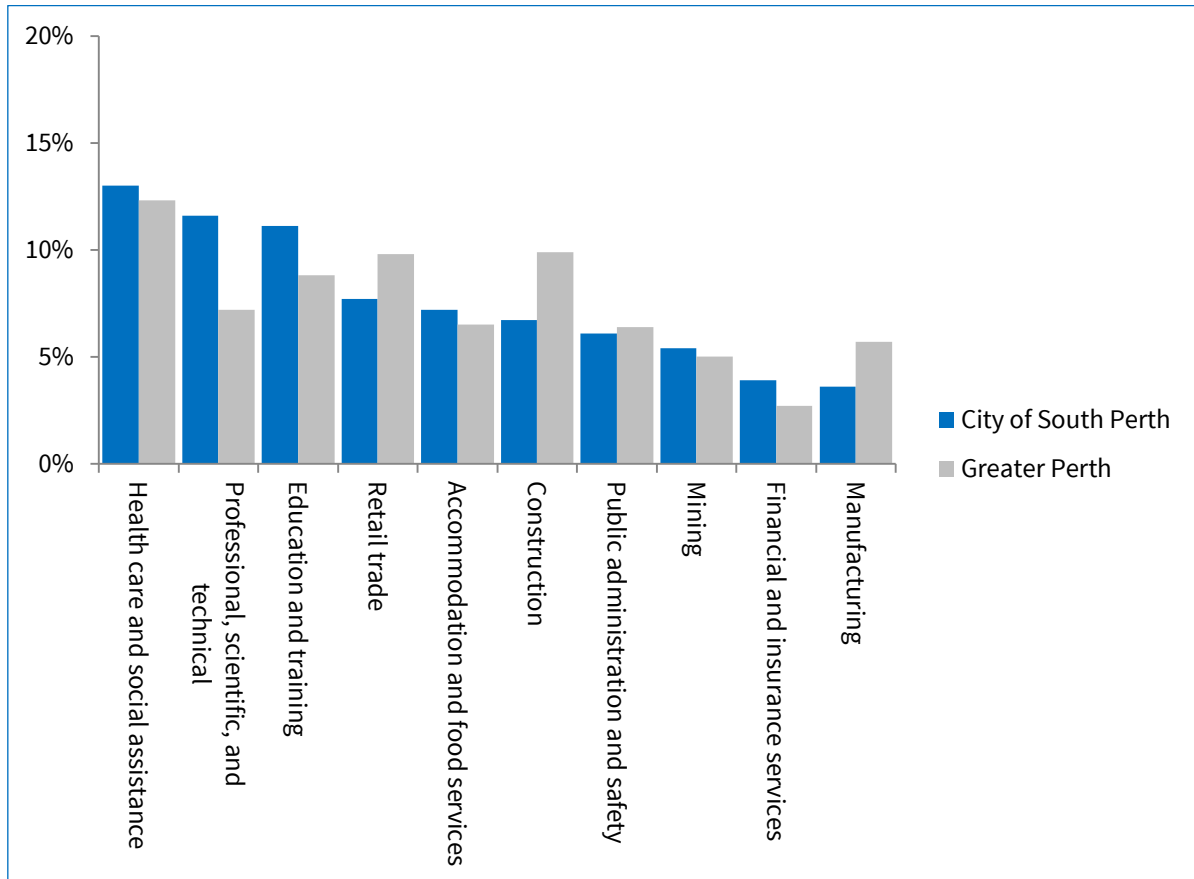


Figure 23: Employment by sector of residents in the City of South Perth compared to Greater Perth²

The City’s proximity to major universities, high schools, TAFEs and tertiary hospitals makes health care and education sectors some of the biggest employers of City residents. Large differences with the rest of the Perth metropolitan area exist in the retail and construction sectors. The lack of nearby manufacturing areas means that these employees are less likely to reside in the City.

The majority of the City’s resident workforce works outside the City. This suggests that there is either a lack of local employment generally or that jobs in the sectors attainable by the resident workforce are not available in the City. The proportion of residents retained in the local government for employment is referred to as employment ‘self-containment’.

Employment location	2011	2016	Change
Within the City of South Perth	16.1%	17.8%	+1.7%
Outside of City of South Perth	75.5%	79.1%	+3.6%
No fixed employment location	Not available	3.1%	-

Table 15: Proportion of resident workforce by employment location (2016)²

Moreover, the table below indicates an imbalance of those employed within the City and those living within the City, but seeking work outside the local government area. Residents of the City seek (largely) work outside of the City, while the majority of jobs within the City are conversely filled by people living outside the City.

People working in South Perth	2011	2016	Change
Live and work within the City of South Perth	29.6%	28.7%	-0.9%
Work in City of South Perth, but live outside	70.4%	71.3%	+0.9%
Total workers in City of South Perth	11,626	12,854	+1,228

Table 16: Proportion of local government area workforce by employment location (2016)²

While the proportion of residents working locally grew between 2011 and 2016, the vast majority of employed City residents work outside the City.

Key implications from local workforce

- The City has low levels of employment self-containment. This puts added demand on transport infrastructure. City residents are employed in the ‘professional, scientific and technical’, ‘health care and social assistance’ and ‘education and training’ sectors.
- Providing for more opportunities for the resident workforce to work in South Perth will put downward pressure on travel/infrastructure demand, and increase the amount of economic output generated and used locally.

5.2.4 Non-residential floor space

According to the Department of Planning's '[Land Use and Employment Survey](#)' (2015) (LUE), there is approximately 244,000sqm of commercial floor space within the City of South Perth. In 2008 this number was estimated to be closer to 290,000sqm. The land use composition of this floor space is estimated to be as follows:

Land use activity	Floor area (m ²)
Office	104,276
Service	48,690
Shop	41,680
Entertainment	7,555
Health	6,365
Storage	3,937
Utilities	5,960
Vacant	10,944
Other Retail (Showrooms and bulky goods)	2,420

Table 17: Estimated floor area by land use in the City of South Perth⁵²

The majority of non-residential land in the City consists of office space. This reflects high employment of profession, scientific and technical professionals within the City and proximity to the Perth CBD. Should the City seek to diversify its local employment opportunities, it will similarly need to diversify opportunities for non-residential floor space.

Centre	South Perth centres	Non-residential floor space (m ²)	Approximate vacancy rate	Approximate employees (FTE)
District Centres	South Perth (Peninsula) and Station Precinct	57,045	9.7%	2,111
	Canning Bridge/Henley Street/Ley Street	8,214	12.8%	167
Neighbourhood Centres	Eastern Activity Precinct (near Berwick Street)	3,412	14.7%	182
	Karawara	15,996	1.4%	843
	Preston Street	17,496	4.7%	830
	Angelo Street	7,936	1%	418
	Manning Hub (Welwyn Avenue)	2,932	13.6%	108

Table 18: Estimated non-residential floor area by area⁵²

The location of non-residential floor space (and employment) within the City is also diverse. The table above sets out the amount of floor space estimated to exist within each of the City's District and Neighbourhood Centres based on the LUE survey. The remaining floor space is dispersed across the City of South Perth.

The South Perth Activity Centre has the largest amount of non-residential floor space in the City and is also the largest employment area (of those measured in the table). Vacancy rates at the time of the survey were relatively consistent across each centre, but higher vacancies were evident in centres on or nearby to Canning Highway.

Key implications from non-residential floor space

- The majority of non-residential floor space within the City consists of 'office' and 'service' floor space. Diversify this floor space will promote more diverse employment opportunities.
- Non-residential floor space vacancies are generally higher than the City average on urban corridors such as Canning Highway and Manning Road.

5.2.5 Non-residential growth in activity centres and urban corridors

South Perth Activity Centre

The non-residential floor space of the South Perth Activity Centre area is estimated as follows:

- Office (52%);
- Retail (12%);
- Entertainment, recreation and culture (9%); and,
- Other (manufacturing, storage, health and utilities (27% total)).

There is approximately 8,600sqm of retail floor space within the activity centre area, concentrated on Mends Street. There are approximately 2,100 jobs in the activity centre, with approximately 1,700 of these being based around office floor space.

Substantial development activity has taken place within this activity centre area following revisions to the planning framework in 2013. As of May 2018, 12 developments have been approved and progressed to construction. Cumulatively, this development provides for approximately 86,000 square metres of additional residential and commercial floorspace, including 400 apartments. These recently constructed and under construction (as of May 2018) developments are expected to drive population growth in the activity centre area in the short term.

Bentley/Curtin Specialised Activity Centre

Perth and Peel @3.5million anticipates employment within the Bentley/Curtin Activity Centre will grow by approximately 9,740 jobs, from 13,970 jobs to 23,710 jobs by 2050. This represents a growth in the employment present within the activity centre of 41%. This would make (by 2050) Bentley/Curtin the third biggest non-industrial employment area outside the Perth CBD after 'Murdoch', 'UWA/QEII and Subiaco'. Employment and activity growth within and around this centre has significant planning implications for the City. While most of the centre is within the Town of Victoria Park, the significant employment growth anticipated in the precinct will increase demand on transport infrastructure and contribute to economic growth.

Canning Bridge Activity Centre

The Canning Bridge Activity Centre area (including those areas within the City of Melville) currently contains approximately 37,000sqm of non-residential floor space, comprised mostly of 'office' floor space (approximately 67%). There is estimated to be approximately 8,200sqm of non-residential floor space within the parts of the activity centre contained in the City of South Perth by 2050.

Under the adopted Canning Bridge Activity Centre Plan, the total non-residential floor space for the centre is expected to grow to over 170,000sqm. This is will be achieved by providing more opportunities for 'shop/retail', 'service industry' and 'health, welfare and community services' uses. It is expected that approximately 45,000sqm of this total floor space will be accommodated within the City of South Perth. This will support employment growth in the area, which is expected to grow from approximately 167 to over 2,000 positions by 2050.

Other activity centres and urban corridors

In 2017 the City received a report from Pracsys Economics analysing the City's neighbourhood centres (herein referred to as the 'Activity Centres Review'), including the area along Canning Highway. The report considered the floor space and employment situation in each of the centres. The report also made recommendations based on a model that includes wider trends in retail, a benchmark of similar centres, historical trends in commercial land use and likely population growth.

Centre	Expected floor space demand growth (additional floor space)	Expected full-time employment growth	Expected part-time employment growth
Angelo Street	42.2% (3,319m ²)	+71 jobs	+106 jobs
Preston Street	13.5% (2,106m ²)	+57 jobs	+62 jobs
Karawara (Waterford Plaza)	10% (1,627m ²)	+13 jobs	+61 jobs
Welwyn Avenue (Manning)	11.5% (292m ²)	+6 jobs	+7 jobs
Canning Highway (North)	17.9% (1,722m ²)	+23 jobs	+31 jobs
Canning Highway (South)	15% (1,853m ²)	+29 jobs	+35 jobs

Table 19: Predicted floor space and employment growth in neighbourhood centres by 2031 (business as usual growth)²¹

The table above shows the predicted floor space and employment growth in each of the City's neighbourhood centres as well as along Canning Highway. The key outcomes arising from the Activity Centre Review include:

- The Angelo Street neighbourhood centre is likely to experience demand for (approximately) 1,900sqm of retail floor space and 1,300sqm of office floor space, by 2031;
- The Preston Street neighbourhood centre is likely to experience demand for a further 1,100m² of retail and entertainment floor space by 2031;
- There is unlikely to be any significant increase in demand for floor space in the Welwyn Avenue (Manning) centre based on current population growth and available vacant space;
- Karawara (Waterford Plaza) is unlikely to experience significant growth in any floor space demand, although this is based on the assumption of limited changes occurring on the

adjacent Curtin University campus. There is likely to be a greater trend towards part-time employment in this centre;

- There will be incremental growth in floor space demand in the southern part of Canning Highway by 2031. The northern end of Canning Highway is likely to experience comparatively more growth, particularly in office, shop and residential uses.
- There is likely to be short-to-medium term demand for a full-line supermarket north west of Canning Highway.

When benchmarked against other comparable local government areas (Town of Cambridge, Town of Claremont, Town of Cottesloe, Town of Mosman Park, Town of Victoria Park), the following is apparent:

- The City has a high concentration of office and service industry floor space;
- The City has a lower vacancy rate overall; and,
- The City has lower floor space ratios than the benchmark for most land use activities with the exception of office and service industry uses.

Key implications from non-residential floor space

- SPP4.2 specifies that growth in activity, employment and population is best guided towards activity centres and urban corridors. Activity centre plans for South Perth, Canning Highway and the Bentley/Curtin Specialised Activity Centre identify likely future demand for non-residential floor space that will need to be accommodated.
- Non-residential floor space vacancies are generally higher than the City average on urban corridors such as Canning Highway and Manning Road.

5.2.6 Dwellings within activity centres

Activity within activity centres is supported by the population both within and in the catchment surrounding each centre. Without sufficient population and appropriate levels of disposable income, non-residential activity within centres cannot be sustained. The table below outlines the approximate dwelling density within and in the case of neighbourhood centres, surrounding the centre. The table compares the approximate dwelling densities to the targets set out in SPP4.2. The targets of SPP4.2 provide a guide as to the typical dwelling density considered desirable to sustain the corresponding centre type.

District Centre	Approximate dwelling per gross hectare within centre (2016)	SPP4.2 target
South Perth	15.0 dwellings	20 minimum, 30 desirable, dwellings per hectare within centre
Canning Bridge	14.5 dwellings	
Neighbourhood Centres	Approximate dwelling per gross hectare within centre and 200m surrounding catchment (2016)	SPP4.2 target
Karawara (Waterford Plaza)	9.5 dwellings	15 minimum, 25 desirable, dwellings per hectare in approximate 200m catchment
Angelo Street	15.6 dwellings	
Preston Street	17.4 dwellings	
Welwyn Avenue (Manning)	12.2 dwellings	

Table 20: Estimated dwellings per hectare within and around each activity centre⁴⁰

There is a deficiency in the dwelling density existent in the City's activity centres versus the criteria established under SPP4.2. The City has progressed detailed planning for the two district centres by adopting the Canning Bridge Activity Centre Plan and preparing an activity centre plan for the South Perth Activity Centre.

Key implications from dwelling density in activity centres

Growth in activity, employment and population is best guided towards activity centres and urban corridors.

5.3 Transport and access

5.3.1 Road network

The road network within the City is fully developed and there are no areas that are not serviced by a network of interconnected roadways. The table below sets out the major roadways that exist within the City.

Road	MRS classification	State road hierarchy classification	Approximate vehicles per day (vpd)
Kwinana Freeway	Primary Regional Road	Primary distributor	180,000vpd
Canning Highway			35-50,000vpd
Manning Road	Other Regional Road	District Distributor A	30-35,000vpd
Kent Street			15-20,000vpd
Hayman Road	Not classified		15,000vpd

Table 21: Estimated traffic volumes of major roads within the City of South Perth⁵³

These roads are significant to regional and district level traffic flows and are therefore heavily influenced by development that occurs both within and outside the City of South Perth. With the exception of parts of Hayman Road, development nearby or on with access from any of these roads requires the advice and in many instances the approval of either Main Roads Western Australia or the Department of Planning. In most instances, direct vehicle access to these roads is not supported.

Some of these roads are also subject to extensive reservations for future widening or development or expanded intersections/interchanges. This is particularly the case for Canning Highway, where the reservation under the Metropolitan Region Scheme extends between 15-20m into the adjoining privately owned property on the south-eastern side of the highway. Properties on the north-western side of the highway are also subject to partial reservation, though at much reduced distances. Consideration as to how land subject to or nearby to these reservations is redeveloped in the future is a key planning consideration. This is particularly pertinent to the future development of Canning Highway as an urban corridor and 'high-priority transport route'.

5.3.2 Travel to work

Movement through and around the City of South Perth is largely by private motor vehicles. Since the middle of the twentieth century, most planning for transport has centred on the development of road infrastructure and this has facilitated private vehicles becoming the clear transport mode for most households. However more recently, increased investment in public transport and active transport infrastructure has seen some growth in these modes; at least in terms of how people travel to work.

The development of the Perth to Mandurah train was a major component in lifting public transport use in the City from around 8% in 2001 to over 12% in 2016.

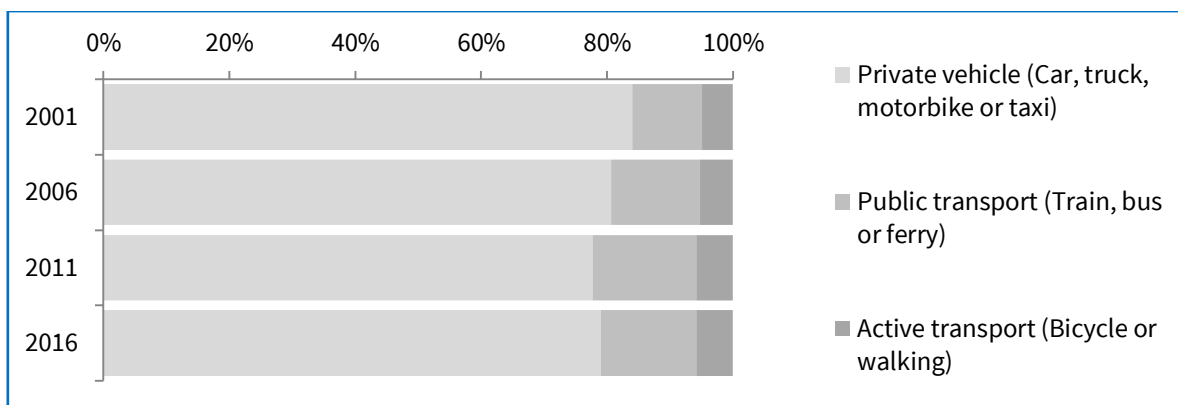


Figure 24: Travel to work mode share of resident workforce (2016) limited to private vehicle, public transport and active transport modes only¹

A growth in the City’s population is also contributing to a change in transport behaviour. In the period 2006 to 2016, the number of employed residents in the City of South Perth grew by 1,700. The way these new employed residents travelled to work, limited to major groups only, is as follows:

Travel mode	Mode share (2006)	Change in no. of persons using mode (2006-2016)	Current mode share (2016)	Difference in mode share (2006-2016)
Car	64.4%	+864	64.9%	+0.5%
Train	0.8%	+587	3.5%	+2.7%
Bicycle	1.8%	+157	2.5%	+0.7%
Bus	10.4%	-179	9.0%	-1.4%

Table 22: Travel mode, share of increase in resident workforce compared to pre-existing share (2016)¹

The table above indicates a shift in the way people are travelling to work. While representing only a small portion of the overall mode share, the number of people using trains to get to work increased substantially. Reasonable growth also occurred in bus and cycling usage. Continued growth in these modes will place downward pressure on car use and limit congestion.

5.3.3 Car ownership

Despite increased use of public transport and active transport modes as a means of getting to work, the number of cars owned by each household has steadily increased over time. In 1991, most households (45%) had 1 car, while almost 15% of households had no car. By 2016, most households had either 1 or two cars (around 35% each) while the number of households without a car had halved to 6%.

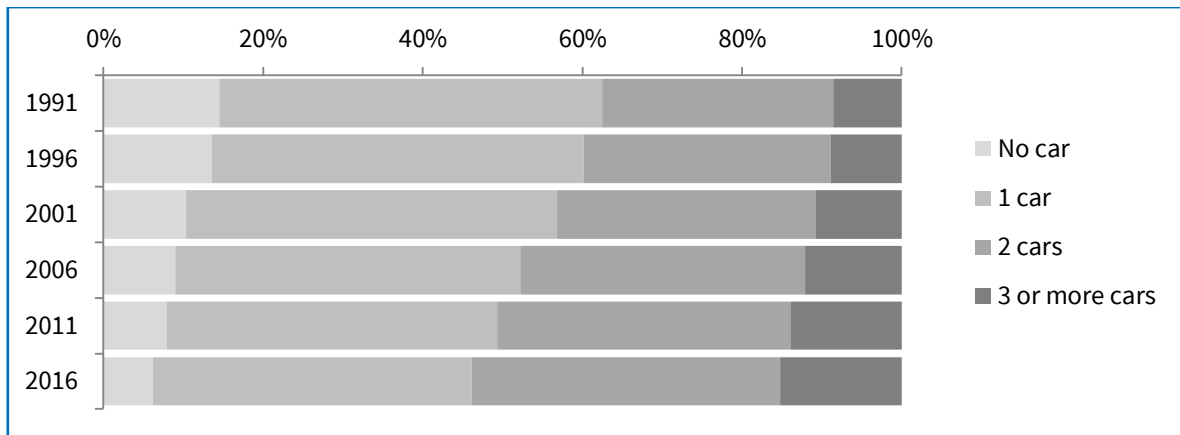


Figure 25: Number of motor vehicles per household (1991-2016)¹

There is a clear trend towards households with more cars. This is unusual given the mode of travel to work patterns suggest a growing use of train and bicycle transport as emerging groups. The growth in car ownership could be linked to the City's growing trend in household size and detached dwelling typology and may not necessarily suggest acceleration in overall car ownership or use.

Despite this trend, the majority of households within the City have one vehicle. The future planning of the City needs to consider the variety of household types, recognising that a significant number of households either requires no parking or parking for one vehicle, while others require two or more bays. A holistic approach to planning for vehicle parking that recognises the varying levels of parking demand, instead of a 'one-size-fits-all' approach, should be considered.

5.3.4 Cycle network

The City of South Perth bicycle network is currently 51.7km in length, comprising 15.9km of separated bike paths (not on road). The rest of the network comprises on-road paths. The total length of the local road network is 198.1 kilometres. The network of separated bicycle paths is therefore approximately 8% of the size of the City's road network.

Under the City's Joint Bike Plan with the Town of Victoria Park the bicycle network is proposed to be significantly expanded. Over the first five years of the Bike Plans implementation, the following infrastructure modifications to the bicycle network will occur within the City:

- A shared path between Mends Street and the Kwinana Freeway;
- A bicycle boulevard along Godwin Avenue connecting separated paths (bikes only) along Davilak Street and Jackson Road, providing a continuous connecting between Canning Bridge and Curtin University;
- A shared path along Manning Road between Welwyn Avenue and Centenary Avenue, Hayman Road between George Street and Kent Street and along Kent Street itself;
- Bicycle lanes along Douglas Avenue and Coode Street; and,
- A bicycle boulevard along Lawler Street.

Expanding the City's cycle network and its connectivity to surrounding employment, activity and recreation areas is of high importance. Encouraging more trips to be made by bicycle or walking will reduce traffic congestion, pressure on public transport infrastructure and also promote healthier communities.

The City’s Town Planning Scheme No. 6 contains requirements for the provision of bicycle parking and end-of-trip facilities. This is supported by policy provisions that allow for a reduction in vehicle parking rates when end-of-trip facilities are provided. Ensuring a safe, legible and efficient cycle network is supported by high quality end-of-trip facilities is important in encouraging cycling as a transport mode.

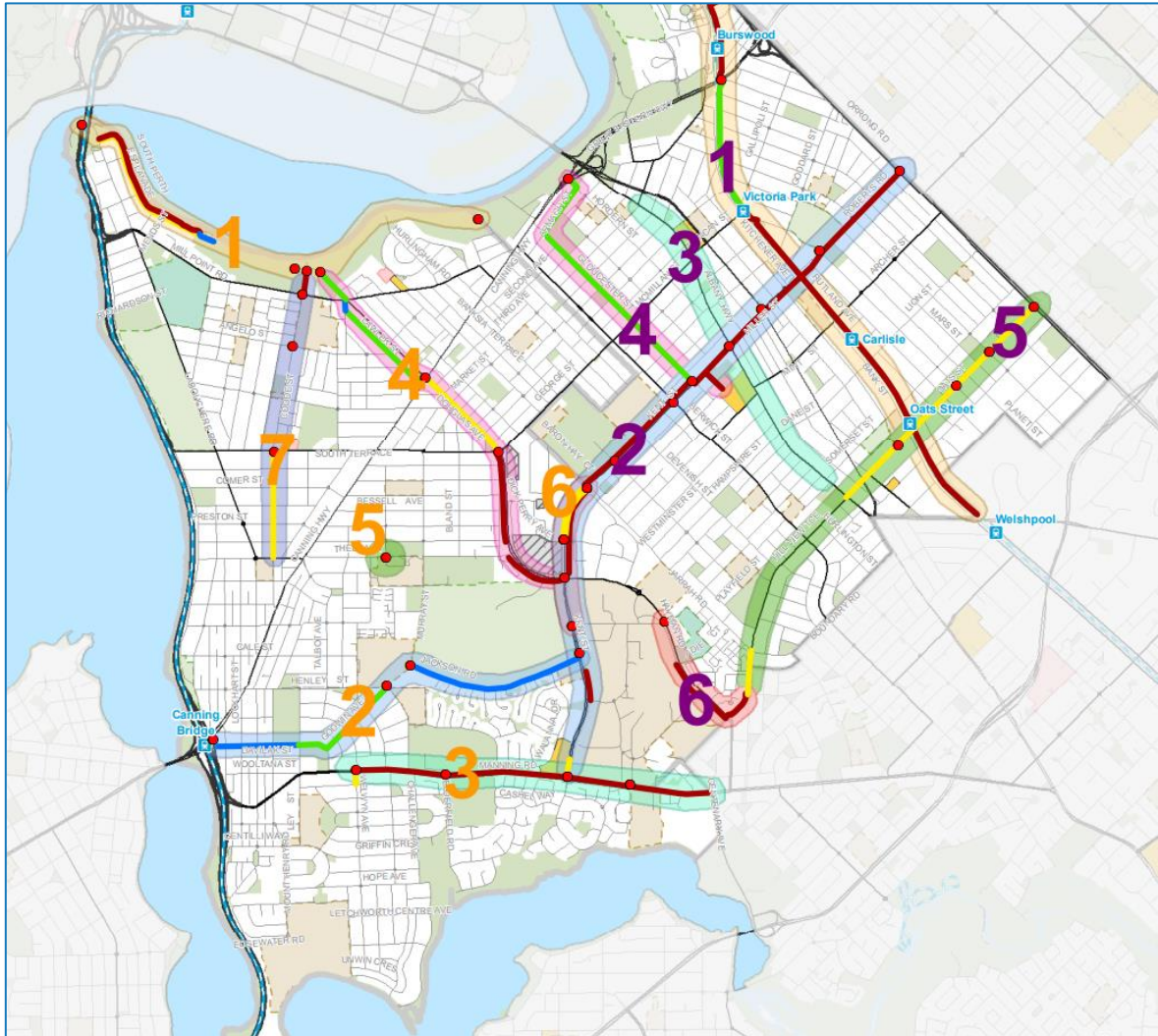


Figure 26: Map of Joint Bike Plan showing location of key priority projects (5 year plan)¹²

5.3.5 Walkability

A ‘walk-score’ is calculated based on how easy residents of an area find it to access infrastructure and facilities for daily errands. Areas of high walk score in the City are concentrated around existing centres like Angelo Street and Preston Street. Most of the areas measured in the City receive relatively moderate scores, ranging from Salter Point (48/100) to South Perth (67/100). All other suburbs range between 50-60/100, meaning they maintain relatively low-moderate walkability levels. An area considered ‘very walkable’ would achieve a score above 70.

	Como	Kensington	Karawara	Manning	Salter Point	South Perth	Waterford
Score	65	61	62	63	48	67	56

Table 23: Walkscore by suburb area⁵⁶

Ensuring high levels of walkability within the City will promote healthier communities and also encourage walking as an alternative transport mode. This will reduce pressure on road and public transport infrastructure. Highly walkable activity centres contributes the vibrancy and overall viability of each centre.

5.3.6 Public transport and level of access

The City is served by the Perth-Mandurah railway line via a station at Canning Bridge. This station is supported by the adopted Canning Bridge Activity Centre Plan. When the railway was developed, provision was made for the development of a future station in South Perth, adjacent to Richardson Park and within the South Perth Activity Centre.

An extensive bus network also serves most areas of the City. High-frequency bus services are provided along Canning Highway and between Canning Bridge and Curtin University (along Henley Street and Manning Road). The No. 30, 31 & 34 buses also connects various areas in the north and south of the City, including the City's neighbourhood centres at Angelo Street, Preston Street, Karawara and Welwyn Avenue.

A ferry services from the City's northern foreshore at Mends Street provides direct access to the Perth CDB at Elizabeth Quay. In 2017 the average weekday boarding's at this facility were approximately 1,545 people. This was higher on weekends, with approximately 2,225 people using the service on Saturday and 1,800 people on Sundays. All of these figures approximately doubled between 2015 and 2017, largely due to significant infrastructure upgrades at both the Mends Street and Elizabeth Quay terminals.

The level of public transport accessibility varies for both residents and visitors accessing the City. The table below outlines the percentage of the Perth metropolitan population within a 30 minute public transport journey of each node. For instance, 26% of Perth's population are within a 30 minute public transport journey of Canning Bridge railway station. The percentages demonstrate the significant increase in public transport accessibility where a heavy rail station is present.

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

Table 24: Percent of residents/jobs within 30 minute public transport journey to/from node⁵⁴

The City could improve its public transport access considerably by lobbying for more heavy railway connections and by promoting population and employment to be located where high-frequency public transport connect to heavy rail nodes, such as Canning Bridge. An expansion to existing bus and ferry networks would also increase the level of transport access within the City.

Key implications from transport and access

- Public transport and active transport is increasingly used as a method of travel to work and the City is already planning to expand its bicycle network. Planning to support the use of public and active transport will help reduce congestion.
- Canning Highway and parts of Manning Road, Canavan Crescent, Henley Street are identified as an urban corridor and as being a route for ‘high priority transit’ under Perth and Peel @3.5million.
- Considering a broad, holistic approach to planning for transport and vehicle parking is recommended by Development Control Policy 1.6.
- There are lower levels of public transport access available in areas of the City not served by heavy rail. The State Government indicates a future heavy rail station at South Perth under the Perth and Peel @3.5million Transport Network Plan, subject to further investigations.
- Most areas of the City have moderate walkability ratings.

5.4 Tourism

5.4.1 Tourist overnight stays

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. The South Perth Activity Centre attracts the most tourist stays in the City. In 2018 this amounted to approximately 119,000 visitors per annum. This represents a decline from the 2014/2015 financial year period where 892,649 international visitor nights occurred (33% reduction). International tourists are estimated to visit the City for the following reasons:

Main reason for trip	City of South Perth	Western Australia
Visiting friends and relative	35.3%	25.9%
Holiday	31.7%	51.4%
Business	9.8%	9.6%
Education	10.3%	4.3%
Employment	9.6%	6.3%

Table 25: International visitors reason for visit to City of South Perth²

As evident by the above table, there is a strong market for education based tourism within the City of South Perth, while relatively less people visit South Perth for general holiday purposes.

There is a need to recognise international education, employment and business tourism as a significant component of the City’s economy and ensure a new planning framework helps facilitate its on-going growth.

5.4.2 Key tourism sites

The following regionally significant tourism sites exist within the City of South Perth:

Perth Zoo

Perth Zoo is one of Perth's most popular tourist attractions and is located at the southern end of Mends Street. The zoo works to a masterplan that aims to create the world's best small zoo.

Mill Point & Old Mill

The Old Mill has social value through its potential to contribute significantly to the understanding of early milling. It is also an educational resource providing insight into the early commercial endeavours in the colony, and information about the people associated with the property since 1835.

Canning River

Canning River and the surrounding foreshore have significant tourist value to the City of South Perth. The river and foreshore offer significant recreation, landscape and heritage values.

Swan River and foreshores

The Swan River adjoins the City on its northern and western foreshores. These foreshores are developed with areas of significant public open space. These spaces are developed for a variety of purposes. The northern foreshore, in particular, has high levels of use for recreational activities and also a high tourism value given the existence of significant views towards the Perth CBD and Kings Park.

Mends Street

Mends Street is the City's primary high street, linking the South Perth foreshore and ferry terminal with Perth Zoo, while also providing a range of shopping, entertainment, recreational and service opportunities.

Sir James Mitchell Park

Located along the South Perth Foreshore and named after Sir James Mitchell (Premier and Governor of Western Australia), the park provides a significant area of recreation, interpretation and relaxation space for visitors. A number of major events are held in the park through the year while year round recreation and leisure pursuits are also available.

Key implications from tourism

- Most international tourists visit South Perth to visit friends and relatives.
- The City has more tourists visiting for 'educational' reasons than the State average and could leverage this advantage. There are also a number of significant tourism sites within the City. There are opportunities for the City to build on this advantage by making it easier for short-term accommodation uses to occur in appropriate locations.

5.5 Community facilities and public open space

5.5.1 Community facilities and recreational facilities

There are a number of major recreational facilities within the City of South Perth including Collier Park Golf Course, Manning Skate Park, George Burnett Leisure Centre, South Perth Tennis Club, South Perth Cricket Club, Ernest Johnson Reserve, Pavilion and Scout Hall and Royal Park Golf Club.

A number of other major recreational parks and areas of open space also exist, as managed by the City, including the South Perth foreshore and Sir James Mitchell Park, Neil McDougall Park, George Burnett Park, Ernest Johnson Reserve and Windsor Park. The City also supports a number of community facilities and halls, including the South Perth Civic Centre, South Perth & Manning Senior Citizen Centres, the Manning Community Hall, the South Perth Community Hall, the Collins Street Centre, South Perth and Manning Library's, Moresby Hall and Morris Mundy Pavilion and John McGrath Pavilion and Hall.

The City's Town Planning Scheme No. 6 contains a number of zones and reserves capable of providing land for community facilities, both local and MRS. This includes various public purpose zones (such as that for the South Perth Civic Centre) as well as Parks and Recreation reserves (such as that encompassing the George Burnett Leisure Centre). A number of other zones accommodate facilities such as seniors' centres, men's sheds and community halls (some associated with private institutions like churches). There is a large amount of land (in varying locations) available, that is zoned and reserved under the City's Local Planning Scheme to accommodate future community facilities. While the City has many opportunities to provide new or enhanced community facilities, 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.

5.5.2 Public open space

The City has significant public open space areas, which are utilised for a variety of passive and active purposes. The table below estimates the available areas of public open space, by suburb;

Suburb	Total open space (m ²)	Approx. (%) of suburb area as public open space (2016)	Surplus/deficit POS in 2016 (@19.5m ² per person) (m ²)	Surplus/deficit POS in 2031 (@19.5m ² per person) (m ²)
Como	335,463	5.4%	+41,052	-33,067
Karawara	327,868	33.1%	+285,924	+287,191
Kensington	364,013*	13.9%	+277,141	+263,647
Manning	148,150	8.3%	+67,381	+56,598
Salter Point	288,411	15.6%	+229,697	+222,209
South Perth	1,008,120	19.5%	+757,409	+686,039
Waterford	217,553	13.9%	+171,007	+148,465

Table 26: Total open space and area per resident by suburb and surplus/deficit of public open space based on 2031 population¹⁴

Note: Surplus/deficit based on 19.5sqm of public open space for active recreation per resident. This is the upper end of the rate suggested by the DSR.

*Kensington values include Kensington Bushland, within the Town of Victoria Park.

The Department of Local Government, Sport and Cultural Industries suggests that between 16-19.5sqm of public open space, for active recreation and/or sports use should be provided per resident for metropolitan local government areas. In the State Governments [Draft Liveable Neighbourhoods \(2015\)](#), it is also recommended that all residential dwellings be located within 300 metres of public open space of some form.

While most suburbs of the City have significant areas of public open space, not all of this space is publically open at all times. Some areas of public open space are regularly used by sporting clubs, which may restrict access at certain times. The area of open space is only one measure of the quality of open space available in each suburb of the City.

By 2031 it is expected that all suburbs within the City will provide at least the minimum suggested amount of public open space with the exception of Kensington. However considering public open space on a suburb level and limited to City boundaries ignores the significant public open space areas on the periphery of the City, such as the Kensington Bushland and Harold Rossiter Park in the Town of Victoria Park and significant open space areas on the campus of Curtin University.

The above table suggests that there will be substantial surplus of public open space across the majority of the City to 2031 and beyond; with substantial capacity in South Perth and Karawara. While each suburb should not be viewed in isolation, it is apparent that Como is the most likely to require additional or improved areas of public open space in the future.



Figure 27: Areas of public open space and recreation reserves⁶⁰

Key implications from community facilities and public open space

- The City has limited resources to provide new community facilities and public open spaces so it must ensure that, as population grows, its planning system leverages new development to help provide new or enhance existing civic infrastructure.
- State Planning Policy 4.2 recommends including community facilities/infrastructure within or around activity centres where they can become focal points for community activity to leverage resource sharing.
- The City should investigate wider community access to additional sport, recreation and community infrastructure and open spaces, such as at local public and private schools through shared use agreements.

5.6 Environmental resources

5.6.1 Tree canopy

There are approximately 20,000 mature trees in the City of South Perth. However there has been a noticeable decrease (approximately 20%) in the mature tree canopy cover on private land since 1985. The loss of tree canopy cover could be attributed to increased levels of infill, particularly in 'grouped dwelling' forms. The loss of tree canopy of private land has been mostly off-set by the growth of canopy on public land. The net state of canopy cover throughout the City has remained relatively stable as a result.

There is a clear role for the City's planning framework in ensuring existing significant vegetation is preserved and new development encourages the re-establishment of the City's urban forest.

5.6.2 Landforms, water resources and bushland

The City of South Perth occupies an area of the Swan Coastal Plain identified as being part of the Bassendean dunes system. This area is categorised by low-lying hills with varying ground water depths between surface water and 10m.

There are limited areas of the City where vegetation exists in its natural state, owing to the extensive development that has occurred in the City in recent decades. The majority of remnant vegetation exists along sections of foreshore reserves and in some local parks. A large area of remnant bushland exists adjacent to the City in Kensington, within the Town of Victoria Park.

Some parts of the City are also relatively low lying. The City's foreshores and sections of the South Perth Peninsula, Waterford and Salter Point are subject to 1-in-100 year flood event high water marks, as shown in the figure further in this section.

The urban and natural environments of the City are inextricably linked. Urban development can cause greater levels of storm-water runoff, which if poorly managed can have damaging environment effects. Street trees and verges provide an opportunity for green corridors to be established, to link remnants of bushland and to enable wildlife to move across the City. The City recognises the importance of natural areas for their aesthetic appeal, biodiversity, habitat, educational, intrinsic and recreational values.

The City's planning system needs to have regard to environmental factors in its decision making process. This should include decisions relating to high-level land use plans (such as an activity centre plan), down to the assessment of individual developments. The City must ensure mechanisms are in place to identify, understand, assess and ameliorate environmental risks and to ensure environmental resources are appropriately managed.

5.6.3 Bushfire prone areas

As part of the *Planning and Development (Local Planning Scheme) Regulations 2015*, the State Government introduced provisions relating to the identification, management and mitigation of bushfire risk on development. This included a new State Planning Policy 3.7 – Planning in Bushfire Prone Areas.

There are a number of areas throughout the City that are identified as having some form of bushfire risk. These areas are largely confined to the area adjacent to the City's southern

foreshore and areas adjacent to major bushland in Kensington/Technology Park and Karawara. The City is required to assess bushfire risk as part of all planning proposals, including this Strategy. Bushfire risk identified at Technology Park and in Karawara will need to be considered at the detailed planning stage for managed growth strategies affecting these areas.

Key implications from environmental resources

- The City needs to ensure new development is not adversely impacted by environmental factors such as sea-level rise, flood risk, bushfire risk and high water tables. The City's planning system needs to include mechanisms to appropriately identify, assess and ameliorate these risks.
- The extent of tree canopy cover on private land has fallen considerably over the last three decades.



Figure 28: Areas subject to 100 year flood event⁶¹

5.7 Heritage and character

The rich history of the City of South Perth is embedded in the fabric of the City's many heritage buildings and places. The City's vision is for these buildings and places to be protected, enhanced and celebrated.

5.7.1 Aboriginal heritage

A register of places of aboriginal heritage places is maintained by the Department of Indigenous Affairs. The [Aboriginal Heritage Act 1972](#) requires that these places are not to be disturbed and removed. Sites of aboriginal cultural significance that have been identified include:

Street name or location	Place type/name	Place ID
Hurlingham Road	Artefact site	3166
Boongala Close	Artefact site	3865
Salter Point	Winjun site	119
Waterford	Wadjup site	24319
Kwinana Freeway	Foreshore camping ground	3705

Table 27: List of identified sites of aboriginal cultural heritage significance⁵⁷

There may be further sites not included in the above table. 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.

5.7.2 Local Heritage Inventory & Heritage List

The City's [Local Heritage Inventory \(LHI\)](#) was last updated in 2015. Places are identified in different 'management categories based on their assessed significance. A LHI identifies local heritage places in a systematic fashion and provides the base information needed for local heritage planning. It is a non-statutory list that identifies heritage significance. The table below sets out the number of places currently included in the LHI by category, noting that some sites may have portions of that site with differing management categories:

Management category	Description of category	Number of current places
A+	Listed by the Heritage Council of Western Australia	15
A	Worthy of listing by the Heritage Council of Western Australia	2
B	High local significance	30
C	Local significance, subject to investigation	8
D	Minor significance	1
E	Site significance only	30

Table 28: List of LHI places by management category⁷

More than half of these places listed on the City’s LHI are located in the suburb of South Perth, with the majority of others located in Como. This reflects the fact that South Perth and Como experienced much earlier development compared to the rest of the City. The type of places listed consist of a range of buildings and places including houses, reserves and parklands, shops and other commercial buildings, bridge and jetties, churches, cinemas or theatres and also include significant vegetation such as a remnant pine plantation.

The City has a relatively small number of places considered to have cultural heritage significance, and in particular a limited number of residential properties. It is unlikely, given the development of the suburbs of South Perth, Como and Kensington early in the context of metropolitan Perth that the current local heritage inventory represents the full extent of places with cultural heritage significance in the City. While the LHI consists of number of places, those places categorised as ‘B’ or greater (A or A+) are also included on the City’s Heritage List made under the City’s Scheme. A Heritage List is a statutory listing that formally recognises a place’s heritage significance and provides it protection from demolition, removal or inadequate alteration through the development controls of the Scheme.

In April 2013 the City adopted local planning policy P313 Local Heritage Listing to guide the process for assessing places for inclusion or removal of places for the Heritage List. In 2017 the City commissioned Hocking Heritage Studio to undertake a review of the City’s LHI. Part of this review included community consultation to identify places not currently listed that may be appropriate for inclusion on either the LHI, or subject to appropriate classification, inclusion on the City’s Heritage List.

5.7.3 State Register of Heritage Places

Those places listed as ‘A+’, which indicates exceptional significance, are included on the [State Register of Heritage Places](#). These places are as follows:

Management Category	Name of place	Location of place
A+, B	Aquinas College	Mount Henry Road, Salter Point
A+	Canning Bridge	Canning Highway
A+	Clontarf	295 Manning Road, Waterford
A+	Cygnets Theatre	16 Preston Street, Como
A+	Saint Joseph's Convent	16 York Street, South Perth
A+	Mechanics' Institute Hall	Mends Street, South Perth
A+	Narrows Bridge	Kwinana Freeway
A+	Old Mill and Cottage	Mill Point Road, South Perth
A+	Pagoda Ballroom	111 Melville Parade, Como
A+	Saint Columba's Church	25 Forrest Street, South Perth
A+	Saint Columba's Primary School	30 York Street, South Perth
A+	Saint Mary the Virgin Church, Saint Mary's Hall, Monument	9 Ridge Street, South Perth

A+	Stidworthy Residence and Tearooms	130 Mill Point Road, South Perth
A+	South Perth Police Station and Quarters	1 Mends Street, South Perth
A+	South Perth Road Board Office (Former)	111 Mill Point Road, South Perth
A+, B	Wesley College	40 Coode Street, South Perth
A+	Windsor Hotel	112 Mill Point Road, South Perth

Table 29: List of places listed under the Heritage of Western Australia Act 1990⁵⁸

The City is not responsible for maintaining a list of properties considered to be of a State level of heritage significance. However the City should ensure that all of the places contained, or proposed to be contained on the State Register of Heritage Places are protected from inappropriate development either directly on the site containing the place, or adjacent to a place.

5.7.4 Register of the National Estate

There are also a number of places contained within the City that are registered under the [National Estate](#). The table below sets out these places.

Street name or location	Name of place	Place ID
Kwinana Freeway	Milyu Nature Reserve and Marine Park	17923
Mill Point Road	Old Mill Reserve	10661
Labouchere Road	Perth Zoological Gardens	10662
Preston Street	Cygnets Cinema	17345
Clydesdale Street	Neil McDougall Farm Complex	13738
Salter Point	Canning River Wetlands	17241

Table 30: List of places identified on the National Estate⁵⁹

5.7.5 Precincts & character areas

As part of the Scheme Maps of the Scheme, the City has also adopted a series of 'planning precincts'. The precincts divide the City based on areas of common character. There are currently 15 precincts identified on the precinct maps, including Precinct 15: South Perth Station Precinct, which applies to some of the area subject to current planning for the South Perth Activity Centre Plan. Dividing the City into precincts allows the City to make plans on a precinct basis, where a specific character can be identified and reinforced. This differs from a system of development control based on zoning or coding.

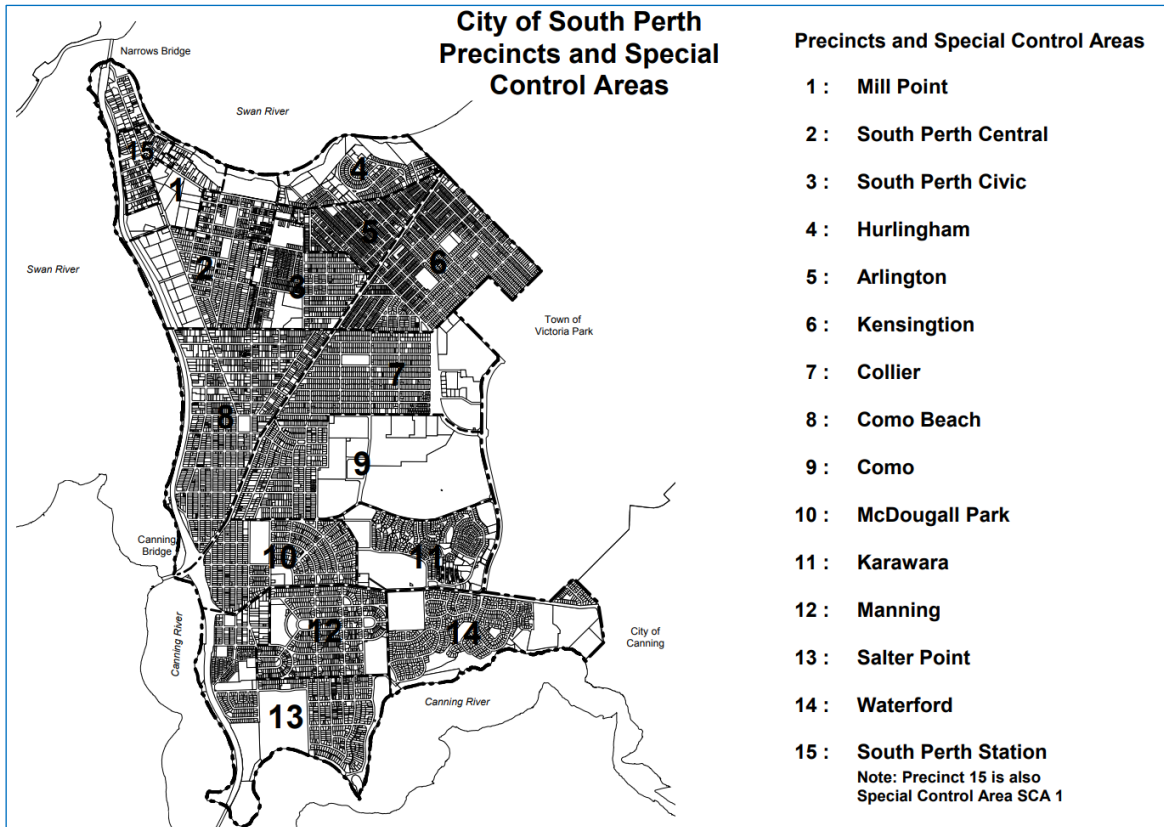


Figure 29: Current division of planning precincts under Town Planning Scheme No. 6⁷

Despite the large number of precincts the City has only earnestly pursued detailed precinct planning for three precincts. Local planning policy (P351.5 – Streetscape compatibility – Precinct 5 ‘Arlington’ and Precinct 6 – ‘Kensington’) provides development controls aimed at ensuring new development is sympathetic to the character of Precinct 5 and Precinct 6, while the aforementioned Precinct 15: South Perth Station Precinct was prepared to separate development controls from the rest of Precinct 1: Mill Point precinct.

Given the limited applicability of the current precinct system, a future planning framework may seek to rationalise or re-evaluate the current system of precinct planning. It is likely that further investigations will be required to identify areas of shared character.

Key implications from heritage and character

- State Planning Policy 3.5 identifies the need to appropriately distinguish between areas of heritage and character and also outlines the need for local governments to maintain up-to-date statutory frameworks (heritage lists and inventories) identifying places/areas of significance.
- The City must continually review and maintain a Local Heritage Inventory, Heritage List and identify any heritage areas.
- The division of the City into planning precincts has not resulted in the application of many precinct-based planning controls.

5.8 Urban Design

5.8.1 Design Review

The City's local planning policy P303 'Design Advisory Consultants' sets out the parameters for the assessment of significant developments by a panel of suitability qualified design professionals. The policy requires the panel to consider context and character, landscape quality, built form and scale, functionality, sustainability, amenity, legibility, safety, community and aesthetics.

The State Government is in the process of finalising the 'Design WA' suite of documents. The purpose of these documents is to generally improve the quality of the built-environment through a series of principles relating to design and design review practice. The general premise of the documents is to focus development assessment on design quality, with a strong focus on principles such as light access, landscaping, materiality and legibility; and less of a focus on typical design criteria such as setbacks and minimum areas.

Upon adoption of the Design WA suite of documents, the City should consider reviewing how it applies principles of high-quality design across the spectrum of development assessment.

5.8.2 Crime Prevention

Crime prevention is an important part of urban design and crime prevention through environmental design (CPTED) principles are detailed in the WAPC's Designing Out Crime Planning Guidelines (2006). Ensuring best practice CPTED principles are applied to the design of places promotes a sense of safety which contributes to the success of places. The City has adopted CPTED principles as part of the Canning Bridge Activity Centre Plan, however the key point of assessment for CPTED principles is through the City's design review process.

In order to better address this area of urban design assessment, the City should actively incorporate the application of CPTED principles into future strategic plans, policies and in a new Local Planning Scheme.

5.8.3 Public Art

Public art is usually located in public areas and is intended to improve the sense of place of public spaces. Public artworks are incorporated into various areas of the City including in parklands, foreshores, public plazas and streets as well as part of private developments. The City is committed to enhancing the built environment and ensures public art contributions are made when new development occurs through the requirements of local planning policy P316 'Developer Contributions for Public Art and Public Art Spaces'.

5.8.4 Water Sensitive Urban Design

Water sensitive urban design integrates water management into urban design and urban planning. This involves manipulating storm water management in a way to both improve landscape quality and hydrology of an area or development. The City has a number of strategies and general policies that seek to ensure the proper management of urban water. This includes the '[Integrated Catchment Management Plan 2004](#)' which sets out the City's key strategies for ensuring urban water is appropriately managed over time. These strategies focus primarily on how the City's drainage network handles urban storm water and does not consider how mechanisms to better manage urban water could be integrated into the City's planning system.

Key implications for urban design

Design quality and how development responds to matters such as crime prevention, the quality of public spaces and the management of urban systems (such as water management) are important considerations in developing planning proposals and assessing development.

5.9 Utilities and servicing

5.9.1 Electrical network

The City is served by an extensive network of electrical infrastructure. Most areas of the City are served by an underground power network. Areas of Como and Kensington continue to be served by overhead wire systems. The City has a relatively high amount of remaining electrical network supply, as depicted by the figure below, compared to other inner-city local governments:

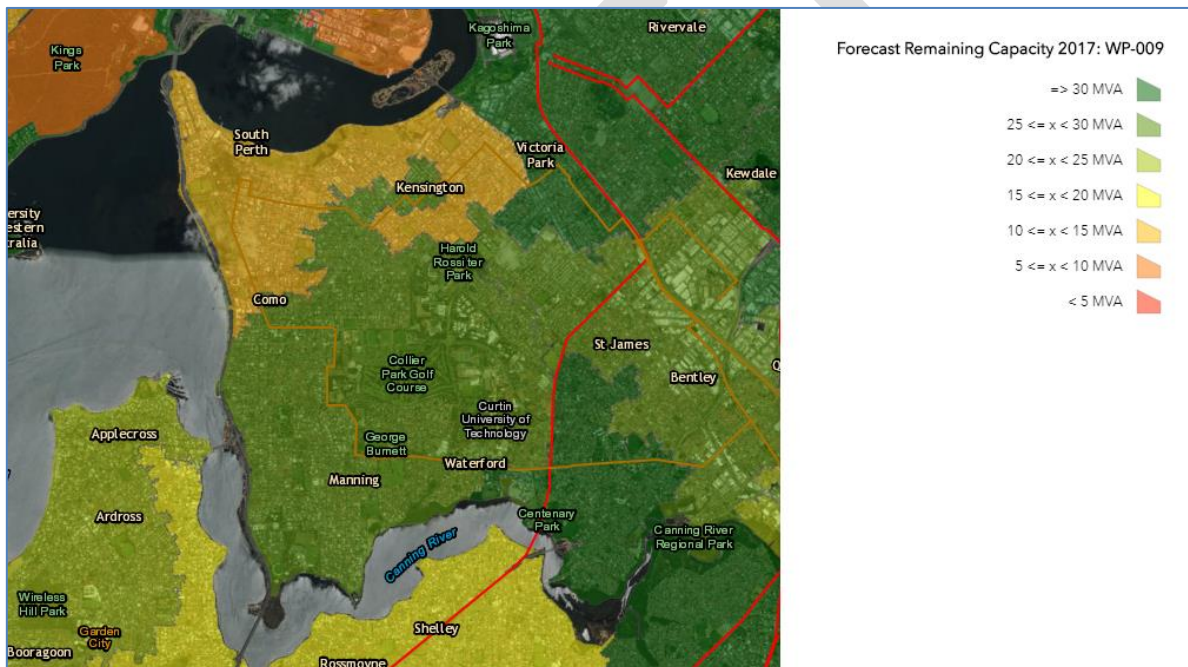


Figure 30: Electrical network forecast remaining capacity⁵⁵

There is unlikely to be any significant implications for the City in terms of electrical infrastructure into the future that cannot otherwise be addressed through appropriate network planning and upgrades.

5.9.2 Telecommunications

As an inner city local government, the City of South Perth is well served by telecommunications infrastructure. The majority of the City is covered by fixed fibre-optic broadband while fast mobile-telecommunication networks (mostly 4G) are also present. As with the City's electrical network, there is unlikely to be any significant planning implications associated with the telecommunications network as the City's population grows.

5.9.3 Water, stormwater and waste water

All areas of the City are served by existing water and sewer networks. The City must ensure it works with utility providers to ensure the progressive upgrading and/or replacement of existing infrastructure as the need arises.

The City and the Water Corporation maintain a significant stormwater drainage network. The majority of this network serves land in eastern Como, Karawara, Manning and Waterford and controls run-off from the northern extent of Curtin University down to outlet drains to the Canning River. The Bentley/Curtin Specialised Activity Centre Plan recognises the significant storm water water-shed in the southern areas of the City and includes design elements to assist in managing this flow appropriately. Plans to accommodate additional growth in areas such as Manning Road and Waterford Triangle will also need to have regard to these storm water flows.

5.9.4 Gas

The existing gas reticulation system within the City is sufficient to supply the needs of the community. There are no identified major upgrades to this infrastructure planned, however there is a recognised need for the City to work with suppliers to ensure consistent supply.

5.9.5 Capacity of Existing Utilities and 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. 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. The majority of these services are the responsibility of the state government and the City can only advise of planned increases in population at the earliest possible phase to ensure appropriate network

Key implications from utilities and servicing

The City must monitor and consult with servicing agencies at the earliest possible stage when considering all planning proposals to ensure sufficient service network availability.

6.0 Key implications, opportunities and constraints on development

This section identifies the opportunities and constraints concerning future development within the City of South Perth. The analysis of these opportunities and constraints is informed and guided by the 'key implications' contained in the preceding sections. The analysis helps to inform the strategies and actions identified in [Part 1](#).

6.1 Activity centres and employment

Opportunity – an activity centre plan has been prepared for the Bentley/Curtin Specialised Activity Centre that anticipates significant growth in employment and population. The Bentley/Curtin Specialised Activity Centre has the potential to become a major employment, population and activity hub and the City should support the further development of the activity centre plan; and its implementation.

Opportunity – The City's District and Neighbourhood Centres have low populations. Increasing the population both within and surrounding each centre in line with state policy and projected demand will improve the performance of these centres. The City should plan appropriately for additional population and activity growth to support and enhance these existing centres. Most of the City's District and Neighbourhood Centres are well served by transport infrastructure.

Opportunity - The South Perth Activity Centre has capacity to accommodate more population and more economic activity. The City's Strategic Community Plan identifies South Perth as the City's primary activity centre. The future development of this centre should consider the likely future demand for new dwellings, activity generating land use and community facilities and spaces. The area is identified as a District Centre under Perth and Peel @3.5 million and the City needs to plan for increased activity and population in this area to support the function of this Centre.

6.2 Population and housing

Constraint - The City's Town Planning Scheme will need to be reviewed to better govern the future growth of the City. A future Local Planning Scheme will need to focus on how additional population can be best provided for within activity centres and along urban corridors.

Constraint – The City has no remaining green-field areas suitable for accommodating additional population. The City must investigate ways of appropriately accommodating population growth within existing urbanised areas, primarily within activity centres, along urban corridors and other opportunity sites.

Constraint – The City's housing profile of mostly larger dwellings (+3 bedrooms) is not well aligned to its large and growing cohort of young adults (25-29) and ageing population of those aged over 70. The City should encourage provision of more one-bedroom dwellings and less large (+4 bedroom) dwellings to promote dwelling diversity.

Opportunity – The City can accommodate the dwelling growth identified in Perth and Peel @3.5 million by locating most new housing opportunities within and around activity centres and along urban corridors. In addition to modest increases in existing single residential areas,

growth in the City' activity centres and along specific urban corridors will result in at least 8,300 dwellings being provided within the City by 2050.

Opportunity – Canning Highway and Manning Road are identified as urban corridors, with good transport connections, but are currently under-utilised. Locating additional population along these corridors will make the best use of existing transport infrastructure.

6.3 Transport and access

Constraint – An incomplete bicycle network and poor ratings of the pedestrian environment in the City deters people from using walking or cycling as a primary mode of transport. Expanding the bicycle network and improving pedestrian amenity in key locations will help reduce demand for private vehicle travel.

Opportunity – Accessibility to other areas of the city significantly increase where heavy rail stations are present. The City should advocate for a heavy rail connection within the South Perth Activity Centre.

Opportunity – Population and activity growth can be directed towards activity centres and urban corridors, where transport access is good. Adopting a 'managed growth' strategy ensures additional population and activity is located where it can be best served by current and future transport infrastructure and proximity to employment, entertainment and services.

Opportunity – Emerging transport technologies (such as on-demand and automated vehicles) have the potential to alter demand for roads and vehicle parking. Future planning of the City must consider how these technologies may impact on the design of the built environment.

6.4 Environment and sustainability

Constraint – The City has lost approximately 20% of its urban tree canopy on private land over the last three decades. Promoting growth in the City's tree canopy has significant benefits including providing habitat, helping to reduce ambient air temperature and improved visual amenity. The future planning of the City needs to consider measures to prevent further loss of this canopy and actions to help restore it.

Constraint – There are limited mechanisms in place that currently incentivise new development to achieve higher environmental standards.

Opportunity – The most areas of the City has high levels of access to natural areas such as remanent bushland and foreshore areas. The protection of these spaces, and improvements to how these areas are managed was a key attitude identified during preliminary stakeholder engagement on this Strategy. Planning for the City needs to ensure these areas are protected, but also appropriately utilised.

Opportunity – There are a number of environmental factors that influence development, but the City has an opportunity to properly identify, assessment and mitigate these risks with a proper regime of environmental assessment.

6.5 Heritage, character and design

Constraint – The City’s current planning framework has limited requirements relating to the design of buildings, crime prevention through environmental design and management of urban storm water. Design WA aims to lift the design quality of new buildings, from the perspective of both the occupier and from the public realm. Design considerations relating to crime prevention and urban water management (amongst other things) needs to be considered in the planning framework.

Constraint – The City’s heritage list contains only a limited amount of heritage places and there are no identified heritage areas within the City. Without the proper identification and protection of heritage places and areas, there is a risk that places of heritage value could be demolished or degraded over time.

Opportunity – There are areas in the City with identified unique local character, particularly in its detached residential streets. Some areas have already been identified, such as those covered by a local planning policy in the Arlington and Kensington precincts. There is an opportunity for the City to identify more areas of unique local character and preparing policies to ensure this character is maintained.

6.6 Public open space and community facilities

Constraints – As population grows, public open space areas in the City will need to serve extra people. There is a limited ability for the City to provide new public open space. Mechanisms to leverage new development to contribute to the open space network will need to be considered.

Opportunity – New development can be leveraged to assist in the provision of community facilities, public spaces and civic infrastructure. New development has the potential to contribute to needed community infrastructure. Developing clear strategies as to how such infrastructure could be provided should be a key priority for the City, particularly in the development of activity centre plans, where future growth in community needs is likely to be the greatest.

6.7 Tourism and entertainment

Constraint – The City’s regulatory framework may be restricting the development of new entertainment uses. This Strategy should consider actions to make the development of new entertainment uses, in key location such as activity centres, more straightforward.

Opportunity – There are a number of important tourism features within the City. There are opportunities to grow the local tourism market and make it easier for tourists to visit and stay within the City. This growth should be directed towards activity centres served by transport infrastructure and nearby to the important tourism features, such as Perth Zoo and the South Perth foreshore.

Opportunity – The City has a higher than average proportion of educational and employment international visitors. There is a real opportunity for the City to continue to leverage this advantage and grow the local economy.

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