

SOUTH PERTH ACTIVITY CENTRE PLAN

DRAFT FOR CONSULTATION



FEBRUARY 2019

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SUMMARY INFORMATION

ENDORSEMENT PAGE

This activity centre plan is prepared under the provisions of the City of South Perth Town Planning Scheme No 6.

IT IS CERTIFIED THAT THIS ACTIVITY CENTRE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON:

[DATE]

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

.....

an officer of the Commission duly authorised by the Commission pursuant to section 16 of the Planning and Development Act 2005 for that purpose, in the presence of:

..... Witness

..... Date

..... Date of Expiry

TABLE OF AMENDMENTS

AMENDMENT NO.	SUMMARY OF THE AMENDMENT	AMENDMENT TYPE	DATE APPROVED BY WAPC

SUMMARY TABLE

The summary table below provides key statistics and planning outcomes of the activity centre plan. The main purpose of the summary table is to provide a quick reference point to convey the nature and key outcomes of the activity centre plan to facilitate efficient capture of digital information and for clarity, ease of analysis and tracking. The summary table may also be used to assess compliance with policies and targets set in the State and local planning framework and in any relevant high level planning strategy or structure plan.

ITEM	DATA		ACTIVITY CENTRE PLAN REF (SECTION NO.)
Total area covered by the activity centre plan (gross)	102.46 hectares (excluding Kwinana Freeway)		Part 2 Section 1.3 Plan Area
Total area covered by the activity centre plan (nett)	41.05 hectares (excluding existing open space and road reserves)		Part 2 Section 1.3 Plan Area
Area of each land use proposed	N/A*		
Total estimated lot yield	N/A +		
	2031	2041	
Estimated number of dwellings	2,750 dwellings	4,250 dwellings	Part 2 Section 6.2 Forecast Activity
Estimated gross residential density	26.8 dwellings per hectare	41.5 dwellings per hectare	
Estimated (nett) residential site density	67.0 dwellings per site hectare	103.5 dwellings per site hectare	
Estimated population	4,750 people	7,500 people	Part 2 Section 6.2 Forecast Activity
Estimated commercial floor space (total including Retail)	106,360sqm NLA	130,356sqm NLA	Part 2 Section 6.2 Forecast Activity
Estimated Retail floor space	13,860sqm NLA	20,356sqm NLA	Part 2 Section 6.2 Forecast Activity
Number of high schools	No additional		
Number of primary schools	No additional		
Estimated area and percentage of public open space given over to: #	40.59ha		
• Regional open space (includes Perth Zoo)	40.453 hectares		
• District open space	0 hectares		
• Neighbourhood parks	0 hectares		
• Local parks	0.132 hectares		
Estimated percentage of natural area #	40.59 hectares 39.62 %		

Notes

* The ACP area is an established inner city precinct which features – and will continue to feature – mixed use development. No areas of discrete land uses are proposed in the ACP. Refer to estimated number of dwellings and commercial floor space, below.

+ As the centre is well-established, and land is extensively subdivided, no additional lots are proposed as part of this ACP. However some lots may be created or amalgamated in the course of redevelopment within the ACP area. The ACP area includes 301 freehold lots as at August 2018.

Represents existing areas of open space. As an established area, no additional public open space is proposed as part of this ACP.

EXECUTIVE SUMMARY

This Activity Centre Plan (ACP) follows directly from the Place and Design Report, prepared for the City of South Perth in May 2017. The Place and Design Report was the outcome of workshops and extensive community engagement, exploring the issues affecting South Perth, recognising a broad spectrum of views and interests, and developing a vision and objectives for the future of the South Perth activity centre. As the centre is identified as a District Centre in the State activity centres hierarchy, preparation of an ACP was a major recommendation of the Place and Design Report.

The ACP refines and implements the vision developed through the Place and Design Report. The overarching vision statement is for the South Perth Activity Centre Plan area (ACP area) to be:

A distinctive inner city centre, tourism destination and residential neighbourhood that is shaped by its connection to nature, unique assets, distinctive buildings, and future-forward approaches to sustainable living. Its lively centre and pedestrian friendly tree-lined streets connect locals and visitors to its diverse businesses, transport nodes and local heritage.

The overarching vision statement is supported by four character area statements (see Part One section 2) that address the diverse and varying ways that density, activity and public space will be addressed across the ACP area.

The draft ACP comprises:

- **Part One:** Implementation Section, which includes the ACP area map, plan series, character statements for the character areas and development requirements.
- **Part Two:** Explanatory Section, which is to be used as a strategic guide that provides the background, rationale, design basis and intent of the ACP to support the implementation of Part One.
- **Appendices:** Economic and Demographic Assessment; Transport and Movement Analysis, which provide the evidence base that has informed the preparation of the ACP.

Part One of the ACP is to be read in conjunction with Schedules 9B (for the ACP area with the exception of the Landmark Site) and 13 (for the Landmark Site) of the City of South Perth Town Planning Scheme No. 6. The planning scheme implements key parts the ACP by setting objectives and development requirements to regulate development.

The ACP area is already a great urban neighbourhood, defined by its vibrant and diverse community, exceptional amenities and stunning natural setting in an unrivalled central location. It is therefore not surprising that there is demand for the area to grow, especially as the wider Perth metropolitan area grows. The ACP and town planning scheme set a clear vision and detailed planning requirements to manage the growth of the area to ensure that development builds on its unique characteristics, enhances its economic prosperity and strengthens its vitality for current and future residents, workers and visitors.



The ACP draws on important elements of stakeholder and community engagement, undertaken through the Place and Design project in 2017. This is reflected in the character area-based approach in the ACP, with clear objectives for each character area and development requirements designed to support and build upon the features of each area.

Part One sections 3 and 4 set out detailed requirements for new development including land uses, building height, plot ratio and floorplate size limits, setbacks and design quality standards. All applications for new development in the ACP area will be assessed against these requirements to ensure that private development supports the big-picture vision.

An important component of the future of South Perth is the transport network (see Part One section 5 and Part Two section 8). Although the development of a train station at South Perth is not a direct objective of the ACP, the development controls and other actions identified in the ACP are expected to strengthen the case for a station to be built.

There is a strong focus on reducing car dependence and use in the ACP area. The ferry and bus services already offer transit oriented development opportunities, and the high quality public realm encourages pedestrians and cycling. Increasing the use of non-car transport modes is important to ensure that the transport network remains efficient and effective as the local area and wider city grow in size.

The public realm is also recognised as both exceptional and important (see Part One section 6 and Part Two section 9), and is retained and enhanced through the guidance provided in the ACP.

The ACP aims to provide both flexibility and certainty, by setting clear objectives, guidance and requirements for development proposals, including a detailed framework with clear limits for the approval of larger buildings. The public benefit contributions framework in Part One section 7 addresses a specific issue raised by stakeholders: that development in the area should deliver benefits to the users of the area. Any application seeking additional development potential (height or plot ratio) must meet prerequisite amenity and design criteria and provide a public benefit contribution to the City, proportional to the size of the development. These public benefit contributions will be pooled by the City, to be used on items that benefit the users of the area.

The ACP is designed to cater for expected demand to 2041, and potentially beyond. However, it should be subject to review regularly, to ensure outcomes match intent. Therefore key performance indicators have been identified in Part One section 9 to enable ongoing monitoring of progress towards the articulated vision.

The South Perth activity centre is already important - and has substantial further potential. This ACP seeks to harness that potential for the benefit of all stakeholders in the present and future.



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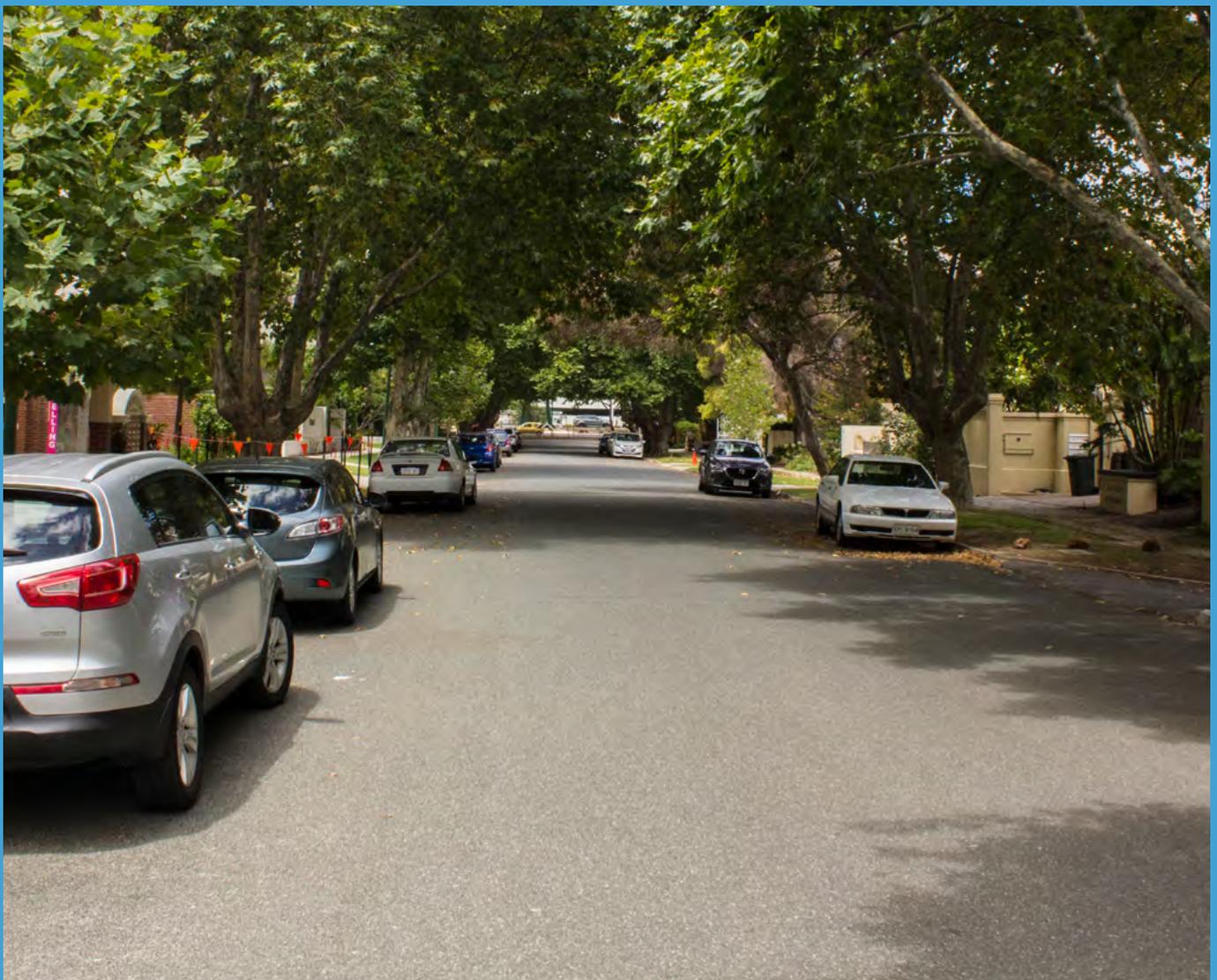
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Appendix 1: Economic and Demographic Assessment
Appendix 2: Transport and Movement Analysis

PART ONE IMPLEMENTATION

This Part sets out the vision for the area and provides guidance for the implementation of the Activity Centre Plan. It is to be read in conjunction with Schedules 9B and 13 of the City of South Perth Town Planning Scheme No. 6.



1.0 INTRODUCTION

1.1 ACTIVITY CENTRE PLAN AREA

This Activity Centre Plan (ACP) applies to the land contained within the inner edge of the line denoting the Activity Centre Plan area boundary on Plan 1 (ACP area).

1.2 ACTIVITY CENTRE PLAN STRUCTURE

The ACP comprises:

- Part One: Implementation Section
- Part Two: Explanatory Section
- Appendices: Economic and Demographic Assessment (Appendix 1); Transport and Movement Analysis (Appendix 2)

Part One includes the Activity Centre Plan (Plan 1), plan series, character statements for the character areas and development requirements.

Part Two is to be used as a strategic guide that provides the background, rationale, design basis and intent of the ACP to support the implementation of Part One.

The Appendices provide the evidence base that has informed the preparation of the ACP.

1.3 RELATIONSHIP TO THE SCHEME AND DEEMED PROVISIONS

The ACP is made pursuant to Part 5 of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Deemed Provisions) and is to be read in conjunction with Schedules 9B (for the ACP area with the exception of the Landmark Site) and 13 (for the Landmark Site) of City of South Perth Town Planning Scheme No 6 (the Scheme). In the event of any inconsistency between the ACP and the Scheme, the Scheme shall prevail to the extent of the inconsistency.

The provisions of the ACP are:

- a. relevant to the application of the provisions of Schedules 9B and 13; and
- b. to be given due regard in determining development applications as required by clauses 43(1) and 67(h) of the Deemed Provisions.

Part 2 of the ACP also functions as a strategic guide to the Scheme. As such it may provide guidance for future scheme amendments within the ACP area, and provide additional context for the application of discretion regarding development in the ACP area.

The ACP has been prepared in accordance with State Planning Policy 4.2 Activity Centres for Perth and Peel (SPP4.2), Western Australian Planning Commission (WAPC) Structure Plan Framework (2015), and with regard to relevant City of South Perth and WAPC planning policies.

1.3.1 Relationship to Policies

Where the ACP is inconsistent with a state or local government planning policy, the ACP shall prevail to the extent of any inconsistency.

Where a matter is dealt with in a state planning policy but not in the ACP, the relevant matters in the state planning policy shall apply in addition to the requirements of the ACP.

1.4 EXERCISE OF DISCRETION

Where discretion is required to be exercised under this ACP in relation to development requirements, due regard must be had to:

- the relevant provisions of the Scheme; and
- the relevant character area statement in this ACP; and
- the relevant character area objectives in the Scheme; and
- the objectives in this ACP relating to the particular aspect of the application for which the discretion is sought.

Schedule 9B of the Scheme provides for the exercise of discretion regarding a number of development requirements, including building height and plot ratio in Elements 2 and 6 respectively. The Scheme sets out the circumstances under which additional height and/or plot ratio above the base limits may be approved and the limits to the amount of additional development potential that may be approved.

Schedule 13 of the Scheme provides for the exercise of discretion on the Landmark Site regarding a number of development requirements, including setbacks and building height in Element 1, and car and bicycle parking bays in Element 3. The Scheme sets out the circumstances under which reduced setbacks, additional height and/or reduced parking bays may be approved.

1.5 COMMENCEMENT

In accordance with the Deemed Provisions, the ACP shall become operational upon its approval by the WAPC.

1.6 ACTIVITY CENTRE PLAN MAP

The ACP map allocates land to character areas and shows the zoning and residential density code of land within the ACP area. The ACP map (Plan 1) and other plans are provided at the end of Part 1 of the ACP.

2.0 CHARACTER AREAS AND OBJECTIVES

2.1 ACTIVITY CENTRE PLAN OBJECTIVES AND VISION

This ACP seeks to implement the principles of the South Perth Place and Design Report, prepared for the City of South Perth in May 2017.

The objective of the ACP is to apply the principles of the Place and Design Report, and other sound planning and design principles, to shape and guide development of the ACP area having regard to:

- its role as an inner city activity centre; and
- the outcomes of the demographic and economic assessment, transport and movement analysis and other relevant background studies (see Part 2 and appendices).

The ACP is intended to be regularly monitored and reviewed.

The vision for the ACP area was developed through the South Perth Place and Design project in 2017, and builds on the values and priorities of local stakeholders. The vision is also layered and multi-faceted, with an overarching vision statement to steer the ACP area's evolution supported by four character area statements (see section 2.3) that address the diverse and varying ways that density, activity and the public realm will be addressed across the ACP area.

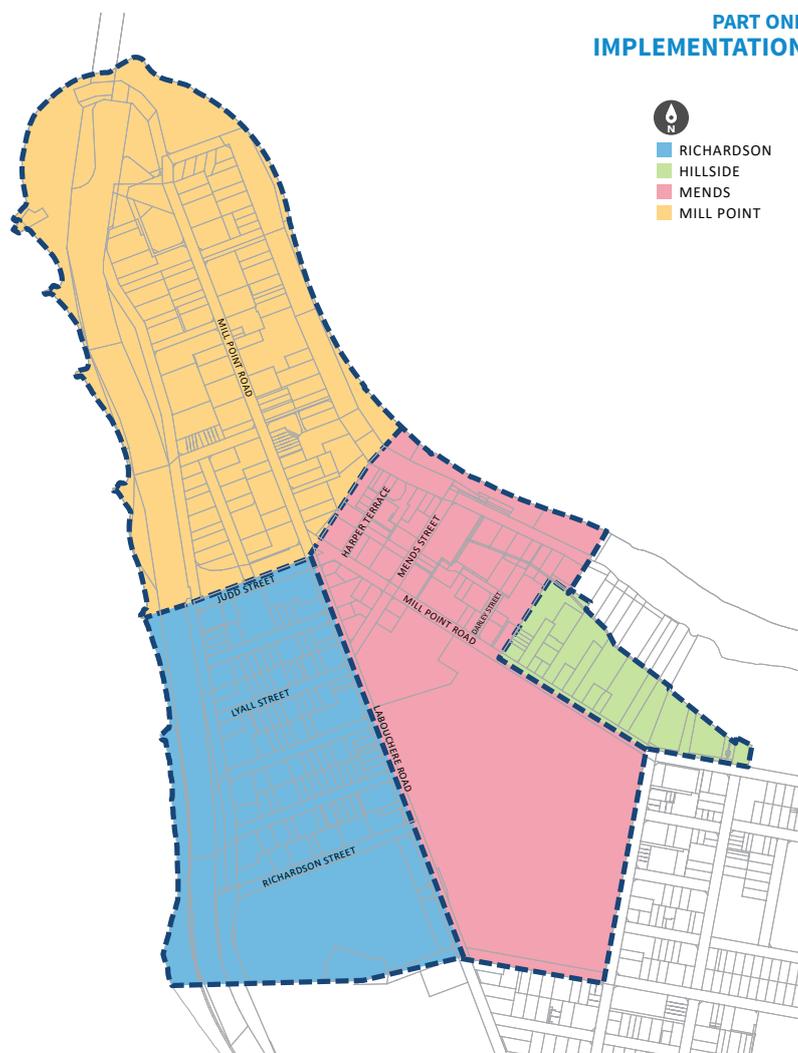
The overarching vision statement is for the ACP area to be:

A distinctive inner city centre, tourism destination and residential neighbourhood that is shaped by its connection to nature, unique assets, distinctive buildings, and future-forward approaches to sustainable living. Its lively centre and pedestrian friendly tree-lined streets connect locals and visitors to its diverse businesses, transport nodes and local heritage.

2.2 A CHARACTER AREA-LED APPROACH

The Place and Design Report defined four character areas, as shown in Figure 1 and considered the future of the ACP area in the context of each character area and how each character area can evolve in the future.

A character statement for each character area is set out in section 2.3. Objectives for each character area are provided in Schedule 9B. All development proposals shall be considered having due regard to the character statement and objectives of the relevant character area.

Figure 1: Activity Centre Plan Area

2.3 THE CHARACTER AREAS

The following character area statements are to be read in conjunction with the objectives for each character area contained in Schedule 9B.

2.3.1 Mends

The Mends character area is the cultural and commercial heart of the ACP area; a place where residents and workers enjoy a wide diversity of recreational and commercial offerings, as well as significant amenities including Windsor Park, the Foreshore and Perth Zoo. In the future, the area will leverage these amenities to create a truly great destination where residents, visitors and businesses mix together in a vibrant environment with frequent events and activities during the day and at night.

2.3.2 Richardson

The Richardson character area contains a mix of building styles and land uses. The establishment of a train station near Richardson Street will establish the area as a vibrant gateway to Perth Zoo and the wider activity centre. Future development will enhance the diverse character of the area, building upon the intricacy of its urban fabric characterised by varied lot sizes and building heights, retained heritage cottages and green pedestrian links. Residents will be accommodated within a mix of diverse housing options.

2.3.3 Mill Point

The Mill Point character area is a predominantly residential area characterised by green, leafy streets and buildings set back from the public realm. This significant amenity is complemented by its proximity to the South Perth Foreshore and views to the Perth CBD and Swan River. In the future, this character will be enhanced through upgrades to the public realm and new development that responds to and enhances the special amenities that make the area a great place to live.

2.3.4 Hillside

The Hillside character area is a secluded residential area with a wide variety of building styles and dwelling typologies overlooking the Swan River. Despite its close relationship to the Mends area, it maintains a quiet residential character. In the future infill development will complement and supplement existing residential towers, providing additional public benefit through the creation of small green spaces and new public connections to the South Perth Foreshore.

3.0 ACTIVITY

Land use permissibility and preferred ground floor land uses are contained in Schedules 9B and 13. To complement these provisions, the ACP contains objectives for land use, matters relevant to the exercise of discretion, uses not listed, minimum non-residential plot ratio and housing diversity applicable within the ACP area and individual character areas.

3.1 LAND USE

The provisions of the ACP reflect the need to direct and manage forecast growth for the ACP area to 2041, as set out in Part 2, including approximately:

- 2,309 additional dwellings
- 12,184 square metres of additional retail space
- 47,000 square metres of additional office and other commercial space (excluding retail)

The growth forecast in Part 2 and the land use provisions of this ACP will be subject to regular review.

Land uses should be distributed in a logical manner, in keeping with sound planning principles, the relevant character area objectives set out in Schedule 9B, and the objectives outlined below.

OBJECTIVES

- To encourage land uses that will contribute to the desired character of each character area.
- To ensure population growth is accompanied by employment growth in appropriate locations having regard to the character area statements and objectives.
- To ensure residents, workers and visitors to South Perth are well served by a range of appropriate retail and entertainment options.
- To locate land uses to best focus activity and vitality in South Perth, generate economies of agglomeration, and create a place of distinction and community value.
- To direct uses with high employment, residential or visitor intensity around current and future nodes of public transport.

DEVELOPMENT REQUIREMENTS

3.1.1 Residential Density

A density code of R-AC0 applies to the entirety of the ACP area, including the landmark site.

Under Schedule 9B, density of all land uses in the ACP area is measured and expressed as plot ratio. Schedule 9B contains provisions controlling the amount of plot ratio that buildings may contain.

Density controls for the Landmark Site are set out in Schedule 13.

3.1.2 Land Use Permissibility

Land use permissibility within each character area is specified by Element 1 of Provision 5 of Schedule 9B.

Land use permissibility for the landmark site is specified by Element 2 of Provision 5 of Schedule 13.

3.1.3 Exercise of Discretion:

When determining development applications which propose land uses listed as “D” (Discretion) and “DC” (Discretion with Consultation) in Schedule 9B, the local government shall have due regard for the following matters in addition to any other matters which it is required to consider:

- The overarching vision statement for the ACP area
- The character area statement of the relevant character area set out in section 2.3 of this ACP
- The objectives of the character area set out in Schedule 9B and for Special Control Area 2 set out in Schedule 13 as applicable
- The objectives of clause 3.1 of this ACP
- How the proposed land use(s) will contribute to managing the forecast growth of dwellings, residents, visitors, retail space and other commercial space within the ACP area
- For ground floor uses:
 - Preferred ground floor activity and uses for the character area as set out in Schedule 9B or 13 (as applicable);
 - Street type as outlined in Plan 2; and
 - Street frontage type as outlined in Plan 3.

3.1.4 Minimum Non-Residential Plot Ratio

To ensure the ongoing provision of non-residential space and that growth in residential population corresponds with growth in local services and employment opportunities, the minimum ratios in Table 1 apply for non-residential development within character areas across the ACP area. Calculation of plot ratio for this provision excludes car parking and associated circulation space.

Table 1: Minimum Non-Residential Plot Ratio

CHARACTER AREA	MINIMUM NON-RESIDENTIAL PLOT RATIO
Mends	1.0 or 30% of total, whichever is lesser
Mill Point	No Requirement
Hillside	No Requirement
Richardson	1.0 or 30% of total, whichever is lesser

3.2 HOUSING DIVERSITY

OBJECTIVES:

- i. To support the growth of sustainable communities and a broad range of household types across the ACP area by facilitating choice in high quality housing
- ii. To ensure development of a range of housing types offering variety in built form, size and typology

DEVELOPMENT REQUIREMENTS

3.2.1 Dwelling Diversity

Development that contains 20 or more dwellings shall provide:

- a. at least 20% of those dwellings as studio or single bedroom dwellings with a maximum provision of 50%; and
- b. at least 10% of those dwellings as three- or more-bedroom dwellings.

Percentage requirements may be rounded down to the nearest whole unit.

4.0 BUILT FORM

4.1 BUILDING ENVELOPE

OBJECTIVES:

- i. To define an appropriate space and volume within which development may occur
- ii. To ensure lots are able to manage development form in support of the vision for the ACP area and the objectives of the relevant character area

4.1.1 Building Height

OBJECTIVES:

- i. To ensure that building heights are consistent with the desired future scale and built form of the activity centre and character area.
- ii. To ensure that the interface between character areas is appropriately managed.
- iii. To facilitate and manage growth across the ACP area based on population growth forecasts and identified economic and transport capacity, reflecting the Centre's role as an inner city activity centre.
- iv. To establish a consistent and transparent performance-based approval process that accommodates additional development potential in return for public benefit contributions in appropriate locations and development proposals.
- v. To locate larger scale developments within walking distance of the Mends Street ferry terminal and the future South Perth train station to optimise access to transit services for new development.

DEVELOPMENT REQUIREMENTS

4.1.1.1 Building Height

- Building height shall be in accordance with Provision 5, Element 2 of Schedule 9B.
- Building height for the landmark site shall be in accordance with Provision 5, Element 1 of Schedule 13.

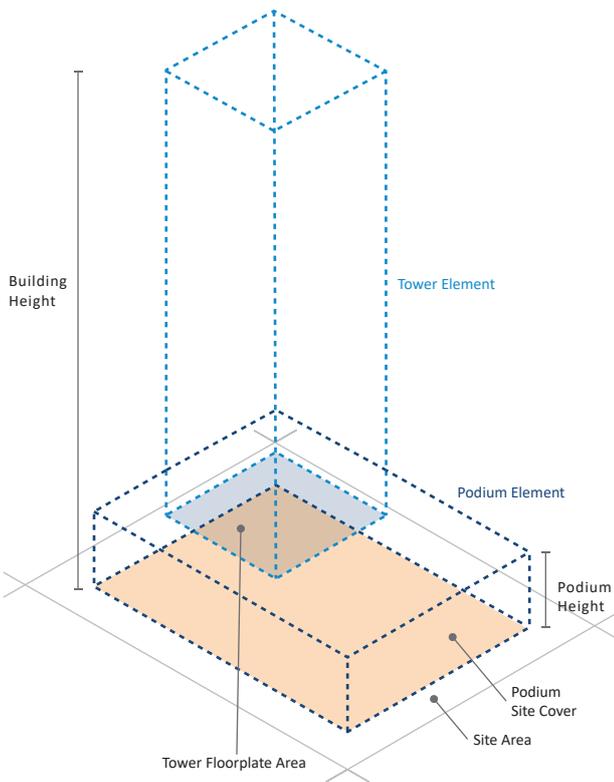


Figure 2: Building Envelope

4.1.2 Podium Setbacks, Height and Site Cover

OBJECTIVES

- To ensure buildings contribute to a public realm that creates interest and encourages pedestrian movement.
- To provide human-scale development fronting onto a defined hierarchy of streets, as outlined on Plan 3.
- To support the development of a human scale, vibrant streetscape experience whilst ensuring that a viable built form siting and access solution can be achieved.
- To articulate the base of buildings with high-quality material and design elements that complement neighbouring buildings and contribute to a pedestrian scale.

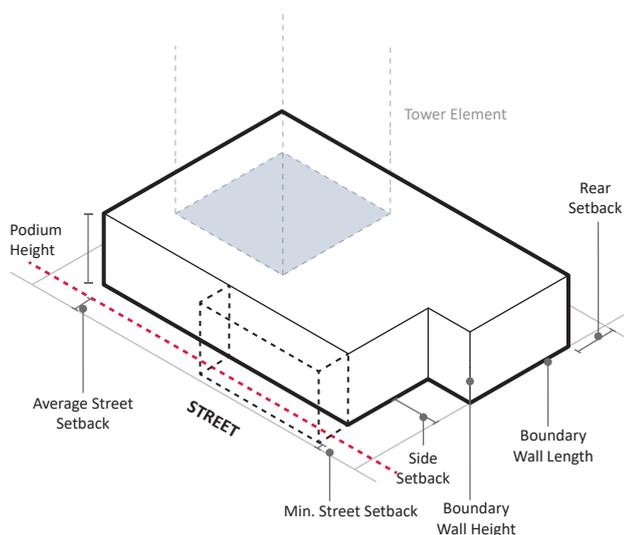


Figure 3: Podium Elements

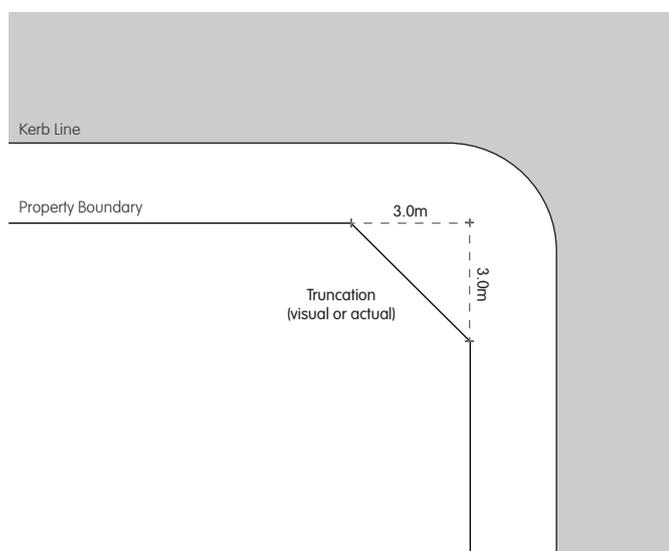


Figure 4: Corner Truncations

DEVELOPMENT REQUIREMENTS

4.1.2.1 Podium Site Cover and Setbacks

Podium site cover and podium setbacks for development shall be in accordance with Provision 5, Element 3 of Schedule 9B.

Podium setbacks for development on the landmark site shall be in accordance with Provision 5, Element 1 of Schedule 13.

4.1.2.2 Podium Street Setback Encroachment and Variation

Where permitted in accordance with Provision 5, Element 3.2 of Schedule 9B, podium street setback controls may be averaged in response to site and context conditions where it can be demonstrated that the variation does not have a detrimental impact on the streetscape character and local amenity.

Where setbacks are averaged, part(s) of the podium may be permitted to have a lesser street setback provided the average street setback for the entire podium is not less than the minimum setback required in accordance with Provision 5, Element 3.2 of Schedule 9B.

In averaging setbacks, the minimum setback permissible is 50% of the setback shown on the Map 3 of Schedule 9B. This provision does not apply to the landmark site.

4.1.2.3 Podium Street Corner Truncations

Notwithstanding podium street setback requirements, all development shall maintain a visual or actual street corner truncation of 3 metres by 3 metres measured from the corner of the lot.

4.1.2.4 Podium Side Setback Variation

Where permitted in accordance with Provision 5, Element 3.3 of Schedule 9B, podium side setbacks may be varied down to nil within the Mill Point, Hillside and Richardson character areas where it can be demonstrated that the variation does not have a detrimental impact on the streetscape character and local amenity.

4.1.3 Tower Setbacks and Separation

OBJECTIVES

- i. To ensure amenity for building occupants is maintained by providing adequate separation between towers.
- ii. To minimise the potential for closely located buildings to create an effect of cumulative bulk.
- iii. To ensure wind impacts are effectively managed by separation of buildings.
- iv. To enable sightlines, breezes and sunlight to penetrate adequately between buildings.

DEVELOPMENT REQUIREMENTS

4.1.3.1 Tower Setbacks

Tower setbacks shall be in accordance with Provision 5, Element 4 of Schedule 9B.

Tower setbacks on the landmark site shall be in accordance with Provision 5, Element 1 of Schedule 13.

4.1.4 Tower Maximum Gross Floorplate Area

OBJECTIVES

- i. To ensure that all buildings adhere to the principle that, if a building is taller, it must be more slender in proportion to the overall lot size and have more space around it.
- ii. To maintain opportunities for view corridors between buildings, minimise overshadowing and limit building bulk.
- iii. To organise and articulate tall building towers to promote design excellence, innovation and sustainability.
- iv. To minimise wind impacts arising from bulky or closely grouped buildings.

DEVELOPMENT REQUIREMENTS

4.1.4.1 Tower Maximum Gross Floorplate Area

The maximum gross floorplate area of each floor of a tower shall be in accordance with Provision 5, Element 5 of Schedule 9B.

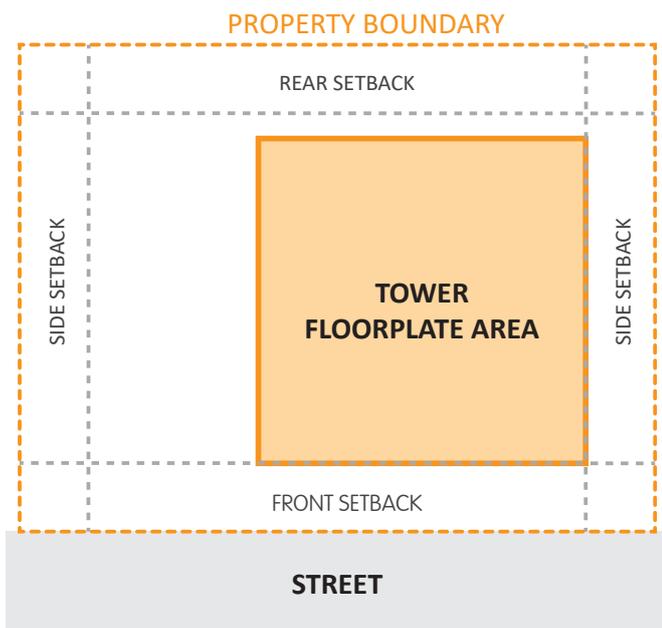


Figure 5: Tower Floorplate and Tower setbacks

4.2 PLOT RATIO

Objectives:

- i. To control the amount of development permitted on any development site within the defined building envelope.
- ii. To provide sufficient space within the building envelope to encourage variation in building design in response to individual site conditions.
- iii. To encourage building designers to consider the best allocation of plot ratio area.

DEVELOPMENT REQUIREMENTS

4.2.1 Plot Ratio

- Plot ratio shall be in accordance with Provision 5, Element 6 of Schedule 9B.
- There is no plot ratio limit for the landmark site in accordance with Schedule 13.

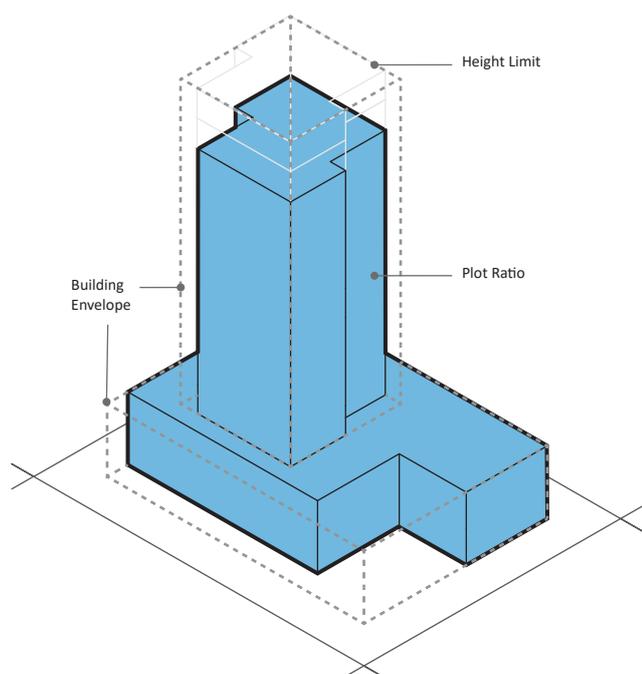


Figure 6: Plot Ratio and Building Envelope

4.3 OTHER DEVELOPMENT REQUIREMENTS

4.3.1 Street Interface

OBJECTIVES

- i. To support pedestrian amenity and activity by ensuring a high level of visual interest and design quality in the building façade(s) addressing the public domain.
- ii. To ensure that street level conditions in each character area are enhanced through complementary new development.
- iii. To ensure that residential and commercial ground floor uses are provided in appropriate locations.
- iv. To create opportunity for activation and passive surveillance of the public domain contributing to a sense of vitality and safety.

DEVELOPMENT REQUIREMENTS

4.3.1.1 Street Interface Design

Facade categories that apply to the ground floor of new development are as per the Street Interface Type Plan (Plan 3). New development shall be in accordance with the relevant controls contained in 4.3.1.2 to 4.3.1.4 inclusive.

4.3.1.2 Active Street Interface

Active street interfaces are designed to enable direct visual and physical contact between the street and the interior of buildings to encourage casual surveillance of and interaction with the public domain. Clearly defined entrances, windows and shop fronts are elements of the building façade that contribute to an active street interface.

Active street interface design shall deliver:

- a. Retail and commercial units shall be individually articulated with a width of between 6 metres and 9 metres that provide direct, universal access to the public footpath.
- b. Blank walls or sections of walls that are blank shall not exceed 2 metres in length.
- c. Articulation of shop front design in accordance with City of South Perth design guidance on frontage design (for example with appropriate use of stall risers, window design, awnings and other architectural features), and/or the design of existing retail frontages neighbouring the development site.
- d. Awnings and canopies for all streets shall be set back 1.5 metres from the kerb line.
- e. A minimum of 50% of the width of the street interface at the ground floor shall be clear and un-tinted vision glass.
- f. Active frontages with nil setbacks as per Map 3: Setbacks in Schedule 9B require design for active trading frontages, and are preferred to be built to a nil setback, unless otherwise providing for pedestrian amenity.
- g. Alfresco areas may be encouraged where there is high pedestrian activity and where verge space is adequate.
- h. The minimum floor-to-ceiling height of the ground floor of all buildings shall be 4.0m.

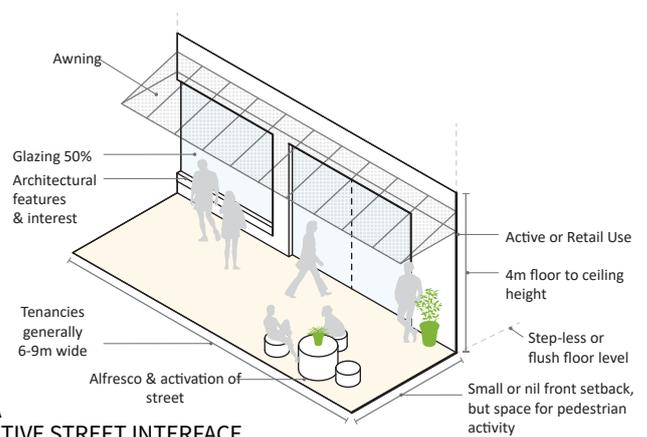


Figure 7: Street Interfaces

7A
ACTIVE STREET INTERFACE

DEVELOPMENT REQUIREMENTS

4.3.1.3 Semi-Active Street Interface

Semi-active street interfaces contain active elements (which substantially interact with the street, like retail uses) and passive elements (which do not, like residential uses), even within individual buildings. They provide for interaction with the public realm and a range of uses within buildings that are separated (horizontally or vertically) to provide privacy and amenity for occupants. The definition of private, semi-public and public space is clear in mixed streets.

Semi-active street interface design shall deliver:

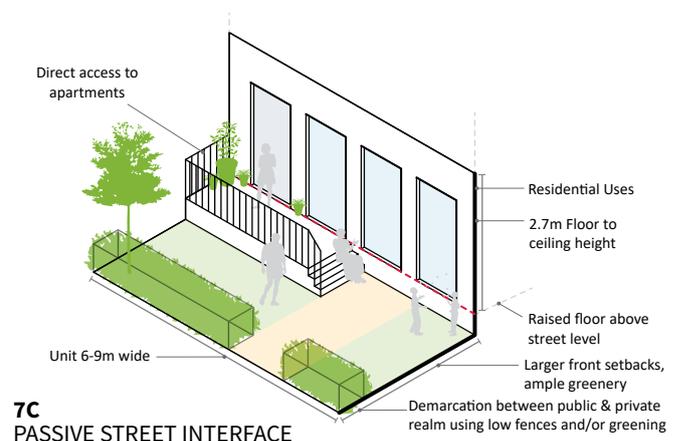
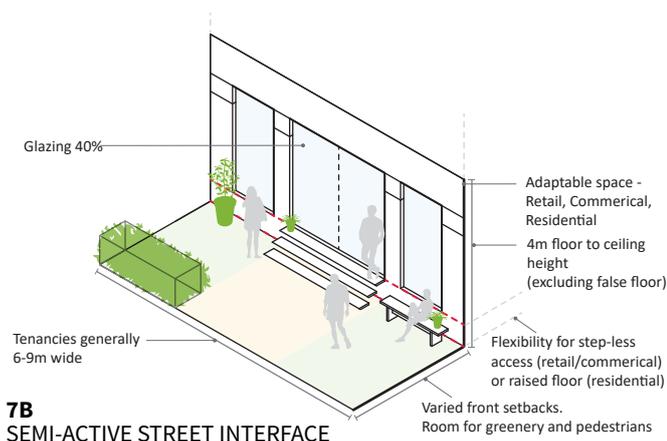
- a. Ground floor tenancies should demonstrate capability for conversion between residential and commercial uses including:
 - minimum floor-to-ceiling height of 4.0m;
 - accessibility requirements in accordance with the National Construction Code;
 - ability to provide vertical separation from the street of 0.6-1.0 metres; and
 - ability to accommodate servicing requirements.
- b. For streets with nil setbacks, awnings and canopies shall be provided for all streets, set back 1.5 metres from the kerb line.
- c. Frontages with setbacks may use the setback area for commercial activity such as alfresco dining provided the immediately adjacent ground floor uses are not residential and/or the impact on neighbours' amenity would be acceptable.
- d. Buildings fronting the street shall provide a minimum of 40% of the width of the street interface at the ground floor as clear and un-tinted glass.

4.3.1.4 Passive Street Interface

Passive street interfaces are predominantly residential and do not promote commercial activity except where it is compatible with the residential character and amenity of the street interface. Privacy and clear definition between public and private realms are considered important.

Passive street interface design shall deliver:

- a. Ground level apartments that are individually articulated in their massing with a width of between 6 metres and 9 metres.
- b. Finished floor level raised between 0.6 metres and 1.0 metres above the adjacent street level.
- c. Clear delineation between public space and private dwellings through the use of fences, walls and planters that are visually permeable above 1.2 metres in height.
- d. Residential units facing the street shall contain a living space that provides windows, openings, balconies and/or courtyards facing the street to encourage active use within the street interface area and passive surveillance over the public domain.
- e. Sites may include an element of commercial activity, such as alfresco dining, within the street setback area provided the immediately adjacent ground floor uses are not residential and/or the impact on neighbours' amenity would be acceptable, and where providing for an intended non-residential land use in accordance with Schedule 9B.



4.3.2 Heritage

OBJECTIVES

- i. To protect and enhance heritage places within the ACP area.
- ii. To ensure that new development responds sensitively to places within the ACP area that are listed on the local government's heritage list and does not adversely affect the character of a heritage place.

DEVELOPMENT REQUIREMENTS

4.3.2.1 Interface with Heritage Buildings

- a. For development on a site comprising or adjoining a heritage place, the local government may require greater setbacks than those specified in Schedule 9B, to protect the visual significance and integrity of the heritage place.
- b. The siting and design of any building on a site adjoining a heritage place shall respect the visual significance and integrity and not overwhelm or adversely affect the heritage place having regard to the design, size, scale, setbacks and proportion of the proposed building, particularly as viewed from the street.
- c. For any new development on a site that involves additions and alterations to a heritage place, or is on a site containing or adjoining a heritage place, the application for development approval shall be accompanied by a heritage impact statement justifying the appropriateness of the built form of the new development.
- d. New development involving additions or alterations to a heritage place shall retain, re-use and maintain the integrity of the existing heritage place within the new development.

4.3.3 Amenity and Design Quality

OBJECTIVES

- i. To ensure that building design maintains high levels of occupant amenity within new and established buildings.
- ii. To ensure that building design is of a high quality and contributes to the desired future character of the character area and ACP area.
- iii. To ensure that buildings with additional height and/or plot ratio above the base limits set in Schedule 9B achieve excellent and exemplary standards of design
- iv. To ensure that development in proximity to road and rail transport noise sources provides suitable noise mitigation measures.
- v. To ensure that buildings do not cast excessive shadows over adjacent properties.

DEVELOPMENT REQUIREMENTS

4.3.3.1 Design Quality

- a. Design quality shall be in accordance with Element 7 of Schedule 9B.
- b. In determining whether Element 7 of Schedule 9B is satisfied, the nominated Design Review Panel or other appointed consultants must have due regard to any policy or guidelines of the WAPC relating to architectural design quality, and is to take into consideration any policy or guidelines of the WAPC relating to design review principles and practices, e.g. Design WA Design Review Guide (as amended).
- c. In determining whether Element 7 of Schedule 9B is satisfied, the nominated Design Review Panel or other appointed consultants must be satisfied that the proposed comprehensive new development achieves the appropriate standard of design quality as set out in the Schedule in accordance with the following standards:
 - i. Good design is defined as meeting all of the relevant standards set in the policy and guidelines of the WAPC relating to design review principles and practices (e.g. Design WA Design Review Guide (as amended)) and any other relevant state or local government policy or guidelines.

DEVELOPMENT REQUIREMENTS

- ii. Excellent design is defined as demonstrably exceeding all of the relevant minimum standards set in the policy and guidelines of the WAPC relating to design review principles and practices (e.g. Design WA Design Review Guide (as amended)) and any other relevant state or local government policy or guidelines.
- iii. Exemplary design is defined as being of a standard that provides a high benchmark for design, innovation, and sustainability and is visually striking and memorable in the context of the locality.
- d. In determining whether Element 7 of Schedule 9B is satisfied, the local government or other responsible authority shall be satisfied that the proposed comprehensive new development provides a high level of amenity within the public realm by:
 - i. being of a scale along the street frontage which is conducive to creating a comfortable pedestrian environment; and
 - ii. minimising adverse wind impacts; and
 - iii. allowing for appropriate levels of sunlight penetration into key pedestrian and public spaces; and
 - iv. contributing to an attractive skyline and outlook from the public realm within the immediate locality and surrounding vantage points; and
 - v. be satisfied that the proposed comprehensive new development provides a high level of internal amenity within the development itself by providing for appropriate natural light access, natural ventilation, privacy and outlook.

4.3.3.2 Entertainment Noise

Applications proposing any of the following uses shall be accompanied by a noise management plan prepared to the satisfaction of the local government:

- Café/Restaurant (with greater than 50sqm floorspace);
- Cinema/Theatre;
- Club Premises;
- Hotel;
- Indoor Sporting Activities;
- Night Club;
- Reception Centre;
- Small Bar;
- Tavern; or
- Any other use, whether it is listed in Schedule 9B or not, that is considered by the local government to require a noise management plan.

4.3.3.3 Transport Noise

Development affected by noise from the rail line or Kwinana Freeway shall be designed with due regard to the requirements of State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning.

4.3.3.4 Overshadowing

Development shall not cast a shadow over more than 80% of any adjoining lot for more than 2 hours between 9am and 3pm on 21 June. Shadow diagrams are to be submitted demonstrating compliance with this requirement as part of the development application.

4.3.4 Sustainability, Landscaping and Water Management

OBJECTIVES

- i. To encourage development that reduces environmental impacts in construction and operation and promotes sustainable lifestyles, reducing energy consumption, water use and waste generation.
- ii. To ensure the environmental performance of new development is of a high standard.
- iii. To reduce pressure on infrastructure and utilities by reducing demand for their use.

DEVELOPMENT REQUIREMENTS

4.3.4.1 Sustainability

All development to which the City of South Perth Local Planning Policy P350.01 Environmentally Sustainable Building Design applies shall achieve and provide certification of at least a four star green star rating under the relevant Green Star rating tool.

4.3.4.2 Landscaping

Development shall incorporate landscaped area comprising at least 40% of the site area.

Components of the landscaped areas may include ground level landscaping, landscaping on the roof of the podium, rooftop terraces or gardens. Up to a maximum of 5% of the 40% landscaped area may be in the form of vertical planting and planting on walls.

4.3.4.3 Deep Soil Zones

All development sites shall include at least 12% of the site area at ground level allocated and designed for deep soil zones, suitable for accommodating mature trees, and with a minimum dimension of 6.0 metres.

This allocation may be reduced to 8% where an existing tree worthy of retention is proposed to be retained.

4.3.4.4 Groundwater Management

Where a development proposes basement(s) a dewatering management plan must be submitted with the development application that details the proposed dewatering process and how dewatering issues will be managed. The plan shall address contingencies to be put in place to satisfactorily manage issues that may arise during and after the dewatering process.

4.3.4.5 Stormwater Management

A stormwater management plan must be submitted with the development application to demonstrate the appropriate management and disposal of stormwater from a proposed development.

Stormwater shall be connected to the local drainage network or otherwise disposed of in accordance with an approved stormwater management plan.

4.3.5 Adaptability

OBJECTIVES

- i. To create robust urban places by ensuring buildings, in particular at the ground floor, are adaptable over time to provide for a wide range of uses and changing demands.
- ii. To extend the life of buildings by ensuring flexibility of use.
- iii. To attract greater investment in building quality, for longer lasting buildings.

DEVELOPMENT REQUIREMENTS

4.3.5.1 Floor to Ceiling Height

Development throughout the ACP area is to be consistent with the minimum floor to ceiling heights detailed in Table 2.

Floor to ceiling heights for ground floors in active and mixed streets are to be in accordance with section 4.3.1 Street Interface. In the event of any inconsistency, the greater value shall apply.

Spaces designed for flexibility should demonstrate ease of compliance with the National Construction Code for the various uses in the justification of the proposed design.

Table 2: Floor to Ceiling Heights

USE	MINIMUM HEIGHT
Residential uses	2.7 metres
All Ground Floor Flexible or Non-Residential uses	4.0 metres
Above Ground Floor Flexible or Non-Residential uses	3.3 metres

4.3.6 Detailing and Materials

OBJECTIVES

- i. To ensure that building exteriors positively contribute to the desired future character of the relevant character area and streetscape.
- ii. To ensure that the quality of design detail in new development is of a consistently high standard across the ACP area.

DEVELOPMENT REQUIREMENTS

4.3.6.1 Facade Materials

Where visible from the street, the podium element of development should include a range of materials to add articulation and visual interest.

Painted unclad concrete should not be a principal finishing material or exceed more than 20% of the area of a building façade.

4.3.6.2 Roof Design

Roof-top mechanical or telecommunications equipment shall be integrated into the design and massing of the upper floors of the building and shall not be visible above roof level.

4.3.6.3 Servicing Design

A waste management plan shall be prepared for each new development and submitted with the development application to ensure refuse collection can be undertaken in accordance with the requirements of the local government.

Servicing and utilities elements should be screened from view or, if required to be on the outside of the building, should be integrated into the fabric of the building.

4.3.6.4 Public Art

All development with a value of \$4 million or greater shall contribute towards public art in accordance with the City of South Perth Local Planning Policy P316 Developer Contribution for Public Art and Public Art Spaces.

4.3.6.5 Awnings

Where a building has a nil setback to the street boundary, an awning shall be provided over the street footpath. The projection depth of the awning shall be at least 2.5 metres, provided that there is a clearance distance of at least 1.5 metres from the face of the road kerb to the awning.

This requirement may be reduced where necessitated by the local street conditions.

4.3.6.6 Building Entries

Notwithstanding the provisions of section 4.3.1 of this ACP, the primary entry to a building's upper floors shall be accessed and addressed from the street. The entry shall be a well-lit, clearly identifiable element of the building.

4.3.7 Bicycle Parking and End of Trip Facilities

OBJECTIVES

- i. To reduce car dependence and facilitate a modal shift towards sustainable transport options, including cycling.
- ii. To provide choice of mode of travel to and from the ACP area.
- iii. To provide appropriate facilities for cyclists thereby encouraging cycling as a convenient, enjoyable, healthy and sustainable mode of transport.
- iv. To encourage an active and healthy community.

DEVELOPMENT REQUIREMENTS

4.3.7.1 Bicycle Parking Rates

Bicycle parking bays shall be provided at the rates specified in Table 3.

All bicycle parking is to be secure and conveniently located. Occupant bicycle parking is to be in a lockable space screened from public view, and may be located with storage areas or within the apartment.

4.3.7.2 End of Trip Facilities

End of trip facilities including showers and lockers shall be provided for all new non-residential development in accordance with the rates specified in Table 3.

Table 3: Bicycle Parking Requirements

RESIDENTIAL	
Occupant	1 per dwelling
Visitor	1 per 5 dwellings
NON-RESIDENTIAL	
Employee	1 per 100sqm of net lettable area
Visitor	1 per 100sqm of net lettable area
End of Trip Facilities	1 shower per 10 bicycle parking bays 1 locker per bicycle parking bay

4.3.8 Vehicle Parking and Access

OBJECTIVES

- i. To ensure car parking access is safe and convenient, and where possible coordinated between developments.
- ii. To reduce car dependence and facilitate a modal shift towards sustainable transport options.
- iii. To encourage new development to explore and implement alternatives including car-share schemes.
- iv. To ensure parking provides for mobility needs but to also encourage a modal split towards alternative forms of transport.

DEVELOPMENT REQUIREMENTS

4.3.8.1 Car Parking Provision

Parking is to be provided in accordance with the rates specified in Table 4. These requirements may be rounded to the nearest whole number.

Parking may be unbundled from individual tenancies and exchanged within individual developments provided both parties are residential or both parties are non-residential. Exchanges between residential and non-residential land uses are not permitted.

4.3.8.2 Access to On-Site Parking

Crossovers to on-site parking shall be limited to one per development.

Direct vehicular access from Mends Street, Mill Point Road and Labouchere Road should be avoided wherever possible.

4.3.8.3 Parking Location

Parking shall be located behind the building facade and screened from public view.

Underground parking structures shall have regard for groundwater levels and potential impacts of the underground parking structure on groundwater, and root systems of trees and other vegetation.

4.3.8.4 Car Sharing

Parking requirements for residential development may be reduced by maintaining a car share scheme to be approved by the local government. Each car share bay/vehicle may be substituted for up to ten residential parking bays, to a maximum of four car share bays. Car share bays shall be designated as common property.

4.3.8.5 Scooters and Motorbikes

One scooter/motorbike bay shall be provided per 20 car parking bays required.

4.3.8.6 Cash in Lieu of Parking

For all uses, cash in lieu of parking may be sought, in accordance with clause 6.3A of the Scheme and any relevant City of South Perth policy.



Table 4: Vehicular Parking Requirements

USE	PARKING REQUIREMENT
Short stay Accommodation	Minimum 0.1 bays per room or suite
All other non-residential uses	Minimum 2 bays per 100sqm of net lettable area Maximum 3 bays per 100sqm of net lettable area
Student accommodation	Minimum 0.1 bays per room or suite
Residential Development: One Bedroom (occupants)	Minimum 0.75 bays per dwelling Maximum 1 bay per dwelling
Residential Development: Two or More Bedrooms (occupants)	Minimum 1 bay per dwelling Maximum 2 bays per dwelling
Residential development (visitors)	Minimum 0.15 bays per dwelling

5.0 MOVEMENT AND ACCESS

This section does not impose requirements on development proposed in the ACP area. This section provides guidance for complementary improvements that may take place in the movement network to improve the ACP area. Where possible, this guidance should inform planned improvements made by the City of South Perth or other public agencies.

This section does provide guidance for development to complement and thereby capitalise on planned improvements, and may align with public benefit contributions to be provided in exchange for additional development potential.

The Movement and Access section is intended to:

- Provide guidance for development to be well suited to its immediate public realm interface and designed to support clear, safe and attractive access to development sites.
- Indicate recommended future investments in the movement network to support the vision and objectives for the Activity Centre Plan.
- Provide additional context for discretionary decision-making on development applications.
- Provide guidance for public benefit contributions provided in exchange for additional development potential.

5.1 LOCAL ROAD NETWORK

OBJECTIVES:

- To improve the design of local roads to enhance their safety and utility for all users.
- To manage regional through-traffic and congestion points through recommended improvements to the local road network.
- To improve pedestrian safety and amenity by realising a reduction in traffic speeds.
- To reduce car dependence and facilitate a modal shift towards sustainable transport options.

GUIDANCE AND INTENDED OUTCOMES

5.1.1 Speed Limits

A posted speed limit of 40 kilometres per hour should apply in the ACP area in accordance with the Movement and Access Plan (Plan 4).

5.1.2 Signalised Intersections

Signalised intersections with pedestrian phases should be added or enhanced at the Mill Point Road/Labouchere Road and Judd Street, Mends Street and Mill Point Road, Richardson Street and Labouchere Road, and Angelo Street and Labouchere Road intersections in accordance with Plan 4.

5.1.3 Left-in Left-out Intersections

Other streets in the Richardson character area intersecting with Labouchere Road should be reconfigured to provide left in-left out movement only.

5.1.4 On-Street Parking

On-street off-peak short-term parking along Labouchere Road and Mill Point Road should be introduced to support businesses and residential uses in accordance with Plan 4. Other on-street parking should be managed in accordance with the relevant City of South Perth parking strategy.

5.1.5 Additional Street Connections

Opportunities to improve connectivity through the creation of additional street connections should be considered in accordance with Plan 4.

5.2 PUBLIC TRANSPORT

OBJECTIVES:

- i. To establish the ACP area as a transit-oriented activity centre supported by multi-modal transit services and infrastructure.
- ii. To reduce car dependence and facilitate a modal shift towards sustainable transport options.
- iii. To support the delivery of a South Perth train station by planning to focus the distribution of forecast growth in a way that contributes to the business case for the South Perth train station as a “destination station”.

GUIDANCE AND INTENDED OUTCOMES

5.2.1 Bus Priority

The Mill Point Road/Labouchere Road and Judd Street intersection should be reconfigured to include a northbound bus priority lane and signal phase to address congestion delays in accordance with Plan 4.

5.2.2 Enhanced Bus Service

Local bus services should be modified in partnership with the Public Transport Authority, in order to establish high-frequency connections to key regional destinations as detailed in Appendix 2.

5.2.3 South Perth Train Station

A new train station should be constructed at the location established within the Kwinana Freeway median, in line with long term strategic planning. Development opportunities within adjoining public land, and associated value capture potential should be investigated.

5.2.4 Ferry Service

Expansion of the local ferry network by either private or public operators should be encouraged to increase access to the ACP area from wider Perth, supported by an additional berth at Mends Street.

5.3 PEDESTRIAN AND CYCLIST MOVEMENT

OBJECTIVES:

- i. To improve pedestrian safety and amenity thereby encouraging walking as a convenient, enjoyable, healthy and sustainable mode of transport.
- ii. To reduce car dependence and facilitate a modal shift towards sustainable transport options.
- iii. To reduce the detrimental barrier effect of busy roads for pedestrians and cyclists, particularly Labouchere and Mill Point Roads.
- iv. To integrate the ACP area with the regional principal shared path network to increase access to cycling facilities and encourage cycling as a convenient, enjoyable, healthy and sustainable mode of transport to, from and within the ACP area.

GUIDANCE AND INTENDED OUTCOMES

5.3.1 Footpath Width

Street verges, in coordination with setback controls contained in section 4.1.2 in the ACP, should ensure a minimum footpath width of 4.0 metres is provided for pedestrian use along Mill Point Road and Labouchere Road.

5.3.2 Pedestrian Crossings

All intersecting streets along Mill Point Road north of Judd Street and along Labouchere Road north of Richardson Street should incorporate raised ‘wombat’ crossings and all intersections should be raised along South Perth Esplanade for pedestrian priority, in accordance with Plan 4.

5.3.3 Principal Shared Path

A principal shared path should be constructed on the eastern side of the Freeway reserve along Melville Parade, including a grade separated connection across the Freeway ramps at Judd Street.

The principal shared path north of Mends Street along South Perth Esplanade should be duplicated with a new 4 metre wide cycle path.

5.3.4 Advance Stop Lines

Advance stop lines should be provided for cyclists on Mends Street where it intersects with Mill Point Road and Labouchere Road.

5.3.5 Safe Active Streets

Lyall Street, Charles Street and Mends Street should be redesigned to incorporate the Department of Transport’s “Safe Active Streets” principles in order to establish an integrated and connected cycle network.

5.3.6 Dedicated Cycle Paths

An on- or off-street cycle connection along Labouchere Road should be established to connect with the existing routes along Labouchere Road south of Angelo Street.



6.0 PUBLIC REALM

This section does not impose requirements for development proposed in the ACP area. This section provides guidance for complementary improvements that may take place in the public realm, particularly in relation to green spaces, to improve the ACP area. Where possible, this guidance should inform planned improvements made by the City of South Perth or other public agencies.

This section does provide guidance for development to complement and thereby capitalise on planned improvements and may align with public benefit contributions to be provided in exchange for additional development potential.

The Public Realm section is intended to:

- Provide guidance for development to be well suited to its immediate public realm interface and designed to contribute positively to the public realm.
- Indicate recommended future investments and opportunities for improvement in public open space (including regional open space).
- Provide additional context and direction for discretionary decision-making on development applications.
- Provide guidance for public benefit contributions provided in exchange for additional development potential.

6.1 PUBLIC OPEN SPACE

OBJECTIVES:

- i. To create an integrated public open space network that supports public activity and connects local and regional destinations.
- ii. To enhance the quality of life for residents, workers and visitors by providing new quality public open spaces including pocket parks, plazas and green links.
- iii. To ensure that new development adjoining the open space network complements the landscape character and enhances accessibility and activation of open space.

GUIDANCE AND INTENDED OUTCOMES

6.1.1 Public Space Typologies

Public Space typologies should reflect the desired future character described at 6.1.2-6.1.4. For further guidance refer to Plan 5: Public Realm Plan.

6.1.2 Managed Foreshore

Managed foreshore areas provide spaces for recreational, cultural and community activity along the foreshore of the Swan River. These areas provide spaces for a range of informal and formal activities and events, including active and passive recreation.

Managed foreshore areas should be maintained and enhanced in accordance with the relevant City of South Perth strategy and/or management plan.

6.1.3 Natural Foreshore

Natural foreshore areas are conservation areas attracting less intensity of activity that support local flora and fauna and provide opportunities for interaction with nature through viewpoints and cultural and education elements. They may also support cyclist and pedestrian movement via dedicated paths such as the Kwinana Freeway Principal Shared Path.

Natural foreshore areas should be maintained and enhanced in accordance with the relevant City of South Perth strategy and/or management plan.

GUIDANCE AND INTENDED OUTCOMES

6.1.4 Urban Park

Urban parks are multi-functional spaces that appeal to residents, workers and visitors and provide day- and night-time activation. They are the focus of activity within the public realm, with high quality public amenities such as lighting, barbeque facilities, exercise equipment, shade structures and event infrastructure. Urban parks are designed to support and encourage passive and active recreation, including organised sport, and may also provide incidental retail, food and beverage tenancies on a temporary or longer term basis. Urban parks should incorporate high quality design and materials including public art, interactive media, lighting, surfacing and planting to strengthen local character and identity.

Urban parks should be maintained and enhanced in accordance with the relevant City of South Perth strategy and/or management plan.

6.1.5 Pocket Park

Pocket parks are small-scale open spaces designed to enhance local resident and worker amenity by functioning as “outdoor rooms” for meeting and relaxing. Pocket parks may also provide green space, shade and tree canopy cover, mitigate traffic noise and incorporate defined spaces to accommodate multiple users with some separation and privacy, and provide opportunities for occasional activation including food vendors and local events.

Pocket parks should be developed and maintained in accordance with the relevant City of South Perth strategy and/or management plan.

6.1.6 Existing Landscaping

Where public space upgrades occur, existing planting and mature trees should be retained wherever possible.

6.2 PUBLIC STREETS

OBJECTIVES:

- i. To create a defined hierarchy of streets that support and encourage pedestrian movement.
- ii. To enhance landscape quality and character by retaining and supplementing existing street trees.
- iii. To enhance the design of streets in a way that strengthens local character and identity.

GUIDANCE AND INTENDED OUTCOMES

6.2.1 Street Typologies

Public streets are classified as garden streets, mixed streets or main streets and should generally accord with the respective desired future character identified at 6.2.2-6.2.4. For further guidance refer to Plan 5: Public Realm Plan.

6.2.2 Garden Streets

The future character of Garden Streets should:

- a. Be green and well landscaped, with extensive street trees and continuous shade-tolerant planting along street verges
- b. Incorporate low impact seating and lighting to encourage passive use
- c. Configure on-street parking to create a meandering carriageway which slows through-traffic and prioritises walking and cycling
- d. Incorporate bulb-outs and kerb extensions containing additional planting where possible
- e. Provide depth in tree canopy by staggering street trees within both parking and verge alignments
- f. Incorporate widened footpaths and extensions in key locations to provide useable public space such as parklets, grouped seating, urban agriculture and play equipment
- g. Integrate water sensitive urban design systems wherever practical
- h. Accommodate on-street parking

6.2.3 Mixed Streets

The future character of Mixed Streets should:

- a. Be urban in character and predominantly hardscaped, with a range of pedestrian amenities and street furniture to encourage use
- b. Provide depth in tree canopy by staggering street trees within both parking and verge alignments
- c. Provide a consistent palette of furniture and materials that reflects the local character area
- d. Integrate water sensitive urban design systems wherever practical
- e. Accommodate on-street parking

6.2.4 Main Streets

The future character of Main Streets should:

- a. Be dynamic and urban in nature with a high density of pedestrian amenities such as street furniture, public art and high quality lighting
- b. Emphasise pedestrian movement and reduce the impact of traffic and parking on the pedestrian experience
- c. Incorporate widened footpaths and extensions in key locations to provide useable public space such as parklets, alfresco areas, busking and event infrastructure and cultural and interpretive installations
- d. Maximise street tree planting within parking or verge alignments
- e. Integrate water sensitive urban design systems wherever practical
- f. Provide a premium palette of furniture and materials which contribute to creating a distinctive, highly activated destination
- g. Provide shelter for pedestrians in the form of awnings over footpaths

6.3 PRIVATELY OWNED PUBLIC OPEN SPACE

OBJECTIVES:

- i. To improve local amenity by creating additional green space within private land for use by the local community.
- ii. To enhance local character by creating visually distinctive points of interest within the urban environment.
- iii. To deliver through-site links which function as interconnected greenways around buildings, linking streets with highly landscaped, easily accessible and comfortably surveilled connections.

GUIDANCE AND INTENDED OUTCOMES

6.3.1 Private Pocket Parks

Private pocket parks may be generally located as identified in Plan 5 and must:

- a. Be a minimum of 80 square metres in area
- b. Allow unobstructed access to the public at all times
- c. Reflect a passive, landscaped character in Hillside and Mill Point character areas and an active, hardscaped plaza character in Richardson and Mends character areas.
- d. Function as an extension of the public realm with no fencing or other obstructions which create visual or physical separation
- e. Be sufficiently illuminated to maintain public safety and encourage activation after dark
- f. Provide street furniture, landscaping and planting which address and integrate with the building frontage
- g. Be maintained in perpetuity by the landowner or Strata body
- h. Where creation of a Private Pocket Park is proposed, formal protection through an easement or other legal instrument may constitute a public benefit contribution as detailed in Section 7.5.

6.3.2 Mid-Block Links

Private mid-block links are to be located as identified in Plan 5 and must:

- a. Be of sufficient width and designed to provide a sense of safety
- b. Allow unobstructed access to the general public at all times
- c. Provide an uninterrupted paved pedestrian path for its full length
- d. Function as an extension of the public realm with no gates or other obstructions which create visual or physical separation
- e. Be sufficiently illuminated to maintain public safety and encourage activation
- f. Appropriately respond to adjoining ground floor facades, with screening of blank or service areas and direct interface with windows, private communal areas, commercial tenancies and other active facades.
- g. Provide extensive landscaping comprised of trees and feature planting in deep soil zones, planters or green walls
- h. Be maintained in perpetuity by the landowner or strata body

Where creation of a mid-block link is proposed, formal protection through an easement or other legal instrument may constitute a public benefit contribution as detailed in Section 7.5.

7.0 PUBLIC BENEFITS FRAMEWORK

This ACP and Schedule 9B aim to facilitate variety in the built form of the ACP area, within clear limits. Schedule 9B defines a building envelope through podium height, setback and site cover limits, tower setback and floorplate size limits and total building height and plot ratio limits. Height and plot ratio can be varied, in accordance with Schedule 9B, to allow development proposals that will not have a significant adverse effect on the amenity of the locality, that achieve an exceptional standard of design and provide a public benefit contribution to the local government in return for additional development potential.

The landmark site is subject to the provisions of Schedule 13, including Provision 5, Element 14, which defines the requirements to provide public benefits through the development of the site.

OBJECTIVES:

- i. To provide guidance in the exercise of discretion by decision makers under Schedule 9B. A public benefit contribution to the local government is required under Schedule 9B in order to receive approval for the additional development potential provided by the additional building height and/or plot ratio above the base limits.
- ii. To provide clear prerequisites to be met for approval of additional height and/or plot ratio.
- iii. To provide definitions and upper limits to the variation available through the development requirements of this ACP and Schedule 9B.
- iv. To ensure additional development potential corresponds with public benefit contributions.
- v. To ensure the approval of additional development potential is fair, transparent and legible.

DEVELOPMENT REQUIREMENTS:

7.1 Qualifying for Additional Development Potential

Under Schedule 9B approval for additional building height and/or plot ratio, where permissible under Elements 2 and 6 of Schedule 9B, can only be granted if the requirements of Element 7 and 8 of Schedule 9B are satisfied.

7.2 Design Quality

The architectural design of a proposed building with additional building height and/or plot ratio must satisfy the requirements of Element 7 of Schedule 9B and 4.3.3.1 of this ACP. The proposal should make a unique contribution to the built form of the ACP area in support of the vision of the ACP and the relevant character area objectives in Schedule 9B.

In determining whether this design quality requirement is satisfied, the nominated Design Review Panel is to undertake its assessment in accordance with the requirements set out at 4.3.3.1 of this ACP.

7.3 Public Benefit Contribution

Where under Schedule 9B a public benefit contribution is required to obtain approval of additional building height and/or plot ratio, the public benefit contribution shall be expended by the Local Government on items that benefit the users of the ACP area including (but not limited to):

- community facilities;
- streetscape and public realm upgrades;
- street trees and landscaping;
- upgrades to public open space
- transport infrastructure;
- infrastructure upgrades; or
- placemaking initiatives.

DEVELOPMENT REQUIREMENTS:

7.4 Management and Expenditure Of Public Benefit Contributions

Public benefit contributions shall be deposited in a South Perth Activity Centre Public Benefits Fund, which is to be established by the local government.

The local government shall establish a clear framework for the management and expenditure of funds deposited into the South Perth Activity Centre Public Benefits Fund in the form of a Public Benefits Plan. This Plan shall include (but is not limited to):

- the geographic area within which the public benefit contributions can be expended;
- the timeframe for the Public Benefits Plan and its regular review;
- the items that are included in the Public Benefits Plan and rationale for their inclusion (demonstrate the need/demand for each item); and
- a capital expenditure plan that identifies the capital costs of the included items and any other revenue sources that may contribute to their provision.

The Public Benefits Fund shall be managed and funds expended in accordance with the Public Benefits Plan.

7.5 Developer Provision of Public Benefit Contribution Items

A developer may provide public benefit contribution items in lieu of part or all of the monetary contribution required in accordance with Element 8 of Schedule 9B if the need/demand for the items and the cost of providing them are agreed by the local government.

Where items are provided in lieu of a monetary contribution the value of the items shall be agreed with the local government and the amount of additional plot ratio being sought shall not exceed the total value of the items provided plus any additional contribution in accordance with Provision 8.3 of Element 8 of Schedule 9B.

8.0 OTHER DEVELOPMENT REQUIREMENTS

8.1 DESIGN REVIEW PROCESS

All development applications will be referred to the City of South Perth's Design Review Panel (DRP), or other suitably qualified consultants appointed by the City for the purpose of providing advice on architectural design, to ensure that a high standard of design quality is provided in all proposals and that qualitative design factors are considered in the development approval process.

8.2 STUDIES AND PLANS REQUIRED

The following studies and plans may be required by the local government to provide certainty in considering and managing key issues associated with a proposed development and to ensure high quality development within the ACP area.

Table 5: Supporting Documentation Required

ITEM REQUIRED	STAGE AT WHICH REQUIRED	APPROVAL AUTHORITY
Noise Impact Assessment	With Development Application	City of South Perth
Transport Impact Assessment	With Development Application	City of South Perth
Wind Impact Assessment	With Development Application	City of South Perth
Heritage Impact Assessment (where development is adjacent to or incorporating a heritage place)	With Development Application	City of South Perth
Groundwater Management Plan	With Development Application	City of South Perth
Waste Management Plan	With Development Application	City of South Perth
Report on Building Sustainability (in accordance with City of South Perth Policy P350.01 Environmentally Sustainable Building Design)	With Development Application	City of South Perth
Economic Impact Assessment (of any proposed non-residential land uses)	With Development Application	City of South Perth
Landscape Plan	Condition of development approval	City of South Perth
Public Art Contribution Plan (in accordance with City of South Perth Policy P316 Developer Contributions for Public Art and Public Art Spaces)	Condition of development approval	City of South Perth
Stormwater Management Plan	Condition of development approval	City of South Perth
Parking Management Plan	Condition of development approval	City of South Perth
Tree Management Plan	Prior to Commencement of Site Works	City of South Perth
Construction Management Plan	Prior to Commencement of Site Works	City of South Perth

8.3 PRECINCT STRATEGIES

Other strategies that may be developed or reviewed by the City of South Perth to deliver the vision for the ACP area include (but are not limited to):

- Public Art Strategy
- Parking Strategy
- Public Assets Strategy
- Public Realm Strategy
- Groundwater Management Strategy
- Foreshore Management Plan
- Train Station Development Plan
- Detailed Design Guidance for Retail Tenancies
- Economic Development Strategy
- Community Development Strategy
- Tourism and Destination Development Strategy

Where relevant to particular development proposals in the ACP area, these strategies will be given due regard in determining development applications for these proposals.



9.0 MONITORING AND REVIEW

9.1 TEN YEAR REVIEW AND RENEWAL OF THE ACP

This ACP has been designed to accommodate change to 2041. However in keeping with ACP requirements and prudent long term planning, the ACP should be reviewed approximately every 5 to 10 years to ensure it remains suited to achieving the vision for the ACP area.

9.2 KEY PERFORMANCE INDICATORS

The following Key Performance Indicators provide the means of monitoring and assessing the effectiveness of the ACP provisions in delivering the vision and desired outcomes for the ACP area. City of South Perth planning processes should support the collection of planning and development data as required to monitor these indicators.

9.2.1 Activity

INDICATOR	MEASURE
Commercial Floorspace	Cumulative amount of additional commercial floorspace constructed.
Retail Floorspace	Cumulative amount of additional retail floorspace constructed.
Dwelling Completions	Number of dwelling completions and cumulative residential floorspace constructed.
Tourism Visitation	Net tourism visitation per year. Growth within forecast growth range is considered positive.
Population Growth	Population growth relative to forecast growth band. Growth within forecast growth range is considered positive.
Jobs Growth	Local employment growth relative to forecast growth band. Growth within forecast growth range is considered positive.

9.2.2 Built Form

INDICATOR	MEASURE
Building Sustainability	Percentage of buildings with recognised sustainability certifications. Growth in number of certified buildings, and higher levels of certification as a proportion of total building stock, is considered positive.
Public Benefit Contributions	Amount of public benefit contributions provided by new development in exchange for additional development potential.
Plot Ratio	Average variance between base Plot Ratio entitlement and approved Plot Ratio in new development. No variance or positive variance is considered positive.

9.2.3 Movement

INDICATOR	MEASURE
Transportation Mode Share	The percentage of residents using various forms of transportation to travel to work. An improving trend and higher values for public transport, cycling and walking is considered positive.
Pedestrian and Cyclist Infrastructure	Extent of recommended pedestrian infrastructure upgrades implemented, for example linear kilometres of infrastructure constructed. More recommended modifications being implemented over time is considered positive.
Public Transport Infrastructure	Extent of recommended transport network infrastructure and service upgrades implemented. More recommended modifications being implemented over time is considered positive.
Road Network Modification	Extent of recommended modifications to local road network implemented. More recommended modifications being implemented over time is considered positive.
Train Station	Progress towards construction and operation of the South Perth train station. Planning and government funding commitments are considered positive.

9.2.4 Public Realm

INDICATOR	MEASURE
Public Realm Enhancement	Number of local streets and public spaces with completed upgrades. Increasing number of streets over time is considered positive.
Street tree planting	Number of additional street trees planted per year. An increasing number of street trees over time is considered positive.
Privately Owned Public Open Space	Number of new privately-owned public open spaces delivered in new development. Delivery of privately-owned public open spaces is considered positive.

10.0 DEFINITIONS

Unless the context requires otherwise, words and expressions used in this ACP shall have the respective meanings given to them:

- a. as set out below; or
- b. if they are not defined below:
 - i. in Schedule 9B; or
 - ii. in Schedule 1 of the Scheme.

ACP area refers to the Activity Centre Plan area shown in Figure 1.

Awnings means a covering attached to the exterior wall of a building for the purposes of shade or shelter.

Building Envelope means the volume on a site within which development may occur, as defined by:

- a. Setbacks and boundary wall lengths for podiums
- b. Other podium controls (height, site cover)
- c. Tower setbacks
- d. Tower floorplate sizes
- e. Tower height limits

Character Area means an area shown as a character area on Figure 1 and Plan 1: Activity Centre Plan area to outline the intended character of development that should occur on that land.

Deep Soil Zone means soft landscape area with no impeding building structure or feature above or below, which supports growth of medium to large canopy trees and meets a stated minimum dimension.

Deemed Provisions means Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Facade means one exterior side of a building and can mean the exterior on the front, side and rear of the building.

Landmark Site means a prominently located site, with the potential for prominent development that enhances the definition and identity of the precinct.

Mixed Street Interface means street frontages that promote visual or physical connectivity between those spaces in the street and those on ground floors of buildings through a mix of commercial and residential land uses.

Public Space means the area defined as a Street or Open Space on the Activity Centre Plan Map 5: Public Realm

Schedule 9B means Schedule 9B of the Scheme.

Schedule 13 means Schedule 13 of the Scheme.

Scheme means City of South Perth Town Planning Scheme No. 6.

Setback Encroachment means a building (or portions thereof) sited within the prescribed minimum horizontal distance between a wall at any point and an adjacent lot boundary, measured at right angles (90 degrees) to the boundary.

Storey means a space within a building which is situated between one floor level and the floor level above, or if there is no floor above, the ceiling or roof above, but does not include:

- a. mezzanines;
- b. rooftop areas; or
- c. basement car parking or storage areas where the ceiling is not more than 1metre above natural ground level at any point.

Tower Separation means the shortest distance between the outside surfaces of two towers, excluding balconies, eaves, and terraces.

Unbundled Parking means an arrangement by which parking spaces within a development are rented or sold separately, and may be traded between unit owners of a development, rather than automatically included with the rent or purchase price of a residential or commercial unit. Also known as decoupled parking.

WAPC means Western Australian Planning Commission.

11.0 PLAN SERIES

Plan 1: Activity Centre Plan

Plan 2: Street Type Plan

Plan 3: Street Interface Type Plan

Plan 4: Movement and Access Plan

Plan 5: Public Realm Plan

Note – Additional plans regulating development are included in Schedule 9B of the Scheme.

Plan 1: Activity Centre Plan

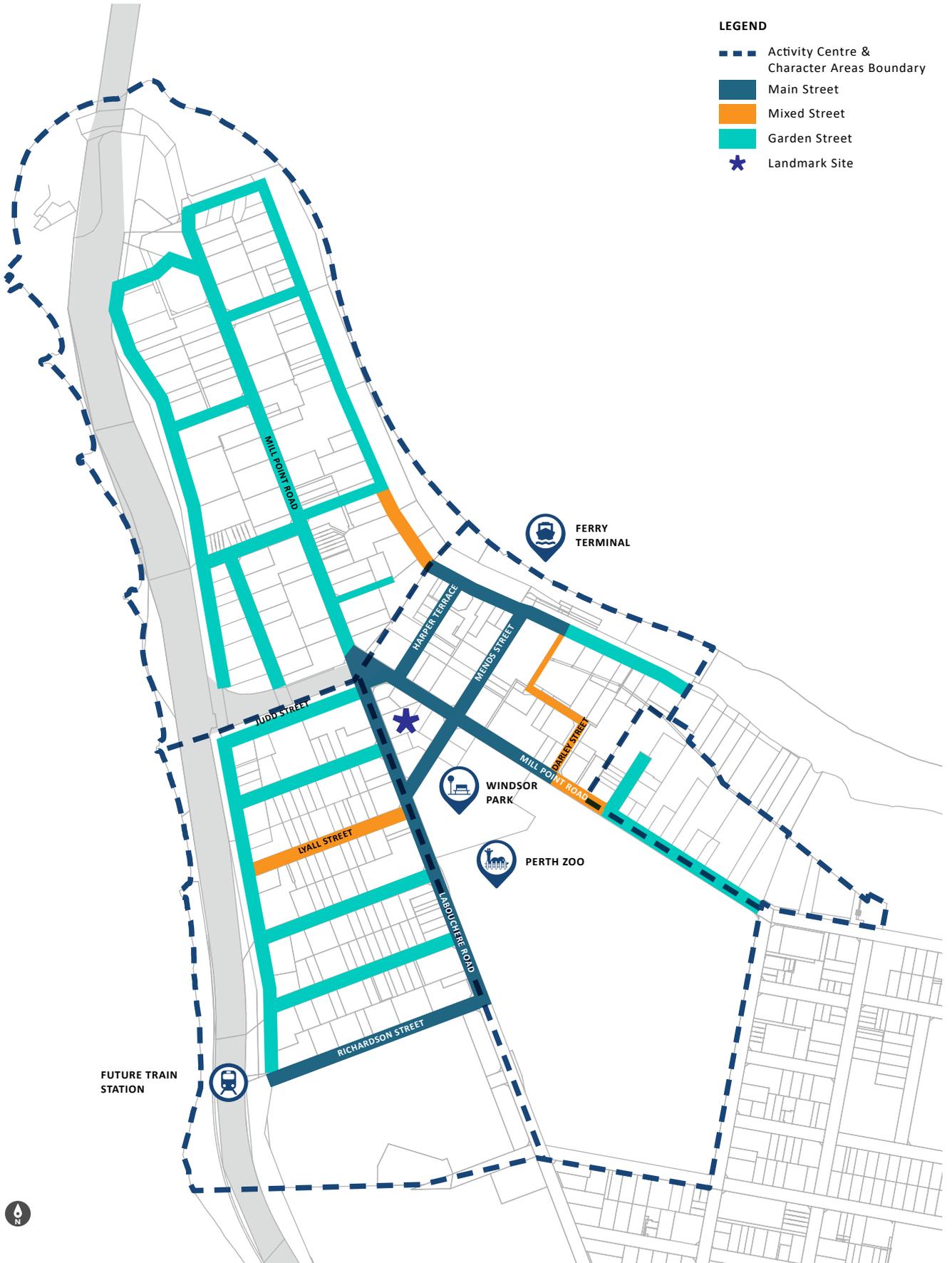


LEGEND

- MRS Reserve - Freeway
- MRS Reserve - Civic + Cultural
- MRS Reserve - Regional Open Space
- TPS Reserve - Parks and Recreation
- Centre Zone
- Character Areas & Activity Centre Boundary
- Perth Zoo Boundary
- R-ACO R-CODE
- Other Roads
- FERRY TERMINAL
- FUTURE TRAIN STATION
- PERTH ZOO
- WINDSOR PARK
- LANDMARK SITE



Plan 2: Street Type Plan



Plan 3: Street Interface Type Plan



Plan 4: Movement and Access Plan



Plan 5: Public Realm Plan



PUBLIC SPACE

- Urban Park
- Managed Foreshore
- Natural Foreshore
- Zoo Reserve
- Pocket Park

STREETS

- Main
- Mixed
- Garden
- Freeway Reserve

PUBLIC SPACE ON PRIVATE LAND

- Pocket Park Opportunity
- Mid Block Link Opportunity
- Activity Centre Boundary

PART TWO EXPLANATION

This Part explains the intended effect of the Activity Centre Plan, outlining the analysis and context that has informed its preparation and detailing how the provisions of the plan will deliver the vision for the South Perth Activity Centre.



1.0 INTRODUCTION

The South Perth Activity Centre Plan area (the ACP area) is a place in transition. Over the decade to 2018, the area has experienced significant changes to its planning framework and urban form. These changes were first driven by planning to support the construction of a South Perth Train Station, which commenced in 2006 during the development of the Perth to Mandurah rail line and culminated in the creation of the South Perth Station Precinct in 2013. Over time the overarching planning framework has also matured and changed, including the identification of South Perth as an inner city District Centre in State Planning Policy 4.2 Activity Centres for Perth and Peel.

There is increasing demand for new living and working opportunities close to central Perth and this is expected to continue to drive change in the ACP area into the future. The growth of Greater Perth in general, and the inner city in particular, is expected to create considerable demand for development within South Perth over the coming decades and it is therefore important that the area is well planned and carefully managed to ensure that growth builds on the area's unique characteristics, enhances its economic prosperity and strengthens its vitality for current and future residents, workers and visitors.

The City of South Perth initiated the development of the South Perth Activity Centre Plan (ACP) in 2017. The ACP builds on the South Perth Place and Design process undertaken in 2017 and the resultant report (May 2017), which established a long-term vision for the area to be implemented through an updated planning framework. This ACP seeks to bring that vision to life.

1.1 PLAN PURPOSE

The Activity Centre Plan (ACP) provides the guiding framework (strategic vision and statutory framework) for the planning and development of the area by taking a holistic, long term approach that can be updated over time to respond to current issues and stakeholder aspirations. The Activity Centre Plan will guide decision-making by local and state government, landowners and residents regarding movement and access, land use and built form within the Activity Centre Plan area.

The ACP directly responds to stakeholder issues and concerns related to the area's planning framework, which was implemented following the preparation of the South Perth Station Precinct Plan in 2011. Since that time, considerable development has occurred in the ACP area and further change is expected into the future. This has underlined the need for a robust planning framework that provides a consistent vision for the area that can be reviewed and updated over time to responsibly manage growth and adapt to changing circumstances as they arise.

The review of the planning framework began in August 2015 when consultants were engaged to review the relevant scheme provisions and procedures. This highlighted a number of issues in the scheme, and provided recommendations based on research into how other planning jurisdictions address similar issues. The study did not involve any community or stakeholder engagement and the report focused on technical statutory planning matters and recommended further amendments to Town Planning Scheme (TPS) No. 6. The findings and recommendations identified the need to undertake a high level, collaborative planning and design exercise in the area to inform future planning and development.

In response to the above recommendation the South Perth Peninsula Place and Design Project was undertaken in 2017. The focus of this project was to review the vision articulated in the South Perth Station Precinct Plan (2011) and to develop approaches for managing the area's growth in a way that captures the most benefit for the area's residents, workers and visitors. The project included two introductory stakeholder workshops before an intensive five-day Planning Design Forum, which brought over 100 community members, stakeholders and consultants together to develop a shared understanding of the issues and recommendations for further planning of the area.

The process culminated in the preparation of the South Perth Peninsula Place and Design Report, May 2017. This report provides an overview of the process and sets out a renewed draft vision for the area, as well as recommended goals, ideas and actions to achieve this vision. The report includes recommendations relating to creating a robust planning framework, improving built form outcomes, improving the movement and access network, and improving the public realm and streetscapes. A key recommendation of this report was the preparation of an Activity Centre Plan for the area.

Council considered this report in June 2017 and noted that the report would form the basis of the ongoing planning of the area. The goals and ideas of the Place and Design Report have therefore played an important role in informing the Activity Centre Plan.

The ACP is to provide clarity and certainty for decision-makers, landowners and the community regarding what is considered an appropriate form of development in the ACP area and how growth will be managed. Read in conjunction with Schedule 9B of the Scheme, the ACP responds to identified issues by establishing built form and land use controls based on forecast growth and in support of the vision for the ACP area as articulated in this plan (for example the elements described in the character statements and objectives of each character area). At the same time, the ACP helps to direct and plan for improvements to public space, the transport network, services and infrastructure to support ongoing economic vitality and a high quality attractive environment.

The ACP notionally works towards a ten-year timeframe, while articulating a long-term vision for the area that will not be fully realised within this timeframe. By starting with a long-term view, the plan aims to ensure that development in the short-term supports the 'bigger picture' vision.

1.2 PLAN OBJECTIVES

Following the completion of the South Perth Peninsula Place and Design Project in May 2017, the City of South Perth developed a project scope and objectives for the preparation of an Activity Centre Plan. There are five key objectives that underpin the preparation of the ACP:

1. Establish a common vision and robust planning framework that reflects local stakeholder expectations and State Government requirements
2. Ensure that urban development responds to its context and contributes to the desired future local character by providing community amenity and benefit to residents, workers and visitors through well-designed buildings and places
3. Improve accessibility through a comprehensive approach to transport that encourages walking, cycling and public transport
4. Create great public spaces that maximise recreational opportunities, reinforce South Perth's character and improve ecological sustainability
5. Acknowledge and strengthen the status of the centre as a significant regional destination

1.3 PLAN AREA

The South Perth Station Precinct Plan area was reviewed as part of the Place and Design Project in 2017. Through this process it was recommended to focus on a wider area than that included in the South Perth Station Precinct because the areas surrounding the core Station Precinct area were considered to be closely connected and intrinsically linked. An expanded area, totalling 113.04 hectares, excluding Kwinana Freeway, based on logical and natural boundaries, would allow for community facilities, public realm, built form and character to be equitably considered and managed, as well as capture the area within an 800 metre catchment of the key transport node of the ferry. Within this area, 41.05 hectares is freehold land.

Therefore, the ACP area incorporates land generally within an 800m or 10-minute walkable radius of the Mends St Jetty and future South Perth Train Station, as well as residual areas which form a natural extension of the centre by virtue of their land use, character, or geographic location and boundaries. The South Perth Peninsula is a naturally defined area bounded by the Swan River on three sides and separated from the suburban area of South Perth by Sir James Mitchell Park, Royal Perth Golf Course and Perth Zoo. These features define a logical boundary for the ACP area.

As explored within the Place and Design Report, within the ACP are areas of distinct character, with a variety of land uses and built form. The ACP provides guidance for future development that is intended to support the desired future form and function of four defined character areas within the wider ACP area. This is reinforced by detailed character statements, objectives and requirements that consider both the street and individual site components.

1.4 EVIDENCE BASED PLANNING

Good planning practice requires planning documents to be informed by a sound and robust evidence base, and as such the ACP has been informed by detailed background studies. This evidence base provides the rationale for the plan and is explained in Part 2 of the ACP and the appendices. It is compiled from a range of different data sources including:

- Regional planning strategies, policies and guidelines of the State Government;
- Visioning and stakeholder engagement undertaken through the South Perth Peninsula Place and Design project in 2017;
- Detailed data that identifies population and economic trends, compiled into an Economic and Demographic Assessment (Appendix 1); and
- Detailed investigations and modelling of traffic and parking, compiled into a Movement Network Assessment (Appendix 2).

It is important that the formulation of this ACP considers all of the factors influencing and impacting upon the future development of the City. State Government strategies and policy provide important guidance that is then refined based on other local factors and evidence, such as population and economic trends and forecasts. This information provides high level guidance as to how planning should occur and an outline of what we need to plan for respectively.

It is also important that the key implications identified through researching these factors are appropriately balanced. Greatest weight should be given to data that is robustly researched and locally grounded and less weight given to 'generic' standards and guidelines. The aim is to use the most up to date data available to develop a plan that is robust and flexible to manage expected growth and that can be updated over time as new information becomes available.

Figure 1: Activity Centre Plan Area and Boundary



2.0 CENTRE CONTEXT

This section is based on the South Perth Activity Centre Economic and Demographic Assessment report in Appendix 1, which outlines the key drivers and trends affecting growth in Metropolitan Perth and Western Australia and the implications for the City of South Perth and the ACP area.

2.1 REGIONAL CONTEXT

The South Perth Activity Centre is located on the Swan River at the geographic centre of metropolitan Perth, and its proximity to the Perth CBD and other key regional centres means that it will continue to play a pivotal role in the growth and prosperity of the region. The area is attractive for housing, retail and office space, and is growing as an important destination for visitors and tourists. It is therefore crucial to plan ahead to maximise and manage the area's potential.

From the time of colonisation in the early 19th century to the end of World War II, Perth was a relatively small town and did not develop a dense Victorian core like the eastern Australian capital cities. Following World War II, the city began to grow more rapidly and in 1984 it became larger than Adelaide. Since the early 1980s Perth has grown steadily and since 1992 the population has grown from under 1.3 million to approximately 2 million in 2016. This growth of roughly 700,000 people in 24 years represents a 54% increase over the 1992 population and this growth is forecast to continue, with the Australian Bureau of Statistics (ABS) forecasting that the city will grow to between 3.9 and 5.4 million residents by the year 2051.

The State Government released the Perth and Peel @3.5 Million strategic planning documents in March 2018, which are based on planning for a population of 3.5 million residents in Greater Perth. These documents articulate the Government's policy of directing a higher percentage of growth towards the central sub-region of Perth, which is discussed further at section 2.3.

Significant growth is expected in neighbouring local government areas and activity centres in accordance with State Government policy and reflective of the attractiveness of the inner city area. Table 1 shows forecast population for the five inner-most local governments in Perth and selected suburbs, containing key activity centres within each. All of these areas are forecast to grow strongly; however, there is a range of growth rates according to local circumstances.

Table 1: Forecast Inner-City Population Growth

AREA	2016 POPULATION	2031 POPULATION	ADDITIONAL POPULATION (2016-2031)	AVERAGE ANNUAL CHANGE
City of Perth	26,902	38,552	11,650	1.25%
West Perth	3,615	4,270	655	0.52%
Perth - central	3,175	6,578	3,403	2.71%
East Perth - Riverside	882	4,011	3,129	6.31%
Town of Victoria Park	36,755	49,913	13,158	1.94%
Burswood	2,518	13,179	10,661	7.60%
City of Vincent	35,592	48,244	12,552	1.65%
City of South Perth	44,100	56,879	12,779	1.89%
South Perth	12,858	18,790	5,932	1.90%
City of Subiaco	17,109	21,312	4,203	1.22%
Subiaco (North)	3,265	4,953	1,688	3.09%

Source: forecast.id.com.au, 18/07/2018

2.1.1 Regional Trends and Influences

The need for the ACP area to grow and change is influenced by environmental, social and economic factors that will shape the way people live and work. As highlighted above, Perth has matured over the last 30 years and grown into a global city that is home to more than two million people and many globally-recognised organisations and attractions. Being located in the centre of this city, the South Perth Activity Centre is both influenced by external factors and also plays an important role as a location for business, tourism, recreation and living. Key regional trends and influences that will impact the ACP area in significant ways and have informed the development of the ACP include:

Table 2: Broader Trends Influencing South Perth

<p>URBAN GROWTH AND CONSOLIDATION</p>	<p>Long-term population projections show Greater Perth growing to between 3.9 and 5.4 million residents by 2050, from its population of approximately 2 million in 2016.</p> <p>As in other capital cities, much of this growth will occur in the inner city as more Australians embrace higher density living. This phenomenon is driven by economic and lifestyle choices that prioritise proximity to services and employment. These additional residents and their associated employment and housing needs will change Perth.</p> <p>Western Australian Planning Commission (WAPC) policy requires that 47% of this expected growth be accommodated through infill development, primarily within the Central Sub-region within which South Perth is located (see Perth and Peel @3.5 Million, WAPC 2018). This equates to an additional 400,000 people and 215,000 dwellings, and much of this growth will be accommodated within significant activity centres such as South Perth.</p> <p>These targets are significant but should not be mistaken for anticipated demand. The modelling that informs this Activity Centre Plan is unconstrained by issues such as local land availability, infrastructure capacity, local market expectations and servicing capacity. This approach is critical in ensuring that the assessment examines the full economic and social potential of the area, rather than a future profile that is capped by existing infrastructure and investments.</p>
<p>AGEING POPULATION</p>	<p>Australia is undergoing an unprecedented demographic transformation. Today, around 13% of people in Perth and Peel are aged over 65, and this is expected to almost double to 22% by 2050, accompanied by a forecast six-year increase in life expectancy.</p> <p>An increasingly aged population will have an impact on people's lifestyles, housing choice, the services they require and the structure and function of the labour market and cities. Perth's ageing population is a major challenge, with implications for housing, accessibility and the ability for citizens to age in place.</p>
<p>THE ASIAN CENTURY</p>	<p>By 2030, two thirds of the world's middle class will reside in Asia. The growth in population and wealth in the region is generating a significant demand for goods and services, including resources, tourism, and health and education services. This economic shift will build new export markets, trade relations, business models and cultural ties for Australia, and especially Perth, which is poised for prosperity with 60% of the world's population within two hours of its time zone.</p> <p>New industries oriented at servicing this market are likely to diversify Perth's economic base, can have positive implications for South Perth, and should be accommodated and capitalised upon.</p>

DIGITAL DISRUPTION	<p>The ever-increasing immersion of individuals, communities, governments and businesses in the online world is expected to create significant disruption to traditional business models, the retail sector and patterns of employment. As online companies are increasingly able compete with large established industries in the delivery of goods and services, the need for physical offices and storefronts will be challenged.</p> <p>The retail sector is expected to experience change, notably with shopping and activity destinations relying on unique experiences and attractions to encourage visitors and customers.</p> <p>Remote online working also has the potential to change how people work, enabling greater decentralisation and a reduced reliance on central offices for businesses of all sizes.</p>
TRANSPORTATION REVOLUTION	<p>For decades, the geography of Perth has been shaped by the private car as the primary means of transportation. However, trends in public transit and vehicle sharing, and increasing desirability for walkability, will radically transform transportation. Around Australia, shared mobility services, such as ride-hailing and car sharing have broadened transport options and increased accessibility, while traditional public transport as well as walking and cycling are also increasing in popularity.</p> <p>Over the longer term, self-driving vehicles will reshape urban transportation, redefining the function of streets and radically reducing the need for public and private parking infrastructure.</p>
CLIMATE CHANGE	<p>Climate change is already impacting urban environments and will continue to place pressure on urban areas, including increasing temperatures, more frequent extreme weather events and sea level rise. Perth’s inner city is particularly vulnerable, with concentrations of buildings, roads, and other valuable infrastructure.</p> <p>In addition, increasing temperatures will exacerbate existing “heat island” effects from urban areas.</p> <p>Urban renewal areas need to consider measures to mitigate against these climate change impacts. Ongoing private development and public investment must diligently consider the implications of climate change and deliver appropriate engineering and building responses which ensure lasting resilience.</p>

2.1.2 Activity Centre Hierarchy

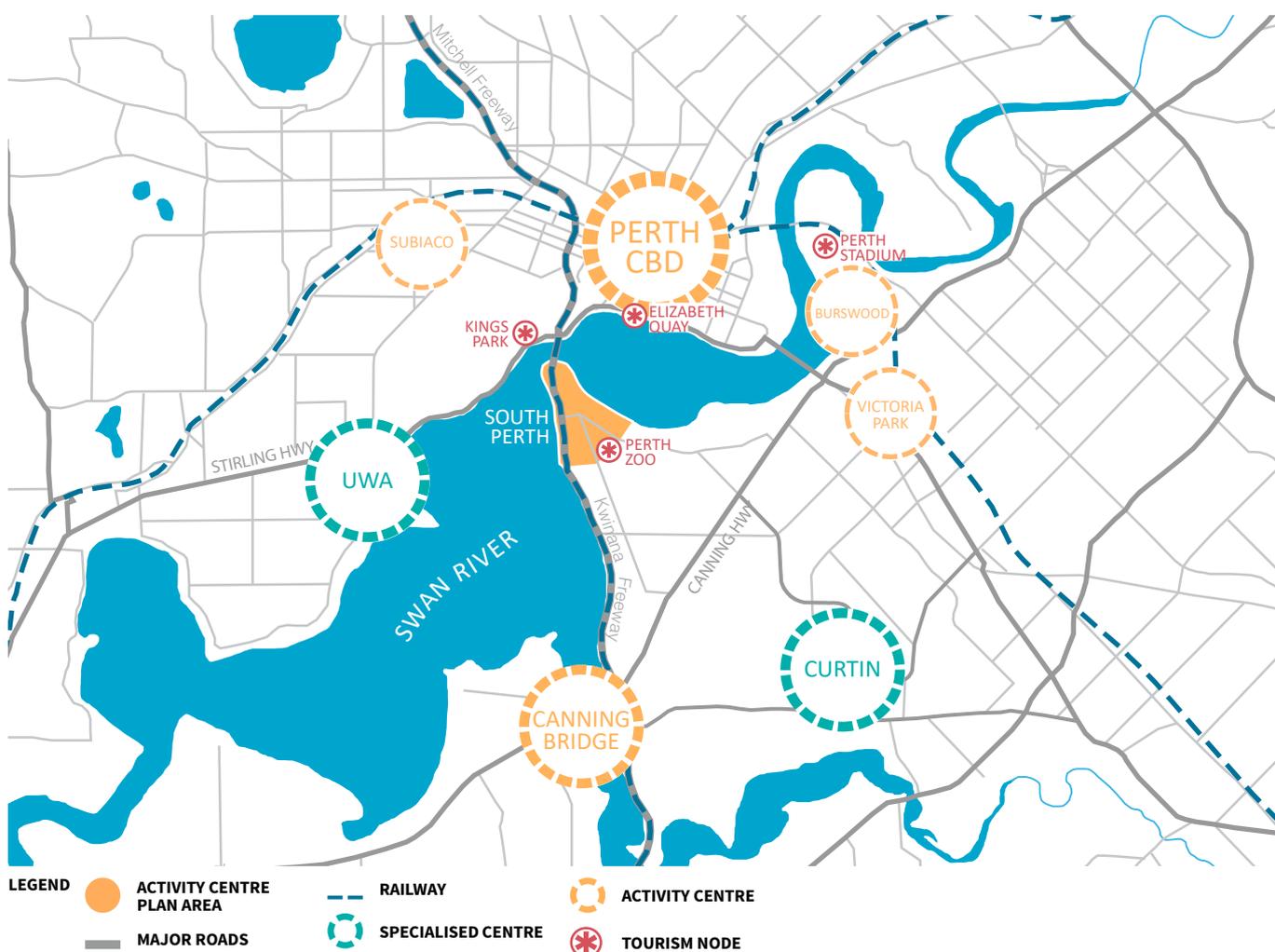
South Perth is one of 35 activity centres within the Central Perth sub-region, as established by WAPC's State Planning Policy 4.2 Activity Centres for Perth and Peel (SPP4.2). Other significant centres within the region include the Perth CBD across the Swan River, the Victoria Park and Subiaco Secondary Centres, the University of Western Australia and Curtin-Bentley Specialised Activity Centres as well as the Canning Bridge and Burswood District Centres. Together, these centres provide a broad range of complementary employment, entertainment, education and commercial functions which are readily accessible from the ACP area, as shown in Figure 2.

As a district centre within the Central sub-region, the ACP area is expected to conform to a series of typical characteristics and performance targets, as set out in SPP4.2. District centres are defined in the policy as lower-order centres with retail and commercial uses focused on servicing local resident needs.

It should be noted that SPP4.2 provisions relating to District Centres are uniform across the metropolitan area. Consequently, the guidance for South Perth as a district centre is not calibrated to its context and further detailed planning is required, beyond the provisions of SPP4.2. The ACP area is centrally-located with high residential densities, major public transport infrastructure, an established commercial office market, strong convenience and experiential retail offering and significant tourist and visitor destinations, providing it with the capacity to support a higher proportion of retail and commercial floor space than other District Centres.

These factors have been considered in assessing the current performance of the centre and the appropriateness of district centre density targets in SPP4.2, with specific assessment of the ACP area's unique characteristics and economic drivers informing the development of tailored population, commercial and retail growth forecasts. This assessment is provided at Appendix 1.

Figure 2: Regional Context and Centre Hierarchy



2.1.3 Regional Assets

The ACP area possesses a range of regionally significant assets and infrastructure, which establish it as a significant Activity Centre with greater regional importance than a standard District Centre and underpin its potential for significant future growth.



SOUTH PERTH FORESHORE

The expansive foreshore reserve is one of Perth’s most popular and highly utilised parks, providing important connection to the Perth CBD. Extending from the Mends Street Jetty, it provides open space and facilities for local and regional residents and regionally significant events such as the Australia Day Skyshow.

Development along the foreshore should respond to its prominent position, visible from the river and the Perth CBD, and its context bordering the foreshore, as reflected in the existing public realm character and the foreshore management plan.



MENDS STREET JETTY

One of two major jetties in Perth, the Mends Street Jetty accommodates the second stop in the Elizabeth Quay ferry route. The jetty provides direct access to the heart of Perth CBD’s most significant redevelopment area, and is an important tourism asset.

The jetty provides a unique arrival point to the ACP area that should be met with built form that announces arrival and reinforces the place character of South Perth. Development should reflect a more intense pedestrian environment, and encourage activity and interaction from passing pedestrian traffic and active use of the adjacent foreshore.



KWINANA FREEWAY

Kwinana Freeway provides the ACP area with direct connectivity to regional centres from Joondalup to Mandurah, and the closer centres of Perth CBD and Canning Bridge. This makes the ACP area one of the most highly accessible centres for regional visitation. This accessibility would only be further enhanced by the construction of the proposed South Perth train station within the Freeway reserve.

In addition to managing noise considerations from the freeway and railway, development should be designed to facilitate safe and convenient access to the freeway for motorists and across it for pedestrians and cyclists.



PERTH ZOO

Established in 1898, Perth Zoo has been a regionally significant tourist destination in inner Perth for over a century. Located at the centre of the ACP area between Mill Point and Labouchere Roads, Perth Zoo ranks amongst Perth’s most heavily visited tourism destinations, attracting 657,000 visitors to South Perth in 2016/17.

Development and infrastructure should help to increase visitation to the Zoo as a major asset for South Perth and a destination that attracts people to the area. The interface with the Zoo should be managed to ensure that the amenity of visitors and animals is not unreasonably impacted as the surrounding area grows and evolves.



MENDS STREET PRECINCT

Mends Street is one of central Perth’s most established café, retail and restaurant precincts. Anchored by the Windsor Hotel, it offers a diverse range of convenience and experiential shopping, dining and entertainment, which are of local and regional significance with potential for further growth and enhancement.

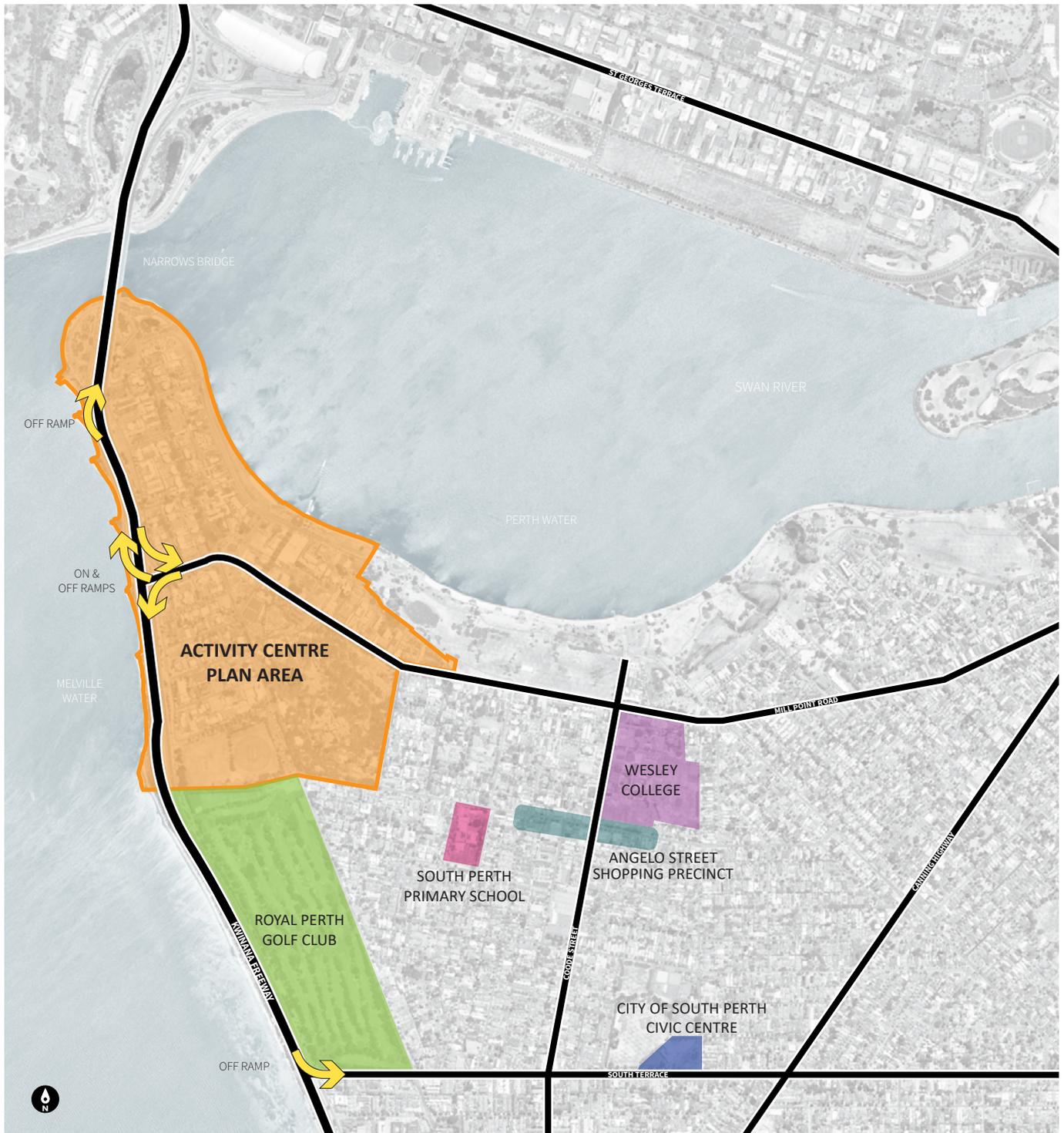
The future of retail is experiential and place-based. Located between two major tourism attractors, Mends Street offers a significant opportunity to capitalise on this if the public realm retains appeal, local character and distinctiveness (especially at ground level) is maintained, and if the mix of uses is carefully curated.

2.2 LOCAL CONTEXT

As an existing relatively high-density neighbourhood, the ACP area enjoys urban and natural features not found anywhere else in Perth. Its high quality existing buildings, remarkable natural setting, commanding City and water views and diverse tourism attractions establish it as a highly desirable place to live, work and visit.

With a narrow peninsula spanning Perth and Melville Water, and panoramic views towards Kings Park and of the Perth CBD skyline, the area's incredible setting is unique.

Figure 3: Local Context



2.2.1 History

Successive waves of development have shaped the ACP area as it is seen today, with its defining buildings and spaces reflecting a century of growth and development. This process continues today, with the area’s current development being just one chapter in a much larger process that will continue to evolve for years to come.



NOONGAR STEWARDSHIP

The Beeloo Noongar people are the traditional owners of land, with the area between present day Richardson Park and Millers Pool being an important camping and fishing area known as Booryulup.

The Old Mill site is a significant birthing place for Aboriginal women. The South Perth foreshore is known by Noongar people as Gaboodjoolup or ‘the place of the shore’.



COLONIAL SETTLEMENT

Following the establishment of the Swan River Colony, the first land grant in the area was awarded to William Shenton, whose Old Mill still stands today as one of Perth’s few surviving links to the first years of European settlement.

Despite its proximity to Perth, the area remained an isolated rural area for much of Perth’s early colonial history. Whilst early European settlers tilled the area’s sandy soils with little success, Chinese immigrants in the late 1800s established market gardens along the South Perth foreshore, supplying fresh produce to central Perth throughout the heady days of the Gold Rush.



EARLY 20TH CENTURY

South Perth emerged as one of Perth’s first suburban frontiers in the early 1900s, rapidly growing into a residential area defined by federation cottages. This growth was accompanied by new amenities, including the establishment of Royal Perth Golf Club and the Perth Zoo.

This growth gave rise to the first cross-river ferry service, connecting South Perth with central Perth. After extended delays and debate a tram service was installed in 1922, connecting the suburb to Perth via the Causeway and eventually extending along Mends Street, Angelo Street and Labouchere Road.

Throughout the 1920s and 30s Como was the fashionable weekend retreat of Perth’s younger set. Como Beach was a popular swimming spot, and dances at the Pagoda Ballroom became a rite of passage for teenagers and young adults during the otherwise spartan Depression years.

South Perth sent contingents of men and women to both World Wars, but was notably affected by the Second. American servicemen quartered at the Windsor Hotel brought new ideas and attitudes to the still-isolated peninsula, and the Parks family’s photography business on Mill Point played an understated role in the war effort, processing film from Catalina reconnaissance seaplanes after they landed on Perth Water. Anti-aircraft trenches were dug across every public park and playing field, often by schoolchildren, while the South Perth A.R.P. Group co-ordinated air raid drills and gas mask practice from their makeshift headquarters on the corner of Angelo and Anstey Streets.

POST-WAR BOOM

The post-war period brought a new wave of change to South Perth, with the rapid growth of Perth’s southern suburbs leading to the development of the Kwinana Freeway and Narrows Bridge.

Opening in 1959, the Narrows Bridge forged a direct connection between South Perth and Perth’s CBD, spurring significant redevelopment with old cottages replaced with multi-storey towers. Residential developments from the 1960s and 1970s along Mill Point Road remain as some of the tallest residential buildings in Perth.



TURN OF THE CENTURY

The late 1990s and early 2000s brought yet another wave of development to the ACP area, stirred by demand stemming from the resources boom. This resulted in the development of several multi-storey residential buildings, most prominently north of Judd St along Mill Point Rd.

The 2011 South Perth Station Precinct Plan sought to continue the area’s evolution, encouraging significant commercial and residential growth with the intent of securing a local train station on the Mandurah railway line. Whilst funding for a train station is yet to be secured as of 2018, these changes attracted mixed use, high-density development to the area.



2.2.2 Demographics

Planning for the ACP area must account for the makeup of the present and future South Perth community, and needs of current and future residents, workers and visitors. Further detail regarding the figures presented below are in Appendix 1 to this Activity Centre Plan.

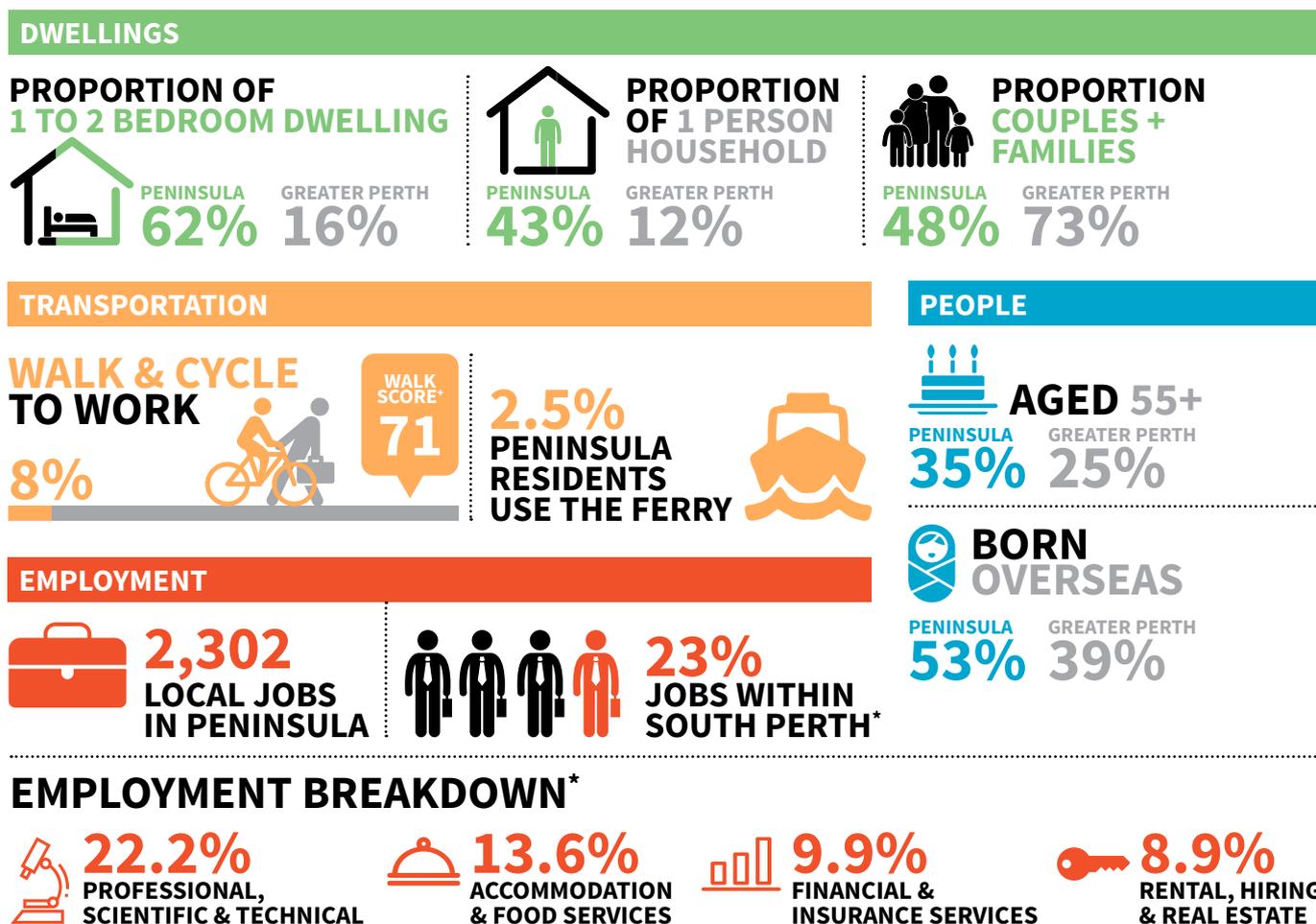
The population of the ACP area has been relatively static over the decade to 2016, with the 2016 residential population of 2,675 residents being largely unchanged since 2006. Census data indicates that the resident population is younger than the Greater Perth average, with 32.3% of residents aged between 20-34 years compared to 22.6% across Greater Perth. The ACP area also has relatively few young families with children, with just 6.9% of the population aged below 15 years compared to 19.1% in Greater Perth. The area also has a high overseas-born population, comprising 53.1% of all residents compared to 38.7% of Greater Perth.

Local residents tend to be relatively affluent, with a higher proportion of residents earning very high incomes (greater than \$3,500 per week) compared to Greater Perth. Residents were also more likely to be earning no income, due to a significant retiree population (16.3% of the population aged over 65 years).

Residents of the ACP area are less car-dependant than the Perth average, with fewer residents driving to work and more using the bus or ferry, or cycling to work compared with Greater Perth. Public transport patronage is close to double the Perth average, with approximately 15% of residents catching the bus to work. Meanwhile cycling to work, while higher than in Greater Perth as a whole, is relatively low compared to inner-city areas in other Australian cities at less than 5%.

The information below provides a snapshot of this changing area and its unique demographic attributes.

Figure 4: Demographic Summary



SOURCE: All Census 2016, Except + Walkscore (www.walkscore.com) * Census 2011 (Note: Figures in Place + Design Report are from Census 2011)

2.3 PLANNING FRAMEWORK

2.3.1 Key Plans and Strategies

The ACP is informed by several State and local government policies and strategies that are relevant to the study area. The ACP is principally informed by State Planning Policy 4.2: Activity Centres for Perth and Peel, which provides the framework and guidelines for activity centre plans and classifies South Perth as a District Centre.

Other key plans and strategies include Perth and Peel @ 3.5 Million, Development Control Policy 1.6: Planning to Support Transit Use and Transit Oriented Development and the City of South Perth Strategic Community Plan 2017-2027. These plans and strategies are outlined below.

PERTH AND PEEL @3.5 MILLION (MARCH 2018)

The Perth and Peel @ 3.5 Million document provides an overarching strategic framework for the Perth and Peel region to grow to accommodate a population of 3.5 million people by the year 2050. The vision articulated in Perth and Peel @ 3.5 Million is for *a great, connected city that is globally competitive and technologically advanced; that is sustainable, resilient and respects its natural assets and heritage; that maximises the use of new and existing infrastructure; that offers a mix of housing and lifestyle choices; and that respects and acknowledges the regions' sensitive natural environments and their respective ecosystems.* Key to achieving this vision is for a greater proportion of the city's growth to occur within the established urban area, particularly activity centres, station precincts and along high-frequency public transport routes.

The overarching strategic framework is supported by four planning and infrastructure frameworks for the Central, North-West, North-East and South Metropolitan Peel sub-regions, which provide guidance on sustainable development over the next three decades to ensure the impact of urban growth on areas of environmental significance is minimised; to protect heritage; and to maximise the benefits of available land and existing infrastructure.

South Perth is located in the Central sub-region. The Central Sub-regional Planning Framework aims to establish a long-term integrated planning framework for land use and infrastructure, with a focus on guiding future infill growth into key locations, including activity centres. The Central Sub-region is expected to provide approximately 213,130 new dwellings by the time Perth's population reaches 3.5 million, with a minimum target of 8,300 new dwellings to be in the City of South Perth.

Activity centres are described in the Central Sub-regional Planning Framework as *focal points well served by transport infrastructure that provide areas for commercial and social activity together with residential population.* South Perth is identified as an activity centre in the framework.

STATE PLANNING POLICY 4.2: ACTIVITY CENTRES FOR PERTH AND PEEL (AUGUST 2010)

The main purpose of SPP4.2 is to specify generic 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 Peel region. It is predominantly concerned with the location, distribution, and broad land use and urban design criteria for activity centres, and with coordinating their land use and infrastructure planning. The policy reflects the intention of the WAPC to encourage and consolidate residential and commercial development into activity centres.

SPP4.2 provides a hierarchy of centres to guide public investment in infrastructure and promote private development, as well as generic guidance on the characteristics of each type of centre. In the policy, South Perth is classified as a District Centre. Importantly, the guidance in SPP4.2 is intended for all district centres regardless of their location and unique function and characteristics. The requirements in SPP4.2 are intended to guide and complement the detailed planning of activity centres and should be balanced with, and considered alongside, other factors such as; locational context, the existing and ongoing primary role and function of each centre, the centre's capacity for growth and redevelopment, the growth pattern of the suburb and local government area, and the appropriate level of growth for the centre having regard to these factors.

As highlighted in the Place and Design Report and reaffirmed by the economic and demographic assessment in Appendix 1, the importance of South Perth as a visitor destination and as a highly accessible fringe CBD activity centre elevates it well above a conventional district centre as envisaged in SPP4.2. With this level of retail and commercial floorspace comes a commensurate intensity of residential development.

Given South Perth's location, visitor appeal, fringe-CBD functions, existing established pattern of medium to high density, character and context, the guidance provided in SPP4.2 is not considered to be sufficient for this ACP in the long term (particularly beyond 2031).



STATE PLANNING POLICY 5.4: ROAD AND RAIL TRANSPORT NOISE AND FREIGHT CONSIDERATIONS IN LAND USE PLANNING (SEPTEMBER 2009)

SPP5.4 provides criteria for the assessment of 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 Kwinana Freeway and Perth-Mandurah rail line are adjacent to the ACP area and new noise-sensitive development in the vicinity of these noise sources must therefore comply with SPP5.4.

DEVELOPMENT CONTROL POLICY 1.6: PLANNING TO SUPPORT TRANSIT USE AND TRANSIT ORIENTED DEVELOPMENT (JANUARY 2006)

The purpose of DC1.6 is to set out a position for planning and development around transport infrastructure, primarily aimed at improving access and increasing public transport demand. DC1.6 applies to 'transit-oriented precincts' within 800 metres of high frequency heavy rail or major bus transfer stations and within 400 metres of high frequency bus stops.

The South Perth activity centre is very well served by public transport, including four bus routes (numbers 30, 31, 34 and 35) servicing the area, a ferry terminal and potential future train station. The entire ACP area is therefore a potential transit oriented precinct (as defined in the policy) and the ACP must have regard to the recommendations of the policy to ensure that transport infrastructure is supported by suitable levels of population and activity.

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.’

The Community Plan is separated into 4 key focus areas; community, economy, environment (built and natural) and leadership. Each focus area has associated aspirations, outcomes and strategies. This Activity Centre Plan contributes to the Community Plan outcome 3.2 Sustainable built form and will also contribute to the delivery of various other strategies as outlined below:

Table 3: Summary of Relevant Provisions of the City of South Perth Strategic Community Plan 2017-2027

FOCUS AREA	OUTCOMES	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 of the City.
		Protect and 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 the 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.		
Leadership	Advocacy	Advocate for public infrastructure improvements including a South Perth train station and ferry services

CITY OF SOUTH PERTH LOCAL PLANNING STRATEGY

The City of South Perth (the City) Local Planning Strategy sets out the strategic direction for planning and development in the City over the next 10 to 15 years. As well as being an integral document in the local planning framework, the Local Planning Strategy plays a key role in delivering the community's vision as set out in the City's Strategic Community Plan 2017-2027.

The Local Planning Strategy is based on the identification and analysis of issues identified through the broad policy framework, collection of census data and community consultation. It provides the strategic basis for the preparation, implementation and amendments to the City's local planning scheme. The scheme is the primary mechanism to implement the Local Planning Strategy, through various provisions and subsidiary plans like activity centre plans and local planning policies.

The key strategy relevant to this ACP is:

Strategy 4.2.1

Ensure each of the City's activity centres achieve an appropriate mix of activity, employment, recreational, civic and cultural, and entertainment uses as well as increased levels of residential population to support the ongoing viability and function of each centre. The planning framework is to ensure sufficient non-residential floor space, to meet forecast demand, can be provided in each centre.

At the time of preparation of this ACP in February 2019, the Local Planning Strategy is in draft form and will be finalised following public consultation.

2.3.2 Prior Planning

A complex history of planning studies and strategies, scheme amendments and planning decisions have influenced the development of the ACP area over more than ten years to 2018. This history was considered in detail in developing the ACP, which refines and builds upon the established planning framework.

Key aspects of prior and current planning initiatives that have informed development of the ACP are outlined as follows and in Figure 5.

PROPOSAL OF SOUTH PERTH TRAIN STATION, 2005

During construction of the Mandurah rail line, allowance was made for the location of a future South Perth train station within the Kwinana Freeway reserve near the end of Richardson Street. The station was not constructed with the new rail line, but the allowance for a future station highlighted the emerging role of South Perth as a central city destination.

The allowance for a future station provided impetus to amend the City's planning scheme to allow for transit oriented development and facilitate investment in the area as an attractive and accessible location on the fringe of the CBD.

SOUTH PERTH STATION PRECINCT PLAN ADOPTED, 2011

The South Perth Station Precinct Plan was prepared by the City of South Perth and WAPC as a framework to guide development in the precinct surrounding the planned South Perth train station. The vision of the plan was to create a vibrant, attractive business location featuring a rich choice of employment, public transport options, pedestrian friendly tree-lined streets, with reminders of South Perth's heritage.

The plan focused on promoting commercial and other non-residential land uses in order to promote of the planned train station as a "destination station", rather than a commuter station designed to facilitate "park and ride" usage.

SCHEME AMENDMENT NO. 25 ADOPTED, 2013

The South Perth Station Precinct Plan was implemented via Amendment No. 25 to the City of South Perth Town Planning Scheme No. 6. The amendment introduced a Special Control Area, and development controls generally consistent with the South Perth Station Precinct Plan.

Amendment No. 25 allowed for more intensive commercial and multiple residential development, including:

- Land use controls, including preferred ground floor uses to encourage non-residential and mixed use development;
- Plot ratio requirements for non-residential development;
- Podium and building height limits of up to 41 metres;
- Street, side and rear setback requirements;
- Parking requirements;
- Other detailed design requirements; and
- Performance criteria for variations from the development requirements for specified properties.

SCHEME AMENDMENT NO. 46 INITIATED AND ADVERTISED, 2015

The intent of Amendment No. 46 was to correct anomalies, clarify ambiguities and strengthen performance criteria for building height variations in the South Perth Station Precinct.

The amendment included additional performance criteria for development seeking variations from the development requirements (including additional building height), caps on the amount of car parking provided in developments seeking additional building height, greater setbacks to certain streets in order to protect existing street trees, and reduced minimum non-residential plot ratio requirements.

SPECIAL ELECTORS MEETING, MAY 2015

The purpose of this meeting was to discuss development issues in the South Perth Station Precinct, including the extent of the precinct, the preparation of a planning strategy for the peninsula area as well as the station precinct, and community concerns with development proposed in the area.

Following the meeting Council resolved to conduct an independent review of the relevant town planning scheme provisions and the geographic extent of the station precinct, separate to the Amendment No. 46 process.

SCHEME AMENDMENT NO. 46 MODIFIED FOLLOWING ADVERTISING, 2016

Amendment No. 46 attracted substantial community interest and Council resolved in October 2015 to make significant modifications. These included limits to the allowable building height throughout the precinct and exclusion of the properties north of Judd Street from the area subject to additional building height.

The modified amendment was advertised for public comment in late 2015 and early 2016 and a large number of submissions were again received.

REVIEW OF RELEVANT TOWN PLANNING SCHEME PROVISIONS AND EXTENT OF THE SOUTH PERTH STATION PRECINCT, 2016

Following Council's resolution of May 2015, the City engaged consultants to undertake a review of a range of issues including:

- Geographic extent of the precinct;
- Whether there should be building height limit;
- Whether building bulk should be controlled through plot ratio;
- Whether there should be discretion in relation to podium height;
- Whether nil setbacks are appropriate for all streets;
- Whether street setbacks above podium height are sufficient to ensure a comfortable pedestrian environment, especially in relation to scale and sunlight penetration;
- Whether side and rear setbacks are sufficient;
- Overshadowing;
- What community benefits would be appropriate;
- How to ensure buildings are of high design quality;
- Whether and if so which Green Star rating tool/s are appropriate to ensure high quality sustainable design;
- Appropriateness of the application assessment process; and
- Advice on a Development Contributions Scheme.

The review included research into how other planning jurisdictions address similar issues, and utilised a simple 3D model to illustrate potential development outcomes of the existing scheme provisions via massing models. The recommendations informed the Place and Design Project in 2017 and subsequent preparation of this ACP.

CONSIDERATION OF AMENDMENT NO. 46 BY THE MINISTER, 2017

Following Council consideration and public consultation, the Minister for Planning considered Amendment No. 46, including all modifications, and resolved to reject proposed changes to the extent of the Special Design Area (the area subject to additional building height), and to also reject limits on additional discretionary height within the Special Design Area. However, the additional performance criteria for development seeking variations from the development requirements, and greater setbacks in certain streets, were included in the amendment when it was gazetted (and therefore given legal effect) in February 2017.

PLACE AND DESIGN WORKSHOPS AND REPORT, 2017

Following the preparation of Amendment No. 46, and the review of scheme provisions in 2016, the City undertook an extensive community engagement exercise to review the existing vision (developed in 2011 with the Western Australian Planning Commission as part of the South Perth Station Precinct Plan) against the community's current aspirations for the area. The project centred on a week-long Planning Design Forum involving community members, land owners and developers, local business owners, State Government stakeholders, City staff and a team of consultants including urban planners and designers, architects and landscape architects, transport planners and economists. The Planning Design Forum included a site tour and workshop sessions on a range of issues including built form and architecture, traffic, transport and parking, development feasibility and the public realm.

The final report from the project outlines the key findings and presents a revised vision for the area along with goals, ideas and recommended actions for consideration by the City. The Place and Design Report provides the background for this ACP and accompanying amendment to the scheme.

SOUTH PERTH STATION PRECINCT REFERENCE GROUP, 2017

Following the Place and Design Project the City established a reference group to provide the City and key stakeholders with an additional reference point for planning, development and place initiatives and activities in the South Perth Station Precinct and surrounding area. The group includes 17 members representing a diverse range of stakeholders with interests in the area.

The reference group met six times during the preparation of the draft ACP and provided direct feedback to the City on a number of components of the draft plan.

Figure 5: Planning Timeline

PLANNING TO DATE



3.0 PROCESS

3.1 DEVELOPING THE PLAN

The review of the planning framework for the ACP area began in 2015 and culminated in the 2017 South Perth Peninsula Place and Design Project, which reviewed the vision articulated in the South Perth Station Precinct Plan (2011) and outlined approaches for managing the area's growth in a way that captures the most benefit for the Peninsula's residents, workers and visitors.

Following completion of the Place and Design Project in May 2017 the City prepared a project plan and scope of works to prepare an Activity Centre Plan to bring the Place and Design Report to life, and provide a means of implementation. Consultants were engaged based on this scope of works in September 2017.

A reference group was also established in August 2017 to provide the City with an additional opportunity to consult with stakeholders through planning, development and place initiatives and activities in the ACP area. The group includes 17 members representing a diverse range of stakeholders with interests in the area including community and sporting groups, local residents and business owners, and developers.

Key stages of the ACP development process are outlined below:

Table 4: Stages of the ACP Development Process

PROJECT STAGE	DESCRIPTION
Project preparation and inception	Preparation of a scope of works, engagement of consultants, and preparation of an outline of the ACP structure and contents.
Background Analysis, Literature Review and Technical Studies	Preparation of: <ul style="list-style-type: none"> • Background report • Draft economic and demographic assessment • Draft movement network report
Preparation of Stakeholder Engagement Plan	Preparation of a Stakeholder Engagement Plan to outline the methods to be employed during the stakeholder engagement process.
Preparation of draft Activity Centre Plan	Including drafting of the ACP document, incorporating background information to develop rationale for the planning controls and modelling to ensure that the forecast demand is met. Preparation of a draft amendment to the City's town planning scheme to implement the ACP.
Council endorsement of draft Activity Centre Plan	The draft Activity Centre Plan is required to be endorsed by the Council prior to public consultation.
Public advertising of Draft Activity Centre Plan	The draft ACP and town planning scheme amendment are released publicly for 60 days for the purpose of public feedback.
Finalisation of draft Activity Centre Plan following public consultation	Feedback received during the public comment period is reviewed and the draft ACP and town planning scheme amendment are modified as required in response to the feedback. The updated ACP and town planning scheme amendment are then endorsed by the Council for submission to the Western Australian Planning Commission.
Final approval of the Activity Centre Plan and town planning scheme amendment	The Western Australian Planning Commission decides whether to approve the ACP, with or without modifications, and provides a recommendation to the Minister for Planning on the town planning scheme amendment. The Minister for Planning decides whether to approve the town planning scheme amendment, with or without modifications.

3.2 KEY STAKEHOLDER MESSAGES

A series of key messages emerged from stakeholders during the Place and Design project engagement process in 2017 as being important to consider in managing change in the ACP area. These key messages informed the preparation of the ACP, which aims to respond to the issues raised and implement the recommendations of the South Perth Peninsula Place and Design Report (May 2017).

Table 5: Key Stakeholder Messages from Place and Design Project Engagement

CHARACTER AREAS	Retain the area’s authentic sense of place by strengthening and enhancing areas of distinct character across the wider Peninsula
GREAT STREETS AND SPACES	Revitalise and activate the public realm to create green, useable and enjoyable places for community interaction with a focus on people, pedestrians and cyclists
KEY LOCATION	Recognise the elevated status of South Perth in Perth’s future as a key activity centre
TOURISM DESTINATION	Revitalise and coordinate South Perth’s exceptional tourism assets like Perth Zoo and the foreshore, and strengthen links to Elizabeth Quay and Kings Park
REAL COMMUNITY BENEFITS	Ensure development contributes needed civic infrastructure and facilities to support a growing population
LIFESTYLE CHOICE	Provide housing, employment and activity options for people of all ages, family structures and incomes
SUSTAINABLE LIVING	Ensure environmentally friendly outcomes through sustainable development and green infrastructure
DESIGN EXCELLENCE	Provide exceptionally-designed development in the right places, with sensitive interface between new and old buildings
EASY ACCESS	Address parking and traffic congestion issues, and deliver enhanced train, bus and ferry services
STRONG ECONOMY	Plan land uses to support new commercial development where economically viable, whilst supporting local businesses and attracting jobs
INFRASTRUCTURE TO SUPPORT GROWTH	Integrate planning with upgrades to transport, education, servicing and other vital infrastructure
COMMUNITY PARTICIPATION	Embed stakeholders in the planning and design process to enable people to have a say in all key decisions



4.0 VISION

4.1 PLACE VISION

The South Perth Activity Centre is one of the Perth's defining urban neighbourhoods—a unique residential area, premier business location and exceptional entertainment and tourism destination at the geographic centre of the metropolitan region. It is home to some of Perth's greatest public spaces, vibrant retail and commercial venues, historic landmarks and unique cultural attractions. Minutes away from Perth CBD by road and water and closely connected to surrounding educational, cultural and commercial destinations, South Perth is a great urban neighbourhood at the centre of it all.

A vision for the ACP area was developed through the South Perth Place and Design project in 2017, and builds on the values and priorities of local stakeholders. The overarching vision statement is for the ACP area to be:

A distinctive inner city centre, tourism destination and residential neighbourhood that is shaped by its connection to nature, unique assets, distinctive buildings, and future-forward approaches to sustainable living. Its lively centre and pedestrian friendly tree-lined streets connect locals and visitors to its diverse businesses, transport nodes and local heritage.

4.2 CHARACTER AREAS

The ACP area is diverse and includes a variety of homes, businesses, tourist attractions and community facilities. The distinct characters of four adjacent and connected areas has informed all aspects of the ACP, with variations in the requirements covering built form, public realm, activity and movement provided in response to the unique qualities of each area and the vision and objectives articulated in the ACP.

This character area-based approach will ensure that the existing and desired future character will be celebrated and enhanced as the area continues to grow and evolve. The following statements articulate the future aspirations for these character areas.

The following sub-sections outline key features of each character area, which inform the character statements in Part 1 of this ACP and the objectives in Schedule 9B of the Scheme.

4.2.1 Mends

The Mends area is the cultural and commercial heart, a place where residents and workers enjoy a wide diversity of recreational and commercial offerings, as well as incredible amenities including a new City Square, the Foreshore and Perth Zoo.

In the future, the area will leverage the opportunities these amenities present to create a truly great, world class destination where residents, visitors and businesses mix together in a vibrant environment with frequent events and activities during the day and at night.

Mends Street will function as the urban centre of the ACP area. A street full of energy, character and appeal, it will prioritise pedestrian activity and be active day and night. Its unique retail and dining destinations will spill out into the street and extend through connecting laneways and arcades. From the water, Mends Street will proudly announce arrival in South Perth.

Windsor Park will form the cultural heart of the ACP area, with the Old Mill Theatre, Heritage House Cultural Centre, Windsor Park and the south-western portion of Mends Street activated and enhanced through public space upgrades and the addition of modern community facilities, complementing the entry to the ACP area via the ferry and Mends Street Jetty.

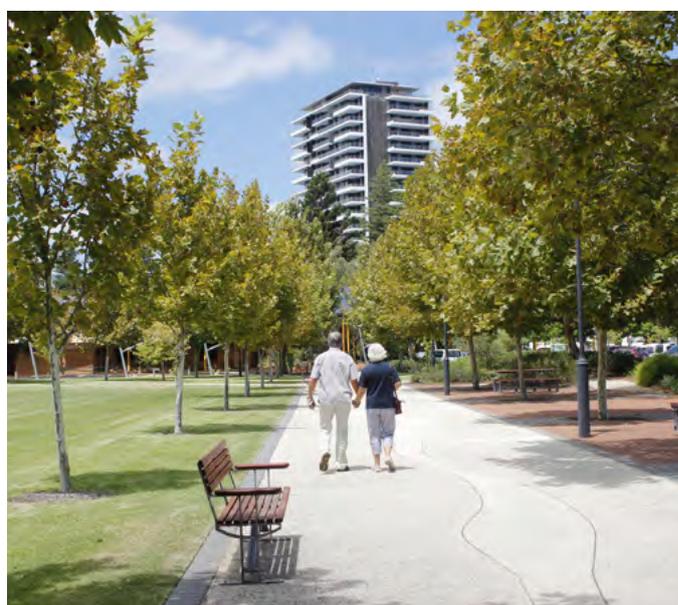
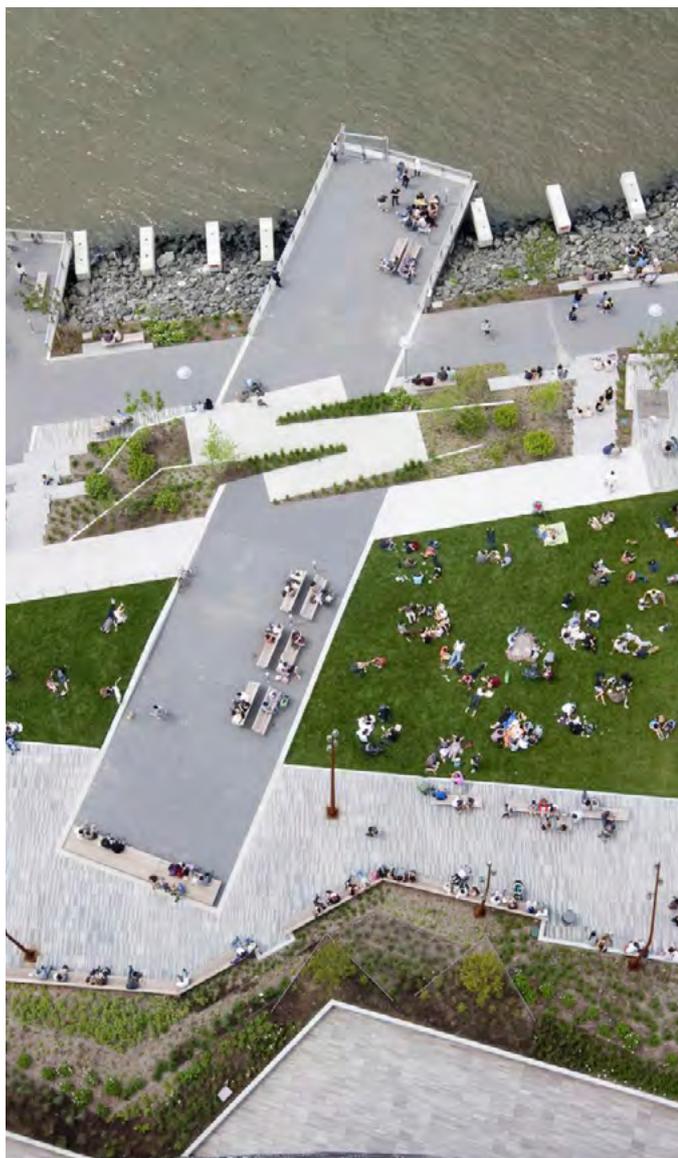
Perth Zoo will strengthen its status as one of Perth’s premier tourism destinations, with a renewed vision for its long-term growth and improved connections to the surrounding area with active edges fronting surrounding streets and Windsor Park.

South Perth Foreshore will provide an attractive landscaped entry to the ACP area and will host a wide range of events and activities throughout the year. South Perth Esplanade will be designed as a low speed boulevard with pedestrians and cyclists prioritised.

The Landmark Site bounded by Labouchere Road, Mill Point Road and Mends Street is the most prominent development site in the ACP area. It is uniquely positioned between three major roads at the centre of the ACP area, is triangular in shape and is highly visible from key vantages throughout and beyond the ACP area. The site sits along the key ‘activity link’ identified in the 2017 Place + Design Report and contains two significant heritage places. The establishment of a landmark building on this site is therefore important and encouraged by controls and guidance in the ACP and Scheme.

ACTIVITY
<ul style="list-style-type: none"> • Emphasis on convenience shopping and experiential cafés and restaurants for residents, workers and visitors • Residential and commercial uses to deliver transit-oriented development close to Mends Street Jetty
MOVEMENT
<ul style="list-style-type: none"> • Enhanced ferry services with potential for second berth • Pedestrian priority and traffic calming to create a vibrant people place • Strengthened connections to regional bike and walking paths
BUILT FORM
<ul style="list-style-type: none"> • Landmark development on key sites, while preserving lower scale development along the South Perth Esplanade to preserve views • More intensity will frame Mends Street while preserving main street character
PUBLIC REALM
<ul style="list-style-type: none"> • Significant upgrades to Mends Street and the Esplanade to create a distinctive destination • A renewed Windsor Park which strengthens connections to the Zoo and accommodates all user groups

Figure 6: Mends Character Area: Vision for 2041



4.2.2 Richardson

The Richardson area is a diverse and varied area with an eclectic mix of building styles and uses. The establishment of a train station at Richardson Street will establish the area as a vibrant gateway to Perth Zoo and the wider Peninsula. Future development will recognise and enhance the diversity of the area, building upon the intricacy of its urban fabric with varied lot sizes and building heights, retained heritage cottages and new green pedestrian links.

Lyall Street will build upon its direct connection to Mends Street, ultimately providing an extension of commercial activity but with a change of character to leafy urban realm with residential development.

Labouchere Road will be a major activity corridor linking Mends Street to Perth Zoo and the future train station, supported by future improvements to the pedestrian realm including traffic calming, footpath widening and tree planting.

South Perth Station will be a major transit-oriented node, with a focus on Richardson Street as a new, additional entry point to the ACP area. This may include commercial uses such as short stay accommodation, and offices with a range of floorplate sizes and configurations to attract both large organisations and small businesses.

ACTIVITY
<ul style="list-style-type: none"> • Varied and eclectic activity, with an emphasis on office and commercial uses • Ground floor retail uses limited to Lyall Street, Richardson Street and Labouchere Road
MOVEMENT
<ul style="list-style-type: none"> • Delivery of the South Perth Train Station • Controlled access to local streets to improve walkability and manage traffic • New local and regional cycling connections
BUILT FORM
<ul style="list-style-type: none"> • High quality, intensive development near a future transit node • A variety of building heights and uses • Podiums and building setbacks designed to add amenity and interest • Retained heritage cottages
PUBLIC REALM
<ul style="list-style-type: none"> • Landscaped streets with narrowed carriageways and community amenities • Potential mid-block pedestrian connections between streets • New pocket parks and plazas provided by new development in key locations

Figure 7: Richardson Character Area: Vision for 2041



4.2.3 Mill Point

Mill Point is a predominantly residential area characterised by green, leafy streets and buildings set back from the street. This significant amenity is complemented by its proximity to the South Perth foreshore and northern views to the Perth CBD.

In the future, this prevailing character will be strengthened and enhanced through upgrades to the public realm and new development which responds to and enhances the special amenities that make the area a great place to live.

Scott Street and areas to the south will define the focus of new development within the character area, with new residential development and complementary commercial development carefully integrated into the area to respect and strengthen its passive, quiet character.

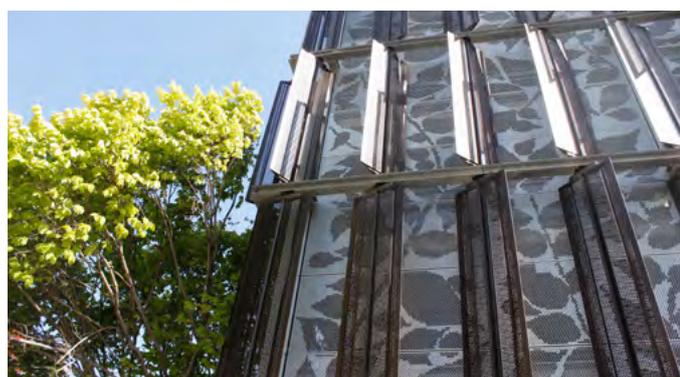
Stirling Street and its surrounds will accommodate incremental development over time that is in keeping with existing development. Connectivity to the Swan River will be strengthened through upgrades to the South Perth foreshore and connecting streets.

The Old Mill is a significant cultural asset that will be enhanced and upgraded through public realm upgrades, the addition of cultural and community facilities surrounding The Old Mill, and the potential addition of cafés and water sport facilities to the west of the Narrows Bridge.

South Perth Foreshore will provide a range of attractive landscaped public open spaces and will host a wide range of events and activities throughout the year. South Perth Esplanade will be designed as a low speed boulevard with pedestrians and cyclists prioritised.

ACTIVITY
<ul style="list-style-type: none"> Mainly residential development, reflecting the area’s quieter character Some small shops and cafés to service local residents
MOVEMENT
<ul style="list-style-type: none"> Managed access to Kwinana freeway from Mill Point Road Improved walking and connections at major intersections Better controlled on-street parking
BUILT FORM
<ul style="list-style-type: none"> Similar scale to existing development with certainty of building height Slim towers which preserve views and solar access Towers to the ground, with landscaped setbacks respecting existing character
PUBLIC REALM
<ul style="list-style-type: none"> Mature street trees protected as a priority and added to where possible Community amenities Garden streets complemented by green, landscaped setbacks

Figure 8: Mill Point Character Area: Vision for 2041



4.2.4 Hillside

Hillside is an elevated area with a diverse range of wide variety of building styles and dwelling typologies overlooking the Swan River. Despite its close relationship to the Mends Street area, it maintains a quiet residential character.

In the future, incremental infill development will complement and supplement existing residential towers, providing additional public benefit through the creation of small green spaces and new public connections to the South Perth Foreshore.

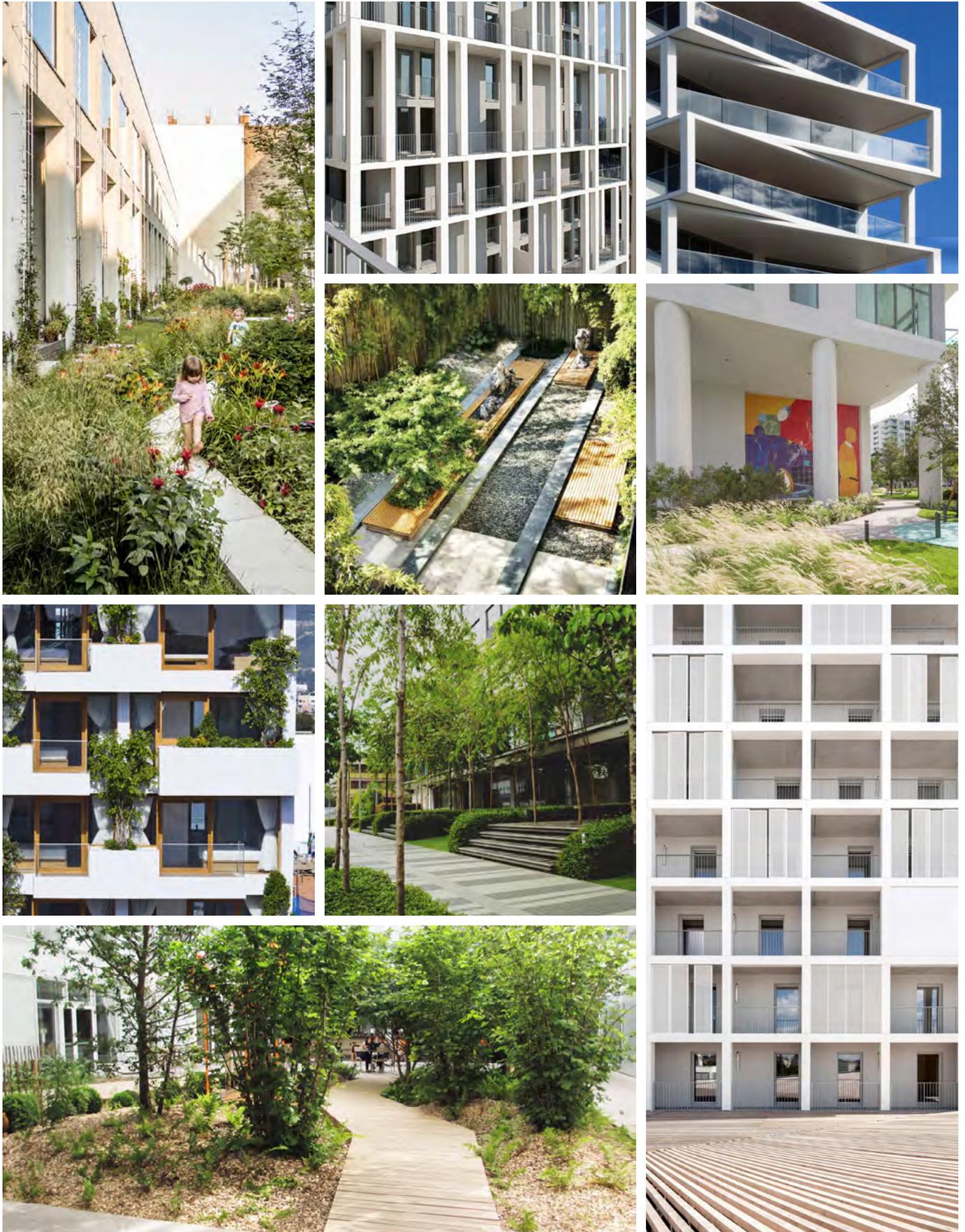
Darley Street will mark a transition from bustling Mends Street, with Ray Street and Darley Street accommodating a mix of uses with a quieter street character. Significant development sites in the area should provide new connections to Mends Street and the Foreshore.

Parker Street and areas further east will reflect a quieter, more residential character acknowledging the separation from the core of the ACP area. Accessibility to the Foreshore is desired and new pedestrian connections to the Foreshore should be provided where new development allows.

South Perth Foreshore will provide a range of attractive landscaped public open spaces and will host a wide range of events and activities throughout the year. South Perth Esplanade will be designed as a low speed boulevard with pedestrians and cyclists prioritised.

ACTIVITY
<ul style="list-style-type: none">• Mainly residential development, reflecting the area’s quiet character• Some small shops and cafés to service local residents
MOVEMENT
<ul style="list-style-type: none">• Managed access to Kwinana freeway from Mill Point Road• Improved walking and cycling conditions, and connections at major intersections• Better controlled on-street parking
BUILT FORM
<ul style="list-style-type: none">• Similar scale to existing development• Slim towers that preserve views and daylight• No street podiums, with landscaped setbacks respecting existing character
PUBLIC REALM
<ul style="list-style-type: none">• Mature street trees protected as a priority, and added to where possible• Community amenities• Small green spaces and pedestrian connections to the foreshore

Figure 9: Hillside Character Area: Vision for 2041



5.0 PLAN COMPONENTS

The following sections set out the background research and information, key issues identified through engagement with stakeholders, and communicate how the ACP responds to and addresses these issues in line with the Vision.

The intent of this ACP is to bring the principles and ideas from the Place and Design Report to life. To this end, the contents of this plan (including development controls and strategic guidance) address the vision and the goals summarised in Figure 10. Each point generally relates to an “idea” under that goal in the Place and Design Report; and examples of where these principles are addressed within the ACP are included in brackets.

FROM PLACE AND DESIGN REPORT TO ACTIVITY CENTRE PLAN: PUTTING THE VISION AND IDEAS INTO PRACTICE

VISION:

A distinctive inner city centre, tourism destination and residential neighbourhood that is shaped by its connection to nature, unique assets, distinctive buildings, and future-forward approaches to sustainable living. Its lively centre and pedestrian friendly treelined streets connect locals and visitors to its diverse businesses, transport nodes and local heritage.

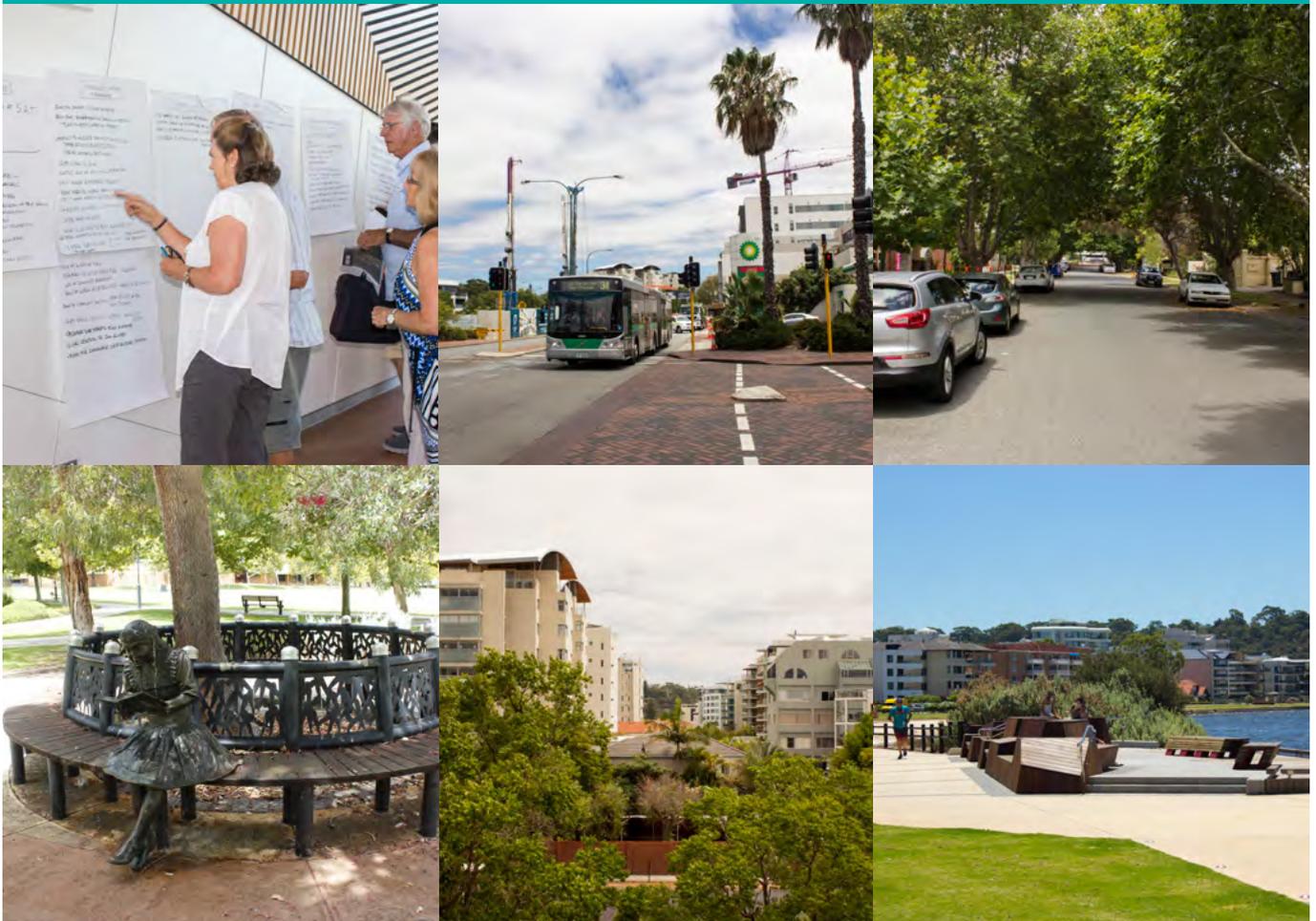


Figure 10: Delivering the Vision

**PLACE AND DESIGN
REPORT GOAL 1
DELIVER
A ROBUST
PLANNING
FRAMEWORK**

- The ACP was developed with input from community members and stakeholders, both during the Place and Design process and in development of the ACP and scheme amendment (see for example Part 2 Section 3.2)
- The planning framework provided by the ACP and town planning scheme is cohesive, logical, based on evidence and sound planning rationale, and in keeping with the vision (in addition to this section, see Part 1 Section 1 and Part 2 Section 6.2)
- A public benefit contribution system is in place to enable development to contribute towards investment in public amenities and infrastructure to support South Perth as a great place for residents, workers and visitors (see for example Part 1 Section 7 and Part 2 Section 7.3.3 and associated In Depth section)

**PLACE AND DESIGN
REPORT GOAL 2
IMPROVE
MOVEMENT
AND
CONNECTIVITY**

- Regional traffic congestion is managed through the ACP and ongoing dialogue with the state government (see for example Part 1 Section 5 and Part 2 Section 8.3.4)
- The development requirements - and focus on reducing traffic and achieving modal shift towards public transport, walking and cycling - provide rationale for an integrated public transport network (see for example Part 1 Section 5 and Part 2 Section 8.3.1)
- Car parking has been radically dealt with in the ACP, including caps on parking in new development and inclusion of parking in plot ratio calculations (see for example Part 1 Section 4.3.8 and Part 2 Section 8.3.5)
- The intensity of development proposed, and in particular its distribution, focus on building a case for the South Perth train station to be built (see for example Part 1 Section 5.2 and Part 2 Section 8.3.3)

**PLACE AND DESIGN
REPORT GOAL 3
ENHANCE
STREETS AND
GREEN SPACES**

- The public realm (including streets and open spaces under local and state government control) are considered as a whole, providing benefit to the ACP area (see for example Part 1 Section 6 and Part 2 Section 9.0)
- Opportunities are identified to ensure streets are improved, particularly to become more pedestrian-friendly (see for example Part 1 Section 6.2 and Part 2 Section 8.3.2)
- Guidance is provided on the future role and improvements to parks in the ACP area (see for example Part 1 Section 6.1 and Part 2 Section 9.2.1)
- Incentives for additional green space on private land are provided through this ACP (see for example Part 1 Section 6.3 and Part 2 Section 9.2.2.1)

**PLACE AND DESIGN
REPORT GOAL 4
ENCOURAGE
RESPONSIVE
DEVELOPMENT**

- The desired urban form is articulated in detail in the document, and linked to evidence of future demand in the ACP area (see for example Part 1 Section 2.3 and Part 2 Sections 4.2 and 6.2)
- The built form proposed is reflective of existing character (including within individual character areas) (see for example Part 1 Sections 2 and 4 and Part 2 Section 7.3.4 and associated In Depth section)
- Development requirements are designed to manage the amenity of neighbouring buildings and open spaces (see for example Part 1 Section 4.3.3 and Part 2 Section 7.3.1)
- Sustainability and adaptability are incorporated into development requirements for future development, and in public realm guidance (see for example Part 1 Section 4.3.4 and Part 2 Section 7.3.5)

**PLACE AND DESIGN
REPORT GOAL 5
CREATE PLACES
FOR PEOPLE**

- Local identity and character is recognised for the ACP area as a whole and for individual character areas, with built form and public realm guidance reinforcing existing and desired future character (see for example Part 1 Section 2 and Part 2 Section 4.2)
- Heritage assets (buildings and spaces) are recognised and celebrated in the ACP (see for example Part 1 Section 4.3.2 and Part 2 Section 7.1.2)
- The ACP provides strategic context for activation and place management, to generate social and economic benefit (see for example Part 1 Section 2.3 and Part 2 Section 10.2)

6.0 ACTIVITY

The growth and development of the ACP area to the year 2041 and beyond will require building upon the current characteristics and strengths of the centre, while remaining nimble to adapt to change. This section is based on the South Perth Activity Centre Economic Assessment Report in Appendix 1, and explores the characteristics and trends of the area’s land use and activity, with a focus on the drivers of economic performance and capacity for growth.

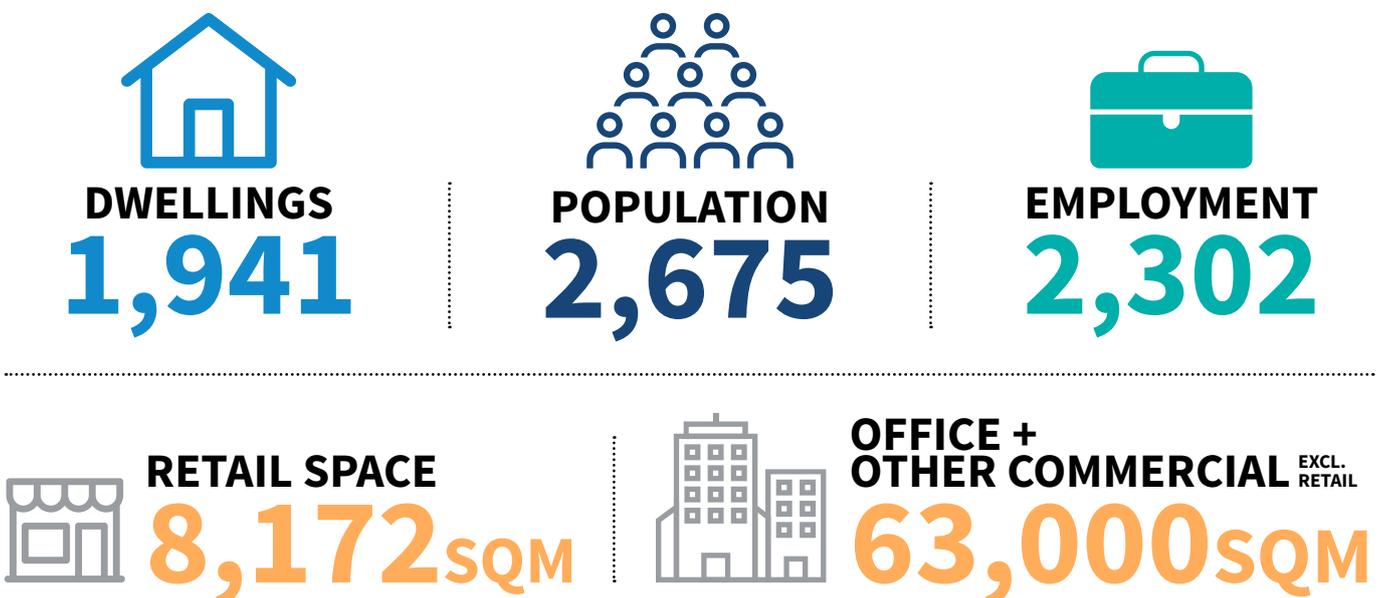
6.1 EXISTING ACTIVITY

The ACP area is a significant activity hub within Perth, with local and regionally significant amenities and economic assets, and provides residents and business alike with access to opportunities in the wider region through major road and public transport access and proximity to central Perth. However, in the decade to 2018 the area has seen only low levels of growth in commercial land uses. For example, recent declines in office occupancy indicate that the ACP area is not currently fulfilling its full economic potential and has capacity for growth.

The residential population of the ACP area is also important and supports local businesses as well as providing opportunities to live in a highly sought-after location close to the central business district. The presence of natural amenities (including Perth Water and the foreshore), and the central location and transport access mentioned above, will continue to make the area attractive for residential development. Despite this, the population has not grown significantly in the decade to the 2016 Census and the area contains higher shares of detached and lower density housing than expected for an inner-city river-front location. As is discussed in Appendix 1, growth and demand is projected to be sufficient to enhance and intensify the urban form of the ACP area while growing the residential population to support local businesses and services. However, managing this growth and demand will require a strong focus on urban regeneration and revitalisation, not only appropriately increasing the density of development but doing so in a way that enhances a high amenity environment for new and existing residents, workers, businesses and tourists to the area.

Appropriately managed, increased density can be accompanied by substantial community benefit – for both existing and future residents and visitors. These benefits include a range of community facilities and improved services, better public transport connections, improved streets, a greater range of local retail and businesses, and a more appealing place for local residents.

Figure 11: Existing Activity



6.1.1 Land Uses and Clusters

The predominant land use within the ACP area is residential, which is distributed throughout the area and provided a population of 2,675 residents as of 2016. This is complemented by approximately 71,000sqm of commercial floorspace, with the largest commercial uses being Office (52%), Retail (12%) and Entertainment, Recreation and Culture (9%). The remaining 27% of non-residential floorspace is made up of relatively small amounts of a range of land uses including manufacturing, storage, health and utilities. Commercial office floorspace is concentrated in the Mends and Richardson character areas, with the majority of existing retail, entertainment and recreation uses clustered around Mends Street.

Further detail regarding the land uses within the ACP area is provided in Appendix 1.

6.1.2 Attractions and Destination Anchors

The presence of natural amenities including Perth Water and the foreshore, coupled with major attractors, namely Perth Zoo and Mends Street, function as major destination anchors that support considerable tourism visitation.

Tourism is a key driver of growth in the area, with consistently growing visitation numbers to the Perth Zoo, as well as large increases in the number of ferry boardings from Mends Street Jetty. Overall, the tourist visitation to South Perth has grown strongly in recent years, increasing from 63,000 visitors in 2007 to 119,000 visitors in 2017.

6.1.3 Retail Offering

There is approximately 8,271sqm of retail within the ACP area, concentrated within the Mends Street boutique retail, café and restaurant ACP area.

This amount of floorspace is less than half that stipulated in targets under SPP 4.2, reflecting static population growth and a failure to translate increases in tourism visitation to increases in activation and vibrancy within the centre.

It is estimated that the total retail expenditure pool in the ACP area from resident, worker and tourist expenditure is valued at \$51.7m in 2017, with residents comprising the largest share of that expenditure at \$34.8m.

6.1.4 Employment and Commercial Floorspace Trends

The ACP area is a recognised boutique inner-city employment hub, with approximately 2,300 jobs in the ACP area as of 2015. There is a significant amount of office floorspace in the centre, accommodating approximately 1,695 office-based jobs or 73% of total employment in the centre as of 2015.

However, the number of jobs in the centre declined between 2007 and 2015. This is likely due to the impacts of the Global Financial Crisis followed by the end of the mining boom and also issues relating to employment diversity and public transport access, which have made South Perth less desirable compared to other activity centres such as East Perth, Northbridge and Subiaco.

There is approximately 63,000sqm of employment related floorspace currently in the ACP area (excluding retail floorspace). While the area experienced moderate growth in the total amount of floorspace over the decade to 2017, the amount of occupied office floorspace decreased as the amount of local employment declined. This has led to an increase in the amount of vacant office and retail floorspace. In 2015, South Perth had an office floorspace vacancy rate of approximately 13%.

6.1.5 Population Characteristics

The population in the activity centre has not grown significantly over the 15 year period from 2001 to 2016. A resident population of 2,675 residents in 2016 represents an average increase over this period of 1.8% per annum. This level of growth is significantly lower than the growth in many other major centres elsewhere in Perth, and is likely due to a lack of infill development and declining household sizes during this period.

As detailed in Section 2.2.2, the population is characterised by a mix of younger workers, mature families and retirees, with a high proportion of people born overseas. The diversity of the ACP area population is an attribute that should be supported and encouraged as the area develops.

6.1.6 Dwelling Characteristics

As of 2016, there were 1,941 dwellings within the ACP area. The area's housing stock is more diverse than the State average with higher shares of flats and units, as would be expected in a fringe-CBD location (44% in the ACP area compared to 8% in Greater Perth). However, conversely the share of detached and lower density housing stock is higher than would be expected for an inner-city river front location.

Much of the ACP area's housing stock is two or three bedroom dwellings, with low proportions of one bedroom dwellings and four or more bedroom dwellings. It is recommended that a range of dwelling sizes be delivered through future residential developments to support a variety of household types.

The proportion of homes rented in the ACP area was similar to Greater Perth at the time of the 2016 Census (24.2% in South Perth ACP compared to 23.4% in Greater Perth). Home ownership in the area is supported by the older age profile and high proportion of professionals and managers who can purchase their dwelling, while higher density dwellings such as flats or units often appeal to investors and renters.

6.1.7 Development Activity

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

6.2 FORECAST ACTIVITY

A comprehensive analysis was undertaken to determine the potential future growth of the ACP area, including assessment of independent projections for population, employment, floor space, visitor and retail expenditure scenario testing. This determined the most likely growth trajectory for the area over the 35 years from 2016 to 2041 (refer to Parts 5 and 6 of Appendix 1 for further detail).

This scenario testing and modelling is unconstrained, meaning that issues such as local land availability, infrastructure capacity, local market expectations and servicing capacity have not been considered. This approach is critical to ensure that the assessment recognises and examines the full potential of the ACP area. This evidence base informs planning for new infrastructure and the development of controls on land use and built form that manage and shape the expected growth and demand. These controls, as well as the infrastructure and services that are developed then become constraints on development that shape the actual growth of the area over the life of the Activity Centre Plan.

The potential future growth of the ACP area has been modelled to the year 2041, which is 25 years from the latest Census conducted in 2016. This longer timeframe is consistent with State Government strategic planning including Perth and Peel @3.5 Million, which plans for a Greater Perth population of 3.5 million by the year 2051. Long-term population forecasts are important to provide a sound evidence base in support of the long-term vision provided in the ACP, as well as to:

- ensure sufficient capacity is provided for in the long-term where fragmented land ownership limits capacity for redevelopment and impacts the scale and timing of development, which can increase the risk of underdevelopment;
- align long-term strategic planning with long-term infrastructure commitments and needs (public transport, schools and the like). Plans considering short-term planning horizons (i.e. 5 years) are insufficient for proper infrastructure planning in infill settings; and
- recognise that places evolve over time to respond to changing demographic profiles, technology, social trends and market conditions, including economic cycles.

If future demand and growth is not well understood and reflected in the planning framework, there is a high risk that responses to actual demand and growth will not fit within the established vision, particularly if demand is underestimated at the strategic planning stage, which results in poor planning outcomes.

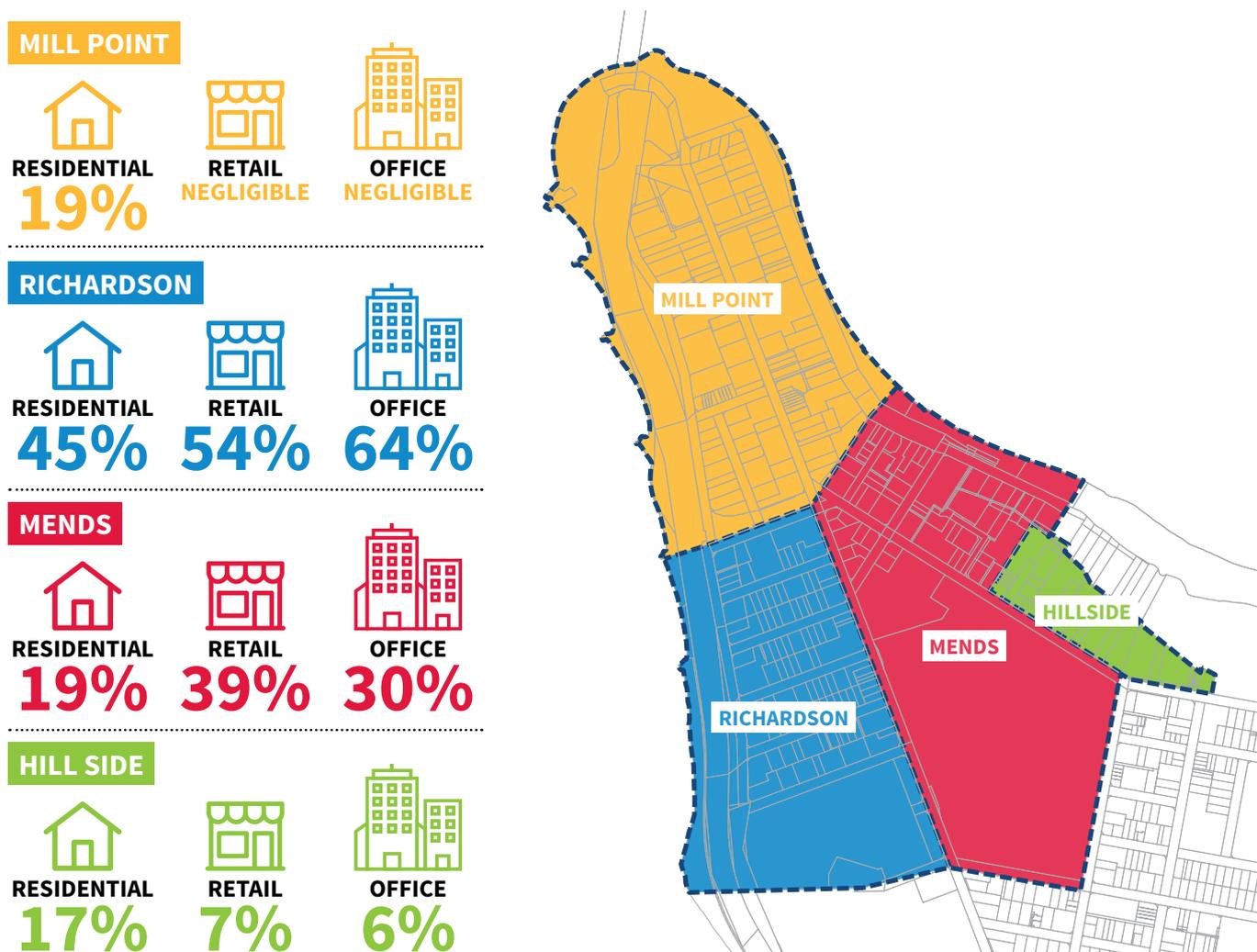
Further detail on the analysis underpinning the forecasts presented in this section can be found in the South Perth Activity Centre Economic and Demographic Assessment Report in Appendix 1.

The following size, scale and mix of activity reflects the outcomes of the modelling and represents the expected demand to the year 2041, to be managed and directed by the ACP:

Table 6: Forecast Growth in the ACP Area

INDICATOR	CURRENT	2031	2041	GROWTH BY 2041
Population	2,675	4,750	7,500	4,825
Dwellings	1,941	2,750	4,250	2,309
Employment	2,302	3,400	4,600	2,298
Employment-Related Floor Space (sqm – excl Retail)	63,000	92,500	110,000	47,000
Retail Floor Space (sqm)	8,172	13,860	20,356	12,184
Tourists/Visitors per annum	119,017	177,200	236,800	117,783

Figure 12: Split of Growth by Character Area



6.2.1 Population and Dwelling Growth

Several factors will influence population growth in the ACP area to 2041, both specific to South Perth, as well as more general trends that will affect the area.

Experience from other Australian cities has shown that when cities reach a population of 2-3 million, a second major, intensively-developed business and mixed use district arises, often with a riverine setting and high accessibility to the CBD. South Brisbane and Southbank in Melbourne are both examples of this, and South Perth is considered likely to experience a similar transition in density as Greater Perth grows.

There is strong impetus in policy and practice from the State Government to focus and direct infill development (dwelling growth) within activity centres and along urban corridors. This is reflected in the spatial plan for the Perth and Peel regions set out in Perth and Peel @3.5 Million, a focus on planning policies affecting infill development (for example apartment design, Activity Centre area planning, and transit oriented development), and a renewed focus on investment in public transport. These policies help to encourage prospective residents to choose apartment living. When considering the overarching state policy expectation to focus dwelling growth within activity centres, it is expected that a greater proportion of the suburb growth of South Perth will be located within the Activity Centre.

As Perth grows spatially (as of 2018, Greater Perth spreads over 6,400 square kilometres along 130km of coastline between Two Rocks and Mandurah), commuting time and convenience become greater considerations for many households. The inner-city location of South Perth is attractive for people looking to avoid long commutes from the outer suburbs, and the associated social and economic costs. This trend also underpins demand for well-located apartments. More specifically to the ACP area, several factors provide appeal that readily translates into demand for living in the area, including:

- The proximity of the area to the Perth CBD;
- The established pattern of apartments within the precinct in medium and higher density development form;
- The natural amenity and setting of South Perth, with substantial opportunity for views to water, foreshores, parks and gardens;
- The distinctiveness of the area as a place, with an endearing public realm and opportunities for unique activities;
- As a destination for visitors the area has substantial potential to provide a range of uses and amenities, which in turn make the place appealing for prospective residents;
- The central location with separation from the CBD provides a convenient location for an Australian experience, which is of interest to prospective residents from overseas.

In addition to these attractors to South Perth as a location, the appeal of (and demand for) apartment living will be an important factor attracting people to South Perth.

There is a trend in Australian cities toward a greater range of household types, with smaller households in particular becoming more common, and a corresponding trend towards demand for smaller dwellings, including apartments. In the ACP area lone person households make up over 40% of all households, with family households making up almost 50%. More than half of these family households are couples without children (two person households). The high proportion of both lone person and couple households in the ACP area is likely related to the high proportion of older residents, many of whom may have down-sized from a suburban home to buy into the convenience of apartment living.

There is also growing evidence of a broader market appeal for apartments, including among families with children. Where apartments are appropriately designed and located there is no reason why families with children cannot choose this option and the issues raised above often impact similarly, if not even more substantially, on them.

With increased appeal for apartments, demand will inevitably be attracted to those places that have existing amenities for apartment living and provide high quality apartment complexes. The ACP area is considered to be an appealing area due to the existing high quality apartment buildings, inner-city location and accessibility to the CBD, the amenity provided by the river frontage and an exemplar public realm, and views to prominent landmarks.

Based on state policy expectations, and the key drivers relating to inner city living in general and the ACP area in particular, the growth scenario for residential development within the area is considered most likely to be between the medium and high modelled scenarios outlined in Section 5.2.5 of Appendix 1. This scenario represents a greater proportion of the overall suburb growth of South Perth being located within the ACP area. Currently, one in five new residents of South Perth move to within the ACP area. Under the modelled scenario, this proportion is forecast to double to two in five new residents by 2051.

As of 2016, there were 1,941 dwellings within the ACP area and a population of 2,675 people. The growth described above will result in a total population of approximately 4,750 residents in the ACP area by 2031, rising to 7,500 by 2041. This forecast growth will generate demand for a total of approximately 2,750 dwellings in the ACP area in 2031 (809 additional), rising to approximately 4,250 dwellings by 2041 (2,309 additional). The number of dwellings is based on 1.7 people per dwelling, which is the 2016 occupancy rate and is expected to be maintained over the forecast period as the composition of the population remains relatively stable.

6.2.2 Tourism Growth

Overall, the tourist visitation to the South Perth has grown strongly in recent years, increasing from 63,000 visitors in 2007 to around 119,000 visitors in 2017. These visitors together stayed for over 400,000 days/nights in 2007 and this increased only marginally to 417,000 days/nights in 2017; however, in 2016 the area recorded a total of over 819,000 visitor days/nights. This reflects a sharp decline in the average length of stay of international visitors in 2017 and also shows the volatility of annual visitation numbers.

The total value of sales associated with tourism and hospitality in the City of South Perth was estimated at over \$250 million per year in 2018 with a local gross value added of almost \$109 million. This supports over 1,100 direct and indirect jobs in the City of South Perth, and overall tourism and hospitality accounts for almost 5% of the City of South Perth economy.

Notwithstanding the volatility mentioned above, the overall trend for tourism is positive and the number of visitors to South Perth is forecast to increase to 177,200 visitors per annum in 2031, and 236,800 by 2041. This growth is expected to be fastest among international visitors, though domestic day trip visitors are expected to account for the largest share of visitors in 2041 at 54%.

This tourist visitation will generate demand for a range of different services and facilities, including the expansion and diversification of tourist activities and businesses including food and beverage providers, greater amounts of both formal and informal tourist accommodation and improved and enhanced transport accessibility.

6.2.3 Employment and Commercial Floorspace Growth

Modelling indicates that the ACP area has significant employment and commercial floorspace growth potential for both population- and visitor-servicing sectors and niche commercial office-based businesses (see Appendix 1).

In 2017, there was a total of 2,302 jobs in the ACP area. Growth is forecast to result in a total of 3,400 jobs by 2031, increasing to 4,600 jobs by 2041. This will result in a corresponding increase in commercial and employment floorspace, reaching an expected total of 110,000sqm by 2041 (excluding retail floorspace).

This outcome represents a low-medium growth scenario, which reflects South Perth's recognised status as a boutique office market in Perth, with locations such as West Perth, East Perth and increasingly Northbridge playing the primary roles as CBD expansion/overflow of long-term office demand.

6.2.4 Retail Needs Assessment

Analysis has been undertaken on the employment and demand modelling scenarios for the "Shop Retail" land uses in the ACP area. That assessment was based on the potential role and function of the area in meeting the wider regional retail needs.

The retail sector has and will continue to be impacted by a diverse range of generational, fiscal, technological and feasibility factors that have the potential to fundamentally alter the level of retail floor space demand in the ACP area. The Economic and Demographic Assessment at Appendix 1 outlines a number of these trends including the impact of online retail, demographic and generational change (including an increasing share of the population aged over 65 years), and changes to household expenditure and debt patterns.

The total retail expenditure pool in the ACP area from residents, workers and visitors was estimated at \$51.7 million in 2017, with residents comprising the largest share at \$34.8 million. It is forecast that the total retail expenditure pool in the ACP area from residents, workers and visitors – all of whom will spend money in the area and therefore contribute to retail vitality – will increase to \$95.4 million in 2031 and \$127.2 million in 2041 (all values are in 2016 dollars).

There was demand for approximately 8,172 square metres of retail floorspace as of 2017. By 2031, demand could support approximately 13,860 square metres of shop retail floorspace in the area, growing to 20,356 square metres by 2041.

6.3 ACTIVITY KEY ISSUES

6.3.1 Key Issue: Site Availability and Development Capacity

Within the ACP area, as with most established urban areas, development site availability is highly constrained. In practice, most opportunities to cater to demand through new development occur through redevelopment of aged buildings, including demolition and renewal. This can be limited by many factors, including the planning framework and the presence of heritage buildings, established infrastructure and the size, layout and ownership of existing properties.

In South Perth, opportunities for growth are constrained by existing levels of high density, strata-titled development. At present, strata titled properties require consent from 100% of landowners prior to redevelopment and it can take many years for this to be achieved. For this reason, strata titled properties tend to redevelop slowly and it has been assumed that, accordingly, a lower proportion of strata subdivided properties within the ACP area will redevelop in the short to medium term. An industry accepted figure for undertaking modelling and forecasting is that 25% of strata subdivided buildings would develop between 2016 and 2051, corresponding proportionally to about 18.5% for the period covered by the ACP projections (2016-2041).

Many of the properties within the ACP area that are not strata titled are relatively small sites, which limits their potential for large-scale redevelopment. In order to assemble a large enough site, more than one adjoining property would need to be purchased and this process can also take a number of years. Alternatively, individual lots could develop well below the density possible under the ACP, effectively not utilising the full capacity and development potential permissible under the ACP development controls.

If Schedule 9A of the City of South Perth Town Planning Scheme No. 6 continued to apply, a “Special Design Area” would apply to part of the ACP area, which would allow for unlimited building height. Outside of the Special Design Area, a building height limit would apply that would not be able to be varied. The very large amount of flexibility in the Special Design Area would act as an incentive to maximise the size of buildings in this area, while sites outside of the area would be highly constrained and could only maximise their development potential by minimising setbacks as much as possible, which results in relatively short, bulky buildings that do not permit visual permeability.

Under Schedule 9A of Town Planning Scheme No. 6, growth would be likely to be accommodated through significant height variation within the ‘Special Design Area’, including buildings greater than 20 storeys in height, and bulky buildings that cover close to 100% of the site and therefore would leave minimal space for landscaping, design features and setbacks to adjoining buildings, and there would be limited opportunity for meaningful public benefit to be provided. This form of growth has been criticised by stakeholders, including during the Place and Design project in 2017, as detracting from the character of the area, impacting negatively on existing buildings, lacking a logic in the approach to permitted development (for example encouraging tall buildings on the edges of street blocks where they block views) and compromising the vision for South Perth’s future.

The capacity of the ACP area to accommodate development has been reviewed and revised through the preparation of this activity centre plan in light of the forecast demand for growth outlined above and in Appendix 1. It is important that planning controls account for anticipated demand, but manage expected growth in a way that is consistent with the vision set out in the activity centre plan, rather than as “ad-hoc” or individually-planned proposals that respond to a specific market need but are not designed with the character of the surrounding area in mind.

6.3.1.1 Plan Response

- **Replacement of Special Design Area controls:** The ACP and associated town planning scheme amendment replace the ‘Special Design Area’ with a logically distributed set of height and development controls and a consistent approach to approval of additional height. This framework focuses development in areas that meet recognised planning criteria including proximity to major transport, access to services and opportunity for comprehensive redevelopment.
- **Alignment of development intensity with capacity:** Height and density limits established in the ACP have been developed with reference to analysis of site availability and development capacity, including assessment of: strata titled, or likely strata titled, buildings; sites of local and State heritage significance; small lots; and the likelihood of redevelopment of any individual site by 2041.

6.3.2 Key Issue: Directing Forecast Population Growth

The Economic and Demographic Assessment at Appendix 1 forecasts growth in the ACP area over the 25 years from 2016 to 2041. Understanding the demand that is on the horizon puts the City of South Perth at an advantage; enabling planning controls to be implemented to manage growth in support of a vision and set of objectives.

The ACP is based on a sound evidence base, including data from the most recent Census in 2016, and consideration of the overarching State policy direction for growth in activity centres. This provides a realistic forecast of the growth and resulting demand for development in the ACP area. This also provides the basis for planning controls that manage the expected growth in support of the ACP vision and objectives. The estimate of future growth and demand informs the rationale set out in this document to justify the limits placed on development. Without an evidence base there is a high risk that planning requirements will not be appropriate to manage demand, and this may lead to ad-hoc proposals that do not support the broader vision for the area set out in the ACP.

The forecasts in Appendix 1 anticipate that the ACP area's population will reach 4,750 people by 2031 and 7,500 by 2041 (from a population of 2,675 people in 2016). This forecast shows that there is high demand for housing in the area and that this will continue into the future. Through this ACP the City of South Perth sets out the requirements for development in the area, which will shape how demand is accommodated. These requirements include limits to the size of buildings, minimum setbacks to streets and adjacent properties, which land uses may be developed across the area and other detailed design criteria.

The WAPC's policy Directions 2031 and Beyond and subsequent planning including Perth and Peel @3.5 Million have provided additional dwelling targets for each local government area. Perth and Peel @3.5 Million sets a target of at least 8,300 additional dwellings to be accommodated within the City of South Perth by the time Greater Perth's population grows to 3.5 million people (population in 2016 was approximately 2 million). The document also provides a spatial framework for the location of this dwelling growth (in the case of the City of South Perth, within activity centres and along urban corridors).

It is important to recognise that this is a target, and not a forecast of future growth. It is set by the State Government to provide guidance for how the development of the metropolitan area should be distributed to meet strategic objectives related to infrastructure provision, servicing, environmental protection and other State planning goals. More detailed planning is required to align this overarching framework with forecast growth projections and determine how the targets will be met at a local government and local area level. The ACP provides this for the South Perth Activity Centre. The State policy framework expects that a greater proportion of the suburb growth of South Perth, and the City of South Perth, be directed towards the South Perth Activity Centre.

Under the generic requirements for a district centre in State Planning Policy 4.2, the ACP area is expected to increase its residential density from an existing density of approximately 20 dwellings per gross hectare to a desirable density of 30 dwellings per hectare. To achieve this target an additional 1,059 dwellings is required, to bring the total number of dwellings in the ACP area to 3,000. However, similar to other high-level targets provided by the State Government, this target is not based on a forecast of future growth nor detailed local planning that considers the locational context or unique function and capacity of individual centres. The Economic and Demographic Assessment at Appendix 1 indicates that there is demand and a strong strategic planning rationale for the ACP area to ensure that substantially more than the desirable State Government target dwellings are accounted for. It is important to consider the growth pattern of the centre beyond 2031 to ensure that the Centre can continue to evolve over time with the Perth Metropolitan region as a whole and respond to changing circumstances and needs (such as demographic, economic, and the overarching state policy framework).

6.3.2.1 Plan Response

- **Development Controls Aligned to Population Growth:** The ACP sets building height and plot ratio limits based on the number of dwellings required to accommodate forecast population growth to the year 2041. Setting planning controls based on a growth forecast ensures that sufficient capacity is provided to meet expected future population growth.
- **Weighted Residential Growth:** The ACP varies building height and density controls across the four character areas in order to reflect their differing character and suitability for additional growth and development. Controls have been carefully calibrated to meet the overall growth forecasts weighted by character area, so less development is permitted in some areas and more in others. In practice, this results in less height and density in the Mill Point area and more in Richardson and Mends areas. The Hillside area is expected to have limited growth; however, this area is already home to high-rise development and a similar scale will be allowed for in the ACP.
- **Housing Diversity:** To ensure that forecast population growth supports the growth of a healthy community with demographic diversity, the ACP requires that new development provide a mix of dwellings to accommodate different household types.
- **Public Benefit Contributions to Support Growth:** The ACP incentivises the provision of public benefit contributions in exchange for additional height and/or plot ratio above the base limit, in addition to other planning considerations such as amenity and design quality. These public benefit contributions may be used to fund improvements including community facilities (such as community centres and libraries), streetscape and public realm upgrades (more trees planted and safer streets for cyclists and pedestrians), upgrades to public open space (more amenities and features in parks, better suited to those using it) and infrastructure upgrades. Existing and new members of the community alike benefit from improvements funded by public benefit contributions.

6.3.3 Key Issue: Increasing Commercial Activity and Local Employment

Development activity in the South Perth Station ACP area between 2013 and 2018 has comprised predominantly of mixed use development with a high proportion of residential floorspace, despite the South Perth Station Precinct Plan (2011) being focused on development of mostly commercial and office-based uses. This reflects the complexity of the commercial market and challenges in realising significant commercial development given the area's appeal as a residential precinct and significant competition with fringe CBD office and employment nodes such as East Perth, West Perth, Northbridge and Subiaco.

Economic analysis (see Appendix 1) suggests that delivery of the rail station would substantially boost the viability of major office development, which would enable the ACP area to develop into a more significant fringe CBD office location enjoying convenient rail access like Northbridge, Subiaco, East Perth and West Perth. A train station would improve the accessibility of the activity centre via public transport and reinforce its status as a central destination outside the main Perth CBD. In the meantime, boutique office commercial uses, entertainment and retail activities present greater potential for employment generation in the short term.

In this context, it is important that commercial floorspace be anticipated and incentivised by the planning framework to ensure that long-term employment potential is not compromised by short-term market cycles, while at the same time allowing flexibility in commercial floorspace provision.

6.3.3.1 Plan Response

- **Land Use Permissibility:** The ACP sets the permissibility of various land uses to control the type and extent of commercial development within the ACP area, informed by the Character Area objectives. This provides discretionary control of particular commercial uses within the area, ensuring the commercial development objectives are realised.
- **Targeted Commercial Growth:** The ACP varies land use permissibility across the four Character Areas in order to reflect their differing character and suitability for commercial activity. Land use controls have been calibrated to concentrate commercial uses in locations with good access to public transport (bus, ferry and future train station), and to focus activity and energy in the existing centre around Mends Street. Commercial activity in peripheral, predominantly residential areas is generally expected to be modest, and this is reflected in the land use controls. Accordingly, the ACP provides for the majority of commercial development to occur in the Richardson and Mends areas.

6.3.4 Key Issue: Retail Needs and Viability

As a significant inner city destination, shops and retail within the ACP area do not just serve local residents; visitors (day-trippers, or overseas and interstate tourists) and the local workforce contribute substantially to the viability of local retail activity.

Schedule 9A of the City of South Perth Town Planning Scheme No. 6 includes requirements for the minimum amount of non-residential floorspace that is to be included in developments within some parts of the South Perth Station ACP area.

Retail development should not be required or encouraged in peripheral areas that are not conducive to trade, as this dilutes the impact of retail areas and can cause leasing difficulties and inactive non-retail commercial uses to occupy space that was intended for retail. This results in blank building frontages that do not contribute to street activity.

A targeted approach to retail development is needed to realise the ACP area's full retail growth potential, based on increasing the intensity and consolidating retail uses within the core Mends Street trade area, with extension of ground floor retailing areas in the remainder of the ACP area limited to key areas that support viable retail trade.

6.3.4.1 Plan Response

- **Development Controls Aligned to Retail Need:** The ACP sets retail floorspace requirements based on the Retail Needs Assessment forecasts in the South Perth Activity Centre Economic and Demographic Assessment (Appendix 1). Setting planning controls based on the expected demand ensures that sufficient capacity is provided to realise the ACP area's potential as a retail destination while also ensuring that the positive impact of retail is not weakened or made non-viable by over-provision of retail floorspace.
- **Retail frontage requirements:** The ACP establishes building frontage typologies for certain areas, with two typologies supporting retail use. The 'Active Street' typology requires ground floor retail space to be created along important pedestrian and vehicle thoroughfares to support the vitality of the activity centre. The 'Mixed Street' typology will deliver flexible floorspace capable of retail or other uses. All forecast retail demand can be accommodated in these areas.
- **Preferred Ground Floor Uses:** The ACP establishes preferred ground floor uses to guide the retail and commercial uses provided at ground level across the ACP area. Character Area variation is accommodated to ensure ground floor uses contribute to the desired character of each character area.

Figure 13: Ground Floor Retail Area Extent 2041



6.3.5 Key Issue: Tourism Visitation and Centre Positioning

Tourism is a key driver of visitation to the ACP area, with visitation numbers almost doubling from 63,000 visitors in 2007 to around 119,000 visitors in 2017. Visitation is expected to reach 236,800 by 2041, driven primarily by Perth Zoo and the Swan River Foreshore areas, which attract visitors for leisure, sightseeing, health and wellness activities, and major events.

Despite the appeal of local attractions and high visitor numbers, there is a relatively low level of tourism-related commercial or cultural development within the ACP area as of 2018. Recent increases in Zoo visitation and ferry patronage have not corresponded with significantly greater activation and vibrancy within the activity centre.

Limitations to diversification of visitor types and capturing visitor expenditure include a lack of business conference and event space, a lack of diversity in short-stay accommodation options, poor public amenity between existing attractions and transport nodes, and a limited range of supporting activities, attractions and events.

6.3.5.1 Plan Response

- **Supporting Tourism Growth:** The ACP seeks to proactively address the demand for a range of different services and facilities in the ACP area resulting from tourism growth. Firstly, it supports the expansion and diversification of tourist activities by planning for additional retail and entertainment uses and enhanced streets and public spaces. Secondly, it incentivises the addition of formal and informal tourist accommodation and business facilities to support longer visitation and greater expenditure. Finally, it seeks to increase visitation through improved and enhanced transport accessibility including by ferry, a unique means of traversing the Swan River with particular appeal for tourists.
- **Inclusion of Perth Zoo in the ACP area:** The ACP recognises the tourism value of the Perth Zoo, which is included in the ACP area boundary. This allows the Zoo to be considered as part of the area's broader development and land use changes. Development and land use controls, including building height and overshadowing requirements, have been developed to ensure the Zoo's long-term needs are accommodated.

Figure 14: Modelling Growth: How forecast growth is managed in keeping with the vision and principles of the Place and Design Report



PROJECTED DEMAND

The starting point in the modelling process is to understand the projected demand and growth for the area that needs to be managed. If this is not appropriately managed, development can be uncoordinated and at variance to the established vision for the area. The projected demand and growth to the year 2041 is described in section 6.2 of Part 2 of this ACP, summarised in Table 6, and discussed in detail in Appendix 1.



PROJECTED FLOORSPACE

The three elements of the projections for land use are retail, other commercial, and residential. The dwelling projections in Appendix 1 are converted into floorspace area. The total floorspace for each land use is then adjusted to account for building inefficiencies (i.e. floorspace not included in NLA or dwellings) and car parking. For the purposes of the conversion of dwelling numbers to floorspace the forecast average dwelling size is 85m² rather than the typical Perth metropolitan size of 70-75m².



The above is based on accepted industry standards, experience from comparable projects, and expert advice. The resultant amount of floorspace is the overall amount of development that needs to be managed through the ACP.



SHAPE OF OVERALL PRECINCT

Now this total floorspace needs to be shaped across the precinct into an overall form. Based on the outcomes of the Place and Design Report, we have an indication of higher and lower intensity areas, and which areas are more likely to be active streets. This informs the distribution of land use and intensity of development (built form typologies) across the ACP area. The detailed controls (building envelope and plot ratio) are established at a later stage of the modelling process.



APPLYING APPROPRIATE DEVELOPMENT PARAMETERS

To ensure development controls are pragmatic and enable desired outcomes, various development parameters are applied. These include items like vacancy rates, likely parking levels, and understanding likely minimum building floorplate sizes (thereby identifying lots that would be too small to feature very intense development). These parameters are based on industry standards, experience from comparable projects, and expert advice.



SITE SPECIFIC CONSIDERATIONS

Not all sites are equally likely to be redeveloped. The model accounts for an individual sites' likelihood of redevelopment based on benchmarks previously endorsed by WAPC (e.g. heritage sites, strata schemes in buildings, smaller lots, known development sites). It also considers the existing development intensity on each site to ensure that the net growth potential of each site is accounted for and understood. The output of this step is:

- An understanding of the likelihood of redevelopment for each site; and
- An understanding of the net development potential of each site based on lot size and existing land use intensity.

Understanding these factors means that development controls can be appropriately calibrated to ensure that the projected growth can be accommodated by the ACP



BUILDING ENVELOPES

The detailed design principles from the Place and Design Report are then applied in developing a potential building envelope for each site. This includes considering the street type and frontage for each lot, podium height based on character area and land use mix, front setbacks based on character area, and tower size and setbacks based on height typology.



PLOT RATIO

Plot ratio, rather than the building envelope, will dictate the amount of development permitted on a site. Plot ratio limits are correlated to height typology but care is taken to ensure maximum plot ratio will not fill a building envelope completely. Space is set aside to encourage interesting design, to respond to site conditions and to retain assets on site (like trees).



PUBLIC BENEFIT CONTROLS

The building envelope and plot ratio processes are repeated for Tier 1 and Tier 2 controls, providing incentive to contribute to the public benefits framework but also ensuring that tower floorplates are more slender when bonuses are sought.



REVIEW, TEST, CALIBRATE

As a consequence of this process it can be determined whether or not development controls are calibrated to manage projected demand and growth. Proposed controls are reviewed, tested and modified as necessary to ensure that projected demand and growth is responsibly managed in keeping with the principles of the Place and Design Report and objectives of the Activity Centre Plan.

7.0 BUILT FORM

7.1 EXISTING BUILT FORM

The ACP area is defined by the collective impact of its buildings and spaces. For buildings, this includes their scale, age and relationship to the street. These qualities and local variations influence how parts of the area are perceived and used, contributing to the definition of distinct character areas within the ACP area.

7.1.1 Urban Grain

The urban grain of the ACP area is defined by its diversity of lot sizes and widths. As shown by Figure 14, the area north of Judd Street is characterised by large lots with long wide street blocks running in a north-south direction. West of Labouchere Road, five narrower street blocks run east-west, with a diversity of lot sizes including a high proportion of smaller lots. The eastern and north-eastern portion of the ACP area lacks a defined pattern of street blocks and is characterised by more large lots that directly interface with the foreshore.

Figure 15: Pattern of Lot Size



7.1.2 Age and Heritage

The ACP area has a long history of growth, with continual redevelopment for progressively higher density residential use resulting in a diversity of building ages. Strata schemes in buildings, which subdivide ownership into individual apartments, have made consolidation and subsequent redevelopment difficult, and have thereby resulted in older building stock remaining in place in many areas. Figure 15 highlights that most buildings within the ACP area are between 30 and 50 years old, with comparatively little development within the decade to 2018.

The ACP area also contains some heritage places of state and local significance that reflect the historical development and character within the City of South Perth.



Figure 16: Building Age



7.1.3 Height and Scale

Tall buildings are a longstanding and prominent feature of the ACP area, visible across Perth and Melville waters. This prominence arises from a history of high rise residential development through the second half of the 20th century, which has contributed to the development of an identifiable and evolving skyline form.

As highlighted by Figure 16, existing building heights generally increase from low scale development in the north of the ACP area to buildings more than 20 storeys to the south and east. The area north of Judd Street is characterised by bulky mid-rise development of around 8-10 storeys, often with relatively small side setbacks relative to the height of the building. West of Labouchere Road, a variety of buildings exist including single storey buildings, office complexes of different scales, 6-8 storey residential development and new development more than 20 storeys. These buildings range in scale and bulk and frequently feature small side setbacks. In the Hillside area, apartment buildings constructed in the 1960s and 1970s are up to 20 storeys in height but have relatively large setbacks between buildings.

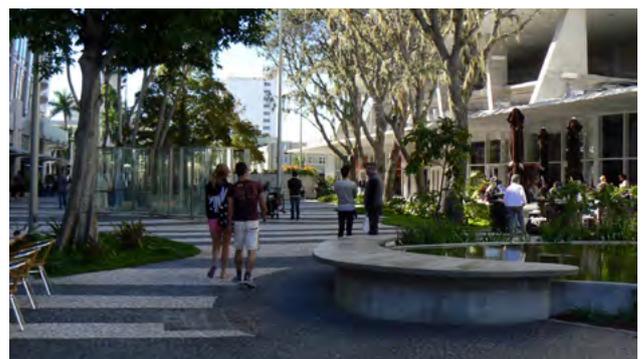
Figure 17: Building Height



7.1.4 Street Interface

Buildings relate to the street differently throughout the ACP area. Figure 17 shows that buildings north of Judd Street are defined by a landscaped setback generally between 6-10 metres, which highlights a shift in character from mixed use development to predominantly mid-rise residential. Buildings fronting Mends Street generally have a nil setback to the street, appropriate for retail activity and creating a vibrant main street environment. Other development along Mill Point Road differs substantially, with large landscaped setbacks from 6m to as much as 40m in some instances. West of Labouchere Road, a range of setbacks are provided ranging from nil to 4 metres and vary from small gardens to paved forecourts, contributing to a diverse urban character.

Figure 18: Street Setbacks



7.2 BUILDING TYPOLOGIES

Grain, age, scale and street interface reflect distinct building typologies featured throughout the ACP area. These building typologies collectively contribute to character and sense of place.

Residential development in the ACP area includes buildings of a variety of heights, sometimes set back from the street but often bulky. Retail areas contain low scale attached buildings, and commercial or office buildings are often low- to mid-rise, and vary in bulkiness. Notably, recent residential and commercial developments are more likely to include towers set above large podiums that are built to all property boundaries. These typologies are summarised below.

Table 7: Building Typologies

TYPOLOGY	DESCRIPTION	LOCATIONS
Tower in Open Space	Large residential towers set back from the street and side boundaries with surrounding landscaping.	East of Darley Street,
Larger Format Mid Rise	Bulkier medium scale residential apartment buildings	North of Judd Street
Main Street Commercial	Low scale attached commercial buildings with nil setbacks to boundaries and limited tower elements	Mends Street
Tower on Podium	Large residential towers set above three storey podiums built to property boundaries, accommodating a mix of uses	On Labouchere Road and near the corner of Mill Point Road and Mends Street
Cottages	Remnant cottages, mostly of limited heritage value and often converted for commercial uses	West of Labouchere Road

EXISTING BUILDING TYPOLOGIES



7.2.4.1 Built Form Response to Planning Controls in Schedule 9A of Town Planning Scheme No. 6

Schedule 9A is the section of the City of South Perth Town Planning Scheme No. 6 that applies to the South Perth Station Precinct at the time of preparation of this ACP. The Station Precinct is a smaller area than the ACP area, being the area North of Richardson Street, South of Scott Street and Frasers Lane, and West of Darley Street.

Substantial development activity has taken place within the ACP area following the introduction of Schedule 9 to Town Planning Scheme No. 6 in 2013 (replaced by Schedule 9A in 2017). Approved, under construction and recently completed development as of February 2019 is summarised in Table 8. Overall, 17 developments have been approved, with 12 progressing to construction as of February 2019.

The largest buildings within the ACP area under Schedule 9A are possible within the designated Special Design Area (SDA), where there is discretion over building height. For land within the SDA, it is possible for height in excess of the building height limit to be approved, with no maximum height or size of development prescribed in the Schedule. In contrast, land outside of the SDA is subject to fixed maximum building height limits.

As of February 2019, approved development within the South Perth Station Precinct has achieved an average height of 13 storeys and a plot ratio of 5.5:1. 70% of the approved developments are located within the SDA and these developments have delivered an average height of 16 storeys at a plot ratio of 6.5:1. The eight approved developments outside of the SDA have averaged a height of less than seven storeys and plot ratio of 3.2:1.

In line with current planning controls, development generally includes three storey podiums built to a nil setback to all boundaries, with towers generally set back a minimum of four metres from adjacent properties. In some cases, greater tower and podium setbacks have been proposed in response to local context.

Table 8: Development Activity as at February 2019

ADDRESS	SPECIAL DESIGN AREA	STATUS (FEBRUARY 2019)	PLOT RATIO	BUILDING HEIGHT (STOREYS)	HEIGHT VARIATION (STOREYS)
96 Mill Point Road / 1 Harper Terrace	Yes	Completed	14.57	21	8 (61%)
1-3 Richardson St	Yes	Under Construction	7.40	13	N/A
39 Mends Street	Yes	Under Construction	4.55	9	N/A
Civic Heart (1 st DA)	Partially	Approval Lapsed	5.53	37	24 (185%)
19 Labouchere Rd	Yes	Approval Lapsed	5.04	11	2 (22%)
30-34 Charles St / 53 Labouchere Road	Partially	Completed	4.36	20	11 (122%)
2-4 Harper Terrace	Yes	Completed	3.30	6	N/A
7 Lyall Street	Yes	Completed	1.12	3	N/A
6 Lyall Street	Yes	Completed	1.19	3	N/A
21-23 Mends St	Partially	Completed	1.92	7	N/A
1 Stone St	No	Completed	1.65	5	N/A
20 Harper Tce	No	Under Construction	1.65	4	N/A
14-18 Hardy St	No	Approval Lapsed	3.14	8	N/A
12-16 Charles St	No	Approval Lapsed	7.74	9	N/A
26-28A Charles St	No	Under Construction	3.39	9	N/A
5-7 Harper Terrace	Partially	Completed	3.02	9	N/A
13 Stone St	No	Approval Lapsed	1.72	5	N/A

7.3 BUILT FORM KEY ISSUES

7.3.1 Key Issue: Impact of New Development on Local Amenity

Current and historic planning controls have enabled the following development outcomes, which negatively impact on the private and public realm:

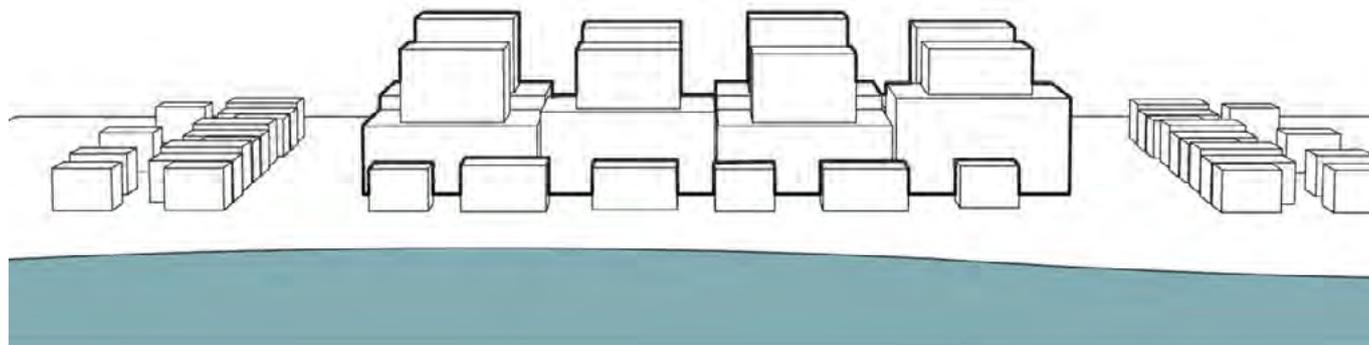
- Buildings can be close together, resulting in limited solar access, reduced privacy, the cumulative effect of apparent bulk on the streetscape, lack of visual permeability, and exacerbated wind impacts at street level.
- Podiums with nil setbacks to all lot boundaries, which can have a high impact on smaller neighbouring properties, and reduce or completely remove areas of landscaping from the site at ground level.
- Bulky tower floorplates, which restrict views from surrounding development, encourage large blank tower façades and limit the amenity and development potential of adjoining lots.
- Poor quality street level environments, resulting from intrusive parking and servicing areas, poorly designed and detailed commercial frontages and inconsistent awning and setback design in new development.
- Building designs that do not reflect and build on the distinct character of the ACP area or achieve design excellence.

The abovementioned issues can be combined in individual buildings, which can compound impacts on local amenity. When replicated in new buildings in close proximity to each other the overall amenity and appeal of the ACP area is negatively affected.

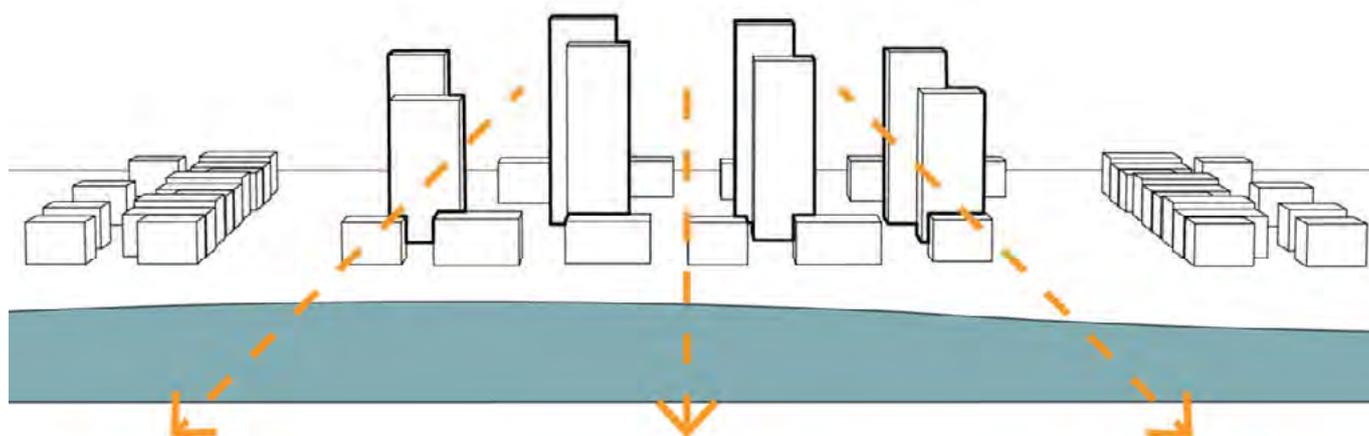
7.3.1.1 Plan Response

- **Separation Distance:** The plan establishes greater separation distances between buildings and from property boundaries through setbacks and floorplate size limits (see below), thereby lessening perceived building bulk and preserving the amenity of existing development.
- **Floorplate Size Limits:** The ACP establishes base tower footprint limitations to ensure that new development provides visual permeability and views between buildings. Through bonus development provisions, the ACP implements the principle that, if a building is taller, it must be more slender relative to the size of the site, and have more space around it. This maintains opportunities for views between buildings, enhancing privacy, minimising overshadowing, and mitigating wind impacts.
- **Podium Design:** The ACP regulates podium design based on local character, with controls specifying podium height, site coverage and boundary interface to ensure development relates to its local context and interfaces appropriately with existing development. Across the Mill Point and Hillside character areas, podiums are reduced to permit detached towers consistent with established use and character. In the Mends and Richardson character areas podiums are to be designed according to the type and character of the street, including streets designed to support retail and mixed retail/commercial/residential uses. Flexibility is also provided throughout the ACP area to allow podium variations that enhance streetscape quality and respond to individual site characteristics.
- **Architectural Quality:** The ACP seeks to improve architectural outcomes by including guidance and requirements for specific design components including façade materials and the design of roofs, services, vehicle entries and awnings. Overall design quality is proposed to be monitored by the City of South Perth Design Review Panel. Importantly, design excellence is also mandated as a prerequisite to all development.

Figure 19: 3D Built Form Comparison Highlighting Change in Controls



IMPACT OF BULKY TOWER DEVELOPMENT ON SIGHT LINES



IMPACT OF SLIM TOWER DEVELOPMENT ON SIGHT LINES

IN DEPTH: HOW DO FLOORPLATE SIZE CONTROLS WORK?

Floorplate size is the gross area of one floor of the building, expressed as a percentage of the total lot area. Controlling floorplate size limits the width and depth of a building relative to the size of the lot. This ensures that space is provided around a building.

Floorplate size controls are imposed in the ACP in addition to building setback requirements for both podium and tower elements. Combined with a building height limit, this creates a three dimensional building envelope within which a building can be designed.

Floorplate size limits provide benefits in:

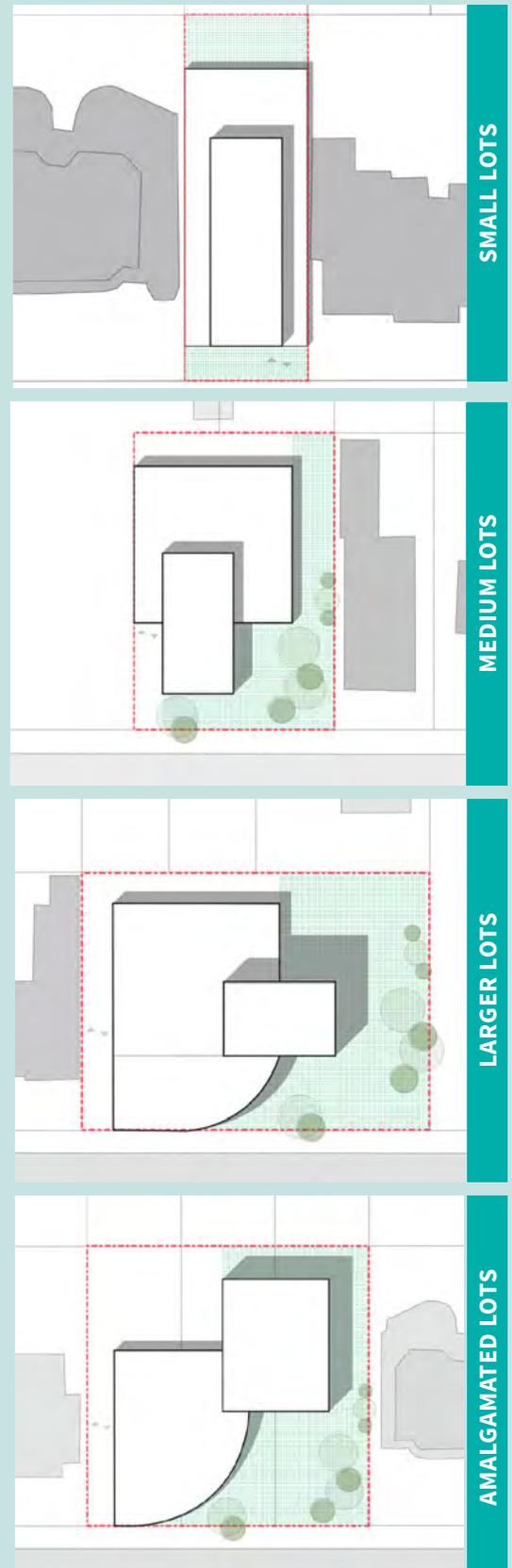
- reducing the cumulative effects of wind and the creation of wind tunnels by ensuring that there is space around buildings;
- reducing the impact of overshadowing, as shadows cast by slender towers pass by faster and there is less chance that shadows from adjacent buildings will overlap to provide a large solid shadow; and
- opening up view corridors to provide views for neighbouring residents at all floors, not just those in upper floors that can look over surrounding development.

The ACP sets a base requirement for tower floorplates to be no greater than 50% of the lot area. This figure was based on consideration of the abovementioned issues and a review of landholdings within the ACP area to ensure that most lots would be able to develop with a commercially viable floorplate size. In order to achieve this within the specified limit some properties will require a specific design response and/or land assembly to create larger lots, and this will in turn encourage variety and interest through building design.

A fundamental principle is that **if a building is taller, it must be more slender** relative to the size of the site, and have more space around it. This is reflected in the development controls, as taller towers must have smaller floorplates relative to the size of the site (the floorplate occupies a lesser percentage of the lot area).

Each diagram in Figure 17 represents progressively taller buildings on larger lots. Note that the tower takes up less of the lot as it gets taller, leaving more space between buildings.

Figure 20: Floorplate Size Control Explanation



7.3.2 Key Issue: Management of Development Density

Schedule 9A of Town Planning Scheme No. 6 relies on height and setback provisions as the primary means of regulating development and there is no maximum plot ratio. However, in the Special Design Area, there is effectively no building height limit and therefore there is no control over building size or density. This can result in inconsistent and unpredictable outcomes, with no control over the amount of additional floorspace that can be developed. This presents challenges, including:

- A disconnect between the scale of development envisaged in the planning framework (as expressed through building height limits) and actual development outcomes once discretion has been applied to allow additional building height above the limit.
- A differential between development potential within the Special Design Area and outside, where building height limits do apply.
- Difficulty in forecasting potential long-term population growth and land use intensification, as no maximum limits apply. This makes it difficult to plan for improvements to the transport network, public infrastructure and community services.
- A lack of transparency relating to development potential, as there is limited guidance for the approval of additional building height. Development bonuses do not correlate with performance criteria, resulting in uncertainty for developer, community and government stakeholders and decision makers.

7.3.2.1 Plan Response

- **Plot Ratio limits:** The ACP uses plot ratio as a control over building bulk and land use density, by establishing limits on the amount of development permitted on a site. Plot ratio limits provide certainty as to the maximum potential bulk and scale of development, and density of land use. The base plot ratio limit reflects the maximum “as of right” plot ratio permitted for a site, which cannot be exceeded unless public benefit contributions are provided, and prerequisite conditions are met. Bonus plot ratio is only permitted to an ultimate maximum amount, which provides a high degree of certainty as to the maximum potential scale and bulk of development.
- **Building Height Limits:** In addition to limits on plot ratio, the ACP includes height limits for Base, Tier 1 and Tier 2. These height limits provide certainty regarding maximum building height on all sites and have been calibrated with plot ratio limits to provide scope for and encourage innovative design, as well as interesting built form and skyline development for the area, consistent with the principles established in the Place and Design Report.
- **Distribution of Development Density:** The ACP establishes plot ratio limits for all sites based on the desired future character of each of the four character areas. The distribution of plot ratio controls has been informed by the local condition, current and future land uses, established planning principles, stakeholder feedback, and design principles articulated in the Place and Design Report. In this way, additional development is controlled across the ACP area in support of the vision set out in the ACP and calibrated to the forecast growth.

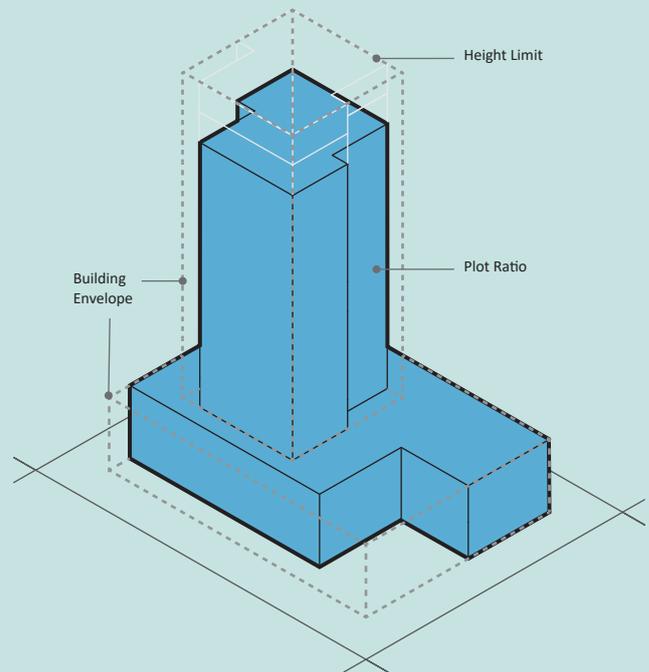
IN DEPTH: HOW DOES PLOT RATIO WORK?

Plot ratio is the net floor area of the building as a proportion of the total lot area.

Controlling the amount of plot ratio provides certainty over the maximum potential amount of growth and provides a means of forecasting growth to help plan for service delivery, infrastructure provision and character area objectives.

The plot ratio limit is less than would completely fill the building envelope (defined by setbacks, floorplate size limits and height limits), leaving room for development to provide character and uniqueness in form and appearance, or to respond to site-specific issues and constraints without being “penalised” with less development. If building size is only controlled by a building envelope, the developer has an incentive to fill the entire volume of that envelope, which when repeated on neighbouring buildings provides a very repetitive built form. However, when a plot ratio limit is added that limits the volume of the building, the developer must consider how to design the building to make the most of that volume and this encourages variety in the built form and creativity in building design.

Figure 21: Plot Ratio Explanation



7.3.3 Key Issue: Control of Building Height and Discretion

Under the Schedule 9A of Town Planning Scheme No. 6, buildings within the Special Design Area can be approved with variations above the building height limit, where performance criteria are met. There is no upper limit to the amount of variation that can be approved and building heights can significantly exceed the base building heights established for the area. Buildings outside of the Special Design Area are not eligible for any variation to the building height limit.

The amount of height variation permitted in the Special Design Area is not directly linked to the quality or value of public benefit provided, nor do any upper limits or caps apply to the amount of variation. The current planning framework requires that all elements of a Performance Criteria schedule be achieved to realise any amount of height variation, so a minor variation must satisfy the same criteria as a large one.

Consequently, under Schedule 9A:

- Unlimited height is permitted for all sites within the Special Design Area irrespective of their likelihood or suitability for redevelopment. Sites outside the Special Design Area are highly constrained by fixed height limits.
- There is no guidance for the amount of variation above the building height limit that is considered acceptable in the South Perth context, resulting in applications for development approval that are significantly taller than surrounding development. In many cases, this development does not conform to an overall urban design rationale or take into account important considerations such as overall skyline form.
- Performance criteria items listed in Schedule 9A vary in their specificity and value to the community, resulting in significant building height bonuses being permitted for items of unclear or low public benefit.
- The Special Design Area concentrates additional building height on major arterial roads, which have low pedestrian amenity and may present traffic management and access issues.
- No distinction is made between minor and major variation to the height limits. All performance criteria must be met, effectively encouraging significant variations (to account for the added cost of meeting all criteria) over minor variations.

7.3.3.1 Plan Response

- **Limited Building Size Variation:** The ACP establishes clear base (as of right) building height and plot ratio limits and the maximum amount of additional development potential is also defined across the ACP area. By setting firm upper limits on building height and plot ratio, which define how much variation is appropriate, the maximum potential size of the built form is controlled consistent with the desired scale for the ACP area.
- **Additional development potential, limited by height, plot ratio and tower floorplate size:** Additional height and plot ratio is permitted above the base limits within the ACP area. The extent of the additional development potential is controlled by height limits, plot ratio limits, tower floorplate size limits, design quality criteria, and requirements for public benefit contributions.
- **Public Benefit Contributions linked to variation:** The ACP establishes a new Public Benefit Contributions framework that ensures additional development potential can only be approved when prerequisite amenity and design criteria are met, and public benefit contributions are provided to the City. Where additional development is allowed, the town planning scheme provides a methodology to calculate a public benefit contribution based on the value of the subject land and the amount of additional plot ratio being sought. This must be paid to the local government, or provided on site in lieu of a monetary contribution, as a condition of development approval.

IN DEPTH: HOW WERE BUILDING HEIGHTS SET?

The ACP establishes building height limits for the ACP area. These limits represent the outcomes of four separate exercises: the development of an urban design rationale for the ACP area, consultation with local stakeholders, growth forecasts and architectural testing.

All sites have the possibility to achieve at least some additional height above the base (as of right) building height limit in order to encourage variety in the built form. Greater potential for additional height is possible in areas near or within the Special Design Area set in Schedule 9A, in areas with existing tall buildings and areas that are highly accessible by public transport (including areas accessible to the planned South Perth train station).

Heights are calibrated so that forecast demand can be met if a high proportion of sites develop to the base (as of right) building height limits. This is important for two reasons:

- On principle, demand should be able to be met without development seeking additional height
- In practice, not all development will build to the maximum base (as of right) building height limit. In particular, lower scale development is likely on smaller lots. The ability for some sites to use bonuses to balance other sites not developing to their maximum base (as of right) potential is important as it ensures demand can still be met

Finally, additional development potential acts as a buffer should forecast growth be underestimated, enabling further development to be contemplated where it is in keeping with the vision for the ACP area.

IN DEPTH: HOW DO THE PUBLIC BENEFITS CONTRIBUTIONS WORK?

It is important that the limits of discretion are clearly defined, so that there is certainty for stakeholders and guidance for decision makers. Similarly, the benefits obtained by the community from additional development need to be clearly understood and considered as a reasonable balance between public and private benefits.

To this end, the ACP establishes a new Public Benefit Contributions framework that ensures additional development potential can only be approved when prerequisite amenity and design criteria are met, and public benefit contributions are provided to the City. The amount of additional floorspace that may be approved is directly related to the value of the public benefit contribution provided.

For each site in the ACP area, there are thresholds identified for additional development potential: a “Tier 1” and, for some areas, a “Tier 2”. Additional development potential is limited in location, generally to those areas near or within the previous special design area, those areas with substantial taller buildings already, and those areas which will be particularly accessible by public transport.

To be eligible to achieve the additional development potential, criteria must be met including reduced floorplate size, consideration of amenity impacts and exceptional building design. A development then needs to provide a Public Benefit Contribution proportional to the amount of additional plot ratio proposed. For example, a development with a plot ratio of 10.0 that is proposed on a site with base plot ratio limit of 8.0 would need to provide a contribution calculated using a formula provided in the City’s town planning scheme to allow the additional plot ratio of 2.0 (i.e. 10.0 less 8.0).

A transparent and understandable system for approving additional height and/or plot ratio that provides meaningful community benefit, combined with detailed development controls that provide improved amenity for the community, ensure that the growth of the ACP area is managed for the benefit of all stakeholders in the future of South Perth.

7.3.4 Key Issue: Response to Existing Development and Local Character

The urban character of the ACP area is defined by distinct character areas with differing built form characteristics, land uses and streetscapes. The ground plane element and how a building presents to the street is the most important factor in establishing a desired local character.

The requirements of Schedule 9A of Town Planning Scheme No. 6 promote a tower-on-podium form that is quite uniform across the ACP area and does not reflect local character at the ground level. This results in the following outcomes:

- A lack of consideration for the impact of new development on existing buildings, with new development having minimal setbacks and presenting poor-quality interfaces to abutting lots
- Nil-setback podium development that is out of scale with existing built form context and streetscape character
- Development at different scales in close proximity with no consideration of transition in height and setbacks
- Poor design of ground floors and street setback areas which do not reflect local streetscape character

Additionally, in formulating design guidance, it is prudent to build on the existing regional assets with a balanced and appropriate design response (as identified in section 2.1.3 of Part 2 of this report).

7.3.4.1 Plan Response

- **Frontage Design:** The ACP establishes three street-level design categories that new development must conform to based on location. These categories, 'Active', 'Mixed' and 'Passive', set differing design requirements based on the intended function of the public space they address, ensuring that street level conditions are enhanced through complementary new development. Refer Part 1, Section 4.3.1
- **Establishment of Character Areas:** The ACP creates four distinct character areas, which have informed the preparation of built form controls, particularly for elements that affect the ground plane. Podium design, boundary setbacks and frontage design vary between each character area to ensure that new buildings fit with existing and desired future character as appropriate. Height controls are also varied across the character areas. Refer Part 1, Section 2.2.
- **Responsive Design for Regional Assets:** The following approaches have been proposed to ensure a sensitive approach that ensures these assets continue to be valued:
 - **South Perth Foreshore:** Additional setbacks have been proposed for most properties in South Perth Esplanade, with the exception of the active Mends Street vicinity, to extend the sense of greenness and openness from the

South Perth Foreshore Reserve. Outside of the Mends Street vicinity, building heights are generally "Low", to develop a sense of depth in the skyline, as viewed from the Perth CBD.

- **Mends Street Jetty:** Along the adjacent portion of the South Perth Esplanade, setbacks are reduced, anticipating more pedestrian activity, especially from visitors to the area. The "sense of depth" in the skyline is also retained near the jetty, but with taller buildings reflective of the more intensive activity in this location
- **Kwinana Freeway:** Buildings along Melville Parade (abutting the freeway reserve) will be required to comply with state policy relating to noise management. Connection across the freeway will be encouraged by active street frontages on relevant streets (such as Richardson Street), and would be strengthened by the provision of a future rail station.
- **Perth Zoo:** Height controls near Perth Zoo, particularly on the south-western portion of Labouchere Road, have been established to balance projected growth and proximity to the heart of the ACP, with avoiding undue overshadowing or visual intrusion. For example, no buildings taller than the existing Pinnacles development can be built on this part of Labouchere Road.
- **Mends Street Precinct:** Mends Street is expected to attract substantial public investment, including through the Connect South improvements. Guidance is in place to ensure the place retains appeal for visitors to drive local economic dynamism. Promoting pedestrian amenity and retaining street trees are important elements to achieve this outcome, and a destination development strategy, proposed as part of the ACP, would reinforce and make the most of these efforts.



IN DEPTH: HOW DOES BUILT FORM CHANGE BETWEEN CHARACTER AREAS?

The ACP development controls seek to deliver built form outcomes that relate to areas of local character and contribute to the desired future character of those areas. The general approach to each design element by character area is summarised as follows:

Table 9: General Approach to Design Elements by Character Area

DESIGN ELEMENT	MILL POINT	MENDS	HILLSIDE	RICHARDSON
GROUND FLOOR LAND USES	Residential, Small Local Shop	Mainly Retail and Commercial	Residential, Some Commercial	Commercial, Retail and Residential
FRONTAGES	Generally Passive	Generally Active	Generally Passive	Mix of Active and Passive
STREET SETBACKS	Larger	Smaller or Nil	Larger	Mixed
STREET SETBACK DESIGN	Greenery	Urban	Greenery	Mixed
PODIUMS	Generally behind tower	Close to street	Setback or not present	Mixed
SIDE SETBACKS	Encouraged	Generally Nil	Encouraged	Encouraged
PUBLIC REALM	Greenery	Provide for Activity	Greenery	Mixed

7.3.5 Key Issue: Environmentally Sustainable Development

Good design of buildings can contribute to social and environmental sustainability, while poorly designed development can create large environmental impacts, such as by increasing private parking provision and vehicle use, contributing to the urban heat island effect, and reducing tree canopy coverage and deep soil zones. Environmentally sustainable development reduces demand for raw materials and minimises energy and water usage. Socially sustainable development fosters social interaction and creates inclusive, cohesive and resilient communities by accommodating a diverse range of people and household types.

The City's planning policy P350.01 Environmentally Sustainable Building Design also applies to the ACP area, and sets out environmentally sustainable building design requirements for new developments.

7.3.5.1 Plan Response

- **Sustainability Certification:** The ACP sets high sustainability standards for all development within the ACP area. By requiring all residential and commercial development to meet sustainability standards, the plan ensures that new development will reduce energy consumption, water use and waste generation.
- **Landscaping:** The ACP requires that all development provide a landscaped area not less than 40% of site area, which may be achieved through ground level and podium landscaping, green roofs, green walls and vertical gardens. By mandating landscaping in new development, the ACP promotes an overall increase in urban greenery to support biodiversity, provide an attractive urban environment, and mitigate the urban heat island effect.
- **Deep Soil Zones:** The ACP includes requirements for deep soil zones. By requiring deep soil zones, the ACP supports mature tree retention and accommodates new planting to expand the local tree canopy and support biodiversity.
- The quality of buildings and building design is of paramount importance. As a premier location in an exemplary setting, the ACP area should set high standards for quality design of the built form.



7.3.6 Ensuring Design Quality

The quality of buildings and building design is of paramount importance. As a premier location in an exemplary setting, the ACP area should set high standards for quality design of the built form.

Design quality is by definition qualitative. It cannot be completely quantified and attempts to regulate higher density development using only quantitative controls will result in unexpected consequences: both exceptional design being refused, and mediocre design being approved.

Design quality standards are under substantial focus for higher density urban development, as reflected in the State Government’s efforts to introduce DesignWA, a suite of documents that provide strong direction on the importance of design quality and that are considered world-leading.

Assessing the quality of design is difficult. It relies on both careful construction of design quality requirements, and skilled ongoing administration and assessment of proposals as they are submitted for consideration. The approach taken for each of these components is discussed in the following sections.

Design Quality Requirements

Design quality requirements for the ACP area become increasingly stringent as buildings get taller or larger.

For development up to Base height and plot ratio limits, design quality must meet all of the relevant requirements of DesignWA and any other relevant state or local government policy or guidelines, be demonstrably in keeping with the vision and character statements for the precinct and character area, be responsive to its context, and acceptably manage impacts on amenity of surrounding properties and the public realm.

Within the DesignWA guidance, ten elements of design quality are described. These are:

- i. Context and Character
- ii. Landscape Quality
- iii. Built form and scale
- iv. Functionality and build quality
- v. Sustainability
- vi. Amenity
- vii. Legibility
- viii. Safety
- ix. Community, and
- x. Aesthetics



1. Central Park, Sydney, designed by Jean Nouvel and built by Frasers Property, is considered an exemplar design. It has won multiple global architectural awards, and has catalysed further high quality development nearby, including projects by Frank Gehry and Norman Foster. (Sourced by WITH Architects)
2. One Hyde Park, London, designed by Richard Rogers, is a 13-storey exemplary design worthy of its prestigious location and stunning setting. (Sourced by WITH Architects)

For development seeking Tier 1 height and plot ratio concessions, design quality shall be “excellent”. To be considered beyond “good” design quality and qualify as “excellent”, in addition to meeting the requirements outlined for “good” design, the project must substantially and demonstrably exceed the requirements for each of these criteria, as stated in the DesignWA suite of documents and within the City’s Scheme and this ACP.

To achieve Tier 2 height and plot ratio concessions, building design must be considered “exemplary”. Tier 2 is not expected to be sought on more than a handful of occasions and the requirements for Tier 2 development reflect this. In addition to addressing all criteria and requirements of Tier 1 development, the proponent is required to undertake an independent design competition between at least three architectural firms deemed to be of suitable standard to deliver an exemplary concept. The winning architect would then be chosen by independent assessors (not the landowner).

Tier 2 design requirements are intended to deliver iconic development, making a unique contribution to the area, its skyline, and to architecture within Australia. As an example, the Central Park development in Sydney, recognised and awarded internationally and adding significantly to its context, would be considered exemplary development worthy of Tier 2 concessions.

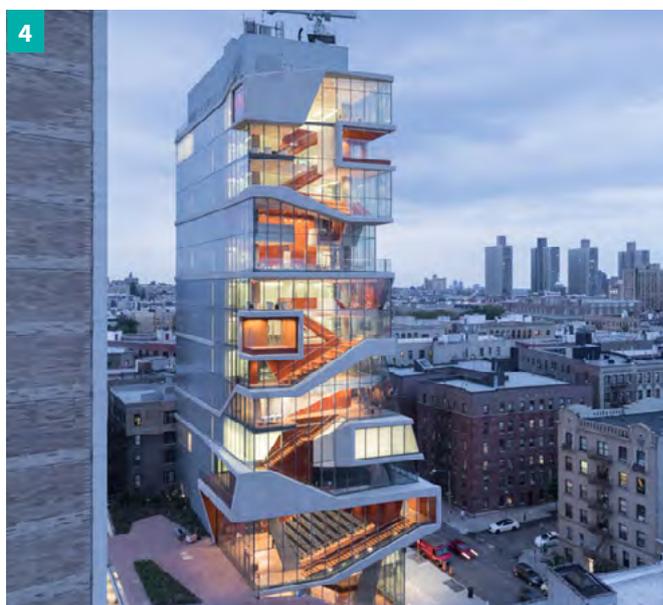
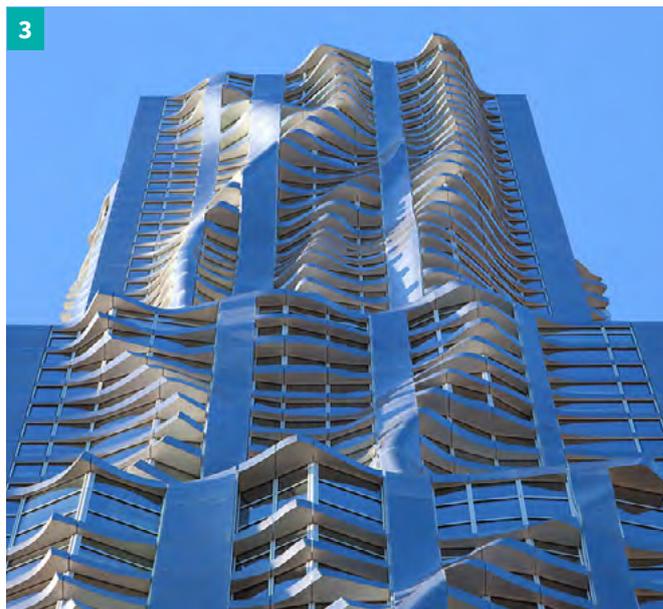
Implementing Design Quality

The second element of design quality is implementation, shifting from development requirements to assessment of individual proposals.

As rigorous as requirements may be, they are only as effective as their implementation. The following guidance reflects best practice in the administration and assessment of design quality to ensure development outcomes are reflective of the outstanding natural setting offered by the ACP area.

Aside from the aforementioned design competition for proposals seeking Tier 2 concessions, all development within the ACP area is subject to a rigorous design review process prior to lodgement of a development application. For the ACP area, the process consists of a minimum four presentations to and assessments from the City’s Design Review Panel (DRP). This is greater than the standard three recommended stages as design quality requirements are embedded in the ACP.

The four stages of design review should be undertaken as the design develops. Proponents are strongly encouraged to commence this process early, to avoid the risk of investing in development of building designs that will not meet expectations.



3. Beekman Tower, designed by Frank Gehry, won global architecture awards. Its undulating façade captures attention. (Sourced by WITH Architects)
4. Vagelos Education Center is part of Columbia University’s Medical Centre in New York. Its form externalises the shape of internal spaces, such as auditoria, to contribute to the street and skyline. (Sourced by WITH Architects)

**PART TWO
EXPLANATION**

The four points at which the DRP review a proposal at the minimum are:

- Early engagement (including concept design response, massing and scale, orientation, parking approach, servicing, and context and site analysis);
- Development concept (including architectural form and character, internal planning, landscape plan and species, schedules, details of parking, concessions and bonuses being sought)
- Final pre-lodgement (including detailed planning of site and building, integrated services, traffic and parking, elevations and stations, accurate renders and models, final schedules, and final concessions and bonuses)
- During the development application assessment process (refinement of the final pre-lodgement)

This process gains effectiveness with two important elements to the process.

Firstly, it is important that there is expectation that once a matter is dealt with in a DRP presentation and subsequent advice, the position offered by the DRP is final and will not be reversed in subsequent meetings. This provides proponents with certainty and confidence that the design can progress, and ensures careful consideration by the DRP at every stage in the process.

Secondly, the advice provided by the DRP must be given weight and effect, by being required to be afforded due regard in any planning assessment and determination of a subsequent development application. This ensures that the advice received is given a standard reflective of a qualitative assessment undertaken by experienced professionals.



5. The Bottleyard, Palmerston Street, Perth, was subject to extensive design review, and provides visual interest and contribution to the street. (Sourced by WITH Architects)
6. The Bottleyard, Palmerston Street, Perth, was subject to extensive design review, and provides visual interest and contribution to the street. (Sourced by WITH Architects)



7. Podium and ground plane of Central Park, Sydney, creates an appealing pedestrian experience. (Sourced by WITH Architects)
8. Perth Plus, Elizabeth Quay, was the subject of a design competition process, fitting for an iconic proposal in a landmark location. (Sourced by WITH Architects)
9. Omnia, Potts Point, Sydney, considered “Excellent” design, transformed an existing building with a distinctive shape (particularly as viewed as an entry statement), creating an iconic landmark. (Sourced by WITH Architects)

8.0 MOVEMENT

A robust transportation network will be required to support growth of the ACP area to 2041 and beyond. Great urban neighbourhoods are built upon networks that support transport choice, providing quick and convenient access to jobs, services, and amenities. As the ACP area grows, improvements to the levels of access and connectivity into and through the area will be necessary to ensure it remains an accessible and functional place.

This section is based on the South Perth Activity Centre Movement Network Report in Appendix 2, and explores the characteristics and trends of the area's transport and parking, with recommendations for the movement system to be implemented through the ACP.

8.1 EXISTING MOVEMENT

As a location across the river from Perth's CBD and at the centre of the metropolitan area, the ACP area's movement network is not that of a typical district centre in a suburban context. In addition to its close proximity to significant locations and institutions, the area is highly accessible via major transport infrastructure that makes it a focal point on the movement network. In addition, its status as a significant tourism destination and employment centre brings large numbers of people to the centre as visitors, customers, workers, and residents and generates high levels of travel demand with implications for the local movement network.

Analysis of trip duration and convenience, summarised in this section and set out in detail in Appendix 2, highlights that private vehicle trips are currently the fastest means of transport for the ACP area, with bus travel times generally the slowest. This contributes to cars being the most popular transport mode for residents and visitors to the area, especially for journeys to work, with bus, bicycle and walking accounting for much lower proportions of all trips.

8.1.1 Regional Accessibility

With its unique location at the centre of the metropolitan region, there are a number of points of arrival to the ACP area. The most notable and identifiable of these is Mends Street Jetty, where Perth's only commuter ferry service runs to and from Elizabeth Quay. Kwinana Freeway, which carries well over 180,000 vehicles per day as of 2018, serves as a point of arrival for regional car traffic, and also as a barrier limiting points of access from the west, particularly from the principal shared path for cyclists and pedestrians that runs between the freeway and the river. From the south and east, main points of access are from Labouchere Road and Mill Point Road respectively.

There are a number of key sites that influence the movement network within the ACP area. These include:

- major attractors of trips such as the Perth Zoo and Mends Street;
- significant transport infrastructure including the potential future South Perth Train Station, Kwinana Freeway on/off ramps and Mends Street Ferry terminal; and
- sites with potential for major new development including the Landmark Site bound by Mends Street, Mill Point Road and Labouchere Road.

The combination of central location, key sites and entry points to major transport infrastructure makes the ACP area a focal point on the movement network that is accessible via a range of transport modes. As a result, South Perth had fewer car trips and more bus, bicycle and walking trips than Greater Perth in 2016. However, Census data for journeys to work indicates that private cars account for well over 60% of journeys to work as of 2016. Cars are the dominant mode of transport in the metropolitan area more generally and the on-ramp to the freeway attracts a substantial portion of regional traffic travelling through the ACP area without stopping. This adds to local inconvenience, especially for pedestrians and local traffic at peak times.

Census data indicates that many people commute to the ACP area from the Cities of Melville, Gosnells and Canning, while many residents of the ACP area commute to the CBD, or elsewhere in the City of Perth, and to Curtin University.

In order to better understand the transport mode preferences shown in the Census data, travel times from the ACP area to common local destinations via car, public transport and bicycle were analysed and compared (see Appendix 2). Five locations were examined – South Perth, Canning Bridge, Curtin University, the Causeway and Perth – and the modes of Car, Bus, Bike and Ferry were all examined, including some multiple options. The travel time comparison showed some obvious patterns, which help explain overall peak hour travel patterns, including:

- Travel times for car trips are fastest.
- Bus travel times are generally highest, reflecting impact of stops, winding suburban based routes and lack of priority.
- Bicycle trips are competitive in travel times with cars although that is qualified by lack of attractive infrastructure along routes such as Canning Highway.
- Where there were fast, direct and frequent bus services (such as those along Canning Highway), buses were very competitive in travel times during the morning peak.
- The Ferry and Walk trip between Mends Street and Central Perth is highly competitive compared with car trips.

Cars are the dominant mode of transport in the ACP area, as they are for the greater Perth region. The area's position on the road network, especially the freeway on ramp, and its central location mean that it is affected by regional, as well as local traffic. However, the presence of public transport and cycling infrastructure and the proximity to major destinations provide potential for non-car transport to grow in mode share, especially if a train station is constructed.

8.1.2 Local Road Network

The local road network in the South Perth Activity Centre is mainly comprised of access streets, controlled by the City of South Perth. The ACP area also contains three higher order roads, being Kwinana Freeway and its access ramps, Mill Point Road and Labouchere Road. These higher order streets carry traffic to and from outside the ACP area and are the only points of vehicular access to the ACP area (refer Figure 3).

8.1.3 Pedestrian Movement

Pedestrian movement within the ACP area reflects important desire lines related to leisure and tourist activity. Most pedestrian desire lines include either the Perth Zoo or the Recreational Shared Path that runs along the foreshore, reinforcing these places as major attractors within the area. Pedestrian movement is also prominent along Mends Street in the core entertainment and retail area.

Pedestrian accessibility within the ACP area is somewhat compromised by the barriers caused by heavy and higher speed traffic along Mill Point Road and Labouchere Road. However, many local streets have high levels of pedestrian amenity.

Even with excellent infrastructure and generally good environments for walking, the lack of local destinations contributes to relatively low walk scores for an inner city area. Just 1-5% of residents walked to work in 2016, which is significantly lower than comparable inner city areas and has remained stagnant or decreased over the decade to 2016.

8.1.4 Cyclist Movement

Two major routes carry cyclists along the edges of the ACP area, particularly recreational cyclists and commuters to Perth CBD. These routes, running along Melville Water west of the Kwinana Freeway and north-east along the South Perth Foreshore, are significant regional routes rather than solely serving the activity centre itself. Access to the centre from these routes is limited, particularly the western route which is on the opposite side of the Kwinana Freeway.

Between 2011 and 2015 the number of cycling trips has been growing along both the regional paths. Peak times for cyclists are in morning and afternoon on weekdays (which reflects commuting patterns) and in the morning on the weekend (which reflects recreational cycling).

Local streets and connections within the ACP area tend to lack dedicated space for cyclists, particularly key routes such as Labouchere Road, Mill Point Road, Mends Street and Richardson Street. These streets carry high volumes of car traffic, which makes them difficult cycling environments.

Cycling accounted for 3.5% of trips in South Perth in 2016, which is higher than in Greater Perth but less than the comparable inner-city area of Subiaco. This reflects that South Perth is located within cycling distance of major destinations, including workplaces, which makes cycling to work possible. However, there are gaps in the cycling network that discourage cycling as an everyday mode of transport for many people.

8.1.5 Public Transit

Overall use of public transport within the ACP area is low, with 13% of journeys to walk by bus or ferry in 2016. Analysis of ridership indicates that bus patronage in the Activity Centre has fallen between 2011 and 2017 on a like-for-like basis, including patronage at the busiest bus stops within the activity centre. Overall use of buses in the ACP area remains very low, particularly for a fringe-CBD site. This may reflect circuitous, suburban nature of current bus routes, and the relatively poor amenity of bus stops in the ACP area.

Ferry patronage has increased substantially with the opening of Elizabeth Quay (albeit off a low base). Average patronage for both weekdays and weekends at least doubled between 2015 and 2017, which may indicate an increase in use by visitors and commuters.

The future development of South Perth train station has long been incorporated into strategic and land use planning within the South Perth Activity Centre. The development of a station as an addition to the movement network would improve the accessibility of the centre by public transport and support higher urban densities within the ACP area.

8.1.6 Vehicle Movement

Vehicle movement within the ACP area is subject to delays and congestion in important areas, primarily related to high levels of regional traffic on approach to the Kwinana Freeway. The intersection of Labouchere Road, Mill Point Road and the Freeway ramps is a congested intersection and will continue to be so in the future. The corridor along Labouchere Road and the Freeway is the highest volume traffic corridor and carries the highest volumes in peak hour and throughout the day.

Recorded traffic volumes on Mill Point Road, Labouchere Road and the Kwinana Freeway ramps indicate that annual growth in vehicle movements equated to around 2.63% between 2010 and 2015. Movement on Labouchere Road is asymmetrical, with daily northbound traffic (presumably accessing the freeway) approximately double southbound traffic.

Although traffic attracts attention at these major intersections, the vast majority of the network is comprised of local streets that experience minimal traffic congestion or delay issues in the peaks. Outside of peak periods, the network does not sustain any congestion of note, although special events (such as Australia Day fireworks) and school holidays result in higher levels of traffic, parking occupancy and congestion.

8.1.7 Parking

Analysis of available on-street parking within the ACP area undertaken in 2016 identified that there is available parking capacity within a reasonable walking distance of the key parking generators within the ACP area. However, existing parking management is inconsistent and inefficient, with conflicting management strategies between on-street and off-street, public and private, as well as between adjacent parking zones.

The provision of off-street private parking bays has contributed to a net increase in car ownership within the ACP area over the last 15 years, as evidenced by census data. This increase in car dependence is supported by high ratios of bays to parking provided for dwellings in new development, which tend to generate private vehicle trips rather than use of transport alternatives.

8.2 MOVEMENT FORECASTS

8.2.1 Network Capacity

A substantial amount of traffic modelling has been completed for the Activity Centre, which has highlighted that increased regional traffic in combination with further local development will contribute to increased traffic volumes in the Activity Centre, resulting in a need to examine the capacity and configuration of some intersections.

Outputs from the traffic models were reviewed and inputs interrogated to ensure that the models themselves reflected the impacts of the Activity Centre Plan. Overall, the street network in the ACP area performs well under forecast growth scenarios and its configuration supports existing and future development as well as use by all transport modes.

Analysis of Labouchere Road and Mill Point Road, the key routes subject to peak hour congestion, indicates that there is sufficient midblock capacity available for the forecast traffic volumes to be within accepted boundaries from a strategic level.

None of the links within the Activity Centre network approach a practical capacity of at least 85%. However, traffic forecasts show that the majority of road links in the ACP area in 2031 would be operating at or over capacity during peak hours, considering forecast traffic volumes and assumptions about levels of private car use.

In practice, this assumed car use is unlikely to materialise, as inconvenience for drivers will translate into other modes of travel (such as walking, cycling and public transport) becoming more appealing, mitigating increases in traffic.

The pressure on the local road network will continue within the forecast period, however the wholesale widening and increase in capacity of the road network through the Activity Centre would result in attracting more vehicle trips from further afield rather than ringfence vehicle capacity for local development sites. Construction of substantial regional links in the area has been canvassed with Main Roads WA and rejected.

Main Roads WA and the City of South Perth have taken the approach of managing vehicle capacity within intersections and the overall network with improvements in operational function of the network – signal timings, priority at intersections and targeted changes to intersection configurations. This approach has seen success over the past few years and will likely continue through the forecast period in order to accommodate additional vehicle trips generated through the development of land uses within the Activity Centre.

Furthermore, improvements to streets in the ACP area, and better convenience for other modes of travel, should be an explicit aim of public investment in the ACP area to ensure other transport modes are appealing and to reduce traffic impacts. Controls and measures in the ACP itself are aimed at hastening a shift away from car use and towards walking, cycling and public transport use.

8.2.2 Train Station Demand

The development of South Perth Train Station has been incorporated into strategic and land use planning for the ACP area since the construction of the Perth to Mandurah line in 2007. Longer term development within the ACP area will support the addition of this station to the overall network.

It is estimated that a baseline daily boarding in 2026 of between 4,365 to 5,447 could be expected for the South Perth station. If the higher end projections were to come to fruition, it would be 30% higher than the boardings expected at the Redcliffe Station in 2031 (which has been included in the under-construction airport line) and be similar in boarding levels to Rockingham, Midland, Leederville and Subiaco. With the progression of planning for the Cockburn to Thornlie Line link, the addition of South Perth Station need not result in impacts to overall operations of the network.

A decision by the State Government on a future South Perth station has not been made yet, however there would appear to be a strong business case justification for the station to be established.

DELIVER GROWTH WITH TRANSPORT OPTIONS + ALTERNATIVES



8.3 MOVEMENT KEY ISSUES

8.3.1 Key Issue: New Development and Trip Demand Generation

A substantial amount of traffic modelling has been completed for the Activity Centre, all of which highlights a number of key issues for vehicle movements:

- The intersection of Labouchere Road, Mill Point Road and the Freeway ramps is a congested intersection, drawing both local and regional traffic, and will continue to be so in the future.
- The corridor along Labouchere Road and the Freeway is the highest volume traffic corridor and carries the highest volumes in peak hour and throughout the day.
- Local development will contribute to traffic volumes in the Activity Centre in the future, resulting in the requirement to examine the capacity and configuration of some intersections.
- Further information relating to trip generation and growth to be provided.

8.3.1.1 Plan Response

- **Integrated Land Use And Transport Planning:** distribution of development potential has been set with reference to transport modelling, which demonstrates that planned growth can be sustained by the local transport network if improvements are made to encourage walking, cycling and public transport use. Refer Part 1, Section 5 and Schedule 9B of the Scheme.
- **Distribution of Growth Linked to Transport:** The ACP facilitates transport oriented development, including current (ferry, bus) and future (train) transport nodes. This is applicable both for residential development (trip origins), and commercial and tourist (trip destination) development. Refer Part 1, Section 5 and Schedule 9B of the Scheme.
- **Encouraging Less Car Dependence:** Whilst most vehicle traffic in the ACP area is regional in origin, the ACP establishes a number of incentives for transport alternatives and disincentives for car use, including creating an appealing walking environment, providing for more services and destinations locally, including car parking in plot ratio calculations, providing maxima on car parking and encouraging cash-in-lieu of parking, to be used to improve all modes of transport. Refer Part 1, Section 4.3.8.

8.3.2 Key Issue: Barriers to Walking and Cycling

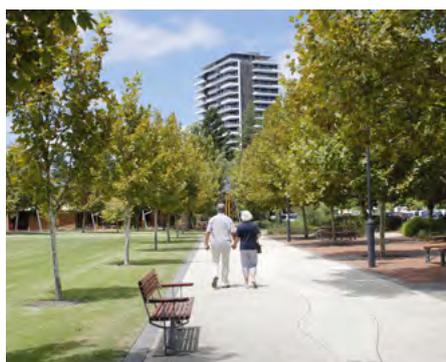
As population increases, increasing walking and cycling for local movement is essential to maintaining transport network efficiency and supporting the creation of a connected and vibrant urban neighbourhood, by reducing the need for cars on the road.

Despite the ACP area's proximity to major regional walking and cycling infrastructure, walking in the ACP area (to travel to work) remains low. This lack of uptake in active transportation is influenced by:

- A lack of dedicated cycle paths and facilities within the ACP area, particularly east to west connections between regional shared paths, which makes local movement difficult and unsafe for cyclists
- Poor quality pedestrian crossings on major roads including the Judd Street freeway on-ramp
- Limited footpath capacity on Mill Point Road and Labouchere Road, exacerbated by recent nil-setback development, which hinders pedestrian movement throughout the area
- A lack of multi-modal integration with public transport, including limited cyclist facilities and poor pedestrian connectivity to Mends Street Ferry.

8.3.2.1 Plan Response

- **Enhanced Cycling Infrastructure:** The ACP identifies a range of cycle network enhancements to significantly improve access to cycle infrastructure and enhance its convenience and safety as a mode of transport. This will encourage more cycling, and reduce the number of people using private cars. The proposed enhancements include the addition of new shared paths, on-street cycling infrastructure and cross-peninsula links to make cycling safe and easy.
- **Increased Pedestrian Amenity:** The ACP sets out recommended actions for improving pedestrian connectivity, safety and comfort in order to improve the walkability of the area. It identifies additional footpath crossings and recommends footpath widening to prioritise pedestrians over vehicle traffic and reduce barriers to movement, particularly Labouchere Road and Mill Point Road. These actions are supported by a recommended reduction in vehicle speeds within the ACP area to 40 kilometres per hour, increasing safety and reducing traffic barriers.
- **Streetscape Enhancements:** The ACP identifies opportunities to enhance the design quality of public streets and sets out principles for improvements including increasing street trees, providing amenities such as seating and lighting and enhancing local character. By creating enjoyable and engaging street environments, the ACP seeks to make walking and cycling more attractive. To realise this aspiration, the ACP incentivises developers to upgrade the public realm and provide awnings where appropriate as part of redevelopment.



8.3.3 Key Issue: Public Transport Availability and Usage

Public transport patronage in the ACP area is reduced between the 2011 and 2016 Censuses, highlighting a disconnect between actual travel behaviour and the ACP area's status as an inner-city activity centre with significant public transport infrastructure. This reflects the fact that while public transport is available, it offers poor connections to other activity centres and is not competitive with private vehicles in terms of time and convenience. Specific barriers to use of the public transport network include:

- Lack of a train connection, despite an identified location for the South Perth Station
- Bus services are limited in their frequency and routes are indirect and do not compete with private vehicle travel
- Major peak hour delays to city-bound bus services accessing the Judd Street freeway on-ramp due to a lack of bus priority
- Bus and ferry stops have poor levels of amenity and lack real-time information.

8.3.3.1 Plan Response

- **Bus Priority Measures:** The ACP seeks to improve the attractiveness and of local bus services by improving travel times through the ACP area. To achieve this, the plan recommends the construction of a dedicated peak hour bus lane on Labouchere Road northbound between Judd Street and Lyall Street which will allow buses accessing the freeway to leapfrog private vehicle congestion. Analysis of traffic flows on Labouchere Road has identified underuse of southbound lanes, allowing for one southbound lane to be replaced by a northbound bus lane.
- **Improved Bus and Ferry Service:** The ACP identifies material improvements to regional bus routes which currently service the ACP area, which in consultation with Transperth could achieve higher frequency and better connectivity to key regional centres. The ACP also supports the long term sustainability of the ferry, identifying opportunities to expand this iconic transport option with additional services facilitated by the addition of a second berth at Mends Street.
- **South Perth Train Station:** The ACP supports the delivery of the planned South Perth train station at Richardson Street. Although it is not the objective of this ACP to justify construction of the train station, both the quantum and distribution of forecast demand enabled by the ACP has the potential to satisfy the minimum patronage requirements to justify the station. Delivery of the South Perth station will establish "destination station" servicing local residents, businesses, and key tourism attractions with expected boardings far in excess of other recently delivered stations.

8.3.4 Key Issue: Traffic Congestion

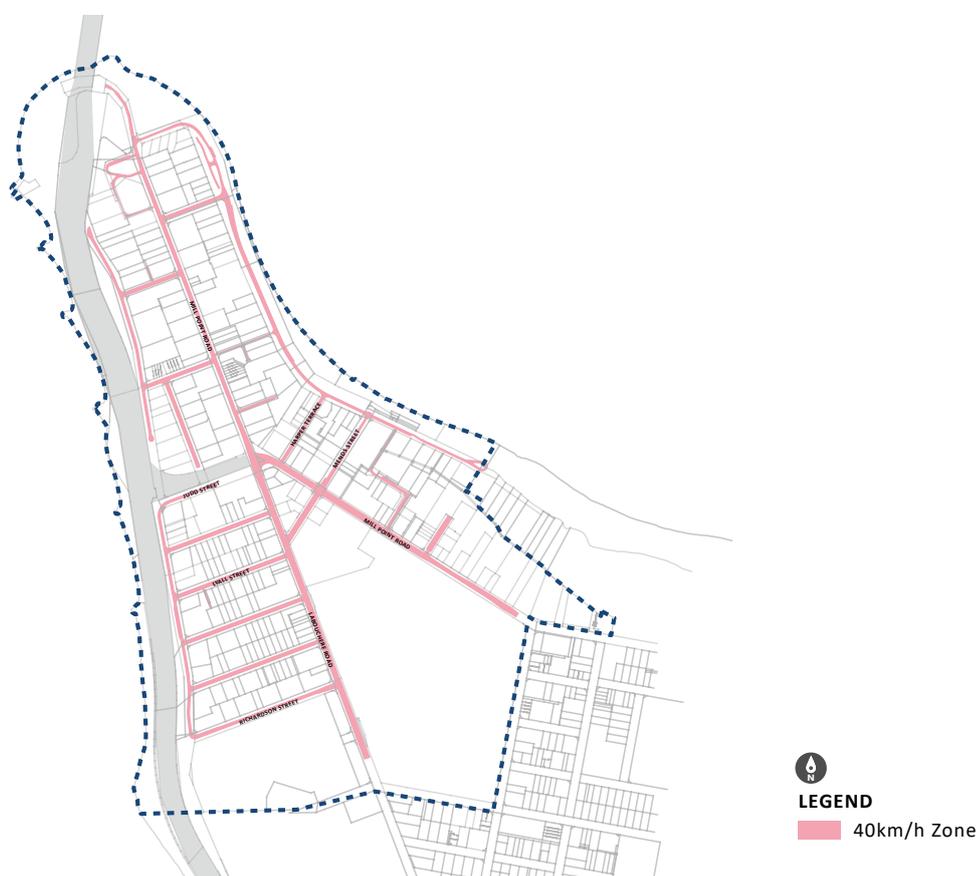
The ACP area experiences significant traffic congestion on major streets during peak hours, which is in part due to high levels of regional traffic entering the ACP area to access the Kwinana Freeway at Judd Street. Local residents also contribute to (and are particularly impacted by) this congestion if they choose to drive during peak times.

In order to maintain acceptable levels of service at the major intersections within the ACP area, it will be important to develop high quality transport alternatives and manage parking effectively to support sustainable transport initiatives.

8.3.4.1 Plan Response

- **Traffic Speeds:** A key recommendation of the plan is a reduction in travel speeds from 60km and 50km per hour to a uniform 40km, excepting the freeway ramps. In addition to providing a safer environment for pedestrians and cyclists, this can make the route less appealing for regional traffic.
- **Traffic Management through Design:** The plan proposes a range of design modifications to the local network aimed at improving vehicle management and addressing congestion. It identifies additional opportunities for traffic signals to better manage traffic and reduce wait times. It also nominates the partial restriction in access to 'left-in, left-out' for streets intersecting with Labouchere Road to reduce intersection conflicts.
- **Design for Emerging Technology:** The ACP has been prepared with regard to foreseeable innovations in transport technology which may impact on private vehicle use and congestion. The plan supports the continued operation and future potential expansion of the RAC Intellibus service, recognises the growing status of 'mobility as service' operators such as Uber and incentivises the use of car sharing. There is opportunity to regularly update this through the three-yearly review of the parking strategy for South Perth.

Figure 22: Recommended Traffic Speed



8.3.5 Key Issue: Private Car Parking

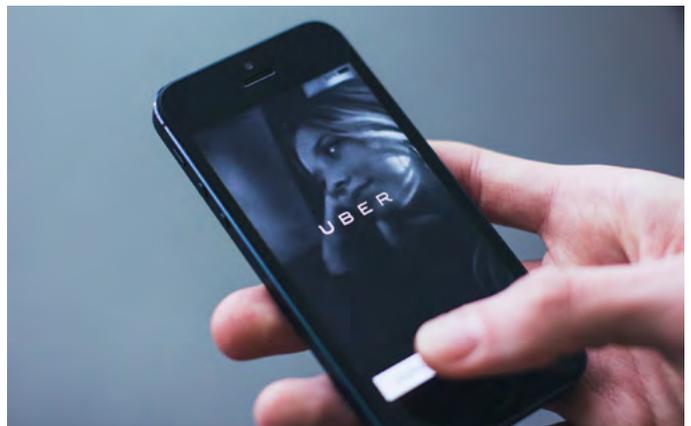
A critical determinant of the decision to own a car, or to drive to a destination, is the availability and cost of parking. As the number of people living, working and visiting the ACP area grows so can the number of cars and demand for parking, if not properly managed. With finite road space and congestion already being experienced, it is important that parking be carefully controlled to accommodate the trips that need to be made by motor vehicles while encouraging a shift toward more efficient modes of transport.

Current development within the ACP area is providing significant private parking allocations, based on the identified preferences of targeted buyers. If allowed to continue, short term over-allocation of private parking may compromise the long-term strategic objective of high active and public transport usage.

8.3.5.1 Plan Response

- **Car Parking Maxima:** The ACP prescribes maximum parking bays for new development, ensuring that parking is not oversupplied and encouraging residents to make use of alternative types of transport, including walking and cycling, public transport and car sharing schemes.
- **Plot Ratio Controls:** Car parking and manoeuvring space within buildings at or above ground level is included in plot ratio calculations, and plot ratio limits have been calibrated accordingly. This provides proponents, architects and designers with an incentive to forego car parking space in favour other uses in the design of buildings. Each additional parking bay provided results in less space within the building that is available for other uses and proponents must therefore consider the optimal amount of parking in each development.
- **Less private car ownership:** The ACP encourages the use of car sharing by allowing parking requirements for residential development to be reduced where a car share scheme is in place. It also permits the decoupling of parking bays from units, allowing them to be traded individually where desired by occupants. Cash in lieu provisions are also established, allowing a monetary contribution in lieu of parking bays to support investment in all modes of transport. By encouraging less private ownership, the plan seeks to reduce the number of additional cars in the Activity Centre.

ALTERNATIVES TO CAR OWNERSHIP



9.0 PUBLIC REALM

High quality streets and public spaces support public health and social connections, maintain urban ecology, provide connections with nature, help cool the urban environment, and foster a shared sense of community.

As the ACP area grows over the coming decades, its parks, open spaces, and public places will become increasingly important and need to be maintained and enhanced to continue to meet the needs of the area's visitors, workers and residents.

9.1 EXISTING PUBLIC SPACE

Public space is a defining feature of the ACP area, with its unique riverfront setting and expansive foreshore reserve contributing to a unique riparian character. Away from the foreshore, the ACP area's network of local parks and streets form an interconnected network that provides the foundation for public life and activity.

Public spaces including parks, streets and other publicly accessible spaces make up almost half of the ACP area. These public spaces help define the experience of residents, workers and visitors and create a resilient urban fabric. Additionally, trees and landscaping within public spaces can enhance ecological health, climate resilience, urban water management, and minimise the urban heat island effect.

9.1.1 Parks and Open Spaces

Open spaces include parks, squares and other publicly accessible areas. The ACP area currently contains eight individual public open spaces, totalling approximately 24ha or 21% of the area. These spaces range from significant Regional Open Space along the South Perth Foreshore to residual green spaces that provide local amenity, as summarised in Table 9.

While serving a distinct purpose, the 17ha Perth Zoo also functions as an open space within the ACP area, particularly as passive open space. In combination with the Zoo, parks and open spaces account for 36% of the ACP area.

Windsor Park is an important space for a number of reasons. It forms the approach to the Zoo from the north, including from Mends Street and the ferry, and is therefore an important confluence of activity. It is also flanked by important civic and historic buildings, which add character and definition to the space. Finally, it is located in the geographic centre of the ACP area and is easily accessible.

Richardson Park performs important functions for organised sport, especially cricket and hockey. There are opportunities to broaden the use of this park to improve its utility to other segments of the community.

The South Perth Foreshore, at the northern edge of the ACP area, is a regionally significant open space with walking and cycling facilities, a range of amenities and strong environmental and cultural value due to its riverside location. The foreshore also accommodates a range of public events, including very large scale events such as the Australia Day fireworks.

In general, the ACP area's open spaces are characterised by grassed parkland character. The ACP area lacks hard-landscaped urban spaces generally associated with higher density urban environments, including plazas, squares and forecourts.

**PART TWO
EXPLANATION**

Table 10: Existing Open Space Typologies

TYPOLOGY	DESCRIPTION	LOCATION
Managed Foreshore	Regionally significant open space with regional walking and cycling facilities and accommodates significant public events	Eastern foreshore including Sir James Mitchell Park, Millers Pool and South Perth Esplanade
Natural Foreshore	Riparian areas with strong environmental value, conservation status and limited activity	West of Kwinana Freeway including Milyu Reserve
Urban Park	Local community spaces that provide opportunities for organised sport, community events, leisure and serve as important relief to the urban environment.	Richardson Park and Windsor Park
Pocket Park	Small parks that serve nearby residences as informal spaces	Residual road reserve areas including Judd Street, Stone Street and Melville Parade
Zoo Reserve	Special Use Reserve and regional tourism destination home to 1258 animals and an extensive botanical collection.	Perth Zoo



9.1.2 Streets

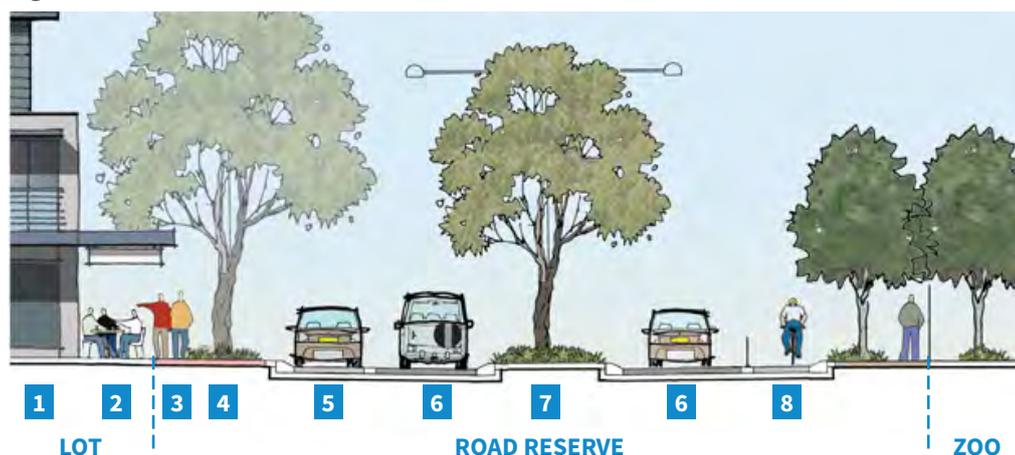
The ACP area has a unique street pattern arising from its geographic location on a narrow peninsula, resulting in longer street blocks than are often seen in other inner-city locations. In addition to accommodating vehicle movement and servicing, the ACP area's street network plays a significant role as the single largest public space within the ACP area. The 26 streets within the ACP area, excluding the Freeway Reserve, total approximately 22.7 hectares or 20% of the ACP area.

These streets range from major regional thoroughfares to local access streets, as summarised in Table 10.

Table 11: Existing Street Typologies

TYOLOGY	DESCRIPTION	LOCATION
Freeway and On-/Off-Ramps	Primary north-south route for regional vehicle and cyclist movement with limited local access	Kwinana Freeway, Mill Point Road North
Regional Thoroughfare	Highly frequented dual carriageway streets servicing regional traffic, with narrow pedestrian paths and limited street tree planting.	Labouchere Road, Mill Point Road South
Active Street	High-quality streetscapes with commercial emphasis, substantial pedestrian amenity and mature street tree canopy	Mends Street, Mill Point Road South
Inactive Street	Streets with mixed residential and commercial character and an emphasis on vehicle movement	Labouchere Road, Melville Parade, Bowman Street, Lyall Street, Hardy Street, Charles Street, Stirling Street, Harper Terrace, Ray Street
Green Street	Calm streets with high residential amenity and usually mature street tree canopy and/or parkland interface	Mill Point Road North, Stone Street, South Perth Esplanade, Parker Street, Ferry Street, Scott Street, Queen Street, Judd Street, Richardson Street, Mill Point Close

Figure 23: Labouchere Road Indicative Cross Section



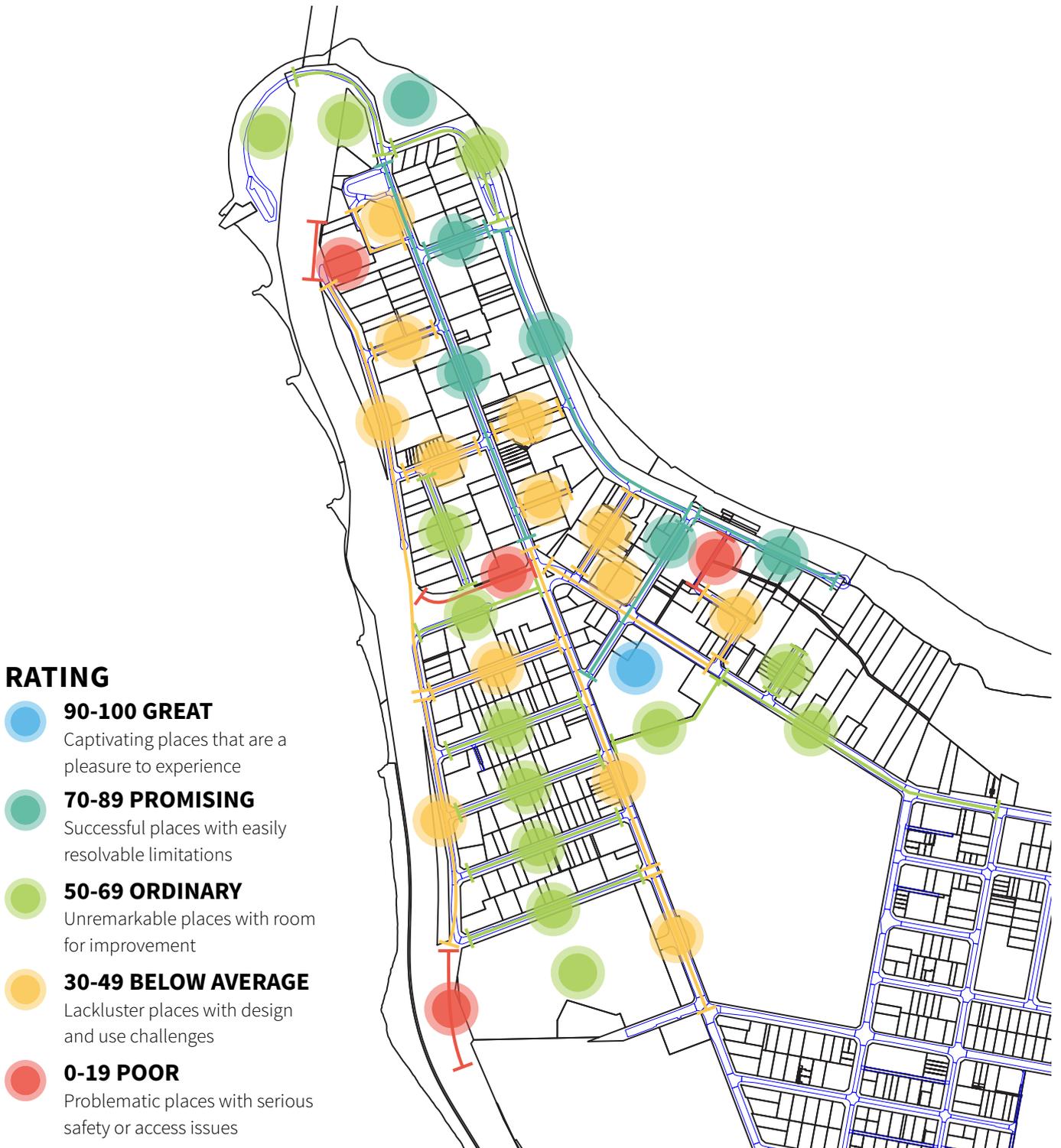
KEY

1. Building encourages active uses and interaction
2. Small setback allows spaces for alfresco
3. Verge and footpath provide spaces for trees and pedestrians
4. Trees provide a buffer and a more pleasant pedestrian environment
5. Left hand lane: potential clearway, parking allowed after morning peak
6. 40kph limit
7. Retain or add trees to median
8. Potential future reduction to single lane (southbound only), provides more space for pedestrians and cycling

9.1.3 Public Space Quality

In the Place and Design Report (2017), a comprehensive assessment of the place quality of each street and public space within the ACP area was undertaken. Each street was individually assessed against five place assessment criteria, being attractive, welcoming, accessible, dynamic and loved. The results of this assessment were combined to produce overall place scores out of a possible 100 to assess the value and function of each space and inform the definition and prioritisation of areas for improvement. The results of this assessment are summarised in Figure 22.

Figure 24: Place Audit





9.2 KEY ISSUES

9.2.1 Key Issue: Use and Function of Open Space

Current open space within the ACP area provides approximately 4.8 hectares for every 1,000 residents and workers. With forecast growth, this space will be even more precious by 2041. Increased use of public space will require improvements to design and function to ensure that all residents and visitors continue to have access to suitable exercise, recreation and social spaces.

Currently the ACP area's open spaces are characterised by a grassed parkland character and many are not accompanied by programming of events. Other specific challenges to meeting future demand include:

- There is currently a lack of smaller public spaces such as plazas and pocket parks, which support small-scale events and interaction in high density environments.
- While the foreshore is a significant regional attraction, a lack of local social, retail and community facilities mean that much of the foreshore is relatively vacant and utilised only by a limited segment of the community.
- While Richardson and Windsor Park are significant public spaces, their utilisation is limited due to their limited programming, monofunctional design and lack of infrastructure attractions including play, exercise, seating and other common infrastructure.

9.2.1.1 Plan Response

- **Open Space Principles:** The ACP establishes public space principles to guide the long-term improvement of the activity centre's open spaces, and the response of adjacent development. Principles for different open space typologies provide high level direction for enhancing the amenity and utility of public space through design quality, community infrastructure and amenities as well as programming and activation. By planning for long term enhancements to the centre's public spaces, the ACP recognises the important contribution the public realm makes to quality of life for residents, workers and visitors.
- **Privately Owned Public Open Spaces:** The ACP responds to an identified lack of smaller pocket parks and urban plazas by creating a framework for the delivery of these valuable spaces through private development. The ACP sets development parameters and general locations to guide development of these privately owned public spaces to a standard that will enhance local character and create visually distinctive points of interest within the urban environment. Provision of the spaces themselves may be considered as a public benefit contribution that qualifies development for additional height/plot ratio.
- **Plan for a Central Public Space:** The ACP seeks to strengthen the identity of the centre of the ACP area and the connection from the ferry to the Zoo by promoting investment in Windsor Park. The space and location lend themselves to a range of activities and uses that bring the community together.
- **Better Use of Existing Spaces:** In addition to Windsor Park (as mentioned above), encouraging investment in Richardson Park is identified as important, particularly in finding ways to make the park appealing for more of the community, while recognising its role for local sport and community development.

PRECEDENTS FOR GREAT STREETS



9.2.2 Key Issue: Street Design and Functionality

In a high density urban environment, streets function as both transport routes (that cater for pedestrians, cyclists and vehicular traffic) and as public spaces. It is essential that streets are designed to provide a high degree of amenity and walkability for the wellbeing of residents, workers and visitors. Some streets do not balance these functions, and are designed primarily to convey vehicular traffic at the expense of functionality for cyclists and pedestrians.

Presently, many streets suffer from a lack of activation through human activity, and a prevailing focus on accommodating vehicle movements at the expense of pedestrians. Although there are other examples of good streets in the ACP area, most streets are missing opportunities to serve modes of transport other than private car use better aligned to the function of the ACP area as an inner-city mixed use activity centre.

Streetscape upgrades currently being provided as part of new private development often respond to immediate need but, in the absence of a guiding framework, miss opportunities for comprehensive and cohesive management.

9.2.2.1 Plan Response

- **Public Street Principles:** The ACP establishes public street principles to guide the long-term enhancement of the activity centre’s streets. Different strategies are recommended for different street typologies, with a focus on strengthening existing landscape quality and character. The ACP’s principles support improving passive, residential streets with greater street tree planting and landscaping, whilst also seeking to create activity and vitality on main streets through design improvements, street furniture and other amenities.
- **Streetscape Public Benefit Contributions:** The ACP formalises the potential for streetscapes to be enhanced by developers as part of project works by including streetscape enhancements as a potential item that public benefit contributions may be allocated to. Streetscape principles included in the ACP provide direction for developers and the City of South Perth in considering proposals for privately-funded streetscape upgrades. This is intended to be further supported by a Public Realm Plan for the ACP area that provides specific guidance on function, design and materials.
- **Mid-Block Links:** The ACP seeks to complement and strengthen the existing street hierarchy by identifying potential mid-block links to improve connectivity for pedestrians. The provision of these links will support pedestrian use of the ACP area’s streets, providing highly landscaped, easily accessible and comfortably surveilled connections.

9.2.3 Key Issue: Ecology and Climate Resilience

Ecological health and wellbeing of the ACP area's landscape and adjacent waterways is fundamental to a high quality public realm. The ACP area has a high degree of biodiversity along its river foreshore areas, which provide important ecosystem services and amenity. The health of these areas is vitally important to the City of South Perth's environment now and into the future. Critical to maintaining and enhancing biodiversity in urban areas is ensuring a network of connected natural areas and open spaces anchored by major natural systems.

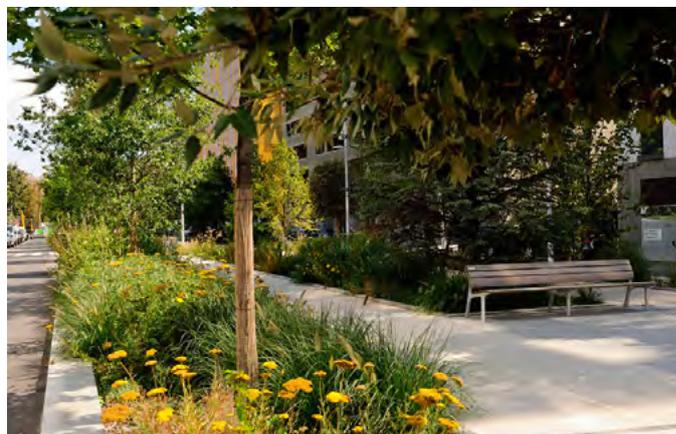
Currently, the ACP area's streets and open spaces do not support and enhance the environmental quality of the area, with limited planting of endemic species and a lack of water sensitive urban design principles in their design.

The loss of significant trees on private and public land due to site clearing, changes in groundwater level and root damage because of development has resulted in a loss of tree canopy cover, which plays a significant role in supporting local biodiversity and mitigating impacts of climate change such as the urban heat island effect.

9.2.3.1 Plan Response

- **Sustainability Principles:** The ACP embeds sustainability principles into its public realm guidance, encouraging the inclusion of water sensitive urban design measures wherever possible and identifying the inclusion of additional street trees and landscaping as a high priority. Public realm sustainability is to be further supported by a Public Realm Plan for the activity centre that provides specific guidance on design and materials.
- **Protection of Mature Street Trees:** The ACP incorporates specific controls and incentives intended to ensure that street trees are not damaged by new development, particularly basement and podium construction. In doing so, the Plan recognises that trees in road reserves are an essential part of the streetscape providing aesthetic appeal and environmental benefits.
- **Planting More Trees in the Streetscape:** A variety of measures are proposed in the ACP to increase planting of trees that contribute to the streetscape, whether on public or private land. Selection of species should balance the urban character of the area, existing species' contribution to character, intended function of trees (for example shade or impact on water table) and preference for endemic species.

LANDSCAPING PRECEDENTS



10.0 NEXT STEPS FOR SOUTH PERTH

10.1 IMPLEMENTATION

10.1.1 Statutory Operation

The ACP functions as a guide to development and a strategic document to influence public realm and street improvements. Decision makers considering proposals for private development in the ACP area are to have “due regard” to the ACP, in addition to the requirements of the City’s town planning scheme.

Some elements of this ACP are set out in the City of South Perth TPS6, as they are considered “non-negotiables” in controlling development within the ACP area. The ACP has been drafted with the following matters being incorporated into the scheme:

- character area objectives
- zoning, residential density coding and land uses;
- building height;
- podium setbacks, height and site cover;
- tower setbacks and separation;
- tower maximum gross floorplate area;
- plot ratio; and
- approval for additional development potential (height and plot ratio).

The existing scheme provisions applicable in the ACP area will be replaced by a new schedule to the scheme that implements the ACP through private development.

10.1.2 Amendment and Review

The ACP has been prepared with the aid of extensive stakeholder and technical input to establish a strong and realistic vision for the growth of the ACP area to 2041 and beyond. Approval of the ACP is technically valid for ten years; however, it will take longer for the vision for South Perth to fully emerge. The ACP has been designed so that a review towards the end of this period is a “check in”, and that controls, principles, guidance and (most importantly) the vision need change as little as possible to remain an effective tool for directing growth in the ACP area and meeting the needs of the community.

An interim 5-year review is also recommended to assess the plan’s short-term performance and identify any necessary refinements that might be required to ensure that the articulated vision for the ACP Area is realised. This should be supported by ongoing monitoring and tracking of plan performance and the centre as a whole through the use of Key Performance Indicators.

10.1.3 Key Performance Indicators

The Key Performance Indicators at Part 1 Section 9 provide the means of monitoring and assessing the effectiveness of ACP provisions in delivering the vision and desired outcomes for the ACP area. City of South Perth planning processes support frequent and comprehensive collection of planning and development data as required to monitor these indicators.

10.2 FURTHER ACTIONS

Engagement and consultation with local stakeholders has identified a range of further initiatives and actions considered necessary to support the ACP Area’s growth, which cannot be directly addressed through an Activity Centre Plan. A high-level overview of these further actions is provided to guide the City in the planning and management of the centre.

10.2.1 Community Needs Assessment

A Community Needs Assessment should be undertaken to identify the range of social and physical infrastructure that is required to facilitate density and support the diverse needs of the growing and evolving local community.

A community needs assessment will provide greater clarity around the infrastructure required to meet the needs of a growing population. This assessment will also be useful to inform performance criteria, and whether funding mechanisms are required to meet future needs.

10.2.2 Community Development Strategy

A Community Development Strategy should be prepared to strengthen the area’s sense of community and engage new residents. Stakeholders have identified that the combination of extensive multi-storey development with limited communal space and a high number of short-term renters presents challenges to fostering a shared sense of community and vibrant public life. A Community Development Strategy will provide direction and focus to ensure residents remain engaged and a strong sense of community is maintained, in the context of a dense urban environment.

10.2.3 Richardson Park Station Development Plan

Further work should be undertaken to build the business case for the train station. Specific actions would depend on outstanding issues as identified by the State Government, and could include:

- More detailed costing of provision of the station, and associated infrastructure and improvements
- Identifying a preferred funding strategy
- Determining sites potentially available for sale or redevelopment, including any parts of Richardson Park (particularly near the station), over the station itself, and other local government assets that could be better deployed elsewhere

10.2.4 Public Realm Framework

A comprehensive Public Realm Framework should be prepared for the ACP Area, expanding upon the high-level direction included within the Activity Centre Plan to detail the following key design parameters:

- Place identity and design interpretation;
- Types of public space
- Preferred plant species including street trees;
- Landscaping, hardscaping and furnishing palettes;
- Lighting Strategy;
- Public Art;
- Wayfinding systems;
- Stormwater management;
- Technical standards including soil cells, street widths, curb radii and exclusion zones for infrastructure;
- Implementation and Staging; and
- Unit price construction estimates

The Framework should also incorporate Connect South project outcomes and progress the revitalisation of other key public spaces with a focus on the following:

- Reinvent Windsor Park as the green heart of the Peninsula with a central City Square on Mends Street;
- Enhance Richardson Park as a multi-purpose open space integrated with potential future station development;
- Renew and upgrade the South Perth Esplanade as a key tourism attraction; and
- Integrate and activate connections to Perth Zoo including provision of a pedestrian connection and active edge to Windsor Park.

10.2.5 Economic Development Strategy

An Economic Development Strategy is recommended to identify priority projects and implementation strategies to attract employment, support economic activity and demonstrate a return on investment.

The economic development strategy should build on the findings of the South Perth Activity Centre Economic and Demographic Assessment report (Appendix 1), which has identified the centre's unique locational and economic advantages compared to other centres. The strategy should establish goals and actions to attract new investment, encourage innovation and support the growth of the business and tourism sector to increase job opportunities and centre performance.

10.2.6 Tourism and Destination Development Strategy

A Destination Development Strategy should be prepared to provide a strategic view on how the ACP area's significant tourism assets and destination anchors can collectively contribute to establishing the area as a destination of choice. The strategy should deliver a planned approach for developing the following:

- Place branding, advertising and positioning;
- Place activation and events management;
- Place management and governance;
- Community and industry partnerships; and
- Funding and resourcing

It is recommended that key stakeholders be approached to provide input and potentially collaborate in preparation of the strategy, including Tourism WA, Perth Zoo, Transperth and local businesses. Specific focus should be provided to Mends Street and the continuation of partnerships with local businesses to revitalise and activate the area during and following the Connect South project.

10.2.7 Groundwater Management Strategy

The City of South Perth should work with the Department of Water and Environmental Regulation and the Department of Biodiversity, Conservation and Attractions to develop a groundwater strategy, to provide place-specific advice to:

- avoid the cumulative impacts of basements and other impediments to groundwater
- provide general site guidance on groundwater clearance requirements and recommended construction techniques
- maintain the quality and quantity of groundwater recharge and manage downstream impacts on the Swan River

A coordinated strategy could provide substantial certainty to developers, minimised risk of damage to the public realm and understanding of how development potential aligns with basement and podium controls to limit site capacity.

APPENDIX 1

ECONOMIC + DEMOGRAPHIC ASSESSMENT

APPENDIX 2

TRANSPORT + MOVEMENT ANALYSIS

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