

SOUTH PERTH ACTIVITY CENTRE PLAN

DRAFT FOR CONSULTATION



SEPTEMBER 2018

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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 currently (August 2018) includes 301 freehold lots.

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 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.

In addition to the detailed development requirements in sections 3, 4 and 7, the ACP provides guidance on Movement and Access, and Public Realm in sections 5 and 6 respectively.

An important component of the future of South Perth is the transport network. 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, 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 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 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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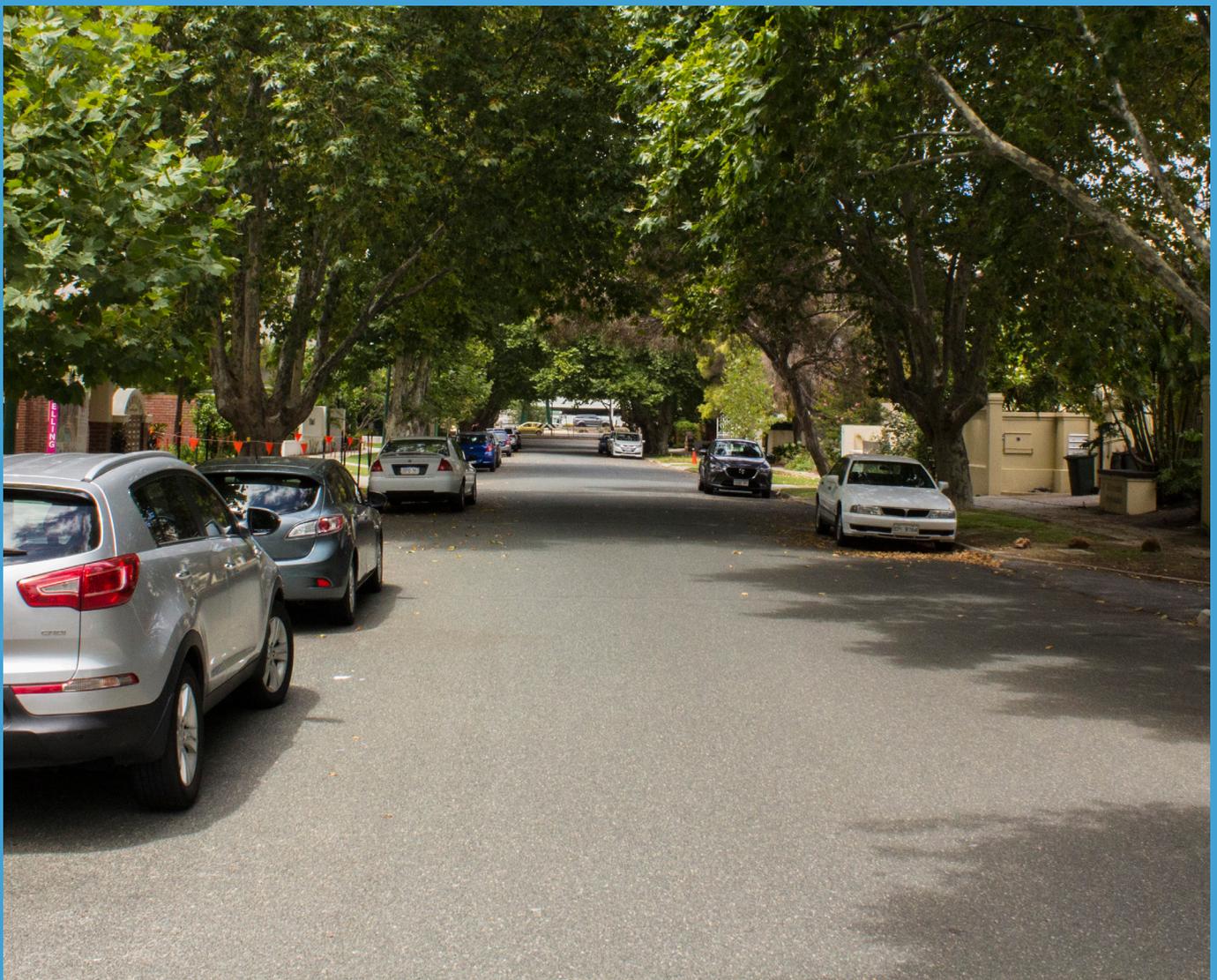
APPENDICES

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 local government planning policy, the ACP shall prevail to the extent of any inconsistency.

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.

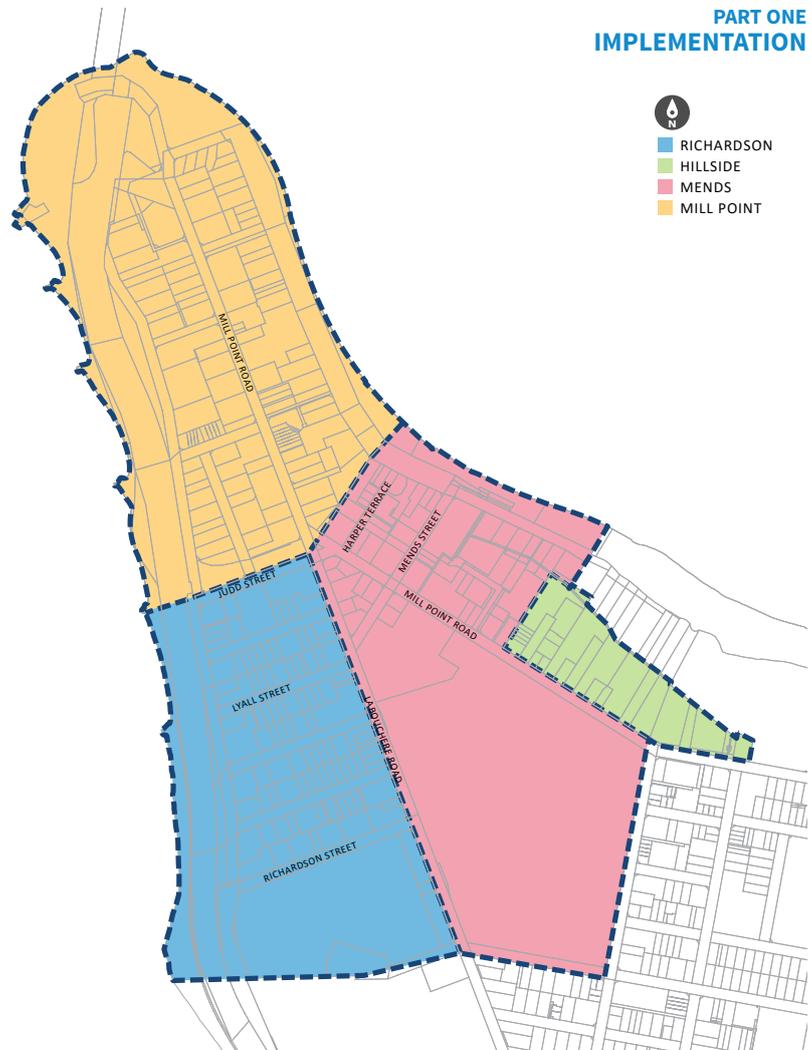
The overarching vision statement is for the ACP area to be:

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 close to 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.

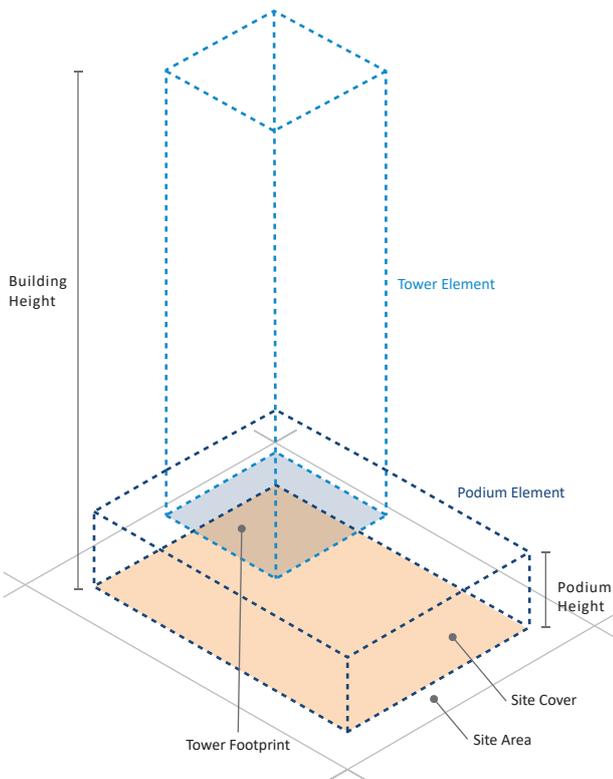


Figure 2: Building Envelope

4.1.2 Podium Setbacks, Height and Site Cover

OBJECTIVES

- i. To ensure buildings contribute to a public realm that creates interest and encourages pedestrian movement.
- ii. To provide human-scale development fronting onto a defined hierarchy of streets, as outlined on Plan 3.
- iii. 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.
- iv. To articulate the base building with high-quality materials and design elements that complement neighbouring buildings and contribute to a pedestrian scale.

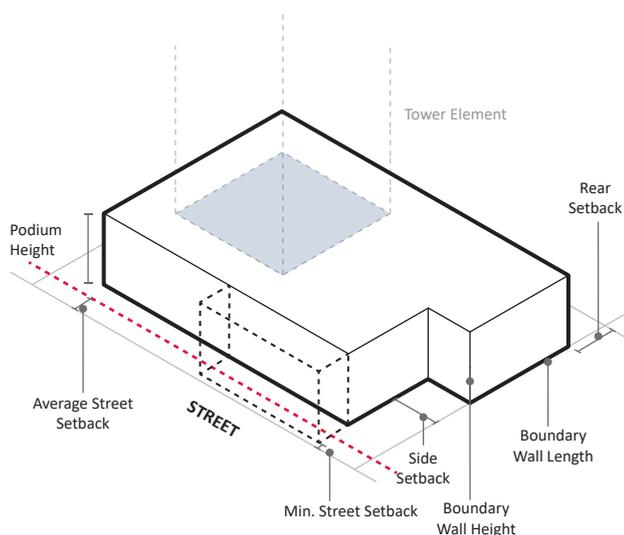


Figure 3: Podium Elements

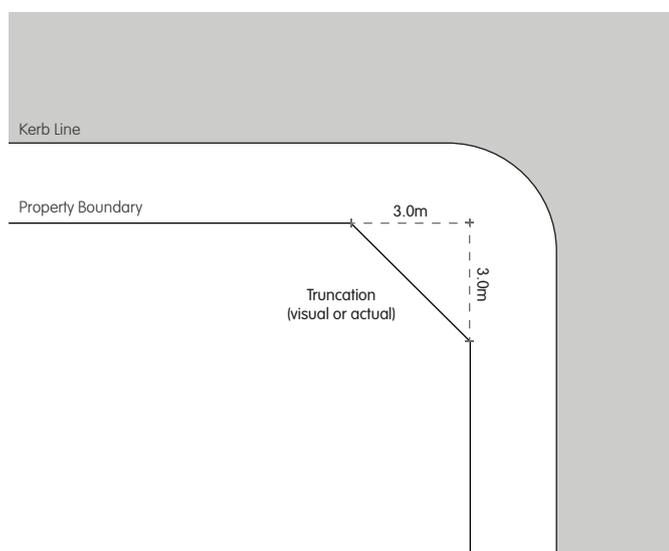


Figure 4: Corner Truncations

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.

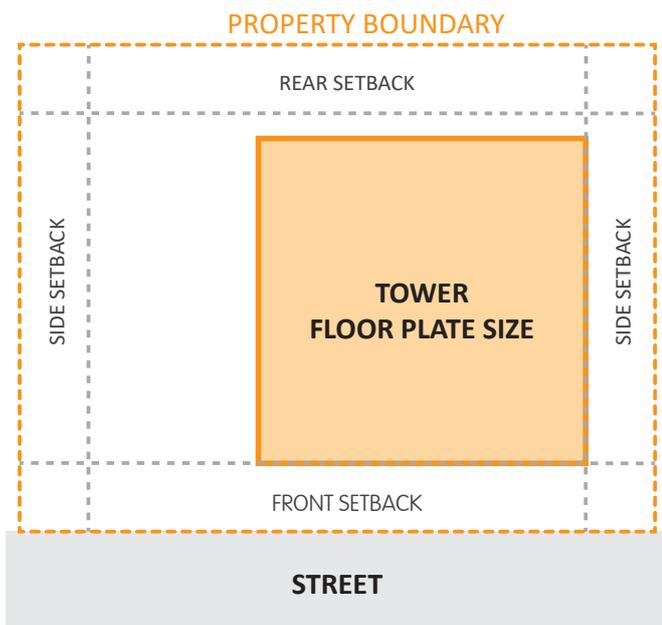


Figure 5: Tower Floorplate and Tower setbacks

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.

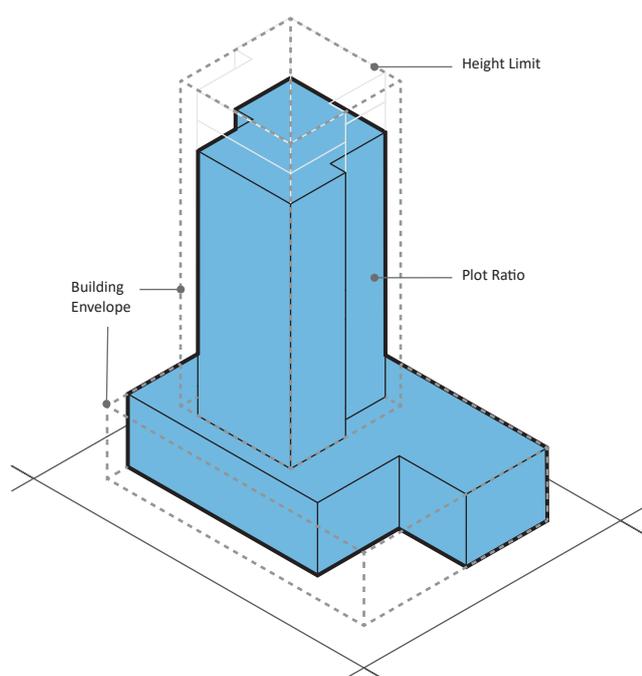


Figure 6: Plot Ratio and Building Envelope

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.

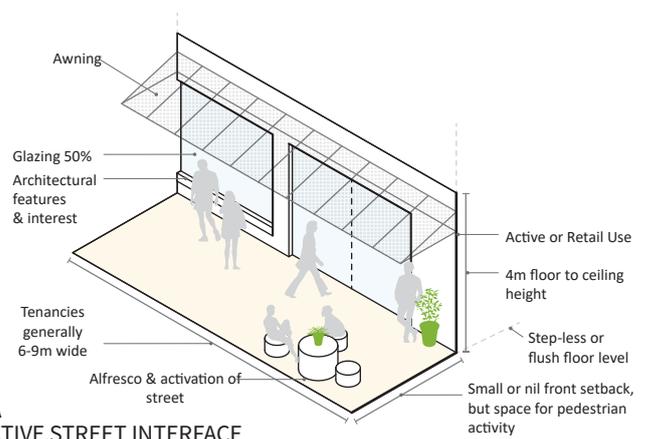


Figure 7: Street Interfaces

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:

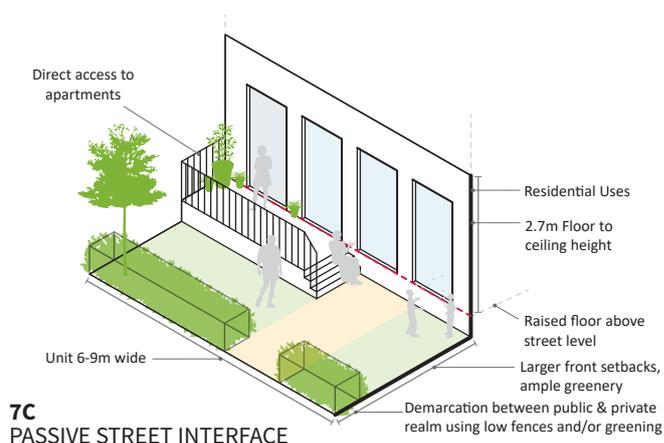
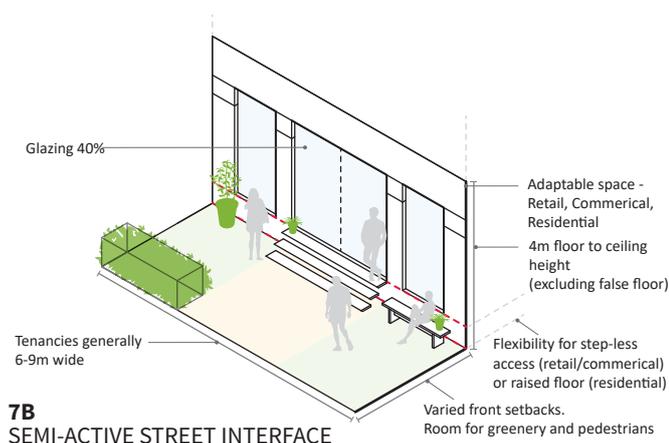
- a. Ground floor tenancies should demonstrate capability for conversion between residential and commercial uses including:
 - minimum floor-to-ceiling height of 4.0m;
 - accessibility requirements in accordance with the National Construction Code;
 - ability to provide vertical separation from the street 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 development in proximity to road and rail transport noise sources provides suitable noise mitigation measures.
- iv. To ensure that buildings do not cast excessive shadows over adjacent properties.

DEVELOPMENT REQUIREMENTS

4.3.3.1 Design Quality

- a. The architectural design of any proposed comprehensive new development must be exemplary, sensitive and sophisticated and contribute to the high quality of the inner urban environment being promoted in the locality.
- b. In determining whether 4.3.3.1(a) is satisfied, the nominated Design Review Panel 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 4.3.3.1(a) is satisfied, the local government or other responsible authority must:
 - i. have due regard to any policy or guidelines of the WAPC relating to architectural design quality
 - ii. have due regard to the advice of the relevant nominated Design Review Panel, or other suitably qualified consultant(s) appointed by the local government for the purpose of providing advice on architectural design quality; and

DEVELOPMENT REQUIREMENTS

- iii. be satisfied that the proposed comprehensive new development provides a high level of amenity within the public realm by:
- being of a scale along the street frontage which is conducive to creating a comfortable pedestrian environment; and
 - minimising adverse wind impacts; and
 - allowing for appropriate levels of sunlight penetration into key pedestrian and public spaces; and
 - contributing to an attractive skyline and outlook from the public realm within the immediate locality and surrounding vantage points; and
 - 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 reduced.
- 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 rating under the relevant Green Star rating tool (or equivalent demonstrated sustainability outcomes), in accordance with the policy.

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 green streets, mixed streets or active 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

a. The future character of Mixed Streets should:

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

6.2.4 Main Streets

a. The future character of Main Streets should:

- b. Be dynamic and urban in nature with a high density of pedestrian amenities such as street furniture, public art and high quality lighting
- c. Emphasise pedestrian movement and reduce the impact of traffic and parking on the pedestrian experience
- d. 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
- e. Maximise street tree planting within parking or verge alignments
- f. Integrate water sensitive urban design systems wherever practical
- g. Provide a premium palette of furniture and materials which contribute to creating a distinctive, highly activated destination

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 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 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 7 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 7.3 of Element 7 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) to ensure 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
 - 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



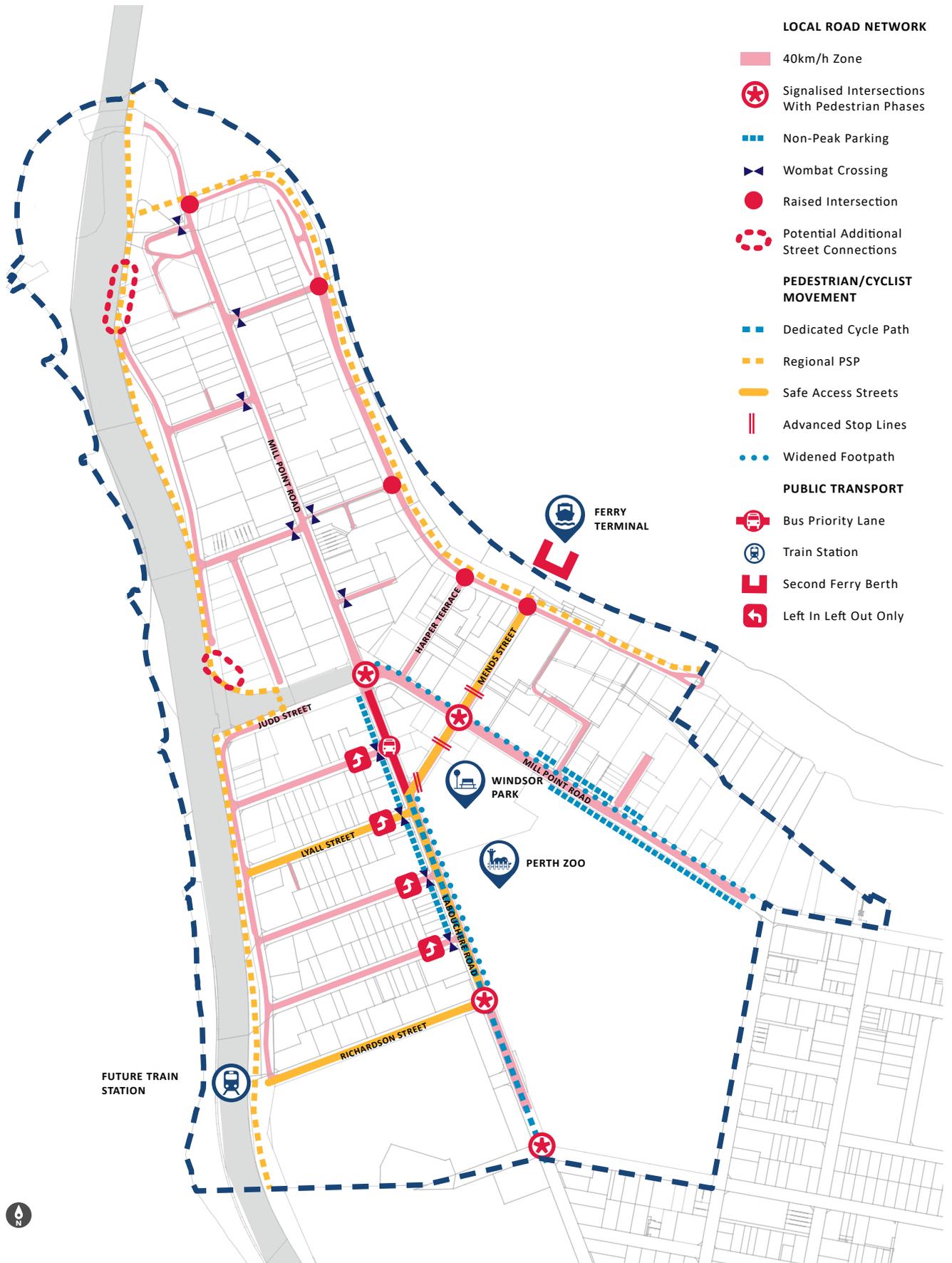
Plan 2: Street Type Plan



Plan 3: Street Interface Type Plan



Plan 4: Movement and Access Plan



Plan 5: Public Realm Plan



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

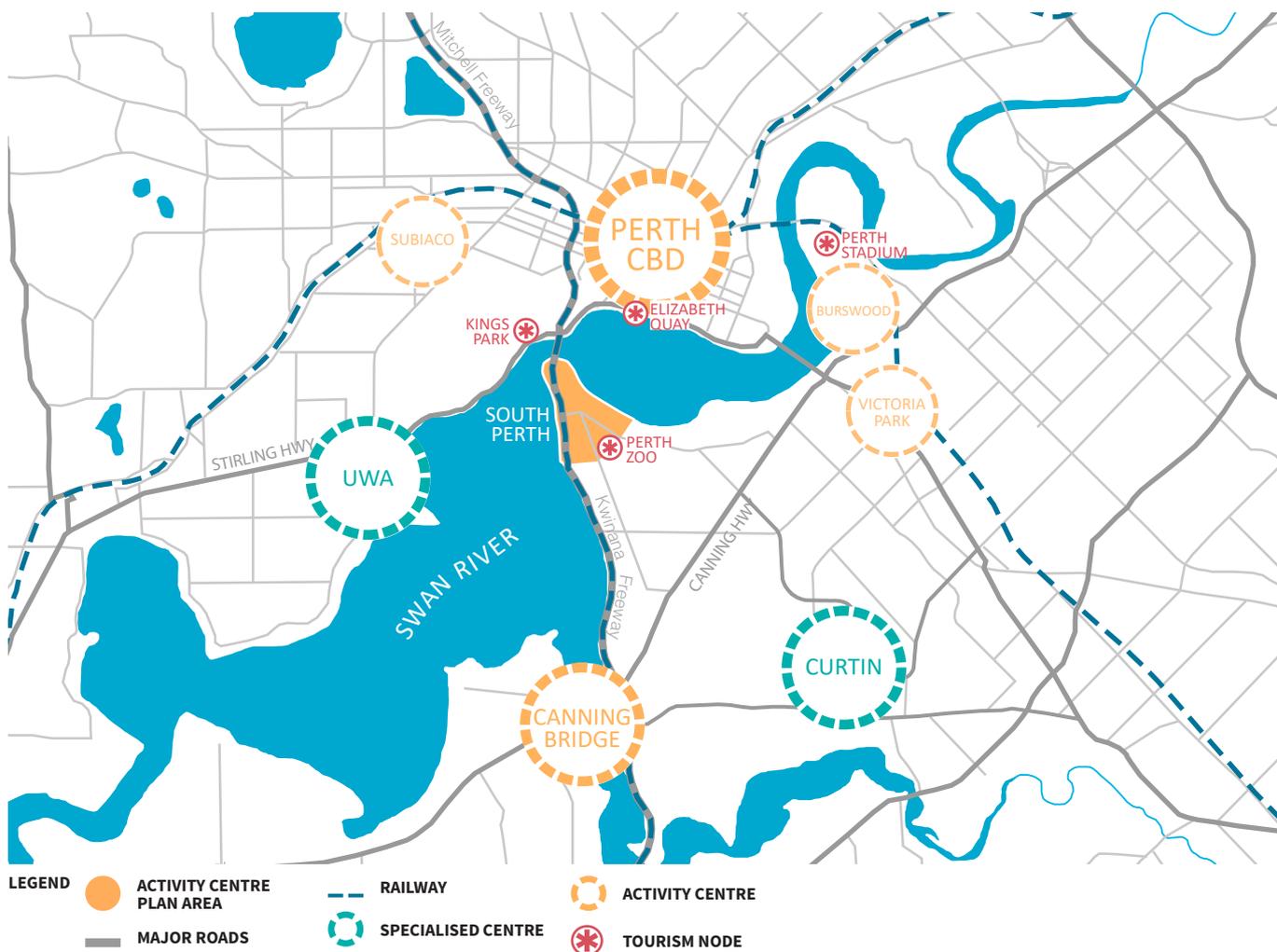
South Perth is one of 35 activity centres within the Central Perth sub-region, as established by WAPC’s State Planning Policy 4.2 Activity Centres for Perth and Peel (SPP4.2). Other significant centres within the region include the Perth CBD across the Swan River, the Victoria Park and Subiaco Secondary 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.



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.



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.



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.



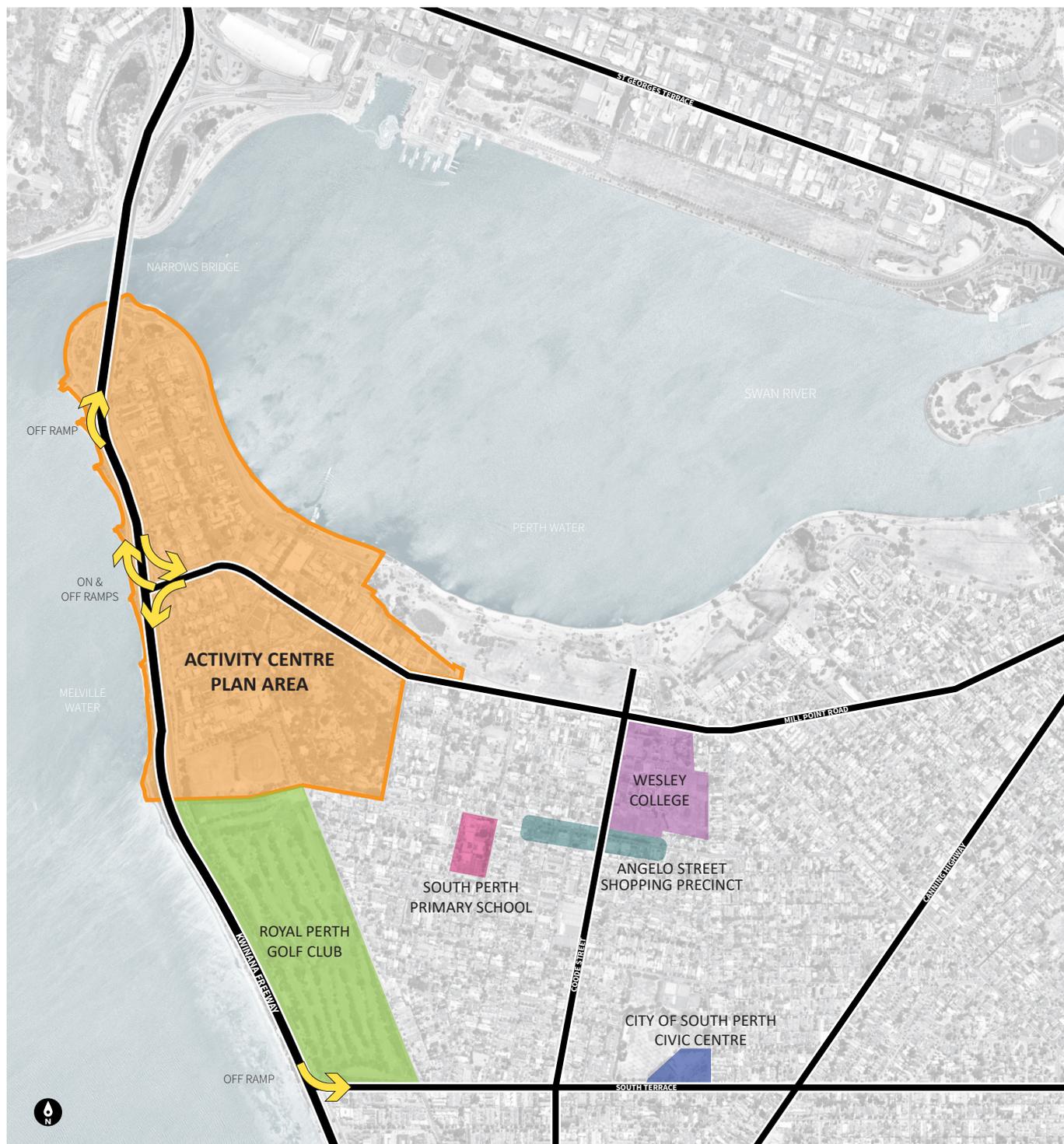
MENDS STREET PRECINCT
Mends Street is one of central Perth’s most established café, retail and restaurant precincts. Anchored by the Windsor Hotel, it offers a diverse range of convenience and experiential shopping, dining and entertainment, which are of local and regional significance with potential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

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.





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.

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.



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.

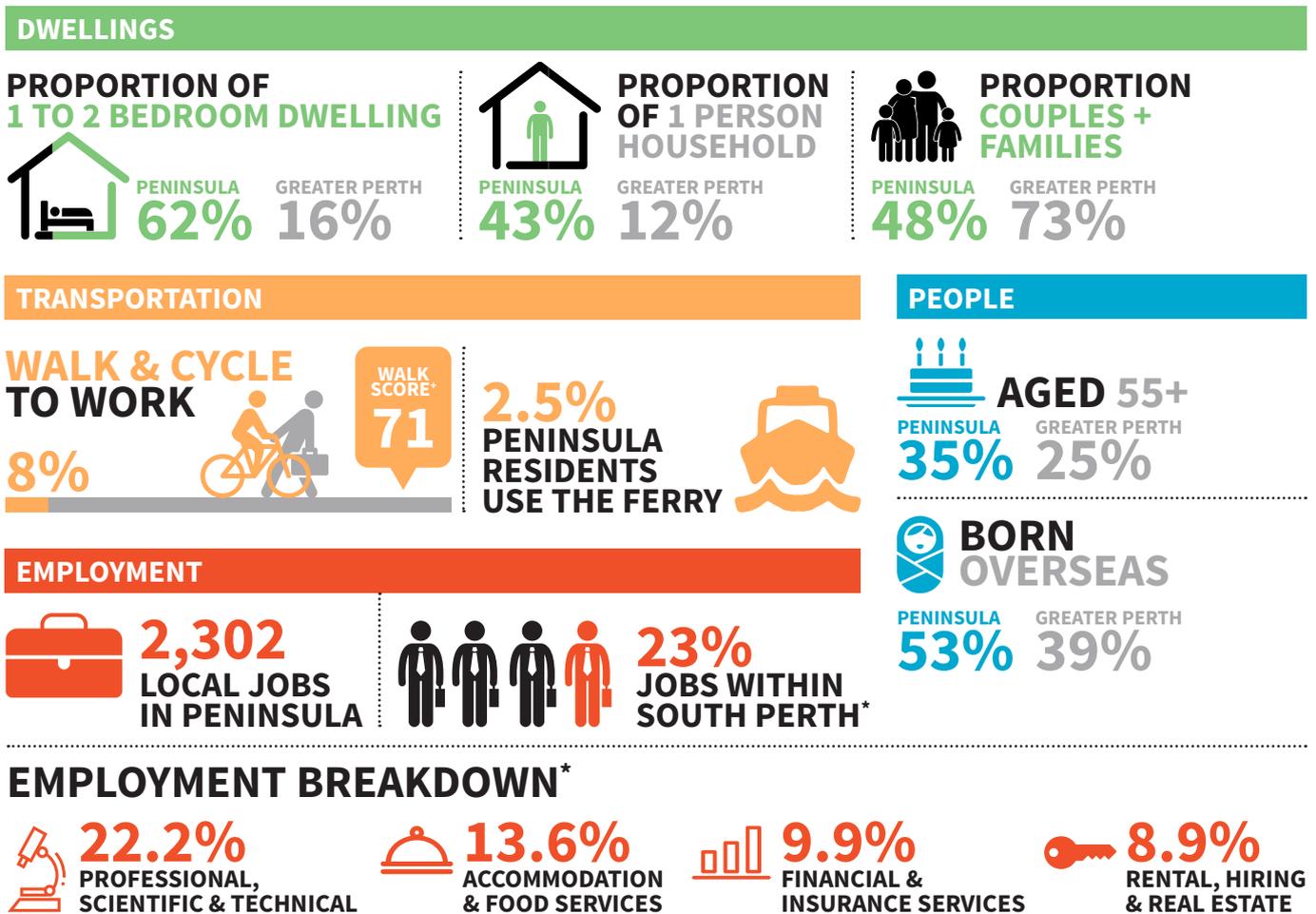
The population of the ACP area has been relatively static over the decade to 2016, with the 2016 residential population of 2,675 residents being largely unchanged since 2006. Census data indicates that the resident population is younger than the Greater Perth average, with 32.3% of residents aged between 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.

**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.

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

- Mainly residential development, reflecting the area's quiet character
- Some small shops and cafés to service local residents

MOVEMENT

- 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

- Similar scale to existing development
- Slim towers that preserve views and daylight
- No street podiums, with landscaped setbacks respecting existing character

PUBLIC REALM

- 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 contents of this plan (including development controls and strategic guidance) address the vision and the goals summarised in Figure 8. Each point generally relates to an “idea” under that goal in the Place and Design Report.

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.



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.

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 15: Building Age



7.2.1 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 May 2018 is summarised in Table 7. Overall, 19 developments have been approved, with 11 progressing to construction as of May 2018.

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 May 2018, 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.

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:

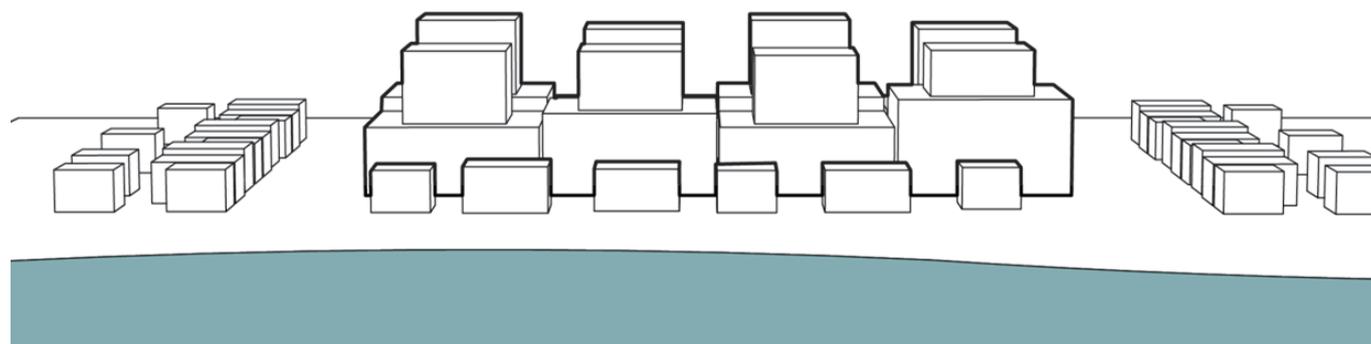
- Buildings can be close together, resulting in limited solar access, reduced privacy, the cumulative effect of apparent bulk on the streetscape, lack of visual permeability, and exacerbated wind impacts at street level.
- Podiums with nil setbacks to all lot boundaries, which can have a high impact 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.

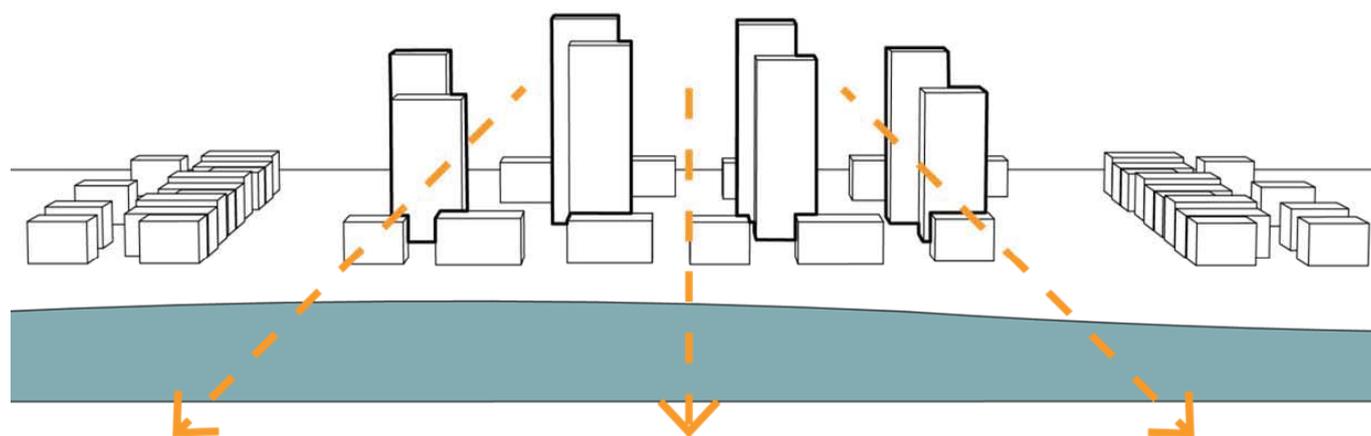
7.3.1.1 Plan Response

- **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 18: 3D Built Form Comparison Highlighting Change in Controls



IMPACT OF BULKY TOWER DEVELOPMENT ON SIGHT LINES



IMPACT OF SLIM TOWER DEVELOPMENT ON SIGHT LINES

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.
- **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.

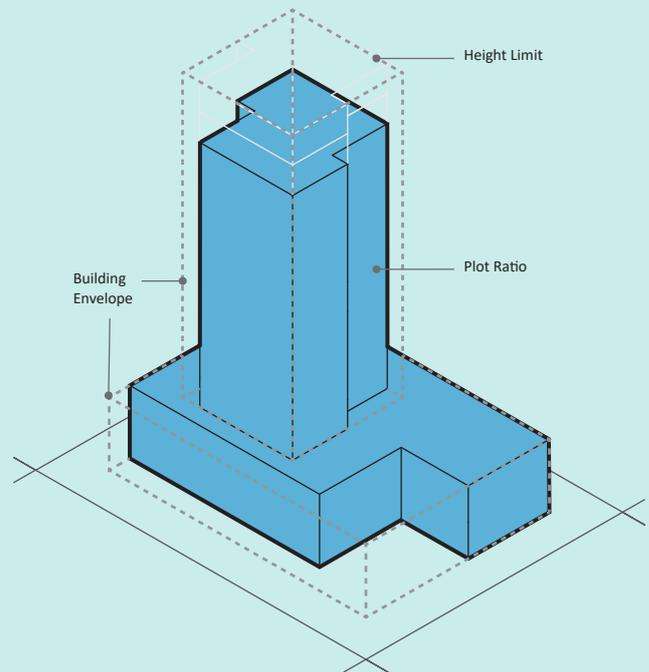
IN DEPTH: HOW DOES PLOT RATIO WORK?

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 20: 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 Bonus development potential, limited by plot ratio:** In selected parts of the ACP area, additional bonus height and plot ratio is permitted. The extent of these additional bonuses is controlled by plot ratio, floorplate size, 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 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

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 21: Recommended Traffic Speed



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.

Table 10: Existing Open Space Typologies

TYOLOGY	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

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 22: Place Audit



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.

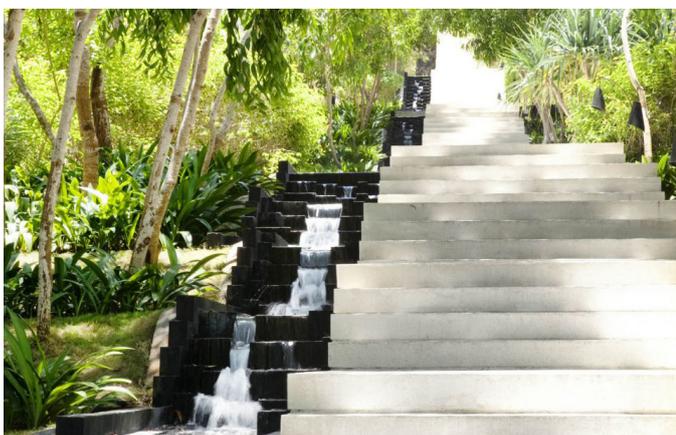
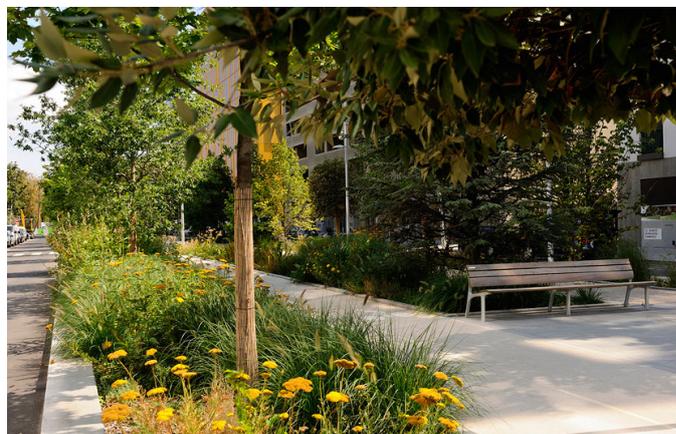
Currently, the ACP area's streets and open spaces do not support and enhance the environmental quality of the area, with limited planting of endemic species and a lack of water sensitive urban design principles in their design.

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.

10.2.7 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.

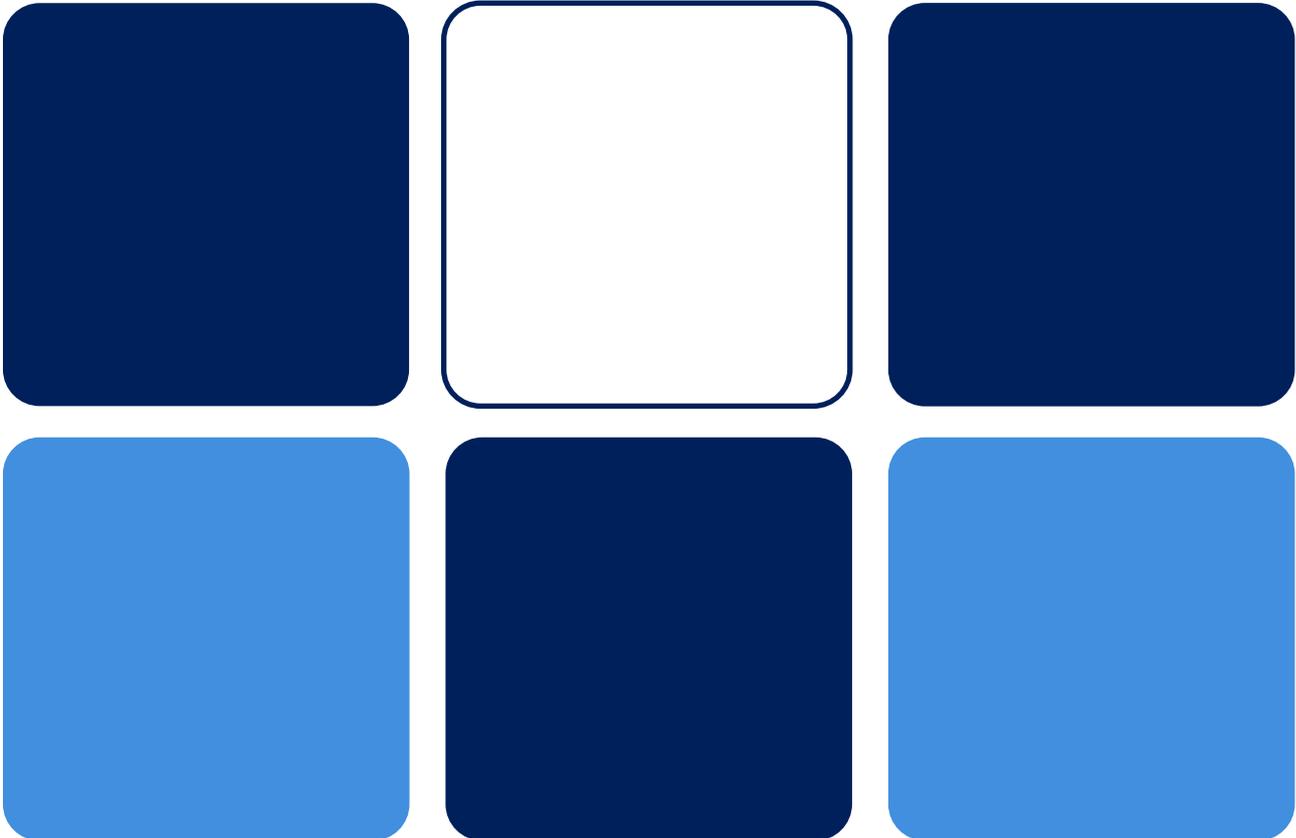
APPENDIX 1

ECONOMIC + DEMOGRAPHIC ASSESSMENT



South Perth Activity Centre Plan

Economic & Demographic Assessment



Document Status

Version	Purpose of Document	Orig	Review	Review Date
Draft v1.0	First Full Draft for Review by Roberts Day	DC	MW	21/12/2017
Draft v2.0	Updated Draft incorporating	MW	AL	05/02/2018
Draft v3.0	Client comments incorporated	AL	MW	26/02/2018
Final v1.0	Final draft including all comments	MW	AL	16/03/2018
Final v2.0	Final incorporating updated modelling results	AL	MW	10/08/2018
Final v3.0	Final incorporating additional amendments	MW	AL	22/08/2018
Final v3.1	Final incorporating minor amendments	MW	AL	27/08/2018

Approval for Issue

Name	Signature	Date
Mark Wallace		27/08/2018

- Draft South Perth Local Housing Strategy (2011)
- South Perth Local Commercial Strategy (2004)
- Directions 2031 and Beyond (2010)
- Draft Perth and Peel @ 3.5 million (2015)

1.5 Glossary and Abbreviations

ACP	Activity Centre Plan
CBD	Central Business District
DAP	Development Application Panels
GFA	Gross Floor Area
GFC	Global Financial Crisis
GLA	Gross Lettable Area
ha	Hectare
PLUC	Planning Land Use Category
SA2	Statistical Area Level 2
SA3	Statistical Area Level 3
SOHO	Small Office, Home Office
SPAC	South Perth Activity Centre
SQM	Square Metres
UWA	University of Western Australia
WA	Western Australia
WAPC	Western Australian Planning Commission

1.6 Geographical Scope

This Assessment focuses principally on the SPAC, as defined in the *South Perth Peninsula Place + Design* report by Roberts Day. The SPAC is defined as the northern portion of the South Perth City Centre, focused primarily on the South Perth Peninsula.

The SPAC encompasses the area bounded by:

- the Kwinana Freeway to the west;
- Angelo Street to the south and the southern boundary of Perth Zoo;
- Onslow street to the east, and
- the South Perth foreshore to the east.



Figure 1 South Perth Activity Centre

2.0 Regional Context

Rapid population growth has transformed Perth into a global city which is home to more than two million people and globally-recognised organisations and attractions. It has been consistently rated within the top ten most liveable cities in the world and has benefited from a wave of migration because of the lifestyle and employment opportunities it presentsⁱ. However, with this growth has come challenges of congestion, affordability and economic potential.

This section summarises the key drivers and trends of the growth in Metropolitan Perth and Western Australia and the implications for the City of South Perth and the SPAC.

2.1 Greater Perth in Context

2.1.1 Perth’s Growth Profile

Prior to 1900, Perth was a small town which grew only with the Western Australian gold rush, with the discovery of gold near Kalgoorlie. Most of the city grew post World War II and, consequently does not have a dense Victorian core similar to the CBDs of the eastern cities. Perth’s population growth has historically been small, and only in 1984 did it overtake the population of Adelaide.

Despite the uncertainties with any population forecast, the Stephenson-Hepburn report in 1955 allowed for 1.4 million residents of the Perth metropolitan region in 2000, a target which proved surprisingly accurate. However, since this time, Perth and Western Australia have decoupled from this long-term trend, with economic and interstate and international migration lifting Perth past two million residents (or 38.9% growth over the past 15 years)ⁱⁱ.

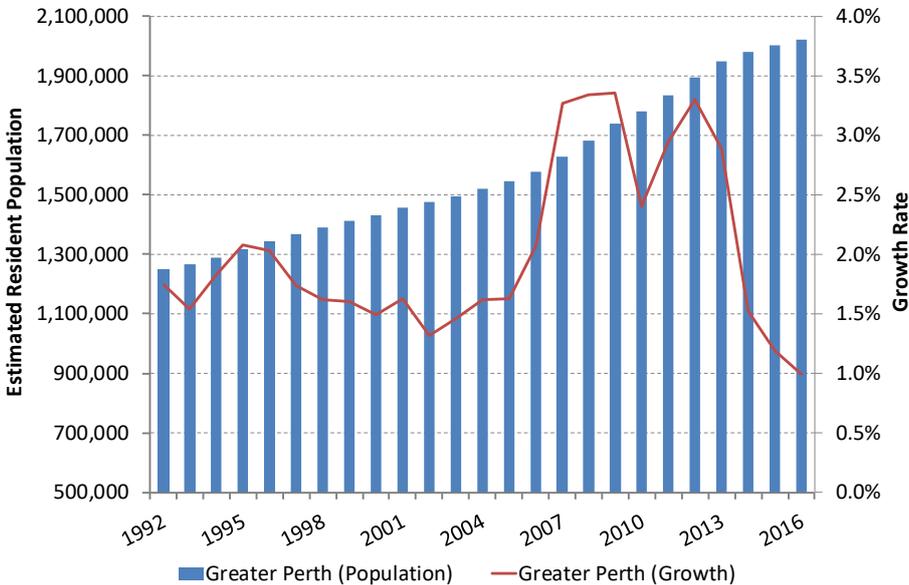


Figure 2 Historical Population, Greater Perth, 1992-2016ⁱⁱⁱ

Recent population growth has been driven principally by a super cycle of investment and construction in the resources sector between 2008 and 2013, which in turn supported historically high wage growth and historically low unemployment rates in the State (they reached a low of 2.7% in 2007 and 3.6% again in 2012).

annum) and the previous 35 years (2.3% per annum), reflecting the larger critical mass of Perth’s urban area and the subsequent slowing in growth rates associated with a larger population base.

Similarly, the sustainability of the recent rate of urban expansion in Greater Perth is increasingly questionable, with planning policies at the State Government levels instead promoting substantial transformation of the city’s inner urban areas over the coming decades^{ix}.

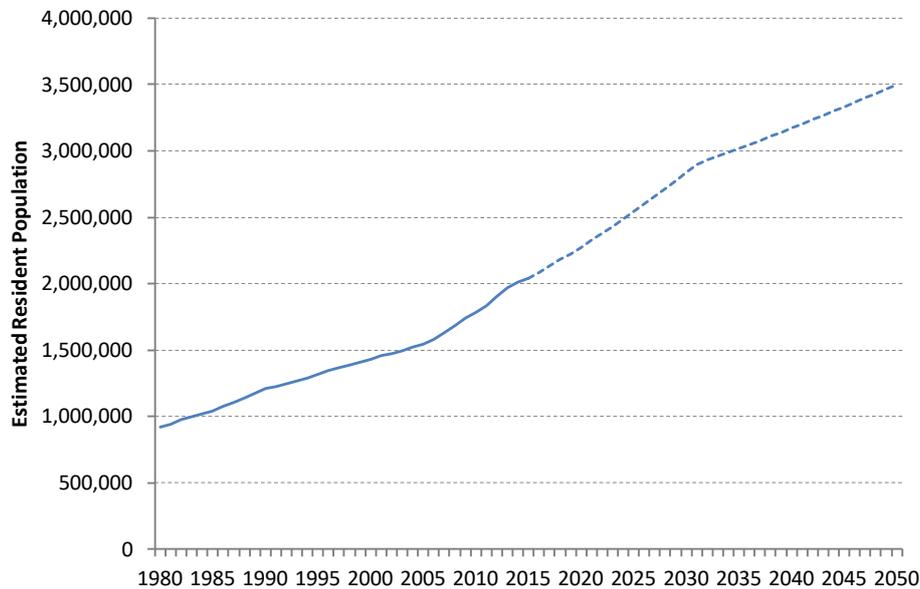


Figure 6 Forecast Population, Greater Perth, 1980-2050^x

Towards a city of 5.4 million residents

Whilst this study reflects the State Government 3.5-million-person target, the Australian Bureau of Statistics’ latest long-term forecasts for Greater Perth demonstrate that the city could grow to between 3.9 million and 5.4 million residents by 2050 because of high levels of migration, especially from overseas, and greater levels of natural population growth^{xi}. For all three scenarios developed, Perth is expected to overtake Brisbane’s population by 2032.

Perth’s future growth will be underpinned by a combination of natural growth and migration. This is important to recognise as natural growth through population ageing, fertility patterns and employment migration, have different drivers and needs which will impact on the potential growth of South Perth.

One of the more significant trends expected to transform Perth over the coming decades is the ageing of the population. The proportion of residents aged 65 and over is expected to increase from 13.1% as of 2015 to more than one in five residents (20.7%) by 2051^{xii}. This trend is already having implications on health and aged service needs and will drive future expansions in aged accommodation and community service organisations.

way that enhances and sustains a high quality of life for new and existing residents, workers, businesses and tourists to the area.

RPS recommends **that the ACP consider the Medium and High growth scenarios** for the preparation of planning controls for the SPAC.

Key Assumptions should include:

- Population of approximately 5,000 residents in SPAC by 2031, rising to between 7,000 and 8,000 by 2041.
- Allowance for approximately 3,000 dwellings in SPAC in 2031, rising to between 4,250 and 4,800 dwellings by 2041.

APPENDIX 2

TRANSPORT + MOVEMENT ANALYSIS

Table 9 Parking provisions Activity Centre.....39



Figure 24 Strava heatmapping for run activities - Activity Centre (source: Strava)

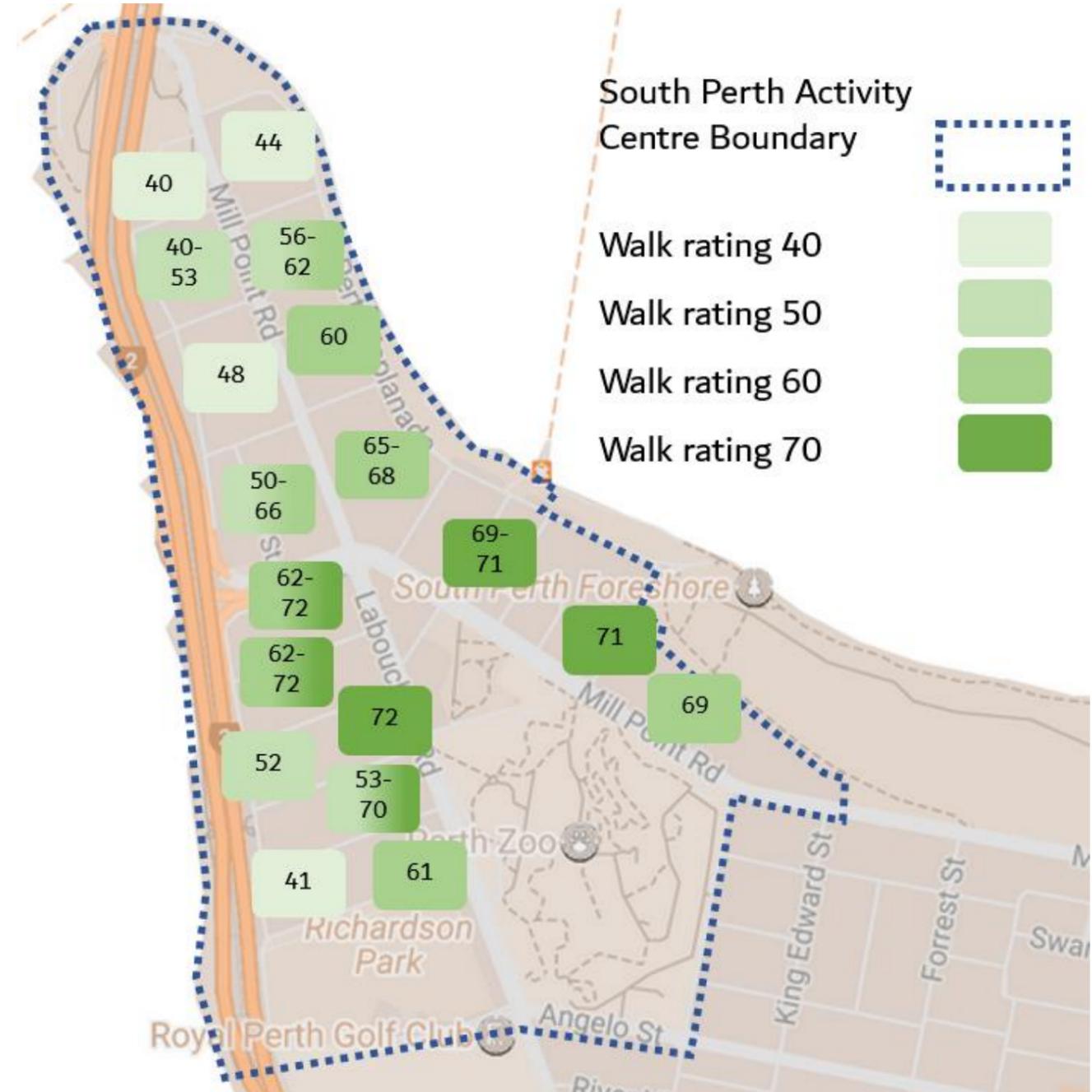


Figure 25 Walkscore bandings - Activity Centre

5. CYCLING

5.1 Cycle Network

The City of South Perth is presently developing a joint Bicycle Plan alongside the Town of Victoria Park to supersede the exiting 2012-2017 Bike Plan. The South Perth Activity Centre area includes two primary shared use paths along the Kwinana Freeway and Swan River (Sir James Mitchell Park). Count sites along these two main routes are permanent locations with data available up to 2015. The year by year average counts for Monday to Friday and Monday to Sunday for the Sir James Mitchell Park location (just to the east of the Activity Centre boundary) are shown in Figure 26 and Figure 27.

These counts show that, during the period from 2011/12 to 2014/15, there was an incremental growth in recorded cycling trips along this path. There was a lower level of growth along the Kwinana Freeway path. Use of the paths also fluctuates between week days and weekends. Figure 27 shows the hourly usage profile of the Sir James Mitchell Park path in 2015. There are two recorded periods, average weekdays and average weekends. Figure 28 sets out the existing cycling network plan.

Whilst the weekday period shows the tidal fluctuation associated with commuter cycling, the weekend average hourly counts show that there is a substantial peak in the morning (associated with casual, recreational trips) but then use tapers off. There is also a higher use of the clockwise path around the Swan River. Overall cycling use in South Perth is dominated by the presence of through commuting cycle trips, rather than more fine grained use of local streets. This is also evident in collated Strava data shown in Figure 29 which indicates the dominance of commuting routes along shared use paths.

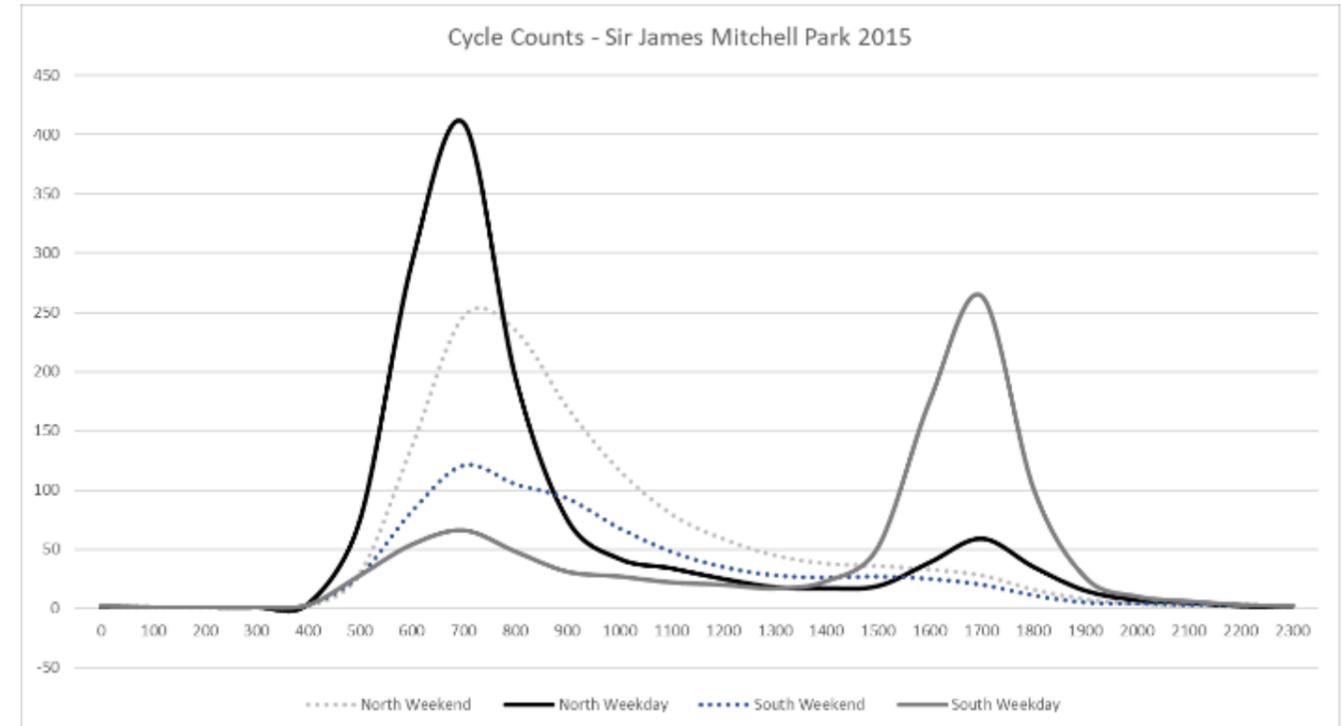


Figure 27 Cycle counts Sir James Mitchell Park 2015 - hourly profile

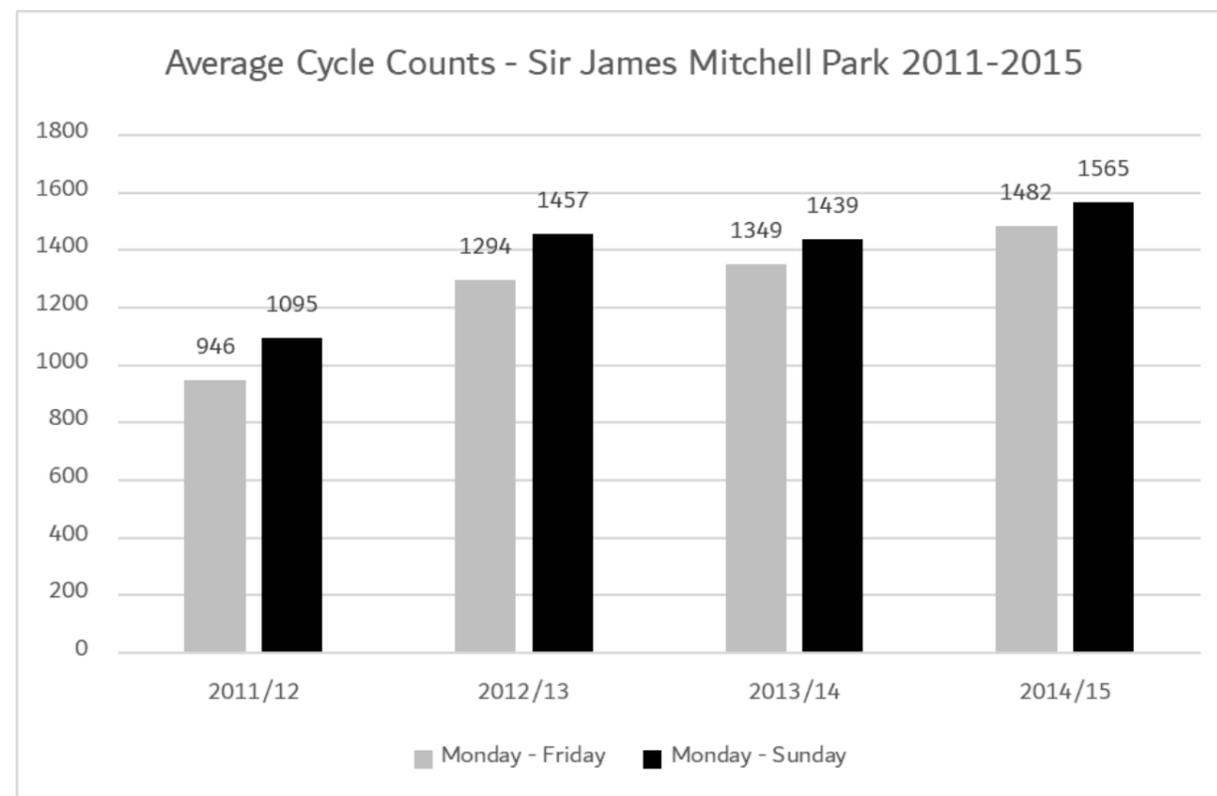


Figure 26 Cycle counts Sir James Mitchell Park 2015

Table 9 Parking provisions Activity Centre

Land Use	Minimum Parking Rate	Maximum Parking Rate	Transport Contribution Requirement for bays over Minimum Provision	Bicycle Parking		Unit of Measure
				Employee	Visitor	
Retail	2	3	50% of the cost of one bay (rates to be determined by Council and indexed)	1 "Class 1" per 100m ² End of trip facilities per Schedule 9A of TPS.6	1 "Class 3" per 100m ²	Per 100m ² NLA
Commercial	2	3	50% of the cost of one bay (rates to be determined by Council and indexed)	1 "Class 1" per 100m ² End of trip facilities per Schedule 9A of TPS.6	1 "Class 3" per 100m ²	Per 100m ² NLA
Residential 1 bed or less	0.75* or consideration of Clause 9.2 of Schedule 9A	1	None	1 space per unit		Per Unit
Residential 2 bed or more	1	2	50% of the cost of one bay (rates to be determined by Council and indexed)	1 space per unit		Per Unit
Residential Visitors	1 bay per 6 dwellings		None, must be provided	1 space per 5 units for visitors		Per 6 dwellings
Other uses not listed	As per Town Planning Scheme No.6 and supporting policies					

8.10.1 Indicator measures – Public Transport

Measure	Element	Indicator	How indicator is achieved
Peak hour bus lanes on Labouchere Rd	Public Transport Infrastructure	Prioritisation of public transport	Supports prioritisation of buses in AM peak hour, increases attractiveness of bus travel and modal shift.
Introduction of high frequency bus services connecting South Perth to other Activity Centres	Public Transport Infrastructure	Prioritisation of public transport	Supports modal shift, reduces travel time between Activity Centres, maximises benefit of on-street bus lanes, makes South Perth more accessible and increase potential for area to be supported by Urban Rail in future.
Support for expansion of ferry network, either public or private	Public Transport Infrastructure	Prioritisation of public transport	Makes South Perth more accessible, increases economic activity, supports use of public transport and consolidates South Perth's unique location as a Ferry hub in Perth.
Intellibus retention	Public Transport Infrastructure	Prioritisation of public transport	Retains unique trial of bus, potential future application in wider area.
Continued support for South Perth Train Station	Public Transport Infrastructure	Prioritisation of public transport	Provides high quality, fast and high capacity public transport service that supports full build out of Activity Centre.

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