

NOTES.

South Perth Station Precinct Reference Group

Meeting Time & Date: 5:30-8pm, Wednesday 29 November 2017

Meeting Location: Reception Room, Civic Centre, Cnr Sandgate St & South Tce, South Perth

Meeting Attendees: Vicki Redden (South Perth Peninsula Action Group), Trevor Hill (CoSP Residents Association), Mal Dempsey (business owner representative), Tanja Juers (business owner representative), Tullio Crisa (Mends Street Trader representative), Chris Pratt (resident), Danni Geers (resident), Benjamin Zeeb (resident), David Hillam (development industry representative), Claire Wright (Perth Zoo), Justin Freind (Old Mill Theatre), Lyle Kenny (WASP Hockey Club) Julius Solomons, Roger Atkinson, Clare McBeath (invited stakeholders who have previously engaged with the City regarding parking in the South Perth Station Precinct) Brenda Brown, Jane Crossley, Michael De Marte, Trish Peart, Kyle Hammond (Mends Street traders) Danielle Cattalini, Elyse Maketic, Charlotte Carlish, Mark Carolane (City of South Perth) Ross Duckham, Zanda Cameron, Natasha Trefry (RobertsDay), Chris Swiderski (Flyt), Tim Connoley (RPS)

Apologies: Kelly Chapman (development industry representative), Cllr Cheryle Irons (CoSP Council), Sarah Liddiard (resident), Vicki Lummer (City of South Perth), Lynn O'Hara (South Perth Historical Society)

Meeting notes

Please also refer to the attached presentation slides.

1. Welcome and meeting opening

Elyse Maketic (Manager Strategic Planning, City of South Perth) opened the meeting and acknowledged the traditional owners of the land.

Introduction of the project team from RobertsDay, RPS and Flyt.

Planning is an evolving practice and there has been a lot of change since the South Perth Station Precinct Plan was prepared in 2010. The Place and Design project (completed in the first half of 2017) examined the planning and development of the area, with involvement from stakeholders. The current Activity Centre Plan project builds on that work.

2. Project overview

Zanda Cameron (RobertsDay) introduced the Activity Centre Plan project:

- Formation of the Reference Group and preparation of an Activity Centre Plan were recommendations of the Place + Design Report, which was noted by Council in June 2017
- First half of the meeting will be presentations from the consultants. Information presented will inform preparation of the Activity Centre Plan. Second half of the meeting will be questions and discussion.
- Planning and design work is based on the Place + Design project, and will be refined and updated based on the transport and economic inputs and further investigations still to be undertaken.
- Purpose of this meeting is to:
 - o provide an overview of the Activity Centre Plan project, including process and timeline;
 - o explanation of what an activity centre plan is and what it will include;
 - o recap of the outcomes of the Place + Design project;
 - o presentation of the new transport and economic work; and
 - o discussion and feedback.

3. Activity Centre Plan – approach & objectives

Ross Duckham (RobertsDay) outlined the consultants' brief:

- Prepare an Activity Centre Plan (ACP), based on the outcomes of the Place + Design study
- An ACP provides strong guidance for decision-making, allows discretion and flexibility on some matters, and further explanation and rationale.
- The ACP is to be:
 - o **Visionary**, raising aspirations and providing a vehicle for consensus building
 - o **Deliverable**, taking into account likely implementation and delivery routes
 - o **Flexible**, providing the basis for negotiation and change over time
 - o **Participatory**, reflecting input from a range of stakeholders
- Non-negotiables, which the ACP must reflect, include:

- South Perth is classified by the State Government as a District Centre and is opposite the Perth CBD. We need to expect density and growth.
- The Department of Planning has indicated that the Western Australian Planning Commission will not accept a blanket cap on heights. We need to be smart about how we address that.
- Work to date:
 - Place + Design study and recommendations, developed through a process with stakeholder engagement and noted by Council. Concepts and principles will guide the preparation of the ACP, including character areas (precinct based approach), tiered approach to height bonuses, public benefit to invest in public realm.
 - Transport and economic assessments completed following the Place + Design study
- Project timeline: draft Activity Centre Plan anticipated to be available for public comment in May 2018
- Stakeholder engagement plan:
 - a range of stakeholders will be involved in preparation of the ACP, including a public advertising process anticipated to begin in May 2018
 - The role of the Reference Group is to share information with other groups in the community and with the City. May also be used as a focus group to discuss ideas before the ACP is finalised.
 - A broad range of views will be expressed by stakeholders and the project team will try to make balanced recommendations in light of those views.
 - Views should be supported by reasoning, to help the team develop a well thought out plan.

4. South Perth Activity Centre Plan overview

Ross Duckham (RobertsDay) and Elyse Maketic (City of South Perth) provided an overview of the Activity Centre Plan:

- ACP area includes Richardson Park, the Zoo and the Mill Point Peninsula. This is the same study area as for the Place and Design study. Covers catchments 800m from ferry and future train station. Important to note that not all areas within the boundary will change in terms of planning controls, but it is important for considering streetscapes and distributing public benefit to include the entire area.
- ACP works in conjunction with the Town Planning Scheme to guide development

- Also works with other plans and policies to influence community infrastructure, public realm, parking and infrastructure
- ACP is given due regard in decision making, so provides some flexibility to enable quality development. Some provisions will be included in the Town Planning Scheme where greater certainty is required. A town planning scheme amendment will be initiated after the ACP is approved.
- ACP provides rationale and background to inform the design of developments and decision making during the approvals process.
- An ACP is required to be prepared for District Centres under the state planning framework.
- Preparation of Activity Centre Plans is guided by the State Planning Policy 4.2 Activity Centres for Perth and Peel. This policy sets out what is to be included in an ACP and sets benchmarks and targets for planning.
- The State Government is responsible for approving activity centre plans.
- Activity Centre Plans can be amended if required and must be reviewed on a regular basis.

5. Overview of the Place + Design Report

Zanda Cameron (RobertsDay) presented an overview of the Place + Design report (available [here](#)):

- The ACP will build on the vision and goals set out in the Place + Design report
- The goals are set out in the presentation (slides 21-25), with green dots being addressed by the ACP, orange dots partially addressed, and red dots not addressed. Those ideas marked as amber or red remain important to the precinct, and other policies or mechanisms will be used to implement them, rather than the Activity Centre Plan.

6. Economic assessment

Tim Connoley (RPS) presented the results of the economic assessment that will inform the Activity Centre Plan:

- Perth has a young and growing population
- State Government has to plan for growth, local government should try to ensure growth is beneficial
- The economic assessment focusses on the “activity” in the area, to inform the built form

- State Planning Policy 4.2 provides requirements for diversity and intensity of activity, residential density, employment and office floorspace
- The activity centre has relatively low amount of retail and high amount of commercial
- Local economy is mainly day time, with little activity in the evening
- Approximately 25% of dwellings are unoccupied
- Office based employment is the largest category in the area
- Employment and residential population has been declining in the study area
- Office floorspace is comparable to Leederville and Highgate
- Trends that will affect planning:
 - o State Government infill targets aim to make better use of existing infrastructure
 - o There are limited health and aged care services in the study area
 - o Visitation (tourism) has potential to drive retail growth
- Future scenarios:
 - o Growth in number of residents
 - o Growth in number of visitors
 - o Growth in employment, retail choice and services

7. Transport assessment

Chris Swiderski (Flyt) presented the results of the transport assessment that will inform the Activity Centre Plan:

- A lot of work has been done to analyse, model and plan for traffic and parking in the precinct
- The transport assessment brings that work together to tell the story in a coherent way
- Streets are not just for movement, they are part of the community and important public space
- State Planning Policy 4.2 objective: Maximise access to activity centres by walking, cycling and public transport while reducing private car trips.
- Census data is for the entire City of South Perth, not just the ACP area

- Ferry patronage has increased due to Elizabeth Quay

8. Questions and discussion

ECONOMICS

QUESTION: Have Tim and/or Chris met with or briefed other City officers? Much of the information they presented contradicts advice received from the City.

ANSWER: The City has an internal project working group to share information as part of this project.

QUESTION: Does the analysis account for dwelling diversity provided outside of the activity centre? Very different housing is provided in neighbouring suburban areas.

ANSWER: State Planning Policy 4.2 sets dwelling diversity targets that apply to the activity centre only. But the analysis applies to a broader area.

QUESTION: Does the State Government dwelling target of 8,300 new dwellings apply to the activity centre/station precinct or the entire City of South Perth?

ANSWER: The target applies to the entire City of South Perth.

QUESTION: Is there a way for the City of South Perth to help fund the train station? For example could the City contribute funds to pay for the roof?

ANSWER: This is outside of the scope of the ACP but the City is discussing potential value capture mechanisms with the relevant Ministers. Stations are currently funded through general revenue but the State Government is investigating value capture as part of the MetroNet project.

QUESTION: Do we need to cater for all of the population growth in the Peninsula area, or is it better to spread across the whole of South Perth?

ANSWER: The State Government's planning document *Perth and Peel @3.5 Million* sets population growth targets for all local governments (City of South Perth's target is 8,300 additional dwellings by 2050). In addition, State Planning Policy 4.2 Activity Centres for Perth and Peel sets targets for residential density within activity centres. The City needs to comply with these documents in planning for the South Perth Activity Centre.

The City is currently preparing a Local Planning Strategy, which will provide strategies for managing growth across the whole local government area. This document will be released for public consultation in early 2018.

COMMENT: Regardless of what the State Government want to see, the Council should be responding to the community and making changes. The effects on people and events should be planned as well.

RESPONSE: The ACP focusses on the built environment, but the City is also planning events and place making initiatives in the area. This is important to support economic growth and local businesses.

COMMENT: Many people are concerned about building height and don't trust the approval authorities to adequately enforce the rules.

RESPONSE: The ACP will provide more guidance for decision making than is currently in the town planning scheme.

TRANSPORT

COMMENT: There is an opportunity for innovative value capture methods to help fund the train station. For example, extra rates from development could go towards funding the station.

RESPONSE: The City is discussing options for the train station with the relevant State Government ministers.

QUESTION: Why is there a focus on the train station? A large part of the catchment is the river, and the Esplanade Station is closer to the northern end of the Peninsula.

ANSWER: There is provision for a train station at the end of Richardson St and it is important to plan for the possibility that a station will be constructed there. It is also important to consider other public transport infrastructure, economic issues, public space and desired built form, and the ACP will include this.

COMMENT: The transport information presented tonight is different to other information that community members have seen. Information needs to be consistent

RESPONSE: The transport presentation will be provided with the notes of this meeting and the report will form an appendix to the ACP. The ACP will also set targets for transport by different modes, to provide choices in the future.

COMMENT: 80% of zoo visitors use the car to get to the site. Therefore need to still accommodate parking in a dedicated facility or convenient location.

QUESTION: How will baselines be set for parking in the ACP, both with a train station and without?

ANSWER: Guided by State Government policy, including Design WA and State Planning Policy 4.2. Targets will also be reviewed over time.

BUILT FORM

QUESTION: What needs to be provided in return for additional building height?

ANSWER:

- Podiums should not cover the entire site and high rise should be narrow to retain some public realm
- Can't compensate people if their amenity is destroyed by a new development nearby
- Rules need to be properly administered and enforced
- Should have a blanket height limit (noting that the State Government has indicated that this will not be accepted)
- Affected individuals should be directly compensated
- Discretion needs to be controlled, reasonable and transparent
- Tiered, precinct-based approach to height control
- Not just height – bulk and scale are also important
- Should retain trees and green space

- Maintain the feel and appearance of the suburb
- Support other strategies such as the Urban Forest Strategy

QUESTION: How is the transition between different planning schemes managed?

ANSWER: Buildings approved under the old scheme need to be considered when reviewing the scheme and provisions in the old scheme also need to be taken into account. However town planning schemes must be regularly reviewed to remain up to date.

QUESTION: Does parking have to be above ground because of groundwater issues?

ANSWER: Not necessarily. Different piling methods can be used depending on the site and the cost. It's a trade-off between the cost of the basement and the size of the building.

COMMENT: In 23 planned developments in the precinct there is parking for 4000 cars. This will cause issues with congestion and poor road networks.

RESPONSE: Traffic and parking are key issues for the ACP and require ongoing management.

QUESTION: Has Council disregarded the ACP already? The Council is already going ahead with the Connect South project.

ANSWER: Council has not disregarded the ACP. The Connect South project is already underway and is part of implementing the City's South Perth Foreshore Strategy and Management Plan. Windsor Park, the foreshore and Mends St are important public spaces and will be considered in the ACP.

QUESTION: Are there ways to divert regional traffic?

ANSWER: If regional traffic were diverted the road would still fill due to growth of the city. People find the best route for themselves and will use a different route if an area is congested.

COMMENT: Public space around new buildings should be high quality, like Cloisters and Woodside Plaza in the Perth CBD.

QUESTION: Is there capacity for more hotels to encourage visitation? There are currently short stay apartments.

ANSWER: The ACP can allocate land uses and it is likely that hotels will be allowed in some locations.

QUESTION: Is there an option to close Mends St to traffic?

ANSWER: Cannot be closed as it helps to distribute traffic effectively and also supports local businesses.

COMMENT: Footpaths should be wide to encourage alfresco dining and create walkable and attractive streets for residents.

Attachments

Notes written on posters during the evening

- Meet with the Council officers
 - Key findings contrary to office views e.g.
 - Tourism
 - TSP Growth
 - Visitation
- Dwelling diversity - 500m outside boundary is different diversity + density
- How can we make the train station **happen**
- Density targets City vs. ACP
- Visual considerations – density across the City (LPS)
- Improve occupancy rates to reach targets
- What is happening with ‘Place Making’
- Council can think about ‘value’ capture
 - Additional rates: use as form of value capture model
 - Council can take lead
- Why are we so focused on train station?
- Chris’ info is totally different to other ‘data’ – need consistent thinking
- speed limits on Labouchere Rd past the Zoo should be decreased to 50kms/hr and down to 40kms/hr on Mill Point Rd in the Mends St area
- Podiums an issue
- Compensating loss of amenity? Can’ t do it?
 - Overshadowing – Traffic
- Are scheme rules being administered?
- Compensating individuals – needs a formula by the State
- Control the discretion – transparency needed
- Find a way to manage WAPC requirement
- Work done in Place & Design Report on height
 - Narrow building, podiums, overshadowing
- Urban Forrest Strategy and tree retention
- Transition of plans/rules over time > in ACP
- Parking and ground water – basement parking can be done, but expensive; Geotech – clay layer
- Parking – 4000 bays in 23 proposals with approval
- Connect South – connecting with ACP
- Square at Windsor Park – anchor?
- Mill Point/Labouchere Rd intersection - roads as barriers
- Adding access to freeway = increased traffic
- Road works on Mends Street & Labouchere Road – people find another way
- If podiums – need an excellent public realm – like Woodside building
- Issues of through traffic in precinct
- Short term accommodation
- Traffic on Mends Street & Harper Terrace – one-way or closed? (closed now off the cards) - Redesign?
- Wide footpaths and alfresco
- Make comment on Connect South



SOUTH PERTH ACTIVITY CENTRE PLAN

stakeholder presentation

RobertsDay
planning.design.place





WELCOME
ELYSE MAKETIC
MANAGER, STRATEGIC PLANNING
CITY OF SOUTH PERTH



ZANDA CAMERON

PRINCIPAL,
ROBERTSDAY

AGENDA

WELCOME

PURPOSE

ACTIVITY CENTRE PLAN - APPROACH + OBJECTIVES

ECONOMY - OVERVIEW + QUESTIONS

TRANSPORT - OVERVIEW + QUESTIONS

FEEDBACK + DISCUSSION

WRAP UP

PROJECT OVERVIEW

IMPORTANT NOTE

This project is currently a work in progress. As such, materials presented and ideas discussed here are indicative and draft, and should not be interpreted as confirmed or final.

OUR BRIEF

PLACE + DESIGN STUDY

Stakeholder-supported vision for future



ACTIVITY CENTRE PLAN

Codify and implement P+D recommendations



PLANNING SCHEME, COMMUNITY NEEDS, COUNCIL POLICIES

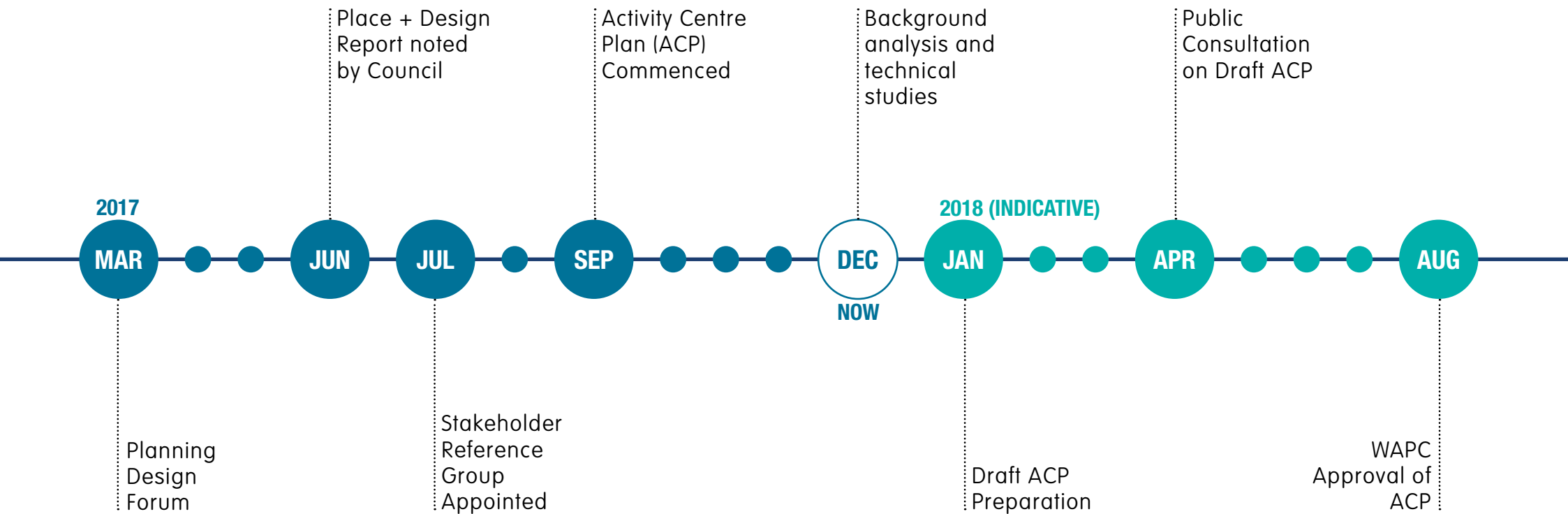
Complimentary changes to planning framework

DELIVERABLES

- Implement Place and Design Report recommendations
- Reflect stakeholder aspirations
- Deliver an ACP that is:
 - Visionary
 - Deliverable
 - Flexible
 - Participatory



PROJECT TIMELINE



ENGAGEMENT ROADMAP

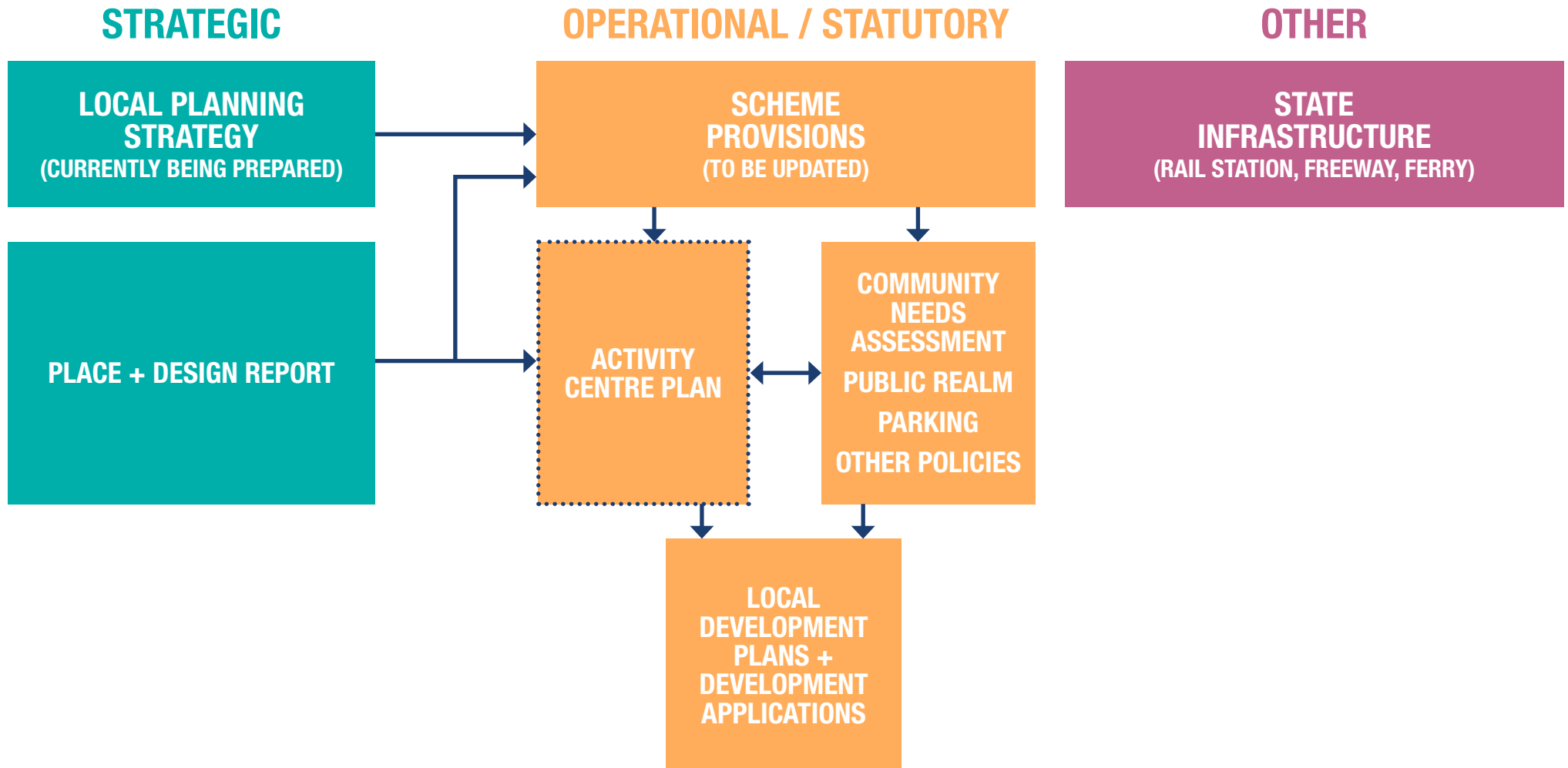
STAKEHOLDER	ENGAGEMENT	INDICATIVE TIMEFRAME
Place and Design Report	Stakeholder Workshops, PDF & Open Day	Feb-May 2017
City of South Perth Staff + WAPC	Project meetings	Throughout Process
State Government Agencies	Agency workshop	Jan 2018
City of South Perth Council	Councillor workshop	Feb 2018
Stakeholder Reference Group	At least two meetings	Nov 2017, Feb 2018
Community Stakeholders	Drop in sessions Public advertising	May 2018
All Stakeholders	Feedback via email: enquiries@southperth.wa.gov.au	Throughout Process

ACTIVITY CENTRE PLAN OVERVIEW

ACTIVITY CENTRE PLAN AREA



PLANNING HIERARCHY



WHY AN ACTIVITY CENTRE PLAN?

WHAT IS AN ACTIVITY CENTRE PLAN?

WHAT WILL IT/ WON'T IT COVER?

PLACE + DESIGN REPORT

A group of approximately 15-20 people, mostly men in business casual attire, are standing on a brick-paved sidewalk. They are looking towards a green overhead highway sign that reads 'Freeway ONLY' with a blue arrow pointing right. The scene is outdoors, with lush green trees and foliage framing the top and right sides. In the background, a traffic light shows a red light, and a silver SUV is visible on the road to the left. A 'SALE' sign is partially visible on the right. The overall atmosphere is that of a public consultation or community meeting.

SOUTH PERTH PENINSULA PLACE + DESIGN REPORT

May 2017

STAKEHOLDER EXPECTATIONS

KEY STAKEHOLDER MESSAGES

A series of key messages emerged from stakeholders during the engagement process as being important to consider in managing change in the Peninsula.



KEY LOCATION

Regonise the elevated status of South Perth in Perth's future as a key activity centre



TOURISM DESTINATION

Revitalise and coordinate South Perth's exceptional tourism assets like Perth Zoo and strengthen links to Elizabeth Quay and Kings Park



REAL COMMUNITY BENEFITS

Ensure development contributes needed civic infrastructure and facilities to support a growing population



LIFESTYLE CHOICE

Provide housing, employment and activity options for people of all ages, family structures and incomes



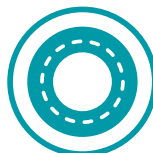
SUSTAINABLE LIVING

Ensure environmentally friendly outcomes through sustainable development and green infrastructure



DESIGN EXCELLENCE

Provide exceptionally-designed development in the right places, with sensitive interface between new and old buildings



EASY ACCESS

Address parking and traffic congestion issues and deliver enhanced train, bus and ferry services



STRONG ECONOMY

Plan land uses to support new commercial development where economically viable, whilst supporting local businesses and attracting jobs



INFRASTRUCTURE TO SUPPORT GROWTH

Integrate planning with upgrades to transport, education, servicing and other vital infrastructure



COMMUNITY PARTICIPATION

Embed stakeholders in the planning and design process to enable people to have a say in all key decisions



CHARACTER AREAS

Retain the area's authentic sense of place by strengthening and enhancing areas of distinct character across the wider Peninsula



GREAT STREETS AND SPACES

Revitalize and activate the public realm to create green, useable and enjoyable places for community interaction with a focus on pedestrians and cyclists

VISION

A distinctive residential neighbourhood, city centre and tourism destination that is shaped by its connection to nature, unique assets, distinctive buildings, and future-forward approaches to sustainable living.

Its lively epicentre and pedestrian friendly, tree-lined streets connect locals and visitors to its diverse businesses, transport nodes and local heritage.



GOALS



GOAL 1

DELIVER A ROBUST PLANNING FRAMEWORK

Reshape current processes to establish a comprehensive framework which better responds to stakeholder expectations around liveability and integrated place, design and planning outcomes.



GOAL 2

IMPROVE MOVEMENT & CONNECTIVITY

Improve movement and access within the Peninsula through a comprehensive approach to traffic and parking management which encourages a modal shift towards walking, cycling and public transit.



GOAL 3

ENHANCE STREETS & GREEN SPACES

Improve the Peninsula's network of streets and parks to strengthen its unique spaces and amenities, maximize usability and recreational opportunities and support ecological sustainability.



GOAL 4

ENCOURAGE RESPONSIVE DEVELOPMENT

Ensure that new development better relates to its context, complements local character and minimized impacts on existing buildings.

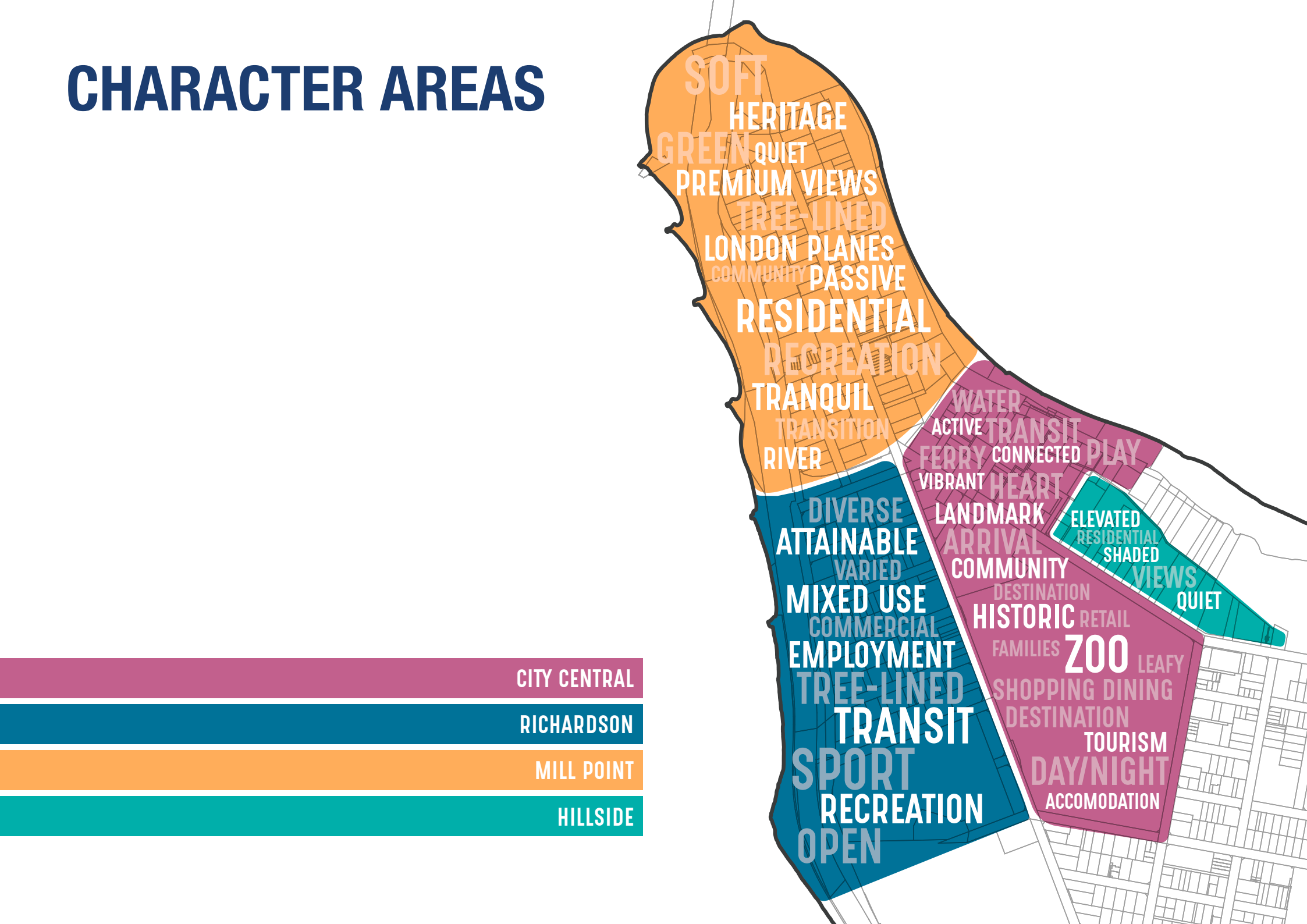


GOAL 5

CREATING PLACES FOR PEOPLE

Reposition the Peninsula as a destination of choice by enhancing local identity, delivering community amenities and reinvigorating key assets and destinations.

CHARACTER AREAS





GOAL: DELIVER A ROBUST PLANNING FRAMEWORK

IDEA 1:

Collaborate closely with all stakeholders through implementation of a renewed vision for the precinct

IDEA 2:

Implement a comprehensive planning framework that develops an overarching plan for the entire Peninsula area

IDEA 3:

Deliver community amenities and facilities to meet the diverse needs of residents and visitors



GOAL: IMPROVE MOVEMENT & CONNECTIVITY

IDEA 4:

Holistically address regional traffic congestion, in partnership with key stakeholders

IDEA 5:

Achieve a fully-integrated public transit network, and promote a modal shift from driving to walking, cycling and public transit

IDEA 6:

Deliver a forward-looking, sustainable approach to car parking

IDEA 7:

Renew efforts to deliver the South Perth train station



GOAL: ENHANCE STREETS & GREEN SPACES

IDEA 8:

Holistically address the design of the Peninsula's public realm

IDEA 9:

Improve the design and usability of the Peninsula's streets

IDEA 10:

Strengthen the functionality and value of the Peninsula's parks and open spaces

IDEA 11:

Supplement the public realm with privately-owned public open spaces



GOAL: ENCOURAGE RESPONSIVE DEVELOPMENT

IDEA 12:

Establish a clear representation of the Peninsula's desired future urban form

IDEA 13:

Promote building forms and character that are contextually appropriate

IDEA 14:

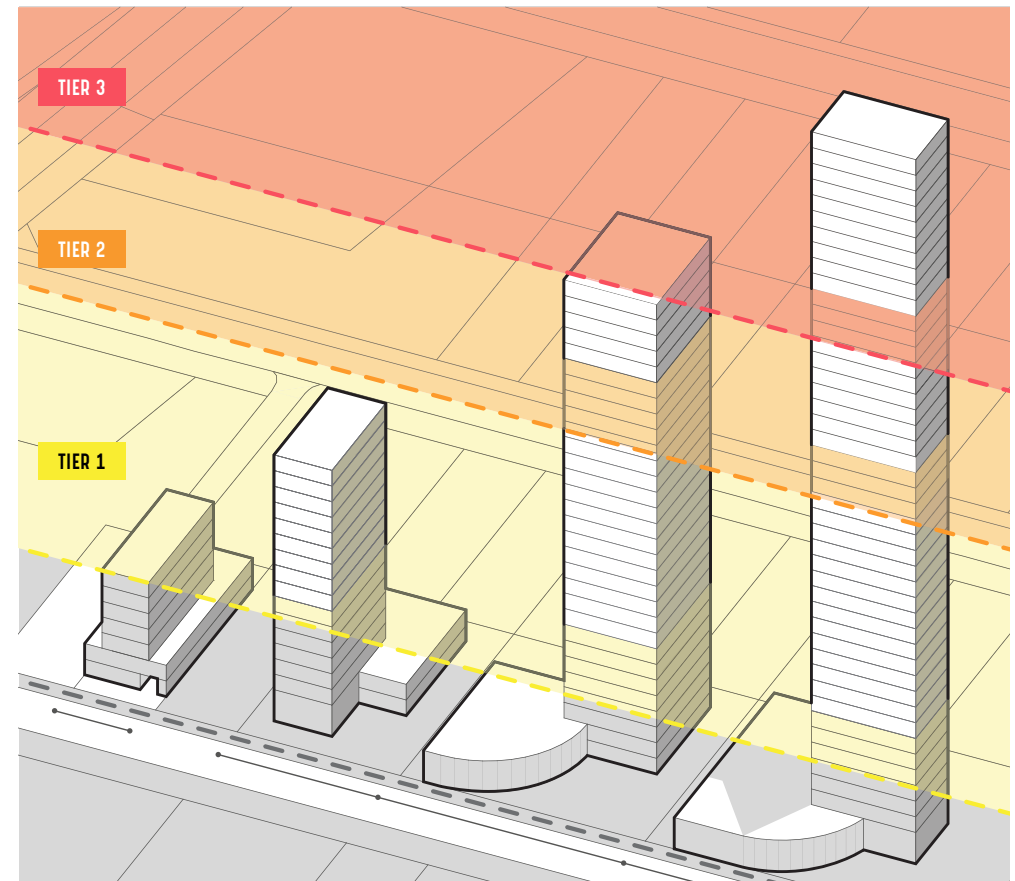
Ensure that new development respects adjoining buildings and public spaces

IDEA 15:

Appropriately respond to the public realm at street level

IDEA 16:

Deliver sustainable and adaptable built form



GOAL: CREATE PLACES FOR PEOPLE

IDEA 17:

Create a strong local identity and areas of distinctive character

IDEA 18:

Integrate and showcase heritage assets and stories

IDEA 19:

Adopt a strategic, place-led approach to the management and activation



ECONOMY

TRANSPORT

FEEDBACK + DISCUSSION ON ECONOMY



FEEDBACK + DISCUSSION ON TRANSPORT



DISCUSSION ON BUILT FORM

GENERAL DISCUSSION ON ACTIVITY CENTRE PLAN

NEXT STEPS

- Further analysis & development of Draft Activity Centre Plan
- Stakeholder engagement – Jan /Feb 2018
- Public advertising - May 2018
- Ongoing feedback via email: enquiries@southperth.wa.gov.au



KEY IDEAS

PREPARE A PUBLIC REALM FRAMEWORK FOR THE PENINSULA

ESTABLISH A 'GARDEN STREET' TYPOLOGY FOR PRIMARILY RESIDENTIAL AREAS

ESTABLISH A 'MIXED-USE STREET' TYPOLOGY FOR DIVERSE AREAS WITH VARIED USES

REINVENT WINDSOR PARK AS THE GREEN HEART OF THE PENINSULA

CONTINUE TO RENEW AND UPGRADE THE SOUTH PERTH ESPLANADE AS A KEY TOURISM ATTRACTION

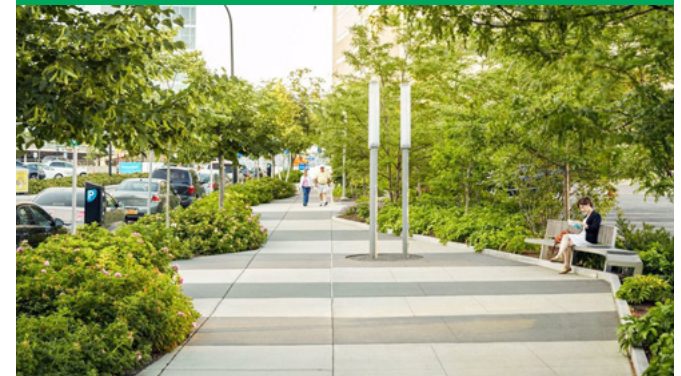
ESTABLISH MID-BLOCK GREEN LINKS THROUGH DEVELOPMENT SITES

ENCOURAGE THE CREATION OF URBAN PLAZAS AND POCKET PARKS AT KEY LOCATIONS

MID-BLOCK GREEN LINK



GARDEN STREETS



MIXED USE STREETS



WINDSOR PARK



KEY IDEAS

REVISE HEIGHT LIMIT CONTROLS TO GIVE GREATER CERTAINTY AROUND THE APPLICATION OF DISCRETION

ESTABLISH GUIDING PRINCIPLES FOR OVERALL SKYLINE FORM

PROMOTE SLENDER TOWER FORMS THROUGH FLOORPLATE SIZE AND ORIENTATION

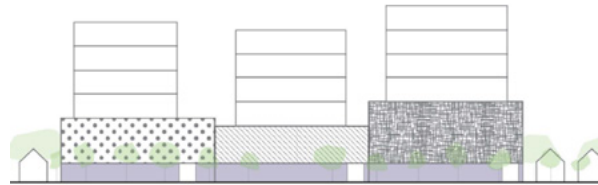
LIMIT THE USE OF PODIUM STRUCTURES

PROVIDE CLEAR GUIDANCE TO PROMOTE ARCHITECTURAL RESPONSES AND DESIGN EXCELLENCE

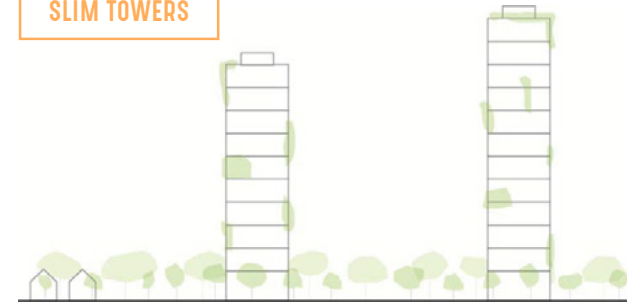
DESIGN NEW BUILDINGS TO RETAIN VIEWS AND PRIVACY FROM EXISTING BUILDINGS

REQUIRE GREATER SEPARATION DISTANCES BETWEEN TOWERS TO PROTECT RESIDENT AMENITY

BULKY TOWERS

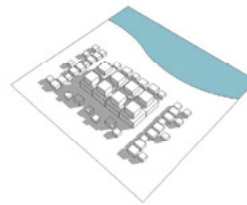


SLIM TOWERS

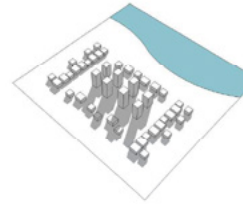
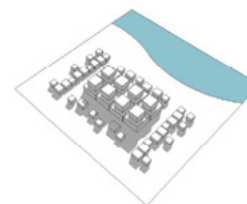
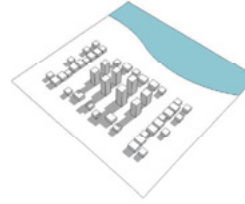
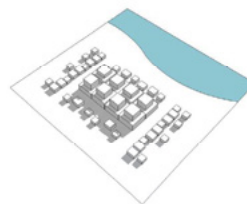
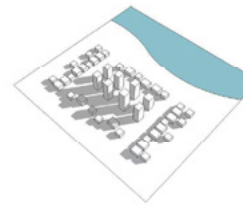


AGGREGATE VISUAL IMPACT OF TOWER FORM

BULKY TOWERS

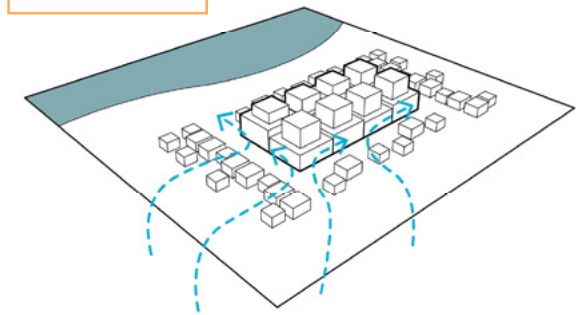


SLIM TOWERS

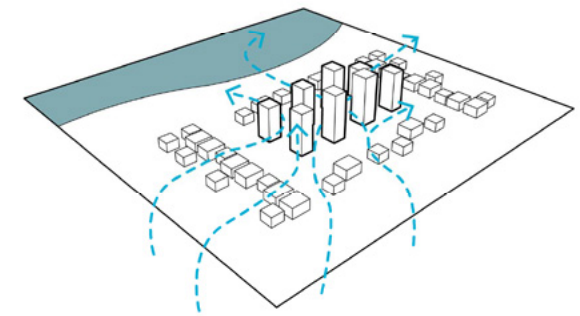


IMPACT OF TOWER FORM ON OVERSHADOWING

BULKY TOWERS



SLIM TOWERS



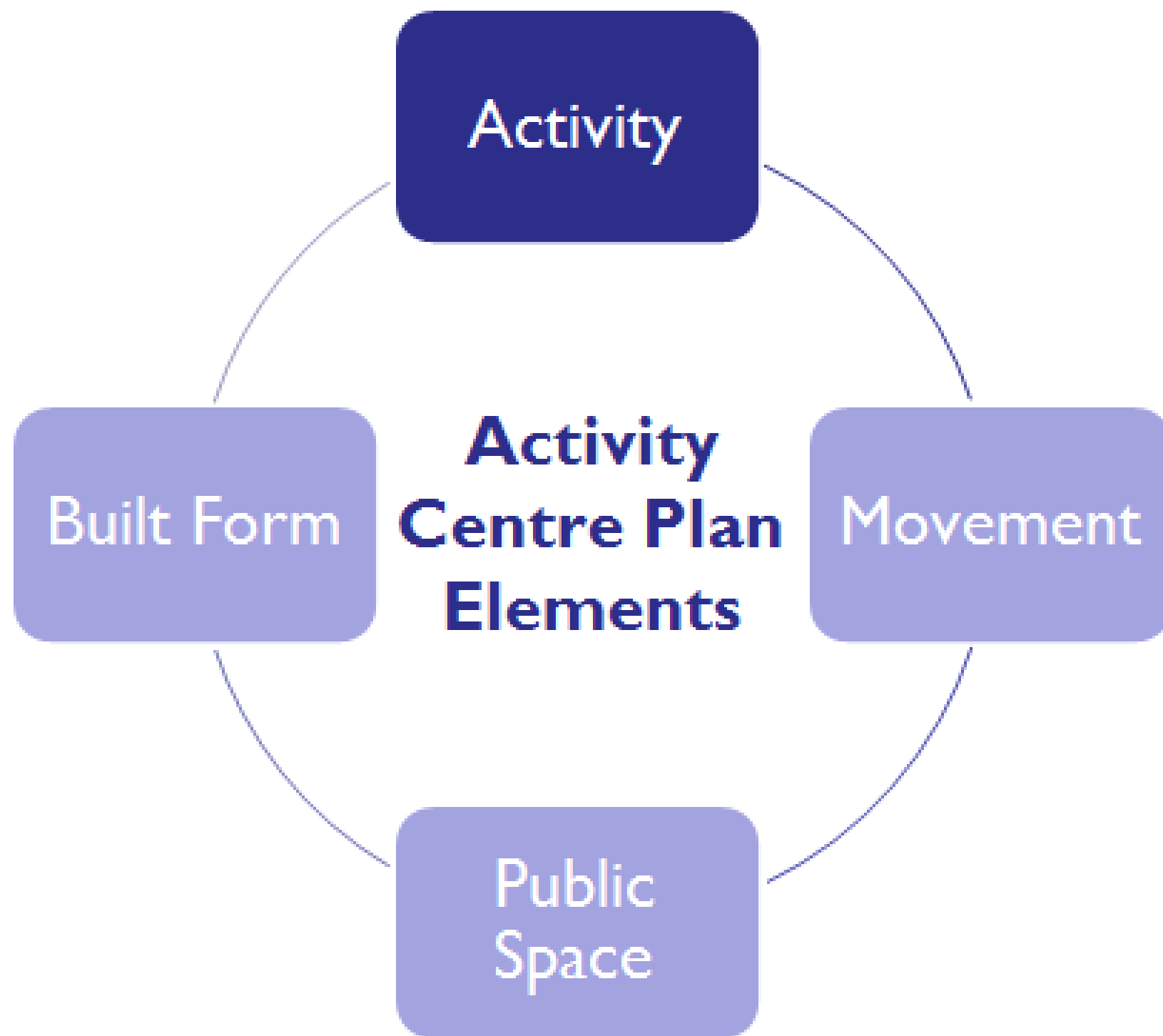
IMPACT OF TOWER FORM ON VIEWS AND WIND

SOUTH PERTH ACTIVITY CENTRE PLAN

Economy, Retail and
Employment Strategy

29 November 2017
Tim Connoley
Technical Director - Economics
RPS Group

01 | Our Role



Purpose

Ensure ACP:

- is viable and responsive, and
- facilitates the best growth outcome

02 | What is Activity?

SPP 4.2 Requirements

Diversity &
Intensity

Residential
Density

Employment

Offices

- Diversity of activity 'promote[s] a more equitable distribution of services, facilities and employment and an overall reduction in travel demand'
- Density 'should be optimised through appropriately-scaled buildings and higher density development'
- Employment opportunities should be enhanced to contribute to sub-regional targets
- Major offices 'should be located in the Perth Capital City [CBD] and in strategic metropolitan, secondary and specialised centres...office development in district centres should complement the function of the centre'

03 | Why Activity is Important

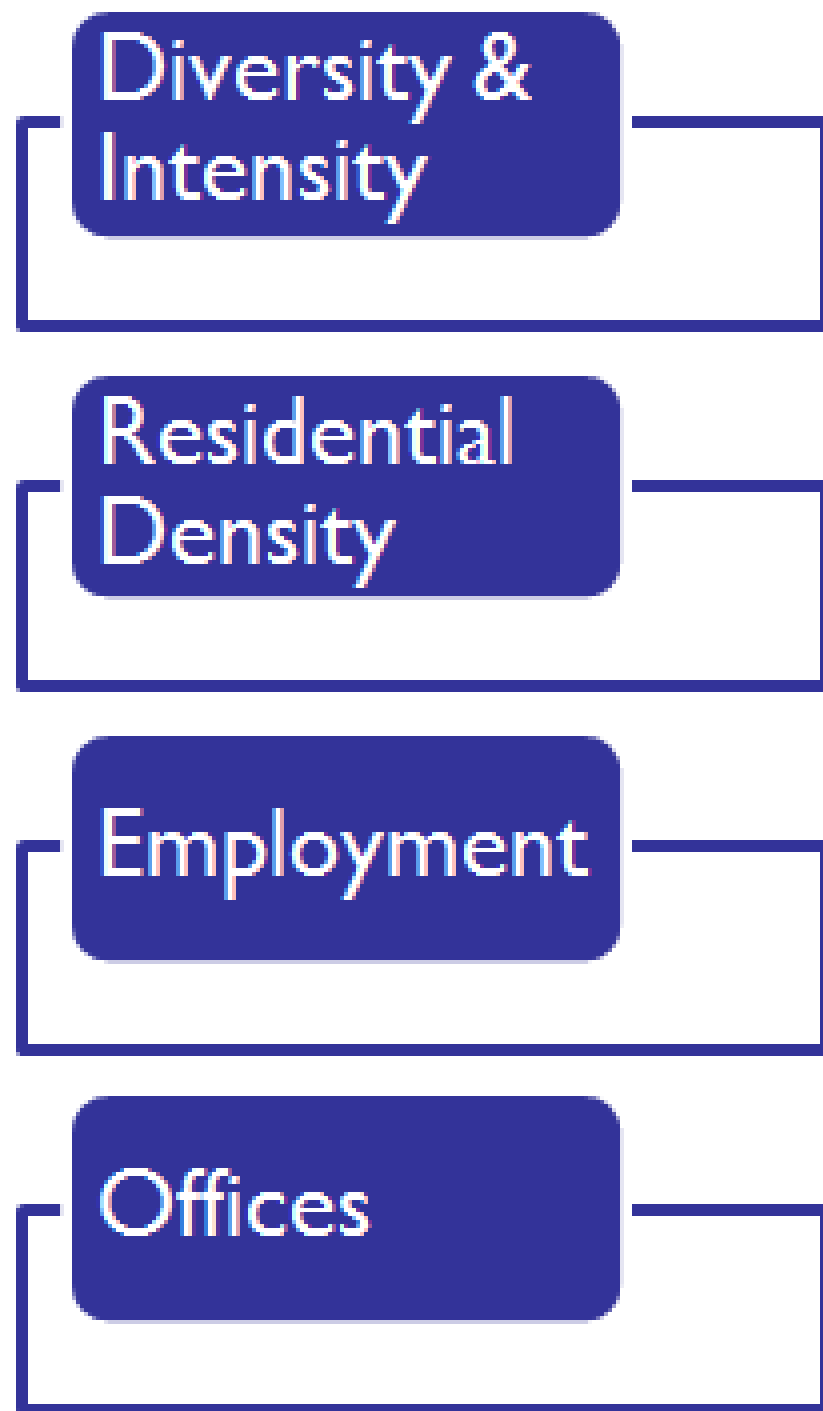


Resilient, diverse and vibrant activity improves the quality, diversity and sustainability of public and private services



04 | South Perth Performance

SPP 4.2 Framework



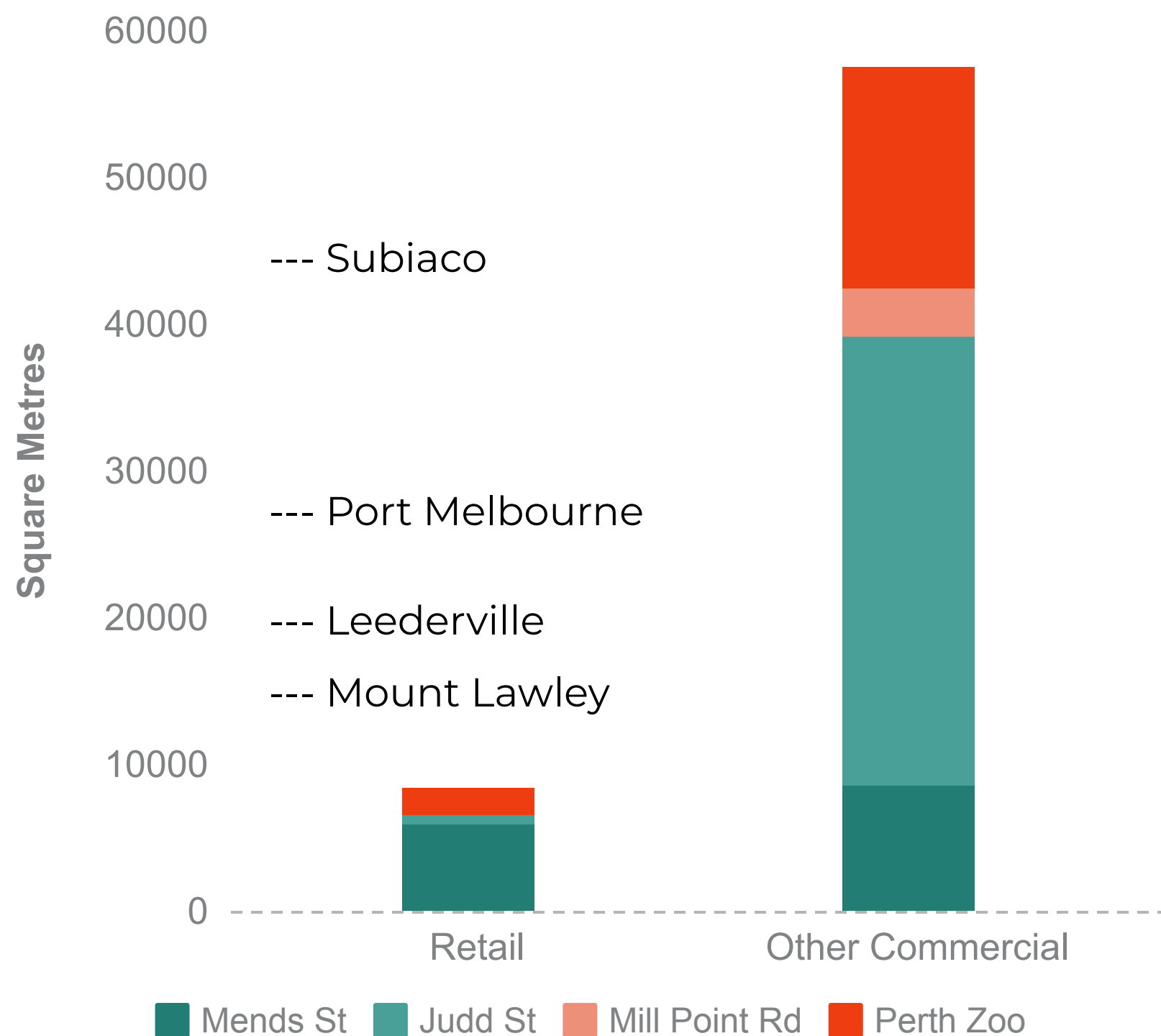
Analysis Framework



4a

Diversity & Intensity

Employment Floorspace



Considerations

Limited employment land use changes and diversity

Low level of retail shopping options

Daytime economy

Increasing patronage of Perth Zoo

Size of businesses

4b

Residential Density

Considerations

Diversity of housing stock
and population services

Quality of public realm

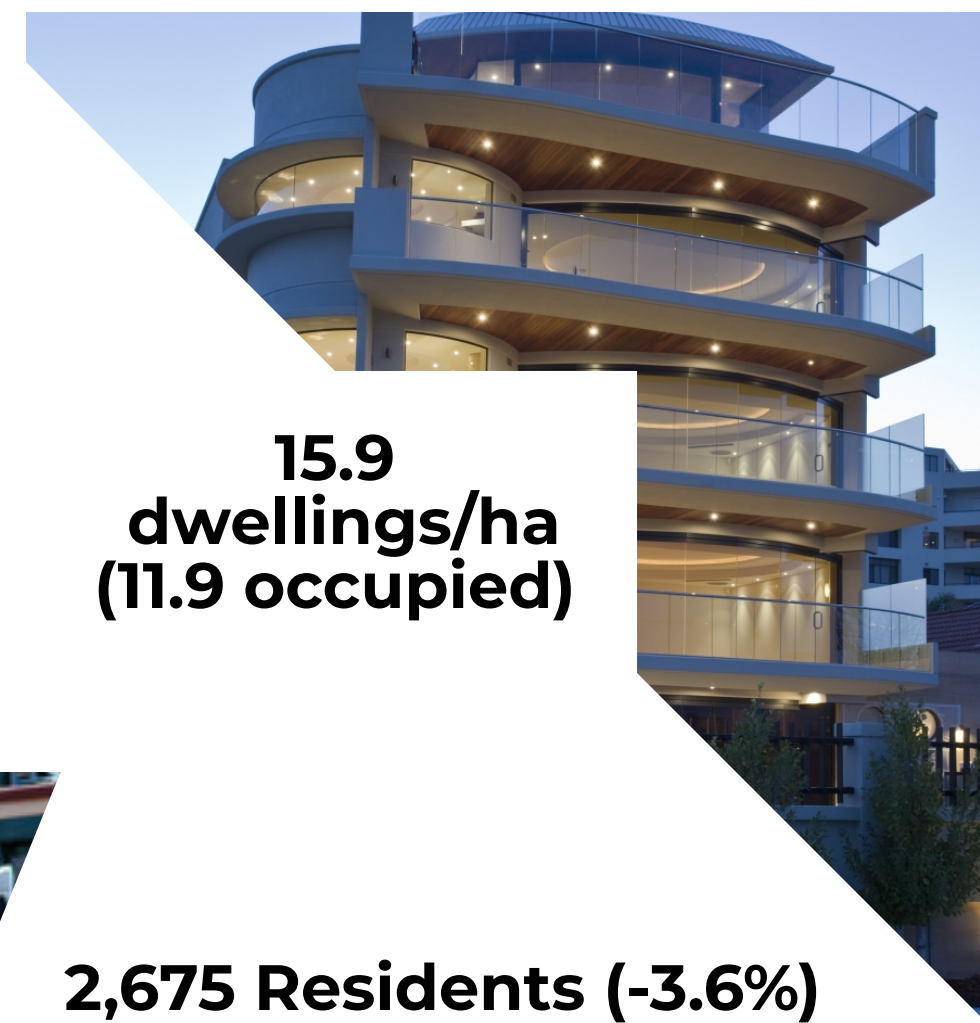
Proximity to employment
centres

Development lot sizes

Resident characteristics

Development controls

Development pipeline



**15.9
dwellings/ha
(11.9 occupied)**



2,675 Residents (-3.6%)

Overseas-born (53%)

Lone households (44%)

<200 School-age children

Increasing family households

4c

Employment



**1,695 Office-
Based
Employment**



**369 Retail
Sector Jobs**

Considerations

Declining employment
(2,300 jobs as of 2015)

Diversity of employment

Employment clustering/
identity

Public transport access

Population versus export-
based employment

Proximity to workforce

Access to/from CBD

Tourism destination

4d

Offices

Considerations

Floorplate diversity

Competitive advantage

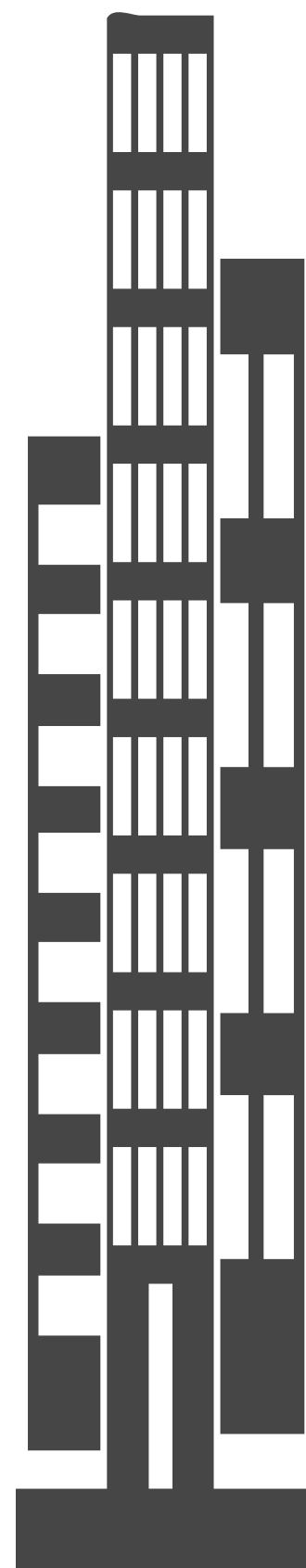
Employment clustering/
identity

Public transport access

Employment intensity

Market viability

Access to/from suppliers and
customers



--- Perth CBD Vacant

--- Subiaco

--- Brookfield Place

--- **South Perth ACP**/Leederville/Highgate

--- Canning Bridge



**162sqm
Average
Floorplate**

**260
Businesses**

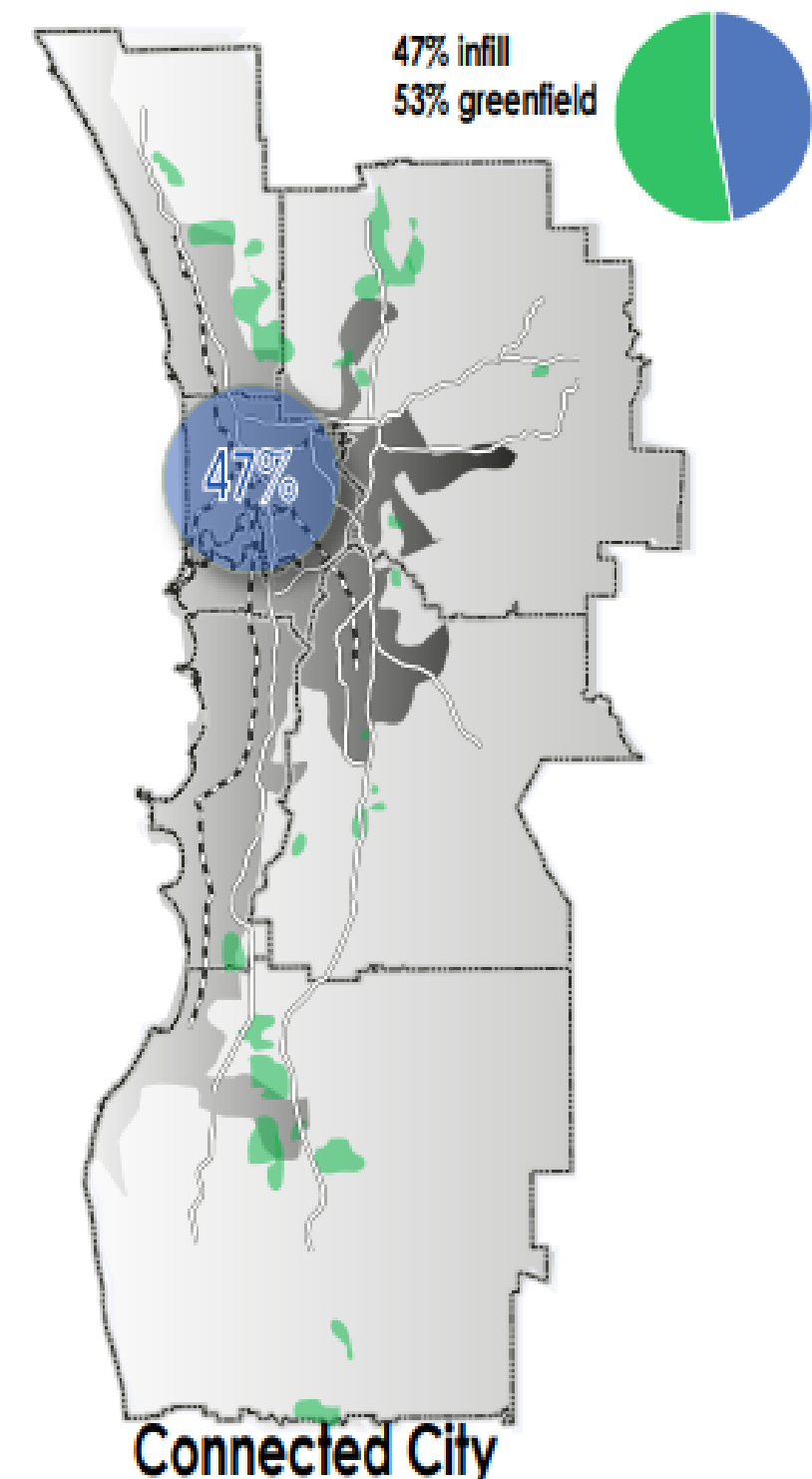
05 | Emerging & Future Trends

Perth and Peel @ 3.5 million

44,000 persons p.a.

215,000 dwelling target in central sub-region

8,000-9,000 dwellings in City of South Perth



05 | Emerging & Future Trends

National & Global Trends

Lifestyle
Retail
Habits



Population
Ageing



Visitation
& Tourism
Growth



Technology
Change

06 | South Perth ACP - Future Scenarios

Scenario planning for employment land uses, visitation and population

Opportunities
& threats

Land use
capacity

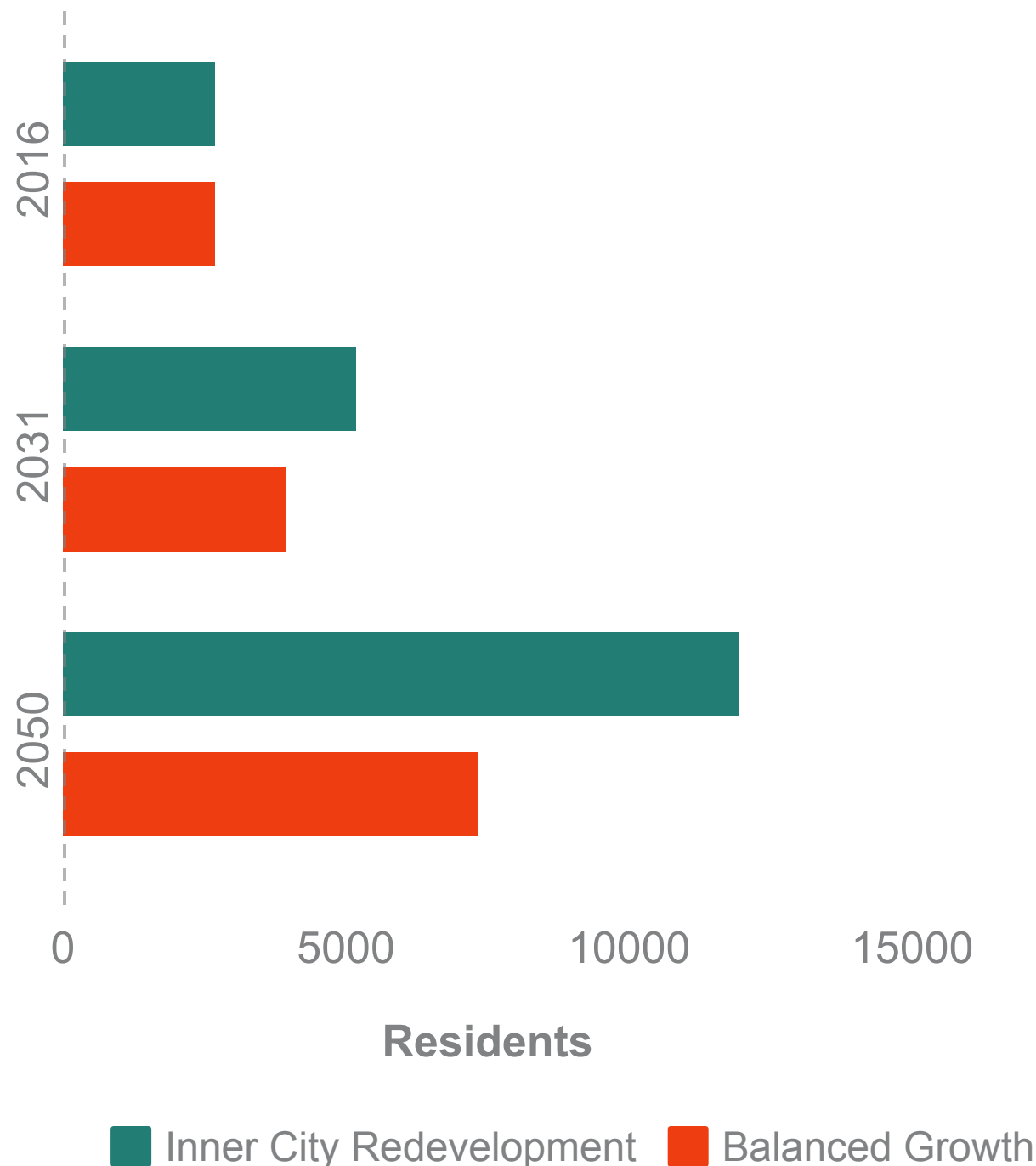
Scenarios

Regional
demand

State
Government
policy

06 | South Perth ACP - Future Scenarios

Preliminary Scenarios - Population



Considerations

Growing Perth (2m to 3.5m)

Consolidated urban growth policy

What does this mean?

Local retail choice and quality

Demand and funding of community services and public infrastructure

Housing

Employment

06 | South Perth ACP - Future Scenarios

Preliminary Scenarios - Visitation

Considerations

Tourism policy priorities

Forecast tourism growth >5% p.a.

Connectivity to Elizabeth Quay

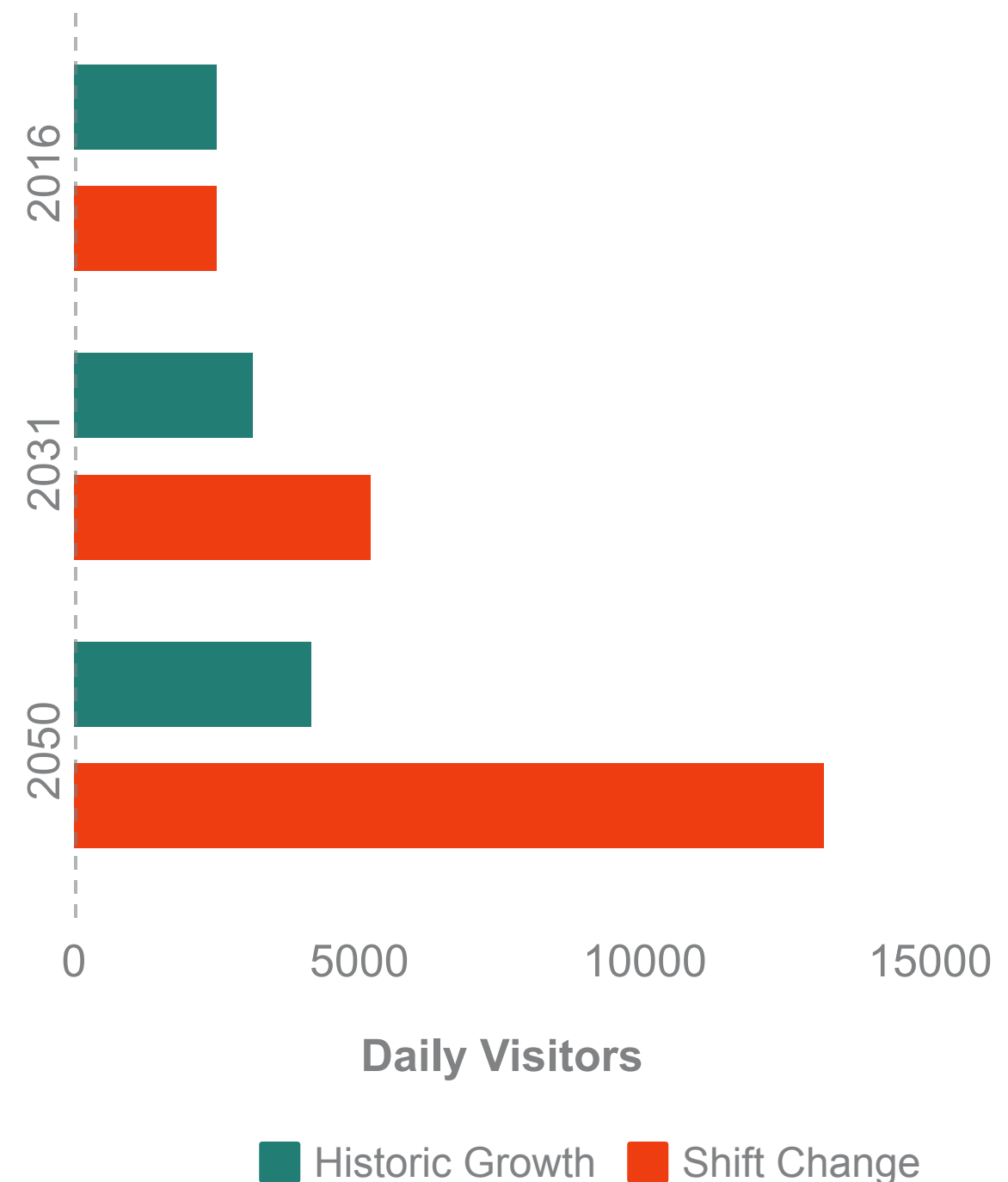
Zoo and foreshore

What does this mean?

More retail and business customers

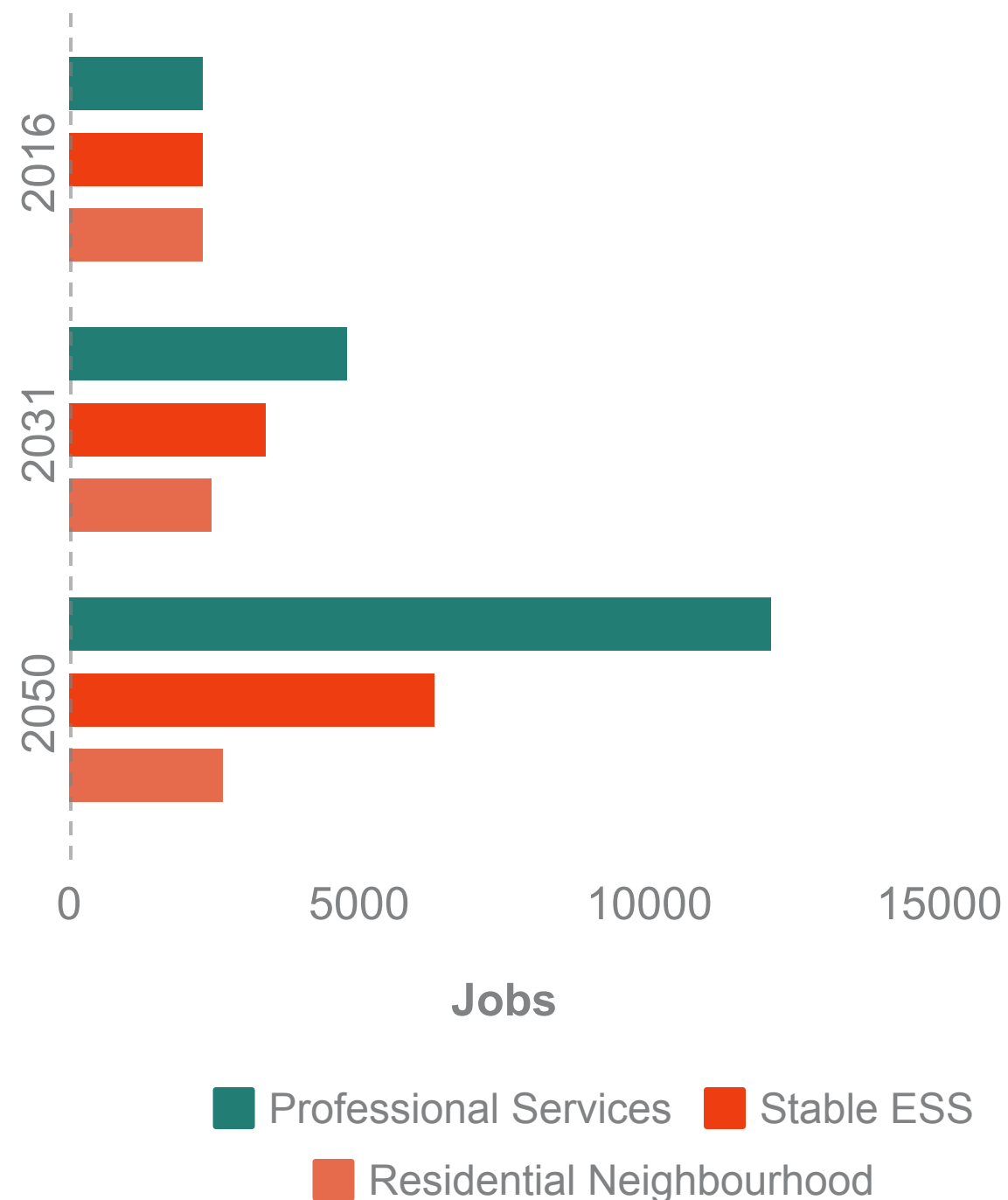
Day and night activity

Short-stay accommodation



06 | South Perth ACP - Future Scenarios

Preliminary Scenarios - Employment



Considerations

Competitive advantage

Local employment policy priorities

What does this mean?

More retail customers

Transport infrastructure demand

Mixed use and stand-alone office development

07 | Next Steps

Growth - anticipate it, plan for it and accommodate quality outcomes.

What strategies and actions should be adopted and championed?

Promotion – of the region, local assets and opportunities (e.g. website promotion, tourism brochure)

Facilitation/Coordination – of projects and industry or stakeholder collaboration (e.g. Mends Street Farmers Market, planning policy controls)

Advocacy – for policy change or key infrastructure (e.g. South Perth Station)

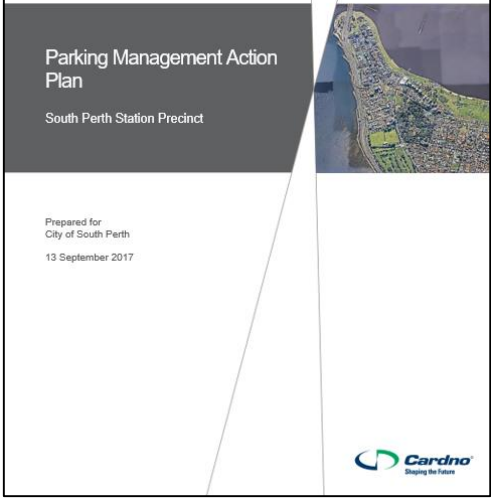
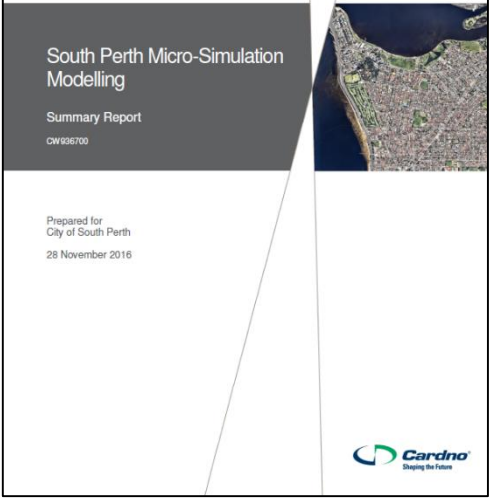
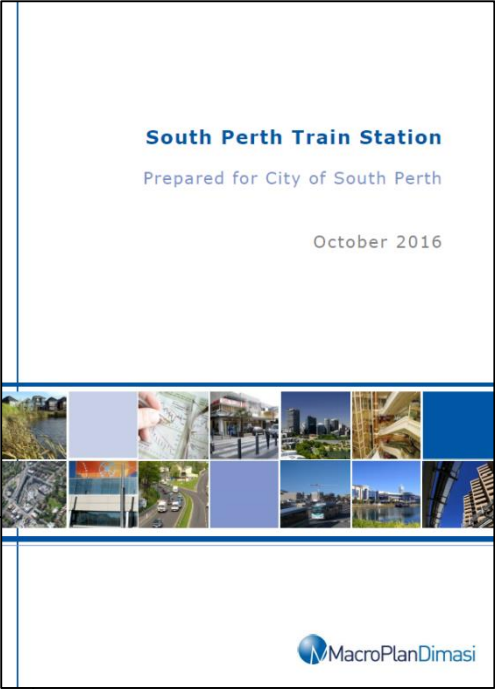
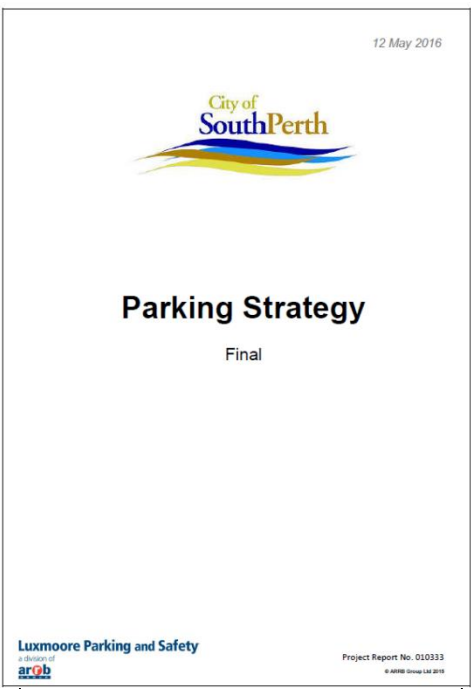
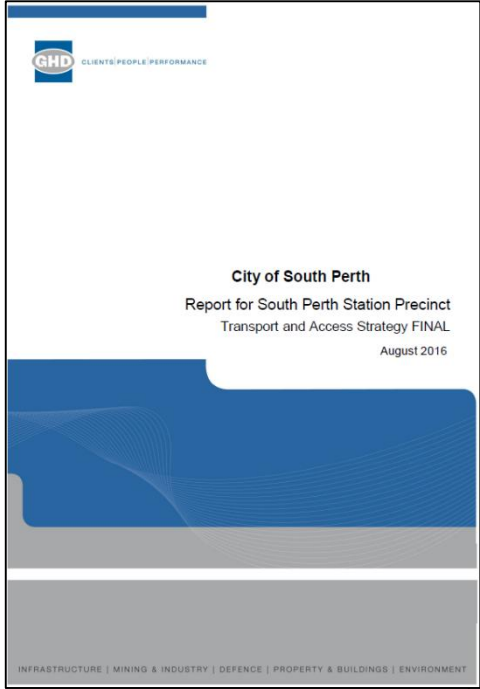
Investment – in public facilities, public realm, developments, parking etc. (e.g. South Perth foreshore revitalisation)

Bulk Services – such as the provision or development of services and information (e.g. Business Foundation workshops, profile.id)

South Perth Peninsula Activity Centre

Movement Network – Stakeholder Presentation







SPP 4.2

Objective: Maximise access to activity centres by walking, cycling and public transport while reducing private car trips.



SPP 4.2

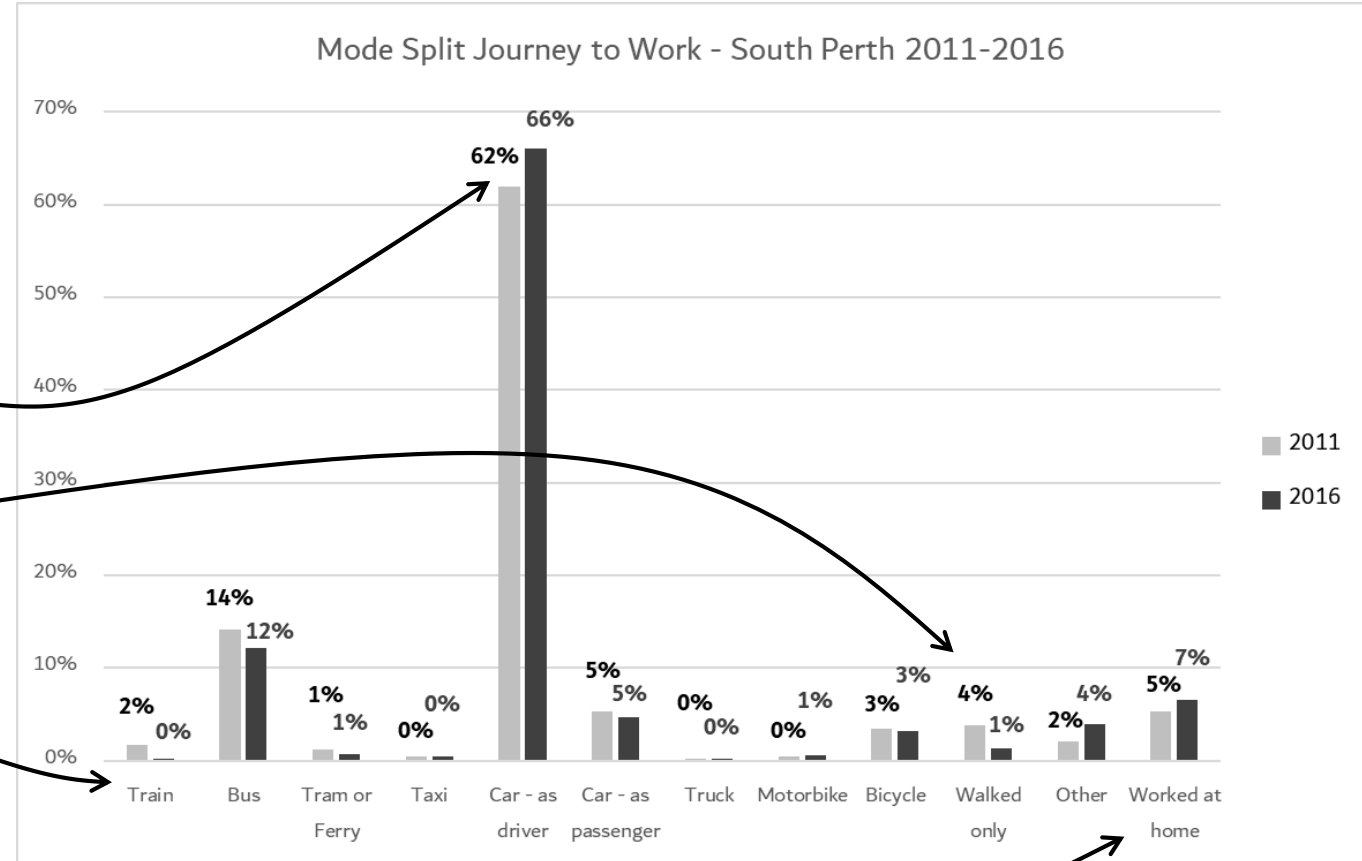
- **Public Transport Infrastructure** – Prioritisation of public transport
- **Walking and cycling** – provision for end of trip facilities, improved access and facilities for pedestrians and cyclists
- **Traffic Assessment** - Improved access by all modes, including freight vehicles
- **Parking** – Provides for upper limits and common use of car parking



Travel Context – Journey to Work

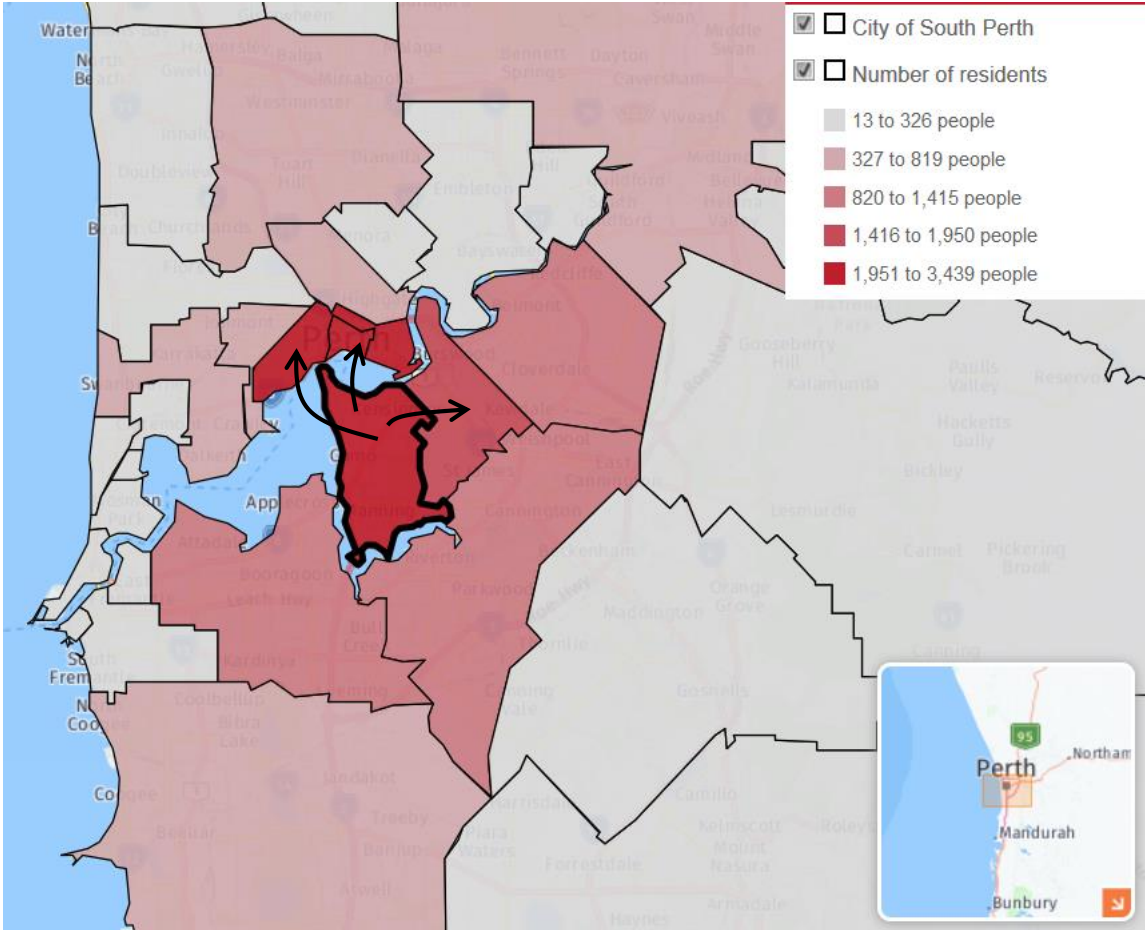
The headline changes between 2011-2016 Census periods are:

- A rise in the proportion of people driving to work (62% to 66%)
- A reduction in the number of people walking (4% to 1%)
- Reductions overall in public transport usage with Bus, Ferry and Train all reducing
- Higher proportion of people working from home or using other modes.



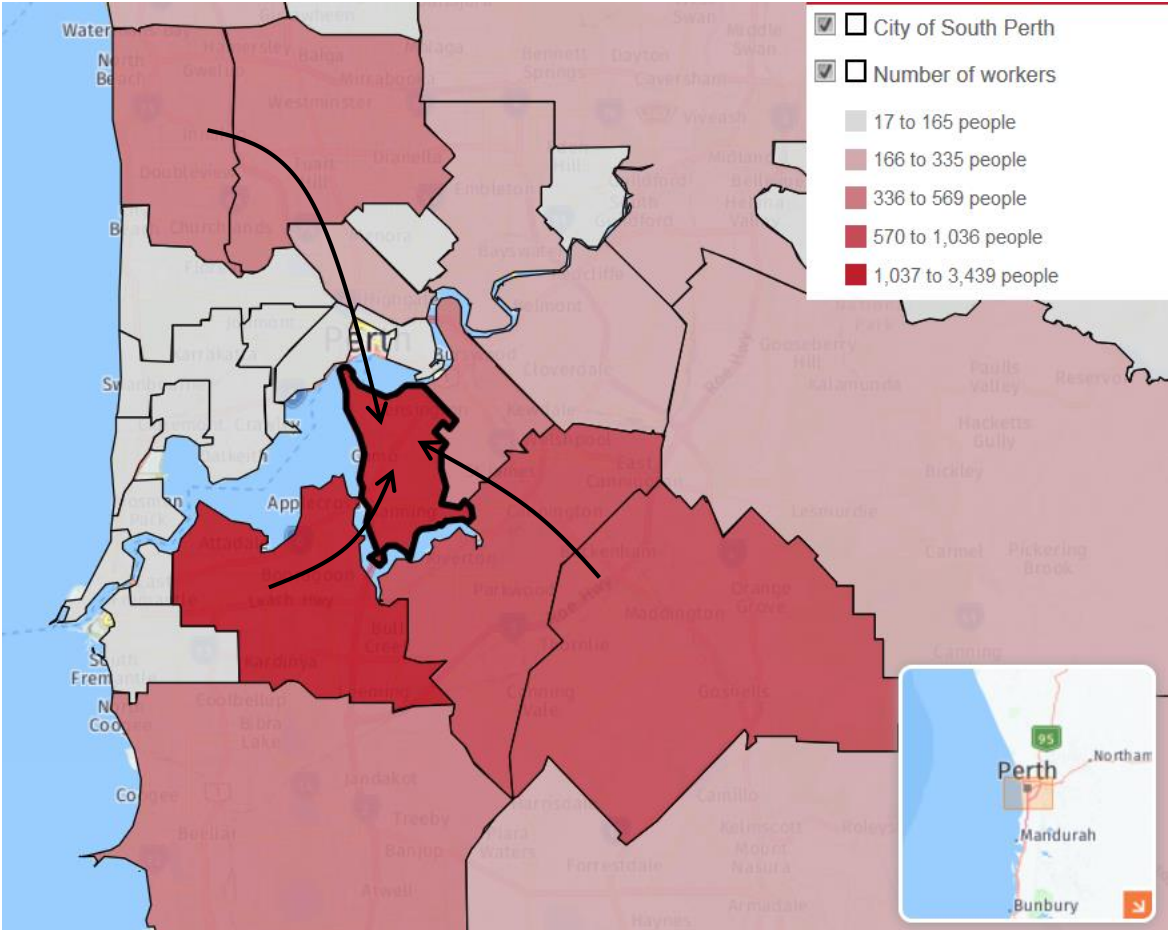
Journey to Work - 2011

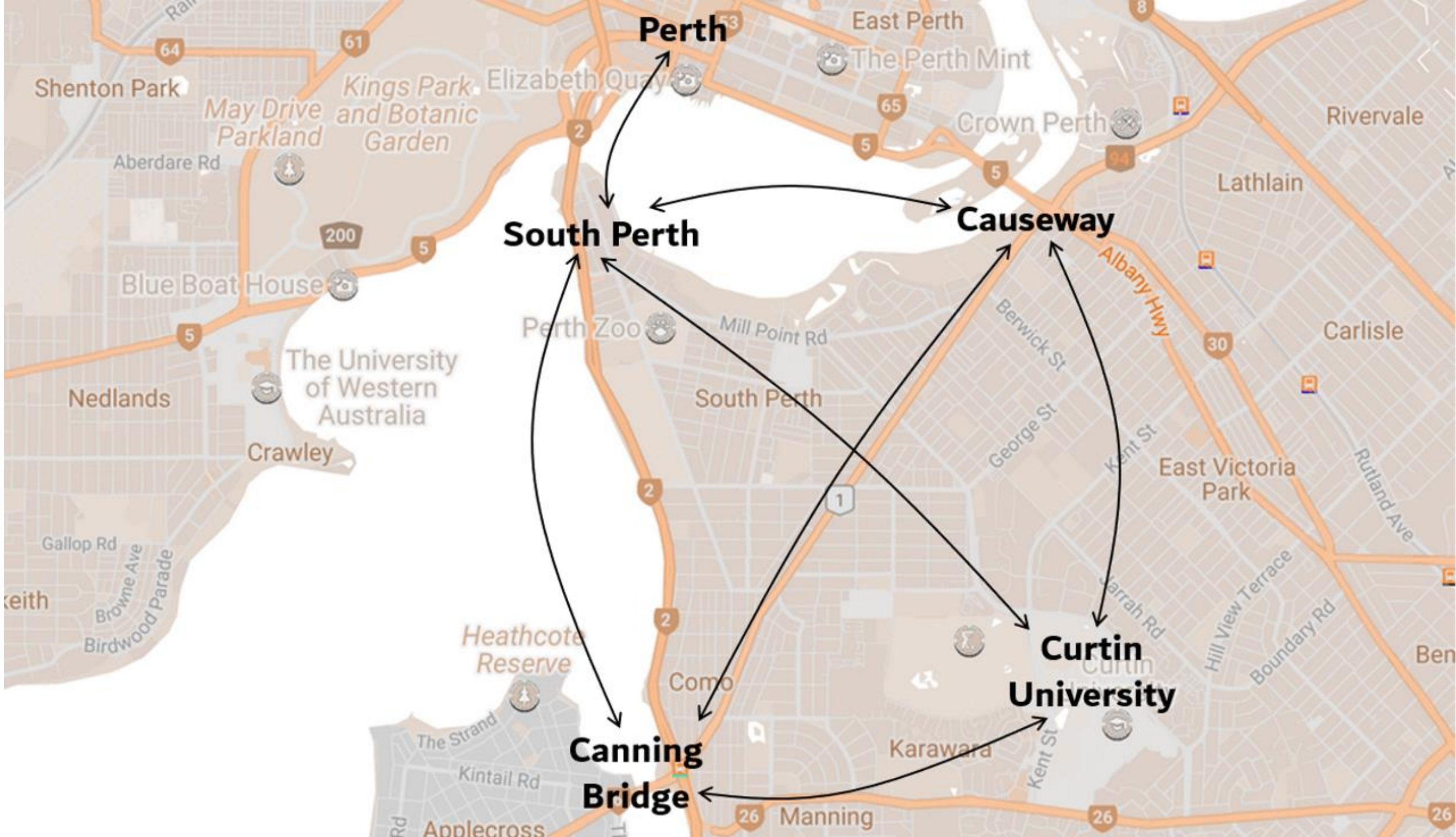
Residents place of work

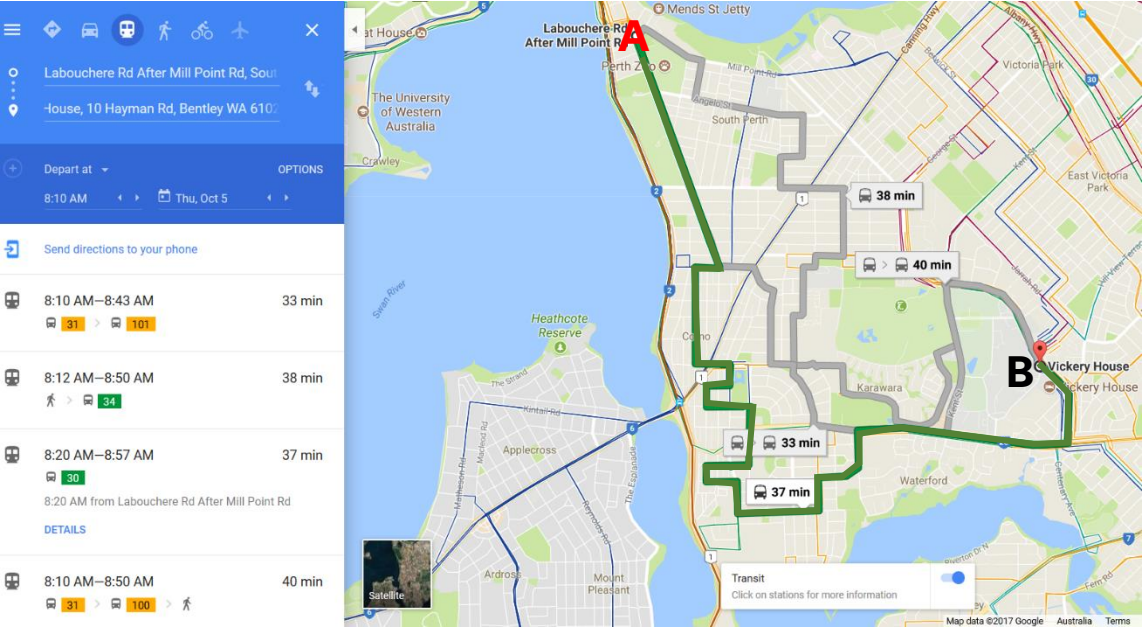
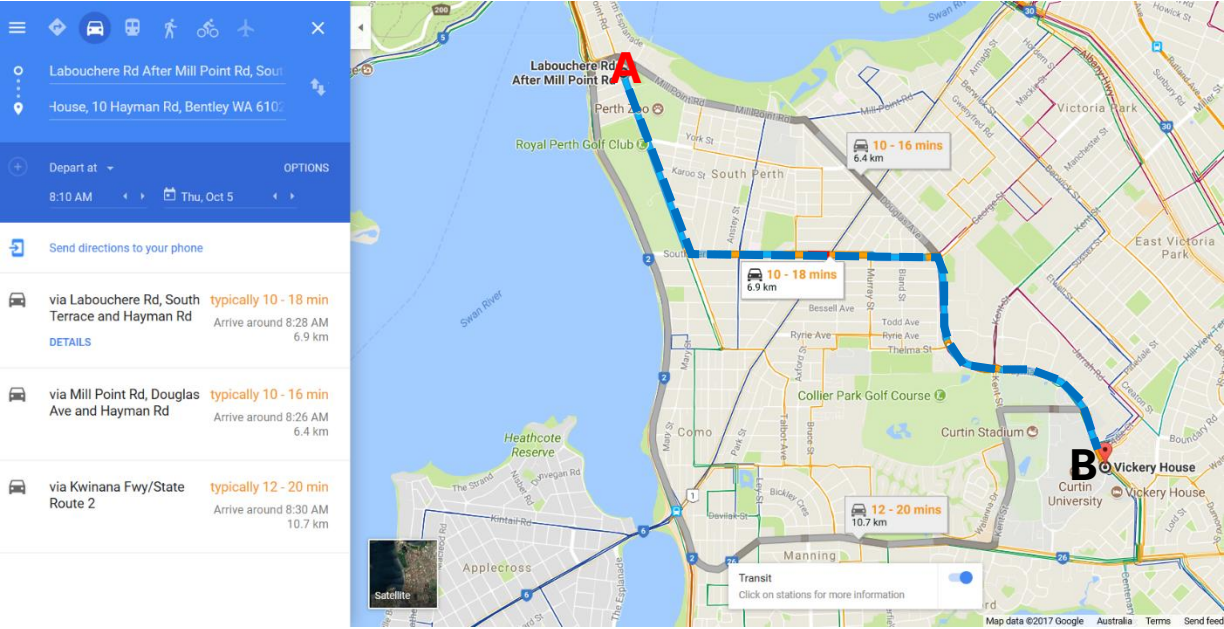


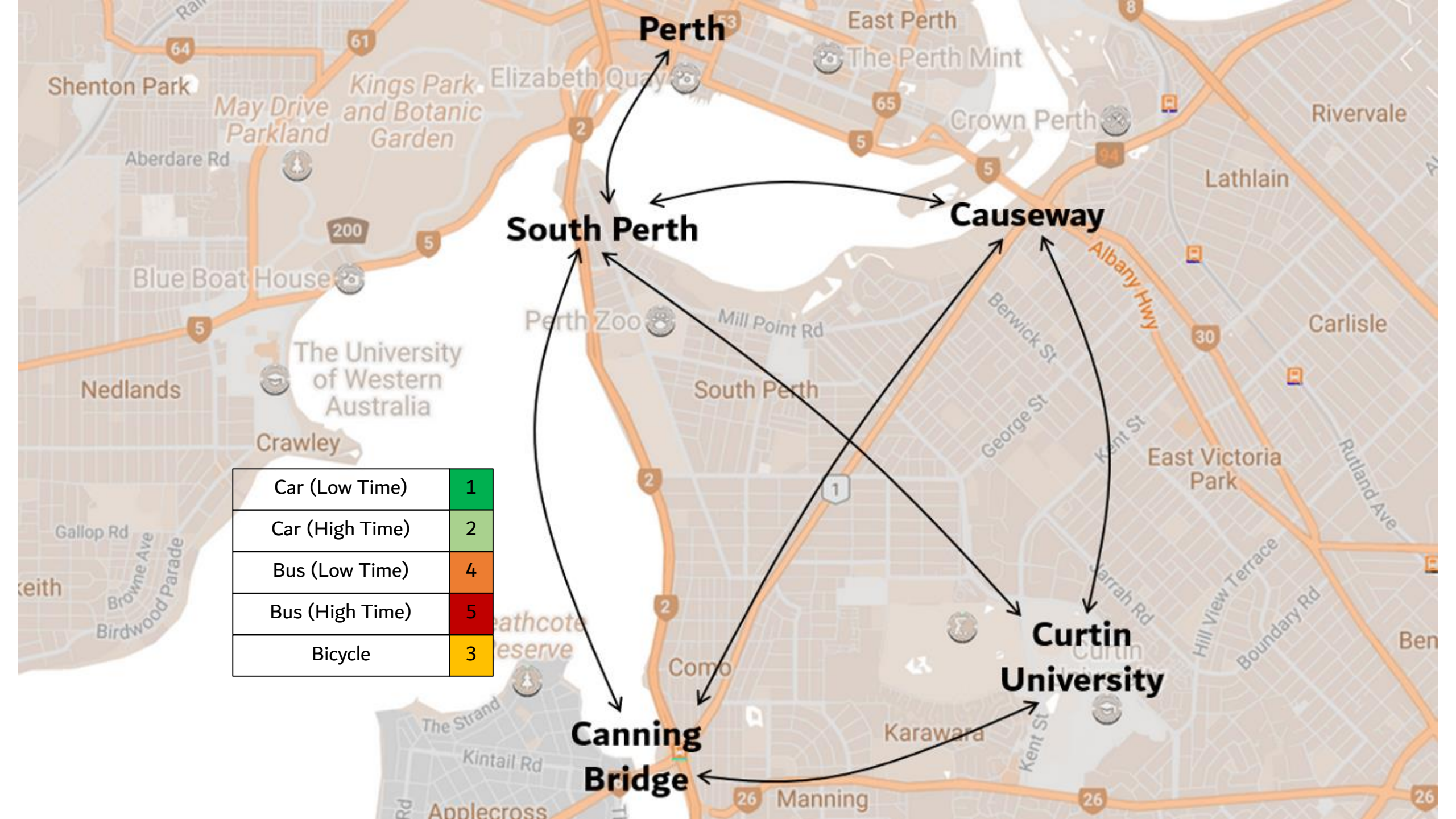
Journey to Work - 2011

Workers place of residence



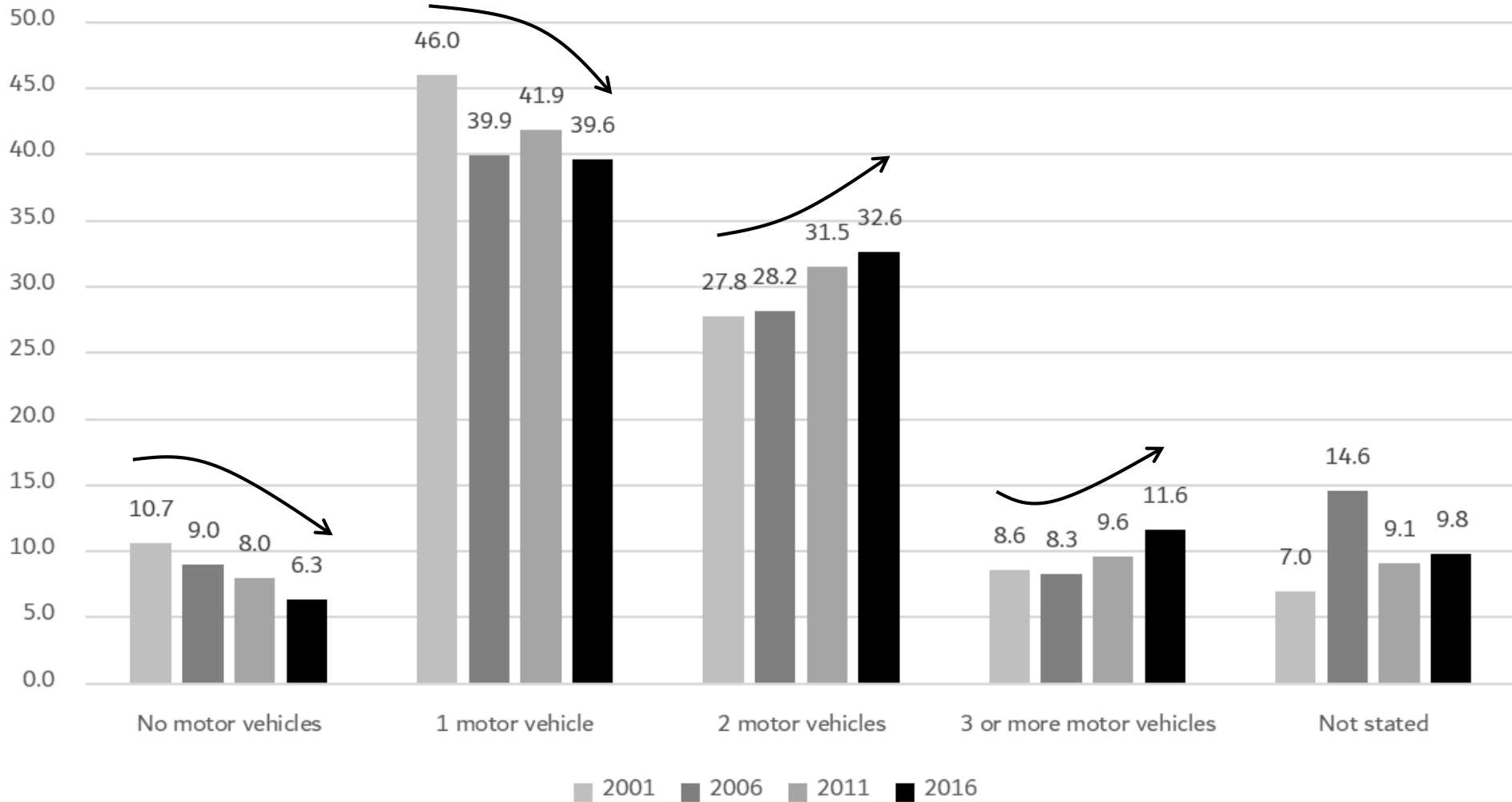




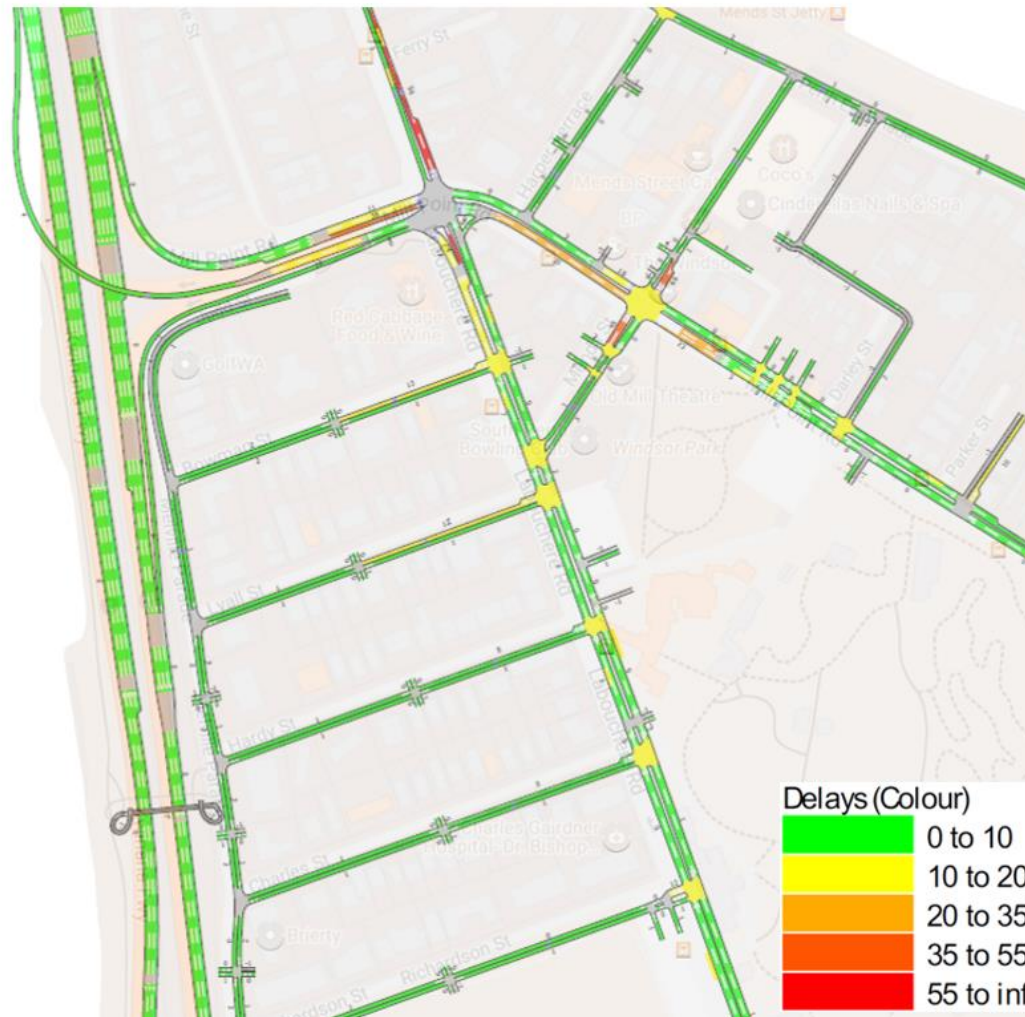


Car (Low Time)	1
Car (High Time)	2
Bus (Low Time)	4
Bus (High Time)	5
Bicycle	3

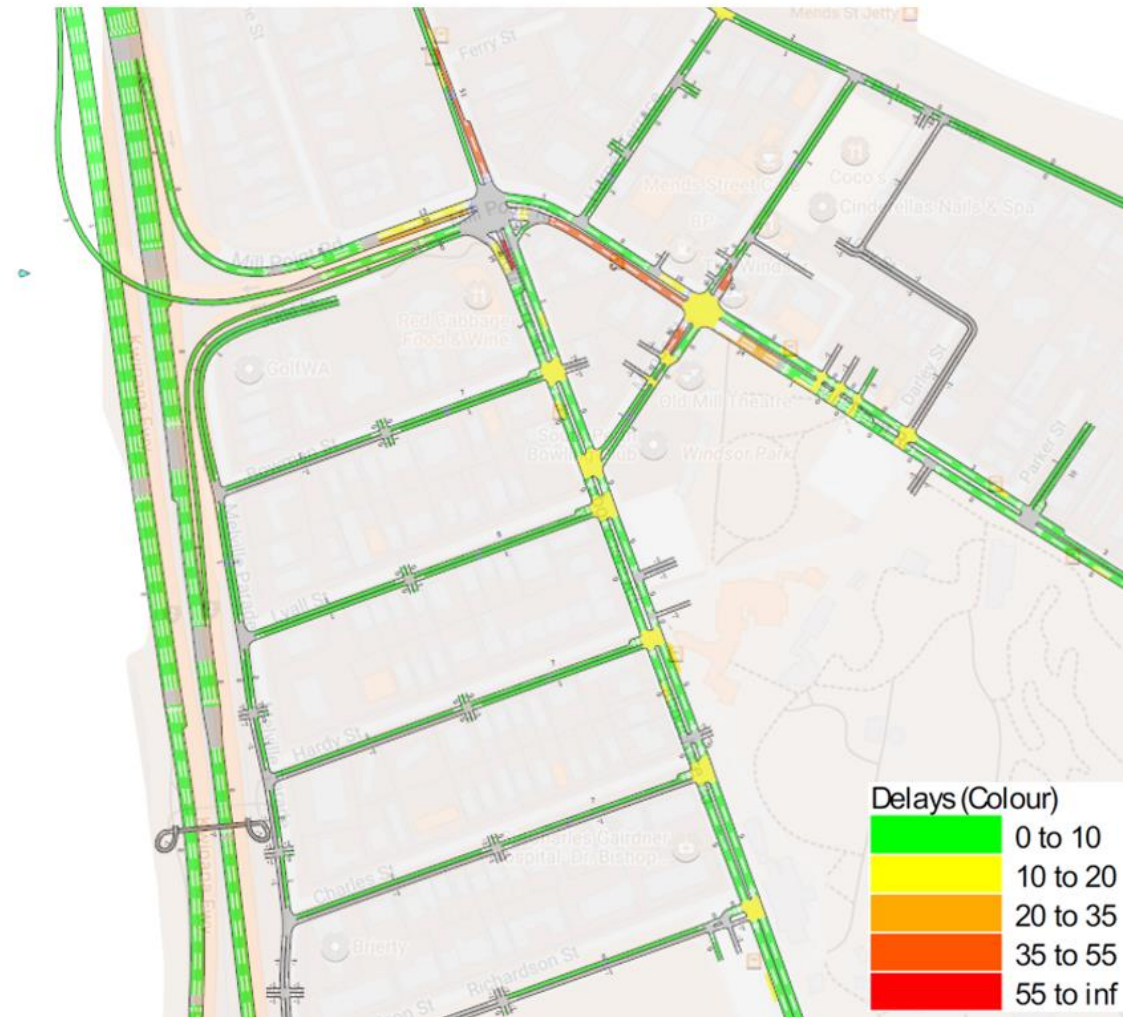
Car Ownership Percentage South Perth - Census 2001 - 2016



AM Peak Model – Link Delays



PM Peak Model – Link Delays





33,000-36,000



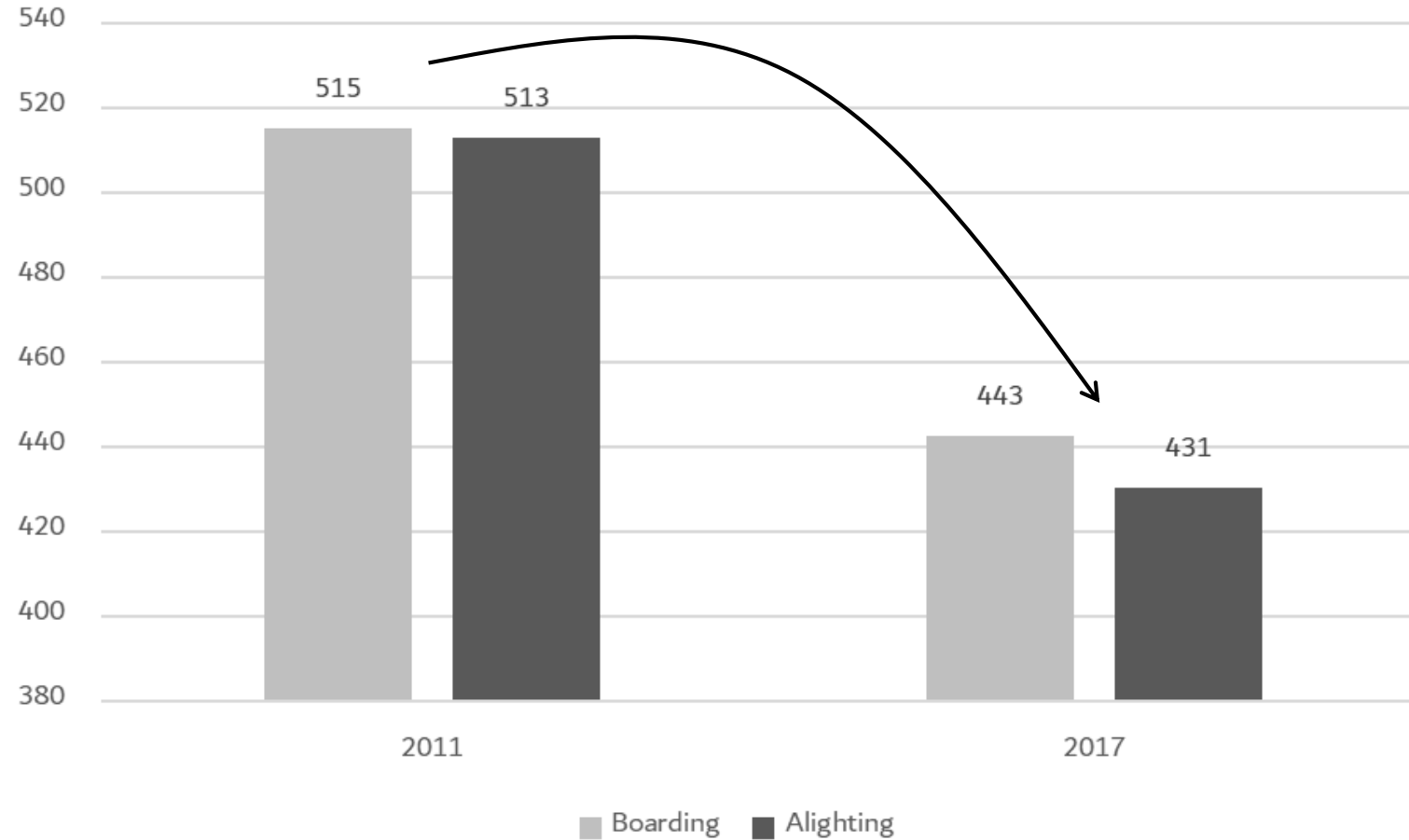


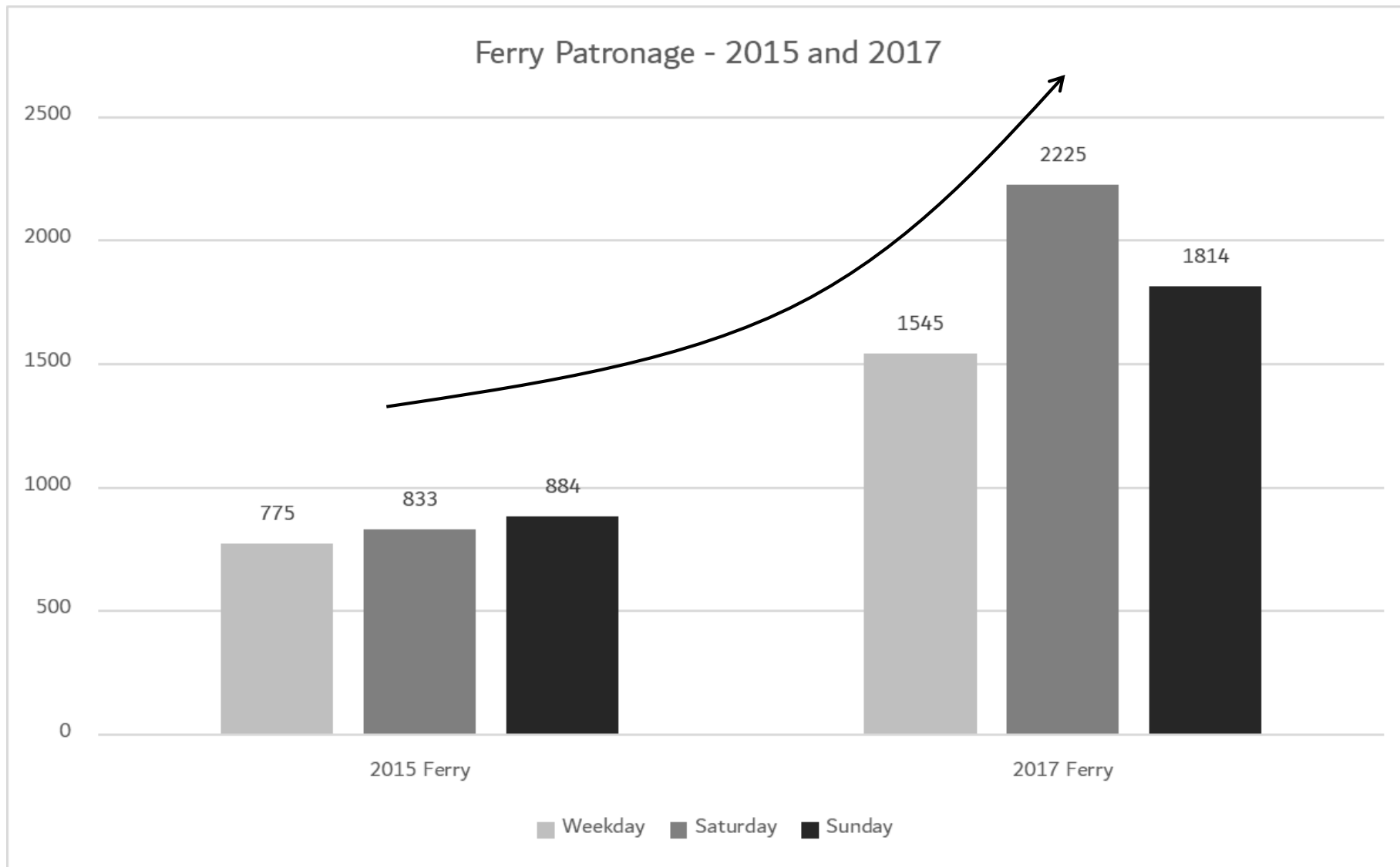
Travel Context – Bus Usage

- Like for like, bus patronage in the Activity Centre has dropped between 2011 and 2017.
- Like for like, average bus stop patronage in the busiest bus stops in the Activity Centre have dropped between 2015 and 2017.
- Overall use of buses in the Activity Centre remains very low.

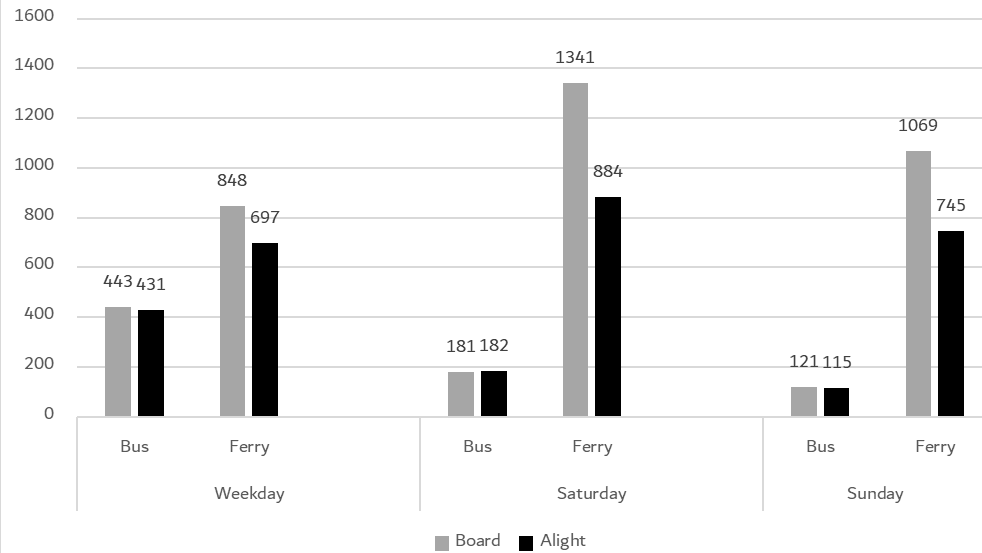


Bus Boarding and Alighting - 2011 and 2017

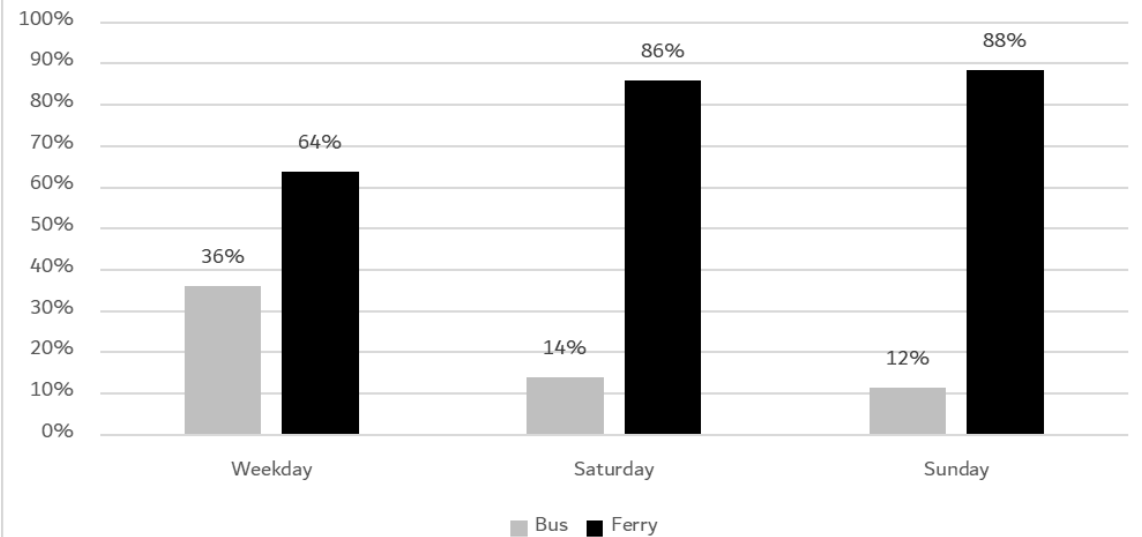




Public Transport Usage South Perth Activity Centre - 2017



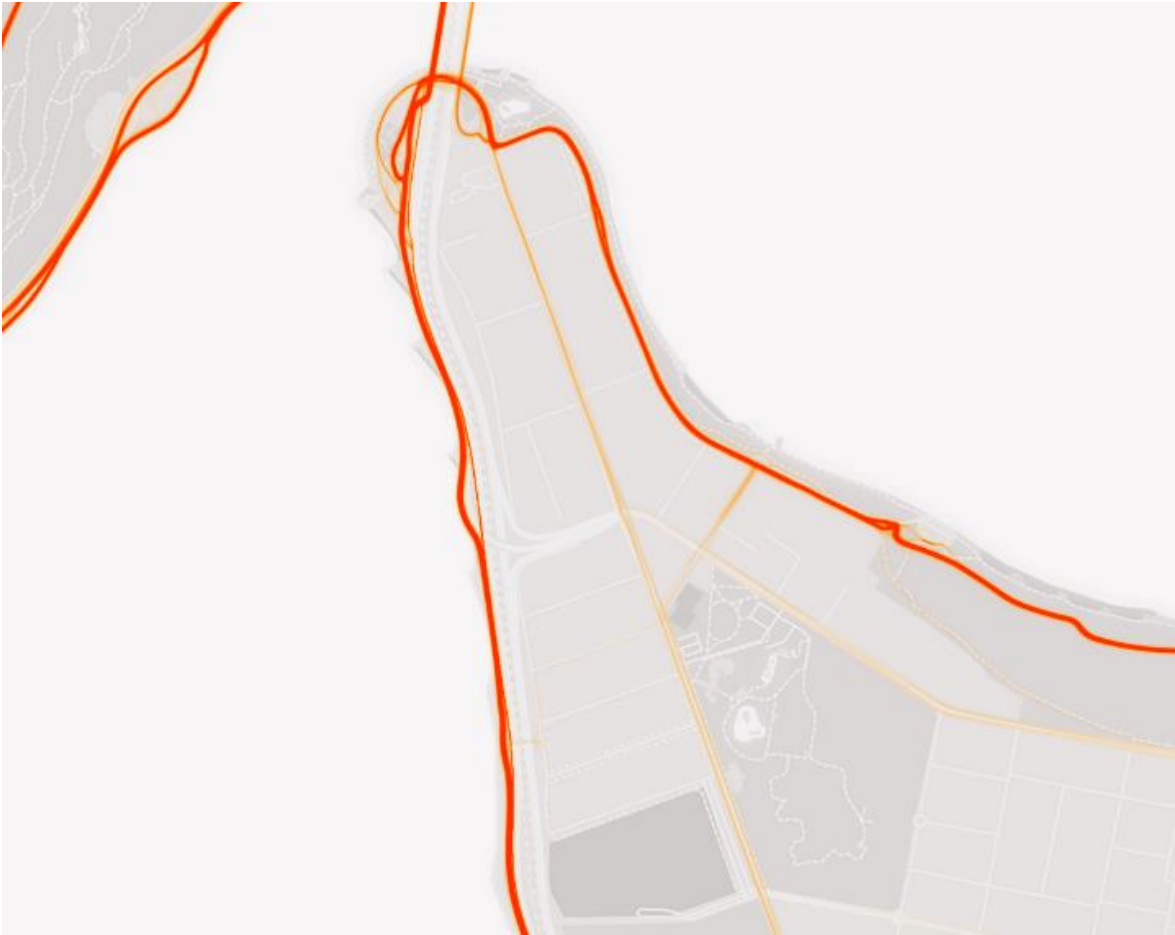
Public Transport Mode Split - Buses and Ferries March 2017



October 2016 TravelSmart Map

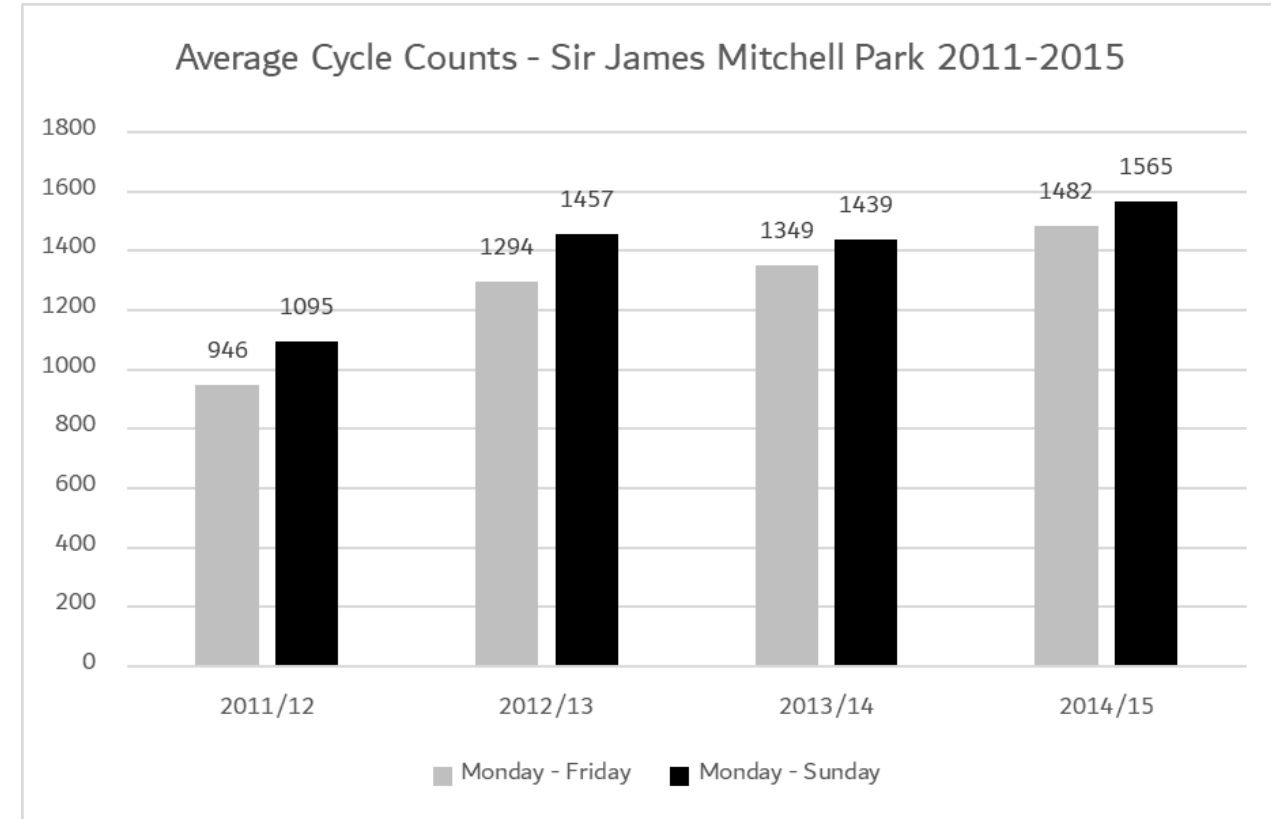


Strava Heatmap (2017 Cycling)



Travel Context – Cycling

- Incremental growth in cycling numbers, along both major shared paths through the Activity Centre.



Travel Context – Accessibility

- Walkscore average scoring analysis indicated reasonable walking access levels around Mends Street.
- Walkscore average scoring noted that most locations in the Activity Centre had poor to fair transit accessibility.

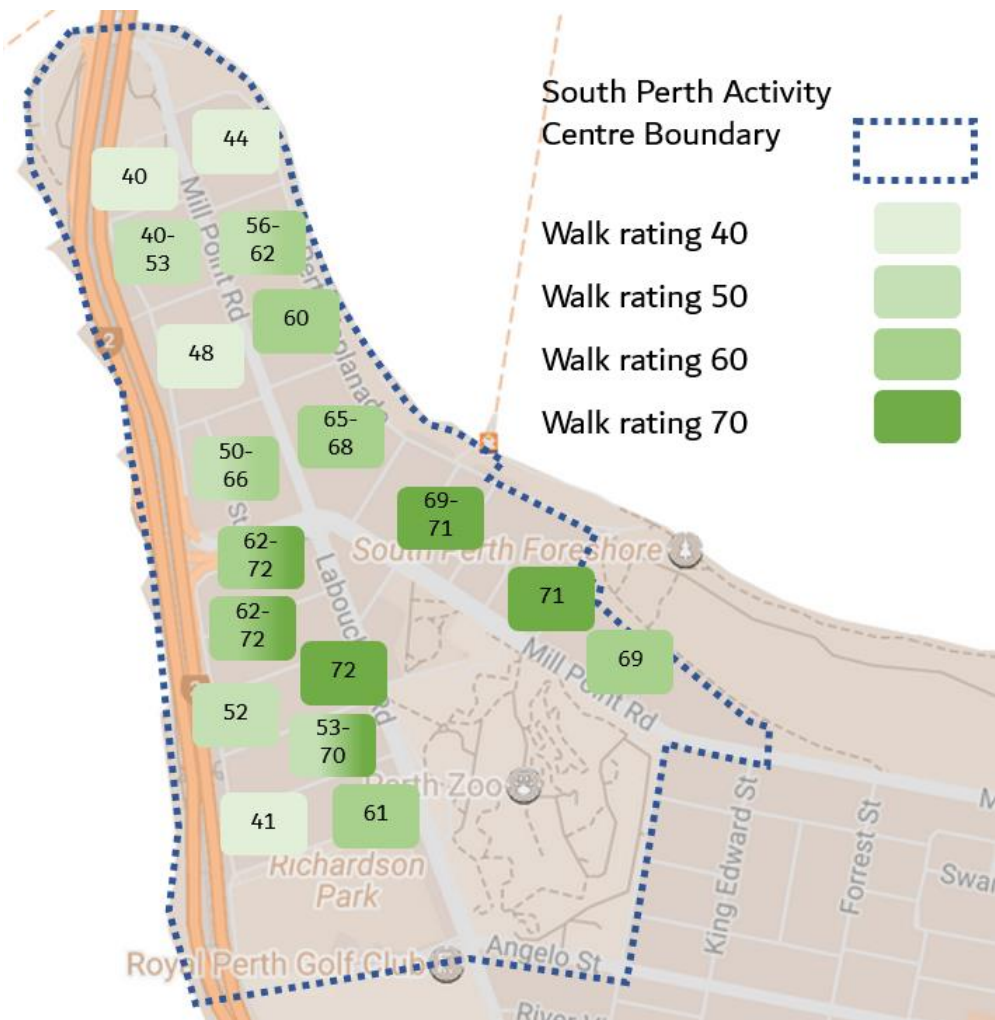
Walking



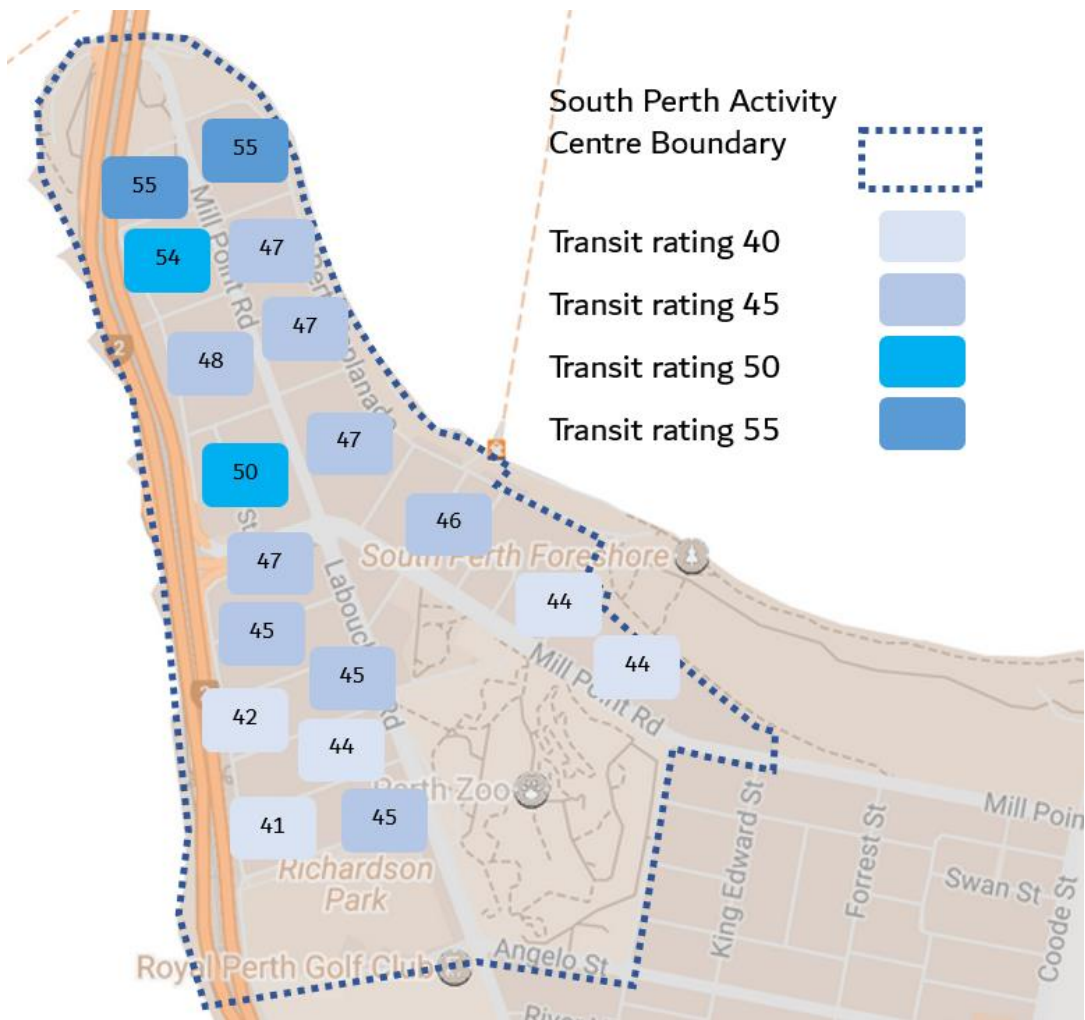
Transit



Walk Rating - Walkscore

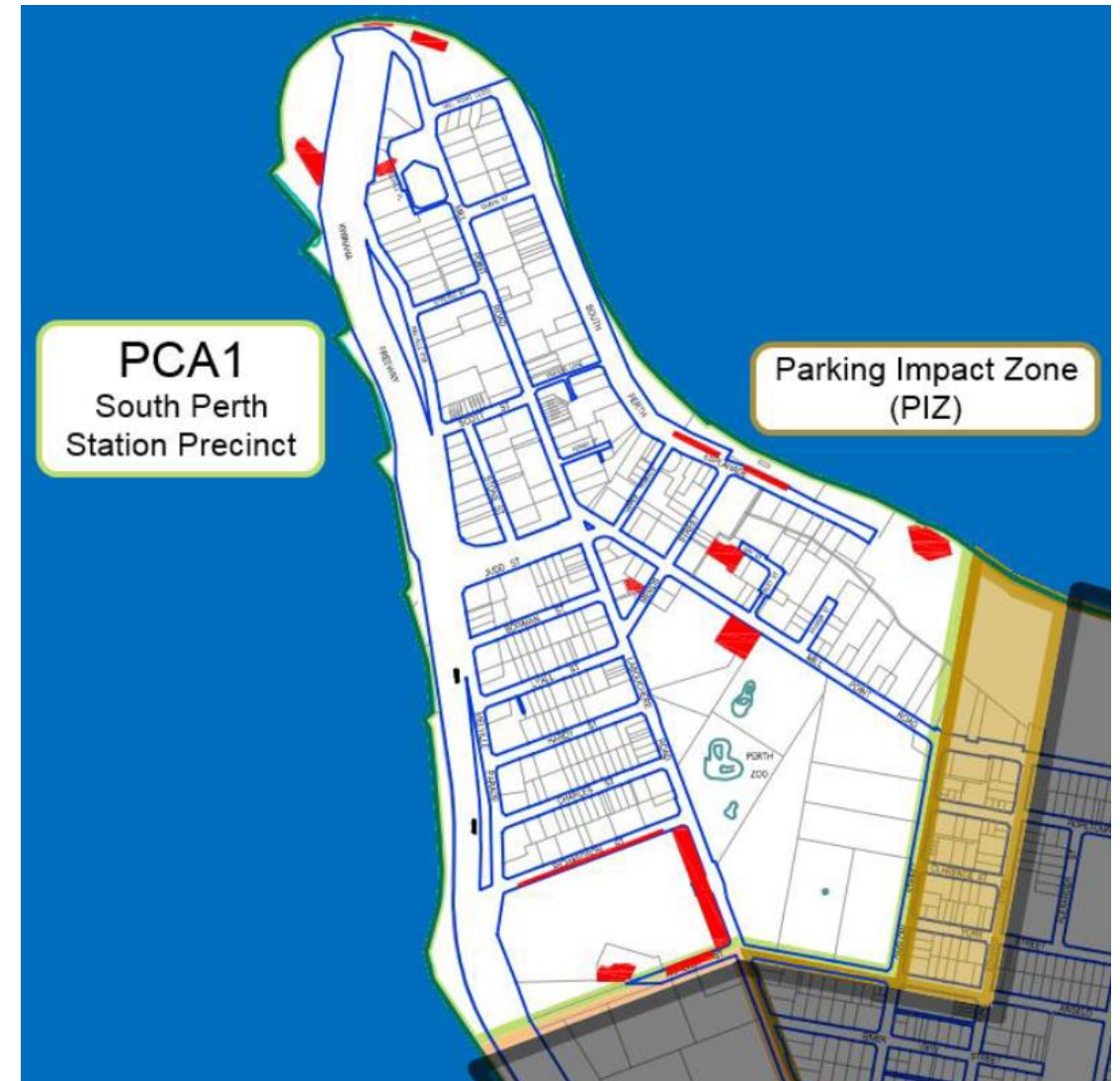


Transit Rating – Walkscore



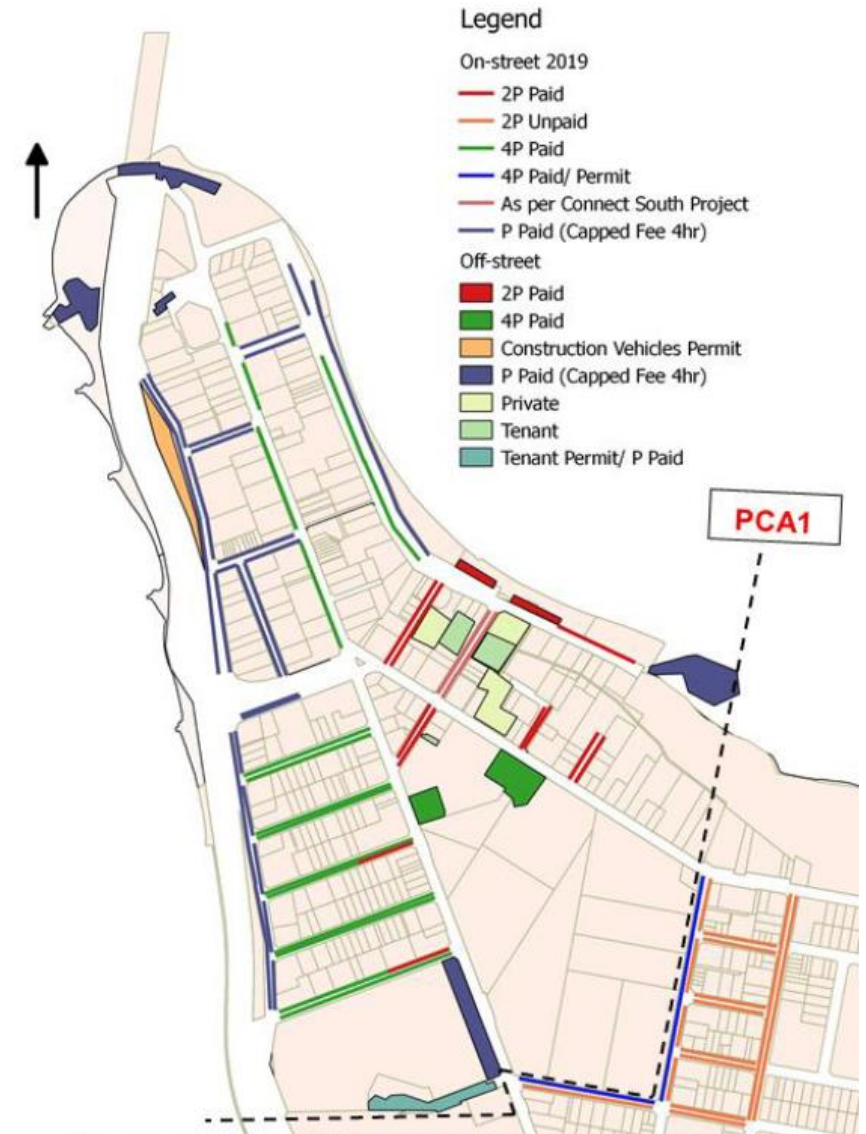
Travel Context – Parking

- City of South Perth Parking Strategy in May 2016.
- Parking Management Action Plan for the South Perth Station Precinct (PCA1) was completed in March 2017.



Travel Context – Parking - PCA1 Recommendations

- Consider the existing private and public parking supply as part of an integrated system.
- Manage demand to promote parking for specific users and land use types.
- Demand-responsive parking may be used.
- Ongoing annual review of this Parking Management Plan.
- Improve wayfinding – static and mobile.



SPP 4.2

- **Public Transport Infrastructure** – Prioritisation of public transport
- **Walking and cycling** – provision for end of trip facilities, improved access and facilities for pedestrians and cyclists
- **Traffic Assessment** - Improved access by all modes, including freight vehicles
- **Parking** – Provides for upper limits and common use of car parking

There is no **on-road** bus priority in the Activity Centre

There is no **on-street** segregated or line marked cycle infrastructure in the Activity Centre

Majority of the network is local roads, majority of impact is at **the regional connection.**

Parking supply currently meets demand in the Activity Centre but **management is inadequate.**

South Perth Peninsula Activity Centre

Movement Network – Stakeholder Presentation

