

SOUTH PERTH PENINSULA PLACE + DESIGN REPORT

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COMMISSIONED BY

City of South Perth

PREPARED BY

RobertsDay

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WITH CONTRIBUTING CONSULTANTS

Donaldson + Warn

Architecture

EPCAD

Landscape Architecture

Colliers International

Economics

GTA Consultants

Transport and Traffic

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EXECUTIVE SUMMARY

The South Perth Peninsula (the Peninsula) is one of Perth's great urban neighbourhoods, defined by its vibrant and diverse community, exceptional amenities and stunning natural setting in an unrivalled central location.

Its connectivity to surrounding areas is unparalleled, with excellent access to the Perth CBD via the Mends Street ferry, regional cycle network and public transport options. Likewise, its close proximity to Kings Park, the Swan River and other attractions make it a great place to live, work and visit.

While the Peninsula's historical development shows that growth can bring many positive benefits, an unprecedented number of planning proposals in recent years have brought a scale of change to the area which exceeds the outcomes initially envisaged under the South Perth Station Precinct Plan.

Since the establishment of the South Perth Station Precinct in 2011, a range of stakeholder groups have expressed a desire to see adjustments made to the area's planning framework to preserve local character, address transport and traffic issues, deliver new and upgraded community amenities and to improve development outcomes.

The City of South Perth sought to address these concerns through the recent Amendment No. 46 process, which attempted to resolve specific points of contention. However, this process has been broadly met with dissatisfaction by stakeholders who considered it to not adequately address the full range of issues that the area currently faces.

In response, the South Perth Station Precinct Place and Design Project was commenced to bring stakeholders together and consider holistic solutions to these challenges. The consultant team for this project was led by RobertsDay (place, urban design and planning) and included experienced professionals from Donaldson + Warn (architecture), EPCAD (landscape architecture), Colliers International (economics) and GTA Consultants (engineering and traffic).

The aim of this project was to renew the vision and direction of the area by bringing all stakeholders together to discuss their concerns and aspirations and collectively develop approaches for managing the area's growth in a way that captures the most benefit for the Peninsula's residents, workers and visitors.

A place-led approach was implemented to understand and better articulate stakeholder aspirations for the area. The process included a review of background information, a detailed place analysis and a comprehensive stakeholder engagement program. Collectively, this research has informed a 'renewed' draft vision and character area framework, together with a series of goals, strategies and actions to achieve the vision.

This report outlines the key findings from the project and presents a new stakeholder-led vision that articulates future aspirations and goals for the Peninsula, together with goals, ideas and recommended actions for consideration by the City. It also includes an implementation schedule outlining short, medium and long term priorities for specific actions required to deliver on the goals and ideas collectively developed with stakeholders.

The recommendations also reflect the strategic direction of the City of South Perth and the State Government in recognising that the Station Precinct will continue to play a major role in accommodating a fair share of South Perth's anticipated population growth as the wider city moves towards a population of 3.5 million people by 2050, whilst also ensuring that its special qualities are respected and enhanced.



ENVISAGING THE PENINSULA

VISION

It is recommended that the existing vision for the precinct be updated to acknowledge the wider Peninsula area and reflect the sentiments of stakeholders that planning should broaden its focus from the future Train Station and associated office development to consider the Peninsula's diverse residential population, vibrant commercial heart and regionally significant tourism attractions.

DRAFT PLACE 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.

CHARACTER AREAS

The study recommends a new way of thinking about different places within the Peninsula, moving away from the existing sub-precincts, as defined in TPS 6, to four distinct character areas defined by differing place characteristics and the views of stakeholders. These character areas relate to discrete neighborhood areas where different built form and public realm responses should be provided and transitioned between.

CITY CENTRAL

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

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

RICHARDSON

The Richardson Park area is a microcosm of the wider Peninsula, with an eclectic mix of building styles and uses. The establishment of a train station at Richardson Street will establish the area as a vibrant gateway to Perth Zoo and the rest of the Peninsula.

Future development will recognise and enhance the diversity of the area, building upon the intricacy of its urban fabric with varied lot sizes and building heights, retained heritage cottages and green pedestrian links. This area also presents a good opportunity to introduce attainable housing.

MILL POINT

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

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

HILLSIDE

The Hillside area is a secluded area with a diverse range of building styles and dwelling typologies overlooking Perth Water. Despite its close relationship to the Mends Street area, it maintains a quiet residential character.

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

IMPLEMENTATION STRATEGIES

The study puts forward a wide range of recommendations related to planning, transportation, public realm, built form and placemaking, structured around a series of 5 goals and 19 associated ideas developed in collaboration with a community and government stakeholders. These goals and ideas are summarised opposite.

NEXT STEPS

The Place and Design Project will not stop with this report, and will continue through further stakeholder and community engagement activities to be undertaken by the City.

Central to this is the recommended development of an Activity Centre Plan for the Peninsula, to comprehensively address built form, public realm, place management, economic, traffic and infrastructure issues.

The ongoing support of the local community, businesses and broader stakeholders will also be essential in order to achieve the desired vision for the South Perth Station Precinct, and realise the broader South Perth Peninsula's full potential as a unique residential, commercial and visitor destination.



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.

IDEA 1:

Continue to 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



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.

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 3

ENHANCE STREETS & GREEN SPACES

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

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 4

ENCOURAGE RESPONSIVE DEVELOPMENT

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

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 5

CREATE PLACES FOR PEOPLE

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

IDEA 17:

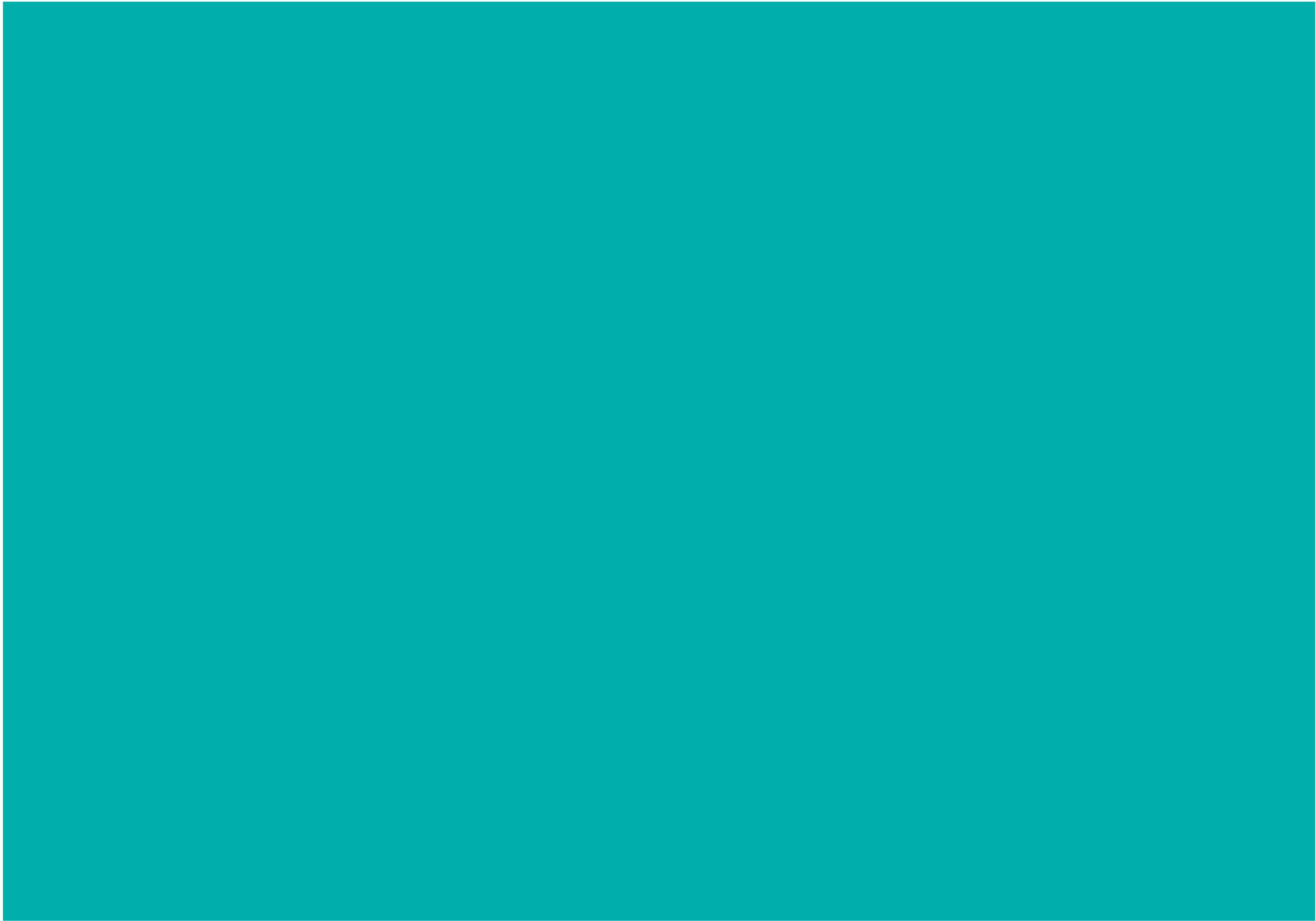
Create a strong local identity and areas of distinctive character

IDEA 18:

Integrate and showcase heritage assets and stories

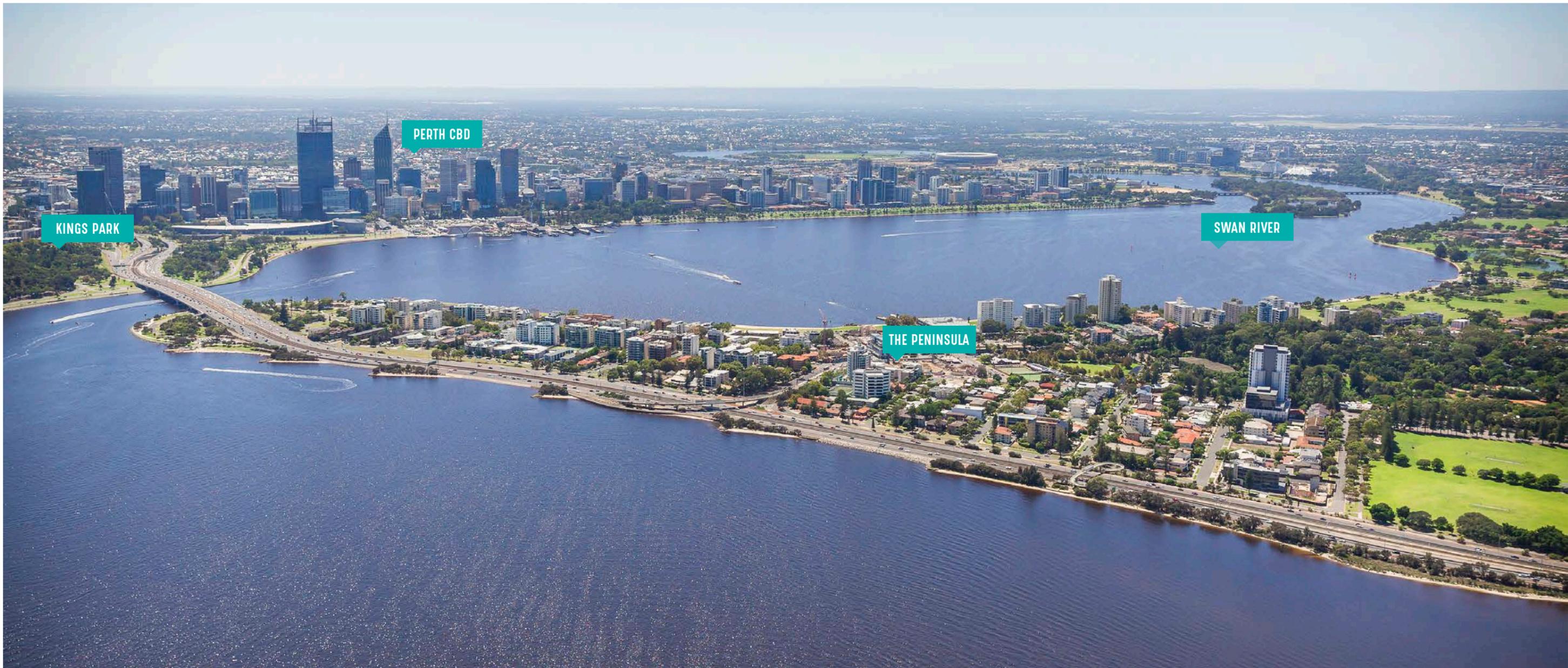
IDEA 19:

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





PART ONE INTRODUCTION



INTRODUCTION

The South Perth Peninsula is one of Perth's great urban neighbourhoods, defined by its vibrant and diverse community, exceptional amenities and attractions and stunning natural setting in an unrivalled central location.

Surrounded by the Swan River on three sides and a green chain of parks and reserves on the other, the Peninsula is separated from its suburban surrounds while also being closely connected to the Perth CBD.

These unique qualities have made the Peninsula one of Perth's most desirable places to live, work and visit. This popularity has driven significant changes to the Peninsula throughout its history, with periods of

significant redevelopment over the last half century contributing to a diversity of buildings and people.

While the Peninsula's historical development shows that growth can bring many positive benefits, the unprecedented number of planning proposals since 2013 have brought a scale of change to the area which exceeds the outcomes initially envisaged.

At their core, these concerns relate to the initial establishment of the South Perth Station Precinct in 2011, which has been a complex and at times controversial process.

To improve the future planning of the area, the City of South Perth commissioned RobertsDay and contributing consultants to undertake a Place and Design Study for the South Perth Station Precinct and its surrounds.

The aim of this study was to renew the vision and direction of the area by bringing all stakeholders together to discuss their concerns and aspirations and collectively develop approaches for managing the area's growth in a way which captures the most benefit for the Peninsula's residents, workers and visitors.

The study involved extensive collaboration with a wide range of stakeholders including City of South Perth staff and Councillors, local residents, community group representatives, developers and landowners, local businesspeople and State Government representatives.

Together, issues and opportunities were explored to establish an agreed future direction for the Peninsula as outlined in this report.

STUDY PURPOSE

Since the initial establishment of the South Perth Station Precinct in 2011, the scale of growth and change has exceeded and had additional consequences to the outcomes initially envisaged. A range of stakeholder groups have expressed a desire to see adjustments made to the area's planning framework to preserve local character, address transport and traffic issues, deliver new and upgraded community amenities and to improve development outcomes.

The City of South Perth sought to address these concerns through the recent Amendment No. 46 process, which attempted to resolve specific points of contention. However, this process has been met with dissatisfaction by several stakeholders who considered it to not adequately address the broad range of issues that the area currently faces.

In response, the South Perth Station Precinct Place and Design Project was commenced to bring stakeholders together and consider a holistic focus to the challenges presented. A place-led approach was implemented to understand and better articulate stakeholder aspirations for the area, particularly in relation to improving liveability, strengthening built form outcomes and delivering community benefit.

The study built upon previous research, planning and consultation efforts undertaken to date, with a focus on identifying gaps that have not been sufficiently addressed and resolving the 'how' questions relating to the ongoing development and management of the precinct. The process included a review of background information, a detailed place analysis and a comprehensive stakeholder engagement program. Collectively, this research has informed a 'renewed' draft vision and character area framework, together with a series of goals, strategies and actions to achieve the vision.

The renewed vision and goals for the Peninsula area will establish a guide for positive change, reflecting long and shorter-term challenges and opportunities. This report includes recommendations and guiding principles to strengthen the current planning framework for the Station Precinct, and a range of actions to ensure that new development provides contextually appropriate design responses, delivers needed public benefits and does not compromise the broader Peninsula area's unique character and lifestyle.

The recommendations also reflect the strategic direction of the City of South Perth and the State Government in recognising that the Peninsula will continue to play a major role in accommodating an equitable share of South Perth's anticipated population growth as the wider city moves towards a population of 3.5 million people by 2050, whilst also ensuring that its special qualities are respected and enhanced.

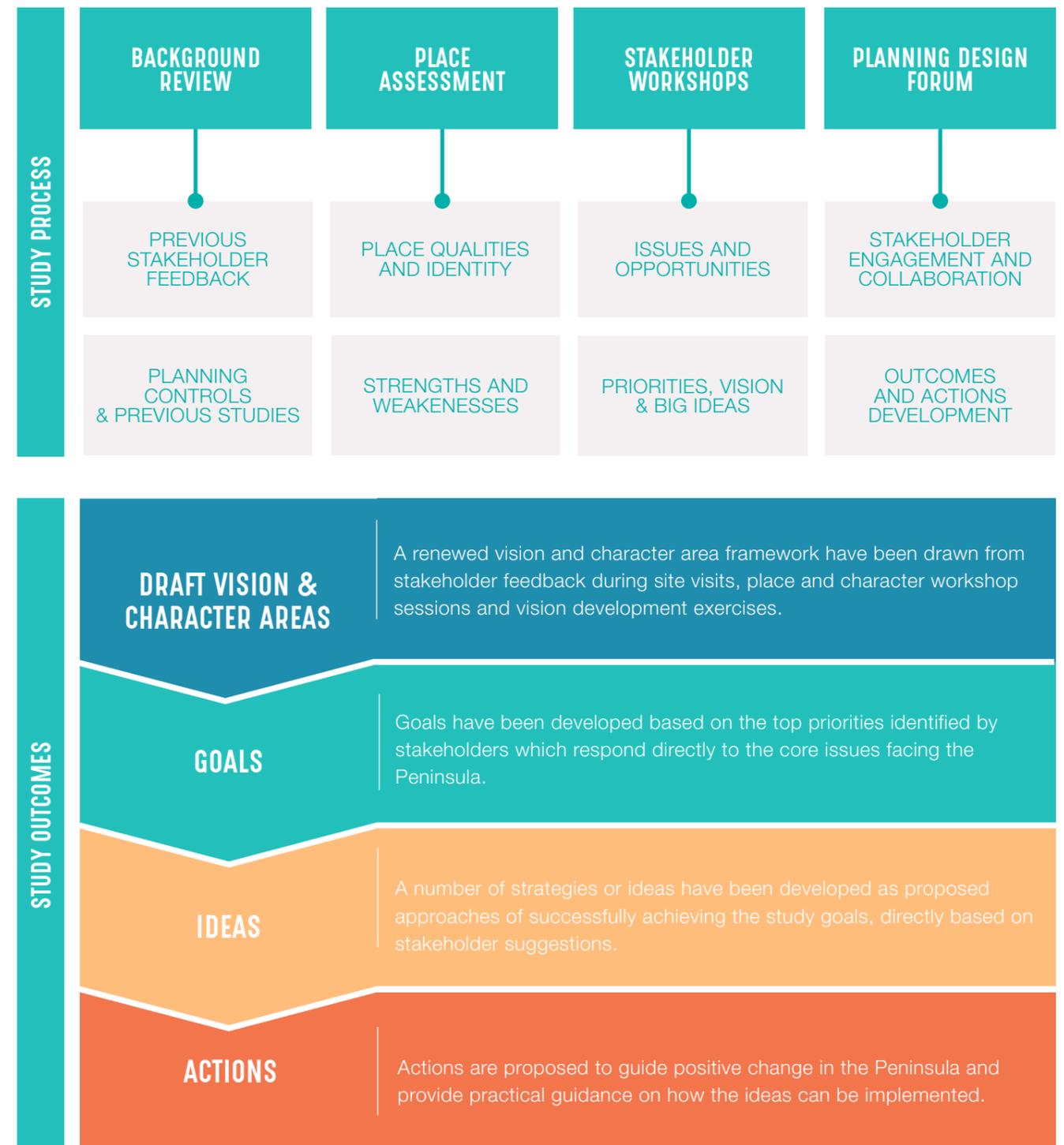


FIGURE 1: SOUTH PERTH PENINSULA PLACE AND DESIGN REPORT - PROCESS OVERVIEW AND OUTCOMES

STUDY AREA

The study area includes the current South Perth Station Precinct area and immediately adjoining areas within the natural extent of the South Perth Peninsula.

The South Perth Peninsula is a naturally defined area, constrained by the Swan River on three sides and separated from the suburban surrounds of South Perth by Sir James Mitchell Park, Royal Perth Golf Course and Perth Zoo. These natural barriers provide a logical boundary to the area, which is further supported by its proximity to both the Mends Street Ferry and future South Perth Train Station.

During the study, stakeholders identified the need to review the existing Station Precinct in a wider context to achieve a holistic outcome for it and surrounding areas. Consequently, the study incorporates the current extent of the South Perth Station Precinct, as defined by the City of South Perth Town Planning Scheme No. 6, as well as surrounding areas identified by stakeholders as being related or connected to the core Station Precinct area.

Considering the Peninsula in its entirety allows for community amenities and public realm improvements to be more widely considered and for transition between areas of different character and built form to be better defined and implemented.

Whilst the analysis, consultation and recommendations within the study reflect this broader area of investigation, it is important to note that this report does not propose any expansion of current planning controls relating to building height discretion beyond the existing South Perth Station Precinct extent.



FIGURE 2: STUDY AREA MAP

REGIONAL CONTEXT

The Peninsula is a vibrant, diverse, walkable and densely populated community in close proximity to central Perth and surrounded by world-class amenities.

Arguably Perth's only true high-density residential suburb outside of the CBD, its unique built form, unparalleled attractions, distinct character and strong community establish the South Perth Peninsula as a great place to live, work and visit.

As a narrow peninsula jutting out across the Swan River towards the limestone cliffs of Kings Park, with incredible waterfront amenities and panoramic views of the central Perth skyline, the area's incredible setting is unique to Australia, if not the world.

Just minutes from heart of Perth by road and water, and in the future rail, the Peninsula is directly connected to the city's commercial core and surrounding destinations including significant tourism attractions, several universities and numerous other centres and amenities.

These attributes set the Peninsula apart from competing urban centres in central Perth and present an outstanding opportunity to create positive change through new development and public improvements which leverage these unique qualities.

LEGEND

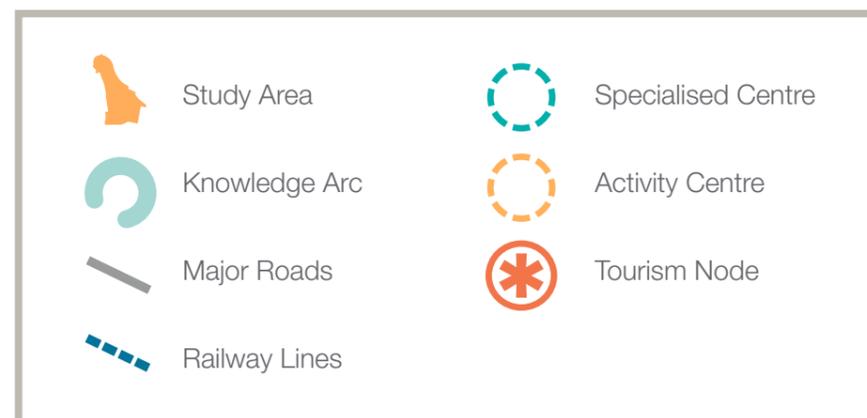


FIGURE 3: REGIONAL CONTEXT MAP

PLACE HISTORY

Streets, buildings and places that define the Peninsula today are the result of over a century of growth and development, a process which continues to this day.



Painting by Fredrick Garling, 1827

EARLY HISTORY

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

The Old Mill site was a significant birthing place for Aboriginal women.¹

The South Perth foreshore is known by Noongars as Gaboodjoolup or 'the place of the shore'.



Shenton's Mill from Miller's Pool, 1928

EUROPEAN SETTLEMENT

Following the establishment of the Swan River Colony, the first land grant in the area was awarded to William Shenton, whose Old Mill still stands today as one of Perth's few surviving links to the first years of European settlement. Despite its proximity to Perth, the Peninsula remained an isolated agricultural area for much of Perth's early history. Whilst early settlers tilled the area's sandy soils with little success, Chinese immigrants in the late 1800s established market gardens along the Peninsula's foreshore, supplying fresh produce to central Perth in the heady days of the Gold Rush.



Labouchere Road, Richardson Park, 1939

EARLY GROWTH

In the decades that followed, South Perth emerged as one of Perth's first suburban frontiers, rapidly growing into an established residential area defined by large lots and red brick cottages. This growth was accompanied by new attractions and amenities, including the establishment of Royal Perth Golf Club and the Perth Zoo, destinations which soon began to draw visitors from across Perth. Soon after, it a cross-river ferry service was established to connect the Peninsula with central Perth.

During this time South Perth was serviced by the No. 109 tram, connecting people via the Causeway and Angelo Street. The tramway system closed 1950.



Power Boat Racing on Swan River, 1971

SUBURBAN CENTURY

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

Opening in 1959, the Narrows Bridge irrevocably changed the Peninsula's relationship to the Perth CBD, spurring significant redevelopment which saw old cottages replaced with multi-storey buildings. During the 1970s and 1980s, continuing development along Mill Point Road gave rise to some of the tallest residential buildings in Perth.



Pinnacle South Perth, 2017

NEW MILLENIUM

The 2000s brought yet another wave of development to the Peninsula, encouraged by State Government policies advocating infill and increased densities in inner-city areas. This resulted in the development of several multi-storey residential buildings, most prominently north of Judd St along Mill Point Rd.

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

¹ Page 47, Hughes-Hallett, D. (2010)
Indigenous History of The Swan and Canning Rivers



FANCY DRESS EVENT AT THE SOUTH PERTH ZOOLOGICAL AND BOTANICAL GARDENS, 1925-1928
004686D STATE LIBRARY OF WA



DANCING COMPETITIONS AT THE ZOOLOGICAL GARDENS, SOUTH PERTH 1869-1937
0046876D STATE LIBRARY OF WA



SOUTH PERTH FORESHORE RETAINING WALL ISSUES NEAR MENDS STREET JETTY, 1928
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TRAMCAR 109 TURNING FROM ANGELOP STREET INTO LAWLER STREET 1939
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FLOODING IN SOUTH PERTH, 8 JULY 1930
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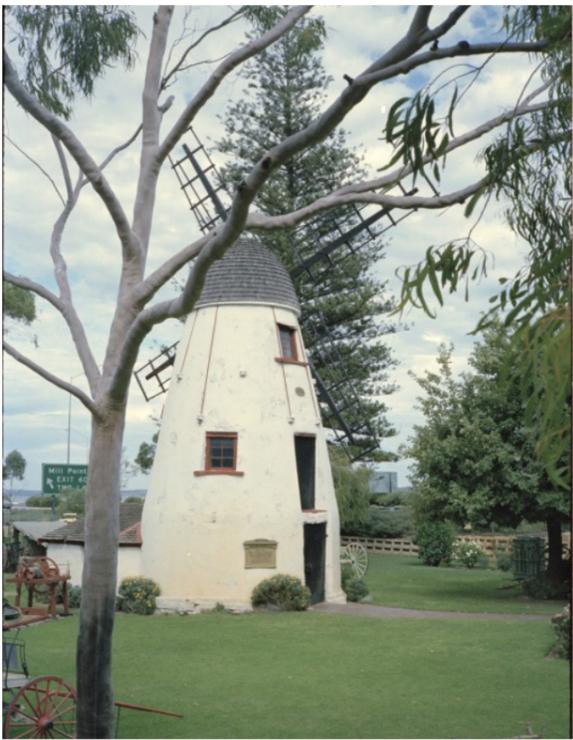
ARIEL PHOTOGRAPHS OF SOUTH PERTH, 5 FEB. 1969
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AUSTRALIA DAY CELEBRATIONS 1987
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METAL WAGON AT PERTH ZOO, 1929
032575PD STATE LIBRARY OF WA



THE OLD MILL, SOUTH PERTH, APRIL 1981
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OLD MILL PHARMACY AND MEDICAL CENTRE, 2017



MENDS STREET JETTY, SOUTH PERTH, 4 JULY 1904
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WINDSOR HOTEL, 2017



LIONS CUBS PERTH ZOO, 1950
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LIFE IN SOUTH PERTH 1928-1930
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NARROGIN VS MINGENEW POLO MATCH FOR THE GOOCH CUP PLAYED AT SOUTH PERTH, EASTER 1927
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SOUTH PERTH POLICE STATION, 1 MENDS STREET, 1985
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OLD MILL THEATRE 2017



HERITAGE HOUSE CULTURAL CENTRE, 2017



SOUTH PERTH BOWLING CLUB, 2017



PERTH ZOO 1950
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PLANNING CONTEXT

Ongoing, recently completed and historic planning projects undertaken by the City of South Perth are reflected in the findings and recommendations of this report.

Details of these studies were reviewed, where relevant, to inform the content of this study and its associated community engagement exercises. A list of reviewed studies and projects are included in Appendix 1.

The strategic planning framework relevant to the study area is noted opposite, together with a summary of relevance to the South Perth Peninsula. The timeline (page opposite) articulates the complex sequence of studies, amendments and decisions that has influenced development in the area over recent years. This history was considered in detail in developing the recommendations of this study, emphasising adjustments to the current framework rather than an unachievable 'start from scratch' approach.

STRATEGIC PLANNING FRAMEWORK

PERTH AND PEEL @ 3.5 MILLION

Perth and Peel @ 3.5 Million is the primary strategic plan for the metropolitan region, released by the State Government in 2015. It aims to address population growth scenarios and land use patterns for an expected population of 3.5 Million people by the year 2050.

A major emphasis of the plan is to increase the level of growth accommodated within existing city areas to 47% of total growth. Under the plan, the central sub-region in which the South Perth Station Precinct is expected to accommodate an additional 215,000 new dwellings by 2050, 8,300 of which are to be within the City of South Perth.

This growth within the existing city is intended to be focused within existing activity centres where residents and business can enjoy the benefits of public transport, retail and other amenities while largely preserving the character of surrounding single residential areas.

Under State Planning Policy, the South Perth Peninsula is identified as a District Activity Centre. As with other District Centres such as Canning Bridge, this Activity Centre status establishes the South Perth Peninsula as a key area for infill development and population and employment growth.

CITY OF SOUTH PERTH TOWN PLANNING SCHEME NO. 6

The future of the Peninsula is ultimately controlled by the provisions of the City of South Perth Town Planning Scheme. Modifications to the Scheme are heavily influenced by the State Government, as the Minister of Planning has ultimate decision-making power over any proposed modifications to its provisions.

Following the adoption of the South Perth Station Precinct Plan in 2011, an amendment to the South Perth Local Planning Scheme was undertaken in 2013 to enact the recommendations of the Precinct Plan. Whilst the Scheme Amendment process involves local stakeholder consultation and formal endorsement by the City of South Perth Council, ultimate decision-making lies with the Minister for Planning and State Government.

This hierarchy has significant implications for any proposed changes or revisions to the existing planning framework. This was demonstrated during the recent Amendment 46 process, during which the Minister for Planning enacted several modifications to the amendment as endorsed by the City of South Perth Council. Most significantly, this included a refusal to institute maximum development height limits.

As the State Government has final approval over any proposed changes to the statutory planning framework, it is important to balance local preferences and views against those of the State, as expressed in their decision-making.

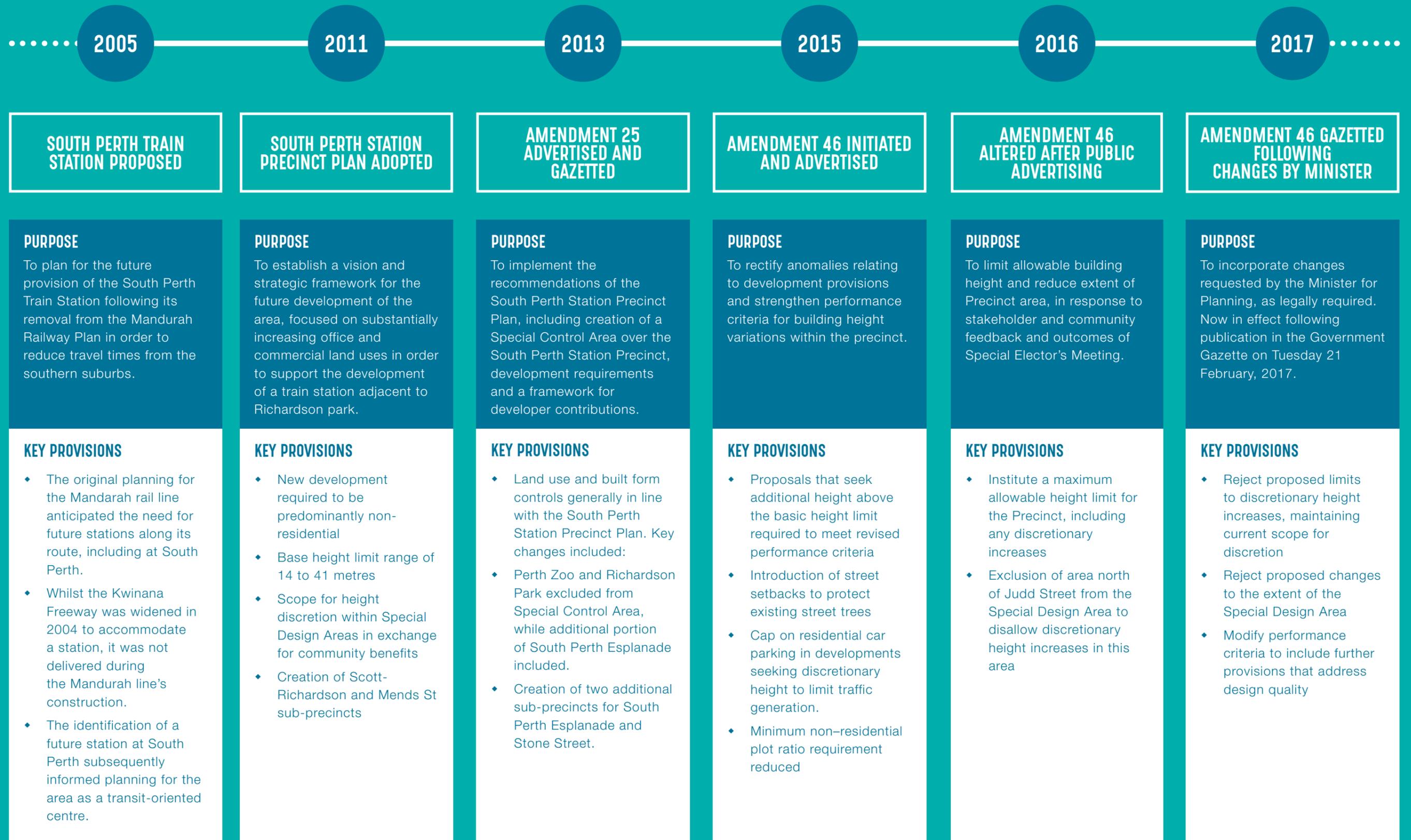
SOUTH PERTH STATION PRECINCT PLAN

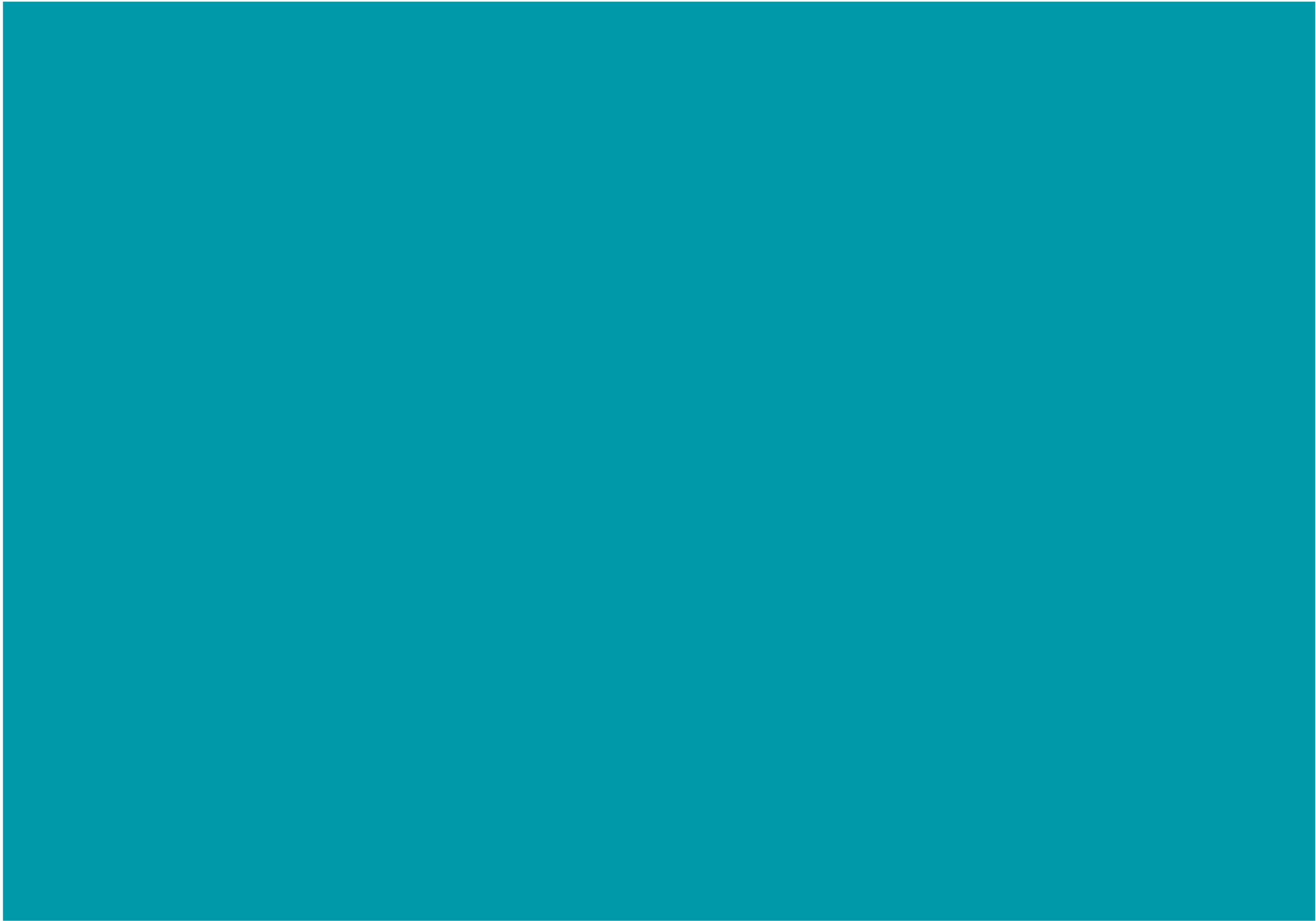
The South Perth Station Precinct Plan was prepared in 2011 by the City of South Perth and the Department of Planning to establish a vision and planning controls in the area that would drive commercial and office development within the precinct to encourage the delivery of a train station.

The document identifies a series of overarching development principles to guide and inform development throughout the precinct, as well as more specific planning controls related to the application of discretionary height bonuses and development contributions.

The provisions of the Precinct Plan were incorporated into the City of South Perth Town Planning Scheme No.6 through Amendment No. 25 in 2013. More detail on the South Perth Station Precinct Plan can be found at the City of South Perth's website.

PLANNING TO DATE







PART TWO
**UNDERSTANDING
THE PENINSULA**



UNDERSTANDING THE PLACE

The key to realising the true potential of any place, is to develop a good understanding around people and destinations at the outset. As a part of this study, a detailed Place Analysis was undertaken.



PEOPLE PROFILING

The initial phase of the Place Analysis involved identifying the current and future users, through demographic analysis to understand the people.

PLACE ASSESSMENT

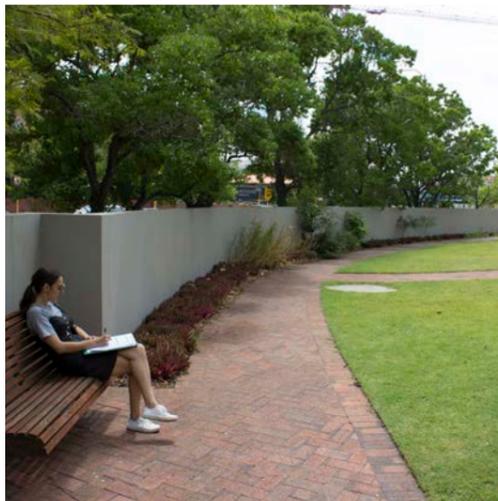
As part of the study process, a detailed Place Assessment of the Peninsula was undertaken, informed by on the ground investigations into the uses and qualities of the study area on a street-by-street basis.

STAKEHOLDER ENGAGEMENT

Place assessment findings were tested and supplemented through extensive community engagement with local stakeholders including introductory workshops and issues-based working sessions during the week-long Planning Design Forum.

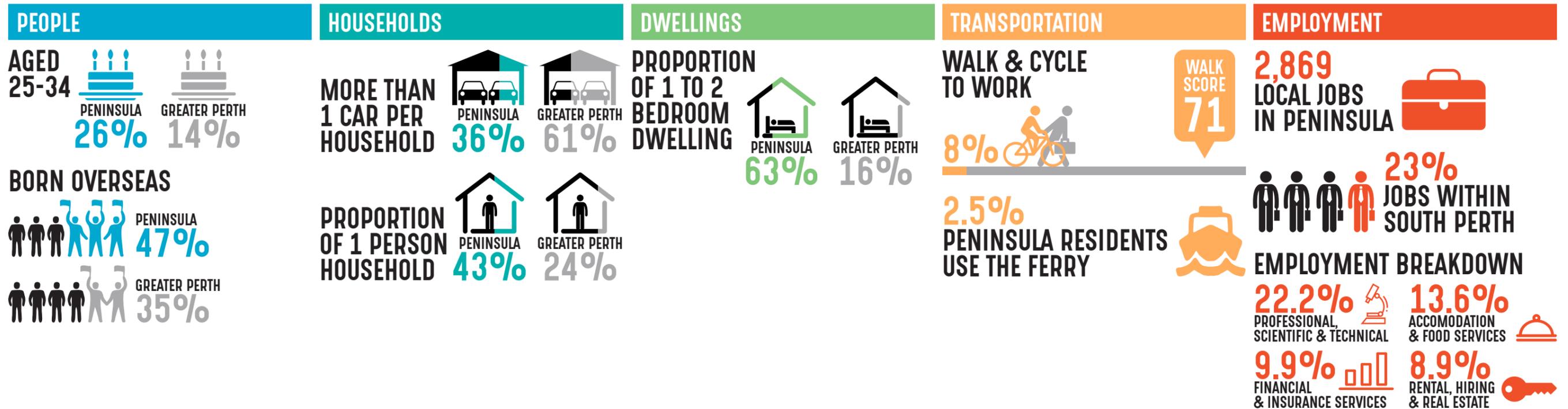
The high-level outcomes collated during the Place Analysis are summarised in the Place Opportunities and Constraints which follow.

The Place Analysis, including the engagement outcomes, have been directly reflected in renewed vision, character areas, goals and ideas presented in this report.



DEMOGRAPHICS & LIFESTYLE ATTRIBUTES

The South Perth Peninsula's population is diverse and unique to Perth. Planning for the area therefore should respond to the specific needs of its residents, workers and visitors into the future. The information below provides a snapshot of this changing area and its lifestyle offer.



Many young adults live within the Peninsula with 26% of residents aged between 25-34 years old. The area is also very diverse, with 47% of residents born overseas, compared to 35% of Greater Perth. The median personal income is much higher amongst Peninsula residents, of whom 42% earn more than \$1,000/week compared the Greater Perth average of 25.9%.

The average household size is significantly lower than Perth overall, due to a notably higher proportion of one person households. Households are chiefly renters, accounting for 59% of all households and differing significantly from the Greater Perth average of 28%.

Households are also less car-dependent than Perth with just 36% of households owning more than one car, compared to 61% in Greater Perth.

In 2011, the Peninsula contained 1,734 dwellings comprised mostly of residential apartments. Significantly, 36% of dwellings in the Peninsula have three or more bedrooms, compared to 83% in Greater Perth.

Housing in the Peninsula also comes at a premium, although variation in mortgage and rent costs exist. North of Judd Street, on the eastern side of Mill Point Road, the median mortgage is \$4,650 per month compared to just \$1,850 south of Judd Street and west of Labouchere Road. Median rents also vary between \$300-420 per week across the Peninsula.

Fewer Peninsula residents commute to work by car than the Perth average. In fact, 17% of Peninsula residents in 2011 used public transport to get to work compared to 7% of Greater Perth residents. However, only 2.5% of Peninsula residents used the Ferry.

Walking and cycling were the modes of choice for 8% of Peninsula commuters, double the Greater Perth average of 4%.

Mends Street has a good walkability score of 71, which is classed as 'Very Walkable' so most errands can be accomplished on foot.

The Peninsula is the City of South Perth's largest and most significant employment centre. There are 2,869 local jobs within the Peninsula, accounting for 23% of all jobs within the City of South Perth.

PLACE ASSESSMENT

A Place Assessment was undertaken to enable the project team to comprehensively understand the area from a user perspective, and get a sense of its character.

This assessment sought to qualitatively measure the Peninsula's performance in terms of overall street-level experience, in acknowledgement of the fact that attributes like character, legibility, accessibility, use and design of a place are key determinants of its success.

Utilising a RobertsDay Place Assessment Methodology an assessment was undertaken of every street and public place within the study area. Each place was scored against a series of criteria.

The assessment identified areas of high amenity including Windsor Park and Mill Point Road north of Judd Street, whilst also observing that many streets and spaces presented clear opportunities for improvement.

Results of this assessment have provided a detailed understanding of key place and character issues, which are reflected in the findings of this study. A summary of place scores is shown at Figure 4. Individual place scores and observations are contained within Appendix 2.

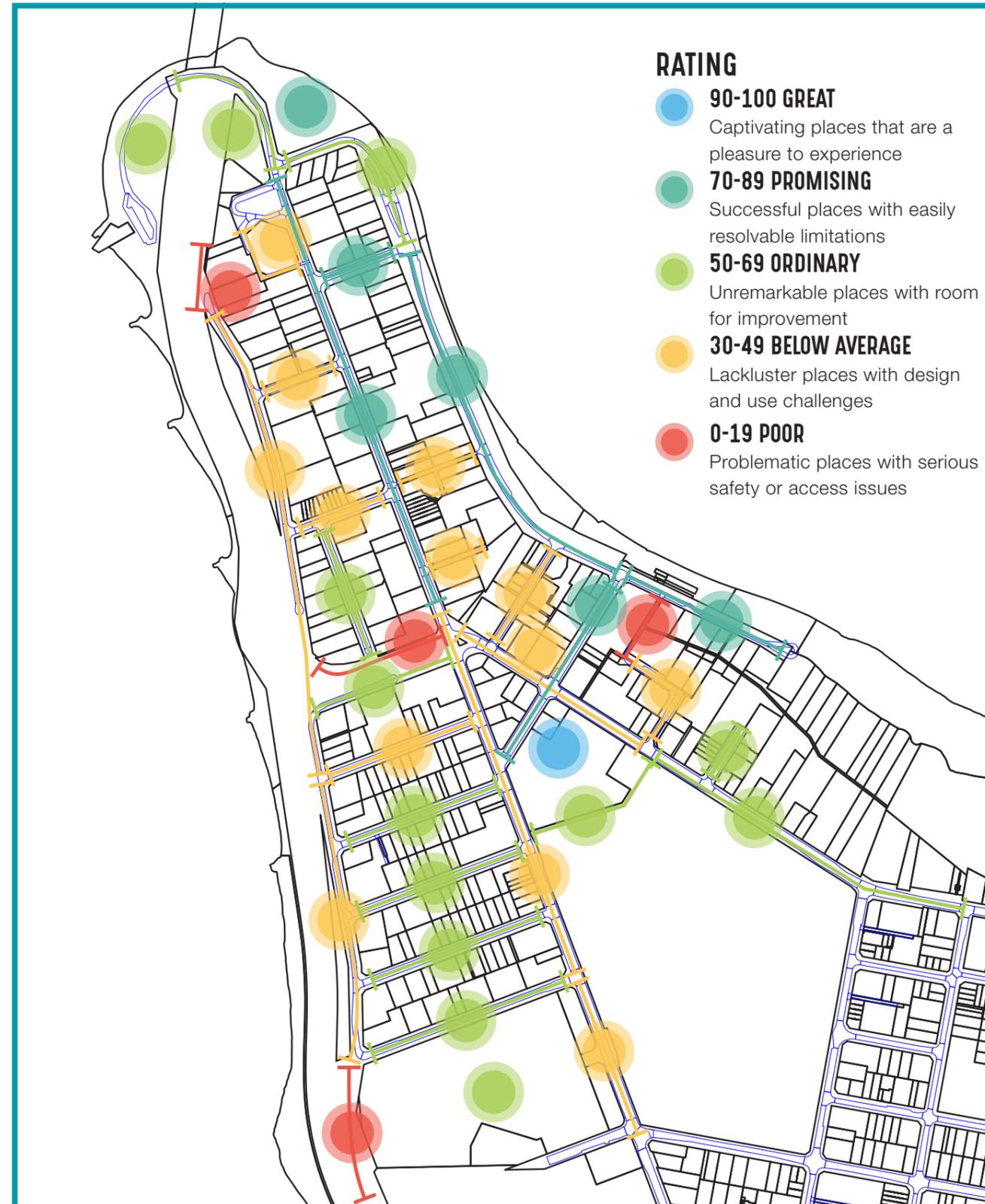


FIGURE 4: PLACE ASSESSMENT RESULTS

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?



HARDY STREET - PLEASANT GREEN STREET WITH POTENTIAL AND GREAT CONNECTIONS



HARPER TERRACE - GREAT VIEWS TO THE SWAN RIVER AND CITY, BUT POOR STREET INTERFACE AND ACCESSIBILITY WITH NO SHADE OR TREES



MELVILLE PARADE (NORTH) - TRAFFIC NOISE AND SAFETY EFFECTS THE ATTRACTIVENESS AND USE OF THE STREET



MELVILLE PARADE (SOUTH) - MIXTURE OF RESIDENTIAL AND COMMERCIAL OFFICE WITH FREEWAY NOISE DOMINATING THE PLACE EXPERIENCE



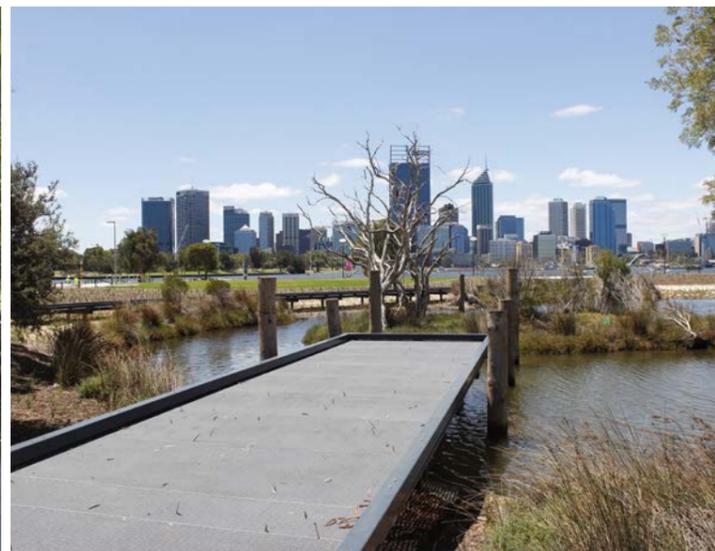
MELVILLE PARADE PAW - DANGEROUS PEDESTRIAN INTERFACE WITH KWINANA FREEWAY



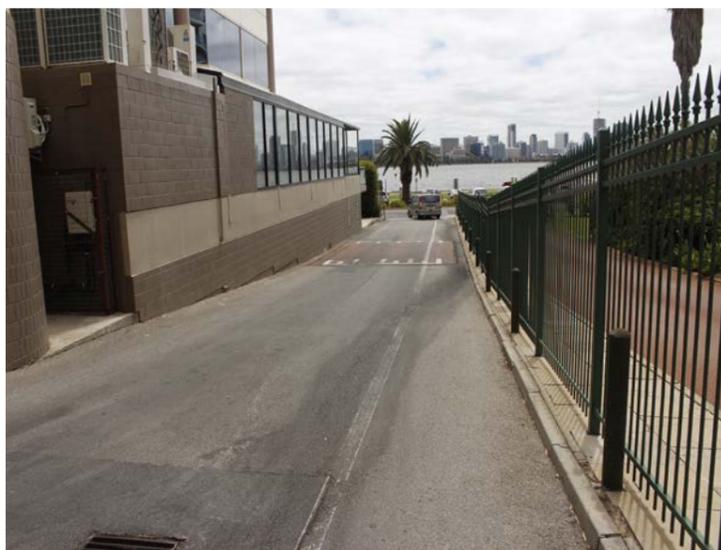
MENDS STREET - ATTRACTIVE MAIN STREET WITH SOME CHARACTER AREAS. PEDESTRIAN FOCUSED BUT LACKS COMMUNITY ACTIVITY



MILL POINT ROAD (NORTH) - BEAUTIFUL CHARACTER STREET WITH MATURE PLANE TREES



MILLERS POOL - A REVITALISED AND USABLE PUBLIC SPACE



RAY STREET LANEWAY - HOSTILE FOR PEDESTRIANS AS PRIMARY USE IS A SERVICE LANEWAY AND VEHICLE THOROUGHFARE



RICHARDSON PARK - OPEN, GREEN AND USABLE PUBLIC SPACE FOR RECREATION



SOUTH PERTH ESPLANADE (BETWEEN MENDS AND QUEEN STREETS) - ATTRACTIVE AREA UTILISED BY PEOPLE BUT LACKS SHADE AND AMENITIES IN AREAS



WINDSOR PARK - EXCELLENT LANDSCAPING AND INTEGRATED CULTURAL ELEMENTS

STAKEHOLDER ENGAGEMENT

The study's engagement process was designed to ensure that stakeholders were presented with multiple opportunities to inform analysis and recommendations.

The engagement program included two open workshops on 22 and 25 February 2017, as well as a five-day Planning Design Forum (PDF), which formed the core of the process. Participants were nominated via invitation and through a publicly advertised Expression of Interest process.

The collaborative PDF program enabled all stakeholders to openly discuss the diverging views and explore more effective tools and mechanisms. An interactive series of workshops enabled collaborative and genuine engagement, as well as the deployment of an integrated place-making, urban design and town planning approach. The key messages, issues and responses were iteratively developed and distilled into strategies and ideas in real-time with stakeholders during the Planning Design Forum, and serve as a primary input into the recommendations of this report.

A key feature of the PDF program was a two-hour site tour by all participants to witness, experience and discuss first-hand, the challenges and opportunities from the perspective of diverging opinions. The program also included two open exhibitions. Online updates and information was also provided to the broader community through the Your Say South Perth project website and the City of South Perth's Facebook page.

Importantly, the engagement process ultimately resulted in a renewed stakeholder-led vision which more accurately articulates the future aspirations, opportunities and ideas identified by the residents, workers, landowners and government representatives.

A comprehensive summary of all stakeholder feedback collated through this study process is provided at Appendix 3.



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

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



TOURISM DESTINATION

Revitalise and coordinate South Perth's exceptional tourism assets like Perth Zoo and 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

STAKEHOLDER VISIONS AND BIG IDEAS

Stakeholders were asked to share their 'big idea' to improve the Peninsula and provide words to describe their vision of the area in the future, a selection of which are shown below.



FIGURE 5: STAKEHOLDER VISION KEYWORDS

FIGURE 6: STAKEHOLDER 'BIG IDEAS'

PLACE OPPORTUNITIES AND CONSTRAINTS

The place assessment results and high-level stakeholder feedback during the workshops and PDF informed the following opportunities and constraints summary.

OPPORTUNITIES

PEOPLE & PLACE



- Encourage greater community ownership and stewardship of local areas
- Provide a central community gathering space / town square
- Re-establish Mends Street as a destination of choice for visitors and locals
- Provide needed community facilities like a community centre and central civic square

ACCESS & MOVEMENT



- Deliver a new train station for the Peninsula, exploring the possibility of value capture and complementary development to create connections to Melville Water
- Explore a city-wide solution to regional traffic congestion in the Peninsula, including an additional freeway on-ramp or other means of directing regional traffic away from the Peninsula, allowing for traffic calming on Labouchere Road and Mill Point Road
- Encourage use of the ferry by residents, leveraging increased frequency and direct connection to Elizabeth Quay, to fully utilise this exceptional public transport asset
- Encourage modal shift to other transport means including walking, cycling and buses to reduce congestion, potentially including a target for non-car movement
- Improve east-west connectivity across the precinct to reduce congestion at the Mill Point-Labouchere intersection

BUILDINGS



- Existing built form provides opportunity for new developments to reflect existing character
- Retain and enhance authenticity of remnant heritage buildings
- Protect and supplement existing mature trees
- Enhance the existing diversity of building forms and architectural styles across the study area
- Maintain existing views and create new ones
- Explore opportunities for sustainable building systems

PUBLIC SPACES



- Engage with the waterfront through the creation of spaces for people and native habitat
- Utilise Windsor Park and other open spaces to provide shared amenities like playgrounds and community facilities
- Identify improvements to the foreshore and surrounding public realm as a complementary but contrasting attraction to Elizabeth Quay
- Protect mature street trees and extend planting to other streets
- Improve east-west connectivity across the Peninsula through streetscape improvements

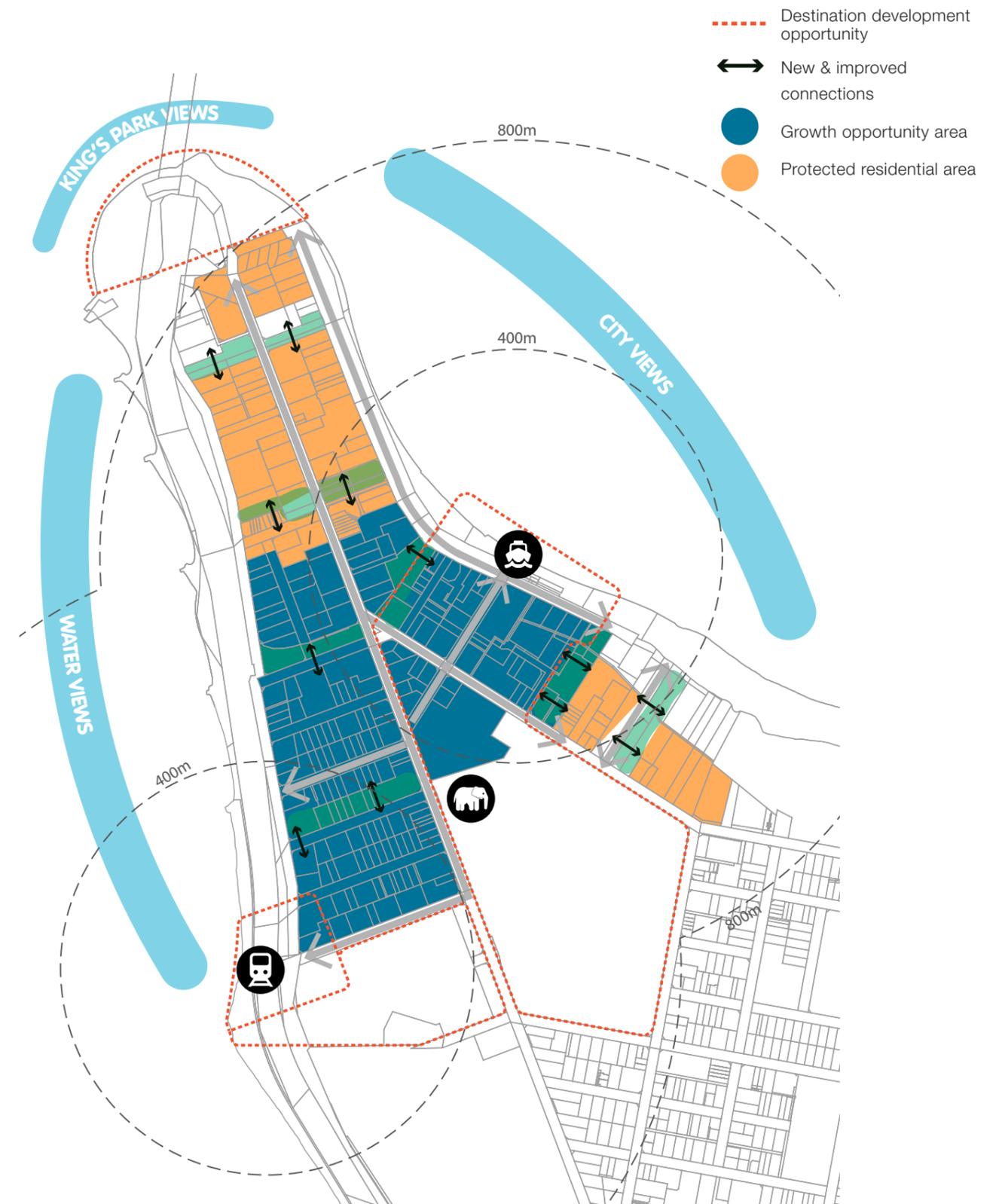


FIGURE 7: PLACE OPPORTUNITIES MAP

CONSTRAINTS

PEOPLE & PLACE



- No defined community heart or focus for pedestrian activity within the study area
- Lack of clear connectivity between Mends Street and area west of Labouchere Road
- Lack of community ownership or identity expressed through use of public spaces
- Limited wayfinding and directional information in key areas
- Struggling local businesses and Mends Street underperforming
- Limited meeting places

ACCESS & MOVEMENT



- Mill Point Road and Labouchere Road are double carriageway roads which carry significant levels of regional traffic, creating physical barriers that inhibit pedestrian movement across the Peninsula
- The Kwinana Freeway is an impenetrable barrier which limits access to Melville Water and creates significant sound pollution
- The Freeway off-ramp at Mill Point feeds freeway traffic into the established residential community in the upper Peninsula
- Access to the South Perth Esplanade is constrained, creating high traffic volumes on Mends Street.
- The Ferry is an exceptional public transport asset which suffers from low utilisation by residents

BUILDINGS



- Inconsistent design quality in new development
- New buildings developed to a nil-setback provide a generally poor street interface which do not achieve objectives for activation
- Existing residential building setbacks dominated by visitor car parking with poor lobby visibility and access
- New development interrupts existing urban character in terms of bulk, scale and streetscape interface
- Architectural quality of new development and associated public art is inconsistent, with some poor outcomes evident

PUBLIC SPACES



- Many streets retain historical suburban nature with narrow and poor quality sidewalks and wide roadways
- Open space lacks usable amenities like picnic facilities, playgrounds and sports equipment and is largely addressed by passive building frontages
- Streetscape quality is varied, with most streets lacking suitable lighting, seating, bike racks, shade and landscaping
- Tree canopy on many streets is lacking or limited
- Streetscape treatments provided as part of new development lacks continuity with wider public realm in materiality and design

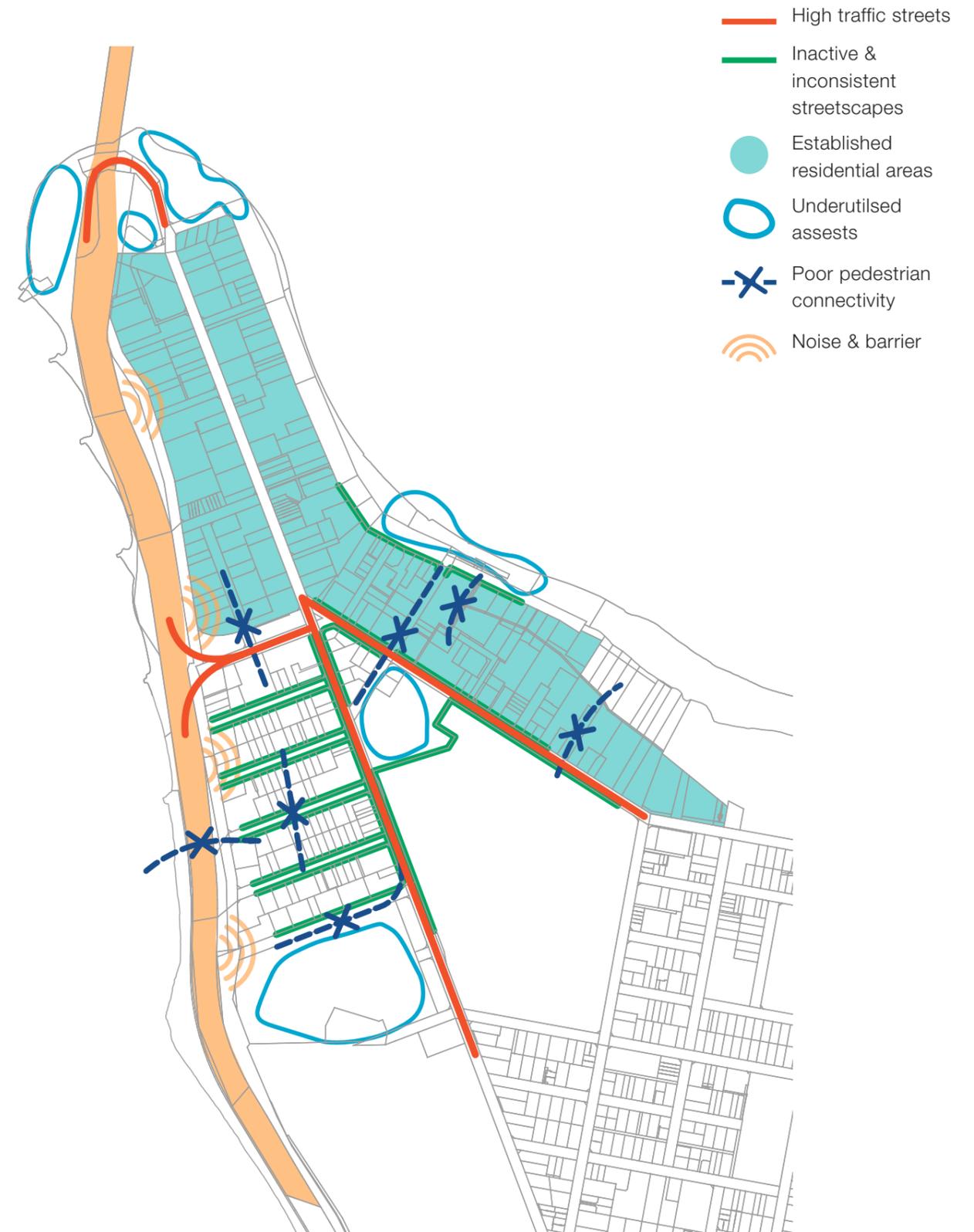
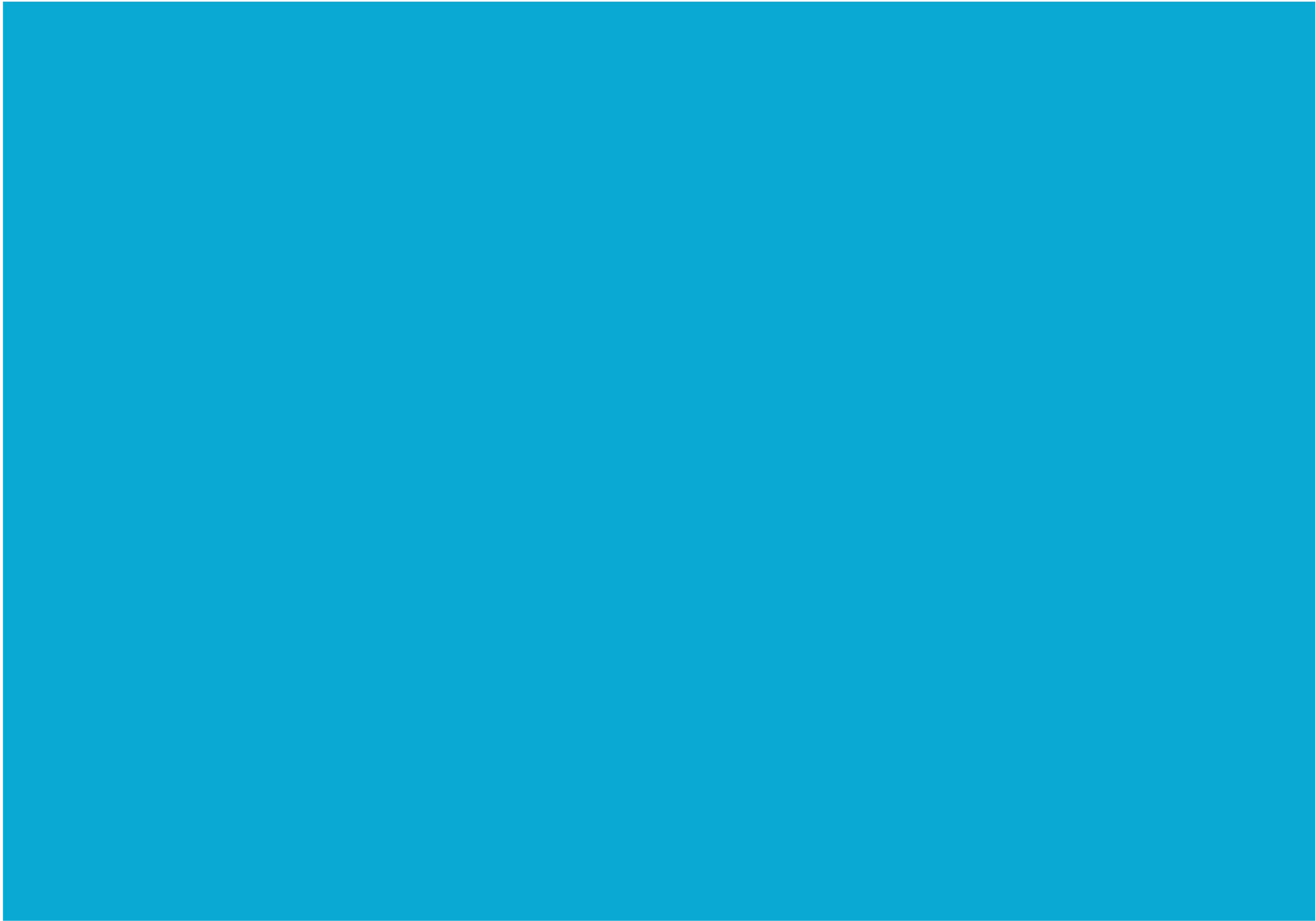


FIGURE 8: PLACE CONSTRAINTS MAP



An aerial photograph of the South Perth Peninsula in Western Australia. The image shows a multi-lane highway curving along the coast, with a bridge crossing the water in the background. Residential buildings, including several high-rise apartments, are scattered across the peninsula. In the foreground, there is a large, well-maintained golf course with green fairways and numerous trees. The water of the river or bay is visible on the left and right sides of the peninsula.

PART THREE
ENVISAGING
THE PENINSULA

A VISION FOR THE PENINSULA

Throughout the engagement process, it was evident that all stakeholders are proud of South Perth's exceptional features – its leafy streets, world class foreshore, privileged views, enviable transport and tourism infrastructure, and strong sense of community. However, it was also acknowledged that the area has not realised its potential as a vibrant destination in its own right - with planning and visioning for the area focused on commercial development and transport infrastructure at the expense of other important aspects.

The current Vision and supporting objectives, as articulated in the 2011 South Perth Station Precinct Plan, are predominately centred around the desire to deliver an employment centre that will support a train station in the future.

'A vibrant attractive business location featuring a rich choice of employment, public transport options, pedestrian friendly tree-lined streets and also including reminders of South Perth's heritage.'

Current vision
2011 South Perth Station Precinct Plan

Throughout the engagement process, participants expressed a desire to broaden the focus beyond a future train station, to recognise the area as a diverse residential community and encapsulate the area's potential as a distinctive destination which makes the most of its unique qualities and assets.

This is supported by the findings of the study, which identifies that areas currently outside of the Station Precinct boundary should be considered as one Activity Centre area when planning for parking and transport, built form transition, public realm upgrades, place management and other important considerations.

A consistent and widely applicable message that emerged during the engagement process was that current planning for the Peninsula does not recognise the subtleties and unique characteristics of the area. Existing controls apply the same consistent standards, which result in built form responses which do not adequately reflect the characteristics of distinct sub-areas within the Peninsula. This was identified as a significant flaw in the current planning framework.

In response, four distinct character areas were defined as part of the study process, based on land use, street character, barriers and connections, built form and stakeholder feedback. These character areas extend across the whole Peninsula, with the current Station Precinct Special Control Area and associated Special Design Area extending into parts of each.

The stakeholder feedback on the current Vision has been distilled and reflected through the following elements, which combined, form a Vision for the Peninsula :

- ◆ Renewed Place Vision and Goals
- ◆ The Peninsula - Future Directions Plan (indicative)
- ◆ Distinct Character Areas

Together these elements provide an overall guiding framework on how the implementation of study recommendations should be structured. Recommended strategies and ideas for delivering on the Vision and Goals, including reference to the unique character areas, is provided in the following sections.

RENEWED PLACE VISION AND GOALS

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.



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 minimises 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.

PLACE FRAMEWORK

It was identified that there is a tendency to manage various parts of the Peninsula in isolation. The area has several important and very strategic assets, beyond the future train station, which need to be considered as a 'whole' to ensure the vision is achieved. Indicative future connections and important activity drivers identified through this process, are depicted below.

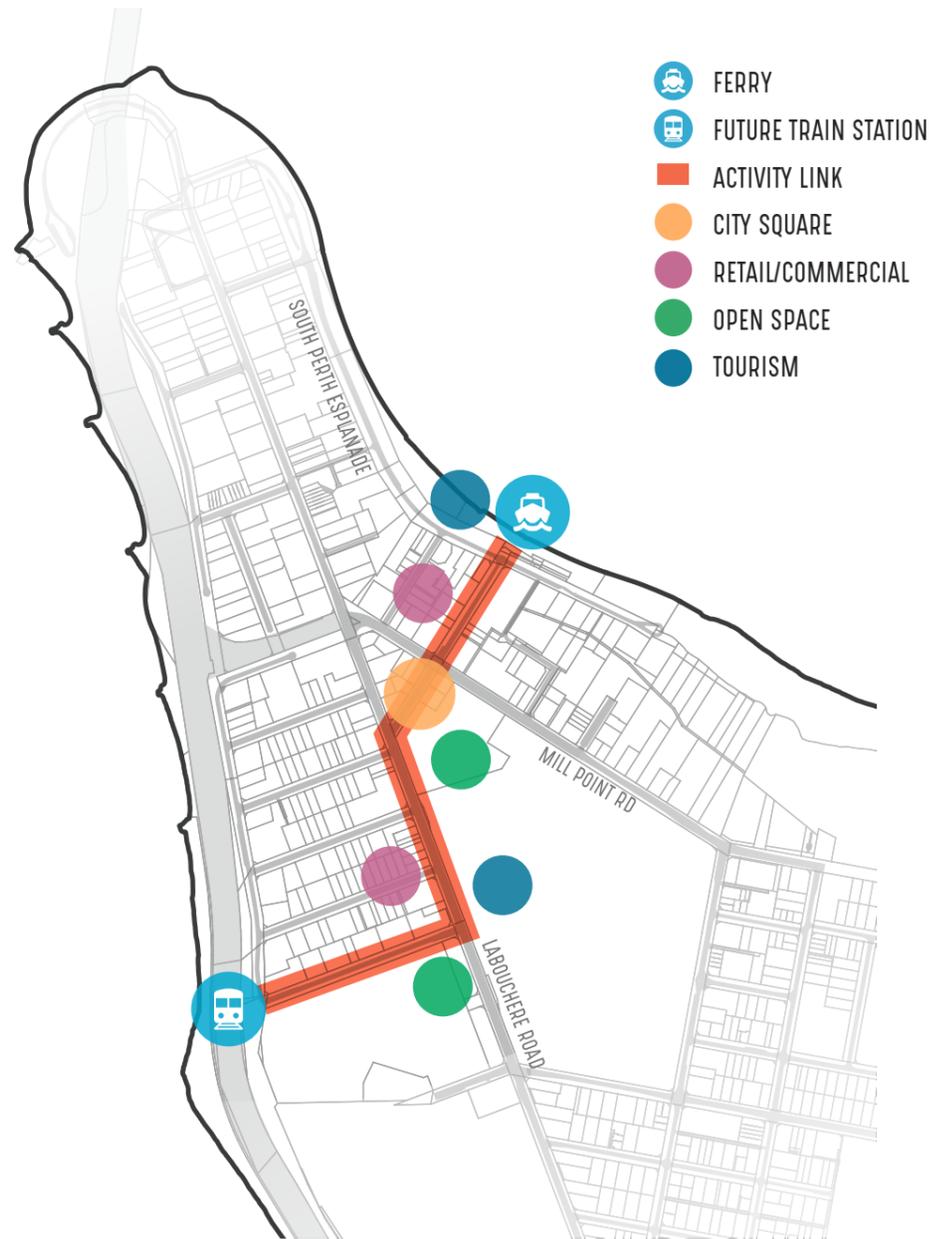


FIGURE 9: PLACE FRAMEWORK PLAN

CHARACTER AREAS

The Peninsula is a diverse area with a variety of homes, businesses, and community amenities. Whilst the development of precinct-specific planning controls is beyond the scope of this study, it is recommended that distinct character areas be used as the primary organising mechanism for future improvements to built form controls, public realm upgrades and place management strategies to create distinct places that enhance and celebrate the unique character. The following sections provide visionary direction for the four character areas, and guidance on how built form and public realm character could be adapted to better respond and enhance the character of these areas.

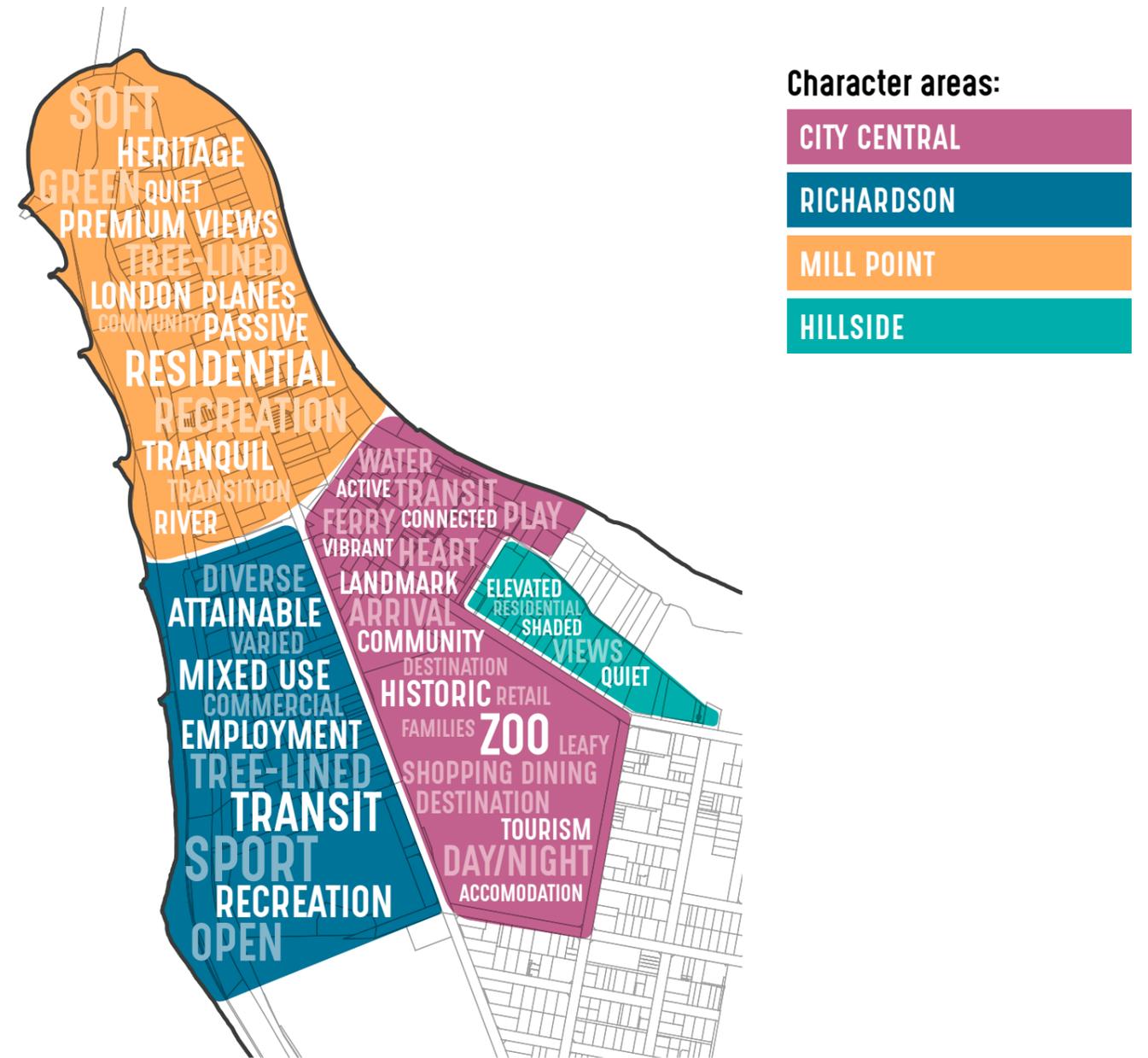


FIGURE 10: CHARACTER AREAS AND PLACE OBSERVATIONS

CITY CENTRAL

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

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



1. MENDES STREET

Mends Street will function as the urban heart of the Peninsula. A street full of energy, character and appeal, it will prioritise pedestrian activity and be active day and night. Its unique retail and dining destinations will spill out into the street and extend through connecting laneways and arcades.



2. CITY SQUARE

The Old Mill Theatre, Heritage House Cultural Centre, Windsor Park and western portion of Mends Street will form the cultural heart of the Peninsula, supplemented by public space upgrades and the addition of modern community facilities.



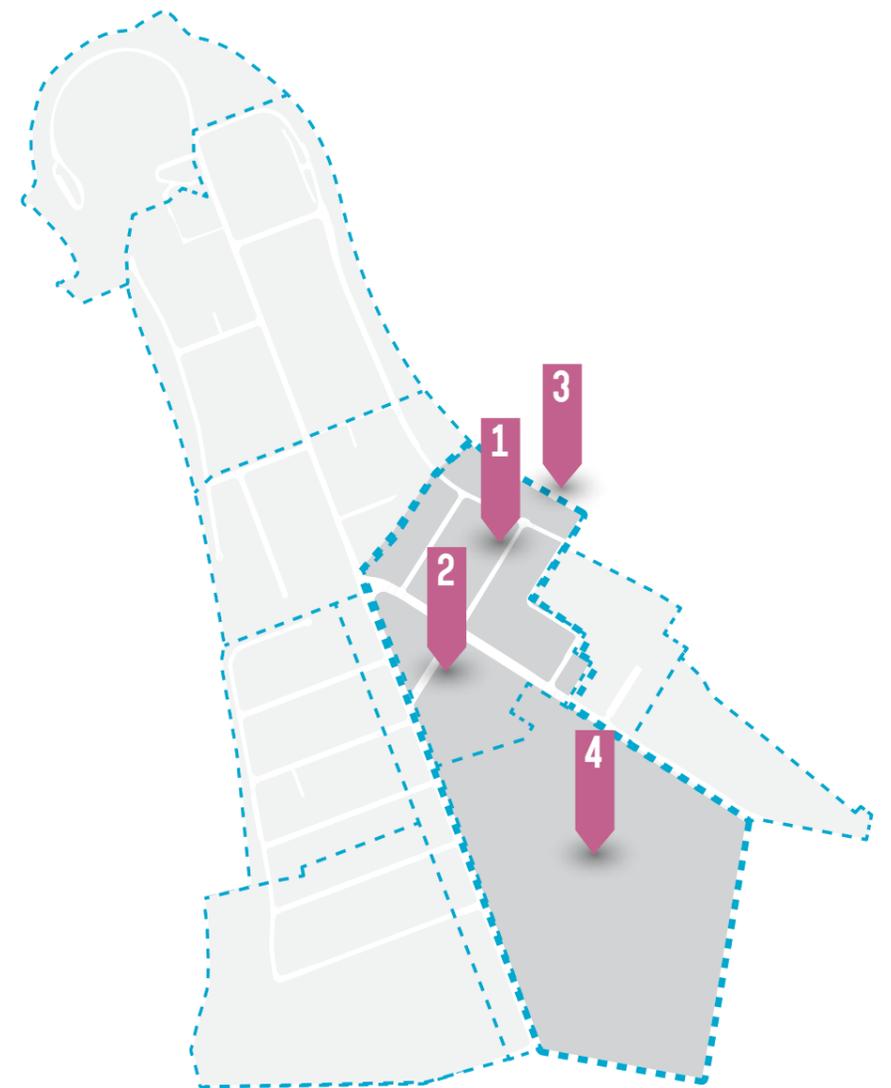
3. FERRY JETTY

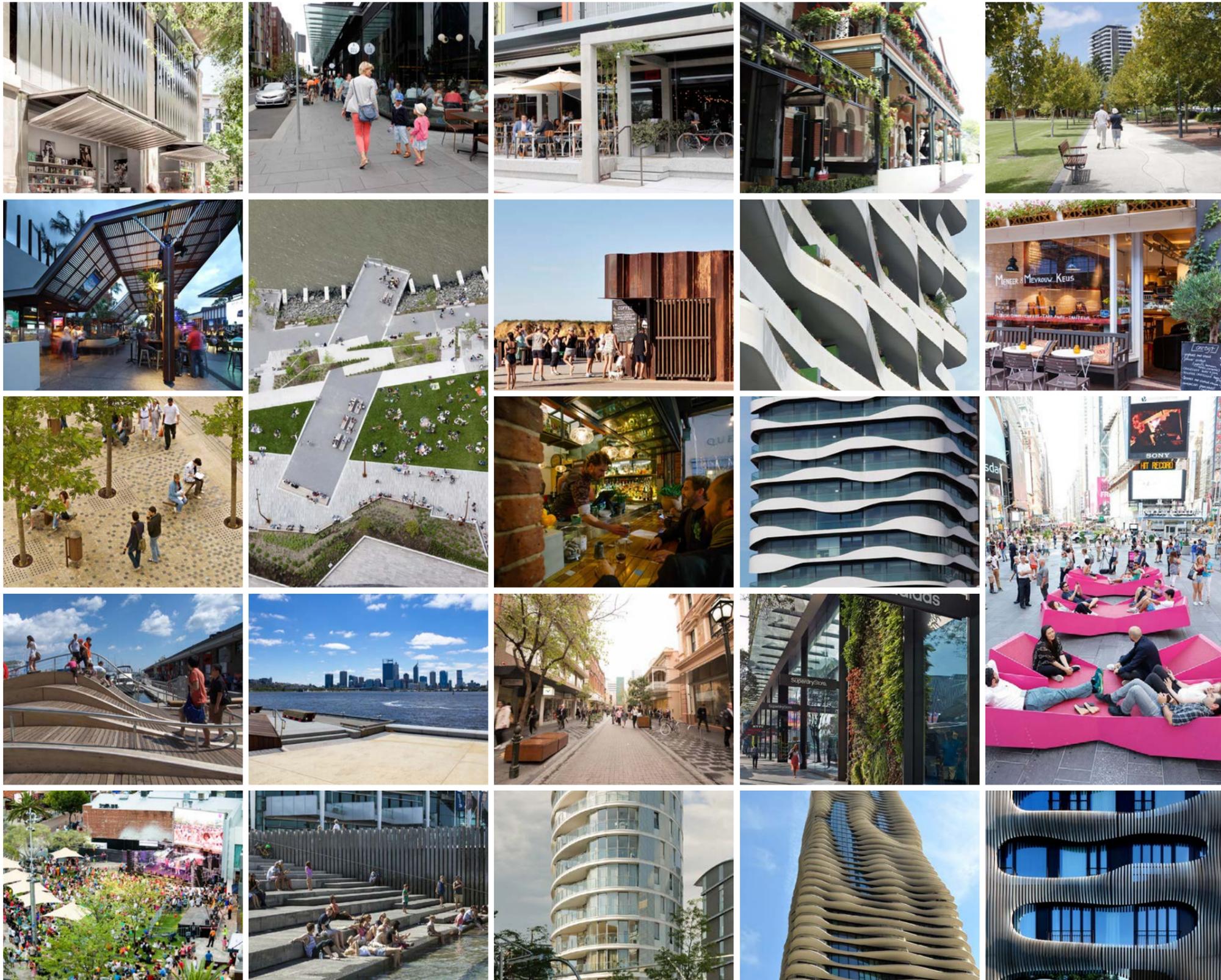
The Jetty area will proudly announce arrival at the Peninsula. The South Perth Esplanade will be full of life, with facilities for water activities, boating, major events, and food and beverage. This activity will extend down Mends Street and Harper Terrace.



4. ZOO

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





BUILDINGS

- ◆ Architecture should adopt a riverside character which evokes the movement and reflectivity of the Swan River.
- ◆ Buildings should be mixed-use and adaptable, accommodating a significant amount of retail and office use in addition to residential and short-stay accommodation.
- ◆ Development should meet the public realm with fine-grain street frontages and heightened levels of activation.
- ◆ Building height and massing should be sculpted to minimise overshadowing of Windsor Park and Perth Zoo.
- ◆ Generous setbacks above podium level should be provided along Mends Street to maintain its low-scale feel.

PUBLIC REALM

- ◆ Open spaces should be urban and functional whilst providing contrast with the hard-edged character of Elizabeth Quay.
- ◆ The South Perth Esplanade should be reimagined as a key attraction, with public realm upgrades and community and commercial facilities bringing new life and vitality to the area.
- ◆ New public spaces should be created at the base of the Mends Street Jetty and between Mill Point Road and Labouchere Road to create central civic spaces for the Peninsula.

RICHARDSON

The Richardson area is a microcosm of the wider Peninsula, with an eclectic mix of building styles and uses. The establishment of a train station at Richardson Street will establish the area as a vibrant gateway to Perth Zoo and the wider Peninsula.

Future development will recognise and enhance the diversity of the area, building upon the intricacy of its urban fabric with varied lot sizes and building heights, retained heritage cottages and green pedestrian links. New residents will be accommodated with a mix of attainable housing options.



1. LYALL STREET

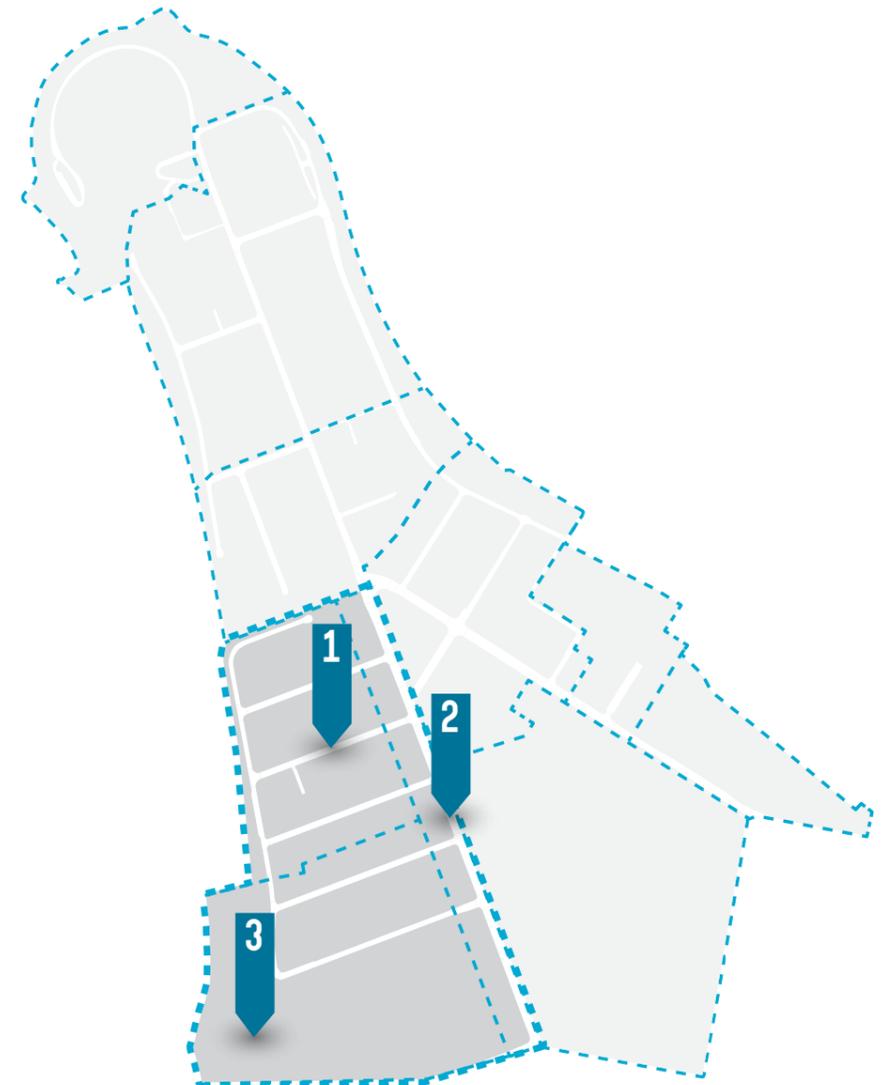
The Lyall Street area will build upon its direct connection to Mends Street, providing an extension of commercial activity but with a change of character to leafy urban room and a greater degree of residential development.

2. LABOUCHERE ROAD

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

3. SOUTH PERTH STATION

The South Perth Station will be an intense redevelopment area, with a focus on commercial uses such as short stay accommodation, and commercial offices with a range of floorplate sizes and configurations to attract both large organisations and small businesses.



CURRENT - CHARLES STREET



POSSIBLE FUTURE



BUILDINGS

- ◆ Development opportunities should be maximised in this area to limit the need for tall buildings elsewhere in the Peninsula.
- ◆ Tall buildings should be dispersed throughout the area based on availability of development sites, generally stepping down in height towards Labouchere Road and Melville Water to allow mid-block views.
- ◆ Buildings should be mixed-use and adaptable, accommodating residential and commercial uses.
- ◆ Active street frontages should be concentrated along Richardson Street and Labouchere Road to create a vibrant, active link to Perth Zoo and the South Perth Train Station.
- ◆ Built form should reflect the materiality of federation cottages in the area and incorporate them into development where possible.



PUBLIC REALM

- ◆ Street setback areas should adopt an urban character and be programmed to create 'urban rooms' for residents and workers to utilise.
- ◆ Internal streets and pedestrian connections should be provided to achieve mid-block connections between streets and open spaces.
- ◆ Landscaping to the freeway should provide a visual and physical buffer through tree planting and low sound walls which limit vehicle noise while maintaining outward views.
- ◆ Portions of Richardson Park not utilised as sports grounds should be upgraded to create active edges incorporating play spaces, exercise equipment and landscaping elements.

MILL POINT

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

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



1. LOWER POINT

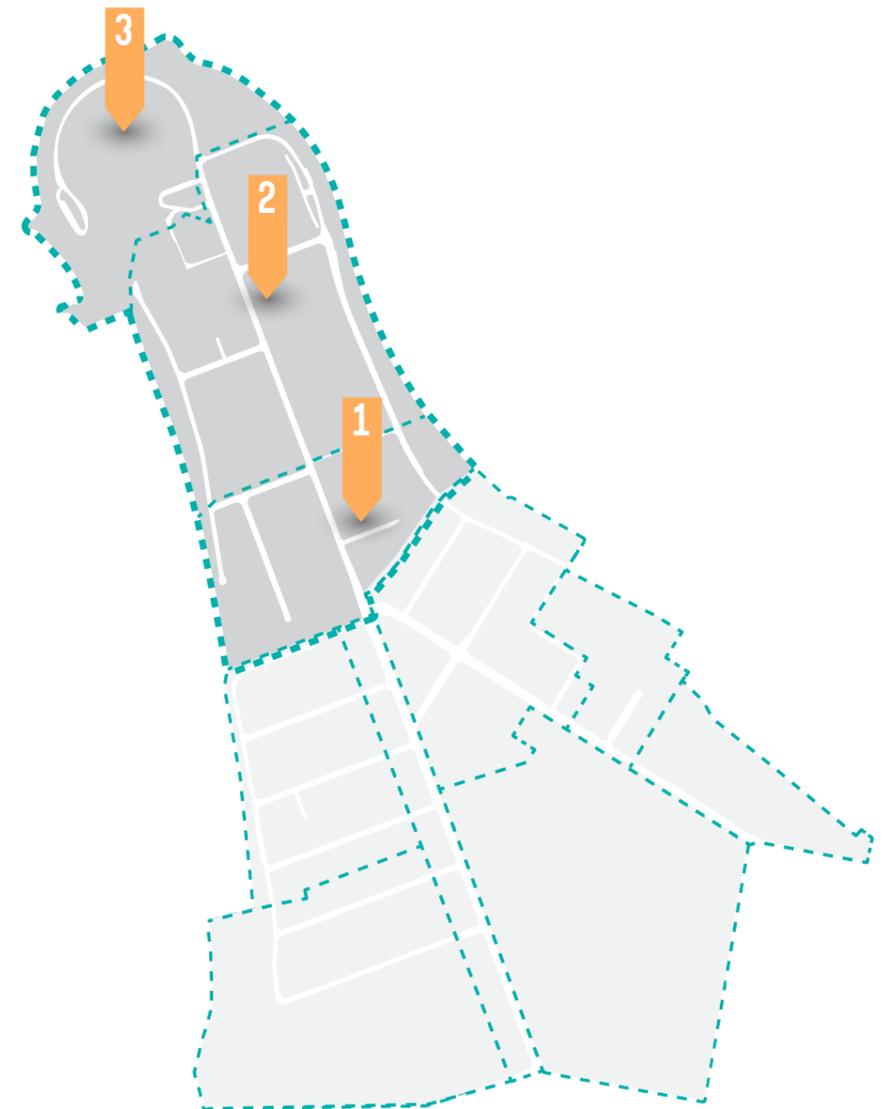
The Lower Point area will accommodate the majority of new development within the area, with new residential development and complementary commercial development carefully integrated to respect and strengthen its passive and quiet character.

2. UPPER POINT

The Upper Point area will accommodate low-scale, incremental development over time that is in keeping with existing development. Connectivity to the Swan River will be strengthened through upgrades to the South Perth foreshore and connecting streets.

3. OLD MILL

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



CURRENT - ESPLANADE



POSSIBLE FUTURE

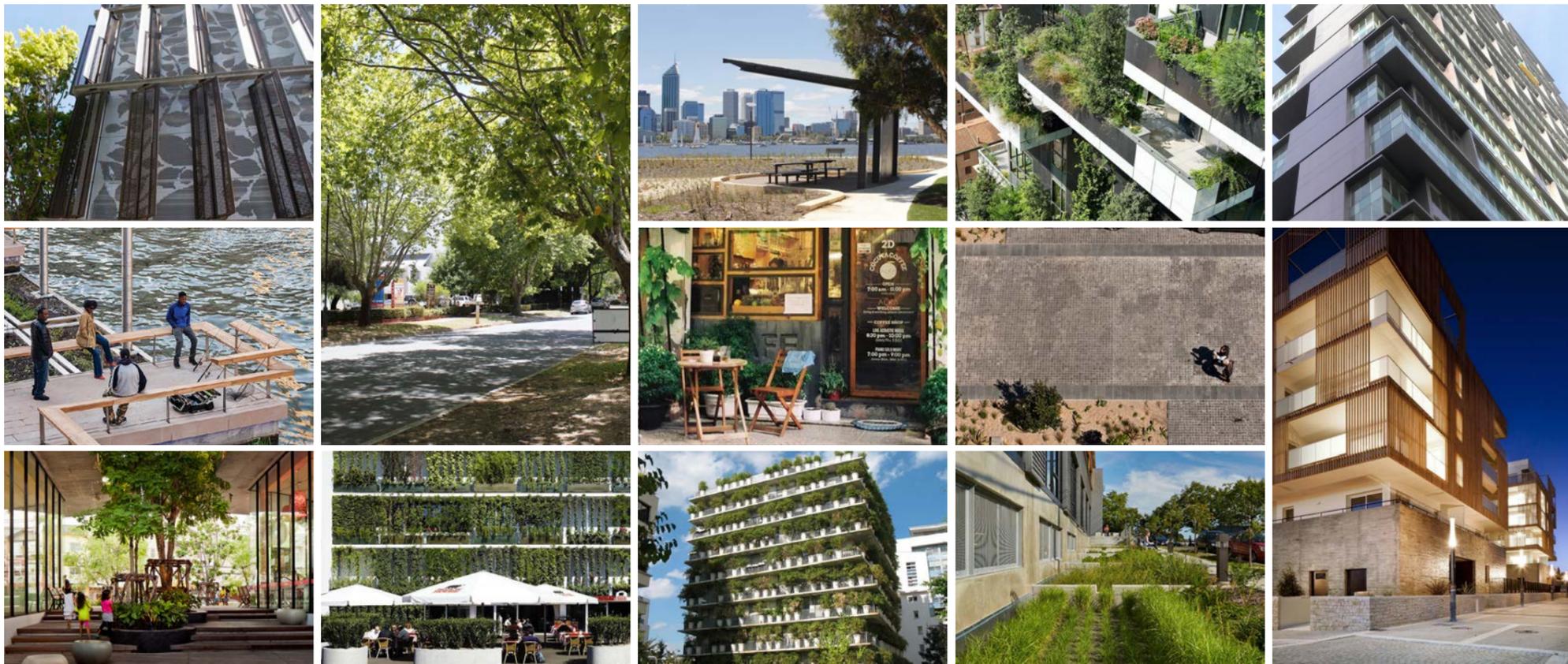


BUILDINGS

- ◆ Development should be predominantly residential, with buildings set back from the street and ground floors activated by street-accessible apartments or small tenancies where appropriate.
- ◆ Architecture should reflect the garden character of the area through the incorporation of green roofs and living walls.
- ◆ Tall buildings should achieve significant reductions in bulk and width to create slender towers which preserve view corridors between buildings.
- ◆ Building heights should step down towards the Upper Peninsula and Perth Water to establish a cohesive skyline form and minimise impact on existing development.

PUBLIC REALM

- ◆ Street setback areas should be lushly landscaped and provide pedestrian respite.
- ◆ Mature street trees should be protected and gradually replaced over the long term.
- ◆ The Esplanade roadway should be upgraded as a waterfront boulevard and park with pedestrian and cyclist movements prioritised.
- ◆ Publicly-accessible private open spaces should be provided at key locations along Mill Point Road.
- ◆ Landscaping to the freeway should provide a visual and physical buffer through the use of tree planting and low sound walls.



HILLSIDE

The Hillside area is a secluded residential precinct with a wide variety of building styles and dwelling typologies overlooking Perth Water. Despite its close relationship to the Mends Street area, it maintains a quiet residential character.

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



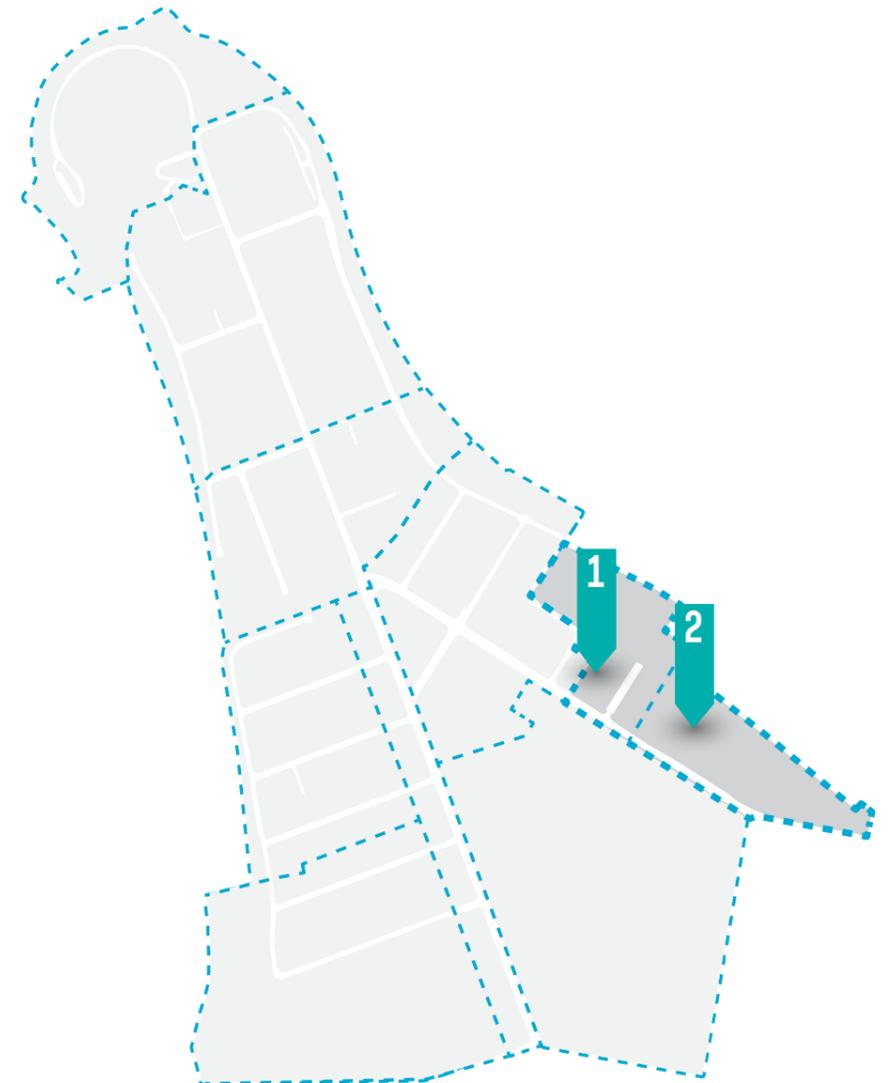
1. DARLEY STREET

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



2. PARKER STREET

The Parker Street area will reflect a quieter, more residential character acknowledging its separation from the core of the Peninsula area. Accessibility to the Foreshore is desired and new pedestrian connections to the Foreshore should be explored where new development allows.





An aerial photograph of Perth, Australia, showing the city, a large river, and a highway. The city is built on a peninsula, with a large river flowing through it. The highway is visible in the foreground, and the city extends into the background. The sky is clear and blue.

PART FOUR STRATEGIES FOR THE PENINSULA



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.

WHY IS A ROBUST PLANNING FRAMEWORK NECESSARY?

The significant scale and intensity of redevelopment in the Peninsula requires best practice governance measures. Development outcomes within the Peninsula area are currently managed through the powers and provisions of the Scheme. By their nature, Planning Schemes alone are unable to provide the broad contextual and qualitative information necessary to guide and deliver preferred development outcomes. In particular, alternate controls are needed to address stakeholder priorities including livability outcomes, place character and responsive building design.

The current approach has also relied on a flexible, performance-based framework which generally delivers superior outcomes but has also resulted in distrust and uncertainty.

It is essential that current processes be improved to ensure there is an informed understanding and agreed vision amongst the community, developers and the City, as to what future development will look like. Moreover, a more robust framework is needed to ensure the right decisions are being made, all stakeholders are listened to and broader livability outcomes around place, design and planning are being achieved.

Any revised framework also needs to ensure development applications are assessed against a clear and consistent discretionary framework – especially regarding bonus height increases in exchange for community benefit.

STAKEHOLDER VIEWS

Stakeholders identified a need to establish a robust and flexible planning framework that delivers the agreed vision and objectives, and provides clarity, certainty and transparency.

Broadly, stakeholders considered the current planning framework for the area to be deficient in a variety of ways and were supportive of revisiting planning controls to deliver a more comprehensive and holistic framework for the area.

Stakeholders expressed broad dissatisfaction relating to the recent Amendment 46 process and outcomes. It was desired that a revised approach strike a better balance between flexibility and control, establish greater certainty of outcome for both developers and residents and articulate a comprehensive approach to the delivery of public benefits and community infrastructure based around tangible population and dwelling growth forecasts. Greater transparency and a more consultative approach to decision-making were also identified as priorities.

KEY STAKEHOLDER MESSAGES:

- ◆ There needs to be an overarching plan and big picture vision for the area
- ◆ Repair the relationship between Council, the community and developers
- ◆ Criteria for increasing building height is unclear and subjective
- ◆ Plot ratio requirements for commercial floorspace do not have a clear economic rationale
- ◆ Performance criteria are minimum standards and should be strengthened
- ◆ Greater certainty and consistency in decision-making is needed
- ◆ Look at the Peninsula in its broader context
- ◆ Engage young people when planning for the future
- ◆ Communicate proposals to the community clearly and simply
- ◆ Establish a clear framework for Developer Contributions
- ◆ Deliver a transparent value capture framework that delivers specific public benefit outcomes

IDEA 1

CONTINUE TO COLLABORATE CLOSELY WITH ALL STAKEHOLDERS THROUGH IMPLEMENTATION OF A RENEWED VISION FOR THE PRECINCT

WHY IS THIS IMPORTANT?

Taking immediate action to address deficiencies in the current governance framework was a key desire of stakeholders. However, lengthy processes and delays are an inevitable aspect of the planning process. As such, it is important to communicate a clear plan and strategy to stakeholders which maintains support and confidence.

A publicly available and formally adopted guiding document is the most effective way of communicating the City's objectives for the area going forward, including proposed processes and timelines for updating the current planning framework.

HOW SHOULD THIS BE IMPLEMENTED?

ADVERTISE AND ADOPT THIS PLACE AND DESIGN REPORT AS THE GUIDING VISION FOR THE SOUTH PERTH STATION PRECINCT

It is recommended that the 2011 South Perth Station Precinct Plan, as the current strategic plan for the area, be replaced with this Place and Design Report, which could serve as a guiding vision into the future, for the South Perth Station Precinct. This report articulates a stakeholder-led vision and associated goals and ideas for the Peninsula going forward, together with recommendations for a revised planning framework which will address the current shortcomings. Specifically, it identifies:

- ◆ An updated vision statement and supporting objectives for the Peninsula's future growth
- ◆ An overview of goals and strategies relating to place, movement and access, public realm, built form and governance; and
- ◆ A proposed timeline for developing and implementing updates to the Peninsula's planning framework, what these updates will entail, and how stakeholders will be engaged in their development.

It is recommended that this report be publicly advertised to confirm that its recommendations reflect the general intent of stakeholders who participated in the study process and solicit a broader base of feedback from those who were not directly involved.

INVOLVE LOCAL STAKEHOLDERS IN DECISION-MAKING THROUGH A STAKEHOLDER ADVISORY GROUP

The Place and Design Study has provided the platform to unify stakeholders, and reach a consensus with respect to future revitalisation of the Peninsula. To build on this momentum, it is recommended that the City of South Perth establish a South Perth Peninsula Stakeholder Advisory Group, to actively engage and seek regular feedback through future implementation.

The South Perth Peninsula Stakeholder Advisory Group could comprise willing PDF participants operating under a terms of reference, guiding contributions (when and why), aligned to the preparation, adoption and implementation of the guiding vision and a comprehensive planning framework as set out at Idea 2.



IDEA 2

IMPLEMENT A COMPREHENSIVE PLANNING FRAMEWORK THAT DEVELOPS AN OVERARCHING PLAN FOR THE ENTIRE PENINSULA AREA

WHY IS THIS IMPORTANT?

The scale and intensity of development within the Peninsula has unique challenges and opportunities which reach beyond usual statutory framework scope. As a District Activity Centre, State Planning Policy 4.2 requires that an Activity Centre Plan be prepared for the Peninsula. However, an Activity Centre Plan for the Peninsula was not prepared as planning for the area through the South Perth Station Precinct Plan was well advanced at the time SPP4.2 was released.

To better plan for the Peninsula as a key Activity Centre, it is recommended that an Activity Centre Plan be prepared as a guiding framework for the area, together with supporting Planning Policies, Design Guidelines and Place Strategies.

In combination, this framework will address current issues and limitations that cannot adequately be addressed by Scheme provisions.

HOW SHOULD THIS BE IMPLEMENTED?

PREPARE AN ACTIVITY CENTRE PLAN

This study has identified the need for a range of additional plans and strategies, which are required to 'feed' into the Activity Centre Plan for the Peninsula area. Given the breadth of elements required to be addressed, it is recommended that the Activity Centre Plan be prepared under the guidance of a coordinating specialist, with the ability to oversee all elements via an iterative and holistic approach. The Activity Centre Plan should reflect the renewed Vision and Objectives, and be underpinned by an integrated approach to place, planning and design.

1. Boundary Extent

Extending the precinct boundary was discussed at length by stakeholders. The Activity Centre Plan should aim to:

- ◆ Consider broadening the extent of the existing Station Precinct to address the wider Peninsula, with regard for regional strategic context implications for the Peninsula including its proximity to Kings Park, Elizabeth Quay, the CBD and Curtin University.
- ◆ Properly plan for the area as a recognised District Activity Centre, including provision of detailed built form and public realm design guidance and identification of required social and service infrastructure.
- ◆ Appropriately plan for destinations of state significance including Perth Zoo, the South Perth Foreshore, Kwinana Freeway and proposed Train Station, and potentially including local development plans for these destinations where appropriate.

2. Community Needs Assessment

A Community Needs Assessment specifically related to the South Perth Peninsula is recommended to identify needed community services and infrastructure. This assessment will provide greater clarity around the infrastructure required to meet the needs of a growing population, particularly within the Peninsula area.

It will also be useful to inform whether funding mechanisms are required to meet future needs, such as Special Area Rate Levies or Development Contribution Schemes.

3. Commercial Needs and Market Feasibility Assessment

The sale of commercial property is very difficult in the current economic climate. Market response is critical, and mandating commercial space requirements is having a direct impact on the viability of all projects. With a significant oversupply of commercial product on the market at present, and even more planned for the outer lying metropolitan activity centres in the future, it is important for the City of South Perth to undertake a rigorous assessment of its primary and secondary economic drivers.

Whilst the area is well established as a boutique office market at present, detailed analysis will ensure the Peninsula has a clear view of its competitive advantages, future target industries, and strategies required to secure a strong economic future.

A Commercial Needs and Market Feasibility Assessment also provides a quantitative basis for built form and zoning provisions. It will inform built form controls and land use requirements, with a view to

identifying the quantum of commercial floorspace that the Peninsula is able to sustainably accommodate into the future.

4. Regional Integrated Transport Strategy

A Regional Integrated Transport Strategy should aim to resolve traffic congestion issues experienced on the Peninsula through a holistic approach to regional traffic management, with a focus on diverting regional through-traffic and providing alternative ways of accessing the Peninsula for visitors.

More information relating to Transport is included in Goal 2: Improve Movement and Connectivity.

5. Development Guidelines

An Activity Centre Plan is the ideal vehicle to specify detailed Development Guidelines which establish the guiding framework to inform public realm and built form outcomes. The study has identified that a clear urban form vision is needed to provide clarity and certainty on future development outcomes and urban character.

Detailed Development Guidelines will ensure that new developments better relate to, and complement local character, and minimise impact on existing buildings.

A holistic framework for public realm upgrades is also required to ensure that streets and parks meet the needs of future residents. This framework could align with identified character areas and provide guidance as to design approaches and suitable materials to strengthen and further differentiate areas of distinct character.

Development Guidelines will achieve the following:

- ◆ Establish precinct-based controls which achieve variation and transition between areas of differing character.
- ◆ Establish a revised approach to the application of discretion, doing away with the existing Special Design Area, and demonstrating transparent and clear public benefit.
- ◆ Inform comprehensive design guidelines for all built form (including public and private land).
- ◆ Incorporate a Public Realm Framework to give clear direction on future upgrades (public and private realm) and assist in identifying costs for inclusion in a Development Contribution Plan.

Recommended typologies and guiding principles in relation to Built Form and Public Realm are detailed within Goals 3 and 4.

6. Services / Infrastructure

An Activity Centre Plan would identify required civic infrastructure and servicing upgrades to water, sewer and electricity networks. It will also identify an appropriate response to groundwater management which guards against cumulative impacts of basement development on the water table and identifies where deep basements may be problematic.

7. Development Contributions / Funding Mechanisms / Performance Criteria

A range of social and physical infrastructure is required to support happy and healthy communities. In the South Perth Peninsula area, this infrastructure is critical to facilitate density and support the diverse needs of the growing and evolving local community.

It is recommended that further investigations are undertaken to explore and identify appropriate funding mechanisms and performance criteria to deliver the infrastructure and services identified to meet future needs. These identified performance criteria should be linked to allowable height discretion as detailed at Goal 4.

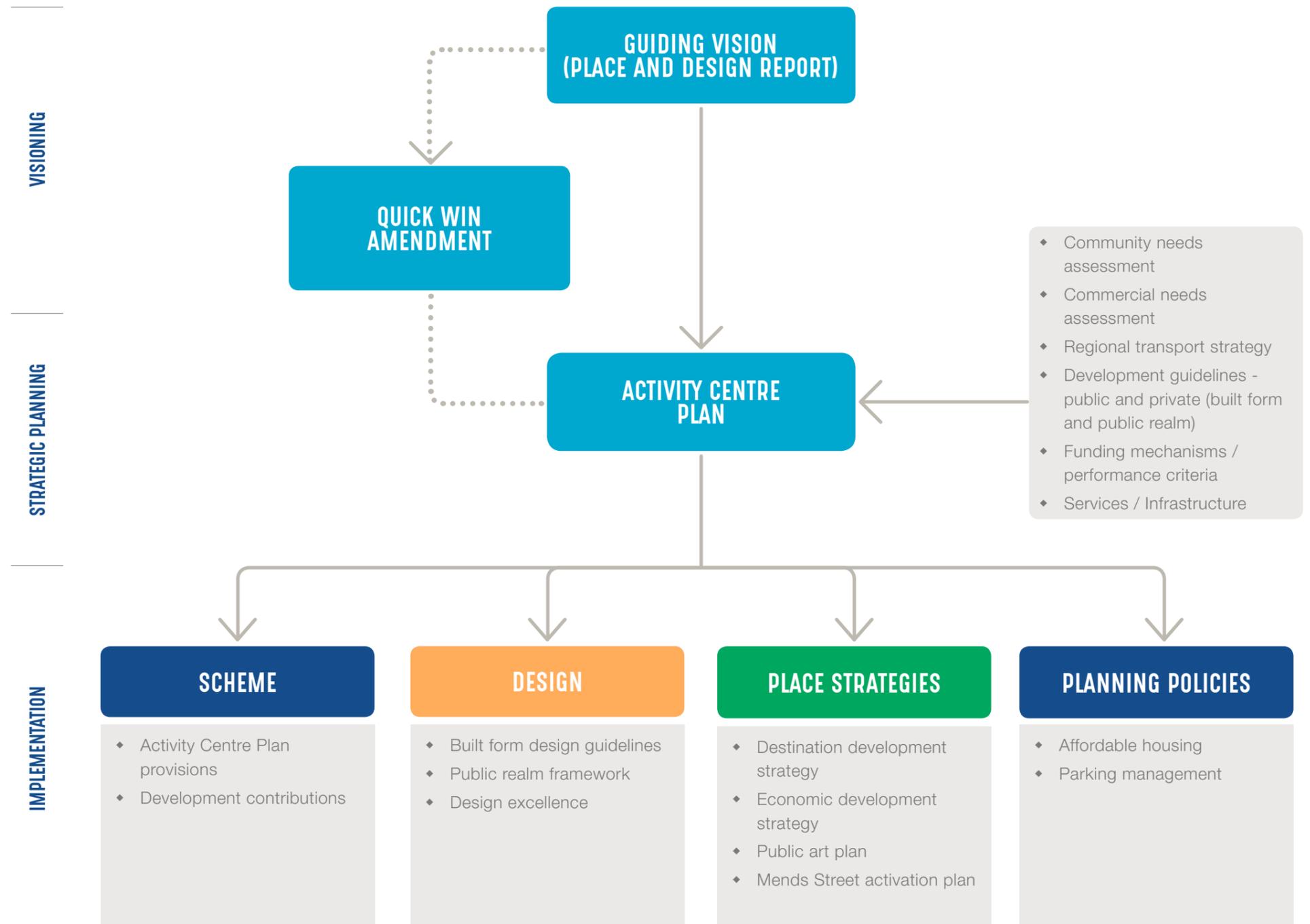


FIGURE 11: PROPOSED PLANNING FRAMEWORK

PREPARE POLICIES AND STRATEGIES TO SUPPORT AN ACTIVITY CENTRE PLAN

To ensure effective implementation of the Activity Centre Plan, it is important to ensure Local Planning Policies are established to provide clear direction on bonuses and public benefit. Priority policies identified through this study, include:

- ◆ Affordable Key Worker Housing Policy
- ◆ Parking Management Strategy
- ◆ Design Guidelines.

It will be important to ensure Planning / Place Strategies are prepared, in accordance to the Activity Centre Plan, to provide operational direction and manage change. Based on the study outcomes, strategies required for the South Perth Peninsula include:

- ◆ Traffic management / transport modes
- ◆ Public Art Plan
- ◆ Mends Street Activation Strategy
- ◆ Destination Development Strategy
- ◆ Economic Development Strategy.

Further information on each of these policies and strategies are outlined in the sections that follow.

DEVELOP AN AFFORDABLE KEY WORKER HOUSING STRATEGY (AND SUPPORTING POLICY / SCHEME PROVISIONS)

Escalating property values in the South Perth Peninsula present challenges to accommodate the demographic mix required for a vibrant, electric mix of people that support a sustainable community. To ensure the area retains an ability to meet the needs of its growing population, it will be essential to explore and implement ways to achieve affordable/attainable housing targets (i.e. social/key worker and attainable housing).

It is recommended that an Affordable Housing Strategy is prepared to identify strategies/policies, and identify potential sites to ensure these targets can be achieved.

IMPLEMENT A 'QUICK WIN' SCHEME AMENDMENT

This action proposes preparing a minor Scheme Amendment addressing a series of issues largely agreed by stakeholders as requiring immediate modification. This approach provides an opportunity to provide a stop-gap response to key issues within a short timeframe whilst allowing for more comprehensive changes to follow.

Acting quickly to address easily resolvable issues was identified by stakeholders as critical, however this approach is only worthwhile if the process is understood to be an interim solution only. The frustration to all stakeholders caused by Amendments 25 and 46 brings pressure to promptly finalise a 'Quick-Win' Scheme Amendment. A collaboration between the Department of Planning and the City of South Perth is advocated to prepare and convert this amendment within the shortest timeframe possible. This is considered critical to maintain momentum and stakeholder support for all recommended strategies.

It is recommended that a Quick Win Scheme Amendment is adopted, which can effectively address immediate issues within the current framework, including:

- ◆ Modifying side and rear setbacks to improve amenity and establish view corridors between buildings
- ◆ Clarify the purpose and design requirements of street setback areas along passive and active streets
- ◆ Permit variations and encroachments into setback areas to improve design outcomes
- ◆ Reintroduce housing diversity requirements and replacing square metre minimum dwelling sizes with minimum bedroom requirements to allow design flexibility
- ◆ Establish a framework for providing cash in lieu of parking and replace parking minimums with maximums to incentivise reductions to private parking
- ◆ Clarify commercial plot ratio requirements and remove need to justify lack of commercial floorspace north of Judd Street

IDEA 3

DELIVER COMMUNITY AMENITIES AND FACILITIES TO MEET THE DIVERSE NEEDS OF RESIDENTS AND VISITORS

WHY IS THIS IMPORTANT?

People living in the Peninsula today are significantly younger and more culturally diverse than the historic population of the area. As such, future residents will have differing expectations and appropriate amenities and facilities are needed to meet diverse needs.

A view amongst some stakeholders is that new developments are at times awarded height bonuses without a clear and transparent process, which at times results in minimal public benefit. A better process is needed to ensure funding is made available to meet future infrastructure requirements.

A clear nexus is required between the public benefit and bonuses provided to developers, to ensure that all stakeholders have a clear understanding of the relationship between the delivery of infrastructure and resultant built form. It is also essential that appropriate funding mechanisms be established to deliver this.

HOW SHOULD THIS BE IMPLEMENTED?

UNDERTAKE A COMMUNITY NEEDS ASSESSMENT

A range of social and physical infrastructure is required to support happy and healthy communities.

In South Perth, this infrastructure is critical to facilitate density and support the diverse needs of the growing and evolving local community.

A community needs assessment will provide greater clarity around the infrastructure required to meet the needs of a growing population. This assessment will also be useful to inform performance criteria, and whether funding mechanisms are required to meet future needs, such as Differential Rate Levies or Development Contribution Schemes.

It is recommended that the Community Needs Assessment is completed as a key input into the Activity Centre Plan (refer to page 38).

INVESTIGATE AND IMPLEMENT MECHANISMS TO FUND NEEDED COMMUNITY INFRASTRUCTURE

Further investigation is recommended to implement a Development Contributions Scheme, or Performance Criteria, as mechanism to deliver critical infrastructure. For example, if development opportunities are sought beyond existing controls, these should only be pursued if much needed public benefits are provided.

These benefits are in addition to what would normally be required by new development, such as design excellence and other mandated requirements. Potential projects which could be funded under these schemes include:

- ♦ South Terrace freeway access, including land assembly, road, verge and traffic control measures;
- ♦ A City Square at Mends Street, including civic and community spaces, public and shared car park;
- ♦ Through-block connections within the Richardson area;
- ♦ A shared worker and creative space hub
- ♦ Community facilities including playgrounds, museums and art galleries;
- ♦ Streetscape upgrades, including verge widening, pedestrian and cycle path networks, traffic calming, wayfinding and landscaping; and
- ♦ Upgrades to the South Perth Esplanade.

It is recommended that further analysis be undertaken to identify indicative costs and required funding contributions associated with priority infrastructure, public realm enhancements and servicing infrastructure upgrades. It will also be important to work with State Government to ensure proposed items are acceptable given the specific circumstances of the Peninsula area, and to address any concerns raised in relation to funding.

EXPLORE DIFFERENTIAL RATES AS A MECHANISM FOR FUNDING ONGOING MANAGEMENT COSTS

Development Contributions are a useful mechanism to secure upfront payment contributions to infrastructure. Alternative views suggest that Development Contributions do not address recurrent funding requirements, and the responsibility lies with the developer, rather than end-users. Another funding approach, which achieves equity based on a user pays scenario, and addresses the need for an on-going funding source, is differential rates.

This approach ensures that the on-going maintenance and operation of assets is generally funded from rates revenue, which will increase as development is stimulated within the area. The establishment of a differential local area rate could provide hypothecated funding to ongoing management and maintenance of specific services in the Peninsula, such as place activation/events, public realm maintenance (higher contribution than usual); and community development.

A differential rating may also be applied across broader areas, if the City of South Perth was to consider raising seed funding for specific projects – such as a Train Station for example.



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.

WHY IMPROVE MOVEMENT AND CONNECTIVITY?

The Peninsula has experienced an exponential level of growth in recent years. Whilst market forces will dictate that development rates are likely to slow, progress will continue. Recent new developments, along with regional traffic movements, are together having a compounding impact on the area's movement network. Addressing these issues is fundamental to the efficient functioning of the Peninsula and the wider City.

Managing the movement of pedestrians, cyclists, public transit users and vehicle drivers is a central challenge given the Peninsula's dense population, constrained geography and high level of regional through-traffic.

Enhancing sustainable transportation choices is essential to allowing the Peninsula to grow whilst mitigating congestion, managing parking and making it easier to walk, cycle and take public transit. Central to this are improvements to the existing Ferry and Bus services, and the development of the South Perth Train Station.

The following strategies provide guidance on how the Peninsula's movement network can be managed and improved to successfully accommodate growth.

STAKEHOLDER VIEWS

Stakeholders identified that the Peninsula has strong public transport options, despite a lack of certainty over the promised South Perth Train Station. Participants noted it was important to ensure future planning focused on achieving transit oriented outcomes around the Ferry, as well as the future train station, and other alternatives.

Traffic was also identified as a significant issue, with congestion resulting from both construction and increased density a concern for residents, particularly within the northern area of the Peninsula. Technical advice reiterated that the traffic problems are currently exacerbated by the regional catchment, which uses the area as a primary access to the Kwinanan Freeway.

It was agreed that the Peninsula is well placed to set a national benchmark to improve walkability and reduce car dependency because of its proximity to the CBD, strong transit infrastructure and developer interest. Management of cars and parking in any new development, and investing in new technologies, was therefore seen as an important priority.

KEY MESSAGES HEARD FROM STAKEHOLDERS INCLUDE:

- ◆ A fully integrated train, ferry and bus network is needed
- ◆ Explore future opportunities for car sharing and driverless cars
- ◆ The train station is important but not an end in itself
- ◆ Traffic congestion caused by regional traffic must be resolved
- ◆ How can we ensure population growth does not compound traffic congestion?
- ◆ Development should financially contribute to transport funding
- ◆ Change behaviors from driving to walking, cycling and transit
- ◆ Maintain a degree of parking for residents and businesses
- ◆ Improve streets and infrastructure for pedestrians and cyclists
- ◆ How can we capitalise on tourist visitors to the foreshore and Zoo? (As a key economic driver)
- ◆ Improve bus and ferry service and destinations.

IDEA 4

HOLISTICALLY ADDRESS REGIONAL TRAFFIC CONGESTION, IN PARTNERSHIP WITH KEY STAKEHOLDERS

WHY IS THIS IMPORTANT?

The Peninsula area experiences significant traffic congestion during peak hours, which is in part due to significant levels of regional traffic entering the Peninsula to access the Kwinana Freeway at Judd Street. Major streets are congested at peak times and have limited capacity to carry more private vehicles.

This regional pattern is caused by a lack of other freeway access points, with no north-bound access for commuters travelling from the east between Manning Road and Judd Street. As traffic volumes increase, this congestion is expected to worsen. As such, a regional solution is required which provides a 'release valve' of regional traffic which limits the number of vehicle movements within the Peninsula, helps reduce peak hour congestion and creates a safer and more attractive place that is easier to get around.

HOW SHOULD THIS BE IMPLEMENTED?

PREPARE A REGIONAL TRANSPORT STRATEGY

A Regional Integrated Transport Strategy should be prepared, which aims to resolve traffic congestion issues experienced on the Peninsula through a holistic approach to regional traffic management, with a focus on diverting regional through-traffic and providing alternative ways of accessing the Peninsula for visitors. A Regional Transport Strategy should consider the following:

- ◆ Providing a new freeway on-ramp at South Terrace
 - ◆ Work with Main Roads and the State Government to explore the feasibility of establishing a new freeway on-ramp at South Terrace, servicing regional traffic originating south of this key intersection and eliminating the need for further northbound travel into the Peninsula area.
- ◆ Explore road hierarchy alternatives, within the Peninsula area
 - ◆ Further explore the road network and movement hierarchy within the Peninsula, as a part of the Activity Centre Plan, for example:
 - ◆ Reducing Mill Point and Labouchere to single carriageway
 - ◆ Speed reduction
 - ◆ 30kph and 40kph zones
 - ◆ Parking management
 - ◆ Allocate excess road capacity to provide expanded pedestrian and cyclist space.

A number of other traffic management concepts were raised by participants of the PDF, which were later assessed at a high level in terms of impact and viability. These concepts are dependent on detailed analysis and understanding of the area's movement network and ongoing involvement and partnerships with State Authorities such as Main Roads and the Department of Transport. This analysis should be progressed as a priority, and then incorporated as a key contribution to the proposed Activity Centre Plan.



FIGURE 12: INTEGRATED TRANSPORTATION FRAMEWORK

IDEA 5

ACHIEVE A FULLY-INTEGRATED PUBLIC TRANSIT NETWORK, AND PROMOTE A MODAL SHIFT FROM DRIVING TO WALKING, CYCLING AND PUBLIC TRANSIT

WHY IS THIS IMPORTANT?

The South Perth Peninsula is well placed to achieve best practice benchmark aspirations around walkability, transit and reduced car dependency. At the heart of these goals, is great transit, which will be essential to the Peninsula's success. It moves very large numbers of people in small amounts of space, supporting a growing economy and liberates the street environment for an improved pedestrian and cyclist experience without contributing to traffic congestion. Transit pairs well with walking and cycling by extending the range a person can travel, and links walkable neighbourhoods to one another.

To meet existing commuter demand and support our long-term targets, optimisation of existing public transport services and the addition of more service is essential. Whilst public transport is coordinated at a State level, the City can assist by planning for future improvements, building transit-supportive streets and encouraging behavioural change and increased transit use.

HOW SHOULD THIS BE IMPLEMENTED?

PREPARE AN INTEGRATED TRANSPORT PLAN

An Integrated Transport Plan will enable comprehensive improvements to the Peninsula's transport network to increase capacity and ensure a transit service is fast, frequent, reliable and accessible for people of all ages and abilities. It will also facilitate a transition shift away from driving to walking, cycling and public transportation. It should consider the following elements:

- 1. Improve Bus Services** - Work with Transperth to maintain and enhance a well-defined transit network that provides regional connectivity to Perth CBD and surrounding centres, as well as local connectivity within the Peninsula and to local destinations.
 - ◆ Improve bus shelters with modern and comfortable seating and shelter to increase the appeal of bus services for commuters
 - ◆ Work with and the RAC or similar organisations to expand and increase the frequency of the RAC IntelliBus service as a permanent component of the local transport network
- 2. Improve Ferry Services** - Work with Transperth and Department of Transport to increase the frequency of ferry services at peak periods, potentially including expansion of the ferry fleet (different water vessels such as higher speed low wash cats), addition of other ferry stops and increased capacity of the Mends Street Jetty
 - ◆ Increase patronage of the existing ferry service, including public advertising of recent changes to service frequency and hours of operation
 - ◆ Develop a means of providing real time display of ferry service in common areas to encourage residents and workers to make use of ferry services.

3. Achieve multi-modal integration

- ◆ Plan for integration of bus and ferry movements with the future South Perth Train Station.
- ◆ Plan for walking and cycling as inexpensive ways of extending the catchment area of existing transit, ensuring end-to-end facilities such as bike lockers.
- ◆ Assess opportunities for integration of bus and ferry routes as an alternative means of accessing the Perth CBD in peak hours.
- ◆ Explore potential for car sharing and ride hailing services to extend the transit system.

4. Improve Walkability

- Initiatives are required to encourage a walking culture, healthy lifestyles, and social connectedness, including upgrades to incomplete streetscapes and improvements to high-traffic streets that impact upon the safety and comfort of pedestrians.
- ◆ Improve pedestrian safety and comfort along high traffic streets of Mill Point Road and Labouchere Road by widening sidewalks, adding street trees and buffers, and adding signalised pedestrian crossings.
 - ◆ Where available, excess road carriageway should be converted to widened footpath area. Where widening is not possible, building setbacks should be considered to ensure adequate separation between vehicles and pedestrians.
 - ◆ Improve pedestrian safety and comfort on all streets by providing frequent seating and additional lighting.
 - ◆ Explore options to reduce pedestrian and cyclist conflicts along the South Perth Esplanade.
 - ◆ Upgrade highly trafficked pedestrian crossings

including the Mends Street to Lyall Street crossing at Labouchere Road and the Mends Street, Mill Point Road intersection to slow traffic and protect pedestrians.

- ◆ Improve wayfinding materials and signage, particularly along Mill Point Road and Labouchere Road, and at transit stops and other key locations.
- 5. Improve the Cycling Network** - Establish a well-defined cycling network that supports all ages and abilities, with an emphasis on east-west links connecting regional Pedestrian Shared Paths along Melville Water, the South Perth Esplanade and Narrows Bridge.
- ◆ Explore opportunities for separated cycle paths along Labouchere Road and through Windsor park which provide safe, uniform cyclist connection between the Mends Street ferry and future train station at Richardson Street.
 - ◆ Improve cycling facilities along the South Perth Esplanade to reduce conflicts with pedestrians and motorists and enhance cyclist safety and comfort, with a focus on extending the foreshore RSP from its current terminus within Sir James Mitchell Park along the South Perth Esplanade to the Narrows Bridge.
 - ◆ Incentivise the provision of private bike share facilities in private development
 - ◆ Support improved cycling throughout the Peninsula with bike racks installed at key locations within the public realm.
 - ◆ Encourage cycling as a means of connecting to the Ferry by providing secure and sheltered cyclist storage capable of accommodating more bicycles near the Mends Street Jetty.

BE A LEADER IN SUPPORTING AND PROMOTING NEW TRANSIT TECHNOLOGIES

Establishing clear targets for public and active transportation to and from the Peninsula will encourage behavioural change and direct local government actions. Setting targets and measuring progress is a way to help us know if we are on the right track. Targets also inspire action and ensure accountability.

- ◆ Establish a mode share target for the Peninsula.
- ◆ The medium and long term goal for the Peninsula should emphasise a shift away from driving to walking, cycling and taking public transportation. This includes improving the safety and convenience of walking, cycling and public transport relative to driving. This target should aspire to reducing vehicle commuting to below 50% of all trips, with most movements made by foot, bike and public transport by 2031. The target should specify targets for changes in the proportion use of different transport methods, including walking, cycling, bus and ferry use.
- ◆ The target should be accompanied by a series of strategies aimed at improving the safety, convenience and comfort of walking, cycling and available forms of public transport.
- ◆ Support public bike-share implementation and installation where possible, potentially in cooperation with the City of Perth to establish a shared system with hire stations on both sides of Perth Water.
- ◆ Support the establishment of a private car share system within the Peninsula accessible to all residents
- ◆ Partner with RAC to expand and make permanent an autonomous local bus service.



IDEA 6

DELIVER A FORWARD-LOOKING, SUSTAINABLE APPROACH TO CAR PARKING

WHY IS THIS IMPORTANT?

Parking policy, whether in terms of levels of provision or regulation of on- or off-street parking, can have significant effects in influencing transport choices and addressing congestion. It can also affect patterns of development and play an important part in the economic viability of development.

As the number of people living, working, and visiting the Peninsula grows so do the number of cars and demand for parking. With finite road space and congestion already being experienced, it is important that parking be carefully managed to accommodate the trips that need to be made by motor vehicles while encouraging a shift toward more sustainable modes of transport.

HOW SHOULD THIS BE IMPLEMENTED?

PREPARE A REVISED PARKING POLICY

It is recommended that a revised parking policy be prepared, which maintains parking supply for local businesses and residents, whilst at the same time supporting a gradual transition away from private vehicle use.

1. Switch from a minimum to maximum parking requirement

Minimum parking requirements should be eliminated within the Peninsula in lieu of a parking maximum, to ensure that the total amount of future parking can be properly planned for and constrain supply of parking in new development.

- ◆ Parking standards should be expressed as maximums not minimums and that developers should normally have discretion to provide as little parking as they consider necessary.
- ◆ Extract penalties and contributions (such as cash-in-lieu) from developments which seek to exceed parking maximums to contribute towards funding of movement network improvements.

2. Incentivise reductions in private parking

Progresses toward a concept of decoupling carparking provision from residential and commercial development and encouraging carparking to be provided primarily in, standalone, managed facilities that establish an ongoing commercial value (cost), which contributes to encouraging behavioral shift toward alternative, more sustainable transportation modes.

Developers should be encouraged to provide as little parking as possible by enabling and rewarding use of alternate strategies such as:

- ◆ Parking Transfers - Permit and encourage parking reduction through the transfer of parking to other sites, including consolidated parking structures, where it can be demonstrated that the use of a proposed development is such that parking is unnecessary or where off-site arrangements, car sharing or other alternative arrangements have been made.
- ◆ Unbundled Parking - Unbundled parking separates parking spaces from residential and office unit titles, requiring parking spaces to be sold separately or rented from a strata body rather than included on a unit title. This approach should be permitted and incentivised to equitably distribute parking and reduce the total amount of parking required within a building.
- ◆ Reciprocal Parking - Allow and encourage adjacent developments with different uses or peak hours of operation to enter into reciprocal parking agreements, thereby reducing overall levels of parking.
- ◆ Car Sharing - The provision of share cars operated by the strata body of a development should be incentivised to reduce the total amount of parking within a building. The potential use of such facilities should be explored through a Transport Management Plan.
- ◆ Cash-in-Lieu - Direct cash in lieu for parking to central parking structures and transport alternatives.
- ◆ Utilise private parking which may not be used outside the working week for public parking. i.e. multi-deck parking adjacent to the Zoo.

STRATEGICALLY MANAGE PUBLIC PARKING

Establish a long-term plan for the management of public parking on the Peninsula, with the objective of gradually reducing parking spaces along The Esplanade and other peripheral areas, with constrained access in favour of centralised parking at key locations such as Perth Zoo or Windsor Park.

On-Street Parking

- ◆ On-street parking should be designed to accommodate convenient, short term visitation and generate street activity.
- ◆ In commercial areas, parking should be time-limited and charged to increase vehicle turnover and generate street activity.
- ◆ On-street parking limits are only effective in promoting retail turnover and generating activity, if they are strictly monitored.
- ◆ In residential areas, visitor and resident permitting should be explored to address increased demand for parking driven by an increasing population.
- ◆ Opportunities to increase the amount of on-street parking should be identified.

Parking Structures

- ◆ Decked parking structures should be considered as a means of consolidating visitor parking in a central location, either on public land or within private development.
- ◆ Where provided, parking could accommodate a mix of uses and be adaptable to alternate uses in the future where parking demand falls.
- ◆ Strategically locating car parks on the outskirts of the key activity areas (i.e. Mends Street and the Zoo) also serves as a useful tactic to promote and encourage walking traffic past trading frontages, which indirectly supports local businesses.

IDEA 7

RENEW EFFORTS TO DELIVER THE SOUTH PERTH TRAIN STATION

WHY IS THIS IMPORTANT?

The guiding rationale of the South Perth Station Precinct Plan is to secure the development of a train station in South Perth. However, despite this plan being adopted and a significant level of development being approved, funding and planning for the station has not been forthcoming.

Whilst it is important to acknowledge that the station is just one component of the Peninsula's transport network, securing a firm timeframe and funding model is critical to ensuring that the Peninsula develops as a transit-oriented precinct.

The new State Government has articulated a strong desire to deliver new public transport within the Perth region, particularly rail infrastructure. The Federal Government has also demonstrated a strong interest in making greater use of value capture to provide a more efficient and equitable approach to infrastructure development and delivery.

HOW SHOULD THIS BE IMPLEMENTED?

The following actions propose a renewed approach to seeking funding commitments for the establishment of the South Perth Train Station, with an emphasis on alternate funding sources including value capture and State land sales.

CONDUCT A DETAILED PLANNING, DESIGN AND COSTING EXERCISE TO EXPLORE OPPORTUNITIES TO FUND DELIVERY OF THE TRAIN STATION.

A detailed planning, design and costing exercise is recommended, to achieve the following outcomes:

- ◆ Establish a business case which demonstrates the value proposition of the station to generate transit-oriented residential and commercial development and its potential role as key tourism infrastructure servicing Perth Zoo.
- ◆ Explore a variety of potential development scenarios for Richardson Park, including:
 - ◆ Developing around the current ovals;
 - ◆ Removing one oval to accommodate development; and
 - ◆ Removing both ovals and relocating sport activities to an alternate location.
- ◆ Explore potential for air rights sale over the Kwinana Freeway for private development incorporating the provision of a train station.
- ◆ Explore potential mechanisms for value capture from surrounding development to partially contribute to the station's development, including but not limited to the inclusion of the station in a Development Contribution Plan (refer to Goal 1).
- ◆ Identify potential private sector development partners.

VALUE CAPTURE STATION CONCEPT

During the Planning Design Forum, the project team drew on stakeholder feedback to develop a concept proposal for development over the Kwinana Freeway, demonstrating how such a development may potentially fund and include a train station.

The concept proposes a raised platform above the freeway reserve, on which a publicly accessible deck and two buildings are situated. It is proposed that the South Perth Train Station would be incorporated as part of this development and constructed by the proponent of the development.





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.

WHY ENHANCE STREETS AND SPACES?

As the Peninsula evolves over time to become a compact urban neighbourhood, increased residential densities will require commensurate improvements to the public realm to ensure that residents and visitors have access to suitable exercise, recreation, and social spaces.

The public realm, encompassing streets, parks, and the foreshore, represents almost half of the Peninsula's land area and directly influences how people use and experience the Peninsula.

Additionally, trees and landscaping within the public realm are of critical importance to local biodiversity and ecosystem health.

It is therefore vital that new development in the Peninsula be accompanied by street and park upgrades to create a welcoming, active and interconnected urban environment.

STAKEHOLDER VIEWS

Stakeholders identified that the Peninsula has several unique open space assets, most notably its mature street trees and the expansive foreshore reserve. It was widely recognised that South Perth's character and identity is strongly tied to these open spaces.

Stakeholders generally noted that more trees and streetscape improvements are required and that open spaces would benefit from improved community amenities and more events and activities. Concerns about how development relates to the public realm were also raised.

KEY STAKEHOLDER MESSAGES:

- ◆ Retain and protect mature street trees
- ◆ Street views and sight lines are important
- ◆ Quality public spaces are needed to support population growth
- ◆ Controls are needed to manage overshadowing of public space
- ◆ Improve the unpleasant interface of Melville Parade with the freeway

- ◆ Development should contribute to improvements or create new open spaces
- ◆ The foreshore needs activity and improvements in some areas
- ◆ Activate and improve facilities at Richardson and Windsor Park
- ◆ Leafy, green streets and verges are essential to defining local character
- ◆ Some streets in the area are tired and dull
- ◆ More space around buildings is important (front and side setbacks)
- ◆ Nil street setbacks with podiums are appropriate in the right place; but not everywhere
- ◆ Mends Street needs improving with better and more active trading fronts such as alfresco
- ◆ There is a need for more pocket parks, squares, and piazzas
- ◆ Spaces should accommodate diversity – teenagers, toddlers and a broader demographic
- ◆ Public art should feature prominently in streets and parks

IDEA 8

HOLISTICALLY ADDRESS THE DESIGN OF THE PENINSULA'S PUBLIC REALM

WHY THIS IS IMPORTANT?

Currently, piecemeal upgrades to the public realm are being provided when new buildings are constructed. In the absence of an overall framework, this process places the Peninsula's public realm at risk of becoming inconsistent and privatised.

A holistic plan for the Peninsula's public realm is needed to effectively coordinate upgrades to streets and spaces to a standard capable of meeting the needs of future residents and visitors.

An overall vision and implementation plan which communicates how the Peninsula's public realm network will look, feel and function will give clear direction to future upgrades and assist in identifying costs for inclusion in a Development Contribution Plan. This plan should form a key component of any future Activity Centre Plan prepared for the Peninsula, allowing for open space within both the private and public domain to be properly planned and coordinated alongside built form.

HOW SHOULD THIS BE IMPLEMENTED?

PREPARE A PUBLIC REALM FRAMEWORK FOR THE PENINSULA

An overarching Public Realm Framework which considers the Peninsula's network of interconnected public spaces should be developed as a key component of a future Activity Centre Plan. This framework should:

- ◆ Articulate improvements and additions to open space in the Peninsula, combining improvements to significant parks with streetscape enhancements and the addition of privately-owned spaces that are publicly accessible, such as plazas and through-links.
- ◆ Explore creative solutions to connect pedestrians to Perth and Melville Water from the Peninsula, including the extension of paths and landscaping from the street grid to the river's edge and additional access points across the Kwinana Freeway.
- ◆ Enhance inactive open spaces through the addition of community facilities and amenities with programming as a catalyst, including exercise and sports equipment, playgrounds, barbeques, urban furniture, and event infrastructure to encourage use and create conditions for interaction and community development.

The guiding principles which should influence and inform the Public Realm Framework, including treatment of streetscapes, parks, and open spaces, are detailed in the following sections.

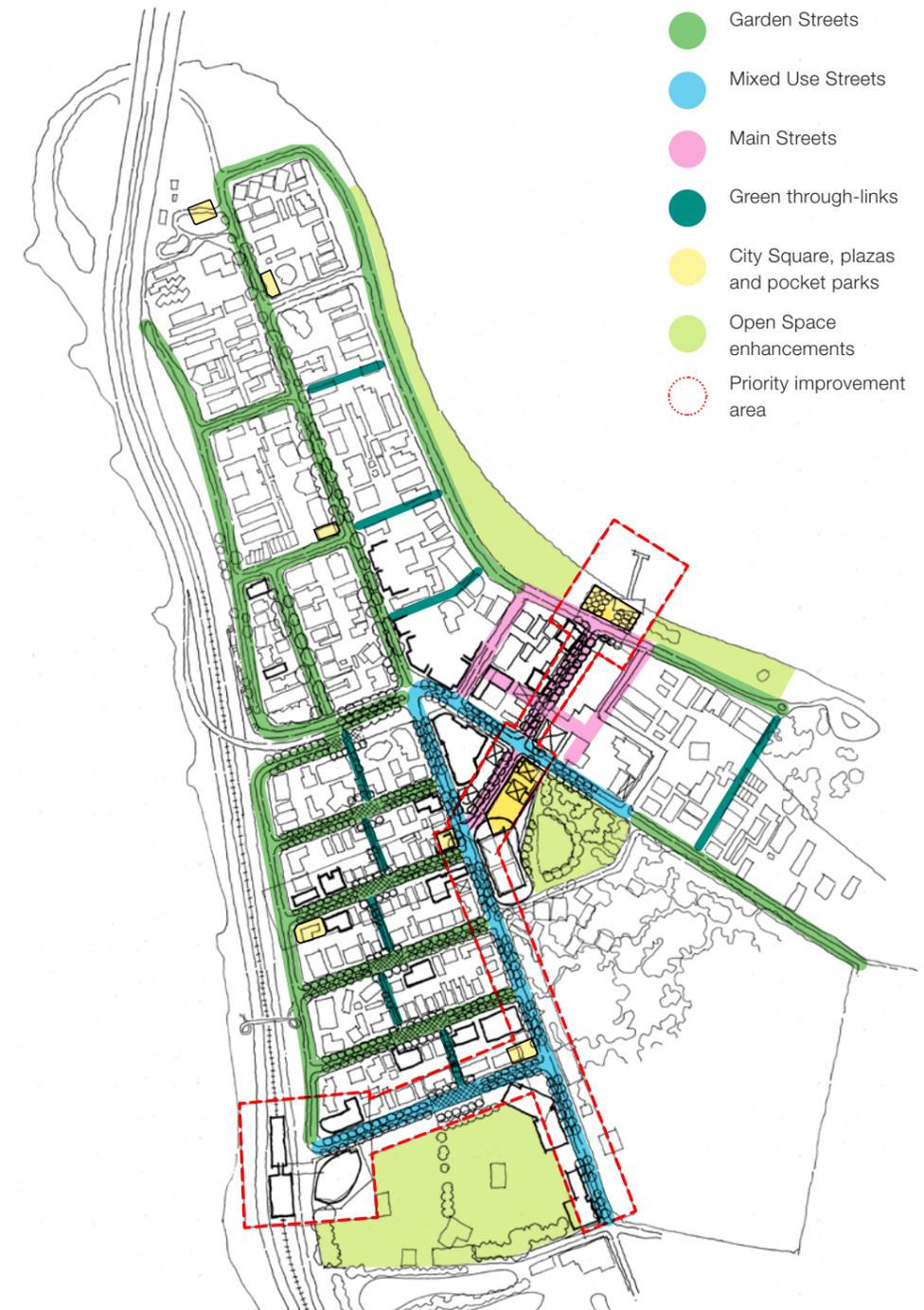


FIGURE 13: PUBLIC REALM FRAMEWORK

IDEA 9

IMPROVE THE DESIGN AND USABILITY OF THE PENINSULA'S STREETS

WHY THIS IS IMPORTANT?

Streets are often shaped as an incidental consequence of various planning, landscape, and engineering interventions. However, in a high density urban environment, it is essential that streets are consciously designed to provide a high degree of amenity and walkability for the wellbeing of residents, workers, and visitors.

This idea proposes a systematic approach to improve the design and functionality of the Peninsula's streets. It is recommended that the Public Realm Framework contain a suite of vision-based street typologies - to establish clear direction and an integrated approach to landscaping, paving, lighting and seating upgrades.

HOW SHOULD THIS BE IMPLEMENTED?

ESTABLISH A 'GARDEN STREET' TYPOLOGY FOR PRIMARILY RESIDENTIAL AREAS

Many streets in the Peninsula are primarily residential and unlikely to significantly change in the future. It is recognised that these streets, whilst containing some degree of mixed use activity at ground level, should respect this residential character by providing a high level of landscape amenity together with appropriate street interfaces, modelled on Mill Point Road (north) and Stone Street.

- ◆ 'Garden Streets' should be substantially green and well landscaped, containing extensive shade and tree canopy cover and generous built form setbacks punctuated by small squares and courtyards.
- ◆ Review existing street tree planting with a view to undertaking an immediate and extensive tree planting program to maximise wide canopy shade trees.
- ◆ Introduce standards to require that new development provides extensive landscaping within setback areas on 'Garden Streets'.
- ◆ Introduce incentives for the provision of deep soil zones for large shade trees within setback areas .
- ◆ Review existing road pavement and footpath treatments with a view to introducing traffic calming measures and improved pedestrian spaces.
- ◆ Introduce public art and street furniture to encourage use and habitation of 'Garden Streets' as outdoor rooms by workers and residents.

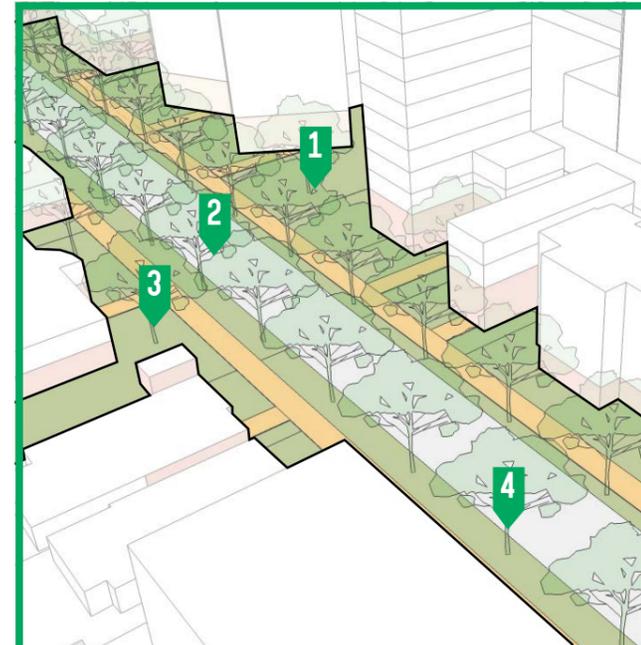


FIGURE 14: GARDEN STREET TYPOLOGY

1. Public art and street furniture
2. Upgrade road pavement and footpath treatments
3. Landscaped private setbacks
4. Additional street trees



TRANQUIL PUBLIC REALM



EXTENSIVE TREE CANOPY



CURBSIDE PLANTING

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

It is recognised that the proposed train station at Richardson Street will have a significant impact on the Peninsula's urban structure. Activity generated by the station should be harnessed to establish a continuous mixed use corridor connecting the station to Perth Zoo and Mends Street, primarily comprised of commercial uses with active trading frontages and associated pedestrian amenity within the street.

- ◆ 'Mixed-Use Streets' should be designed to have wide footpaths with places for people to meet and dwell, buffer pedestrians from traffic, be fronted by transparent, active trading frontages and contain extensive shade and tree canopy cover.
- ◆ Revise front setback requirements to achieve sufficient footpath dimension from kerbs (i.e. 5 metres).
- ◆ Maintain requirements relating to the design control of transparent shop-fronts, weather cover, and frequent entrances.
- ◆ Review servicing and tree planting corridors with a view to undertaking extensive street tree planting.
- ◆ Permit occasional non-trading frontages, provided these are treated and setback sufficiently to avoid blank (side) facades (e.g. street-accessible apartments).
- ◆ Introduce standards for urban hardscaping of setback areas, where required, to ensure they function as identity-rich, publicly-accessible outdoor areas which extend the public realm and enhance the presence of private development within the street.
- ◆ Introduce public art and street furniture to encourage use of 'Mixed Use Streets' as active pedestrian thoroughfares and centres of commercial activity.

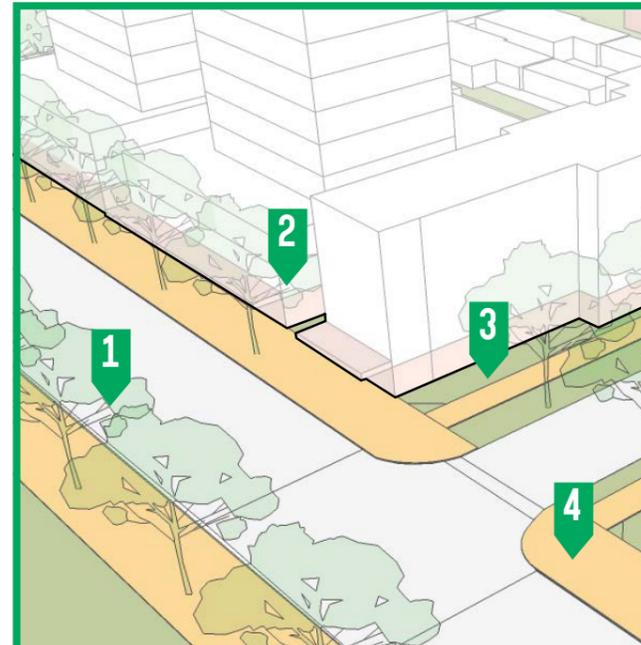
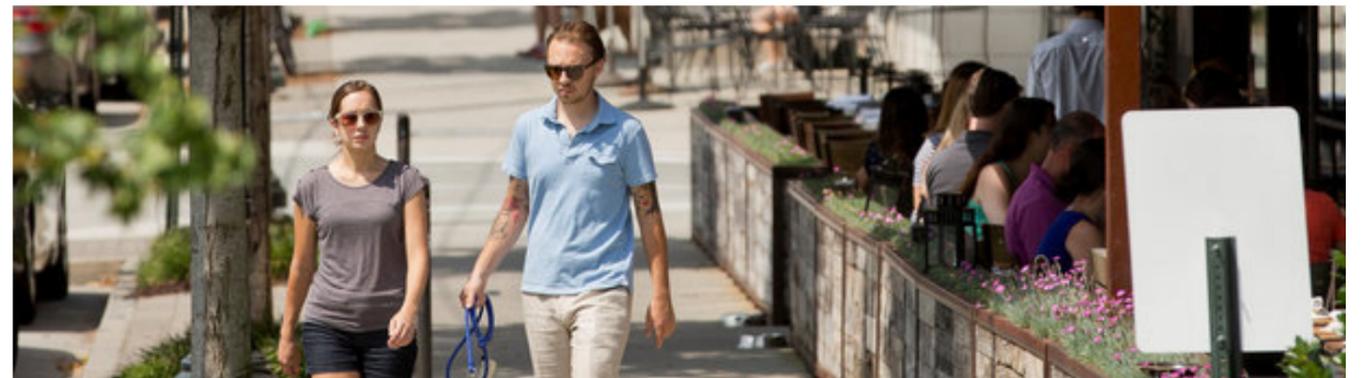


FIGURE 15: MIXED-USE STREET TYPOLOGY

1. Additional street trees and buffer planting
2. Active shopfront interface
3. Green entry threshold to intersecting streets
4. Widened and upgraded footpaths



STREET TREES AND AWNINGS



WIDE SIDEWALKS AND ACTIVE EDGES



PEDESTRIAN PRIORITY

ESTABLISH A 'MAIN STREET' TYPOLOGY FOR CORE RETAIL AND ENTERTAINMENT AREAS

Mends Street and Harper Terrace form the active core and commercial heart of the Peninsula. These core trading areas should be characterised by active commercial storefronts that invite for people to visit and linger.

- ◆ Design of 'Main Streets' should provide greater emphasis on pedestrian movement and limit the impact of traffic and parking on the pedestrian experience.
- ◆ Main Streets should have wide and shady footpaths, include places for people to pause and meet, be lined by retail, food and beverage, and commercial land uses.
- ◆ Demonstrate a high standard of urban design, architecture and public art and prioritise pedestrians, cyclists, and public transit users.
- ◆ Mends Street and Harper Terrace should be subject to specific Main Street development controls focused on key details such as shopfront design, active frontage minimums and urban design standards.
- ◆ Trading frontages should directly abut footpaths with articulated shopfronts, characterised by shop-windows, shop doors and awnings.
- ◆ Main Streets should include elements such as public artwork, seating and shade structures, alfresco dining, powered workstations, lighting, landscaping and other dynamic elements which support activation and socialisation.
- ◆ Development on Main Streets should generally provide a nil setback to the street, with landscaping, seating, lighting and other enhancements concentrated within the public realm.



FIGURE 16: MAIN STREET TYPOLOGY

1. High quality street trees and landscaping
2. Wide footpaths with street furniture
3. Short-term car parking
4. Active shopfronts, awnings and alfresco areas



EXAMPLE: LEIGH STREET, ADELAIDE



EXAMPLE: KØBMAGERGADE, COPENHAGEN



EXAMPLE: GREY STREET, BRISBANE

IDEA 10

STRENGTHEN THE FUNCTIONALITY AND VALUE OF THE PENINSULA'S PARKS AND OPEN SPACES

WHY THIS IS IMPORTANT?

The Peninsula's significant open spaces, such as Windsor Park and the foreshore, are characterised by very specific differences in their function, edges and treatment.

As the Peninsula's residential and worker population continues to grow, it is essential that parks and open spaces are improved to provide amenities and infrastructure capable of providing high quality play, exercise, leisure, and sporting opportunities for people of all ages and backgrounds.

Improvements to parks and open space should be in accordance with a Public Realm Framework which guides these interventions.

HOW SHOULD THIS BE IMPLEMENTED?

CREATE A CENTRAL CITY SQUARE

The lack of a clear centre to the Peninsula was consistently identified by stakeholders as both a weakness and opportunity. The southern end of Mends Street was identified the most appropriate location for a square, proving a community gathering place in the Peninsula's geographic centre close to key community facilities.

- ◆ Investigate opportunities for the establishment of a City Square abutting the Old Mill Theatre at the current site of the bowling club, extending across Mends Street to interface with the Civic Heart development site.
- ◆ Explore opportunities for relocation of the bowling club, including its integration into a multi-storey car park and community centre immediately south of their current location or relocation to the South Perth Foreshore.
- ◆ Develop a detailed design concept and cost estimate for a City Square, for potential inclusion in a Development Contribution Plan.
- ◆ Explore opportunities for the closure of Mends Street west of Mill Point Road, to through-traffic
- ◆ Relocate City of South Perth Administration - pride of place in the heart of the Municipality.

REINVENT WINDSOR PARK AS THE GREEN HEART OF THE PENINSULA

Stakeholders identified an opportunity to transform Windsor Park into a key gathering place for the community and the area's primary venue for events. It should be a beautiful space and provide opportunities for pause and for respite together with vibrant and active cultural and recreational opportunities.

Establish a clear view of how the space could be better utilised, such as target user groups and future activation initiatives to inform a design review for Windsor Park.

- ◆ Focus on retaining well-functioning and well-designed components
- ◆ Revisit elements which could be improved, such as:
 - ◆ Better integrated cultural facilities
 - ◆ Improved path alignments
 - ◆ Additional public art
 - ◆ Better surveillance
 - ◆ Water, power, and other utilities
- ◆ Improve interface with Mill Point Road and Mends Street
- ◆ Removal of visual and physical barriers, such as the Bowling Club

ENHANCE RICHARDSON PARK AS A MULTI-PURPOSE OPEN SPACE

Richardson Park is both an important regional sporting facility and a key amenity for residents and visitors. Street edges and other areas of the park which are not used as sports fields should provide greater leisure and recreation opportunities for other users.

- ◆ Review the design of Richardson Park with a focus on retaining sporting facilities whilst providing additional amenities and activities for other user groups, such as:
 - ◆ Café or cultural facilities
 - ◆ Improved walking and cycling paths
 - ◆ Additional public art

- ◆ Paved event spaces
- ◆ Seating and lighting
- ◆ Enhanced play equipment
- ◆ Integration with Perth Zoo
- ◆ Improve interface with Labouchere Road

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

Upgrades to the foreshore should be progressed in accordance with the South Perth Foreshore Management Plan as a priority, in acknowledgment of the foreshore's regional significance and latent potential as a tourism attraction.

Ensure the design of the South Perth foreshore, adjacent to Mends Street and Harper Terrace, focuses on establishing a vibrant and active waterfront destination connecting Mends Street to Elizabeth Quay.

Ensure the design of the foreshore north of Harper Terrace focuses on increasing tree canopy, improving seating, lighting, and amenities, improving pedestrian and cyclist facilities, and creates additional open space adjacent to the Swan River.

Ensure the design of the foreshore (east of the Narrows Bridge) focuses on establishing a boating and water sport activity node.

IDEA 11

SUPPLEMENT THE PUBLIC REALM WITH PRIVATELY-OWNED PUBLIC OPEN SPACES

WHY THIS IS IMPORTANT?

Additional public spaces are needed in the Peninsula to provide respite from busy streets, increase green space and tree canopy, and accommodate a wide variety of events and activities.

As public land for additional open spaces is limited, open spaces that address the needs of the community should instead be provided within private development. Such spaces can provide additional resident and worker amenity and contribute to the ecological health of the Peninsula.

This idea proposes broadening the Peninsula's public realm network by incentivizing the inclusion of open spaces in private development that provide respite areas, event and alfresco spaces, through-block connections and other publicly accessible areas.

HOW SHOULD THIS BE IMPLEMENTED?

ESTABLISH MID-BLOCK GREEN LINKS THROUGH DEVELOPMENT SITES

A fine grain network of interconnected pedestrian links through private development should be encouraged to supplement and extend the public realm. These links should provide for opportunities for finer movement, and provide additional green buffering and building separation between residential buildings.

- ◆ Encourage through-site links which function as interconnected greenways around buildings, linking streets with highly landscaped, easily accessible, and comfortably surveilled connections.
- ◆ Due to the nature of incremental property development, it may be impractical to achieve timely and guaranteed delivery of links along predetermined alignments. It should be recognized that such connections may be 'organic' and negotiated as opportunities for linkage arise as a trade-off for height discretion.
- ◆ Where linkages are delivered, they should be further protected by easements or other mechanisms to ensure that continuous legal access can be achieved.
- ◆ Design of linkages should include high quality landscaping, paths and lighting and maintain good passive surveillance or activation by way of walk-up apartments or communal development amenities.

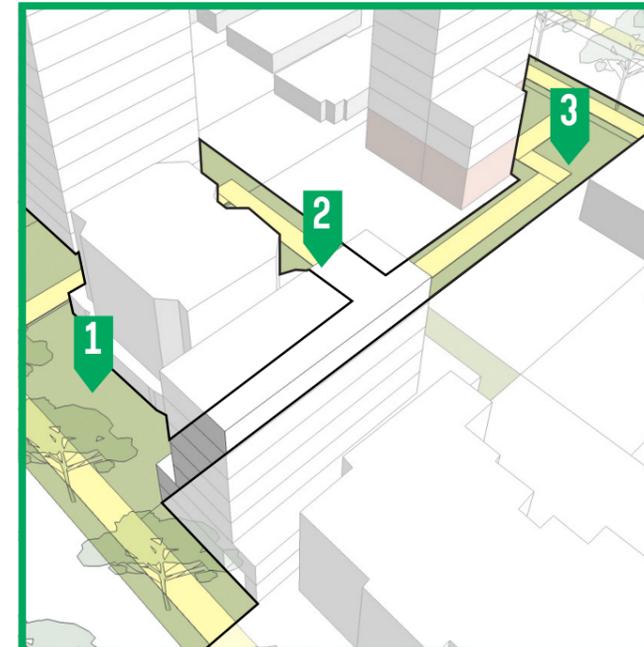


FIGURE 17: MID-BLOCK GREEN LINK TYPOLOGY

1. Extensive tree planting and landscaping
2. Through-site pedestrian green links
3. Active interface and passive surveillance at entry points



EXAMPLE: DWELLING ACCESS FROM GREEN LINK



EXAMPLE: GREEN LINK THROUGH BUILT FORM



EXAMPLE: BOARDWALK GREEN LINK

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

Private development should be punctuated in key locations by meaningful, functional, and beautiful plazas and squares. These should perform as second layer public realm elements to primary parks and streets, accommodating small-scale events and activities, and providing respite from the street.

- ◆ Incentivise development of plazas and squares in locations which present opportunities for activation by capturing through movement, or where breakout spaces and pause points within the street and movement network would be beneficial.
- ◆ Incentivise the provision of plazas by establishing them as a community benefit able to be provided in exchange for height discretion.
- ◆ Establish guidelines for the development of plazas as part of development as part of a Public Realm Framework, including consideration of access, urban design, use and activation.
- ◆ The guidelines will also provide guidance to the Design Advisory Committee for the assessment of bonuses.

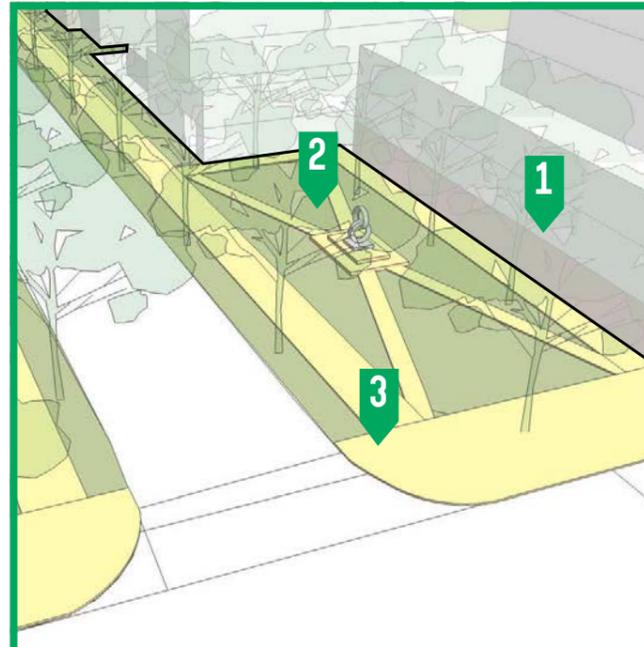


FIGURE 18: URBAN PLAZA/POCKET PARK TYPOLOGY

1. Active interface with adjoining development
2. Public art and feature landscaping
3. Seamless integration with sidewalk



FIGURE 19: URBAN PLAZA INDICATIVE CONCEPT



FIGURE 20: POCKET PARK INDICATIVE CONCEPT



GOAL 4

ENCOURAGE RESPONSIVE DEVELOPMENT

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

WHY ENCOURAGE RESPONSIVE DEVELOPMENT?

Parts of the Peninsula (within the South Perth Station Precinct) are currently experiencing significant levels of growth, with the scale of proposed development exceeding that which was previously planned for the area. Most of this new growth is residential development, which represents a departure from initial plans for the Peninsula to become an office and employment hub.

Stakeholders were supportive of good development in the right places and the following strategies and ideas provide guidance for more detailed policy, guidelines and regulations that can be applied throughout the Peninsula.

The following strategies provide guidance on how development can be managed and improved to achieve the following planning outcomes:

- ◆ Ensure that new development is appropriately located.
- ◆ Provide guidance in regard to building height.
- ◆ Develop strategies to ensure new development is context responsive and contributes to the character of the area.
- ◆ Acknowledge and accommodate the economic realities of new development.
- ◆ Encourage higher standards in design quality and sustainability outcomes.

STAKEHOLDER VIEWS

Stakeholders were asked to consider the design, use and impact of existing and proposed development within the Peninsula, and identify issues and opportunities relating to building height, land use and urban character.

It was identified that a clear urban form vision was needed to provide clarity and certainty on likely development outcomes and urban character. Specifically building form and height were identified as key concerns, particularly with tall bulky buildings and podium structures.

In addition, the application of non-residential land uses in mixed use buildings needed to be reconsidered as this was not viable or appropriate in all areas of the Peninsula.

KEY MESSAGES HEARD FROM STAKEHOLDERS INCLUDE:

- ◆ Make sure tall buildings are well designed and in the right locations.
- ◆ New development should fit in better with existing buildings.
- ◆ Ensure the appearance and aesthetics of new buildings fit with local character.
- ◆ Encourage slender towers that reduce building bulk and mass.
- ◆ Consider the impact of buildings on the skyline from viewpoints like Kings Park.
- ◆ Plan to limit the impact of development on traffic and servicing.
- ◆ Address the negative impacts of tall buildings on wind and solar access.
- ◆ Building should be softer and greener compared to the CBD.
- ◆ Development should set the standard for sustainability and architectural excellence.

IDEA 12

ESTABLISH A CLEAR REPRESENTATION OF THE PENINSULA'S DESIRED FUTURE URBAN FORM

WHY IS THIS IMPORTANT?

An overall vision for the Peninsula's future urban form is essential to guide new development and provide all stakeholders with an understanding of expected future changes and likely development outcomes.

Articulating how new development will look and function collectively in terms of land use, skyline form, character areas and building height will also provide a clear picture of the area's future against which development can be clearly and consistently assessed.

The current South Perth Station Precinct Plan is outdated relative to current Scheme Provisions and misrepresents the scale and intensity of development allowed by the planning framework. An updated representation of the Peninsula's future is therefore required.

An overall vision for the form and distribution of development across the Peninsula should be established to give certainty and direction to residents and developers alike.

HOW CAN THIS BE ACHIEVED?

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

Acknowledging the principals relating to skyline form, this section recommends a revised approach to height limits within the Peninsula. Our strategy mediates between the desire of some stakeholders to see greater control and certainty over building height and the preference of others to maintain flexibility and incentivise good outcomes. The concept of building height 'Tiers' maintains the development potential "status quo" as a minimum for all landholdings.

The setting of specific building heights has been informed by a number of interrelated considerations including:

- The need to respond to community sensitivity to building height in the northern area of the Peninsula;
- Carefully locating discretionary height in areas where streetscape and public realm outcomes are important and can be linked to building development performance criteria; and
- Ensuring that specific building heights and height transitions between "Tiers" are economically feasible and do not disincentivise additional development.
- Maintaining heights north of Judd St with the current maximum height provisions of the Scheme, with some minor amendments. No discretion to height will generally be permitted for the northern area of the Peninsula.

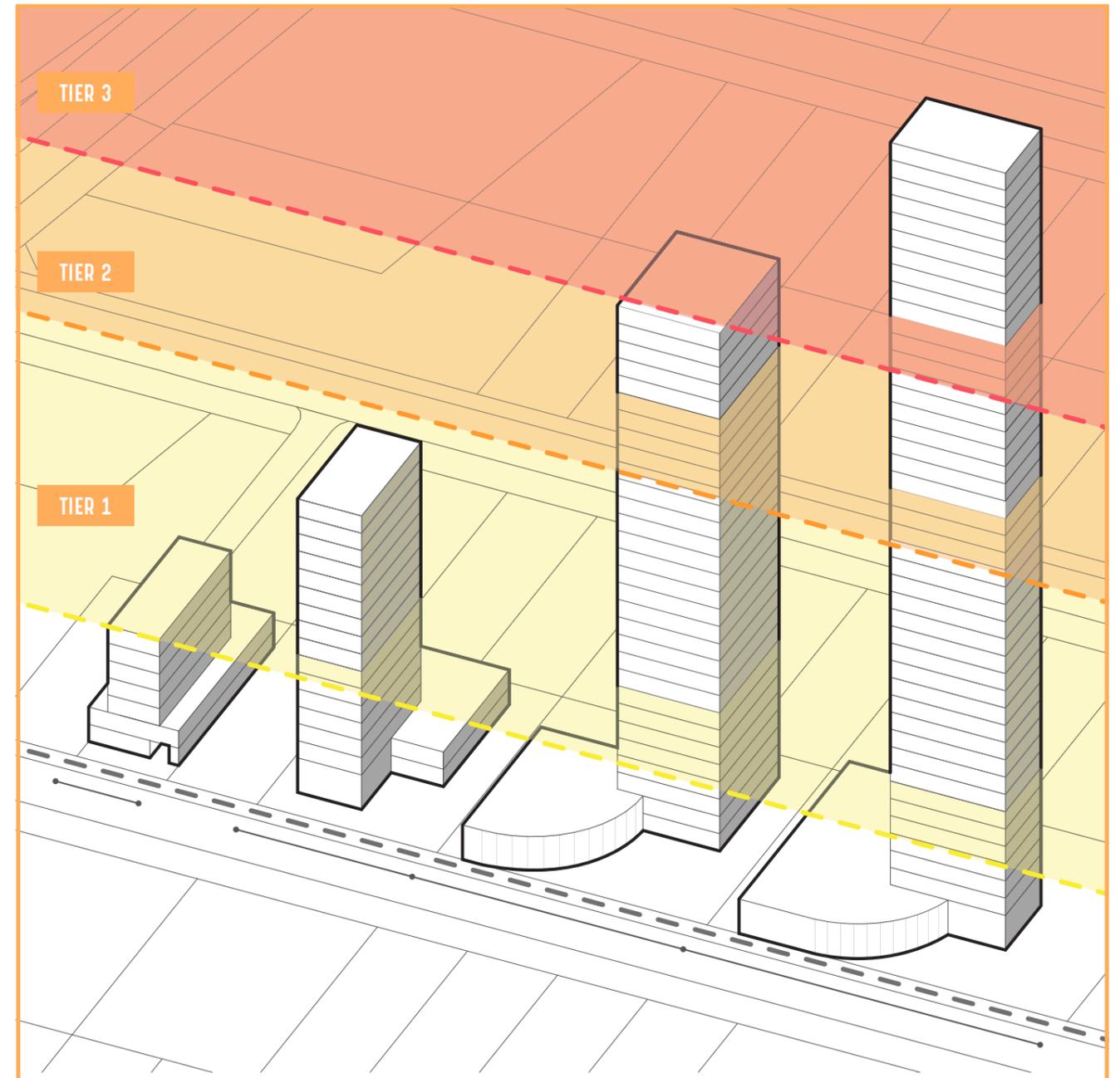


FIGURE 21: DISCRETIONARY HEIGHT FRAMEWORK

Tier 1: As of Right Height

This tier describes height that can be achieved for all sites, subject to meeting relevant design and site requirements, but not additional performance criteria. These heights have been established based on the following considerations:

- Consistency with current height limits prescribed by the Scheme for the Station Precinct and surrounding areas, with minor adjustments to heights along these interfaces to ensure an appropriate transition in scale.
- Recognition of greater development capacity potential in the Richardson character area and the areas framing City Square at Mends Street through an increase in base heights to 45m.

Tier 2: Preferred Discretionary Height

This tier reflects the maximum amount of discretion generally considered to be acceptable for a specific site, taking into account the objectives for the Peninsula. Heights have been established based on the following considerations:

Skyline form

- Concentration of height within the central part of the Richardson character area.
- Stepping down heights towards Perth Water, Melville Water, Richardson Park, Perth Zoo and the area north of Judd Street.

Public Realm and Streetscape outcomes

- Moderate discretionary height increases along Perth Water to maintain a sensitive development visual impact along the foreshore.
- Moderate discretionary height increases adjacent to Windsor Park and along the northern interface to Perth Zoo to limit overshadowing.
- No discretion permitted along Mends Street north to manage sunlight access into Mends Street.
- More generous discretionary height increases along activity corridors such as Labouchere Rd where a greater concentration of retail and commercial land uses should be encouraged and where improvements to the public realm can be linked to performance criteria.

Development Feasibility

Height ranges have been informed by consideration and testing of economic constraints to development by architectural and economic consultants during the PDF.

Discretionary height has been set at specific amounts above Tier 1 to reflect realistic building feasibility and to ensure that these heights do not act as a disincentive to achieving the performance criteria and delivering public benefit.

The discretionary height should not be an entitlement or guaranteed outcome but must be earned through the achievement of progressively more demanding performance criteria. The degree of additional height a development may achieve within the preferred discretionary height envelope should be directly linked to the number of criteria a proposal achieves, based on percentage thresholds established with reference to the outcomes of a Community Needs Assessment as part of an Activity Centre Plan.

No discretion of height should generally be permitted for the upper northern area of the Peninsula.

Tier 3: Additional Height

Further height above the preferred discretionary height limit should be allowed for only in areas that will result in an appropriate skyline form and where significant contributions are required to streetscape and public realm improvements. Tier 3 is generally limited to parts of the Richardson Park area, Labouchere Road, areas framing City Square and the southern side of Mends Street.

Additional height should only be permitted if;

- All performance criteria are achieved;
- Exceptional public benefit in excess of standard criteria is provided; and
- It can be demonstrated that the form of the proposed development successfully mitigates any adverse impacts on the amenity of the surrounding area related to its departure from the given preferred discretionary height limit.

This recommended approach responds to the position of State Government, which has previously refused to accept proposed maximum height limits for the area.



FIGURE 22: TIER 1 HEIGHT MAP



FIGURE 23: TIER 2 HEIGHT MAP



FIGURE 24: TIER 3 HEIGHT MAP

ESTABLISH GUIDING PRINCIPLES FOR OVERALL SKYLINE FORM

New development should work together to establish a recognizable skyline for the Peninsula, strengthening the image of the area as a destination and ensuring that appropriate transitions between areas of different heights are achieved.

The proposed height control strategy will ensure that new development will achieve the following principles:

- ◆ Building heights should step up from lower scale residential areas in the Peninsula's north to areas of greater height and scale south of Judd Street.
- ◆ Building heights should step down towards Perth Water to create a basin-shaped skyline form which echoes the form of Perth City.
- ◆ Building heights should manage transitions between areas of lower and taller built form.
- ◆ Significant building height should be delivered at important sites that terminate key view corridors or are located at key entry points.
- ◆ The impact of new buildings on the skyline should be considered with reference to key viewpoints from Elizabeth Quay, Kings Park and Mounts Bay Road.

It is important to note that development is likely to occur incrementally over a long period of time and will result in a nuanced and articulated skyline.

New building typologies and heights are also linked to lot size and configuration. Individual development sites may or may not be able to achieve the maximum permissible discretionary heights of particular precinct.

The following diagrams indicatively illustrate design responses and building heights for new development on small to larger sites.

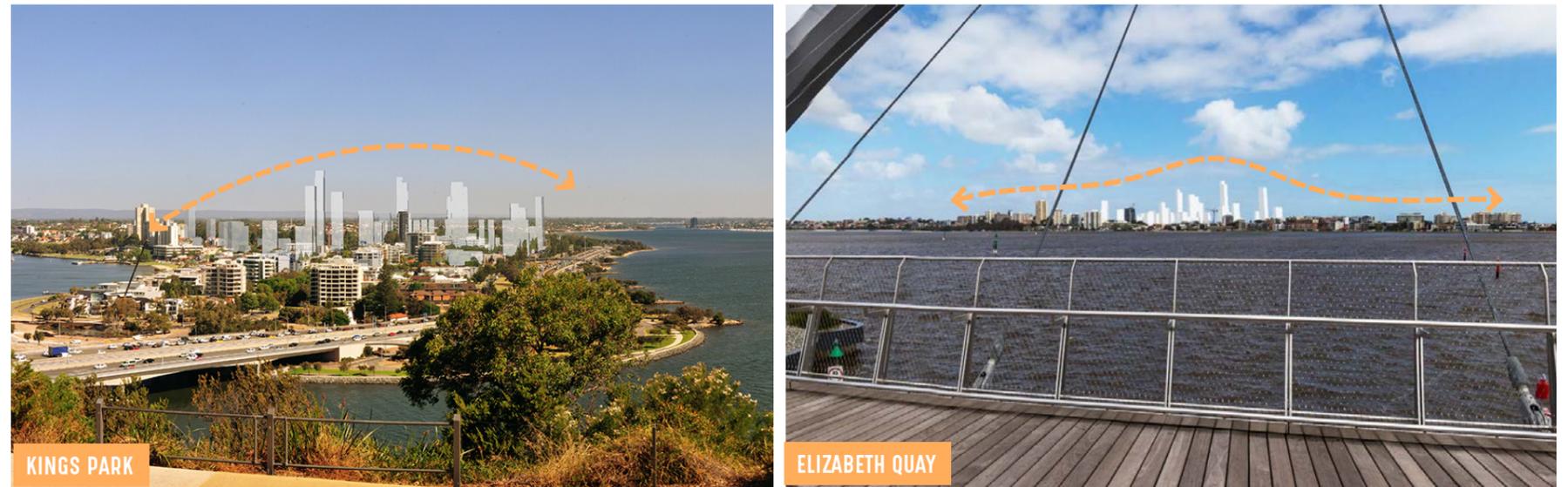


FIGURE 25: SKYLINE PROFILE PERSPECTIVES

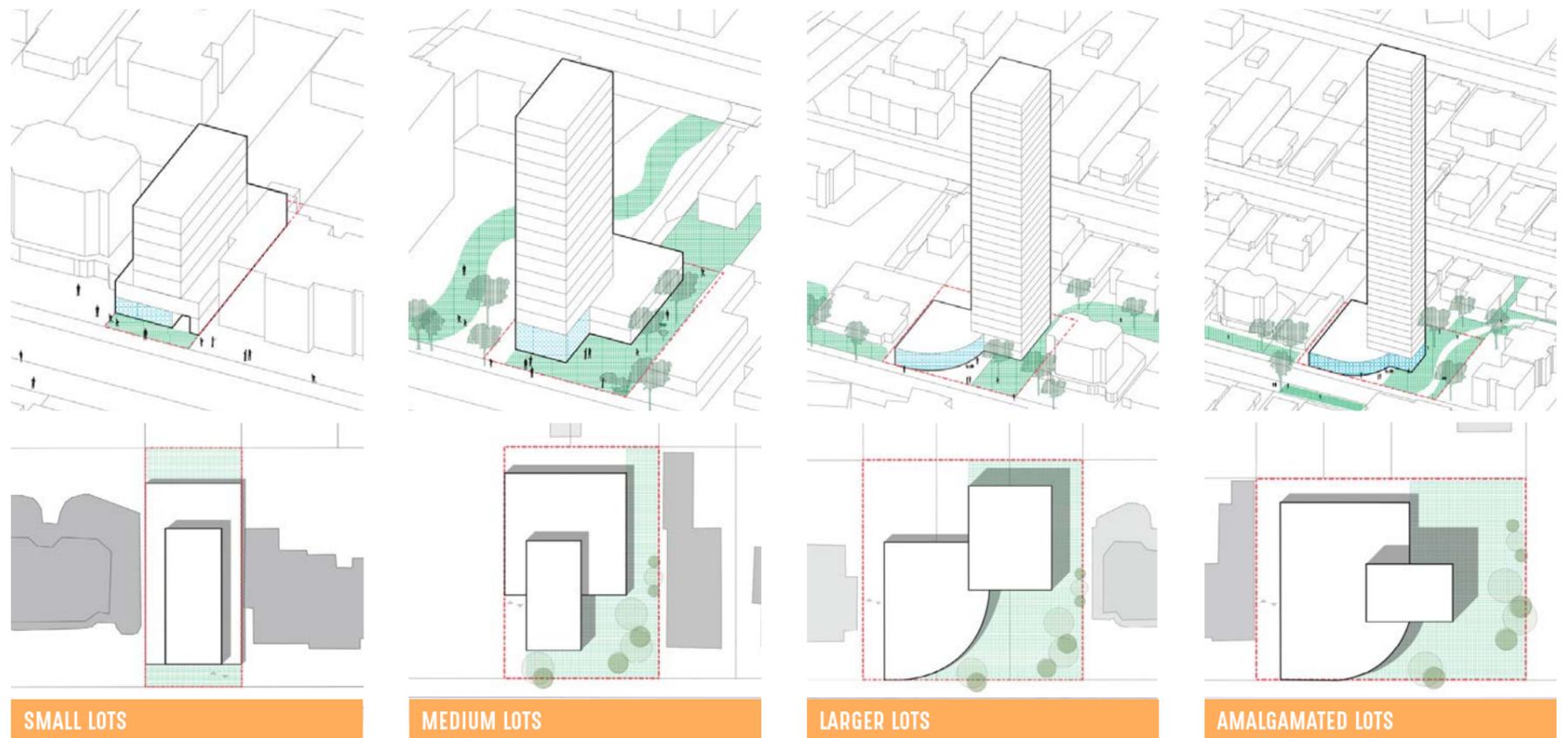


FIGURE 26: TOWER SIZE TYPOLOGIES

DEVELOP SECONDARY HEIGHT CONTROLS TO DEAL SPECIFICALLY WITH BUILT FORM TRANSITIONS WITHIN LARGER INDIVIDUAL SITES.

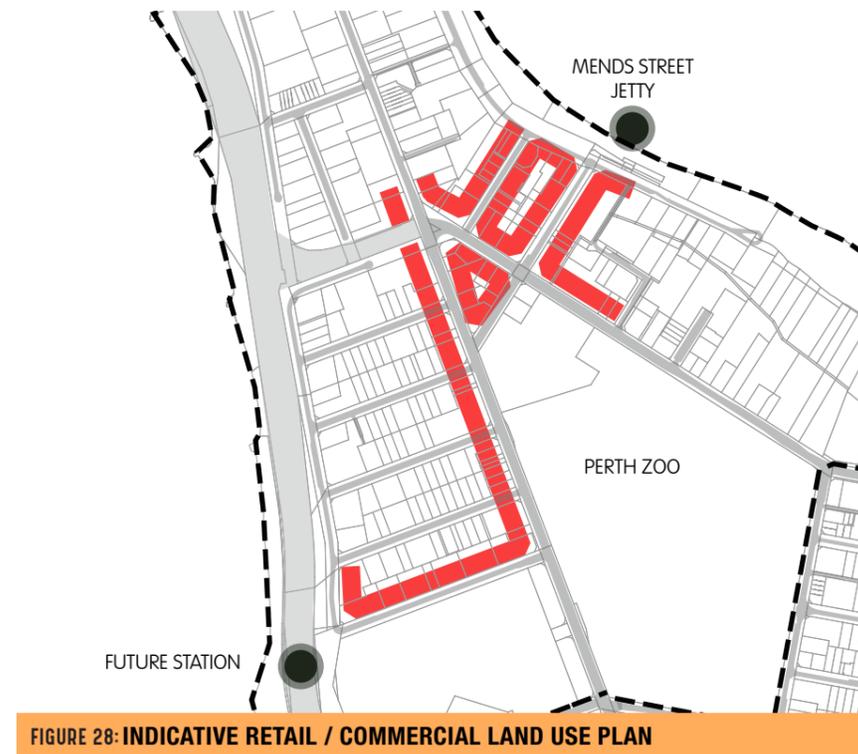
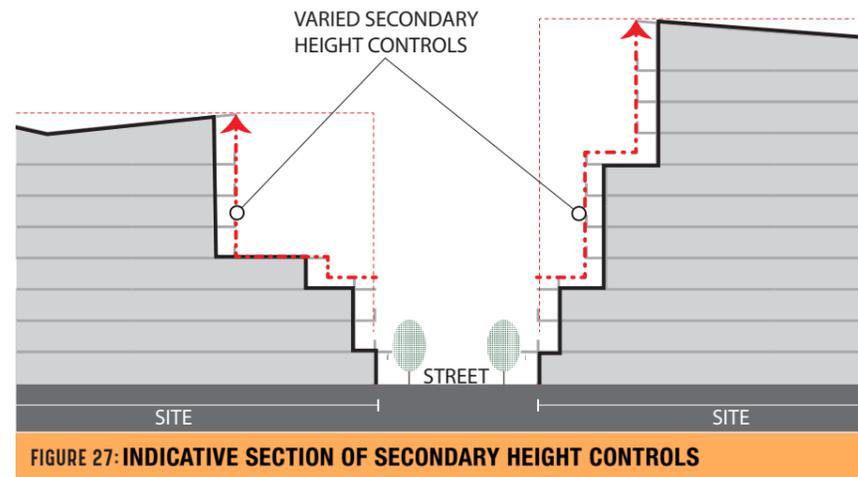
An individual site is a single lot or an amalgamation of several lots that can support individual or groups of buildings. Secondary height controls are a useful tool to deal with built form transitions within larger development sites in specific locations.

Secondary height controls are recommended for development sites along Mends Street to ensure that street wall heights are appropriate to the scale and character of the street.

PREPARE A COMMERCIAL / MARKET FEASIBILITY ASSESSMENT

A Commercial / Market Feasibility Assessment is required to develop an economic and planning basis for the disposition of commercial land uses. Current provisions requiring the mandating of office commercial floorspace across the entire Station Precinct are seen by stakeholders as commercially unrealistic and detrimental to areas of predominantly residential character.

- ◆ Retail and commercial floorspace should be concentrated within the Richardson and Central character areas, weighted towards sites that are in close proximity transit nodes and movement corridors. These uses should transition to a predominantly residential environment in the Mill Point and Hilltop character areas, in keeping with the prevailing character of these areas.
- ◆ The current commercial plot ratio requirement of 1.0 is not supported by an underlying economic analysis. An economic needs assessment of retail and office space should be undertaken to quantify the viable amount of commercial floorspace the market should be expected to provide.
- ◆ Planning should seek to incentivise rather than mandate commercial floorspace by establishing it as a performance criteria to be met in order to achieve discretionary height increases, rather than a requirement.



IDEA 13

PROMOTE BUILDING FORMS AND CHARACTER THAT ARE CONTEXTUALLY APPROPRIATE

WHY IS THIS IMPORTANT?

Current built form controls apply the same standards over areas of distinct character, which may result in built form responses that do not adequately reflect or enhance the characteristics of a particular site.

In addition, current controls relate to the core aspects of development but do not provide the qualitative guidance needed to ensure exceptional development outcomes are achieved.

Built form controls should ensure that new development responds better to the local context and characteristics of the Peninsula, helping to retain and enhance the area's sense of place.

To ensure that new development receives greater stakeholder support, the following principles should be considered in the preparation of Development Guidelines to guide the design and development of appropriate built form outcomes and respond to public realm and context parameters within an Activity Centre Plan.

HOW CAN THIS BE ACHIEVED?

PROMOTE SLENDER TOWER FORMS THROUGH FLOORPLATE SIZE AND ORIENTATION

The size, articulation and orientation of building floorplates are key determinants of the perceived mass and bulk of development. It is generally accepted that buildings with smaller floorplates over a greater height deliver better residential amenity.

- Smaller and narrower floorplates should be encouraged to achieve slender tower forms which minimise overshadowing, preserve views and improve solar penetration and cross ventilation.
- A maximum gross floor area per floor within tower developments should be established to constrain tower bulk and massing in the absence of plot ratio controls. Internationally, floorplate maximums range between 600 and 1,000 square metres.
- General discretion and averaging of tower floorplate size should be permitted to encourage articulated massing
- Floorplate maximums should apply to residential development only. The viability of commercial development is highly correlated with floorplate size.
- Consider varying building depth relative to orientation. For example, buildings facing east-west capture the sun from both aspects and may have apartments of up to 18m wide (if dual aspect), while buildings facing north-south should be narrower to reduce the number of south facing apartments that have limited or no direct sunlight access.

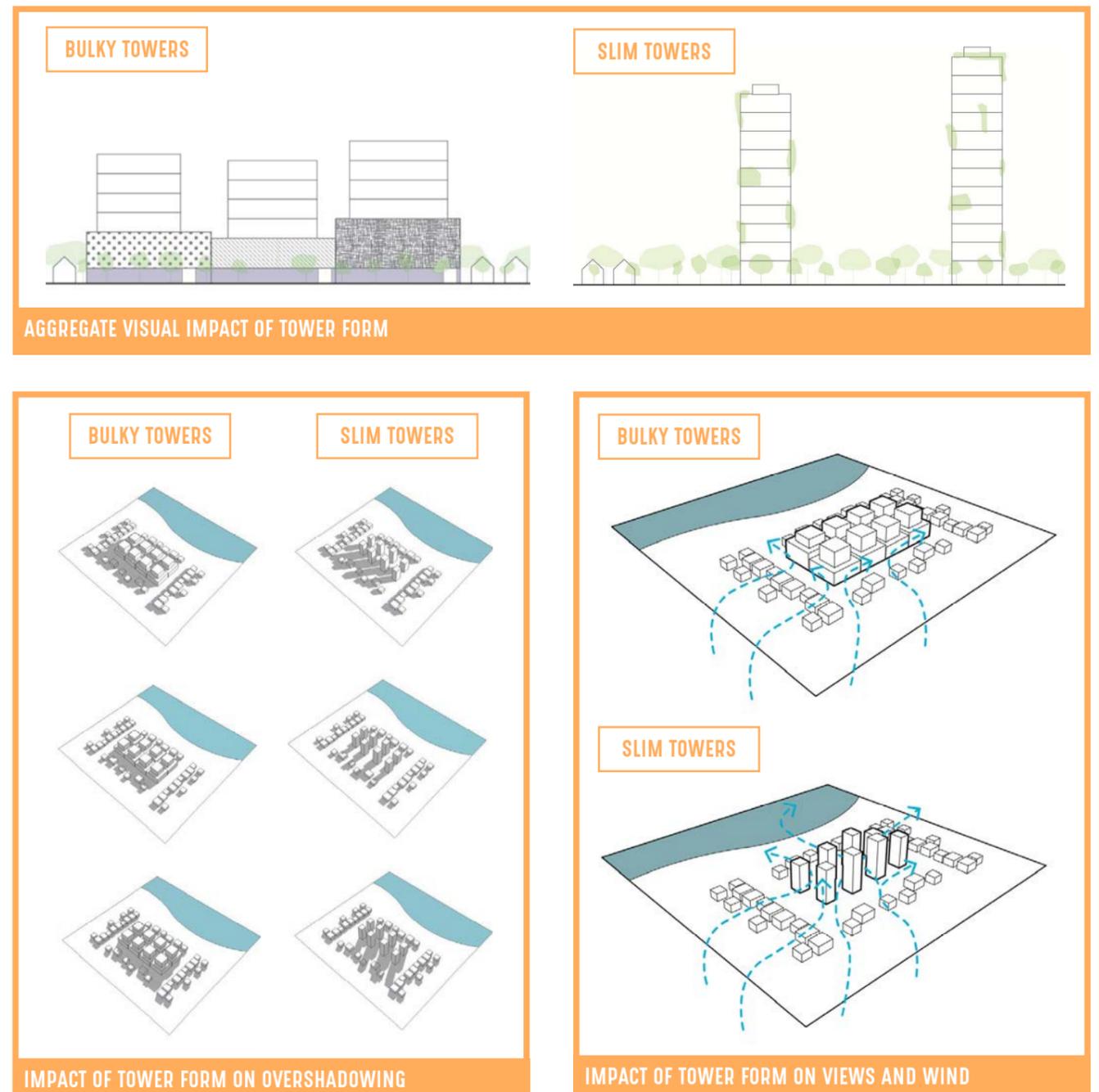


FIGURE 29: COMPARATIVE IMPACTS OF BULKY AND SLIM TOWERS

LIMIT THE USE OF PODIUM STRUCTURES

We acknowledge stakeholder concerns in relation to the use of podium structures in new developments across the Peninsula. Podium structures are often employed to accommodate the non-residential land use components in mixed use buildings as well as parking. They are typically employed in dense urban areas and create a specific urban character outcome that is inconsistent with some areas of the Peninsula's existing and desired residential character. Podium structures should be limited to activity corridors and areas that require trading frontages, including the areas framing City Square, Labouchere Road, Harper Terrace and Mends Street. The indicative Retail and Commercial Land-Use plan included provides an indicative overview of the areas where podium structures are appropriate.

Where podium structures are employed, consideration should be given to setbacks and height to ensure desired streetscape qualities are maintained.

- ◆ Where a podium is proposed adjacent to a strata-titled residential building that is greater than four storeys in height, less than 20 years old and set back from the shared boundary by more than 2 metres, an equivalent or greater setback should apply to the podium at that boundary.
- ◆ Appropriate uses for the shared boundary setback area include deep-soil planting areas, landscaped mid-block public pedestrian connections, useable private open space, or private access to ground floor apartments.
- ◆ Where a shared boundary setback is not feasible, podium height should step down to a maximum of two storeys for a minimum distance of 10 metres.

PROVIDE CLEAR GUIDANCE TO PROMOTE ARCHITECTURAL RESPONSES AND DESIGN EXCELLENCE

Design Guidelines

The Peninsula is a diverse urban area with varied building scales and forms, built at different times and for different purposes. Given this context, development in the Peninsula should respect and strengthen existing character.

Design guidelines should be developed with reference to State Planning Policy 7 to articulate important design issues including site design, massing, open space provision, façade design, local architectural vernacular and ground floor treatment.

Design guidelines should also articulate appropriate materials and precedents within character areas against which development should be assessed.

Promote Design Excellence

A framework for design competitions should be established and required for landmark sites, and developments seeking significant height variation to ensure that design excellence is achieved.

Design Review Panel

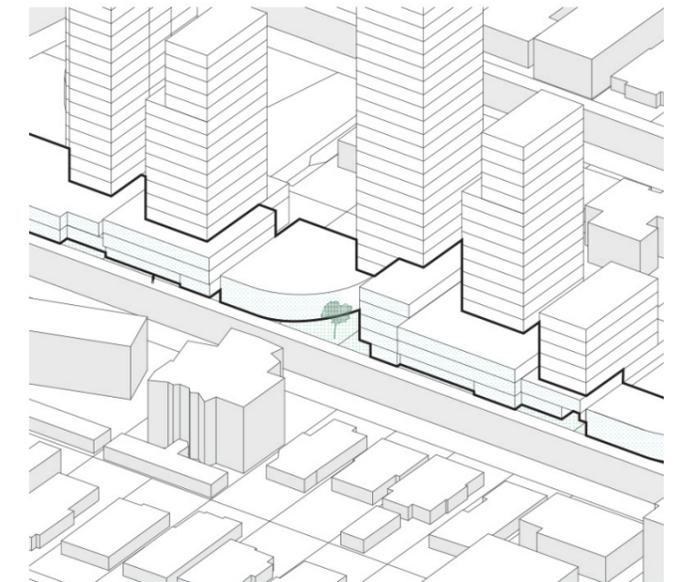
The composition and role of a Design Review Panel in the Peninsula should be reassessed to ensure that it provides effective and informed guidance relating to the design of multi-storey residential development.

MAINTAIN SEPARATE DEVELOPMENT CONTROLS FOR UNDERSIZE LOTS

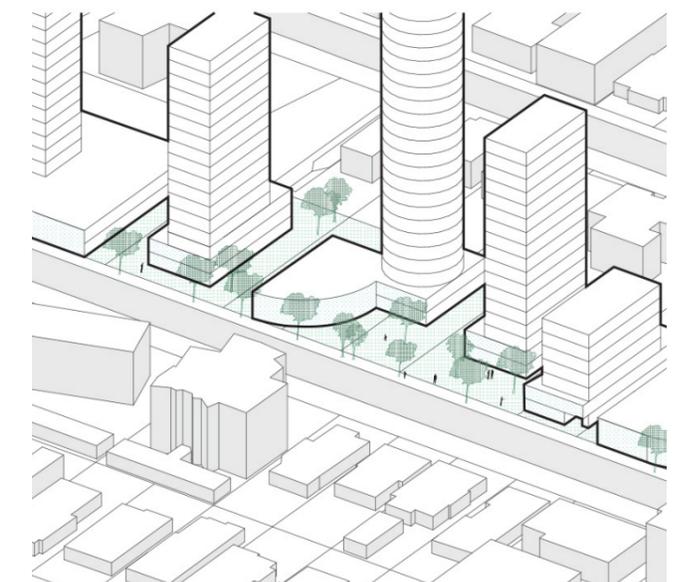
Sites which fall below the established minimum prescribed frontage are not appropriate for tall buildings as minimum building separation distances cannot be achieved.

Development of small lots should be controlled to ensure it does not negatively impact on occupant amenity, compromise development capacity of adjoining lots and disincentivise lot amalgamation.

Development of small lots should be controlled to ensure it is responsive to streetscape, neighbour and occupant amenity and so that incentives to amalgamate for comprehensive redevelopment are maintained.



DETRIMENTAL IMPACT OF PODIUM STRUCTURES ON THE CHARACTER OF PREDOMINANTLY RESIDENTIAL AREAS



RESTRICTED USE OF PODIUM STRUCTURES ENHANCES GREEN LANDSCAPE QUALITIES

FIGURE 30: COMPARATIVE IMPACT OF TYPICAL AND RESTRICTED PODIUM STRUCTURES

IDEA 14

ENSURE THAT NEW DEVELOPMENT RESPECTS ADJOINING BUILDINGS AND PUBLIC SPACES

WHY IS THIS IMPORTANT?

Future development should be designed to mitigate impacts on existing buildings by optimising bulk and massing to preserve solar access, minimise the negative impacts of wind and respect privacy and views.

Many of the criticisms of new development expressed by stakeholders related less to overall building height and more to building bulk and its impact on solar access, views, wind and other aspects. Current built form controls are not structured to focus on these issues holistically, instead influencing them indirectly through height and setback controls.

Establishing clear direction in relation to how new development interfaces with and responds to existing buildings and public spaces will provide greater certainty to stakeholders.

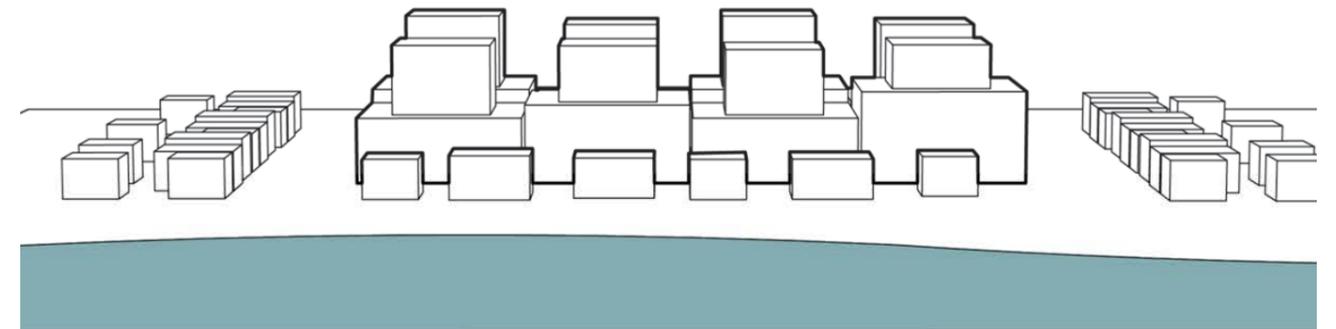
The following principles have been developed as possible ways to ensure that new buildings respect their immediate context and should be considered while preparing the Activity Centre Plan.

HOW CAN THIS BE ACHIEVED?

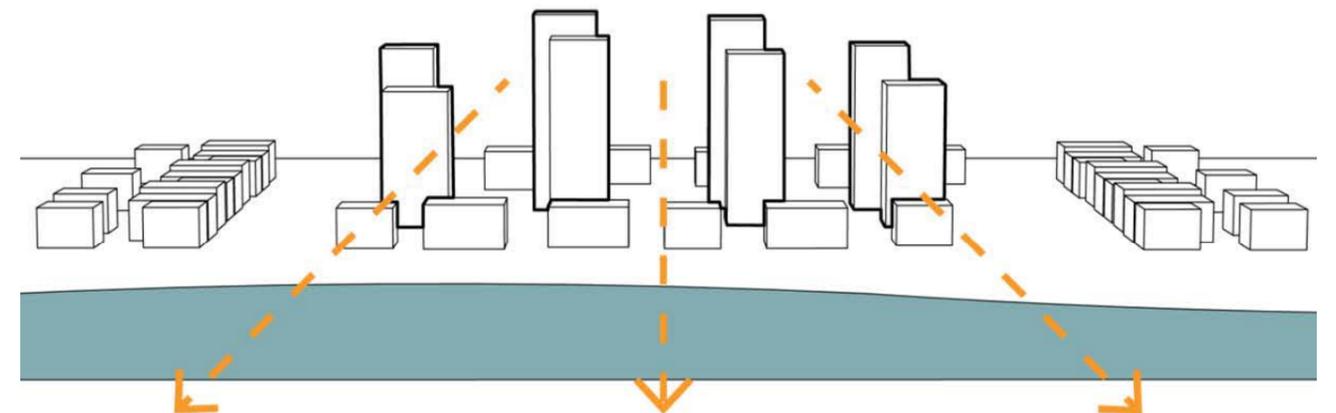
DESIGN NEW BUILDINGS TO RETAIN VIEWS AND PRIVACY FROM EXISTING BUILDINGS

Views of Melville Water, Kings Park and the Perth CBD are important amenities for existing residents of the Peninsula, who should continue to enjoy them alongside residents of new developments.

- ◆ New development should minimise its impact on existing private views and provide attractive near views for existing development when distant views cannot be preserved.
- ◆ When possible, new development should open up views from surrounding sites. This can be achieved by pulling the building away from potential public and private view corridors.
- ◆ For development seeking discretionary increases to building height, a view impact analysis of both public and private views should be required as part of the development assessment process, highlighting the internal configuration of adjoining buildings and the extent to which a proposal obstructs views.
- ◆ Reductions and inefficiencies in floorplate size and layout resulting from efforts to preserve views should be compensated for and incentivised through the allowance of additional height.



IMPACT OF BULKY TOWER DEVELOPMENT ON SIGHT LINES



IMPACT OF SLIM TOWER DEVELOPMENT ON SIGHT LINES

FIGURE 31: COMPARATIVE IMPACT OF BULKY AND SLIM TOWERS ON SIGHT LINES

REQUIRE GREATER SEPARATION DISTANCES BETWEEN TOWERS TO PROTECT RESIDENT AMENITY

Stakeholders linked concerns around building separation distances to building height. To minimise broader visual impacts and impacts on streetscape character and amenity, building separation controls need to be set in conjunction with height controls. As a general principle, building separation increases proportionally with building height to achieve amenity and privacy. The draft WA Apartment Design Guide provides appropriate building separation distances that can be applied to the Peninsula.

Minimum separation distances for buildings are:

| Up to four stories (approx. 12m) |
|---|
| 12m between habitable rooms/ balconies |
| 9m between habitable and non-habitable rooms |
| 6m between non-habitable rooms. |
| Five to eight stories (approx. 25m) |
| 18m between habitable rooms/ balconies |
| 12m between habitable and non-habitable rooms |
| 9m between non-habitable rooms. |
| Nine stories and above (over 25m) |
| 24m between habitable rooms/ balconies |
| 18m between habitable and non-habitable rooms |
| 12m between non-habitable rooms. |

- ◆ Building separation may need to be further increased to achieve adequate sunlight access and enough open space for larger development sites.
- ◆ Along height transition zones, consider increasing building setbacks from the boundary by 3m.
- ◆ No building separation is necessary where building types incorporate blank party walls. Typically this occurs where podium and tower typologies are permitted along activity corridors.

ENCOURAGE THE PRESERVATION OF SOLAR ACCESS TO SURROUNDING PUBLIC AND PRIVATE SPACES

Natural light is important to the enjoyment and success of public and private open spaces. Buildings should be designed and oriented to minimise shadow impacts.

- ◆ Key public spaces in which overshadowing should be limited include Windsor Park, Mends Street, the South Perth Esplanade and Zoo.
- ◆ Sunlight access to private open spaces should also be limited by considering building form and placement.

MITIGATE THE IMPACT OF WIND CAUSED BY NEW DEVELOPMENT

Windy conditions can cause discomfort and danger to pedestrians and downdraughts from buildings can inhibit the growth of street trees. Conversely, moderate breezes can cool the urban environment and disperse emissions. The shape, location and height of buildings are to be designed to satisfy wind criteria for public safety and comfort at ground level.

- ◆ Development seeking height discretion should demonstrate design solutions which minimise the impact of wind on the public and private domain.
- ◆ Maximum wind speeds should be established in consultation with a qualified professional. For example, within the City of Sydney, development must not create generated wind speeds in excess of 16 metres per second generally, and 10 metres per second on main streets.

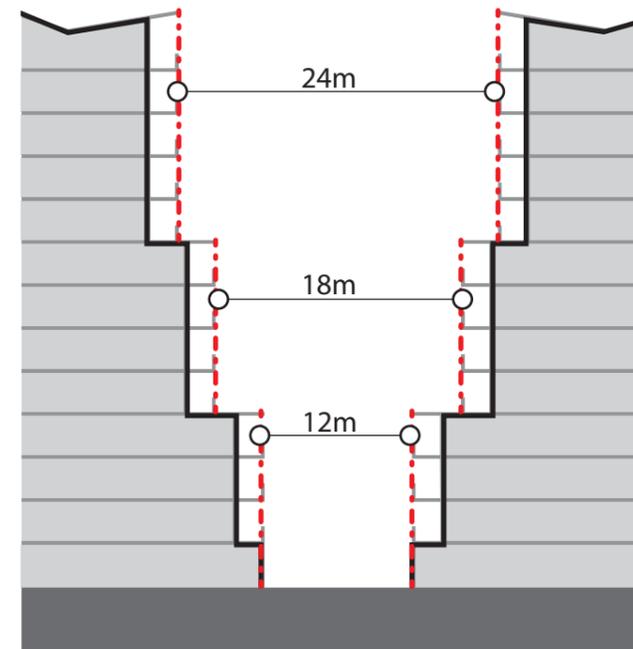


FIGURE 32: PROPOSED BUILDING SEPARATION DISTANCES



BUILDING SEPARATION SHOULD INCREASE PROPORTIONALLY WITH BUILDING HEIGHT

IDEA 15

APPROPRIATELY RESPOND TO THE PUBLIC REALM AT STREET LEVEL

WHY IS THIS IMPORTANT?

The most important part of a building is the ground floor, where it meets the public realm and the people within it. Good street level design will ensure that the Peninsula's streets are interesting and richly textured, encouraging their use and enjoyment regardless of whether they are busy or quiet.

Prior planning has encouraged provision of podiums throughout the Station Precinct in the belief that this will create active streetscapes. However, stakeholder feedback has indicated that a more nuanced approach is needed to retain existing character.

A more contextual and responsive approach is required to create great street environments that reflect local character and accommodate desired land uses.

HOW CAN THIS BE ACHIEVED?

ENSURE THAT BUILDINGS PRESENT TRADING FRONTAGES ALONG KEY ACTIVITY CORRIDORS

Trading frontages are associated with street level retail uses and should incorporate shopfront design principles.

- ◆ Trading frontages should generally be located along Mends Street, Mill Point Road south of Judd Street, Labouchere Road, Harper Terrace, and South Perth Esplanade east of Harper Terrace (refer Figure 28).
- ◆ Shopfronts should be distinctive from the floors above and allow easy transition from one retailer to another without major structural changes.
- ◆ Monotonous designs should be avoided, with an expressed shopfront width of approximately 5-10m maximum desired. In larger tenancies, shop front designs should be broken into smaller sections of approximately 5m.
- ◆ Clear glazing should be provided to shopfronts to allow a high degree of transparency to the street. Glass should not dominate the street frontage and a maximum 60% of glazing to the street frontage should be considered to provide a detailed storefront including opaque fenestration and signage.
- ◆ Awnings are a prominent streetscape element requiring considerable design attention. Continuous awnings encourage pedestrian activity along streets and in conjunction with trading frontages and support and enhance the vitality of the local area.



CLEAR GLAZING ALLOWS A HIGH DEGREE OF TRANSPARENCY TO THE STREET



CONTINUOUS AWNINGS ARE A PROMINENT STREETScape ELEMENT



INTEGRATE TRADING FRONTAGES WITH THE DESIGN FOR ADJACENT PUBLIC SPACES



SHOPFRONTS SHOULD BE DISTINCTIVE AND BROKEN VISUALLY INTO SMALLER SECTIONS

ENSURE THAT BUILDINGS PRESENT ACTIVE FRONTAGES ON LOWER ORDER STREETS

On lower order streets with a strong residential character, buildings are still required to contribute to streetscape qualities using active ground level design responses. Appropriate ground floor uses may include building lobbies, street-accessible office suites, live work units and residential dwellings.

- ◆ Street level residential dwellings and office suites are required to have individual entrances from the street.
- ◆ Individual residential dwellings and office suites should be clearly identifiable and enhanced use of elements such as low walls, steps, paving, and special planting features.
- ◆ Street accessible office suite façades are required to display a high degree of permeability between interior and exterior space through the use of transparent windows and doors.
- ◆ Residential dwellings should be raised above street level for perceived privacy and security whilst commercial units may be provided at grade.

ALLOW FOR VARIATION AND ARTICULATION AT STREET LEVEL THROUGH SETBACK VARIATION AND ENCROACHMENTS

Where nil setbacks are not required, uniform application of setbacks should be discouraged, with a responsive and articulated approach preferred.

- ◆ Encroachments into the setback area should be permitted to add visual interest to the street where it can be demonstrated the proposal has no impact on public realm or amenity (including street trees).
- ◆ Appropriate encroachments include porches, verandas, landings and steps, horizontal shades, and awnings, cantilevered external balconies and façade elements.
- ◆ Podiums should be permitted forward from the minimum setback distance for a third of the frontage length where recent development on an adjoining lot is also forward of the setback distance, in order to provide a contiguous street wall.
- ◆ Where building footprint is brought forward of the setback distance, an equal area of open space behind the setback distance should be provided in compensation
- ◆ Physical setback of towers above podium height may not be possible or beneficial where podium setbacks are required. In these instances, towers should be allowed to come directly to grade for a third of the frontage length, so long as a visual distinction is made between the podium and the tower and that tower setbacks are maintained.
- ◆ Appropriate variations to building setbacks include setback lobby entrances, pocket parks, alfresco dining areas and street-accessible apartment forecourts.



STREET ACCESSIBLE GROUND FLOOR USES CONTRIBUTE TO STREETScape QUALITY



EXPLORE OPPORTUNITIES FOR THE INCORPORATION OF URBAN GREENERY AT STREET LEVEL



RESIDENTIAL GROUND FLOOR USES SHOULD BE RAISED ABOVE STREET LEVEL



INCREASED SETBACKS CAN BE UTILISED FOR ADDITIONAL LANDSCAPING.



USE OF TRANSPARENT WINDOWS AND GLASS IMPROVES PERMEABILITY FOR GROUND FLOOR OFFICE USES



SITE RESPONSIVE BUILDING SETBACKS TO FACILITATE DEEP ROOT ZONES

DELIVER SUSTAINABLE AND ADAPTABLE BUILT FORM

WHY IS THIS IMPORTANT?

Local stakeholders identified the potential for development demand in the Peninsula to be leveraged to achieve a sustainable and resilient urban form.

This approach presents an opportunity for the Peninsula to contribute towards the national and global goal of reducing energy consumption and the production of greenhouse gases and achieve improvements to the local environment.

The Peninsula should strive to become a neighbourhood which gives more back to its environment than it takes, and sets a standard within Perth for sustainable and resilient development.

The following principles suggest possible sustainability initiatives that could be encouraged and incentivised in new development.

HOW CAN THIS BE ACHIEVED?

ENSURE THAT BUILDINGS CAN BE ADAPTED TO MAINTAIN USABILITY OVER TIME

Universal design principles should be incorporated into residential developments in order to meet the changing needs of home occupants across their lifetime.

- ◆ Ensure ground floor residential uses are designed in such a way that they are capable of conversion to commercial uses where later required.
- ◆ Where car parking is provided above grade and is not sleeved by development, a minimum ceiling height of 3 metres should be set to allow for future adaptation to different uses.
- ◆ A minimum floor-to-ceiling ground floor height should be established to ensure the ability for use conversion. 4.5m is generally accepted as a standard height for flexible commercial space.
- ◆ Street-accessible residential dwellings should be designed to accommodate live-work functions.

ENSURE THAT DEVELOPMENT MINIMISES WASTE PRODUCTION DURING CONSTRUCTION AND OCCUPANCY

The amount of waste generated during the construction and occupancy of a building should be minimised wherever possible.

- ◆ Examples of potential waste minimisation methods include exposing structural finishes to floors, ceilings and walls to reduce cladding and paint materials, naturally ventilating buildings to minimise ductwork and use of recycled or certified environmentally friendly materials.
- ◆ Construction waste should be minimised through

recycling and salvage in line with a construction management plan approved prior to the commencement of works.

- ◆ Development should implement innovative systems which minimise the amount of waste produced by residential and non-residential uses, whilst encouraging recycling and composting.

ENSURE THAT NEW DEVELOPMENT CONSERVES AND MINIMISES WATER USE

Water efficiency should be a key design consideration of all new development. All water systems and fixtures should minimise the use of potable water to the maximum extent possible.

- ◆ All new water fittings and fixtures such as showerheads, water tap outlets, urinals and toilet cisterns should be of the highest Water Efficiency Labelling Scheme star rating.
- ◆ Development seeking additional height should demonstrate exceptional on-lot water management including the capturing and treatment of water on-lot for internal use, the installation of water storage tanks and dual plumbing for potable and non-potable water supplies.
- ◆ Consider additional development requirements such as the installation of dual piping to accommodate future recycled water use.

ENSURE THAT NEW DEVELOPMENT IS ENERGY-EFFICIENT

Energy efficiency should be a key design consideration for all buildings.

- ◆ A green building strategy should be established at a broad precinct level to identify sustainable energy supply and infrastructure initiatives.
- ◆ Individual developments should be designed and constructed to reduce the need for active heating and cooling by incorporating passive design principles.
- ◆ Development should incorporate photovoltaic systems where possible, focusing on strategic locations that will not be overshadowed.

MAXIMISE GREENING OF ROOFTOPS AND WALLS IN NEW DEVELOPMENT

A substantial portion of roofs and walls in new development seeking discretionary height increases should provide urban greenery and be appropriately designed to address soil storage and reticulation.

- ◆ Incentivise the integration of landscaping in building facades and require it where discretionary height increases are being sought.
- ◆ Potential applications of urban greenery include rooftop planting, planters integrated into balcony balustrading and green wall systems and preferred applications should be included in design guidelines.
- ◆ The City Landscape Architect should assess urban greenery, to ensure that plant selection, positioning and irrigation are conducive to long term health and that maintenance and replacement is viable.



GOAL 5

CREATE PLACES FOR PEOPLE

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

WHY CREATE PLACES FOR PEOPLE?

In an increasingly competitive market place, people are more aware of the inherent lifestyle advantages of specific areas and are demanding more from the places they choose to live, visit, and spend time. This means that local centres are having to compete with other neighbouring areas to attract people. In this context, positioning a place as a destination, is no different to marketing a product. Destinations which flourish understand their target audience, as well as the critical drivers to encourage extended and repeated visitation.

When places are designed, created, and managed with people in mind, something special happens – spaces are transformed from generic locations to destinations. Beyond facilitating a functional, transactional role – they can deliver an engaging and memorable experience. This, in turn, entices extended visitation and greater spend – which contributes directly to the economic health and vibrancy of the broader area.

STAKEHOLDER VIEWS

There was agreement amongst participants that the Peninsula has an enviable range of strengths that have potential to offer a world-class experience for residents, workers, and visitors. Key aspects include a strong connection to the Swan River and Perth CBD, north facing panoramic views, heritage character, unique visitor assets, tree lined streets and an engaged community.

Despite these strengths, participants noted the area has not yet met its full potential. Stakeholders are keen to effect change; however, any future revitalisation and development must preserve and strengthen the local character and work collectively towards a common goal/vision.

KEY MESSAGES VOICED BY PARTICIPANTS INCLUDE:

- ♦ Strong local identity needs to be retained and strengthened
- ♦ Build a sense of community that engages new residents
- ♦ Housing choice and diversity is needed
- ♦ Mends street could be great but is tired and underperforming
- ♦ Desire more places to meet and interact with a recognised town centre
- ♦ Connection to Perth by ferry is a unique asset and special journey – leverage it as a strong sense of arrival
- ♦ Protect heritage assets and tell stories through public art and cultural events
- ♦ A defined place is needed - are we a global urban city, residential neighbourhood, or something in between?
- ♦ Balance the needs of residents and visitors

IDEA 17

CREATE A STRONG LOCAL IDENTITY AND AREAS OF DISTINCTIVE CHARACTER

WHY IS THIS IMPORTANT?

The Peninsula's stakeholders are rightfully proud of their unique local features and distinctive character. It is acknowledged that growth is inevitable, but it is important that future change does not come at a cost to the highly-regarded features, rich history, and sense of place.

In embracing future growth, the participants reiterated the focus should be centred on revitalisation and enhancement. Delivering outcomes which strengthen local identity and build on the Peninsula's existing character will ensure that unique and distinctive attributes continue to be highly valued – whilst at the same time, play a more active and productive role in future revitalisation and activation.

HOW SHOULD THIS BE IMPLEMENTED?

PREPARE A DESTINATION DEVELOPMENT STRATEGY WHICH AIMS TO ENHANCE ASSETS AND ESTABLISH A DESTINATION OF CHOICE

A Destination Development Strategy will take a holistic and strategic view on how the Peninsula's significant assets and destination anchors can collaboratively contribute to establishing the area as a destination of choice. These assets include Mends Street, the Foreshore, Zoo, green boulevards, and panoramic views. The strategy should deliver a planned approach for developing:

- ◆ Place Branding / Positioning
- ◆ Place Activation and Events
- ◆ Place Management / Governance
- ◆ Heritage / Culture
- ◆ Partnerships
- ◆ Funding / Resourcing

It is recommended that key stakeholders are approached to provide input and potentially collaborate in preparation of the strategy (i.e. Tourism WA, Perth Zoo, Transperth and local businesses).

PREPARE A MENDS STREET ACTIVATION STRATEGY

Preparation of a Mends Street Activation Strategy will assist to galvanise momentum and deliver quick wins for Mends Street. It will also help to manage the area specifically through upcoming construction projects, and ensure that any short-term activation strategies are aligned to long term vision for the broader area.

A key element of this strategy should focus on continuing the collaboration / partnerships with the Mends Street traders to revitalise the area. Sufficient funding and dedicated resources will also be important to ensure the activation strategies proposed, can be delivered through a staged and performance measured approach that will ensure optimal outcomes.

DELIVER AN ECONOMIC DEVELOPMENT STRATEGY

Whilst the area is well established as a boutique office market, detailed analysis will ensure the Peninsula has a clear view of its competitive advantages, future target industries, and strategies required to secure a strong economic future.

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

DELIVER A COMMUNITY DEVELOPMENT STRATEGY

Stakeholders highlighted the need to maintain and build on the area's sense of community, and engage new residents, particularly those that reside in multi-story developments, which may tend to feel isolated or perhaps more removed from street life. There is also a need to maintain a fine balance between the needs of residents, and tourists. A Community Development Strategy will provide direction and focus to ensure residents remain engaged and a strong sense of community is maintained, in the context of a dense urban environment.

IDEA 18

INTEGRATE AND SHOWCASE HERITAGE ASSETS AND STORIES

WHY IS THIS IMPORTANT?

South Perth is amongst Perth's oldest suburbs and as a result the Peninsula has a rich array of heritage buildings and stories which are not well communicated, or evidently integrated in the fabric of the experience when you visit South Perth.

Local anecdotes and feature character buildings are a catalyst to reinforce the area's unique character and embed a strong sense of place. This in turn, contributes to an enhanced visitor experience and instils pride and belonging amongst residents.

HOW SHOULD THIS BE IMPLEMENTED?

PREPARE A PUBLIC ART PLAN FOR THE PENINSULA AREA

Through stakeholder discussions, it was evident several cultural opportunities and stories have been identified, which could be reflected and /or integrated into public art initiatives. Without a dedicated strategy, there is a risk that developers predominately deliver public art on site, which results in ad-hoc and uncoordinated outcomes. If managed through a cohesive and coordinated approach, significant public art initiatives could be co-delivered through developments, culminating into a more profound and memorable narrative.

A Public Art Plan is recommended for the Peninsula to capture these ideas and ensure the City of South Perth is on the front foot with well-considered concepts and ideas, to ensure public art is delivered via a cohesive and coordinated way throughout the area.

INTEGRATE CULTURE, HERITAGE AND THE RIVER

There is an opportunity to collaborate with the South Perth Historical Society to assist in establishing Perth's 'River of Culture' initiative. It is also recommended that the City work with neighbouring councils of the City of Perth and Town of Victoria Park to establish a partnership approach for cultural and arts events around the promotion of the place history and significance of the Swan River.

INCORPORATE HERITAGE ASSETS INTO FUTURE CITY SQUARE

Mends Street has several heritage properties, which are not well optimised (i.e. The Post Office). These properties present a good opportunity as important destination drivers. It will therefore be important to ensure the design and management of the future City Square better integrates these properties.

Further exploration is also required to better integrate all significant heritage assets within the Peninsula area, as part of the broader narrative. This could be considered as an element of the Activity Centre Plan and the Destination Development Strategy.



IDEA 19

ADOPT A STRATEGIC, PLACE-LED APPROACH TO MANAGEMENT AND ACTIVATION

WHY IS THIS IMPORTANT?

Activation initiatives are often considered the hallmark of successful places. But it takes more than well attended events program to create a successful place.

Important characteristics of successful public places, for the most part, are attributed to good management and operations. Basic service principles that apply to good business also apply to managing public realm and main street environments. Customer focus, cleaning, security and a welcoming atmosphere instil local pride, extend visitation, and encourage return visits. Consequently, ensuring the Peninsula is a visitor ready destination that is well maintained, clean and nicely presented- along with a successful activation program - will all help to make it a more attractive and inviting place.

Adopting a place management focus requires a change in approach and an ongoing commitment. Aligning priorities and resources, and articulating roles, authority and accountabilities is critical to achieving measurable place-led outcomes.

HOW SHOULD THIS BE IMPLEMENTED?

PREPARE A GOVERNANCE FRAMEWORK AND ALLOCATE RESOURCES

Adopting a place management approach requires all disciplines to be aligned. For example, culture and the arts, event management, media and communications, investment attraction, parking management, economic development, asset management, landscaping and planning all need to work together with a focus on common goals.

A tiered governance structure is recommended that focuses specifically on the Peninsula to encourage a partnership approach, maximise resources and underpin delivery of the quick wins and longer term strategies recommended in this report.

Dedicated revenue sources and / or community grants to fund place management initiatives into perpetuity are also important, to ensure that activation and maintenance strategies can be delivered to a consistently high standard.

MONITORING AND EVALUATION

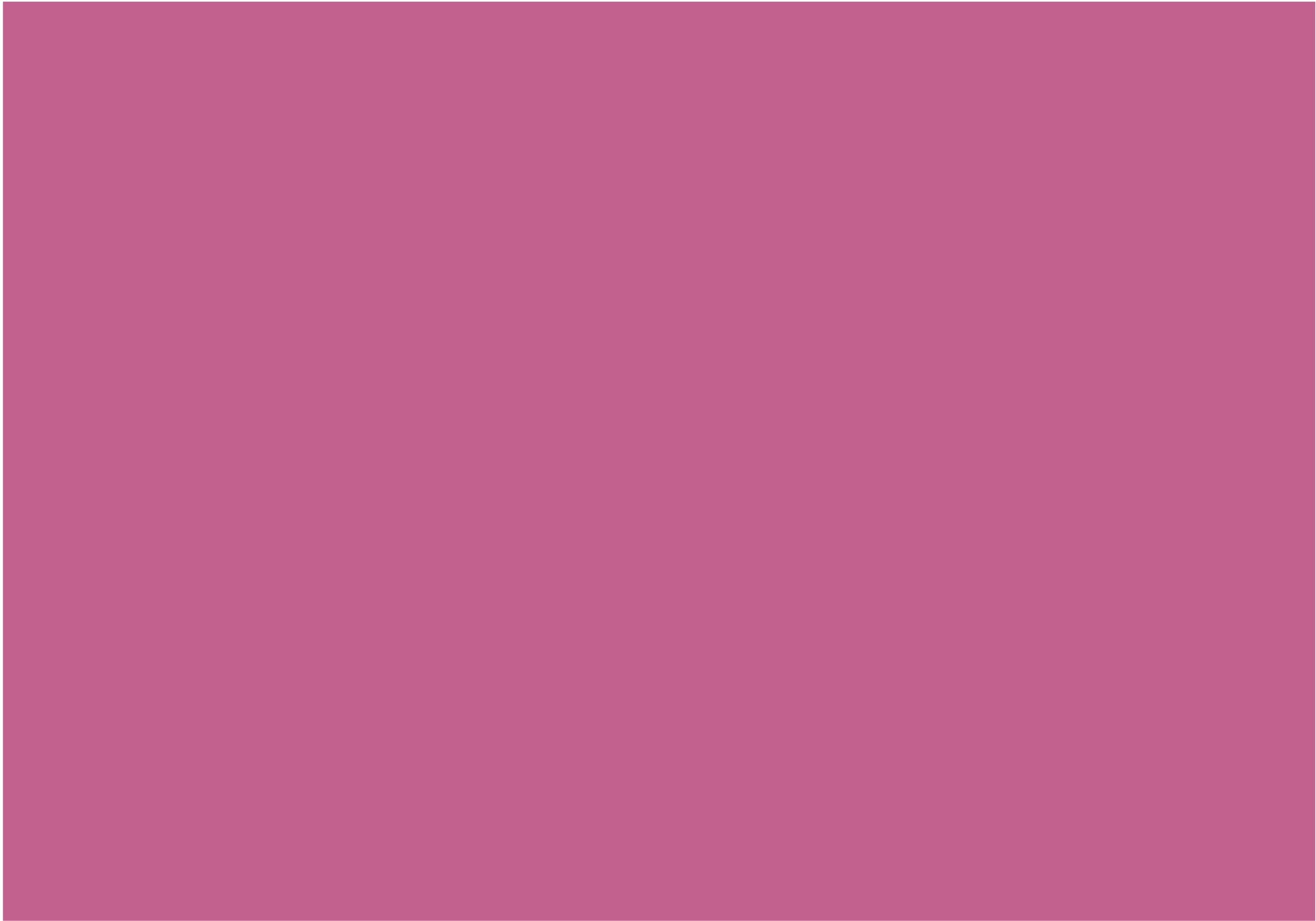
Place activation initiatives can be resource intensive, and result in funding not well spent, if not strategically managed.

Having a clear reporting framework to measure on-going performance is essential to evaluate if strategies are effectively meeting desired goals. This reporting framework should aim to establish a baseline, set goals, and determine the value return for expenditure.

Implementing new technologies to monitor visitation and dwell times, together with analysing data around vacancy rates, yields and turnover, as well as perception / intercept surveys, will each provide valuable qualitative and quantitative data to guide future direction.

Ideally the data should be reviewed and compiled into regular quarterly reports, to ensure outcomes remained aligned to strategic goals.





An aerial photograph of a coastal city, likely Perth, Australia. The image shows a wide river or estuary on the right side, with a curved road and modern residential buildings along the waterfront. The city extends inland, with a mix of high-rise apartment buildings and lower-density housing. A large green park area is visible in the foreground. The sky is clear and blue.

PART FIVE IMPLEMENTATION SCHEDULE

| # | Idea | # | Action | Short Term (1 year) | Medium Term (2-5 years) | Long Term (5+ years) |
|--|--|-------|---|---------------------|-------------------------|----------------------|
| GOAL 1: DELIVER A ROBUST PLANNING FRAMEWORK | | | | | | |
| 1 | Collaborate closely with all stakeholders through implementation of a renewed Vision for the Precinct | 1.1 | Advertise and adopt this report as the guiding vision for the South Perth Peninsula. | | | |
| | | 1.2 | Establish a Stakeholder Reference Group for the Peninsula area, with Terms of Reference aligned to actions contained on Goal 1. | | | |
| 2 | Implement a comprehensive Planning Framework that develops an overarching plan for the entire Peninsula area | 2.1 | Progress a 'Quick Win' Scheme Amendment | | | |
| | | 2.2 | Prepare an Activity Centre Plan, incorporating the following: | | | |
| | | 2.2.1 | Prepare a Community Needs Assessment | | | |
| | | 2.2.3 | Commercial Needs / Market Feasibility Assessment | | | |
| | | 2.2.4 | Regional Integrated Transport Strategy | | | |
| | | 2.2.5 | Development Guidelines (incorporating Built Form Design Guidelines and Public Realm Framework) | | | |
| | | 2.2.6 | Services / Infrastructure Plan | | | |
| | | 2.2.7 | Development Contributions Scheme / Funding Mechanisms | | | |
| | | 2.3 | Develop an Affordable Housing Strategy (and associated Policy and Scheme provisions) | | | |
| | | 2.4 | Prepare a Parking Management Strategy | | | |
| 3 | Deliver community amenities and facilities to meet the diverse need of our residents and visitors | 3.1 | Prepare a Community Needs Assessment (refer to 2.2.1 and 14.1) | | | |
| | | 3.2 | Implement a Development Contributions Scheme (refer to 2.2.7) | | | |
| | | 3.3 | Explore differential rates as a mechanism for ongoing management costs (refer to 2.2.7) | | | |
| GOAL 2: IMPROVE MOVEMENT AND CONNECTIVITY | | | | | | |
| 4 | Holistically address regional traffic congestion, in partnership with key stakeholders | 4.1 | Prepare a Regional Integrated Transport Strategy (refer to 2.2.4) | | | |
| 5 | Achieve a fully-integrated public transit network, and promote a modal shift from driving to walking, cycling and public transit | 5.1 | Prepare an Integrated Transport Plan | | | |
| | | 5.2 | Be a leader in supporting and promoting new transit technologies | | | |
| 6 | Deliver a forward-looking, sustainable approach to car parking | 6.1 | Prepare a revised parking policy | | | |
| | | 6.2 | Strategically manage public parking | | | |
| 7 | Renew efforts to deliver the South Perth Train Station | 7.1 | Conduct a detailed planning, design and costing exercise to explore opportunities to expedite delivery of the train station. | | | |
| GOAL 3: ENHANCE STREETS AND SPACES | | | | | | |
| 8 | Holistically address the design of the Peninsula's public realm | | Prepare a comprehensive Public Realm Framework for the Peninsula which incorporates: <ul style="list-style-type: none"> - Establish a hierarchy of street typologies for residential, mixed use and retail streets - Create a central City Square on Mends Street - Reinvent Windsor Park as the green heart of the Peninsula - Enhance Richardson Park as a multi-purpose open space - Renew and upgrade the South Perth Esplanade as a key tourism attraction - Encourage the creation of urban plazas and pocket parks at key locations - Establish mid-block green links through development sites (Refer to 2.2.5 Activity Centre Plan - Development Guidelines / Public Realm Framework) | | | |
| 9 | Improve the design and usability of the Peninsula's streets | | | | | |
| 10 | Enhance the Peninsula's parks and open spaces | | | | | |
| 11 | Supplement the public realm with privately-owned public spaces | | | | | |

| # | Idea | # | Action | Short Term (1 year) | Medium Term (2-5 years) | Long Term (5+ years) |
|---|---|------|---|---------------------|-------------------------|----------------------|
| GOAL: ENCOURAGE RESPONSIVE DEVELOPMENT | | | | | | |
| 12 | Establish a clear representation of the Peninsula's desired future urban form | 12.1 | Prepare Built Form Development Guidelines as a part of the Activity Centre Plan, including the following: - Establish guiding principles for overall skyline form - Revise height limit controls to give greater certainty around the application of discretion - Develop secondary height controls to deal specifically with built form transitions within larger individual sites - Promoting slender tower forms - Strengthening controls around podiums - Increasing separation distances between towers - Mitigate negative impacts of development on wind, views and solar access - Ensure development outcomes appropriately respond to the public realm at street level - Deliver sustainable and adaptable built form (Refer to 2.2.5) | | | |
| | | 12.4 | Prepare a Commercial / Market Feasibility Assessment (refer to 2.2.3) | | | |
| 13 | Promote building forms and character that are contextually appropriate | 13.1 | Develop Design Guidelines to govern implementation of Development Guidelines (refer also to 12.1) | | | |
| | | 13.2 | Review the composition and role of a Design Review Panel | | | |
| | | 13.3 | Establish a framework for compulsory design competitions for landmark sites and developments seeking significant height variation | | | |
| 14 | Ensure that new development respects adjoining buildings and public spaces | 14.1 | Refer to 12.1 | | | |
| 15 | Appropriately respond to the public realm at street level | 15.1 | | | | |
| 16 | Deliver sustainable and adaptable built form | 16.1 | | | | |
| GOAL: CREATE PLACES FOR PEOPLE | | | | | | |
| 17 | Create a strong local identity and areas of distinctive character | 17.1 | Prepare a Destination Development Strategy | | | |
| | | 17.2 | Prepare a Mends Street Activation Strategy | | | |
| | | 17.3 | Prepare an Economic Development Strategy | | | |
| | | 17.4 | Prepare and implement a Community Development Plan | | | |
| 18 | Integrate and showcase heritage assets and stories | 18.1 | Prepare a Public Art Plan for the Peninsula | | | |
| | | 18.2 | Consider heritage assets into future City Square (Refer to 2.2 - Activity Centre Plan) | | | |
| | | 18.3 | Integrate culture, heritage and the river (refer to 2.2 and 17.1) | | | |
| 19 | Adopt a strategic, place-led approach to the management and activation | 19.1 | Prepare a governance framework and allocate resources | | | |
| | | 19.2 | Invest in new technologies and prepare a reporting and evaluation framework to monitor the effectiveness of all place strategies | | | |

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Perth

Level Two, 442 Murray Street
Perth WA Australia 6000
T. +61 8 9213 7300
E. hello_perth@robertsday.com.au

Sydney

Level Four, 17 Randle Street
Surry Hills NSW Australia 2010
T. +61 2 8202 8000
E. hello_sydney@robertsday.com.au

Melbourne

33 Chessell Street
South Melbourne VIC Australia 3205
T.+61 3 9645 0788
E. hello_melbourne@robertsday.com.au

Brisbane

Level Four, 99 Creek Street
Brisbane QLD Australia 4000
T +61 7 3221 1311
E. hello_brisbane@robertsday.com.au

Jakarta

Level Seventeen, Pondok Indah Office Tower 3
Jl. Sultan Iskandar Muda kav V-TA
Jakarta Selatan 12310 Indonesia
T. +62 21 2953 8859
E. hello_jakarta@robertsday.com.au