

APPENDIX 1

PLANNING CONTEXT

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1.0 Review of Scheme and Policy Requirements (Cardno)

Prepared for the City of South Perth, the Cardno report provides an extensive discussion of the South Perth Station Precinct. The predominant focus is on the issues, analysis and subsequent recommendations for the precinct. Listed below is a summary of the central findings.

1.1 Key Concerns

Building height

- **Impact of new high-rise apartments on views** from existing apartments and key vantage points (city, community)
- **Overshadowing**
- Community benefit should not be the only **differentiator of height**. Context analysis and purpose with regard to existing buildings, foreshore, existing amenities and shops, impact on social structure and demographics (city, community)
- Significant height increases **detract from existing character** (community)
- Once buildings exceed circa 8 storeys – it doesn't make a difference **how high** they are (industry)
- **Prescriptive height limits** result in a 'wall' of buildings the same height – much like northern part of South Perth (industry)
- The **maximum heights plan** needs to be reviewed in light of the recent decisions that significantly exceed the heights on the map. This has an impact not only on community expectation, but also on the heights outside of the special design area as there will now be a 25-meter maximum internally which cannot be varied while the heights at the edges significantly exceed the 25 and 41 metres shown on the plan.

Plot Ratio

- Potential need to go down a building envelope path rather than relying on plot ratio as the **plot ratio requirements are confusing**, subject to legal interpretation and might not be resulting in what South Perth are trying to achieve (industry)
- **Insufficient employment floor space** is being realized (city)
- Developer 'kickback' regarding requirement to provide a minimum **amount of office** is a short-term problem due to the current over supply of commercial space in the city. Planning is for the long term benefit, not the short term (industry)
- Need for greater **flexibility in development mix** including apartment types to cater for differing market demands and to be commercially viable (industry)
- **Requirement to provide a minimum plot ratio of 1.0:1** non-residential unfairly burdens smaller scale developments as the proportion of the total development is greater and this can impact viability (industry)
- Too much **emphasis on providing non-residential** floor space (industry)

- Where overall plot ratio is less than 3.0:1 the requirement for a **maximum residential plot ratio** of 1.5:1 is onerous (industry)
- **Retention of a maximum plot ratio** but with no height limits would have allowed protection of view corridors across the peninsula between Perth and Melville Waters (industry)
- The **plot ratio requirements outside of the special design area** means that really only office can be developed given the depth to the water table and the height restrictions (industry)
- Given the **water table height**, the plot ratio includes car parking in the podium, which is not really an issue in the Special Design Area given that there is no maximum plot ratio but outside of the SDA the plot ratio has limitations, given the height limit (industry)

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Podiums

- **Requirement for podiums** on all new development except in some streets where they are optional. There should be more discretion to provide podiums or not (industry)
- **Bulky podiums with nil setbacks** create unfriendly street environment (community)
- Discretion on **podium height and setbacks** only exists on corner sites where a higher 'architectural feature' can be considered (city, industry)
- No discretion to vary **side and rear setbacks on podiums**. This can impact on adjacent properties that don't have podiums (city, community)

Setbacks

- Graduated **setbacks of towers** could increase the higher they get (city, community)
- **Front setbacks** to fit in with established streetscape and protect established street trees (community)

Overshadowing

- **Access to daylight** and solar energy (community)

Community Benefits

- **Requirements for affordable and adaptable housing** as a percentage of all dwellings onerous, particularly within large scale developments and can affect project viability (industry)
- Mandatory public access to end-of-trip facilities in mixed-use developments causes **concerns with security** (industry)
- More on-street parking will result and this will also cause **safety issues for pedestrians and cyclists** (community)
- Maximum limits should be removed to allow **more parking to be provided for those apartment buyers who want it**, especially high end market (industry)
- Car **parking needs** to be considered based on the useable floor area rather than a GFA (industry)

Performance Criteria

- **Criteria to allow higher buildings** are too subjective (community)
- **More detailed performance criteria** are required, especially relating to street interface (community)
- **Should be no constraints to discretionary power relating to variations under Table A** as not enough discretionary power to support alternative proposals that could achieve design excellence (industry)
- **Additional performance criteria** are required, to provide flexibility. Only five currently exist and four must be met (industry)

Precinct and Special Control Area Boundaries

- **North of Judd Street** is over 800m from proposed train station and should not be included in precinct (community)
- **High-rise high density not suitable north of Judd Street** (community)
- **Mixed-use north of Judd Street** out of character with current residential use (community)
- **Areas south of current precinct should be included** (community)
- **Whole of peninsula should be included within the precinct** (industry)

Sustainability Measures

- **Green Star Rating Tool** adds to development costs (industry)
- Six Star **Green Star requirement is too high** and can be unachievable. Should be reduced to Five Star (industry)
- Other rating **tools such as NABERS and NatHERS should be accepted** instead of Green Star (industry)

Land Use

- Throughout the control area, you should be able to spread **more local shops**, possibly limiting them in size, but in order to provide food outlets for lunch time use (industry)

1.2 Key Recommendations

Precinct Extent

- **Reconfigure precinct boundary** to reflect the District Activity Centre classification of South Perth, to take into account the walkable catchment of Mends Street Jetty
- **Change the sub-precinct boundaries** to better align with land use priorities, creating a greater focus on commercial development nearer the proposed South Perth Station, and recognising the more residential focus north of Judd Street
- Provide **clear statements of intent for each sub precinct** including a review of permitted and contemplated land uses

Special Design Area

- **Extend the Special Design Area** to incorporate the whole of the Mends Street – Harper Terrace and Mends Street – Darley Street blocks
- **Reconsider the appropriateness of the Special Design Area along Lyall Street and Judd Street**; very tall buildings along these streets are likely to cause significant overshadowing of lower sites to the south
- **Retain the minimum street frontage** and site area but define what would constitute a ‘minor’ variation

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Height

- Introduce a specific **requirement for all tall building developments to scale down towards adjacent lower scaled areas**
- **Reconsider the underlying height limits** within the Special Design Area with a view to increasing the base height to 41 metres
- Within proposed sub-precinct 1, consider **increasing the base height to 41 metres throughout**
- **Minimum base building/podium height 10.5 metres** (3 storeys) or aligned with neighbouring buildings if neighbouring building is a heritage building or within a lower scaled area and is unlikely to be redeveloped to be higher

Plot Ratio

- **Maintain the minimum plot ratio requirement for employment floor area** in sub-precincts where employment generating land uses are particularly desired (proposed sub-precincts 1 and 2) but remove the limit on residential plot ratio

Performance Criteria

- **Reconsider the current performance criteria**
- Rather than requiring provision of a certain number of the **stated benefits** the degree and quality or quantity (as appropriate) to which they are met should be the determinant for how much of a variation the Council is prepared to grant
- **‘Additional community benefits’** should only include:
 - Provision of public amenities
 - Provision of commercial/non-residential land uses above the minimum requirement
 - Provision of long-term affordable housing and details of management

Street setbacks

- **Minimum 40% of street frontage setback** on Mends Street, South Perth Esplanade between Harper Terrace and Ray Street, Mill Point Road south of Judd Street, Labouchere Road, and Lyall Street – nil
- All other streets - **minimum 2 metres at and above ground level**, to allow for a landscaped setback and canopy street trees. Minor height encroachments (up to 1 metre) within this setback
- The **minimum setback applies only** to those parts of the building to a height of 10.5 metres

- Between **10.5 to 25 metres or the width of the adjacent street** (whichever is the lesser), the building must be set back a minimum of 3 metres (this will not apply in streets with a minimum 4 metre setback)
- Up to one third of the **tower element frontage** can come to ground (ie: not form part of a visible building base) but must be set back as required for the tower
- For **building elements 25 metres to 65 metres high** the minimum street setback – additional 2 metres minimum
- For **building elements above 65 metres high** – minimum 8 metres
- Ensure that discretion exists to **vary the front setbacks** of buildings behind the specified setback, requiring instead that in streets where a continuous building line or “street wall” is desired this can still be perceived.
- Allow **discretion for approval of minor architectural elements to protrude** into the front setback, provided that they do not result in the building overall appearing closer to the street than it otherwise would have.

Side and Rear Setbacks

- Building to **10.5 metres high** – nil (discretion to increase where justified by context – such as major openings or open space in adjacent development – no maximum)
- **10.5 metres to 25 metres high** minimum setback from side and rear boundary or centre line of adjacent lane if any – 3 metres
- Building elements **25 metres to 65 metres high** – 4 metres to boundary or centre line of adjacent lane if any
- Building elements **above 65 metres high** – minimum 8 metres to boundary or centre line of adjacent lane if any
- **Minimum distance between tower elements** on the same site to be equivalent to twice the setback required to the site boundary

Transition to lower scaled development

- On sites adjacent to lower scaled areas, open space or heritage, ensure a transition in height and scale that **respects the scale of the lower scaled area** (as determined by the planned context of the lower scaled area)

Podiums

- Remove the hard-and-fast rule that a podium must be provided in some areas and replace it with a **requirement that buildings have a clear base** that relates to the width of the street and provides a comfortable sense of scale within the adjacent public realm – height no greater than adjacent street width.
- If provided, a podium should be a **minimum of 10.5 metres high** (3 storeys) and no higher than the width of the adjacent street reserve.
- Maximum height of a **podium with nil setback** – 10.5 metres.

- Require that applications provide an **analysis of wind impacts** on the ground plane and any occupiable podium or roof top outdoor areas, and demonstrate how any adverse impacts are mitigated by the design.

Parking and Traffic

- Every proposed development seeking **parking provision above the stated maximum** must be able to demonstrate the amount of car parking proposed can be accommodated and managed within the existing road network.
- Do not allow **car parking to be located** immediately behind the façade of any part of the building visible from the street. Discretion may be exercised if the Council is satisfied that the architectural response is such that the parking does not adversely affect the appearance of the building from the street or neighbouring buildings, and that passive surveillance of adjacent public realm is not prejudiced by the absence of occupiable space on those façades.

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Design Quality

- **Architectural Design Excellence** must be achieved by any development seeking a variation

Sustainability

- All **new developments to be designed to a minimum GBCA 4 Star Green Star** (Best Practice) or equivalent and 5 Star Green Star or equivalent for developments seeking the use of discretion within the Special Design Area

Developer Contributions

- Consider the **introduction of a special area rate** as a more equitable way of funding improvements that will benefit all properties within the precinct;
- **Design and costing of streetscape improvements** as recommended by the South Perth Station Precinct Plan, in order to inform preparation of either a SRA or a DCP;
- Examine both **community and service infrastructure needs** within the precinct to identify potential new or upgrade provision that can be costed to inform preparation of either a SRA or a DCP.

2.0 Mends Street Retail Potential Analysis (Urbis)

Urbis' analysis is intended to provide guidance on the supportable amount and type of floorspace that might occur in Mends Street along with an assessment of the activation potential and what needs to be considered over and above demand for retail floorspace. Key findings and recommendations are detailed below.

2.1 Key Findings

- **Not a strong convenience retail location** - Civic Heart is expected to absorb much of this activity - although there may be some scope for a differentiated boutique market style offering within the redevelopment of the Millstream Arcade. Mends Street can be expected to **trade primarily on the basis of a food and beverage offering along with some boutique apparel retail**. Attraction of national brand retailers will be difficult, and any boutique offering is most likely to be from WA based retailers.
- The **residential catchment is unlikely to be sufficient to drive the revitalization** of Mends Street even given an increased capture of per capita spend and a growing population base. It will **require significant trade generated from beyond the catchment**
- Planning framework should **seek to incentivize retail and commercial development** rather than placing perceived onerous conditions on landowners and developers. This reflects comments from some key landowners in the street. Moreover, there is a justifiable perception that planning requirements around floorspace ratios will lead to an oversupply of retail / commercial floorspace.

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2.2 Key Recommendations

- That the City of Perth, in consultation with its key stakeholders in the Mends Street precinct, confirm a clearly articulated **vision of the purpose, function and form** for Mends Street in the context of the Station Precinct. This will involve consideration of the street's residential, retail, entertainment and recreation roles
- **Undertake an urban design review and public realm study** to re-envision the Mends Street physical environment, how it appeals to pedestrian traffic and relates to the major local attractors of the foreshore, the jetty and the zoo
- Explore the **introduction of other dynamic uses** such as outdoor cinemas and markets in and around the heritage precinct and foreshore
- **Review the implications of the planning framework** on land owners and developers and seek to understand the constraints that the planning framework places on developer activity in Mends Street, particularly as regards to issues of plot ratio and the potential for oversupply of retail / commercial floorspace

- Engage with key landowners and developers to explore options to **incentivize development that stimulates street level activation** in Mends Street
- Address traffic flows such that **pedestrian access and activity is optimized**
- Facilitate **opportunities for al fresco dining and entertainment**
- Explore opportunities to **optimize the frequency and accessibility to street and foreshore based events**
- Engage with key landowners to explore the options for street level building renovations to **activate the foreshore end of Mends Street**

3.0 South Perth Train Station (MacroPlan Dimasi)

MacroPlan Dimasi was commissioned to assess the rationale for the South Perth Train Station. The subsequent report develops a persuasive case to develop the South Perth Train Station.

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3.1 Key Transit Functions

‘Destination Station’, servicing:

- Perth Zoo
- Local offices, retail, employment and activity uses
- Potential Richardson Park Development
- Special Events

‘Origin Station’, servicing:

- Local residents and commuters
- Tourists/visitors staying in the area

‘Transfer Station’

- Potential longer-term role to provide for transfers between the rail network, buses and, potentially, ferries.

3.2 Key Challenges

Quarter-circle catchment area

- Majority of the catchment area is **occupied by things that generate no or negligible transport demand** – Swan River, Richardson Park and the South Perth Golf Course

Propensity to use public transport

- Propensity of existing residents to use public transport is perceived as **low**

Impact on the Existing transit network

- **Perth to Mandurah rail** as an inter-regional transport infrastructure

3.3 Addressing Challenges

Quarter-circle catchment area

- **Intensity of development** in the South Perth precinct and actual and proposed investment in additional developments means that the catchment area, although small geographically, has a very high residential and employment yield

Propensity to use public transport

- Type of and price point of the apartment development means that the new population moving to the area will create a new, younger demographic for South Perth and will **shift the transport demand dynamic**

Impact on the Existing transit network

- Planning framework is encouraging **infill development** and the development industry has responded to this opportunity
- The **importance of the South Perth catchment** justifies any negative impact on the broader transport network

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4.0 Luxmoore Parking and Safety – Parking Strategy

Commissioned by the City of South Perth, Luxmoore's Parking Strategy endeavors to:

1. Provide a strategic citywide parking framework for the short, medium and longer terms, and;
2. Identify a comprehensive action plan to assist in the future preparation of Parking Control Areas (PCA plans

The document includes a review of relevant documents, a SWOT analysis, stakeholder meetings, workshops and surveys, and an assessment of future demand. The following list outlines the key findings of the investigation.

4.1 Key Findings

- **Plentiful parking is available** within a reasonable walking distance (250 m) of several key destinations
- Survey of parking demand patterns in the Mends Street, Angelo Street and Preston Street PCA's indicate an **average demand at less than 81% of bays**
- There is an **under-utilisation of pay parking** in several locations, e.g. in Richardson Reserve
- **More effective use can be made of all public parking** facilities such as George Burnett Leisure Centre and the Jetski car park.
- **Simplification of time restrictions and fees** will result in greater compliance and

increased churn of bays

- **Parking restrictions and fees are confusing** for a driver to understand and difficult for rangers to enforce
- **More effective enforcement technology and resources will assist in the management** of parking.
- There are **inadequate ranger resources and technology** to adequately monitor compliance for public and private parking facilities especially at schools.
- **Schools should provide their own traffic and parking management resources**
- Introduce a **permit scheme** - Residents are sometimes inconvenienced by **commuters parking in their streets**
- The **parking supply from some developments** should be unbundled to allow more effective use of the bays
- **TravelSmart** plans should be applied for new and existing developments
- **Surplus parking income and cash-in-lieu** could be used to fund improved access
- The student-only **Curtin Area Bus Service (CABS)** should be shared by public commuters
- A **free local bus service** could be funded by the City to increase non private vehicle patronage to local commercial areas such as the zoo where up to 70% of visitors arrive by private car

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4.2 Key Recommendations

- **Focus on people access** not vehicle access
- Provide efficient and effective **alternatives to car** access
- Parking policy and strategy must **support sustainable transport**
- The **appropriate amount of parking** for the centre will be well below the unconstrained demand for parking
- The provision of parking **requires a demand management**, not a demand satisfaction approach
- A **parking user hierarchy** is to be implemented for different PCA's to support growth and intensification goals
- Parking occupancy in high demand areas should be **surveyed regularly** - measure actual usage and to compare changing patterns of usage from year to year in different commercial centres
- Appoint an **administrative Parking Working Group** - responsible for bringing forward issues that cross boundaries between the traditional administrative units
- **New parking controls or charges** need to be constantly reviewed by the City and amended as necessary
- Evaluate the **introduction of parking controls** and eventually pay parking

- Public **parking information** should be applied and published uniformly across the entire City equally to council and privately owned public car parking
- Increase the effective allocation of **parking enforcement resources** in combination with improved technologies for monitoring compliance
- Implements a **Parking Control and Management Plan** to be provided with a development application for any project exceeding more than five bays
- Develop a plan to identify and prioritise potential sites for the construction of **parking decks to serve the commercial centres**
- **Expand pay parking areas** based on regular and comparative surveys
- Increase the provision and enforcement of **pay parking in privately owned public car parks**
- Apply various **parking restrictions in areas of high demand** to achieve a target peak occupancy rate
- Introduce **priced parking with no time limits** in areas with high parking demand and a low availability of spaces
- **Parking demand should be reviewed** every one to three years
- **Prices should be adjusted** either up or down in response to the occupancy surveys undertaken
- Some PCA's in the City experience high parking demand in the evenings, and where this occurs, the City should implement **expanded paid parking hours** (as opposed to standard 8am-6pm) where necessary to manage demand
- **Residential parking zones should have a time limit** across the zone to prioritise short-term parking and deter commuter parking
- **Make use of new technology** to ensure that residential parking zones remain an effective solution for managing parking demand
- A **cash-in-lieu fee** for all projects should be charged, but with a regular adjustment to the fee

5.0 Vision 2027 Strategic Community Plan Review

Research Solutions was commissioned by the City of South Perth to assist the City with Stage One of their revision of 'Vision 2017'. This incorporated reviewing and analysing the results of its community survey. The survey focused on unveiling the key attractions of the City and what priorities the local community would like to see the City focus on over the coming years. Key details have been listed below.

5.1 Key Findings

Attractions

- Location (71%)
- Natural Environment (66%)

Desired future focus

- **Economy and lifestyle** (37%) – activating cafés, restaurants and bars (20%), improved parking (14%), improved retail offering (13%)
- **Planning and design** (66%) – limiting high rise (17%), limiting density (6%), controlled and planned development (5%) – largely an issue of aged persons
- **Infrastructure** (37%) – traffic management (11%), swimming pool (9%), cycleways (8%)
- **Natural environment** (34%) – upgrading and activation of foreshore (15%), quantity, appropriateness and management of trees (10%)
- **Public transport** (29%) – better public transport connecting the City (13%), improved ferry service (10%), South Perth train station (9%)

APPENDIX 2

PLACE ASSESSMENT

ROBERTSDAY PLACE AUDIT RESULTS

PLACE ASSESSMENT CRITERIA



ATTRACTIVE

Do building, landscape and public realm design combine to create an imageable place?



WELCOMING

Is the place legible, hospitable and safe to use by people of all backgrounds?



ACCESSIBLE

Is the place easily accessible by pedestrians, cyclists and transit users of all abilities?



DYNAMIC

Are buildings, spaces and activities in the place interesting and rich in character?



LOVED

Do people use, maintain and positively interact within the place?

Places are individually scored against place assessment criteria with results combined to produce an overall place score out of a possible 100:

SCORES



90-100 GREAT

Captivating places that are a pleasure to experience



70-89 PROMISING

Successful places with resolvable limitations



50-69 ORDINARY

Acceptable but unremarkable places with room for improvement



30-49 BELOW AVERAGE

Lackluster places with design and use challenges



0-29 POOR

Problematic places with serious safety or accessibility issues



PLACE SCORES

The RobertsDay Place Assessment identified areas of high amenity, many promising places with potential for improvement and a number of problematic spaces which present poor place outcomes. These results are individually summarised over the following pages.

Windsor Park (No. 1) recieved the highest place ranking, with its excellent landscaping quality, public art and integrated cultural and civic facilities creating a high quality public space.

The pedestrian access way between Melville Parade and Mill Point Road along Judd Street (No. 26) recieved the lowest place score, with its narrow width and lack of protection from high speed freeway traffic creating an unsafe and unpleasant space.

PLACE LOCATION MAP



1. MILL POINT ROAD EAST BETWEEN KING EDWARD ST AND DARLEY ST



55 ORDINARY PLACE QUALITY

Attractive	<div><div></div></div>	65
Welcoming	<div><div></div></div>	75
Accessible	<div><div></div></div>	60
Dynamic	<div><div></div></div>	25
Loved	<div><div></div></div>	50

CONSTRAINTS

- Main thoroughfare with heavy traffic in peak times (morning / afternoon)
- Zoo back of house – boundary fence
- Current greening in private areas and may change over time
- Private frontage dominated by residential parking

OPPORTUNITIES

- Generous verge for street greening
- Wide footpaths
- Good public transport access
- More seating and shaded areas
- Path improvements on street corners
- Large trees providing shade

2. PARKER STREET



56 ORDINARY PLACE QUALITY

Attractive	<div><div></div></div>	55
Welcoming	<div><div></div></div>	60
Accessible	<div><div></div></div>	65
Dynamic	<div><div></div></div>	45
Loved	<div><div></div></div>	55

CONSTRAINTS

- Significant gated multi-storey tenanted buildings set back from the street
- Lack of perceived safety due to barbed wire and keep out signage
- Steep slope of cul-de-sac
- Poor verge treatment on corner
- Residential street dominated by car access

OPPORTUNITIES

- Views to the river from the top of the street
- Planting of more street trees (in addition to existing fruit trees)
- Removal of no visitor signage
- Large gum tree as place identifier
- Aging buildings may be redeveloped in the future

3. DARLEY STREET - RAY STREET



46 BELOW AVERAGE PLACE QUALITY

Attractive	<div><div></div></div>	55
Welcoming	<div><div></div></div>	45
Accessible	<div><div></div></div>	45
Dynamic	<div><div></div></div>	40
Loved	<div><div></div></div>	45

CONSTRAINTS

- Back of house areas for Mends Street
- Windsor Car park
- Limited accessibility with narrow footpath
- Paid decked parking entrance to back of commercial / shopping arcade
- Constrained movement at Ray Street laneway

OPPORTUNITIES

- Improve accessibility, pathways and lighting
- Mature trees on verges and private properties
- Any future Winsor car park development could front the street
- Pedestrian/residential access to Mends Street
- Character elements with red paved entrance

4. RAY STREET LANEWAY



17 POOR PLACE QUALITY

Attractive	<div><div></div></div>	15
Welcoming	<div><div></div></div>	5
Accessible	<div><div></div></div>	35
Dynamic	<div><div></div></div>	10
Loved	<div><div></div></div>	20

CONSTRAINTS

- Currently service laneway
- Back of house use and grittiness that won't change unless redeveloped
- Poor lighting and visibility for safety
- Used as 'quick' thoroughfare for cars from Darley Street / Ray Street
- Gated neighboring residential building

OPPORTUNITIES

- Excellent view lines to the river and city
- Future development on corner commercial lot could front the laneway for improved activation and use
- Improve pedestrian thoroughfare to the foreshore with separated path

5. SOUTH PERTH ESPLANADE EAST OF MENDS STREET



78 PROMISING PLACE QUALITY

Attractive	<div><div></div></div>	65
Welcoming	<div><div></div></div>	70
Accessible	<div><div></div></div>	95
Dynamic	<div><div></div></div>	70
Loved	<div><div></div></div>	90

CONSTRAINTS

- No unique character
- Poor lighting
- No entry signs, walls and gated staircases to private property – no public access to Mill Point Road
- Residential properties not active, with large set back

OPPORTUNITIES

- Well maintained and used by people exercising
- Clustering of trees
- Views to Perth city
- Autonomous bus stop
- paths and cycle connection
- Large open space and some public amenities

6. MENDS STREET



83 PROMISING PLACE QUALITY

Attractive	<div><div></div></div>	85
Welcoming	<div><div></div></div>	85
Accessible	<div><div></div></div>	90
Dynamic	<div><div></div></div>	70
Loved	<div><div></div></div>	85

CONSTRAINTS

- Ad-hoc retail and food and beverage offering
- Accessibility poor in some buildings (staircase to access shops)
- Building bulk overpowering some areas on the street
- Vacant tenancies and buildings under construction
- Dominated by South Shore Centre building

OPPORTUNITIES

- A number of character buildings (Windsor Hotel & Chemist)
- Distinctive street character with trees
- Cycle parking good
- Pedestrian crosswalks
- Rear parking areas – potential development opportunities
- Main street activation
- • Public phone and WiFi

7. MILL POINT ROAD BETWEEN DARLEY ST AND LABOUCHERE RD



36 BELOW AVERAGE PLACE QUALITY

Attractive	<div><div></div></div>	35
Welcoming	<div><div></div></div>	35
Accessible	<div><div></div></div>	45
Dynamic	<div><div></div></div>	35
Loved	<div><div></div></div>	30

CONSTRAINTS

- Significant truck movement due to surrounding construction
- Road used for access to/from freeway and to Victoria Park/Burswood
- Noisy and hostile environment
- Narrow footpath near freeway onramp
- Petrol Station on landmark corner site

OPPORTUNITIES

- Significant and mature trees near Windsor Park
- Heritage buildings bring character and interest to the street
- Excellent bus and ferry access
- Public car park at Windsor Park
- Improve pedestrian focus and slow traffic

8. ZOO ACCESS ROAD



55 ORDINARY
PLACE QUALITY

Attractive	<div><div></div></div>	45
Welcoming	<div><div></div></div>	60
Accessible	<div><div></div></div>	65
Dynamic	<div><div></div></div>	50
Loved	<div><div></div></div>	55

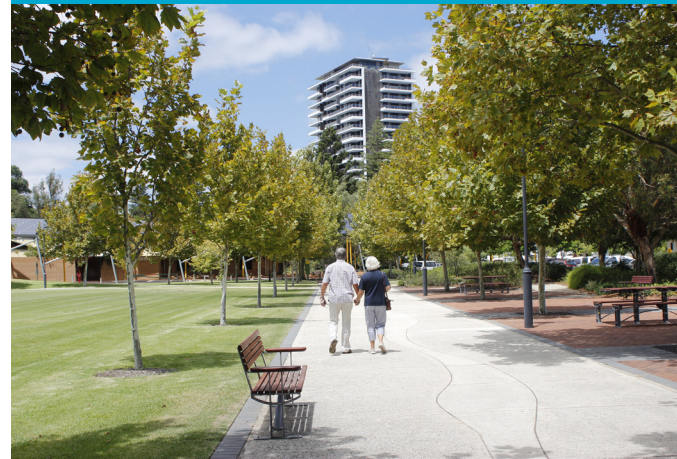
CONSTRAINTS

- Back of house to zoo with air conditioners and fencing
- Narrow street and access way

OPPORTUNITIES

- Preferred thoroughfare for pedestrians (mothers with children)
- Disabled parking and access good
- Unique solar panel structure provides shade
- Alternative Zoo entrance
- Improve zoo interface with Windsor Park

9. WINDSOR PARK (INCLUDING COMMUNITY FACILITIES)



94 GREAT
PLACE QUALITY

Attractive	<div><div></div></div>	100
Welcoming	<div><div></div></div>	95
Accessible	<div><div></div></div>	95
Dynamic	<div><div></div></div>	85
Loved	<div><div></div></div>	95

CONSTRAINTS

- Not well utilised
- Bounded by busy roads
- Heritage buildings backing park

OPPORTUNITIES

- Neighbouring Zoo parking
- Preferred walking route from Mends Street
- Capture people visiting the Zoo with things to do: a playground, BBQs etc.
- Attractive landscaping and well maintained with excellent tree canopy
- Heritage buildings provide character and sense of place

10. HARPER TERRACE



34 BELOW AVERAGE
PLACE QUALITY

Attractive	<div><div></div></div>	30
Welcoming	<div><div></div></div>	40
Accessible	<div><div></div></div>	45
Dynamic	<div><div></div></div>	25
Loved	<div><div></div></div>	30

CONSTRAINTS

- IGA closed and being redeveloped, current back of house no plans for active street frontage
- New corner development poor street interface and inactive frosted glass frontages
- Narrow footpath
- Poor quality street interface of new development

OPPORTUNITIES

- Potential active street with connection to Mends Street
- Excellent views to the Swan River
- Developments could have active frontages
- Future residential catchment to activate street
- More tree planting needed

11. FERRY STREET



48 BELOW AVERAGE
PLACE QUALITY

Attractive	<div><div></div></div>	45
Welcoming	<div><div></div></div>	55
Accessible	<div><div></div></div>	45
Dynamic	<div><div></div></div>	40
Loved	<div><div></div></div>	55

CONSTRAINTS

- Residential no entry signs and gated areas
- Private car parks on street

OPPORTUNITIES

- Mature street trees and residential trees
- Quiet cul de sac

12. SOUTH PERTH ESPLANDE BETWEEN MENDS ST AND QUEENS ST



75 PROMISING
PLACE QUALITY

Attractive	<div><div></div></div>	60
Welcoming	<div><div></div></div>	70
Accessible	<div><div></div></div>	90
Dynamic	<div><div></div></div>	65
Loved	<div><div></div></div>	90

CONSTRAINTS

- Wide reserve with residents set far back from the street
- No shade areas and reasons to stop
- Active use of the grassed area may impact residents
- Residents street parking
- Exposed area

OPPORTUNITIES

- Active use of beach area – recreation and reasons for people to use
- Good cycling and walk paths
- Improve shade for pedestrians, plant trees and include shaded places to rest
- Excellent views to Perth city
- Wayfinding to Mends Street and Ferry
- Improve water fountains and bike racks

13. FRASERS LANE



46 BELOW AVERAGE
PLACE QUALITY

Attractive	<div><div></div></div>	45
Welcoming	<div><div></div></div>	55
Accessible	<div><div></div></div>	50
Dynamic	<div><div></div></div>	35
Loved	<div><div></div></div>	45

CONSTRAINTS

- Luminere development with site closed and scaffolding tower present
- Residential car parks on street interface
- Commercial use in predominately residential area

OPPORTUNITIES

- Large mature gum tree and other residential trees
- New childcare business on the corner
- Sufficient car parking
- River views from street

14. MILL POINT ROAD NORTH



70 PROMISING
PLACE QUALITY

Attractive	<div><div></div></div>	85
Welcoming	<div><div></div></div>	80
Accessible	<div><div></div></div>	65
Dynamic	<div><div></div></div>	45
Loved	<div><div></div></div>	75

CONSTRAINTS

- Mixture of random commercial in predominately residential area
- Construction trucks passing through to access Freeway on-ramp
- Substation on street – poor frontage and maintenance
- Residential towers with significant set back
- Private residential and visitor parking at street frontage

OPPORTUNITIES

- Retain and promote as a character street with mature Plain Trees
- Bus shelter and public transport access
- Traffic management and slowing of street
- Good pedestrian access to Old Mill and Narrows Bridge (access to City)

15. QUEEN STREET



74 PROMISING
PLACE QUALITY

Attractive	<div><div></div></div>	85
Welcoming	<div><div></div></div>	80
Accessible	<div><div></div></div>	70
Dynamic	<div><div></div></div>	55
Loved	<div><div></div></div>	80

CONSTRAINTS

- Private tennis courts on corner lots
- Residential street with medium density housing

OPPORTUNITIES

- Well maintained and landscaped wide verges
- Mature trees in residential lots and on the street
- Plant more trees for better coverage
- Good street views to the Swan River

16. MILL POINT CLOSE



67 ORDINARY
PLACE QUALITY

Attractive	<div><div></div></div>	50
Welcoming	<div><div></div></div>	65
Accessible	<div><div></div></div>	90
Dynamic	<div><div></div></div>	65
Loved	<div><div></div></div>	65

CONSTRAINTS

- Active use of the grassed area may impact residents
- Residents street parking
- Exposed area

OPPORTUNITIES

- Excellent views to Perth city
- Wayfinding to Mends Street, Old Mill and Ferry
- Improve water fountains and bike racks
- Active use of the jetty – potential for kayak hire or launching area
- Include shaded areas with benches and seating
- • Millers Pool frontage

17. MILLER'S POOL



89 PROMISING
PLACE QUALITY

Attractive	<div><div></div></div>	85
Welcoming	<div><div></div></div>	95
Accessible	<div><div></div></div>	95
Dynamic	<div><div></div></div>	80
Loved	<div><div></div></div>	90

CONSTRAINTS

- No direct pedestrian access to Old Mill (stones)
- Limited in use due to residential frontage
- Flood area restricts development

OPPORTUNITIES

- Wayfinding and interpretive signage
- Public art and pedestrian pathway lighting
- Include BBQs at new shade shelter
- Excellent views to the Narrows, Kings Park, city and Swan River

18. MILL POINT RESERVE



61 ORDINARY
PLACE QUALITY

Attractive	<div><div></div></div>	55
Welcoming	<div><div></div></div>	70
Accessible	<div><div></div></div>	85
Dynamic	<div><div></div></div>	30
Loved	<div><div></div></div>	65

CONSTRAINTS

- Legibility confusing, obscured by Narrows Bridge
- Dominated by parking
- Lack of activity – impacts on safety perception
- Noisy

OPPORTUNITIES

- Improve lighting, particularly under the bridge
- Water views
- Shaded with large trees
- Improve activation and public use
- Activity related to boating, with boat/jet ski ramp

19. OLD MILL



50 ORDINARY
PLACE QUALITY

Attractive	<div><div></div></div>	50
Welcoming	<div><div></div></div>	30
Accessible	<div><div></div></div>	75
Dynamic	<div><div></div></div>	40
Loved	<div><div></div></div>	55

CONSTRAINTS

- Bus stop and turning area
- Strange dead end with ugly built form
- Old Mill is obscured by vegetation and disconnected from public movement network

OPPORTUNITIES

- A place that needs to reach its full potential – Government owned land and a key cultural/heritage artefact of regional significance
- Improve the street and make less redundant road network
- Improve activation of Old Mill area and frontage to the street

20. MELVILLE PDE PAW (FOOTPATH)



17 POOR PLACE QUALITY

Attractive	<div><div></div></div>	5
Welcoming	<div><div></div></div>	20
Accessible	<div><div></div></div>	30
Dynamic	<div><div></div></div>	0
Loved	<div><div></div></div>	30

CONSTRAINTS

- Walk through only – no vehicles
- Dangerous and unsafe
- Very close to Freeway traffic
- Cul-de-sac road is a poor connectivity outcome

OPPORTUNITIES

- Improve safety and interface with Freeway traffic
- Well maintained private hedge
- Improve wayfinding and legibility
- Improve connectivity and use

21. MELVILLE PLACE (LANE)



40 BELOW AVERAGE PLACE QUALITY

Attractive	<div><div></div></div>	40
Welcoming	<div><div></div></div>	35
Accessible	<div><div></div></div>	45
Dynamic	<div><div></div></div>	30
Loved	<div><div></div></div>	50

CONSTRAINTS

- Residential area
- No reason to visit
- Laneway environment, mostly servicing residents for parking

OPPORTUNITIES

- Lots of mature vegetation with laneway reserve
- Nice environment for walking and is shady
- Apartment pool has direct visible interface to laneway – potential to be opened for the community?
- Improve pedestrian and street lighting
- Widen footpaths

22. MELVILLE PARADE NORTH



33 BELOW AVERAGE PLACE QUALITY

Attractive	<div><div></div></div>	30
Welcoming	<div><div></div></div>	30
Accessible	<div><div></div></div>	60
Dynamic	<div><div></div></div>	20
Loved	<div><div></div></div>	25

CONSTRAINTS

- High walls on private development
- High walls result of the Freeway and lack of barrier for residents
- Traffic noise very loud
- Poor and dilapidated built form including remnant cottages

OPPORTUNITIES

- Improve use and activation of large grassed area
- Install a sound wall to improve amenity for pedestrians and residents
- Widen footpaths and improve maintenance
- Nice mature Norfolk Pine trees

23. STIRLING STREET



45 BELOW AVERAGE PLACE QUALITY

Attractive	<div><div></div></div>	35
Welcoming	<div><div></div></div>	40
Accessible	<div><div></div></div>	65
Dynamic	<div><div></div></div>	30
Loved	<div><div></div></div>	55

CONSTRAINTS

- Paved 'urban' sidewalks, but no street trees
- Mainly used for on street parking for residents

OPPORTUNITIES

- Improve comfort for pedestrians
- Include more street landscaping and tree planting
- Provide reasons for people to interact with the street
- Improve street design for on-street residential parking

24. SCOTT STREET



47 BELOW AVERAGE
PLACE QUALITY

Attractive	<div><div></div></div>	65
Welcoming	<div><div></div></div>	35
Accessible	<div><div></div></div>	65
Dynamic	<div><div></div></div>	30
Loved	<div><div></div></div>	40

CONSTRAINTS

- Street feels like a driveway as properties face adjacent street
- Lots of garages on frontages with little activation
- Mix of residential densities with some lower buildings

OPPORTUNITIES

- Add to the nice street trees on eastern end, by planting more to the west
- Improve paving – currently uneven

25. STONE STREET



58 ORDINARY
PLACE QUALITY

Attractive	<div><div></div></div>	80
Welcoming	<div><div></div></div>	45
Accessible	<div><div></div></div>	70
Dynamic	<div><div></div></div>	40
Loved	<div><div></div></div>	55

CONSTRAINTS

- Terminates at freeway interchange, no easy access to Mends Street area
- Poor street interface with walls and fences
- Residential area with medium to high density

OPPORTUNITIES

- Excellent tree canopy and microclimate

26. MILL POINT ROAD - MELVILLE PARADE PAW



16 POOR
PLACE QUALITY

Attractive	<div><div></div></div>	20
Welcoming	<div><div></div></div>	10
Accessible	<div><div></div></div>	20
Dynamic	<div><div></div></div>	20
Loved	<div><div></div></div>	10

CONSTRAINTS

- Poor visual surveillance

OPPORTUNITIES

- Improve use and function of the pocket park

27. JUDD STREET - MIELVILLE PARADE CUL DE SAC



58 ORDINARY
PLACE QUALITY

Attractive	<div><div></div></div>	75
Welcoming	<div><div></div></div>	55
Accessible	<div><div></div></div>	80
Dynamic	<div><div></div></div>	20
Loved	<div><div></div></div>	60

CONSTRAINTS

- Freeway interface
- Huge safety risk with oncoming Freeway traffic with no barrier

OPPORTUNITIES

- Excellent mature trees
- Include more seating in the park
- Improve narrow pathway against freeway and include safety barrier for pedestrians

28. MELVILLE PARADE SOUTH



44 BELOW AVERAGE
PLACE QUALITY

Attractive	<div><div></div></div>	40
Welcoming	<div><div></div></div>	35
Accessible	<div><div></div></div>	80
Dynamic	<div><div></div></div>	25
Loved	<div><div></div></div>	40

CONSTRAINTS

- Interface with Freeway
- Car park access dominates street

OPPORTUNITIES

- Good pocket park
- Improve attraction of park by providing reasons for people to linger
- Improve streetscape and landscaping
- Improve interface with Freeway
- Iconic trees with significant microclimate
- Potential to rationalise as linear parkway

29. BOWMAN STREET



49 BELOW AVERAGE
PLACE QUALITY

Attractive	<div><div></div></div>	55
Welcoming	<div><div></div></div>	40
Accessible	<div><div></div></div>	75
Dynamic	<div><div></div></div>	35
Loved	<div><div></div></div>	40

CONSTRAINTS

- Current trees are small and provide little shade cover
- Built form dominated by poor development outcomes
- Disconnected and poor legibility
- Civic Heart development loading area at one end and Freeway at the other

OPPORTUNITIES

- Peppermint trees consistently spaced

30. LYALL STREET



62 ORDINARY
PLACE QUALITY

Attractive	<div><div></div></div>	65
Welcoming	<div><div></div></div>	50
Accessible	<div><div></div></div>	80
Dynamic	<div><div></div></div>	55
Loved	<div><div></div></div>	60

CONSTRAINTS

- New developments have poor interface – blank and dark glass which takes away from existing streetscape
- Poorly concealed car park entry
- New development poor quality, and glass canopies add no value for pedestrians

OPPORTUNITIES

- Potential to preserve heritage, older residential buildings
- Excellent character to build on with well-maintained cottages on corner
- Strong potential connection to Mends Street for pedestrians
- Improve tree planting for better canopy cover
- Potential plaza at termination of Mends Street

31. HARDY STREET



53 ORDINARY
PLACE QUALITY

Attractive	<div><div></div></div>	60
Welcoming	<div><div></div></div>	45
Accessible	<div><div></div></div>	80
Dynamic	<div><div></div></div>	35
Loved	<div><div></div></div>	45

CONSTRAINTS

- Street level commercial not yet leased
- Mixed use development area
- Terminates at Zoo but with no real benefit or significance
- Large small scale residential developments occurring

OPPORTUNITIES

- Residential buildings could continue use as small scale commercial
- Improve street tree planting for consistent shade coverage

32. CHARLES STREET



58 ORDINARY
PLACE QUALITY

Attractive	<div><div></div></div>	45
Welcoming	<div><div></div></div>	60
Accessible	<div><div></div></div>	80
Dynamic	<div><div></div></div>	50
Loved	<div><div></div></div>	55

CONSTRAINTS

- Feels safe, but no people around
- Large new development is okay, but has very low canopies and poor garage design

OPPORTUNITIES

- Home office conversions with adaptive re-use
- Attractive cluster of gum trees
- Plant more street trees to improve canopy cover

33. RICHARDSON STREET



67 ORDINARY
PLACE QUALITY

Attractive	<div><div></div></div>	75
Welcoming	<div><div></div></div>	65
Accessible	<div><div></div></div>	75
Dynamic	<div><div></div></div>	55
Loved	<div><div></div></div>	65

CONSTRAINTS

- Lots of perpendicular parking for the Park use
- Terminates at old Zoo café – poor interface
- Some dated buildings

OPPORTUNITIES

- Abuts Richardson Park with nice views
- Consistent street trees between parking bays
- Large multi-dwelling developments add consistency to the streetscape

34. RICHARDSON PARK



69 ORDINARY
PLACE QUALITY

Attractive	<div><div></div></div>	60
Welcoming	<div><div></div></div>	50
Accessible	<div><div></div></div>	85
Dynamic	<div><div></div></div>	60
Loved	<div><div></div></div>	90

CONSTRAINTS

- Dedicated sporting use (Hockey and Cricket)
- Assumed use on weekends and after school, not active during weekdays
- Weakens future train station catchment (population)

OPPORTUNITIES

- Improve club house built form
- Diversify use of the park by the broader community
- Leverage active sporting use
- Improve edges with playgrounds or other multi-generational uses

35. MELVILLE PDE ACCESS ROAD



28 POOR
PLACE QUALITY

Attractive	<div><div></div></div>	20
Welcoming	<div><div></div></div>	10
Accessible	<div><div></div></div>	80
Dynamic	<div><div></div></div>	10
Loved	<div><div></div></div>	20

CONSTRAINTS

- Located on boundary of precinct on Freeway edge
- Significant traffic noise
- No setback or bugger

OPPORTUNITIES

- Cycling route
- Cluster of mature fig trees

36. LABOUCHERE ROAD SOUTH OF RICHARDSON PARK



45 BELOW AVERAGE
PLACE QUALITY

Attractive	<div><div></div></div>	55
Welcoming	<div><div></div></div>	30
Accessible	<div><div></div></div>	55
Dynamic	<div><div></div></div>	45
Loved	<div><div></div></div>	45

CONSTRAINTS

- Limited opportunities for built form with Zoo fence and park parking on each side
- Car dominated

OPPORTUNITIES

- Attractive row of gum trees in central median
- Plant more trees on sidewalks for consistent cover
- Slow traffic to improve pedestrian experience and safety

37. LABOUCHERE ROAD BETWEEN JUDD STREET AND RICHARDSON STREET



46 BELOW AVERAGE
PLACE QUALITY

Attractive	<div><div></div></div>	60
Welcoming	<div><div></div></div>	30
Accessible	<div><div></div></div>	50
Dynamic	<div><div></div></div>	45
Loved	<div><div></div></div>	45

CONSTRAINTS

- Car dominated
- Key movement corridor to access Freeway
- Heavy traffic but relatively easy to cross with generous median
- Small and constrained footpaths inadequate for urban area

OPPORTUNITIES

- Pedestrian crossing provides access to the Zoo and Windsor Park
- Add to existing trees in central median by planting more on the sidewalks
- Slow traffic to improve pedestrian experience and safety, particularly during peak times (am & pm)

APPENDIX 3

STAKEHOLDER ENGAGEMENT OUTCOMES

PLACE, CHARACTER + LIFESTYLE

Place identity and character

- South Perth has great strengths – want to realise the Precinct's potential but retain character
- High density city living vs. small town community or both?
- Panoramic views (at height) and city views on Foreshore
- Potential for growth / change
- Location to city and connection to other areas
- Surrounded by water / Open Space
- Visitor destination
- Ferry journey and sense of arrival
- Mends Street could be great – needs attention

Lifestyle and Community

- Global City (second CBD) VS village residential neighbourhood
- Desire for diverse housing choice for the commercial success of the Precinct
- The experience, greening and street life is important – character
- Where is the Town centre / city square?
- Foreshore could be improved – world class experience
- Desire to maintain and build a sense of community – engage new residents
- Desire for activity hubs / nodes (places to meet and interact)
- More meeting /entertaining places - indoors and outdoors
- Recognise the potential of attracting a diverse mix of people

Activity Nodes and Drivers

- Foreshore activation vs. no activation (impact on residential areas)
- Focus on Mends Street as primary activity node
- Zoo, Foreshore, Ferry Terminal, Mends Street, Windsor Park, Richardson Park, Royal Perth Golf Course
- Differing views - what is the right commercial mix, quantity and appropriate location Employment drivers - How to build an economic hub?
- Desire for businesses that fit community's needs (retail, F&B, services)
- Attracting diverse range of people (via walking, cycling and public transport)

Public Facilities and Amenities

- Community facilities
- Windsor Park – BBQs, Shade, Playground, events
- Hockey Club open to move if Richardson park has higher use
- New/improved sporting facilities and need for broader community gyms, pools, or stick to strengths and focus on improving the Foreshore for recreation
- Opinions that height allows for more community benefit > only if it is captured
- Development Contribution Scheme/Fund Could contribute to funding train station, community facilities, public art, community development activities / place making, public parking

Tourism

- Concerns to balance visitation with resident needs
- Recognition the Precinct will attract visitors – how to capitalise and built on existing assets?

Some Questions we asked the Planning Design Forum Participants to consider

- What strengths set the Precinct apart?
- What are the future goals and aspirations around employment, commercial, residential and other land uses?
- How can 'value' be better captured, to the benefit of the broader community?
- What additional public benefits should be planned for?
- How can the Precinct better leverage / balance its tourism potential?

PUBLIC REALM + ENVIRONMENT

Built form interface and streets

- Deep setbacks prohibit shelter for pedestrians
- Setbacks – consistent nil setbacks (in right locations) or diverse setbacks (contextual) or retain existing setbacks/streetscapes
- Roads could be linear parkways
- Some streets in the Peninsula are boring or will become boring
- Mends Street needs improving – interface with some buildings / alfresco
- The space around building important (front and side setbacks)
- Controls needed for managing overshadowing of public open space
- Street views/sightlines important
- Concerns of negative impacts of podiums (height and design) on existing street character and pedestrian scale/experience

Trees and landscaping

- Tree lined streets are central to defining local character
- Tree species – consistent type and have canopy
- Retain and protect mature trees – shade, birdlife and place character
- Plant more trees in development and streets
- Desire green verges – natives where appropriate

Parks and public spaces

- Quality public amenity supports density
- Attention to lawn strip along Melville Parade – Freeway interface stops use (not pleasant)
- Desirable – access to Melville waters
- Foreshore activity and improvements needed in some areas
- Richardson Park activate and improve facilities
- Want pocket parks, squares / piazzas
- More active use of Windsor park (events and amenities to attract people)
- Plan for diversity – toddlers, teenagers – broader demographic

Funding and maintenance

- Current policy allows for additional height with limited return for community/public realm
- Development contributions scheme towards POS, public realm improvements, public art (including broader activation events) and maintenance

Some Questions we asked the Planning Design Forum Participants to consider

- What qualities should define the local streets / public realm in the future?
- How can we ensure priority features / places are enhanced/improved? (i.e. Foreshore, Zoo, Richardson Park, Windsor Park etc.)
- How can developers / landowners and businesses contribute to improving streetscape quality, public realm and the local environment?
- What are the best streets / public realm areas? Why?

BUILT FORM + ARCHITECTURE

Design Quality

- Different standards – Special Design Area vs. Special Control Area
- Challenges with achieving architectural design excellence objectives (subjective?)
- Flexibility for architectural innovation vs. controls to manage outcomes/character
- Sustainability requirements challenging vs. a need to set sustainability goals
- Concerns affordable apartments create a ‘ghetto’
- Consideration of day-to-day cumulative impacts – traffic, rubbish collection, etc.

Building Height and Form

- Differing views – world class inner-city vs. no glass buildings with excessive/mega height
- Capped height limits – cap whole SCA vs. no cap vs. locational/site based cap
- Variety of height vs. clustering height in same locations
- Maintaining views vs. sharing views/view corridors
- Impacts of increased population density on local community
- Shorter wide vs. taller thin
- Overshadowing of streets and surrounding properties
- Bulk and podium requirements – height, locations, style
- Concerns for wind and solar impact
- Appropriateness of built form proportions – responding to surrounding area

Setbacks and street interface

- Appropriateness of location and controls for setbacks (front and side separation)

- Consideration for adjoining properties
- Active street vs. neighbourhood setbacks
- Ground floor uses – active shops vs. parking vs. service commercial
- Responses for differing street types
- Landscaping, greening and protecting trees (on sites and streets)
- Mitigating crime and ensuring residents safety (public access to private buildings)
- Driveway access – pedestrian safety with crossovers and widths
- Graduated setbacks of towers could increase the higher they get

Built Form Character

- Appearance, aesthetics, design importance
- Unique, different architecture vs. similar design, responding to existing character
- Approaches to ‘respect’ existing buildings
- Future legacy – contributing to heritage
- Quality
- Materials – ‘softer village’ vs. ‘global city’
- Responding to existing built form character and street character (Mends Street)
- Public art contribution – respond to heritage and place

Other Issues

- Holistic planning vs. opportunistic
- High water table issues and de-watering requirement for construction
- Due to water table, including car parking in the podium in SDA is achievable
- Changing look of the South Perth skyline from other viewpoints – Kings Park, etc

Some Questions we asked the Planning Design Forum Participants to consider

- How do we achieve a diversity of housing types? Where should they be located? (low, medium and high density)
- How can buildings better respond to South Perth’s place character?
- What features should define the buildings / skyline in the future?
- Should high quality design be consistently achieved?
- How can buildings create a better pedestrian experience?
- Where is height appropriate? Are there areas that could/should accommodate taller buildings?
- How can variation / transition be better managed and regulated?

TRANSPORT, ACCESS + PARKING

Public Transport

- Precinct has good public transport to build upon - improvements should be made for the future success of the Precinct- fully integrated service (bus, train, ferry, light rail)
- Ferry
 - Service needs upgrading – use, frequency, destinations, capacity
 - Include ferry catchment in planning of precinct
- Train station
 - Location – optimum catchment, better connected location, accessible?
 - Uncertainty – state government support, viability and timeline
 - What comes first? People/business or station?
- Buses
 - Network to city and Curtin okay – night service and weekends need improving
 - Require access to beyond the city
- Other alternatives
 - Explore opportunities for car sharing
 - Investigate potential for light rail

Trees and landscaping

- Tree lined streets are central to defining local character
- Tree species – consistent type and have canopy
- Retain and protect mature trees – shade, birdlife and place character
- Plant more trees in streets
- Desire green verges – natives where appropriate

Movement

- Vehicle traffic
 - Congestion – a regional roads issue or compounding from Precinct population density?
 - Concerns current roads cannot cope with increase in traffic
 - Peak hour heavy traffic on Mill Point Road – access to Freeway on-ramp
- Cyclists + pedestrians
 - Cycle-ways to destinations support higher density areas
 - Cyclists well connected along Foreshore/river to the city – focus on amenity in streets (separation from traffic, connectivity)
 - Improve pedestrian crossings, destinations and priority in destination areas
 - Design for people with disabilities

Parking

- Acknowledge it will take time to change people's behaviours (car use)
- Interim resident parking needed until Train Station is delivered
- Should parking be limited now to encourage use of alternatives
- Do more car bays = contribution to peak traffic congestion?
- Public parking needed in key locations
- Residents street parking needs to be protected for older buildings

Some Questions we asked the Planning Design Forum Participants to consider

- How do we achieve the right balance of modes between all transport?
- How do we achieve a well serviced, fully integrated public transport network?
- What priority should be given to development surrounding the transit hubs (Train Station, Ferry Station etc.)?
- What are the goals for parking and traffic management in the future?

PLANNING + GOVERNANCE

Decision making process and approaches

- Provide for consistency and certainty
- Clarify roles and responsibilities (Council (including Elected Members), JDAP)
- Lack of trust vs. community elected members (therefore should trust)
 - Provide more clarity around development impact assessments
 - Consider regional roads and visitor traffic impacts
 - Consider wind and shadowing impacts

Planning Framework

- Policy uncertainty = planning, design and approval challenges
- Flexibility vs. Adequate controls
- Plot ratio - Requirements confusing
- Minimum 1.0 non-residential plot ratio- commercial viability issues
- Non-commercial uses (commercial development viability, appropriateness of commercial locations, changing market demand, appropriate mix)
- Height discretion – specifics and clarity
 - Is 'community benefit' the only differentiator of height allowances?
 - Subjective criteria to allow higher buildings
 - Apply discretion to achieve View corridors
 - Performance criteria (design quality, public benefit)
- Further amendments vs. returning to controls in Amendment 25
- Missing overarching plan (i.e. Activity Structure Plan)

Precinct Boundary

- Special Control Area vs. Special Design Area
 - Special Control Area – discretion disadvantage
 - Remove Special Design Area or extend to include other parts of Special Control Area
 - Concerns for residents / landowners on the outside edge of the SCA – height differences
- Keep existing boundary vs. extend to broader boundary – Zoo, Mends Street Jetty, Richardson Park, Coode street (foreshore end)

Public benefit

- Developer Contributions Scheme (DCS) - Not currently in place
- Should we have a DCS scheme vs. additional rates pay for public/community benefit
- Defined goals for community benefits
- Public art – contribution to place – reflect place history

Communications, consultation and transparency

- Actual outcomes vs. the Precinct plan – differences?
- Better State + LGA collaboration – regional issues, risks, advice
- Transparency
 - Information briefings, clarity, simplicity
 - Respect for all views, decide and follow through
 - Perception of external groups influencing decision making
- Communicate benefits, changes and mitigating issues

Some Questions we asked the Planning Design Forum Participants to consider

- What is required to achieve a more robust and transparent planning framework?
- How can 'trust' be re-established in the planning process?
- What areas should be included / excluded in the Precinct Boundary / Special Control Area / Special Design Area?
- How can 'value' be better captured, to the benefit of the broader community?
- What additional public benefits should be planned for?
- How do we achieve the balance between flexibility versus controlled planning outcomes?

MENDS STREET

- Traffic Free (pedestrian priority)
- Calming
- Car free zones?
- Possible re-alignment of Mill Point Road?
- The precinct to have day and night operation (facilitated)
- Mixture of residential, commercial and retail
- Manage the noise / activation (consider residents)
- Mends Street Activation - Do we need more cafés? Need a diverse mix of uses
- Take-away food, dining etc. – choices needed
- Zoo is our best asset – ‘Want a full day experience’ – leverage the commercial
- Retailers are doing it tough
 - Spati’s Restaurant closed and empty
 - Empty shops now in south shore
 - North Perth good example (Angove street)

Why is Mends Street not working?

- Mix in South Shore is not working
 - Banks should be inside/restaurants out
 - The current piazza is nice (child friendly)
- Failing as a ‘local village centre’
 - Local level function
 - No supermarket (walkable)
 - Limited takeaway
- Miss management of retail mix – feed off each other (i.e. Claremont Qtr) Offer matters more and managed well
- Who are we planning for? Everyone
 - Tourists/visitors
 - Business
 - Residents
- Our local competitive advantage
 - Green spaces
 - Views
 - River
 - Amenity

Mends Street (Foreshore to Bowls Club)

- Issues with activation – grid locked traffic with attractions (med-large)
- Activation of Windsor Park – parking access outside of mends street (south)
- Windsor Park - Original village green
- Community resource

Mends Street - Heritage

- History – city stories – this precinct is part of the city’s heritage
- 1892 Roads board formed
- Old Mill Theatre (Old Mechanic’s institute)
- Sidworthy
- Soprano’s restaurant
- People and places important
- Paintings of the area
- Police station
- Books
 - South Perth Vanishing Village
 - Looking back at South Perth
- Desire a Museum – aboriginal history, colonial history
- Old Mill and Miller’s cottage
- Gary Lorence (Research)
- Old tram – bring back into working in the precinct
 - Made 1889 (1902 operating in Perth)
 - Now restored and at Whiteman Park
- Move bowling club?
- Freo is a good example (commercial, museums, things to do etc.)

Benchmarks

- London ‘Seren Dials’ – no multi-chain businesses – small boutique, unique and planning
- Leederville (8am-late)
- Subiaco (9-5)
- Build critical mass and cluster businesses for success

MENDS STREET / MILL POINT ROAD 'TRIANGLE'

- Create as the city's town square
- Day and night activity
- People want to go (activate)
- 'Tame it' so it is not hostile
 - Mill point Road on/off freeway
- Judd street interchange (sunken and come up at the zoo)
- Car free? In Mends Street? (e.g. Manly corso)
- Open up the area?
- Mill Point Road north footpath - Verge and footpath maintenance (current disrepair) due to plane trees roots

PENINSULA

Miller's Pool

- Food trucks were there on a temporary trial for the construction phase – move around but could return as part of broader program
- Jet Ski Area
 - Activity (lots of people)
 - Mostly weekends
 - Mill end (park) visitation but nothing to spend money on, park for free and leave with adding no benefit to the local economy and place
 - Adds vibrancy to the area – but should be leveraged more

FORESHORE

Foreshore Activation (Public realm and access)

- Ferry priority – more expand – want more use – potential alternative now (before train)
- Spill out activity to Foreshore/ferry (but not 'too much' that impacts residents)
- Manly – has decked parking behind buildings (behind precinct activity node)
- E.g. surfers paradise – pedestrian only
- Busy or 'passive active' use?
- Consider residents after 10pm – appropriate uses and activities
- Access to the foreshore is difficult – Harper Terrace and Coco's – cul-de-sac
- Focus on dedicated attractors – narrows bridge (best views) (counter view)
- City of South Perth Foreshore Management Plan – making connections on the foreshore, this work needs to integrate with these plans
- Don't increase car traffic on Foreshore area (reduce)

Ferry Station

- Progress ferry investment over station
- Melville waters ferry? Probably not possible due to river tides etc.
- Activate waters edge
- Tourists – have no access to freeo – work to improve access (perhaps Rottneest express?)
- Entry statement with Piazza
- Connect to Harbor terrace

Elizabeth Quay – an opportunity

- Tourism
- Hotel rooms coming in
- People can see South Perth – they will come over
- Need to accommodate for them and influence visitation (things to do and see)

FUTURE TRAIN STATION

- Public parking at Richardson Park?
- Station should not be a 'park and ride' station
- Full residential capture in existing location?
- Not enough evidence to justify train station (i.e. patronage)
- Zoo themed train station
- Train station needs to be a 'destination' station (like Leederville)
- Development of station will increase value of land
- Encouraging sale of sites for development
- Catalytic/economic stimulus for change
- Air rights above the train station – opportunity > community and precinct benefit

RICHARDSON PARK

Hockey Club – Richardson Park

- Can survive on 2/3 of space if higher use
- Relocation possible
 - What is it, where should it go, how can it be developed?
- Want better method to work how to contribute to community facilities

PUBLIC REALM AND ENVIRONMENT

- How do we enhance what we have?
- Tree lined streets
- Foreshore
- Trees on foreshore
- Forgotten areas along freeway
- Tree-lined streets
 - Consider below and above ground
 - A positive distraction to building heights
 - Use wide verges in Lyle street to replicate mill point road canopy
- Water sensitive urban design
- Large floorplates commercial tenants are not commercial target well located sites for commercial to free up other areas for residential
- Average of setback to provide variety and useful spaces
- Flexibility

Pavement Size (width)

- Need to accommodate increase pedestrian traffic
- Side streets have large verges
 - More traffic roads should have wide footpaths

BUILDINGS AND ARCHITECTURE

Built form

- Don't understand 'bookends' bulking development street blocks
- Technicalities of Amendment 46 – Table B (doesn't inspire innovation)
- Favour smaller commercial tenancies over large floorplates tenancies (more market response) greater street intersect
- Yellow ridge and other areas outside station precinct – opportunities for greater density

Overshadowing

- Zoo issue – effects some animals
- Power station (solar) Windsor park lane and 7 areas in the Zoo
- Mill Point Car park – feasibility being investigated by the zoo
- Animal collection is along Labouchere Road
- Better utilisation of heritage buildings (i.e. rhyme time – young people)

Setbacks

- Move uses out of the apartments and into street environment
- Building setbacks – side streets make from 2m-Zero
- Averaging of setbacks to create interest and quality spaces (all weather cover) – not permitted in setback
- Effects ability to optimise development outcome
 - Forced to vary plot ratio
 - Effects response to car parking (stackers are not commercial)
 - Future proof plate levels for possible groundwater increase
- More guidance to provide design driven panels – merits based

TRANSPORT, ACCESS AND PARKING

Public Transport

- Public transport – high speed development of ferry happening now by State Government
- Sell air-rights to promote station development
- MRWA-Federal funding canning highway/freeway mods > reduce traffic on Lab Road and Mill Point Road
- Connect station through new development > street/zoo
- Destination station – limited parking required
- 'Duck and Dive' mill point road

Parking / connectivity

- Next to Civic Heart – walking access to Mends Street
- High rise parking
- Parking under Richardson Park? park on top?
- Provide transport connections with train station and ferry (bus/shuttle) free 'small bus'
- Self explaining streets
 - Pedestrian Cycle priority access
 - 30km/hr zones
- Walkability of Mends Street?
 - Consider prams and dining
 - Something like Leederville Oxford Street
- Parking example – Claremont Quarter

Connectors

- Bus Station / drop off near zoo entrance?
- Lyle street connection (to/from ferry and train) – logical
- Deliver an enjoyable experience
 - Walking space
 - Art work
 - Engaging landscape
 - Pedestrian priority/bike share zone?
- Which one should be the main connector road?
 - Hardy, Richardson, Lyle or Charles?

Driverless Bus

- Trial foreshore – RAC
- Proposal in now to reroute to do a loop – connect people with zoo and foreshore

DESTINATION, COMMUNITY, HERITAGE + CHARACTER

Economy

South Perth unlikely to attract large floorplate tenants

- Target smaller tenancy market
- Commercial requirement impacting on viability of projects
 - More flexibility required
- Where are the Commercial locations?
 - Lyle Street to Mends Street connection is logical
- Move residential - need train to capture
- Developer contributions to station to support commercial uses

Heritage

- Transferable development rights for protection of heritage (or reduced development on sites adjoining heritage sites)
- Incentivise affordable housing
- Key-worker housing
- Community benefit – contributions to art
 - Must have purpose
 - Be quality
 - Produce best artists
 - Best funding models
- Encourage the use of more natural materials

Community / Public Benefit

- Restoration bonuses (for restoring heritage)?
- Community facilities (want more)

Housing Diversity

- Social and affordable housing – achieve

Tourism Development

- 'River of Culture'
- Kings Park connection/partnership for tourism development
- Double Decker Bus Access (bus stop)
- Preston Street 'good vibe'
- Tourists like our wide open spaces
- Please take care with considering and maintaining 'feeling of open space' > we don't want over development

Destination Drivers

Presentation by John Del Dosso – Colliers International

Commercial Drivers

- Apartment space per sqm sell for more than home sqm
- Demand is high - \$990k to \$3mil at higher floors
- Poor optimisation of planning - How can this be optimised?
- Need a degree of flexibility to respond to market changing conditions
- Train station – if we do or don't have one, there still is a need to deal with traffic
- Attract people that don't want to use cars – provide more homes that have that incentive
- Employment self-sufficiency targets – will they be met?
- FIFO workforce is less than in past – this was previous consideration (past Station Precinct Planning)
- New generation want to work from home
 - Are Council regulations an issue?
 - Attract small business?
 - Support shared offices (SOHOs)
 - New dwellings should accommodate for these people
- Baby boomers also don't want to use cars
- Office market (700-800sqm) 100% leased just completed project
- Freeway (no one wants to be stuck in traffic)
- Current office buildings built in 1980s, strata titled are a challenge
- Don't like being forced to provide mixed use development
 - Don't want minimum non-residential use
 - A number of lots are strata titled
 - Sale of commercial development is difficult
- Market response is key (John) – mandating commercial space is difficult
- Precinct is well established as boutique office market – (Pull tenants from Herdsman, West Perth, etc.)
- 150-200sqm businesses are accommodated but when they grow they need to move to West Perth – South Perth has lost good operators
- Strata titling is not an impediment to Development nor is heritage (John)
- Amendments to strata title act = 70% owners approve redevelopment

Special Design Area (SDA)

- Special Design Areas vs. Special Control areas (SCA)
 - No Justice given to sites in Richardson precinct in SCA
 - Access to the view – Allow people to get a shore of the view
 - Graduate from S.P. Esplanade to Mill Point Road
 - Perimeter has options – middle is constrained – no justice given to those sites
- Special Design Area
 - Rationale for location of SDA?
 - Large land holdings
 - Interior – fragmented/strata titled (difficult)
 - Panning issue but not sure
 - Incentivise train station – views have suffered?
 - Redevelopment potential
- Reversing SDA – is it too late?
- Paint the whole area red? Not everyone will develop to maximum heights
- Statutory framework – no discretion in 'white' area outside of SDA
- "The SDA doesn't make sense"
- Red special design area is a "donut" – needs rethinking (Peter DAC)

Building Heights

- Graduate built form from South Perth Esplanade to Mill Point Road
- Land locked closer to City – only go 9 storeys along esplanade south of Ferry St
 - Why?
 - Transition is needed
 - Take away 25m limit in this area
- Looking at existing map – expensive views on top with more affordable on bottom.
 - Graduation is important
 - Height to be determined
- Sydney Central Point Tower example – tall thin buildings in middle
- Fixed height limits in Peninsula – everyone has developed to that height – wall effect
- Have controls but let market decide – variation and view corridors
- Northern peninsula would be much taller if City did not interfere
- Control of building envelopes is best intervention
- Discussion about the Gradient of height across blocks is a concept of averaging height, in reality market will dictate outcome (Pete Ciemitis)

Precinct Boundaries

- See it as a 'River Precinct'
 - Swan River Trust have commented on the height of top of Mill Point Road (east)
 - Too tall – not sticking up from landscape
- North of Judd Street is its own character and should be own sub precinct
- Sub-sections in the Precinct (e.g. Windsor Park)
- Mill Point Road (north of Judd) is a unique area

General

- State Planning Policy should be considered for this exercise
- We need to balance market drivers with best outcomes for the place and people of South Perth
- Concerned about overdevelopment. Nature will balance outcomes i.e. River, Flooding Sea Level Rise
- Role of planner is to balance market considerations against our Social Responsibility (Elyse Maketic)

MOVEMENT AND TRANSPORT

Presentation by Tim Judd – GTA Consultants

Car Traffic

- Concerned about discounting factor or traffic assessments and compounding effect of increasing traffic to be generated in Precinct
- Can South Perth build on its innovation (driverless bus) and use car share initiatives (1 car share replaces 10 car bays)
 - Liberate the Street for the people
- Internal movements from South Perth area need to be addressed
 - Current modelling Performed by South Perth
- Two main components to traffic issue – Through traffic issue from Riverside Drive, Mill point Road, Labouchere Rd
- A lot of the regional traffic is from people who live south of South Terrace

Parking

- Address car parking needs for South Perth
- Verdant (Stirling Capital) selling apartments with shared bike + Car facilities
- Advocates maximum car parking requirement rather than a minimum
- Evidence/justification for provision of car parking over TPS standards because of commercial uses
 - Buyers expectations for 2 bays does not translate into cars being used in peak times (Baby Boomers)
 - Need for education of residents
- Consider vehicle share arrangements for new apartments
- Consider car bay sharing particularly with mixed use buildings (Celcius in Preston St)
- Need incentives to reduce car requirements, incentivize providing nil cars, encourage shift and attract people interested in cheaper apartments with no car. Council incentive.
- Consideration of traffic movements considered, surveyed traffic movements found that buildings are producing less traffic than formulas being used.
 - Most buyers in Lumieres 60% fit classic baby boomer retiree demographic, consider that demographic will avoid peak hour traffic.
 - Some who work in City prefer travel on Ferry. Traffic congestion not as severe.

- Need to think about more parking at Mends Street precinct
- Car Sharing, my younger sister lives in Vancouver and is member of car sharing scheme. Don't own car, use car share scheme all the time.

Station

- \$20-25 Million base cost for train station – plus additions for construction over freeway etc.
- Developer contributions at 5k per apartment = \$, could contribute to station
- Sell air rights over station development to connect Precinct community to the river (Melville Water)
 - Bring back the river
 - Look at business case/feasibility

Movement Network

- We queue for half an hour on Labouchere and Mill Point Road, explore rationalisation of freeway access at South Terrace.
- Look at the wider traffic impact and what the issues are. Look at Canning Highway access.

Other Comments

- Special Area Rates Levy + DCS
- Green Star Ratings – Includes car bay provisions and environmental standards
- City needs to engage PTA to model current capacity, future demand for increased ferry service
- Utilized sport fields add to place vibrancy
- Marine reserve and foreshore park over the river (Melville Water)
 - Be mindful of environmental requirements

BUILT FORM AND PUBLIC REALM

Built form presentation by Geoff Warn (Donaldson + Warn)

Public realm presentation by Peter Ciemitis (RobertsDay) and Howard Mitchell (EPCAD)

Public Realm

- Concerns – Width of Pavement (Particularly along Mill Point Road)
 - Scope for big pavement areas – traffic crossings
 - Make it comfortable
- POS in busy areas – Contributions options (Pocket Parks)
 - Potential Trade Offs e.g. Central Park Parking under Hay Street
- Places – Include Mends St and Harper Tce for activation
 - Link Aurelia to Civic heart by bridge across Mill Pt Rd
 - Street level activation should be clustered around Mends and Harper
- Mends St Piazza
- Urban context – consider in Scheme
 - East-West roads – towers to ground?
 - Some streets could accommodate nil setbacks for shelter and retail
- Water table – look at lots E/W to accommodate towers
 - Test theory – maximize development
 - Amalgamation options?

Setbacks

- Activation with Nil Setback – what's being achieved in outcomes
- Need a Finer grain approach – want a solution that works
- Inclusion of design review process – not generic responses
- Setbacks with no active frontage e.g. Hay Street Subiaco (Hospital)
- Mature street trees needed in streets – setbacks to accommodate

Richardson Park

- Richardson Park is underutilized – improve use
- Civic Hub/centre
- More clubs? Use space for different things?
- Pressure of recreation – relocation not always viable

Character Areas

- Clear Axis – Ferry, Mends, Lyle, Station
 - Labouchere Road to Zoo
- Town square – embraced by activity (not so large and separated)
 - Expand thinking – Put Richardson Park, Windsor Park and Zoo in precinct boundary
- Young families on Labouchere/Mends/Windsor
- More Emphasis through Windsor Park (Ped Safety)
- Pedestrian Wayfinding for Ped from Ferry – Needs upgrading with Parking and Wayfinding
- Hardy Street – Straight to overpass > development opportunity and access through Windsor to access zoo
 - Now as initial improvements
 - Houses – street frontage consideration
- Keep pedestrians on Mends St – walk past heritage precinct
- Consider Windsor Park and Zoo in totality with Mends Street
- Mends Street Pedestrian Zone – Shared Street
- Lyle/Hardy - 25m road reserve
- Opportunity to widen the verge? And soften with greening – reclaim for people
- Bike Boulevards – reduces road reserve, street trees, footpaths, 30km/hr
 - Judd to Richardson could be same character
- Cul-de-sac at Hardy St – Pedestrian crossover removed, cross section at less traffic areas (Richardson Street)
- Kings Park connection – Nice Association (place)

Built Form

- Building Height – Health of resident in High Rise (Social wellbeing consideration)
- Landscaping into buildings e.g. Central Park Sydney
- Cross Ventilation
- Scheme Flexibility
- Peninsula Area
- 30 Storeys
- Setbacks
- No commercial
- Opportunity for new look
 - Greening/native vegetation
 - Kings Park
 - Identifiable
 - Recycling grey water

Building Height

- Height Limit - Once 20 storeys ground floor doesn't change
- Development qualities
- Cross ventilation – amenity improved/with height
- 30 storey cap – will result in same height (no diversity)
- Public domain in developments
- Genuine community use – Landscaped setbacks, towers to ground
- Plot Ratio (as a base case for building/adding bonuses) Can be very difficult for smaller sites
 - What is/are alternative
- Capping height will limit the quality of outcomes particularly for landmark sites (including those required to offer civic/public outcomes)
- Streetscape Interface (Not height per se)
- Activate areas/zoo experience/vegetation/ community gardens (public realm and foreshore)
- Height limit at Mill Point – need a mix of heights (some tall buildings OK)
- Setbacks should not be rigid – need a mix of heights and setbacks
- All tall buildings will impact on character (No wall of towers)
- Does height matter?
 - Green spaces/public realm/good interface
 - How does developer find balance?
- Finbar “Springs Development” – example of giving public realm

- Need Site Setbacks
- Height limits need to be planned
- Table B – Design requirements onerous
 - A bridge too far; impact on developers ability to deliver development
 - ‘Ticking boxes’ that are not aligned to good development outcomes
- Landmark building @ Finbar site – 38 Storeys
- Scheme should be about the ‘whole’ precinct – not precedent of one developer
- Height increased based on commercial requirements
- Space between buildings (not just setbacks) – further separation between
- South Perth Station Precinct – Change the name – not reliant on train station
- Looked outside the boundaries – work needs to look beyond the current project boundary
- Height impacts on traffic/particularly on the Peninsula
- Bonuses – very basic community benefit in return
- Glass and concrete towers – low energy efficiency
- Mall – need 30 storeys to justify development potential on own site
- Housing/close to city = infrastructure savings for the State

Public Realm / street environment

- How do we plan environment?
 - Green/Friendly – Vancouver or Kowloon
 - Don't want Perth CBD on the Peninsula
 - Keep the ‘tranquil’ natural setting foreshore but deliver diversity and affordability

PLANNING AND GOVERNANCE

Presentation by Ross Duckham (RobertsDay)

Desired outcomes

- Provide overarching view of what the City will look like – end point
 - Each development then needs to respond/ conform to this aspiration
- Premium living vs affordability (attainability)
- Spreading density out will increase traffic and detrimental impact on infrastructure
- Foreshore - asset for whole of WA – not just South Perth Residents
 - Broad demographic – consider diverse needs
- Young People Perspective – Planning for the future
 - Can't apply the way we live now
- Closest Activity Centre to the CBD (because of the Ferry)
- Amendment 46 – Smaller tweaks did not work – Start again
- Planning framework – relook at new structure/ framework
 - Discretion and flexibility needed
 - Activity Centre Structure Plan

Precinct Boundary

Include:

- Richardson Park
- Access to foreshore
- Mill area (top end of peninsula – primary entry from freeway)
- Peninsula
- Tall buildings at back of zoo (east)
- Ferry a focus – boundary needs to reflect this

Planning Framework

- Canning Bridge Structure Plan
 - Well-articulated – no such document here
 - Broad boundary
- Capital City (2013) Planning Framework
 - Hierarchy and Map
 - Peninsula not urban
 - No Formal Status
- Scheme attracted new commercial space
- Older Stock cannot compete
- SDA expanded (not contracted)
- Scheme excludes property from the SDA
- Need to capture all the visitors to stay (short stay accommodation)
- Are there quick fixes? Can they be turned around quickly?
- What is the bigger picture?
- Some certainty about how long this process will take? Should development plans be progressed or not?