

**9.8 ADVERTISING OF NEW POLICY - PICKLE DISTRICT PLANNING FRAMEWORK**

- Attachments:**
1. Draft Pickle District Planning Framework
  2. Survey Submissions

**RECOMMENDATION:**

**That Council PREPARES Local Planning Framework: Pickle District as at Attachment 1, for the purpose of community consultation, pursuant to Schedule 2, Part 2, Clause 4 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.**

**PURPOSE OF REPORT:**

For Council to approve for the purpose of community consultation the draft Pickle District Planning Framework (**Attachment 1**).

**BACKGROUND:**

On 15 November 2016 the City's Local Planning Strategy (Strategy) was adopted. It is the principal document for outlining and communicating the future land use planning of the City of Vincent. The Local Planning Strategy identified the need for a place-based approach to its key development areas, and highlighted West Perth as a planned growth area.

On 13 December 2016 (Item 9.1.11) at its Ordinary Meeting, Council adopted Local Planning Policy No. 7.1.1 – Built Form (Built Form Policy). The Built Form Policy guides all development within the City of Vincent and has specific provisions based on location and user hierarchy.

In May 2018 The City's Local Planning Scheme No. 2 (LPS2) was adopted and in line with the Strategy, it allows for increased density in the City's town centres and along transport corridors whilst maintaining the low to medium density of the established suburbs. The increase in density for the town centres and transport corridors is proposed to meet the density targets set by the State Planning Framework.

Since adoption, Administration has continually monitored the performance of the Strategy and LPS2. One of the key issues identified is the review of density targets and the City's ability to meet these targets.

On 16 October 2018 (Item 13.1) at its Ordinary Meeting, the City's Strategic Community Plan (SCP) was adopted. The SCP outlines six community driven Council Priorities.

On 14 September 2021 (Item 9.8) at its Ordinary Meeting, Council adopted the Pickle District Place Plan (Place Plan).

To address the Council Priorities of the SCP and manage the interface between higher density centres and corridors, with the lower density established residential areas as per the Strategy and LPS2. It is acknowledged that place-based planning frameworks are needed.

**DETAILS:**

The Pickle District Planning Framework (PDPF) project commenced in July 2022.

Research was undertaken to analyse the strengths, weaknesses, opportunities and threats (SWOT). Methods used include:

- a comprehensive desktop analysis to consider the history of area and what is happening now, review of relevant statutory frameworks, strategies, policies and plans that impact the area.
- site visits with all relevant areas of administration.
- site visits with members of the community.
- site and context mapping analysis.

The findings from the SWOT analysis guided the discussions with the community who then informed the subsequent sections of the PDPF.

### Community Consultation

The preparation of the PDPF included significant consultation with the local community. Several consultation methods contributed to its development.

- Survey on Imagine Vincent running for the duration of consultation;
- A visioning workshop was held on Monday 12 December 2022.
- A design workshop was held on Thursday 16 February 2023.

A verbatim overview of the comments received from the online survey can be found in **Attachment 2**.

Each engagement method sought to build upon the information obtained from the previous method. The key themes identified are as follows.

#### What the community wants to see:

- Creative arts land uses and public art;
- Day and night time economy;
- Fine grain public realm;
- Industrial character mixed with contemporary development; and
- Outdoor spaces and trees.

#### What the community doesn't want to see:

- Traffic and parking issues;
- Franchises or major corporations;
- Loss of character;
- Loss of the arts precinct; and
- Poor pedestrian amenity.

#### Where height should be located:

- Height was generally accepted but significant height should be located closer to the freeway; and
- Key development sites should be included in the framework.

#### What the public and private realm should look like:

- There is overall agreement there is no particular style that should be encouraged, but development should be high quality and embrace good design principles;
- Existing buildings should be retained or reused where possible (i.e. the Pickle Factory);
- There is a desire for creative land uses to be protected and prioritised within the area; and
- Improved landscaping and Environmentally Sustainable Design outcomes.

### Design Review Panel

The PDPF was presented to the Design Review Panel (DRP) on 12 October 2022 and 22 March 2023. Their comments include but were not limited to:

- Consider how the idea of makers and various kinds of different arts/design uses can be integrated into the vision and principles.
- Height can be used as an incentive to achieve the desired land uses as it's hard to see these uses happening without it. There is a wonderful opportunity in this area for that to occur.
- Consider pulling out the creative uses and ranking them separately. People will get more rent out of commercial land uses than creative uses so it needs to be encouraged if not forced.
- Consider the balance between warehouse building and activation so you don't lose the existing feel. If you retain many of the existing buildings, there is an opportunity for 'hole in the wall' uses retrofitted into existing warehouse style buildings. There is the ability to retro fit interesting elements into retained facades.



- The incentive relating to the laneways should include provisions about the urban design quality of the space and incorporation of public realm infrastructure to ensure they are delivering active high quality spaces. Identify what you want to see so when they come to the DRP they have hopefully nailed it.
- Make it harder for developers to get the height. Consider reducing the points allocated so that developers have to provide a number of community benefit items rather than just one.
- If you are defining the creative arts industry, be specific what that includes. Try to keep it broad but defined. The Percent for Art Policy may be too prescriptive. Potentially be specific on the types of creative uses.
- What is the mechanism for retaining the cultural identity? There should be a couple of 'hearts' which define this character. Where are the priority character buildings which can be assessed in line with Development Incentives for Community Benefit?
- Walkability is poor in this precinct but if continuous awnings are required the warehouse and industrial feel will be lost. Need to find a balance here. The requirement for canopies over footpaths on existing warehouse building could be relaxed.
- Development along Newcastle Street should provide continuous awnings. It also needs to be more active with the buildings closer to the front boundary.

These comments have been considered and incorporated into the draft PDPF.

West Perth is recognised as a 'planned growth area' within the City's Local Planning Strategy. The PDPF included at **Attachment 1**, comprises five sections and appendix. A description of each section is as follows.

#### Part 1: Policy

This section introduces the document, stipulates its statutory obligations with other relevant frameworks, provides the objectives of the policy, and defines necessary terms.

#### Part 2: Context

This section includes a comprehensive analysis of the site area and recognises the relationship and roles the City has with the community and other stakeholders. This section also highlights how the PDPF relates to the SCP priority areas, what the gaps are and how the City could work towards achieving the SCP outcomes.

The strengths, weaknesses, opportunities, and threats (SWOT) analysis was completed by undertaking a comprehensive desktop analysis considering the history of the area and what is happening now, reviewing relevant statutory frameworks, strategies, policies and plans that impact the area, undertaking site visits with all relevant areas of administration and members of the community and completing site and context mapping analysis.

#### Part 3: Where do we want to be?

This section includes the vision and objectives for both the public and private realm.

The vision, development objectives and the sub-precinct statement of intent are based on the feedback received from the community and provide guidance for development proposals within the planning framework area.

A vision that is supported by the community is integral to the planning framework as it will demonstrate support for the land south of Newcastle Street to be rezoned from 'Industrial' to 'Urban' under the Metropolitan Scheme (MRS).

The Development Objectives support the vision for the precinct and articulate the desired outcomes for development and urban renewal.

The PDPF area is made up of sub-precincts, each with its own statement of intent. The Statements of Intent describes the importance of this area and what its contribution to the precinct should look like.

#### Part 4: The Private Realm: Built Form

This section reflects all development controls for privately owned land within the PDPF and is divided into three parts; general requirements, sub-precinct provisions, and development incentives for community benefit.

General requirements apply to all redevelopment within the precinct, including provisions around awnings and projections, façade designs, landscaping, environmentally sustainable design and materials and finishes.

The development incentives for community benefit provisions are a key component of the framework and achieve community benefit where proponents seek development height above the deemed-to-comply standard, to be considered for the maximum allowed height. A combination of community benefits need to be provided by a developer to achieve this maximum.

Sub-precinct provisions contain all the remaining statutory planning provisions that guide new development. Some of these provisions relate to height, street, and lot boundary setbacks.

#### Part 5: The Public Realm: Place

This section presents a new Place Plan as a strategic plan to guide the direction of funding and resources in a renewed precinct. All projects have considered the existing Place Plan and were developed through rigorous context analysis and extensive community engagement processes. The projects are categorised into the six Council Priorities of the SCP and have indicative timeframes, budgets and project leads.

#### **Modification of Built Form Policy**

The PDPF will require amendments to the Built Form Policy. This amendment is purely administrative and will occur should the PDPF be adopted by Council.

#### **CONSULTATION/ADVERTISING:**

In accordance with the City's Community and Stakeholder Engagement Policy, community consultation of all new and significantly amended policies must be provided for a period exceeding 21 days in the following ways:

- notice published on the City's website;
- notice posted to the City's social media;
- notice published in the local newspapers;
- notice exhibited on the notice board at the City's Administration and Library and Local History Centre;
- letters distributed to relevant local businesses, community groups and external agencies; and
- open days with the community to provide information and understanding of the framework.

Public notice of this proposed new policy will be provided following endorsement from Council to advertise.

Where possible, the community engagement period and methods will coordinate with the Claisebrook and North Perth Planning Frameworks.

#### **LEGAL/POLICY:**

- Section 2.7(2)(b) of the *Local Government Act 1995* provides Council with the power to determine policies.
- Perth and Peel @ 3.5 Million set out an overarching framework for the Perth and Peel region to shift to a more sustainable development pattern to accommodate a population of 3.5 million people by 2050.
- Metropolitan Region Scheme (MRS) broadly guides the distribution of land use throughout the Perth metropolitan region by designating 'zones' and 'reserves'.
- State Planning Policy 4.2: Activity Centres for Perth & Peel (SPP 4.2) specifies requirements for the planning, design and development of new activity centres, and the redevelopment and renewal of existing centres in Perth and Peel.
- State Planning Policy 5.4: Road and Rail Noise (SPP 5.4) seeks to minimise the adverse impact of road and rail noise on sensitive land uses or developments within a specified distance of significant freight and traffic routes.

- State Planning Policy 7.3: Residential Design Codes (R-Codes) Volumes 1 and 2 control the design of most residential development throughout Western Australia.
- The City's Policy Development and Review Policy sets out the process for the development and review of the City's policy documents.

### RISK MANAGEMENT IMPLICATIONS

Low: It is low risk for Council to undertake community consultation of the PDPF. The PDPF has been informed by various consultation measures and will be extensively advertised to the community to ensure what is being proposed reflects what we have heard.

### STRATEGIC IMPLICATIONS:

This is in keeping with the City's *Strategic Community Plan 2018-2028*:

#### Enhanced Environment

*Our parks and reserves are maintained, enhanced and well utilised.*

*Our urban forest/canopy is maintained and increased.*

#### Accessible City

*Our pedestrian and cyclist networks are well designed, connected, accessible and encourage increased use.*

#### Connected Community

*An arts culture flourishes and is celebrated in the City of Vincent.*

*We have enhanced opportunities for our community to build relationships and connections with each other and the City.*

#### Thriving Places

*We are recognised as a City that supports local and small business.*

*Our town centres and gathering spaces are safe, easy to use and attractive places where pedestrians have priority.*

*We encourage innovation in business, social enterprise and imaginative uses of space, both public and private.*

#### Sensitive Design

*Our built form is attractive and diverse, in line with our growing and changing community.*

*Our built form character and heritage is protected and enhanced.*

*Our planning framework supports quality design, sustainable urban built form and is responsive to our community and local context.*

#### Innovative and Accountable

*Our community is aware of what we are doing and how we are meeting our goals.*

*We are open and accountable to an engaged community.*

**SUSTAINABILITY IMPLICATIONS:**

This is in keeping with the following key sustainability outcomes of the *City's Sustainable Environment Strategy 2019-2024*.

*Sustainable Energy Use/Greenhouse Gas Emission Reduction*

The PDPF requires development in accordance with the City's Environmentally Sustainable Design principles.

**PUBLIC HEALTH IMPLICATIONS:**

This does not contribute to any public health outcomes in the *City's Public Health Plan 2020-2025*.

**FINANCIAL/BUDGET IMPLICATIONS:**

There are no financial or budget implications that come from advertising the PDPF. All costs associated with consultation will be met through the City's advertising budget.

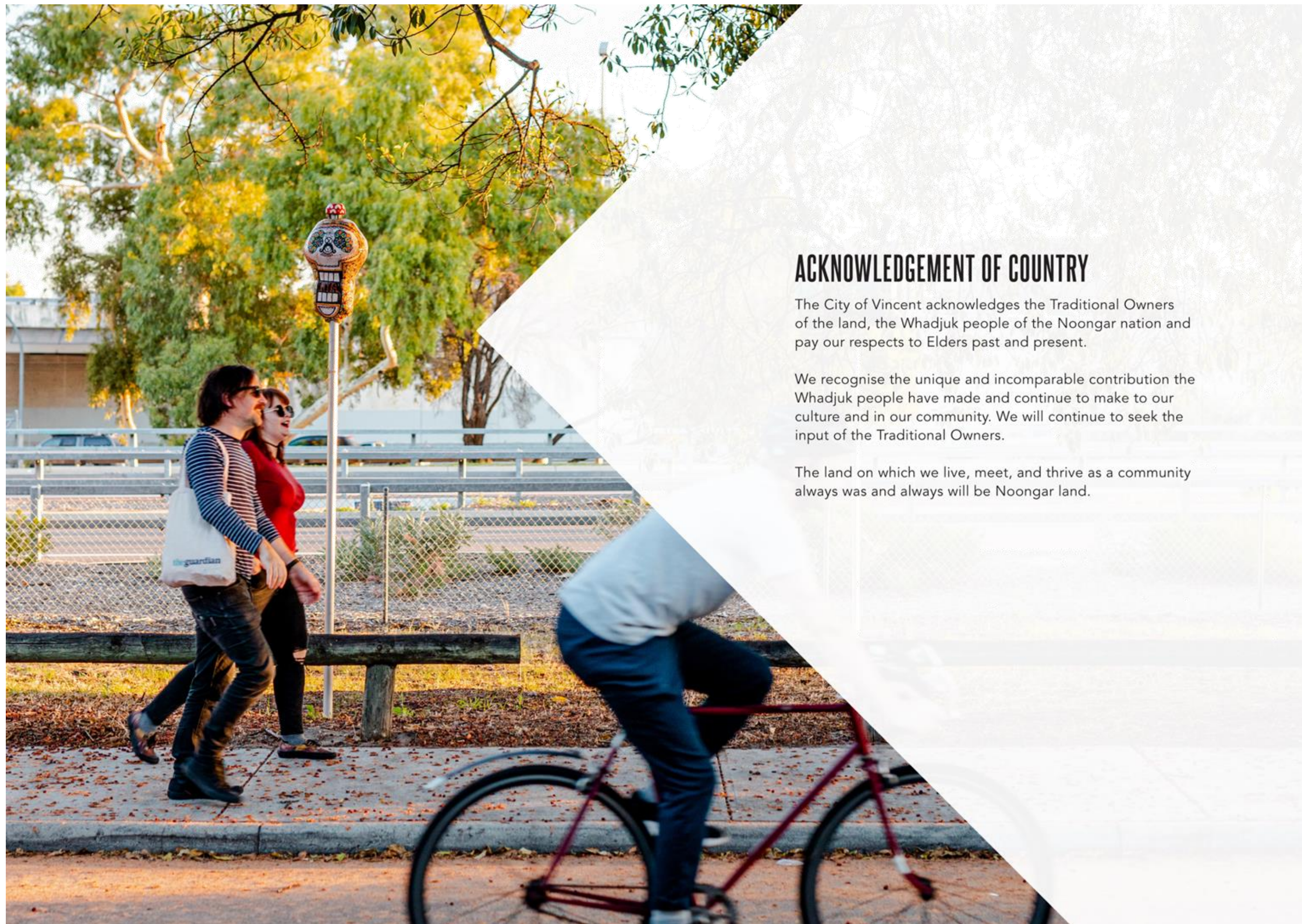
**COMMENTS:**

In the hierarchy of the local planning framework, a local planning policy is the lowest level of statutory controls. Although the PDPF has been developed with rigour that is normally required for a precinct structure plan, it would not hold the same statutory weight.

The PDPF is bespoke to West Perth and would guide all development within the public and private realms. It balances the need for increased density in line with State and Local Planning Frameworks with the community's vision for the area.







## ACKNOWLEDGEMENT OF COUNTRY

The City of Vincent acknowledges the Traditional Owners of the land, the Whadjuk people of the Noongar nation and pay our respects to Elders past and present.

We recognise the unique and incomparable contribution the Whadjuk people have made and continue to make to our culture and in our community. We will continue to seek the input of the Traditional Owners.

The land on which we live, meet, and thrive as a community always was and always will be Noongar land.



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HOW TO READ THIS DOCUMENT

The Pickle District Planning Framework (PDPF) is structured around five Key Focus Areas:

POLICY

Sets out the legislative requirements of the PDPF including the relevant delegations, related policies, procedures and supporting documentation.

Sets the Policy purpose, objectives, operation, scope and relevant definitions.

CONTEXT

Outlines where we are now in the Pickle District in relation to each of the Strategic Community Plan (SCP) Pillars: Enhanced Environment, Accessible City, Connected and Healthy Community, Thriving Places, Sensitive Design and Innovative and Accountable. As well as the results of the stakeholder engagement surrounding this.

WHERE DO WE WANT TO BE

Sets out the vision and objectives of the PDPF that respond to the data and consultation collected in the 'context' focus area.

THE PRIVATE REALM

This statutory provisions of this framework have been prepared to guide development within the private realm now and into the future. This framework is to be read in conjunction with Local Planning Scheme No. 2 (LPS2) and State Planning Policy 7.3 Residential Design Codes (R-Codes) Volumes 1 & 2.

THE PUBLIC REALM

The place-based actions of this framework have been prepared to improve outcomes and amenity within the Public Realm and will be delivered through capital works, strategic projects, advocacy and collaboration with the community and private sector.

HOW DO THE VISION, OBJECTIVES, PRIVATE REALM AND PUBLIC REALM RELATE?

VISION

High level goal for the area.

OBJECTIVES

Capture the major themes that will influence the future of the area.

THE PRIVATE REALM

Captures how privately owned land will change in the future and the parameters around this.

THE PUBLIC REALM

Captures how public land will be improved and how this will be achieved.



# 01 POLICY

## 1.1 PRELIMINARY

### 1.1.1 INTRODUCTION

The City of Vincent’s Strategic Community Plan has the vision of “In 2028, the City of Vincent is a leafy and vibrant 24 hour city, which is synonymous with quality design and sustainability. Its diverse population is supported in their innovative endeavours by a council that says YES!”

This is supported by the six strategic pillars of:

- Enhanced Environment;
- Accessible City;
- Connected and Healthy Community;
- Thriving Places;
- Sensitive Design; and
- Innovative and Accountable.

The City of Vincent Local Planning Strategy (Strategy) sets out the long-term planning direction for the city by considering and applying State and regional planning frameworks, and community sentiment. It provides the rationale for the zones and other provisions within the local government area.

Local Planning Scheme No. 2 (LPS2) supports the Strategy. Part 2 of LPS2 sets out the Local Planning Framework and outlines the zones, appropriate land uses, density codes and other land reserved for public purposes.

The City has taken a place based planning approach in preparing the Strategy to inform LPS2. The key elements of the ‘place based’ approach to planning included the following:

- Planning to achieve a holistic view and integrated outcomes for an area;
- Creating sustainable outcomes specific to particular areas and their communities;
- Creating community commitment and capacity; and
- Ensuring community and stakeholder involvement and ownership in the process.

The Strategy intends to and informs the preparation of local planning policies that are adopted pursuant to LPS2, in particular the Precinct Policies for each of the place-based areas of Vincent.

### 1.1.2 POLICY DEVELOPMENT

This Precinct Policy is a Local Planning Policy that has been prepared under the provisions of schedule 2, Part 2, Clause 4 of the Planning and Development (Local Planning Schemes) Regulations 2015.

### 1.1.3 RELEVANT DELEGATIONS

16.1.1 Determination of various applications for development approval under the City’s Local Planning Scheme.

### 1.1.4 PURPOSE

The purpose of this Policy is to guide development within the public and private realms of the PDPF area.

### 1.1.5 RELATIONSHIP TO OTHER INSTRUMENTS

#### R-Codes VOLUME 1

Where there is an inconsistency between this Policy and the R-Codes Volume 1, this Policy prevails to the extent of any inconsistency.

As contemplated by clause 7.3.1 of the R-Codes Volume 1, the Deemed-to-Comply criteria and Local Housing Objectives in this Policy replace or augment the equivalent Deemed-to-Comply and Design Principle provisions of the R-Codes - Volume 1.

#### R-Codes VOLUME 2

Where there is an inconsistency between this Policy and the R-Codes Volume 2, this Policy prevails to the extent of any inconsistency.

The Acceptable Outcomes in this Policy augment or replace the Acceptable Outcomes in the R-Codes Volume 2

While addressing the Acceptable Outcomes is likely to achieve the Element Objectives and Policy Objectives, they are not deemed-to-comply standards and applicants will need to demonstrate that the Element Objectives and Policy Objectives are addressed, to the satisfaction of the City.

Development may satisfy these objectives by alternative means or solutions.

Clause 4.5 of this Policy summarises the relationship between specific design elements addressed in the Policy and the R-Codes – Volume 2.

#### OTHER LOCAL PLANNING POLICIES

Where there is conflict between this Policy and any other Local Planning Policy of the City, this Policy prevails to the extent of any inconsistency.





## 1.2 POLICY PROVISIONS

### 1.2.1 DEFINITIONS

<b>Active Frontage</b>	A ground floor space where there is visual and physical engagement between those in the street and those on the ground floors of buildings.
<b>Adjoining Property</b>	Any lot which shares a boundary or portion of a boundary with a lot on which there is a proposed residential development site or is separated from that lot by a right-of-way, vehicle access way, pedestrian access way, access leg of a battleaxe lot or the equivalent not more than 6m in width.
<b>Articulation</b>	Architectural composition in which elements and parts of the building are expressed logically, distinctly, and consistently, with clear joints. For the purposes of this Policy articulation refers to points within a dwelling that clearly distinguish one part of the dwelling from another, such as setback between the ground and upper floors and indentations or 'breaks' within building walls.
<b>Awning</b>	A roof like structure attached to a building to provide shelter.
<b>Building Height</b>	As per the R-Codes Volume 1.
<b>Canopy Coverage</b>	Land area covered by tree crowns (branches, leaves, and reproductive structures extending from the trunk or main stems) from trees located within the subject site, excluding any area that falls within an adjoining privately owned lot.
<b>Character</b>	The defining features of a place, including scale, materiality, style or repetition.
<b>Climate Moderation Devices</b>	A structure or element which provides suitable control of internal temperature and air conditions, but does not include air conditioners.
<b>Colonnade</b>	A sequence of columns, covered or open, free-standing or part of a building.
<b>Dedicated Road</b>	A road which has been committed to public use in accordance with the <i>Land Administration Act 1997</i> .
<b>Deemed Provisions</b>	Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015.
<b>Deep Soil Area</b>	As per the R-Codes Volume 2.
<b>External Fixtures</b>	As per the R-Codes Volume 1.
<b>Fine Grain</b>	Detailed urban elements including: spacing of facades distinguishing uses; and detailed materials in a facade or streetscape.



<b>Landscaping</b>	As per the R-Codes with additional clarification on “any other such area approved of by the decision-maker as landscaped area” to be defined as: Landscaped areas which are available for the use and enjoyment of the occupants, can include common and/or private open areas and recreational areas but does not include covered portions of driveways, hard paved driveways and parking areas, open air porous parking areas and driveways, or green walls.
<b>Natural Ground Level</b>	As per the R-Codes Volume 1 and Volume 2.
<b>Permanent Structure</b>	Building or development which is not temporary and cannot be easily removed, this includes but is not limited to development with footings.
<b>Planting Area</b>	An area, with a minimum soil depth and dimension of 1m that supports growth of medium to large canopy trees.
<b>Podium</b>	The base of a building upon which taller (tower) elements are positioned.
<b>Primary Street</b>	As per the R-Codes.
<b>R-Codes Volume 1</b>	Refers to State Planning Policy 7.3: Residential Design Codes Volume 1 (as amended).
<b>R-Codes Volume 2</b>	Refers to State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments (as amended).
<b>Secondary Street</b>	As per the R-Codes Volume 1.
<b>Skillion Roof</b>	A mono-pitch roof form.
<b>Soft Landscaping</b>	An area with a minimum soil depth of 300mm that contains in-ground planting, excluding removable planter boxes/pots, artificial turf, green walls and porous paving areas.
<b>Solar Absorptance</b>	The proportion of incident solar radiation that is absorbed by an external surface when exposed to the sun.
<b>Stall Riser</b>	The material installed between the windowsill and the ground in a shop front window.
<b>Storey</b>	That portion of a building which is situated between the top of any floor and the top of the floor next above it and, if there is no floor above it, that portion between the top of the floor and the ceiling above it but excludes any portion of a building used solely for car parking that is at least 50 percent below ground level.
<b>Streetscape</b>	The collective elements that contribute to a street, including architectural styles, front yards, car parking structures and access, infrastructure, footpaths, signage, street trees and landscaping and fencing and front boundary treatment.
<b>Verandah</b>	As per the R-Codes Volume 1.
<b>Visible Light Transmission</b>	Light passing directly through glass.
<b>Visually permeable</b>	As per the R-Codes Volume 1 and Volume 2.



## 02 CONTEXT

The area of West Perth known as the Pickle District is home to a diverse mix of creative industries and the Pickle District, and acts as an arts hub for broader Vincent. Its character includes iconic businesses and industrial style buildings that contribute to its distinct sense of identity and are why it is like no other place.

The following section highlights what makes the Pickle District unique, and the opportunities for improvement.

### 2.1 BACKGROUND

The PDPF area is situated in between Leederville and Northbridge. The area is bounded by Loftus Street to the west, Newcastle Street to the north, the Mitchell Freeway to the east and the Graham Farmer Freeway to the south.

It is a creative precinct, home to new and diverse creative businesses including art galleries, artist and design studios, a boutique theatre, photographic studios and creative co-op working spaces.

The area forms part of Boorloo – Noongar land belonging to the Whadjuk people of the Noongar nation.

Geographically, the area sits within a chain of wetlands of practical and spiritual significance to the Whadjuk Noongar people. It was renamed Lake Sutherland by European colonists and later drained in the 1870s and repurposed as areas for market gardening to feed Perth's growing population.

Early businesses in the area included furniture manufacturers such as Sandover & Co Furniture Factory originally located at No. 485 Newcastle Street, and Bryants woodyard/fuel merchant located on Duke Street (now Old Aberdeen Place).

Inspiration for the name 'Pickle District' comes from the vinegar brewing and pickle jam manufacturing factories in the area, which operated from around 1912. These included R.H. Masikell and CO Ltd sauce, jam and pickle manufacturers, originally located on Golding Street, later moving to No. 567 Newcastle Street.

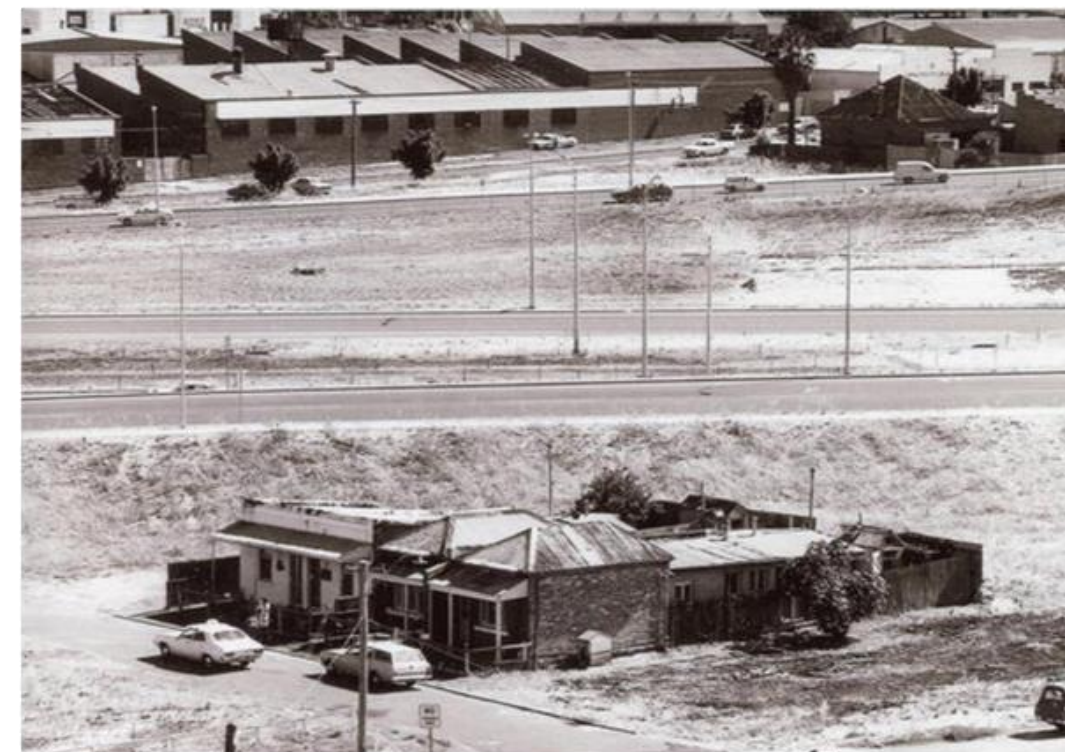
On adjacent Golding Street, Phillip Stevens started a vinegar brewery in 1920. From 1922 until at least the 1950's, No. 4 Golding Street was the home of the WA Vinegar Brewery Ltd which manufactured Flag and Safe brand vinegar products.

Construction of the Mitchell Freeway in the 1970s impacted significantly on the area, as did the decline in the domestic manufacturing sector.

West Perth including the Pickle District is now known for the historic light industrial buildings and warehouse character. The area is transforming as the buildings are repurposed with new and diverse businesses and arts organisations.



**Image:** Vinegar and pickling factories operated in the area in the 1900s, inspiring the name 'The Pickle District'. **Credit:** SLWA



**Image:** The construction of the Mitchell Fwy in the early 1970s saw the demolition of residences in Simpson Street, two of which still remain today. **Credit:** Andrew Kailis



2.1.1 PRECINCT BOUNDARY

The PDPF boundary includes the northern side of Newcastle Street, and is bound by Loftus Street, the Graham Farmer Freeway and Charles Street.

The inclusion of the northern side of Newcastle Street in the boundary creates a buffer between the residential development to the north, and the high density development that is envisaged on the southern side of Newcastle Street.

Newcastle Street, up until Loftus Street, is included within the Free Transit Zone. Including this area within the PDPF supports the improvement of the public realm and encourages use of the service.

The Leederville Precinct Structure Plan area, which includes the Leederville Town Centre, is west of the PDPF area. Loftus Street is a major road and impacts accessibility between the two areas.

LEGEND

- Precinct boundary
- Free transit zone
- 400m radius
- Leederville Precinct Structure Plan boundary



Figure 1: Precinct boundary of the PDPF area



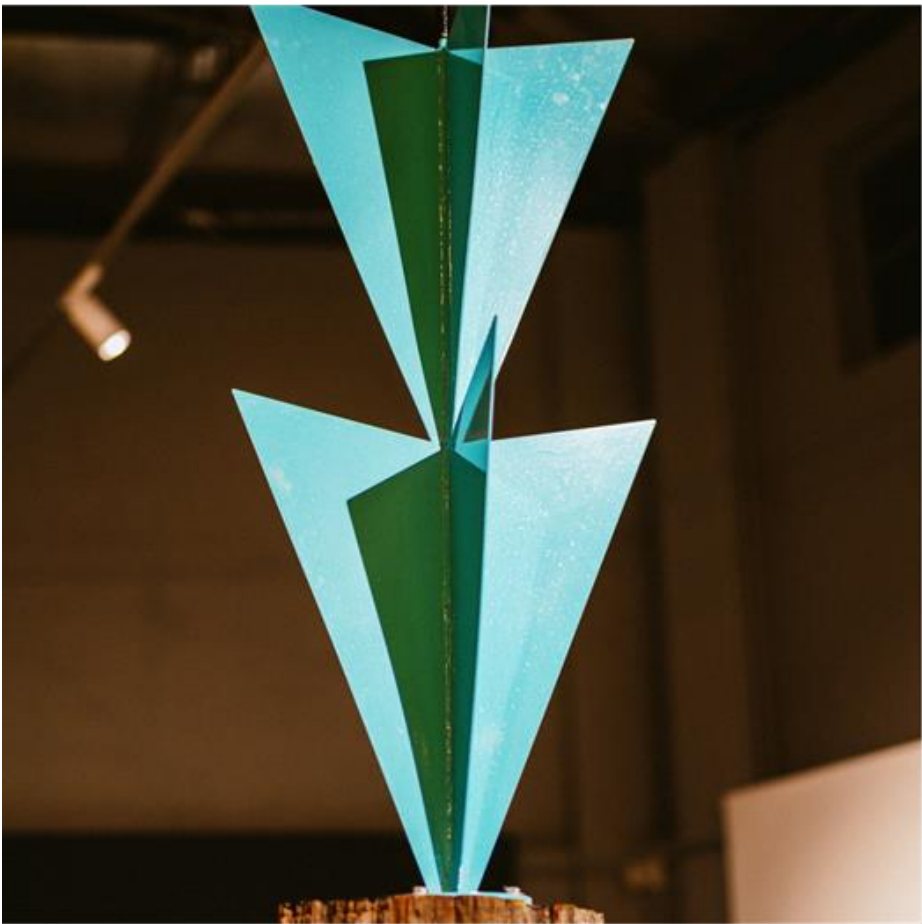
2.1.2 DEMOGRAPHICS

Data collected on the population, living and transport habits provides valuable insight into the community that inhabits the Pickle District in the City of Vincent.

The statistics on this page reflect a growing inner-city community. The population is generally young, but has a low number of children. The community is multicultural with higher rates of residents speaking languages other than English at home, and having been born overseas.

Dwellings in West Perth are generally higher density and smaller in size, with most (35.4%) having two bedrooms, compared to Greater Perth in which most (37.9%) have four bedrooms. The number of households with children remains low, but has increased since 2016.

West Perth residents have more environmentally sustainable transport behaviours than residents of Greater Perth. A high number of residents do not own a car, and travel using public transport or active modes of transport.



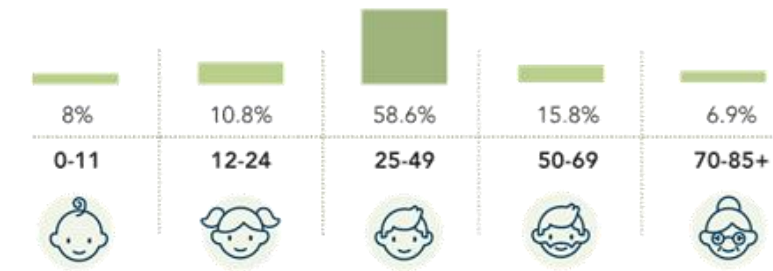
10 | City of Vincent

Community



West Perth’s population in the City of Vincent is **2,321**. This is a 5.9% increase since 2016.

The median age is **33** compared to **37 in Greater Perth**.



**39.6% of residents** were born overseas compared to **36% in Greater Perth** (UK 7.5%, India 2.3%, NZ 2.3%).

**25.4% of residents** use a language other than English at home, compared to **20.9% in Greater Perth** (Mandarin 2.8%, Italian 2.5%, Spanish 2.2%).



In City of Vincent from 2016 to 2021:  
**44.6%** of people did not change address;  
**41.2%** moved from elsewhere in Australia; and  
**8.5%** moved from overseas.  
Of those who moved within Australia, **20.9%** moved within City of Vincent.

Dwellings



The **Pickle District portion of West Perth** is mostly non-residential, with currently one singular household residing in the area.

There are **1,381** dwellings in the City of Vincent portion of West Perth. This is a 4.4% increase since 2016.

Occupancy is **87%** compared to **91.7% in Greater Perth**.

Average household size is **1.79 persons per dwelling** compared to **2.50 in Greater Perth**.



**54.1%** of dwellings are medium or high density compared to **24% in Greater Perth**.

**42.1%** of West Perth households in the City of Vincent are lone person households compared to **24% in Greater Perth**.

**15.1%** of households have children compared to **42.3% in Greater Perth**. This is a 3.6% increase since 2016.

Transport



**13.3% of residents** do not own a car compared to **4.8% in Greater Perth**.



**18.1% of residents** travel to work on train or bus compared to **8.4% in Greater Perth**.



**10.7% of residents** commute using active modes of transport compared to **2.2% in Greater Perth**.

## 2.2 KEY STAKEHOLDERS

*The future of the Pickle District is influenced by several different stakeholders including external agencies, the City and the community.*

### 2.2.1 WHAT IS THE ROLE OF EXTERNAL AGENCIES?

DEPARTMENT	RESPONSIBILITIES	RELEVANT STRATEGIES & PLANS
Federal Government	Grants and infrastructure funding	N/A
Department of Planning Lands and Heritage (DPLH)	State level land use planning and management, and oversight of Aboriginal cultural heritage matters	<p><b>Perth and Peel @ 3.5 million</b> sets out an overarching framework for the Perth and Peel region to shift to a more sustainable development pattern to accommodate a population of 3.5 million people by 2050. The City of Vincent is located within the Central Sub-Region of the framework. The framework indicates that there will be an additional 11,490 dwellings and 25,270 people in the City of Vincent by the year 2050.</p> <p><b>Metropolitan Region Scheme (MRS)</b> broadly guides the distribution of land use throughout the Perth metropolitan region by designating 'zones' and 'reserves'. The northern side of Newcastle Street is zoned 'Urban' and the southern side of Newcastle Street is zoned 'Industrial'. An amendment to the MRS to rezone the land from 'Industrial' to 'Urban' is required.</p> <p><b>State Planning Policy 4.2: Activity Centres for Perth &amp; Peel (SPP 4.2)</b> specifies requirements for the planning, design and development of new activity centres, and the redevelopment and renewal of existing centres in Perth and Peel. The section of West Perth that is south of Newcastle Street, the Pickle District, forms part of the Capital City. The main role of the Capital City is to provide the most intensely concentrated development in the region. It has the greatest range of high order services and jobs, and the largest commercial component of any activity centre.</p> <p><b>State Planning Policy 5.4: Road and Rail Noise (SPP 5.4)</b> seeks to minimise the adverse impact of road and rail noise on sensitive land uses or developments within a specified distance of significant freight and traffic routes. The PDPF area is significantly affected by 'Other significant freight or major traffic route', 'Strategic freight or major traffic route' and the 'Metropolitan passenger railway'.</p> <p><b>State Planning Policy 7.3: Residential Design Codes (R-Codes)</b> control the design of most residential development throughout Western Australia. The R-Codes aim to address emerging design trends, promote sustainability, improve clarity and highlight assessment pathways to facilitate better outcomes for residents.</p> <p><b>State Register of Heritage Places</b> is a statutory list of places that represent the story of Western Australia's history and development. Places included in the State Register include buildings, structures, gardens, cemeteries, memorials, landscapes and archaeological sites. There are no state registered heritage places within the PDPF area.</p>
Main Roads WA (MRWA)	Management of Primary Distributor roads across the state of Western Australia. This includes Charles Street, the Mitchell Freeway and Graham Farmer Freeway	<ul style="list-style-type: none"> <li>• Central Area Transport Plan;</li> <li>• Perth and Peel @ 3.5 Million;</li> <li>• Transport @ 3.5 Million; and</li> <li>• Policy for Cycling Infrastructure (2000).</li> </ul> <p>For further context, refer to Vincent's Accessible City Strategy.</p>



Department of Transport (DoT)	Working collaboratively with local government to develop strategic cycling networks for the region and providing grant funding for implementation of Western Australian Bicycle Network (WABN) routes	<ul style="list-style-type: none"><li>• Central Area Transport Plan;</li><li>• Perth Parking Management Area (PPMA);</li><li>• Public Transport for Perth in 2031;</li><li>• Perth and Peel @ 3.5 Million;</li><li>• Transport @ 3.5 Million; and</li><li>• WA Bicycle Network.</li></ul>
Water Corporation WA	Management of water supply in Western Australia.	<ul style="list-style-type: none"><li>• State Planning Policy No.3 – Urban Growth and Settlement; and</li><li>• Review of Local Planning Schemes and Strategies as they are amended.</li></ul>
Neighbouring Local Government Authorities	Working collaboratively to ensure strong connections between localities	<ul style="list-style-type: none"><li>• Various Planning Schemes;</li><li>• Transport and Urban Design plans and policies; and</li><li>• Parking approaches.</li></ul>



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## 2.2.2 WHAT IS THE ROLE OF THE CITY?

The City are the key point of contact for our community. The City are responsible for balancing the needs of residents, schools, community groups and local businesses with legislative requirements and an established strategic direction.

The City has authority over a series of localised infrastructure within the public realm including, but not limited to, local streets, footpaths, shared paths and cycle infrastructure, and street furniture including street lighting.

The City also have the ability to influence development outcomes within the private realm through land use planning, zoning regulations, and built form requirements. This can have a significant impact on the physical and economic outcomes of an area.

Advocating to State Government bodies will continue to be an important role for the City as we continually strive to influence outcomes that are beyond our control.







Vincent plays a critical role in attracting and retaining businesses and industries within areas. By offering incentives that benefit the community, there is opportunity to create well designed and thriving places that meet the needs of its current and future residents, business owners and visitors.

## STRATEGIC CONTEXT

All local governments are required to have a plan for the future. This takes the form of a Strategic Community Plan (SCP), an overarching document informed by extensive community consultation. It sets the strategic direction for the entire organisation and is supported by a number of informing strategies and plans. One of these is the PDPF. The vision for the City of Vincent has been agreed as:

*"In 2028, The City of Vincent is a leafy vibrant 24-hour city, which is synonymous with quality design and sustainability. Its diverse population is supported in their innovative endeavours by a council that says YES!"*

The relationship between the Guiding Principles of the SCP and the PDPF are highlighted below:

GUIDING PRINCIPLE	SCP INTENT	APPLICATION TO THE PDPF
 <b>ENHANCED ENVIRONMENT</b>	The natural environment contributes greatly to our inner-city community. We want to protect and enhance it, making best use of our natural resources for the benefit of current and future generations.	<ul style="list-style-type: none"> <li>Provide guidance to maximise on-site landscaping.</li> <li>Identify opportunities for public open space, or cash-in-lieu of public open space.</li> <li>Seek opportunities in the public realm for planting.</li> </ul>
 <b>ACCESSIBLE CITY</b>	We want to be a leader in making it safe, easy, environmentally friendly and enjoyable to get around Vincent.	<ul style="list-style-type: none"> <li>Enforce maximum parking ratios in line with the Perth Parking Policy.</li> <li>Analyse and improve cycle routes.</li> <li>Improve pedestrian experience through built form and canopy coverage.</li> </ul>
 <b>CONNECTED &amp; HEALTHY COMMUNITY</b>	We are a diverse, welcoming and engaged community. We want to celebrate what makes us unique and connect with those around us to enhance our quality of life.	<ul style="list-style-type: none"> <li>We engaged with the local community, businesses and the Town Team throughout the development of this framework.</li> <li>Encourage community spaces within new development.</li> <li>Encourage inclusive and accessible development beyond the minimum requirements of the Building Codes Australia.</li> </ul>
 <b>THRIVING PLACES</b>	Thriving Places are integral to our identity, economy and appeal. We want to create, enhance and promote great places and spaces for everyone to enjoy.	<ul style="list-style-type: none"> <li>Encourage local and small businesses.</li> <li>Require development outcomes that enhance the public and private realms.</li> <li>Identify opportunities to improve the pedestrian experience within the private and public realms.</li> <li>Encourage public art and activation.</li> </ul>
 <b>SENSITIVE DESIGN</b>	Design that 'fits in' to our neighbourhoods is important to us. We want to see unique, high quality developments that respect our character and identity and respond to specific local circumstances.	<ul style="list-style-type: none"> <li>Built form provisions encourage attractive and diverse development in line with the community vision.</li> <li>Built form character and heritage is protected and enhanced.</li> <li>Support quality design, sustainable urban built form and is responsive to the community and local context.</li> <li>Encourage more people living in, working in, or enjoying the area.</li> </ul>
 <b>INNOVATIVE &amp; ACCOUNTABLE</b>	We have a significant role to play in supporting our community to realise its vision. To achieve this, we will be an innovative, honest, engaged and responsible organisation that manages resources well, communicates effectively and takes our stewardship role seriously.	<ul style="list-style-type: none"> <li>Engage with the community so they are involved in the development of this framework.</li> <li>Enable consistent and transparent decision making in line with its strategic vision.</li> </ul>

## INTEGRATED PLANNING AND REPORTING FRAMEWORK:

Local Governments are required to plan for the future in accordance with section 5.56 (1) of the *Local Government Act 1995* (Act). The Integrated Planning and Reporting Framework (IPRF) provides an integrated approach to planning and ensures community priorities and aspirations are translated into operational objectives by the City.

The IPRF incorporates the City's current SCP and Corporate Business Plan (CBP) and creates a clear vision for the future, including financial implications of the City.

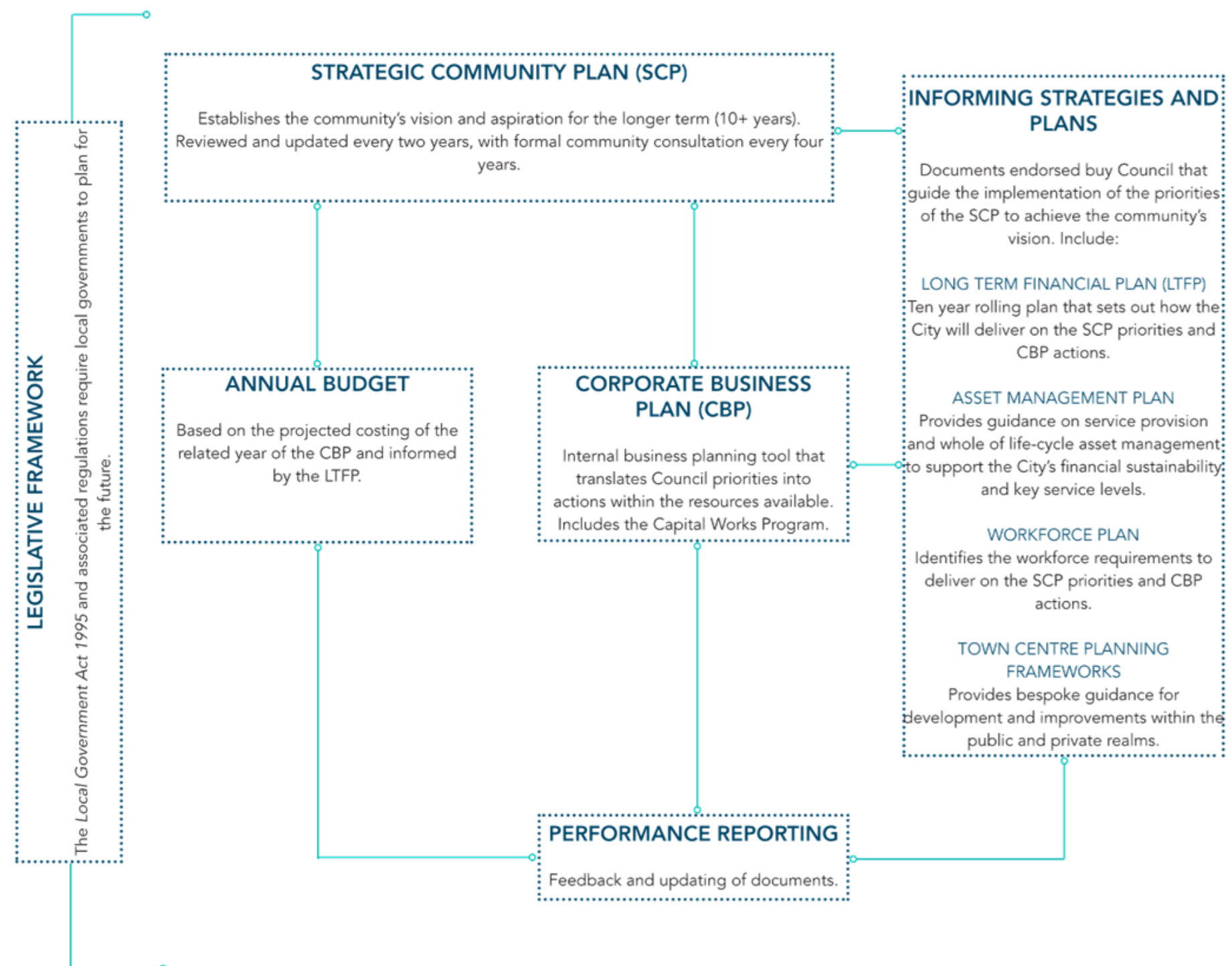
The CBP is an internal business planning document that translates the Council's priorities, as set out in the SCP, into outcomes within the resources available to the City. The CBP is a rolling four-year plan that informs the annual budget and is reviewed and updated annually in order to ensure it aligns with the City's Long-Term Financial Plan (LTFP).

The PDPF includes guidance for future improvements to the Private and Public Realm.

Part 4 - Private Realm exists in the built form and land use. This section articulates the preferred design outcomes for the precinct area by providing design guidance. The principles are to guide contemporary built form and deliver a wide range of outcomes through new development and urban renewal.

Part 5 - Public Realm takes the form of a Place Plan. This section provides a filter for the place-based initiatives within the City's suite of informing strategies and plans, and directly informs the Corporate Business Plan.

The role of the Planning Framework within the City of Vincent IPRF is illustrated adjacent.





### 2.2.3 WHAT IS THE ROLE OF THE COMMUNITY?

The community helps to establish the strategic direction of the City of Vincent through the SCP. The SCP outlines the vision for the City and provides guidance for how planning, budgeting, resource allocation and service delivery should occur.

The SCP is divided into six Priority Areas and related outcomes and actions. Plans and strategies developed by the City must show alignment with the SCP pillars and are typically advertised for public comment and brought before the City's Council of Elected Members, who have an important policy-making function and advocate for community members.

Our community has determined that the Pickle District should retain its built form character and continue to grow its identity as an arts hub as it enters into a phase of redevelopment. Density should be increased with the provision of varied and inclusive residential offerings, high quality design and architecture, public outdoor spaces and increased planting.

The wider West Perth community are an engaged group that care about built form, particularly regarding heritage and character, connectivity and traffic.

The vast majority of the PDPF area community are businesses. In recent years a number of arts and cultural businesses such as galleries, art studios, co-working and event spaces have moved into the area and the precinct has emerged as an inner city arts precinct. This has been further boosted by The Pickle District Town Team, formed by a number of local creative businesses in 2018. The town team aim to engage with the community to make the precinct a vibrant pocket of Perth, and have become well known for their annual after dark art crawl where local creatives collaborate to put on the event.

As a community, there is the opportunity to be involved in defining the vision for the Pickle District and the projects located within the precinct through community and stakeholder engagement conducted by the City. The opportunity also exists to make behavioural changes to support the vision and goals of this framework, such as opting for active or public modes of transport where possible and supporting the local businesses, particularly the creative industries.

Further outlined in section 05 The Public Realm - Place, the community also has the opportunity to engage in particular initiatives such as the design of public open space, community activations and public art procurement.







## 2.3 WHERE ARE WE NOW?

A series of investigations to identify the strengths, weaknesses, opportunities and threats (SWOT) associated with the existing development, land use, connectivity, culture, and public realm outcomes of the area.

This includes:

- Comprehensive desktop analysis, considering the history of area, and what is happening now;
- Review of statutory frameworks, strategies, policies and plans that impact the area;
- Site visits with all relevant areas of administration and external stakeholders; and
- Site and context mapping analysis.

The SCP priority areas guided the context review. The following analysis provides an overview of the current context of the PDPF area and has allowed a SWOT analysis to be developed and therefore includes key recommendations for the PDPF.



2.3.1 ENHANCED ENVIRONMENT

Vincent’s Greening Plan seeks to achieve 20 percent canopy coverage throughout Vincent by 2050. This can only be achieved through year on year increases to canopy coverage within the public and private realms. However the PDPF area provides little contribution to Vincent’s urban canopy.

Sutherland Reserve and the area adjacent to Old Aberdeen Place are well planted and contain significant trees. However, both parcels of land are not recognised as public open space due to the their zoning under the MRS and LPS2.

Newcastle Street is lined with trees however the aboveground power lines impact the extent of canopy that is provided by those trees.

Redevelopment of sites will create opportunity for greater deep soil area and canopy coverage within the public and private realms.

Ceding land for public open space or paying cash-in-lieu of public open space will improve the amenity of, and increase the amount of public open space within the locality.

Opportunities for on-structure planting should be considered to further increase the amount of landscaping within the precinct area.

LEGEND

- TREES OF SIGNIFICANCE
- FORMAL AND INFORMAL TREES
- PUBLIC OPEN SPACE
- UNSHADED FOOTPATHS
- 400 METRE RADIUS
- TOWN CENTRE / PRECINCT BOUNDARY



Figure 2: Canopy coverage and public open space within the PDPF area



2.3.2 ACCESSIBLE CITY

The PDPF area is in close proximity to Perth CBD and Leederville Town Centre. It is provided with free public transit along Newcastle Street up until Loftus Street. It also sits within the Perth Parking Management Area (PPMA) with the PPMA Policy restricting the number of car bays that can be provided within the PDPF area.

Access to the Graham Farmer Freeway is provided via Loftus Street and the Mitchell Freeway. The on-ramp from these roads is directly south of the PDPF area. Vehicles heading east along the Loftus Street connection can exit into the area. Changes to this intersection are recommended to improve pedestrian safety.

The area provides cycle access via:

- Primary cycle route 3,279: runs adjacent to the freeway, connects destinations of regional importance, and is for medium and long distance commuting.
- Secondary route 4,509: runs along Loftus Street. It provides connectivity between primary routes and major activity centres including those within Vincent.
- Local route 3,231: runs along Golding Street. It provides critical access to higher order routes, local amenities and recreational spaces. It is a 'Safe Active Street' and prioritises cyclists.

The area is accessible via an off road path/Principal Shared Path (PSP). There is further opportunity to improve access to and from the area by:

- Creating a connection between Drummond Place and Loftus Street for people walking and riding;
- Introducing an east-west riding route along Drummond Place and Old Aberdeen Place that connects with the existing PSP;
- Improving activation of the area with improved wayfinding; and
- Enhancing the streetscape with street trees, furniture, footpaths and landscaping to facilitate further activation of the area.

All improvements that support active and public transport improve the areas and mitigate the need for excess parking within it.

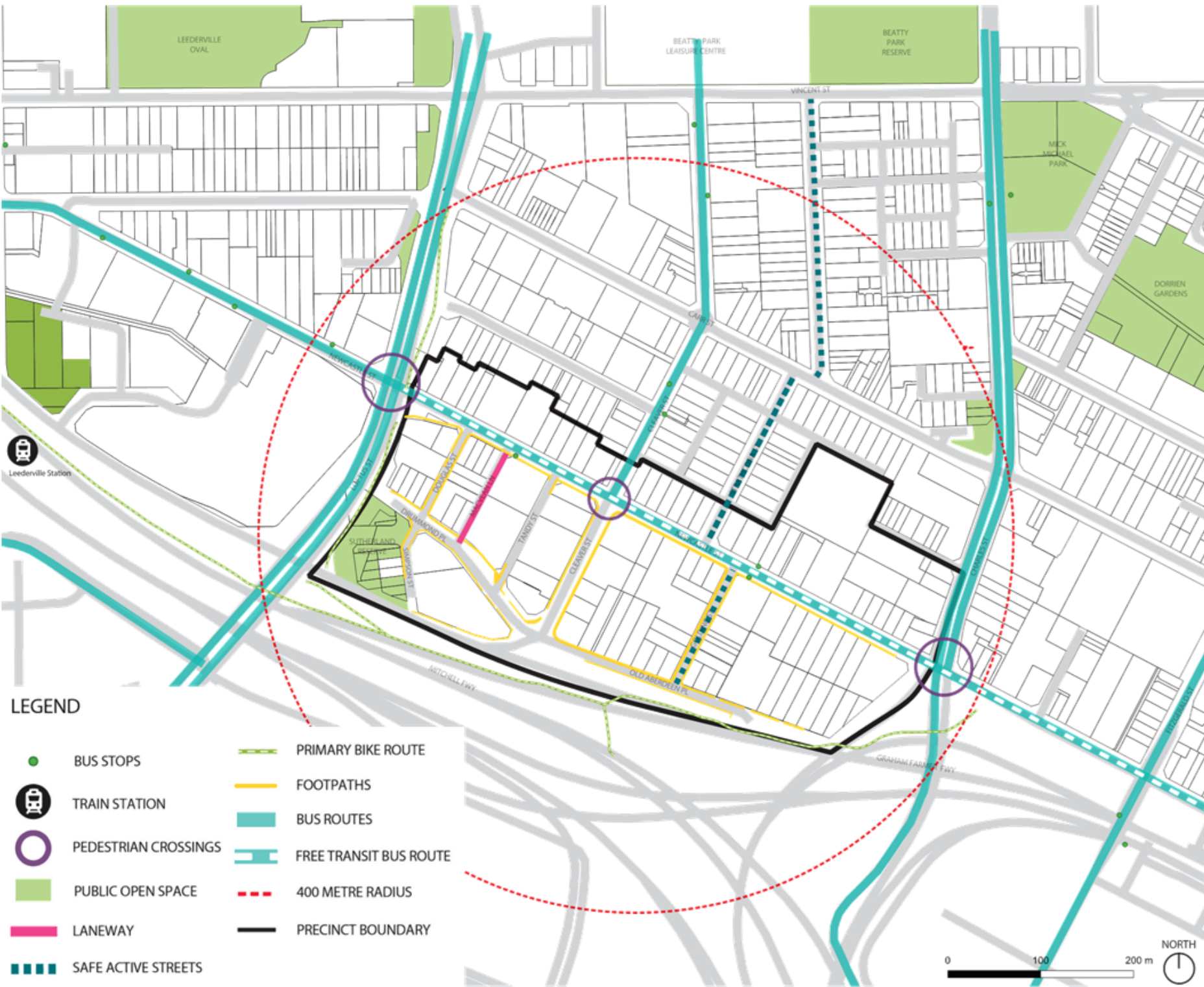


Figure 3: Accessibility within and throughout the PDPF area



2.3.3 CONNECTED COMMUNITY

There is a strong sense of community within the PDPF area, which includes the Pickle District Town Team, and passionate residents who live north of Newcastle Street. Both groups have on numerous occasions advocated for protecting the arts and culture that lives within it.

More places for arts and culture are encouraged, along with new public or privately owned buildings that support community initiatives and events.

The community recognises that a mix of residential and non-residential development is required to support the economic growth in the area, and development incentives could be used to create the desired community benefit.





2.3.4 THRIVING PLACES

The area south of Newcastle Street is zoned Commercial under LPS2. This has led to a large number of industrial and commercial land uses and day-time vibrancy within this area.

Many of the current land uses fall within the creative arts industry and support the community events that are run by the Pickle District Town Team.

There are some safety concerns within the area. This can be alleviated through the introduction of a greater mix of land uses that support the arts culture, night-time economy, and activated frontages.

Development incentives can support improvements to the area through initiatives such as lighting, seating, and support of the creative arts industry.

Newcastle Street North is predominately zoned Mixed-use R160 under LPS2. There has been little redevelopment over the years and the streetscape represents its historic built form with large street setbacks and limited street activation.

New development should be located closer to the street and provide activation through built form outcomes and appropriate land uses.

LEGEND

- OPEN SPACE
- SPORT FACILITIES
- COMMUNITY SERVICES
- EDUCATION
- ARTS, CULTURE, ENTERTAINMENT
- COMMERCIAL
- INDUSTRIAL
- HOSPITALITY

- ACTIVE FRONTAGES
- PASSIVE FRONTAGES
- POOR FRONTAGES
- PUBLIC OPEN SPACE
- 400 METRE RADIUS
- PRECINCT BOUNDARY



Figure 4: Activation and places of interest within and adjacent to the PDPF area



2.3.5 SENSITIVE DESIGN

Currently, the PDPF area is significantly underdeveloped and predominantly comprises of single or two storey buildings.

The City's Local Planning Strategy has highlighted this area for urban growth and regeneration. There are many lots under single ownership creating opportunity for more efficient and creative use of the land.

The community and other key stakeholders have had significant influence over the vision of the area. Their sentiments are captured throughout the Framework.

To uphold the vision and deliver the desired outcomes of this Framework a MRS and LPS2 Amendment are required to support the future intent of the PDPF.

The City will continue to work closely with the DPLH and other relevant stakeholders to progress the MRS amendment to rezone the area south of Newcastle Street from 'Industrial' to 'Urban'.

Subsequently, the City will amend its LPS2 to rezone the area south of Newcastle Street from 'Commercial' to 'Mixed use'.

LEGEND

8 STOREYS

6 STOREYS

3 STOREYS

2 STOREYS

1 STOREY

V

VACANT

PUBLIC OPEN SPACE

SOLE OWNERSHIP LOT

400 METRE RADIUS

PRECINCT BOUNDARY



Figure 5: Existing built form and development potential of th PDPF area



2.3.6 INNOVATIVE AND ACCOUNTABLE

The creation of a new planning framework that is bespoke to the area, guides development in line with the community's vision, and creates actions to address barriers demonstrates Vincent's desire and ability to be an innovative and accountable local government.





## 2.4 STAKEHOLDER ENGAGEMENT

Stakeholder engagement was undertaken in the drafting of the PDPF. This has allowed the Framework to be developed in line with both the context analysis undertaken and feedback received.

### 2.4.1 COMMUNITY ENGAGEMENT

The preparation of the PDPF included significant consultation with the wider West Perth community. Several consultation methods contributed to its development.

- A survey was posted on Imagine Vincent, running for the duration of the consultation period.
- A visioning workshop was held on Monday, 12 December 2022.
- A design workshop was held on Thursday, 16 February 2023.

Each engagement method sought to build upon the information obtained from the previous method. The key themes identified through consultation are as follows.

#### What the community wants to see:

- Creative arts land uses and public art;
- Day and night time economy;
- Fine grain public realm;
- Industrial character mixed with contemporary development; and
- Outdoor spaces and trees.

#### What the community doesn't want to see:

- Traffic and parking issues;
- Franchises or major corporations;
- Loss of character;
- Loss of the arts precinct;
- Poor pedestrian amenity.

#### Where height should be located:

- Height was generally accepted but significant height should be located closer to the freeway; and
- Key development sites should be included in the framework.

#### What the public and private realm should look like:

- There was overall agreement that there was no particular style that should be encouraged, but development should embrace good design principles;
- Existing buildings should be retained or reused where possible (i.e. the Pickle Factory);
- There is a desire for creative land uses to be protected and prioritised within the area; and
- Improved landscaping and Environmentally Sustainable Design outcomes.





2.4.2 TECHNICAL STAKEHOLDER ENGAGEMENT

The following comment was provided from various technical stakeholders:

Design Review Panel

The Design Review Panel provided technical advice on 12 October 2022 and 22 March 2023.

Their advice considered outcomes of the community engagement activities, and highlighted areas of improvement within the public and private realms. The advice is incorporated throughout the Framework.

Water Corporation

Based on the PDPF’s proximity to the Perth CBD, the Leederville train station, the freeway and a broad range of local services and amenities, it appears to be well located and suitable for more intensive land development and a wider range of land uses.

Redevelopment of the area will place demands on the local networks that will be in excess of their design capacity. More detailed water and wastewater planning needs to be undertaken to determine the extent and location of required network upgrades.

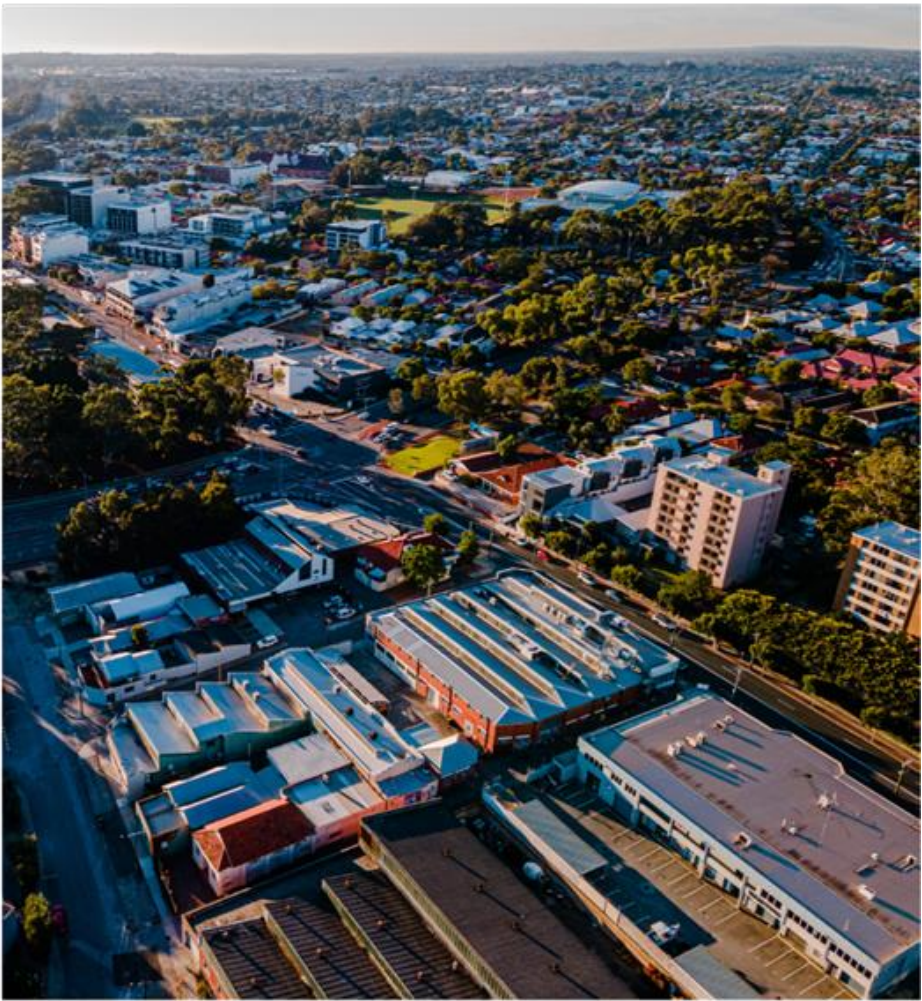
Main Roads WA

It is imperative that local governments and relevant state agencies look at the impact this zoning may have on the Mitchell Freeway and surrounding road networks. The Mitchell Freeway/Loftus Street Interchange is currently deemed as being built to ultimate design. However, with the probable increased demand on the transport network generated by the proposed zoning amendment, it will need to be determined by the DoT whether any further bridge crossings of the Freeway at this location are likely to occur (i.e. Light Rail or pedestrian crossing). Should any further crossing be deemed likely, then further land reservation will be required, probably in the north-east quadrant of the intersection of the Mitchell Freeway and Loftus Street.

Servicing Reports

A dial before you dig request was generated. Key service providers within the precinct provided information regarding services and utilities within the area.

For further information, see Appendix 2.



2.4.3 DID WE GET IT RIGHT?

TO BE DRAFTED FOLLOWING ADVERTISING OF THE DRAFT PDPF AND INCLUDE CONSULTATION RESULTS FROM THE FORMAL CONSULTATION PERIOD.



# 03 WHERE DO WE WANT TO BE?

## 3.1 VISION

After establishing where we are now, it was determined what our major opportunities and threats would be in the future. Community consultation reinforced what we found and reaffirmed the findings of the SCP major review undertaken in 2021/22. The resulting vision for the Pickle District is as follows:

*South of Newcastle Street is the Pickle District and the heart of West Perth. It is a vibrant hub of art, culture, and entrepreneurship. The district’s identity is grounded in its unique character and versatile land uses, catering to creative makers and innovative businesses alike. High-quality, inclusive residential developments are integrated with the creative industries that will flourish here. Every building will be a testament to great design and architecture, reflecting the high standards we set for ourselves and our community.*

*North of Newcastle Street connects the Pickle District to its surrounds. It provides a mix of land uses that are sympathetic to the adjoining low and medium density residential development. The public realm is a pleasant environment for pedestrians who utilise the free public transport or are actively transitioning to other places of interest.*

*A visual artist interpretation of the Community’s Vision is demonstrated on the following page.*

## 3.2 DEVELOPMENT OBJECTIVES

The development objectives are drawn from conversation with the community and underpin the vision for the precinct. The objectives articulate the desired outcomes for development and support the urban renewal of the precinct.

Where development does not meet the acceptable outcomes, the development should be assessed against these objectives.

1. Enhance the creativity and uniqueness that lives within the precinct.
2. Invest in the community through opportunities that create inclusiveness, social interaction and connectedness.
3. Foster existing development, each with a distinctive character and sense of place.
4. Contribute to Vincent’s green network by increasing green spaces and planting appropriate vegetation that will mitigate the urban heat island effect.
5. Deliver human-scale places with furniture, landscaping, activation, and public art.
6. Design places with fine grain and three dimensional detail that is visually interesting when viewed up close, where it matters most.
7. Implement sustainable and accessible transport initiatives, with greater emphasis and provision for walking, cycling, and public transport use.
8. Incentivise innovative and sustainable design that respects people, place and the planet.
9. Retain existing buildings (where appropriate) to maintain the industrial feel and be creative in the ways in which buildings are re-used and activated.

## 3.3 SUB-PRECINCT STATEMENTS OF INTENT

The PDPF area is made up of five sub-precincts shown in Figure 6, each with its own statement of intent. The Statements of Intent describe the importance of this area and what its contribution to the precinct should look like.

### 1. NEWCASTLE STREET NORTH

Newcastle Street serves as a vital link between the PDPF area, Leederville to the east, and Perth City via the long-term cycle network. To facilitate this connection, new development on the northern side of Newcastle Street should prioritise the enhancement of pedestrian amenity. This can be achieved through the provision of safe and convenient access and egress points, an abundance of shade trees, and the implementation of landscaped verges, upgraded footpaths, continuous awnings, and active frontages. Additionally, the existing roadway environment should be softened through the introduction of landscape treatments to create a more inviting and pleasant pedestrian experience.

It’s important that any new developments are complementary to the adjacent residential properties to the north. As such, the land use mix and built form should be carefully considered to ensure a harmonious coexistence.

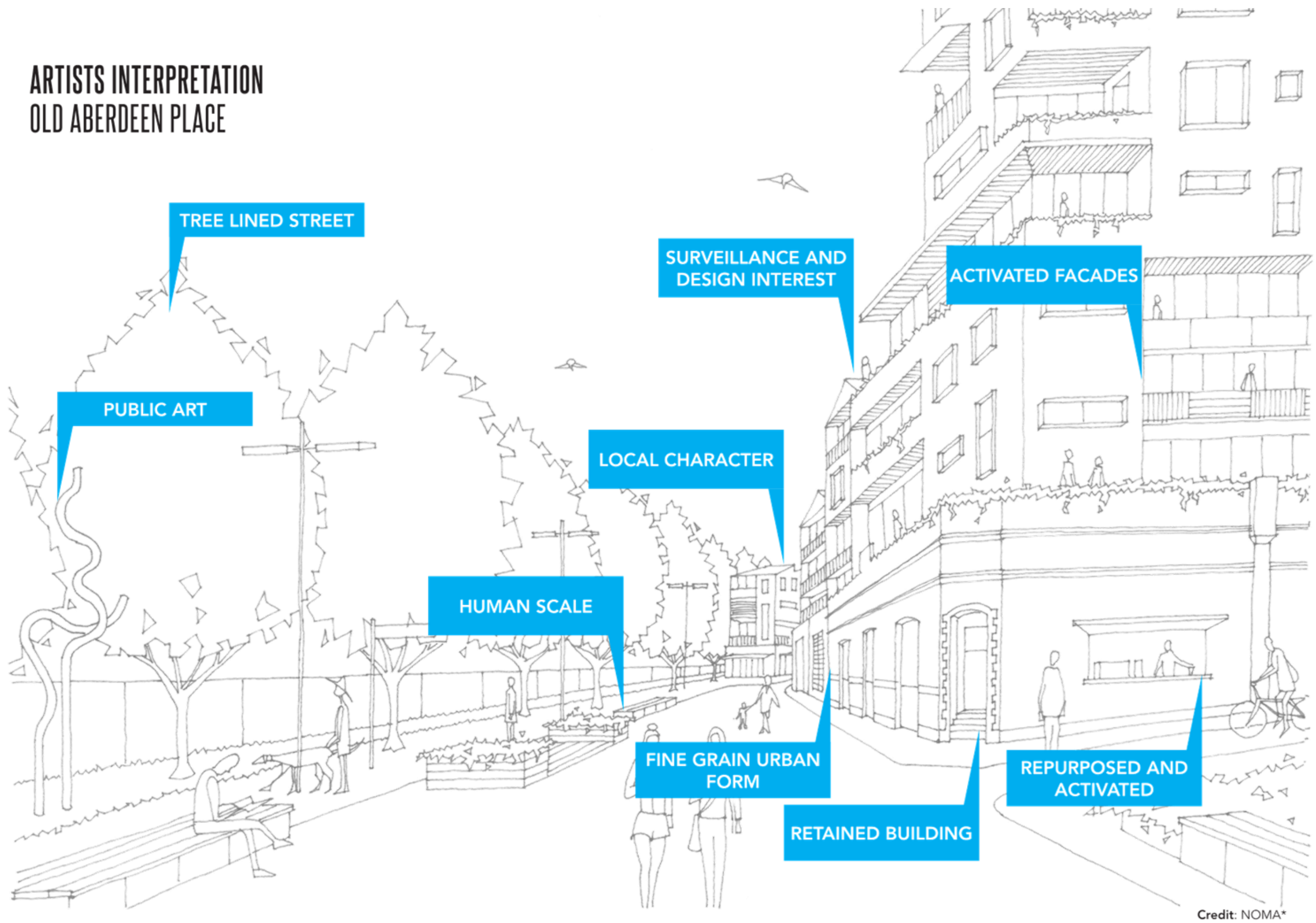
### 2. CITY MOTORS SITE

This is a key development site for this precinct. Its location allows for a significant height increase, with ample space to create a public open area that will add to the community’s amenity.

A variety of land uses including boutique retail, food and beverage offerings, bars, businesses, space for art and culture, and music are incorporated into a high-quality environment, drawing people in from within and beyond West Perth. By providing high quality pedestrian amenity and connection to the remainder of the precinct, people will be able to explore the arts and creative culture that lives within it.

The existing development on the site comprises the Old Pickle Factory, unique roof forms, and a variety of colours, materials, and textures. New development should retain and celebrate these historic buildings and character elements that make the area different to any other in Vincent.

ARTISTS INTERPRETATION  
OLD ABERDEEN PLACE





3. NO. 1 & 15 DRUMMOND PLACE

This is a key development site for the precinct. Its location allows for a significant height increase, with opportunity to enhance the pedestrian link between the precinct and Leederville.

New development will focus on the pedestrian experience by enhancing walkability, safety, and accessibility to the area. This may include measures such as creating wider sidewalks, active land uses, lighting, and benches. The development facing Simpson Street will be sympathetic to low density development and seek to mitigate adverse impacts with respect to access to natural sunlight and ventilation, privacy and built form.

4. SIMPSON STREET

Simpson Street comprises two residential style buildings and adjoins vacant state government owned lots, which currently function as public open space.

It is envisaged these sites will become part of the public open space that adjoins them.

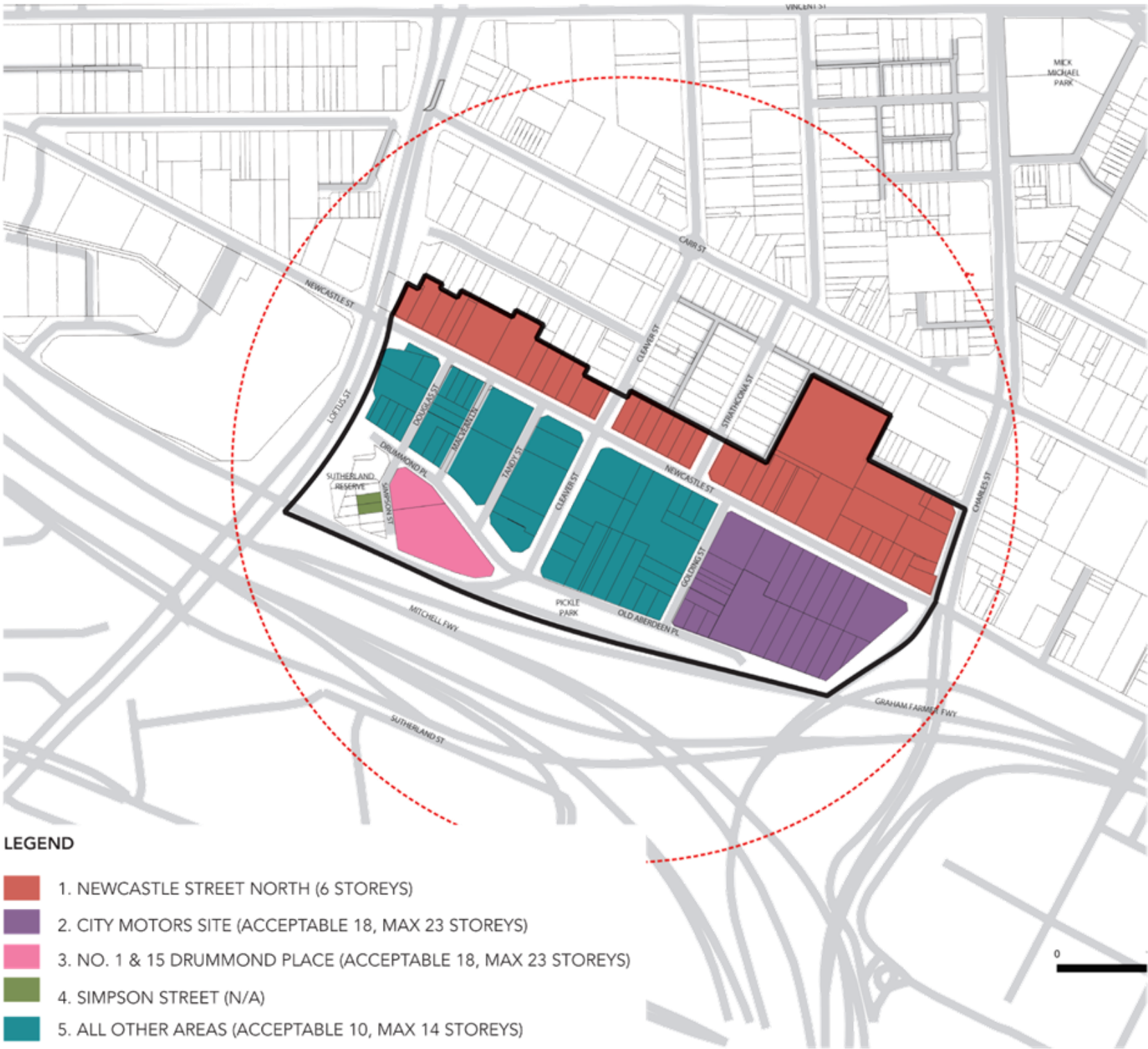
5. ALL OTHER AREAS

It is intended this precinct will provide visitors with an immersive experience that celebrates the vibrant and imaginative spirit of the area. The newly upgraded path on Drummond Place and access from Newcastle Street will act as gateways to this unique space, inviting people to explore and discover the dynamic range of land uses on offer.

This precinct will be a hub of creativity, with dedicated spaces for creators and makers to showcase their talents. The existing industrial services that thrive within the area will also be integrated into new development, creating a rich and diverse tapestry of activity.

To further enhance the visitor experience, interesting laneways will be woven throughout the sites, connecting adjacent streets and providing visually captivating spaces for pedestrians to wander through. These laneways will also be utilised for events and activations, further activating the area and creating a sense of community.

While development will embrace modern architectural elements, the mix of buildings will pay homage to the existing character of the area. Careful consideration will be given to ensure that these elements are integrated in a tasteful and respectful manner, creating a seamless blend of old and new.



- LEGEND**
- 1. NEWCASTLE STREET NORTH (6 STOREYS)
  - 2. CITY MOTORS SITE (ACCEPTABLE 18, MAX 23 STOREYS)
  - 3. NO. 1 & 15 DRUMMOND PLACE (ACCEPTABLE 18, MAX 23 STOREYS)
  - 4. SIMPSON STREET (N/A)
  - 5. ALL OTHER AREAS (ACCEPTABLE 10, MAX 14 STOREYS)

Figure 6: Sub-precinct areas



# 04 THE PRIVATE REALM

This section articulates the preferred design outcomes for the PDPF area by providing design guidance for development within the private realm.

The principles are to guide contemporary built form and deliver a wide range of outcomes through new development and urban renewal.

Applicants are encouraged to engage with the City’s Officers and Design Review Panel as early as possible to obtain feedback on proposals. The role of the City and Design Review Panel is to provide guidance on whether the development is meeting these principles of good design, the Vision, Objectives, and the Statements of Intent (described above).



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## TEN PRINCIPLES OF GOOD DESIGN

- Context and Character** – Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.
- Landscape Quality** – Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.
- Built Form and Scale** – Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.
- Functionality and Build Quality** – Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.
- Sustainability** – Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.
- Amenity** – Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.
- Legibility** – Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.
- Safety** – Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.
- Community** – Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.
- Aesthetics** – Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.



4.1 LAND USES

Development should focus on creative, cultural, educational and entertainment activities that complement existing activities, whilst enhancing streetscape activation and creating places for interaction. Small and independent businesses are strongly encouraged to operate within the area.

When considering development applications for land uses that require approval, the decision maker shall have regard to the vision and objectives of the PDPF, and the objectives and provisions of LPS2.

The following table contains example land uses and activities that are preferred and can be contemplated.

Preferred uses are land uses which are considered to contribute to the precinct’s Vision and Sub-precinct Statements of Intent.

Contemplated uses are land uses which are considered suitable if it can be demonstrated the land use will not detract from the precinct intent and the locality’s amenity. The contemplated land uses should be coupled with the preferred uses.

Uses and activities that are not listed below may be considered inconsistent with the precinct development intent. They should be assessed against the Vision and Statements of Intent within this framework, the City’s LPS2 and the Planning and Development (Local Planning Schemes) Regulations 2015.

PRECINCT	PREFERRED USES	CONTEMPLATED USES
All Precincts south of Newcastle Street	<ul style="list-style-type: none"><li>• Art studios and galleries</li><li>• Civic and community use</li><li>• Creators and makers</li><li>• Design and architecture firms</li><li>• Dining and entertainment</li><li>• Fashion and textile workshops and showrooms</li><li>• Film and television production facilities</li><li>• Industry (light and cottage)</li><li>• Markets</li><li>• Microbrewery</li><li>• Museums and cultural centres</li><li>• Performance spaces, such as theaters and music venues</li><li>• Recreation - Private</li><li>• Retail (up to 100sqm)</li><li>• Small bar</li><li>• Small businesses and start-ups</li></ul>	<ul style="list-style-type: none"><li>• Child Care</li><li>• Industry (general)</li><li>• Medical centre</li><li>• Motor vehicle repair</li><li>• Office</li><li>• Retail (greater than 100sqm)</li><li>• Permanent residential</li><li>• Transient Residential (hotel, short stay)</li></ul>
Newcastle Street North	As per the Zoning Table of Local Planning Scheme No. 2.	





4.2 SUBDIVISION

Subdivision of land is generally not supported but may be appropriate in the following exceptional circumstances:

- a. To realign lot boundaries without increasing the number of lots.
- b. To protect and conserve places of cultural or natural heritage.
- c. To allow for the provision of utilities and infrastructure.
- d. To allow for improved safety or design of roads.
- e. To satisfy a condition of development approval.
- f. To enable land assembly to facilitate a coordinated development outcome or community benefit.

4.3 NOTIFICATIONS ON TITLE

All new lots within the area that are intended for noise sensitive land uses must incorporate a notification on the relevant certificate(s) of title pursuant to Section 70A of the Transfer of Land Act 1893. Notice of this notification is to be included on the diagram or plan of survey.

The notification is to state as follows:

*“The lot is situated in the vicinity of a transport corridor and in close proximity to commercial and non-residential activities. The use or enjoyment of the property may be affected by increased noise levels resulting from live and/or amplified music, traffic, car parking and other impacts associated with nearby commercial and non-residential activities within the transport corridor.”*

All development must comply with the City’s Policy No. 7.5.21 – Sound Attenuation.

4.4 GENERAL PROVISIONS

Development within the precinct shall be in accordance with the tables and provisions as follows.

These requirements are applicable to the Pickle District. In addition to the general requirements, the provisions of the R-Codes Volume 2 apply to mixed use and residential development.

To the extent of any inconsistency, a requirement in this section replaces the relevant provision of the R-Codes.



#### 4.4.1 URBAN DESIGN STUDY

*In accordance with Schedule 2, Part 8, Clause 63 (c) of the Planning and Development (Local Planning Schemes) Regulations 2015).*

An Urban Design Study is to be submitted with the application for development approval and must consider all of the following local housing objectives:

- a. Appropriate use of a variety of materials and finishes that complement elements of the existing local character whilst avoiding the use of faux (made as an imitation, fake or false) materials.
- b. Articulation that uses architectural elements in addition to setbacks to reduce its impact on adjoining properties and improves the amenity of adjoining properties and the streetscape.
- c. Fire boosters, mail boxes and external fixtures that are integrated in the early design stage and located to minimise the impact on the public realm.
- d. Development that achieves visual interaction with the vehicle and pedestrian approaches.
- e. Development which integrates and/or acknowledges the design elements and character of the streetscape identified in the Urban Design Study.
- f. Development which incorporates the design elements of the predominant streetscape character.
- g. Development on corner sites that is designed to express significance and frame the corner to define the built form and give a strong edge to the public realm.
- h. Development expressed with strong visual elements that integrate with all street frontages and right of ways.
- i. Create cohesion of all street frontages and contribute to a comfortable pedestrian environment by addressing each frontage with passive surveillance and safe sight lines.
- j. Development shall integrate with adjoining public spaces by including visual surveillance or clearly visible entrances and paths directly onto the public space.
- k. Emphasize vertical articulation to break up building mass and highlight street level uses and details.
- l. Development designed to be adaptive and cater for changing uses over time within the relevant zone.
- m. High quality durable materials and textures used at street level and upper levels which express the architectural style of the surrounding context.
- n. Design which is responsive to any existing and/or proposed verge trees and will promote greening within the planning framework area.

#### 4.4.2 STREET SETBACKS

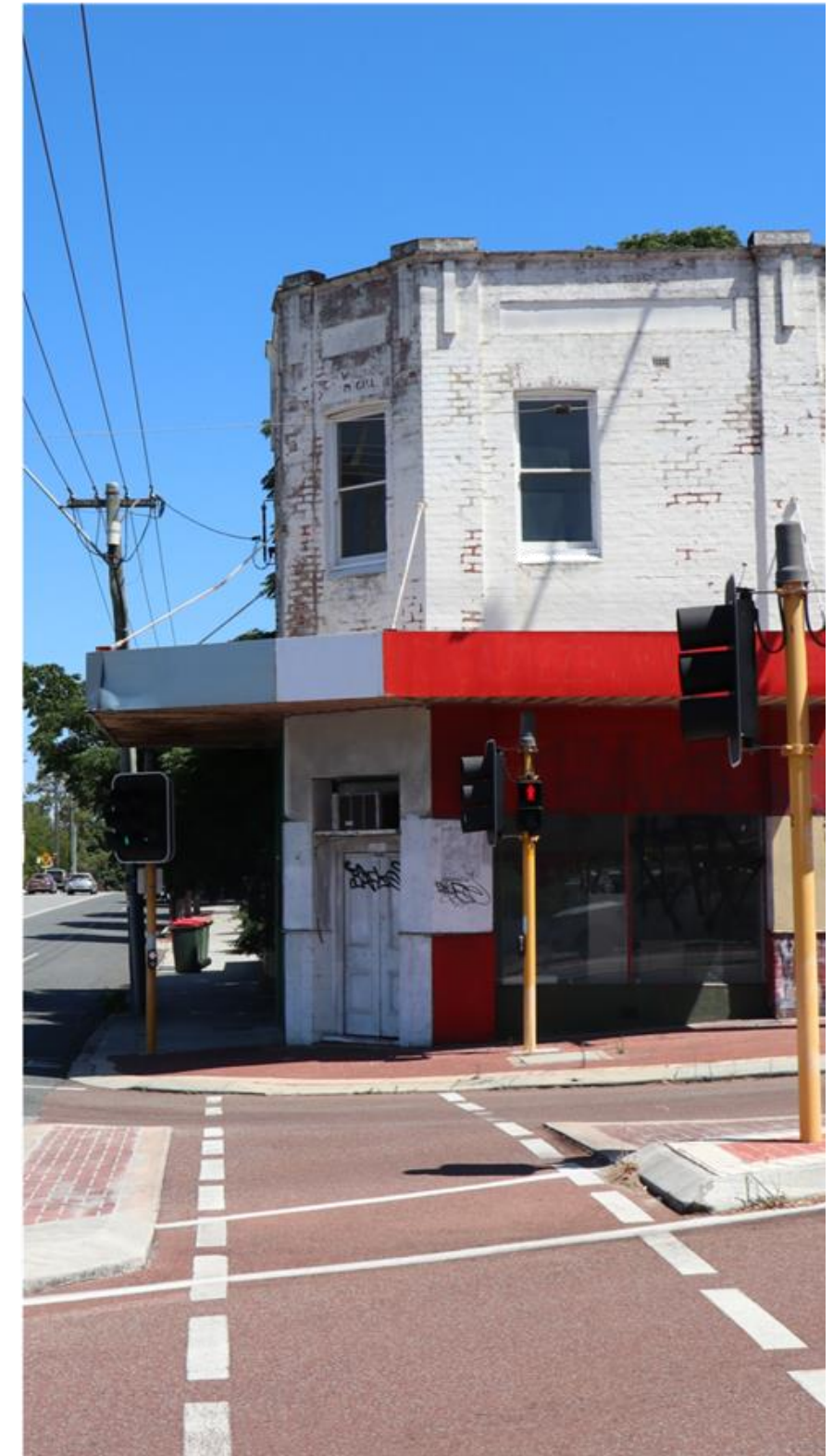
*In addition to Acceptable Outcomes of Section 2.3 of R-Codes Volume 2.*

- 4.4.2.1 Where minimum street setbacks are required, the setback area shall be used for landscaping, alfresco seating or other amenities that improve the public realm.

#### 4.4.3 PUBLIC DOMAIN INTERFACE

*In addition to Acceptable Outcomes of Section 3.6 of R-Codes Volume 2.*

- 4.4.3.1 Exposed boundary walls visible to the street are to incorporate the following design features:
- Indentations;
  - Varying heights;
  - Varying materials, colours and textures; and/or
  - Public artwork.







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4.4.4 PEDESTRIAN ACCESS AND ENTRIES

*In addition to Acceptable Outcomes of Section 3.7 of R-Codes Volume 2.*

- 4.4.4.1 Pedestrian access which is identifiable from the street and visitor car parking areas and other public area.
- 4.4.4.2 Access for pedestrians which directly fronts the primary street.
- 4.4.4.3 Internal ground floor level to be at grade.
- 4.4.4.4 Design of balustrades to be integrated into the design of the development.
- 4.4.4.5 Ramps are not to exceed 50 percent of the active frontage.

4.4.5 VEHICLE ACCESS

*In addition to Acceptable Outcomes of Section 3.8 of R-Codes Volume 2.*

- 4.4.5.1 Service areas and vehicular access shall be:
  - a. Taken from the rear laneway or secondary street in the first instances; or
  - b. Collocated where taken from the primary street to maximise the width of active frontages;
- 4.4.5.2 Access to onsite car parking spaces to be provided:
  - a. Where available, from a right of way available for lawful use to access the relevant lot and which is adequately paved and drained from the property boundary to a dedicated road; or
  - b. From a secondary street where no right of way exists; or
  - c. From the primary street frontage where no secondary street or right-of way exists.
- 4.4.5.3 Access to a right of way is required to be trafficable to the nearest dedicated road. The cost to upgrade a right of way to make it trafficable is to be borne by the applicant.
- 4.4.5.4 Where vehicular access is provided from a street, all vehicles are required to enter and exit the site in forward gear.
- 4.4.5.5 Roller shutters, doors and screens are to be visually permeable.
- 4.4.5.6 Onsite parking for a development shall be located beneath or at the rear of buildings.
- 4.4.5.7 In a mixed-use development, car bays should be clearly signposted differentiating between the residential car bays and the commercial car bays.
- 4.4.5.8 Where on-site parking provided for customer/client use is not directly visible from the adjacent street, adequate signage is to be provided to promote public knowledge of and direction to the car park. This signage is to comply with the requirements of the City's Policy relating to Signs and Advertising.
- 4.4.5.9 Existing trees must not be removed to provide for vehicle access.
- 4.4.5.10 Each lot is to provide a maximum of one crossover.
- 4.4.5.11 The maximum width of a single crossover is 3m. The maximum width of a double crossover is 5m.



4.4.6 FACADE DESIGN

*In addition to Acceptable Outcomes of Section 4.10 of R-Codes Volume 2.*

- 4.4.6.1 Development which fronts the public realm shall provide active frontages including glazing, openings and operable windows to ensure activity, interaction and surveillance of the street.
- 4.4.6.2 Ground floor spaces shall have a finished floor level to finished ceiling level height of a minimum of 3.5m.
- 4.4.6.3 Identify key design elements in the local area and streetscape through an Urban Design Study and integrate the design elements into building facades visible from the public realm. Developments shall:
  - a. Integrate high-quality, durable and diverse materials and finishes into the façade, avoiding reflective or glaring materials, and cosmetic or superficial attachments to the building;
  - b. Design appropriately scaled buildings, considering rhythm, proportion, and height;
  - c. Incorporate vertical articulation by using tall and narrow facade treatments;
  - d. Provide ground floor facades that balance human scale design by providing obvious and entrances, fine grain development and active facades;
  - e. Not present a blank, monotonous, repetitious or dominant building treatment, unless it is in keeping with the streetscape character;
  - f. Incorporate architectural or functional elements integrated into the façade, rather than cosmetic or superficial attachments to the building;
  - g. Incorporate articulation such as doorways, windows, seating ledges, sills, stall raisers and other three-dimensional detailing;
  - h. Integrate fire boosters, mail boxes and external fixtures into the building design or screen them so they appear as part of the facade; and
  - i. Signage is to be minimal and integrated into the design of the building on the ground floor.
- 4.4.6.4 Ground floor glazing and/or tinting shall have a minimum of 70 percent visible light transmission to provide unobscured visibility.
- 4.4.6.5 Security measures shall be:
  - a. Located and installed internally behind the glazing line or recessed between elements in the facade such as columns or doorway recesses; and
  - b. Transparent and visually permeable to allow views inside the building and enable internal light sources to be seen from the street.
- 4.4.6.6 Verandahs and colonnades are only permitted where they are constructed wholly within the lot boundaries of development site.
- 4.4.6.7 Development incorporates good passive solar design principles that reduce the reliance on mechanical systems for heating and cooling when designing the building facade.
- 4.4.6.8 The design, activation and materials of a building on a corner site should be articulated and expressed volumetrically, addressing both primary and secondary streets. In particular, the quality of the primary and secondary façade of the ground floor should be of similar quality.







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4.4.7 PROJECTIONS AND AWNINGS

*In addition to Acceptable Outcomes of Section 4.10 of R-Codes Volume 2.*

- 4.4.7.1Where weather protection along footpaths adjoining commercial and mixed use buildings is provided, they shall satisfy the following requirements:

a.The weather protection will be integrated with the building design;

b.The weather protection shall be permanently fixed and shall be constructed of durable materials that provide sun and rain protection;

c.The weather protection shall project a minimum horizontal depth of 2.4m over the adjacent footpath; and

d.Awnings shall have a consistent clear height from footpath level between 2.75m and 3.5m;
- 4.4.7.2Minor projections as defined by the R-Codes are excluded from the maximum building height calculation.
- 4.4.7.3Balconies may project into the setback area, provided that such a projection complies with privacy requirements of the R-Codes.

4.4.8 MATERIALS AND FINISHES

*In addition to Acceptable Outcomes of Section 4.10 of R-Codes Volume 2.*

- 4.4.8.1New development must be of a high architectural quality, incorporating articulated facades with large openings to the street or clear glazing, fenestration, parapet treatments and other detailing and materials that respect and complement the established character of the area.

4.4.9 ROOF DESIGN

*In addition to Acceptable Outcomes of Section 4.11 of R-Codes Volume 2.*

- 4.4.9.1Flat roof structures shall have a maximum solar absorptance rating of 0.4.
- 4.4.9.2Pitched roof structures or roof structures that are visible from the street or adjacent properties shall have a maximum solar absorptance rating of 0.5, unless a suitable alternative is identified in the Urban Design Study.

4.4.10 LIFT OVER-RUNS, ROOFTOP PLANT ROOMS AND ARCHITECTURAL FEATURES

*In addition to Acceptable Outcomes of Section 4.11 of R-Codes Volume 2.*

- 4.4.10.1All lift over-runs and plant equipment must be adequately hidden from public view. This should be done through the design of the building rather than with a screening device that is visible to the public view.
- 4.4.10.2Lift over-runs and rooftop plant rooms must not exceed 3.5m above the applicable maximum building height.

#### 4.4.11 FUTURE REUSE

*In addition to Acceptable Outcomes of Section 4.13 of R-Codes Volume 2.*

- 4.4.11.1 New buildings must be designed with a minimum 3.5m floor to ceiling height on the ground floor and all levels of parking to allow future adaptation in use. This could include ground floor tenancies being adapted from office to restaurant or parking structures being converted to habitable spaces in the future.
- 4.4.11.2 All developments (residential and non-residential) shall have regard to the following:
- The structure of the building including the design of the elevation and location of openings designed to allow use for habitable purposes in the future; and
  - Ground floor commercial tenancies shall be designed with space for infrastructure such as grease traps, exhaust ducts and power supply to allow future adaptation into other uses which require these services such as restaurants and cafes.

#### 4.4.12 LANDSCAPING

*New residential and mixed-use development are strongly encouraged to satisfy clause 4.4.12. The following does not apply to alterations or additions to existing developments.*

- 4.4.12.1 A landscape plan, prepared by a suitably qualified consultant, must be provided with all multiple dwellings, commercial and mixed-use development applications. The landscaping plan must include a species list and irrigation plan and is to be in accordance with the Residential Design Codes.
- 4.4.12.2 Development applications for commercial development must satisfy the following:
- A minimum of 12 percent of the site area shall be provided Deep Soil Area (DSA). The Deep Soil Area shall have a minimum dimension of 1sqm (1m x 1m);
  - A minimum of 3 percent of the site area shall be provided as Planting Area. The Planting Area shall have a minimum dimension of 1sqm (1m x 1m);
  - Where the required deep soil area cannot be provided due to site constraints, planting areas are to be provided within structures at a rate of double the shortfall in deep soil area;
  - Where a lot boundary setback applies, 80 percent of that area at ground level must be provided as canopy cover at maturity; and
  - Existing trees on a property must be retained where they meet the following criteria:
    - Healthy specimens with ongoing viability;
    - Species is not on the State or local weed register;
    - Height of at least 4m, or trunk diameter of 160mm measured 1m from the ground, or average canopy diameter of at least 4m;
  - The proposed removal of any tree that meets clause 4.4.9.2 (above) is to be provided with an arboriculture assessment;
  - Where removal is deemed appropriate by the arboriculture assessment the trees must be replaced;
  - The proposed removal of any native vegetation is to be supported by a flora and fauna assessment; and
  - Uncovered car parking at ground level must be provided with canopy cover at maturity of at least 60 percent.

#### 4.4.13 SERVICING AND FUNCTIONALITY

- 4.4.13.1 Waste storage facilities are to be provided on site and in accordance with City of Vincent waste guidelines for new developments;
- 4.4.13.2 Waste storage facilities are to be screened from direct public view.
- 4.4.13.3 Residential Waste storage areas must be separated from non-residential storage areas.
- 4.4.13.4 A Waste Management Plan is required for all residential properties over two dwellings, Mixed Use Developments, Commercial, Industrial and other non-residential developments.

#### 4.4.14 HERITAGE AND CHARACTER MANAGEMENT

- 4.4.14.1 New buildings adjacent to character buildings, identified through the Urban Design Study, shall have an architectural character that respects and complements the existing surrounding character buildings. This character should draw from prominent materials and colours of the area and shall express and strengthen the intended place identity.
- 4.4.14.2 Contemporary architectural styles are acceptable provided they are designed manner that creatively interprets materials, forms, and patterns of the locality.





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4.4.15 ENVIRONMENTALLY SUSTAINABLE DESIGN

New residential and mixed-use development are strongly encouraged to satisfy clause 4.4.15. The following does not apply to alterations or additions to existing developments.

- 4.4.15.1 Development that considers the whole of life environmental impact of the building and incorporates measures to reduce this impact;
- 4.4.15.2 Development shall incorporate:
  - a. Site planning principles that maximise solar passive design opportunities for both summer and winter; and
  - b. Recovery and re-use of rainwater, storm water, grey water and/or black water for non-potable water applications.
- 4.4.15.3 Development is encouraged to achieve the environmental performance standards shown in the below table, or their equivalent\*.
- 4.4.15.4 A variety of Water Sensitive Urban Design (WSUD) principles are encouraged to be incorporated into every development within the precinct. These include:
  - a. On site storm water retention and detention for the 1 year, 1 hour ARI event;
  - b. Water and nutrient wise landscaping;
  - c. Permeable paving and ground covers;
  - d. Rain gardens, bio filters, tree pits, green walls and vegetated soak wells; and
  - e. Rainwater tanks, either for garden use or plumbed back into a building for reuse.

ACCEPTED RATING FRAMEWORK	SPECIFICATION/COMPLIANCE REQUIREMENTS	MINIMUM REQUIREMENTS TO BE ACHIEVED	EVIDENCE
Green Building Council of Australia's Green Star Rating System.	Current design and As-built rating tool.	5-star Green Star rating.	Preliminary Sustainable Design Report prepared by a Green Star Accredited professional using the current Green Star Design and As-built rating tool scorecard to demonstrate eligibility for 5-star Green Star rating.
Life Cycle Assessment in accordance with EN15978 - Sustainability of Construction Works – assessment of environmental performance of buildings – calculation method.	System boundary must include all Life Cycle Modules (A1-2, B1-7, C1-4 and D) in addition to non-integrated energy (plug loads).	Global Warming Potential and Net Fresh Water Use performance reduction as per Table *** below.	Independently reviewed EN15978 compliant target setting LCA with a 20 percent factor of safety applied to improvement strategies.
BUILDING TYPE		PERFORMANCE UNIT	
		GLOBAL WARMING POTENTIAL	NET FRESH WATER USE
Suburban Frame	<2,250 kgCO2e/occupant/year (50 percent saving against Perth statistical average residences).	<57m3 /occupant /year (50 percent saving against Perth statistical average residences).	
Commercial Office (BCA Class 5)	<104 kgCO2e/m2 net lettable area/year (30 percent saving against Perth statistical average office).	<1.25m3/m2 net lettable area/year (25 percent saving against Perth statistical average office).	
All Other Building Types	30% saving against code-compliant design.	25% saving against code-compliant design.	

\*The City accepts sustainability assessment frameworks and mechanisms that are nationally or internationally recognised, compliant with applicable Australian/international standards and subject to oversight by a certifying body.



4.4.16 SAFETY, LIGHTING AND CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

- 4.4.16.1 All areas of the private and public realms, especially places with lower volumes of foot traffic, must be adequately lit and designed to ensure that sightlines are provided from areas of high pedestrian traffic.
- 4.4.16.2 Lighting is provided to all areas that can be accessed by pedestrians.

4.4.17 PAVEMENT IN LIEU OF PUBLIC OPEN SPACE RESERVES

- 4.4.17.1 Pursuant to s.153(1)(b) of the *Planning and Development Act 2005*, all subdivision of land that creates three or more lots must be subject to a condition requiring that the owner of the land to cede up to 10 percent of that land for the purpose of public open space, or make a payment equal to 10 percent of the value of that land to the local government.
- 4.4.17.2 Sub-clause ‘4.4.16.1’ applies to all subdivision types including strata, survey strata, freehold, and community title. If a portion of land is subject to multiple eligible subdivisions, that portion of land will only be required to contribute once.

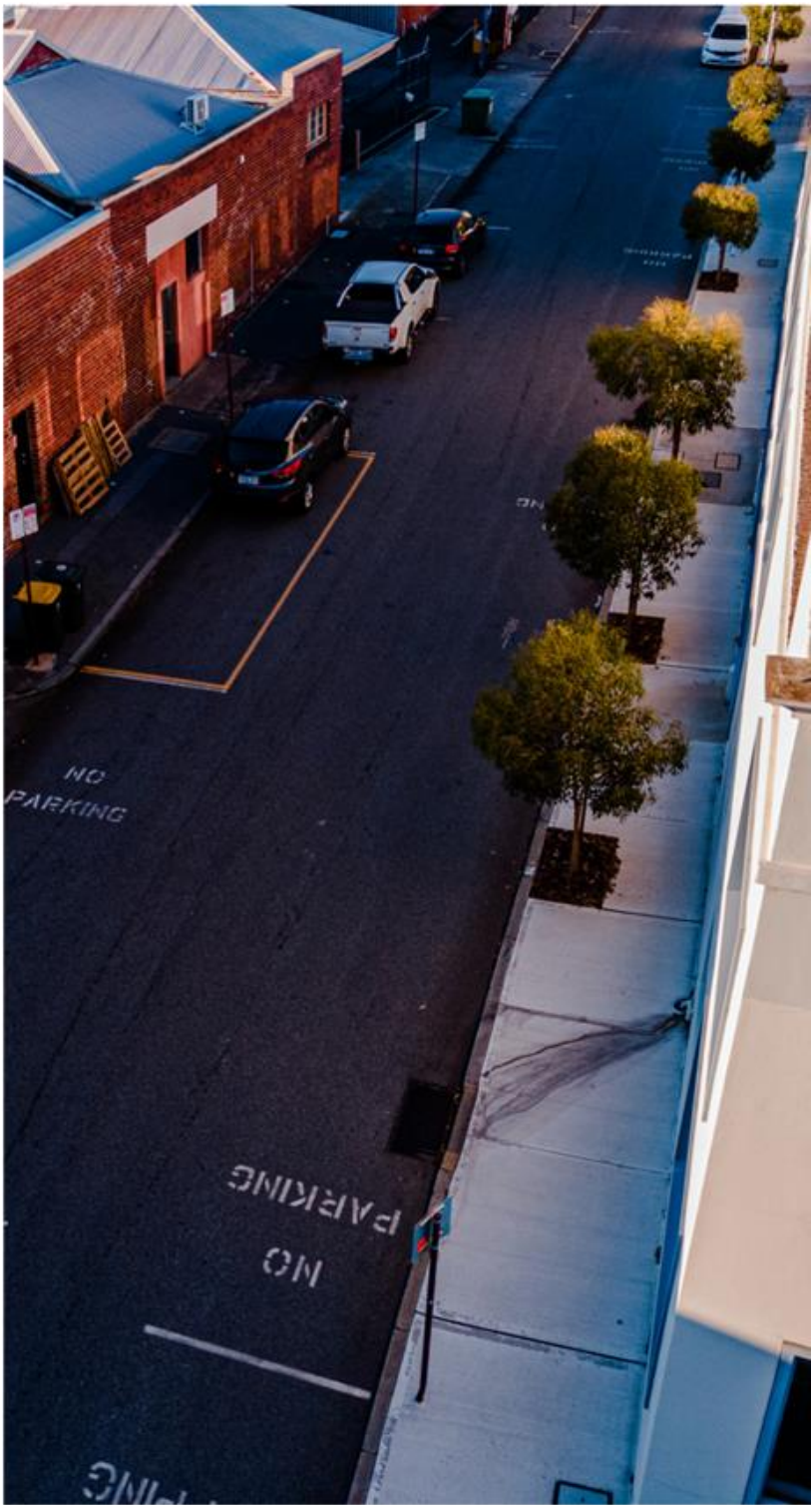
4.4.18 ROAD RESERVES, LANEWAYS AND PEDESTRIAN LINKS

- 4.4.18.1 Construction of a laneway or pedestrian link provided in accordance with Clause 6.1 is to be constructed by the owner/applicant.  
  
As a condition of development or subdivision approval, properties affected by a road reservation are required to vest that portion of road reserve to the Crown as a condition of development or subdivision approval, whichever occurs first.  
  
The City will provide technical advice on the detailed design.

Note: Implementation of Parklets within on street parking bays to support commercial uses and to slow vehicle movement is encouraged.

4.4.19 PARKING

- 4.4.19.1 Parking is to be accordance with the Perth Parking Policy 2014 (as amended), Local Planning Policy: Non-Residential Parking, and the R-Codes.  
  
Note: The Perth Parking Policy 2014 prevails over the Local Planning Policy: Non-Residential Parking, and the R-Codes.





## 4.5 SPECIFIC DEVELOPMENT PROVISIONS

In accordance with clause 1.2.2 of R-Codes Volume 2, this Policy contains provisions that amend or replace the Acceptable Outcomes set out in Parts 2, 3 and 4 of the R-Codes Volume 2. The Element Objectives of the R-Codes Volume 2 remain and apply. The table below details which Acceptable Outcomes of the R-Codes Volume 2 have been amended or replaced by Acceptable Outcomes within the Local Planning Policy.

In assessing applications for development approval and local development plans the City shall have regard to the Policy Objectives of this Policy, the intent statement of each sub precinct and the general provisions included under Part 3 and Part 4 of this Policy.

TABLE OF MODIFICATIONS FOR STATE PLANNING POLICY 7.3 RESIDENTIAL DESIGN CODES VOLUME 2 (APARTMENTS)						
R-CODE VOLUME 2 DESIGN ELEMENT	APPLICABLE SUB-PRECINCT CLAUSE NUMBER					
PRECINCT	1. NEWCASTLE STREET NORTH	2. CITY MOTORS SITE	3. NO. 1 & 15 DRUMMOND PLACE	4. SIMPSON STREET	5. ALL OTHER AREAS	APPLICABLE ACCEPTABLE OUTCOMES
<b>Part 2 - Primary Controls</b>						
<b>2.2 Building height</b>	A1.1 - A1.2	A2.1 - A2.3	A3.1 - A3.3	N/A	A5.1 - A5.3	Clause A1.1 - A1.2, A2.1 - A2.3, A3.1 - A3.3 and A5.1 - A5.3 of this Policy replaces Acceptable Outcome A 2.2.1 of the R-Codes Volume 2.
<b>2.3 Street setbacks</b>	A1.3 - A1.4	A2.4 - A2.6	A3.4 - A3.6	N/A	A5.4 - A5.6	Clause A1.3 - A1.4, A2.4 - A2.6, A3.4 - A3.6, A5.4 - A5.6 of this Policy replaces Acceptable Outcome A 2.3.1 of the R-Codes Volume 2.
<b>2.4 Side and rear setbacks</b>	A1.5 - A1.8	N/A	N/A	N/A	A5.7 - A5.9	Clause A1.5 - A1.8 and A5.7 - A5.9 applies in addition to Acceptable Outcome A2.4.1 and A2.4.2 of the R-Codes Volume 2.
<b>2.5 Plot ratio</b>	N/A	A2.7	A3.7	N/A	A5.10	Clause A2.7, A3.7 and A5.10 replaces Acceptable Outcome A2.5.1 of the R-Codes Volume 2. For sub-precinct 1 (Newcastle Street North), A2.5.1 of the R-Codes Volume 2 remains and applies.
<b>2.8 Development incentives</b>	N/A	Clause 4.6	Clause 4.6	N/A	Clause 4.6	Clause 4.6 applies to sub-precincts 2 (City Motors Site), 3 (No. 1 & 15 Drummond Place), and 5 (All other areas). Clause 4.6 does not apply to sub-precincts 1 (Newcastle Street North) and 4 (Simpson Street).
<b>Part 3 - Siting the Development</b>						
<b>3.6 Public domain interface</b>	Clause 4.4.3	Clause 4.4.3	Clause 4.4.3	N/A	Clause 4.4.3	Acceptable Outcomes A3.6.1 - A3.6.9 remain and apply to all areas except sub-precinct 4 (Simpson Street).
<b>3.7 Pedestrian access and entries</b>	Clause 4.4.4	Clause 4.4.4	Clause 4.4.4	N/A	Clause 4.4.4	Clause 4.4.3 applies in addition to Acceptable Outcomes A3.7.1 - A3.7.6 of the R-Codes Volume 2.
<b>3.8 Vehicle Access</b>	Clause 4.4.5	Clause 4.4.5	Clause 4.4.5	N/A	Clause 4.4.5	Clause 4.4.4 applies in addition to Acceptable Outcomes A3.8.1 - A3.8.7 of the R-Codes Volume 2.
<b>Part 4 - Designing the Building</b>						
<b>4.10 Façade design</b>	Clause 4.4.6 - 4.4.8 and A1.9 - A1.12	Clause 4.4.6 - 4.4.8	Clause 4.4.6 - 4.4.8	N/A	Clause 4.4.6 - 4.4.8	Clause 4.4.5 - 4.4.7 and A1.9 - A1.12 applies in addition to Acceptable Outcomes A4.10.1 - A4.10.6 of the R-Codes Volume 2
<b>4.11 Roof design</b>	Clause 4.4.9 - 4.4.10 and A1.13	Clause 4.4.9 - 4.4.10	Clause 4.4.9 - 4.4.10	N/A	Clause 4.4.9 - 4.4.10	Clause 4.4.9 - 4.4.9 applies in addition to Acceptable Outcomes A4.10.1 - A4.10.6 of the R-Codes Volume 2. A1.13 also applies in addition to Acceptable Outcomes A4.10.1 - A4.10.6 of the R-Codes Volume 2 in sub-precinct 1 (Newcastle Street North)



#### 4.5.1 NEWCASTLE STREET NORTH

BUILDING HEIGHT		
R-Codes	Replace	Remain
	Clause A 1.1 and A 1.2 of this Policy replaces Acceptable Outcome A 2.2.1 of the R-Codes Volume 2.	-
Acceptable Outcomes		
A 1.1	Acceptable height for development is 6 storeys (21m) in height.	
A 1.2	External fixtures may extend beyond the maximum height in Figure 6 where they are not visible from the street or neighbouring properties.	

STREET SETBACKS		
R-Codes	Replace	Remain
	Clause A 1.3 and A 1.4 of this Policy replaces Acceptable Outcome A 2.3.1 of the R-Codes Volume 2.	-
Acceptable Outcomes		
A 1.3	First, second and third storey: nil setback.	
A 1.4	Fourth storey and above: 3m setback.	

SIDE AND REAR SETBACKS		
R-Codes	Replace	Remain
	Clause A 1.5 to A 1.8 of this Policy applies in addition to Acceptable Outcome A2.4.1 and A2.4.2 of the R-Codes Volume 2.	Clause A 2.4.1 and 2.4.2 of the R-Codes Volume 2 remains and applies.
Acceptable Outcomes		
Boundary walls		
A 1.5	Boundary walls are permitted to side lot boundaries only.	
A 1.6	Boundary walls shall be located towards the front of the development site.	
Development adjoining rights of way		
A 1.7	Where development adjoins a right of way the setback shall be measured from the midpoint of the right of way.	
A 1.8	Development must address adjoining rights of way by providing passive surveillance and openings to the right of way.	



PLOT RATIO		
R-Codes	Replace	Remain
	-	Clause A 2.5.1 of the R-Codes Volume 2 remains and applies.

FACADE DESIGN		
R-Codes	Replace	Remain
	Clause A 1.10 to A 1.2 of this Policy apply in addition to Acceptable Outcome A 4.10.1 to A 4.10.6 of the R-Codes Volume 2.	Acceptable Outcome A 4.10.1 to A 4.10.6 of the R-Codes Volume 2 remains and applies.
Acceptable Outcomes		
A 1.9	Where provided, doorways shall have a depth between 500mm and 1.5m to clearly articulate entrances to commercial buildings and tenancies.	
A 1.10	Where provided, windows, seating ledges, sills, stall risers and other detailing shall have a minimum depth of 300mm.	
A 1.11	Where provided, stall risers shall be a minimum height of 450mm.	

PROJECTIONS AND AWNINGS		
R-Codes	Replace	Remain
	Clause A 1.12 of this Policy applies in addition to Acceptable Outcome A 4.10.1 to A 4.10.6 of the R-Codes Volume 2.	Acceptable Outcome A 4.10.1 to A 4.10.6 of the R-Codes Volume 2 remains and applies.
Acceptable Outcomes		
A 1.12	Provide protective continuous awnings over the pedestrian footpath are provided, which shall: <ul style="list-style-type: none"> <li>• Awnings shall have a consistent clear height from footpath level between 2.75m and 3.5m.</li> <li>• Be setback a minimum of 600mm from the face of kerb;</li> <li>• Respond to any existing and/or proposed verge trees;</li> <li>• Respond to the height, depth and form of existing awnings on the subject and adjoining buildings;</li> <li>• Respond to the slope of the site; and</li> <li>• Integrated with the design of the facade.</li> </ul>	

ROOF DESIGN		
R-Codes	Replace	Remain
	Clause A 1.13 of this Policy applies in addition to Acceptable Outcome A 4.11.1 to A 4.11.3 of the R-Codes Volume 2.	Acceptable Outcome A 4.11.1 to A 4.11.3 of the R-Codes Volume 2 remains and applies.
Acceptable Outcomes		
A 1.13	Any proposed usable roof space shall be situated adjacent to Newcastle Street and away from the neighboring residential properties situated to the north of the subject site.	







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#### 4.5.2 CITY MOTORS SITE

BUILDING HEIGHTS		
R-Codes	Replace	Remain
	Clause A 2.1 to A 2.3 of this Policy replaces Acceptable Outcome A 2.2.1 of the R-Codes Volume 2.	-
Acceptable Outcomes		
A 2.1	Maximum height for podium development is 4 storeys (15.5m).	
A 2.2	Acceptable height for tower development is 18 storeys (64.5m).	
A 2.3	Maximum height of tower development is 23 storeys (82m) subject to compliance with Clause 4.6 - Development incentives for community benefit.	

STREET SETBACKS		
R-Codes	Replace	Remain
	Clause A 2.4 to A 2.6 of this Policy replaces Acceptable Outcome A 2.3.1 of the R-Codes Volume 2.	-
Acceptable Outcomes		
A 2.4	Podium (up to four storeys): nil	
A 2.5	Tower (up to 8 storeys) (29.5m) <ul style="list-style-type: none"> <li>Graham Farmer Freeway: Minimum 4m</li> <li>Mitchell Freeway/Charles Street: Minimum 4m</li> <li>Golding Street: Minimum 6m</li> <li>Newcastle Street: 6m</li> </ul>	
A 2.6	Tower (9 storeys and above) <ul style="list-style-type: none"> <li>Graham Farmer Freeway: Minimum 6m</li> <li>Mitchell Freeway/Charles Street: Minimum 6m</li> <li>Golding Street: Minimum 12m</li> <li>Newcastle Street: 12m</li> </ul>	

SIDE AND REAR SETBACKS		
R-Codes	Replace	Remain
		Clause A 2.4.1 and 2.4.2 of the R-Codes Volume 2 remains and applies.

PLOT RATIO		
R-Codes	Replace	Remain
	Clause A 2.7 replaces Clause A 2.5.1 of the R-Codes Volume 2.	-
Acceptable Outcomes		
A 2.7	No requirement.	



4.5.3 NO. 1 & 15 DRUMMOND PLACE

HEIGHTS		
R-Codes	Replace	Remain
	Clause A 3.1 to A 3.3 of this Policy replaces Acceptable Outcome A 2.2.1 of the R-Codes Volume 2.	
Acceptable Outcomes		
A 3.1	Maximum height for podium development is 4 storeys (15.5m).	
A 3.2	Acceptable height for tower development is 18 storeys (64.5m).	
A 3.3	Maximum height of tower development is 23 storeys (82m) subject to compliance with Clause 4.6 - Development incentives for community benefit.	

STREET SETBACKS		
R-Codes	Replace	Remain
	Clause A 3.4 to A 3.6 of this Policy replaces Acceptable Outcome A 2.3.1 of the R-Codes Volume 2.	
Acceptable Outcomes		
A 3.4	Podium (up to four storeys) (15.5m): <ul style="list-style-type: none"><li>• Drummond Place: nil</li><li>• Simpson Street: 3m</li><li>• Leederville Parade / Graham Farmer Freeway: Nil</li></ul>	
A 3.5	Tower (up to 8 storeys) (29.5m) <ul style="list-style-type: none"><li>• Drummond Place: 5m</li><li>• Simpson Street: 5m</li><li>• Leederville Parade / Graham Farmer Freeway: 4m</li></ul>	
A 3.6	Tower (above 9 storeys) <ul style="list-style-type: none"><li>• Drummond Place: 7m</li><li>• Simpson Street: 7m</li><li>• Leederville Parade / Graham Farmer Freeway: 6m</li></ul>	

SIDE AND REAR SETBACK		
R-Codes	Replace	Remain
	-	Clause A 2.4.1 and 2.4.2 of the R-Codes Volume 2 remains and applies.

PLOT RATIO		
R-Codes	Replace	Remain
	Clause A 3.7 replaces Clause A 2.5.1 of the R-Codes Volume 2.	-
Acceptable Outcomes		
A 3.7	No requirement.	





4.5.4 SIMPSON STREET

Clause 23 and 24 of the Local Planning Scheme No. 2 applies.



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4.5.5 ALL OTHER AREAS

HEIGHTS		
R-Codes	Replace	Remain
	Clause A 5.1 to A 5.3 of this Policy replaces Acceptable Outcome A 2.2.1 of the R-Codes Volume 2.	-
Acceptable Outcomes		
A 5.1	Maximum height for podium development is 4 storeys (15.5m).	
A 5.2	Acceptable height for tower development is 10 storeys (55m).	
A 5.3	Maximum height of tower development is 14 storeys (49m) subject to compliance with Clause 4.6 - Development incentives for community benefit.	

STREET SETBACKS		
R-Codes	Replace	Remain
	Clause A 5.4 to A 5.9 of this Policy replaces Acceptable Outcome A 2.3.1 of the R-Codes Volume 2.	-
Acceptable Outcomes		
A 5.4	Podium (up to 3 storeys) (12m) <ul style="list-style-type: none"><li>Primary setback: nil</li></ul>	
A 5.5	Tower (up to 8 storeys) (29.5m) <ul style="list-style-type: none"><li>Primary setback: 5m</li></ul>	
A 5.6	Tower (9 storeys and above) <ul style="list-style-type: none"><li>Primary setback: 7m</li></ul>	

SIDE AND REAR SETBACKS		
R-Codes	Replace	Remain
	Clause A 5.7 to A 5.9 of this Policy applies in addition to Acceptable Outcome A2.4.1 and A2.4.2 of the R-Codes Volume 2.	Clause A 2.4.1 and 2.4.2 of the R-Codes Volume 2 remains and applies.
Acceptable Outcomes		
A 5.7	Podium (up to 3 storeys) (12m) <ul style="list-style-type: none"><li>Side setback: 3m</li><li>Rear/other setback: 3m</li></ul>	
A 5.8	Tower (up to 8 storeys) (29.5m) <ul style="list-style-type: none"><li>Side setback: 4m</li><li>Rear/other: 4m</li></ul>	
A 5.9	Tower (9 storeys and above) <ul style="list-style-type: none"><li>Side setback: 6m</li><li>Rear/other: 6m</li></ul>	





PLOT RATIO		
R-Codes	Replace	Remain
	Clause A 5.10 replaces Clause A 2.5.1 of the R-Codes Volume 2.	-
Acceptable Outcomes		
A 5.10	No requirement.	



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#### 4.6 DEVELOPMENT INCENTIVES FOR COMMUNITY BENEFIT

Additional height stated under clause 4.5 may be considered depending on the extent of community benefit provided by a proposed development. This is discretionary and would only apply when the development achieves the development requirements set out below.

To calculate the additional discretionary height, the following is undertaken in order:

- a. The proposal is assessed against, and must satisfy, all Mandatory Criteria.
- b. The proposal is assessed against the Additional Criteria, listed below, and must achieve 50 points to be considered for 2 additional storeys above the acceptable height; or 100 points to be considered for the maximum height.
- c. Where a proposal includes Priority One criteria, this must be satisfied or demonstrated that there is an alternative. Where Priority One criteria is not applicable to the site the proposal may propose a combination of Priority Two and Three criteria.
- d. The proposal is assessed against the Vision, Development Objectives and Sub-Precinct Statements of Intent to ensure that the additional height and community benefits do not contradict the intent of this Policy.
- e. The proposal is means-tested against the City's Long Term Financial Plan to ensure that the City is financially capable of supporting the whole-of-life costs of proposed new or upgraded community infrastructure items.
- f. The decision-maker determines appropriate conditions to ensure the proposal delivers the requirements of the additional and mandatory criteria.

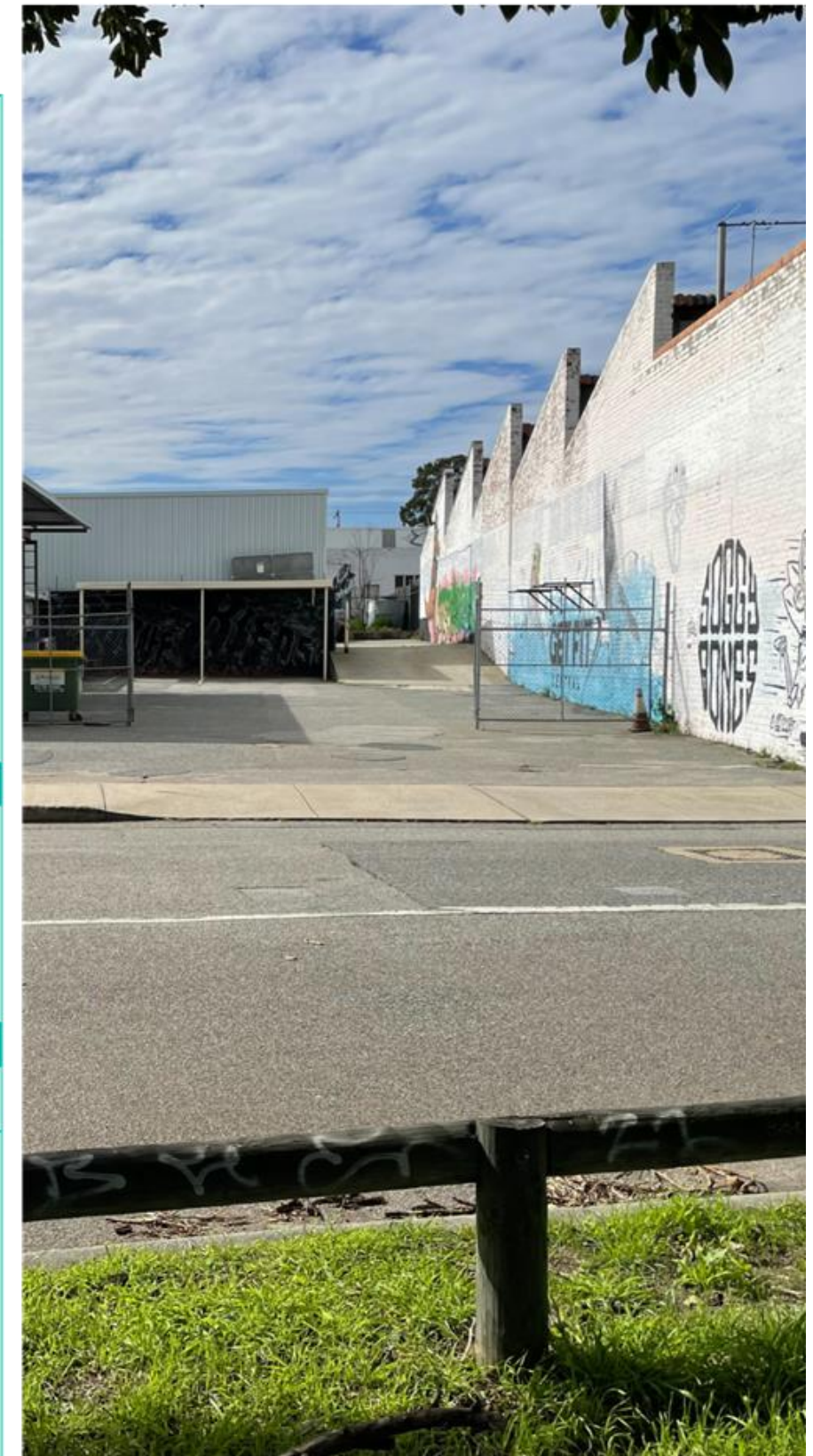


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MANDATORY CRITERIA		
1.	A transport analysis supports the additional vehicular movements generated by the proposal. The analysis also includes enhancement of pedestrian and cycle movement within and to the development.	
2.	The development meets the energy efficiency requirements as set out in clause 4.4.15 of this Policy.	
3.	The additional height mitigates adverse impacts to adjoining properties with regard to solar access of outdoor living areas, major openings, solar collectors or spaces such as alfresco areas, outdoor dining and pedestrian arcades.	
4.	A servicing analysis supports the additional demand on infrastructure.	
5.	Retention and enhancement of places of heritage significance (Aboriginal or European) that may be located on the development site or immediately adjacent.	
6.	Provision of landscaping beyond the requirements of this Policy. This includes: <ul style="list-style-type: none"> <li>• Providing 5 percent more deep soil area above what is required under clause 4.4.12 of this Policy; or</li> <li>• Providing 10 percent more on structure planting above what is required under clause 4.4.12 of this Policy; and</li> <li>• Providing double the amount of trees required by Clause A3.3.5 of the R-Codes Volume 2. The additional landscaping is to feature advanced planting on both the podium as well as the storeys above, with evidence of the ability for this to grow and be sustained.</li> </ul>	
Additional Criteria - Priority One		Points
1.	<p>Provide a pedestrian laneway at a minimum width of 4m. The provision of a pedestrian laneway is to provide links between the streets listed below and is to be supported by active ground floor uses. Additional Criteria 1 is only available to the lots:</p> <ul style="list-style-type: none"> <li>• Bounded by Newcastle Street, Golding Street, Old Aberdeen Place and Charles Street;</li> <li>• Between Golding Street and Cleaver Street;</li> <li>• Between Cleaver Street and Tandy Street;</li> <li>• Between Tandy Street and Macvean Lane; and</li> <li>• Between Macvean Lane and Douglas Street.</li> </ul> <p>The location of the pedestrian laneways shall be creatively designed by the applicant, with the support of the Design Review Panel.</p> <p>Laneways shall:</p> <ul style="list-style-type: none"> <li>• Be designed with pedestrians in mind.</li> <li>• Provide comfortable seating to encourage people to stop and stay awhile.</li> <li>• Include landscaping to soften the urban environment and create a more pleasant atmosphere.</li> <li>• Provide lighting to enhance safety and create an inviting atmosphere.</li> <li>• Consider artwork and murals to make the laneway more interesting and engaging.</li> <li>• Include active land uses that address the laneway.</li> <li>• Support the ability to host events and activities.</li> </ul>	50
2.	<p>Character buildings, identified through the Urban Design Study, are retained integrated and celebrated within the development, with the support of the Design Review Panel.</p> <p>The applicant is to demonstrate why a particular building is significant and should be retained.</p>	50



3.	<p>Applicant has entered a contract providing commercial space with subsidised rent for a period of no less than 10 years for a registered enterprise within the creative arts and cultural industries.</p> <p>The commercial space that is the subject of this community benefit must continue to operate as a use within the creative arts industry as listed below.</p> <p>The creative arts industry includes:</p> <ul style="list-style-type: none"> <li>• Arts and crafts</li> <li>• Designers, makers, and fabrication</li> <li>• Designer fashion</li> <li>• Education and civic</li> <li>• Film</li> <li>• Galleries</li> <li>• Interactive leisure software</li> <li>• Music</li> <li>• Performing arts</li> <li>• Publishing</li> <li>• Social enterprise</li> <li>• TV and radio</li> </ul> <p>At the discretion of the City, applicants can justify other sectors that focus on producing and promoting creative works, products, and services that are designed to entertain, educate, and inspire people.</p>	<p>Spaces 15sqm to 50sqm receive 10 points</p> <p>Spaces 51sqm to 100sqm receive 20 points</p> <p>Spaces over 100sqm receive 30 points</p>
<b>Additional Criteria - Priority Two</b>		<b>Points</b>
4.	<p>Public or Community infrastructure improvements in the form of streetscape improvements, transport improvement, public open space enhancement, community space and contribution to individual infrastructure item with evidence that the infrastructure is needed and supported within proximity to the development, at the discretion of the City. Forms of evidence include a developer led Community Needs Assessment, Appendix X - Context Analysis Report, or similar.</p> <p>The applicant is advised to refer to 05 The Public Realm - Place Plan to understand which actions are applicable.</p>	10 points per action delivered
<b>Additional Criteria - Priority Three</b>		<b>Points</b>
5..	Applicant has entered into a contract to deliver a minimum 10 percent affordable dwellings in partnership with an approved housing provider or not-for-profit organisation recognised by the Housing Authority.	50
6.	<p>Providing universal access dwellings as follows:</p> <ul style="list-style-type: none"> <li>• 15 per cent of all dwellings, across a range of dwelling sizes, meet Gold Level requirements as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia); or</li> <li>• 8 per cent of dwellings are designed to Platinum Level as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia).</li> </ul> <p>Or</p> <p>A dwelling type identified as a priority by the local government, such as aged and dependent dwellings, one-bedroom apartments, key-worker dwellings or other innovative housing models with evidence that the dwelling type is needed and supported.</p>	30





7.	Providing 5 percent of the site area as public open space, in addition to and pursuant to the requirements of clause 4.4.17.	50
8.	Provision of energy efficiency infrastructure that goes beyond the requirements as set out under clause 4.4.15 of this Policy. To be considered the development must meet a one star above the current Green Star rating or equivalent.	30



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## 05 THE PUBLIC REALM - PLACE PLAN

The City of Vincent Town Centre Place Plans have been developed as a set of 'place-based' strategic action plans to guide the allocation of funding and resources in the City's town centres and districts. The Place Plans direct the City's service units to deliver a range of place-based initiatives and enable the City to effectively support and coordinate change.

The Place Plan will guide the implementation of all major initiatives in the PDPF area.

The Place Plan enables the range of initiatives identified in the City's suite of informing strategies and plans to be filtered, prioritised and resourced appropriately.

Some of the City's informing strategies and plans provide high level guidance for the direction and type of initiatives the City should be undertaking, while others provide specific actions.

In addition, all projects align with the outcomes of community engagement undertaken across all City projects.

All of the projects and initiatives being undertaken in the PDPF area are listed as 'actions'. Each action is explained using a three step process:

- Action
- Rationale
- Delivery

Also included is the timing, estimated required budget and lead:

- Timeframe: Represents when the action is likely to be commenced. This is subject to change and dependent on resourcing and funding opportunities as per the IPRF.
- Lead: Outlines who is responsible for the delivery and/or funding of the action. This can be the City, the Community and/or Private (developer through Development Incentives for Community Benefit).
- Budget: Estimates are included for the delivery of each action.
- Source: Outlines potential funding sources including FTE resourcing costs, internal funding through capital and/or operational expenditure, and/or external funding opportunities through private development, community benefit, cash in lieu payments and grant funding.

The Place Plan actions have been organised as per the six priorities of the City's Strategic Community Plan.

These include:

- ENHANCED ENVIRONMENT
- ACCESSIBLE CITY
- CONNECTED & HEALTHY COMMUNITY
- THRIVING PLACES
- SENSITIVE DESIGN
- INNOVATIVE & ACCOUNTABLE

The Place Plan highlights the broad range of projects and initiatives the City is undertaking to support and improve the PDPF area.

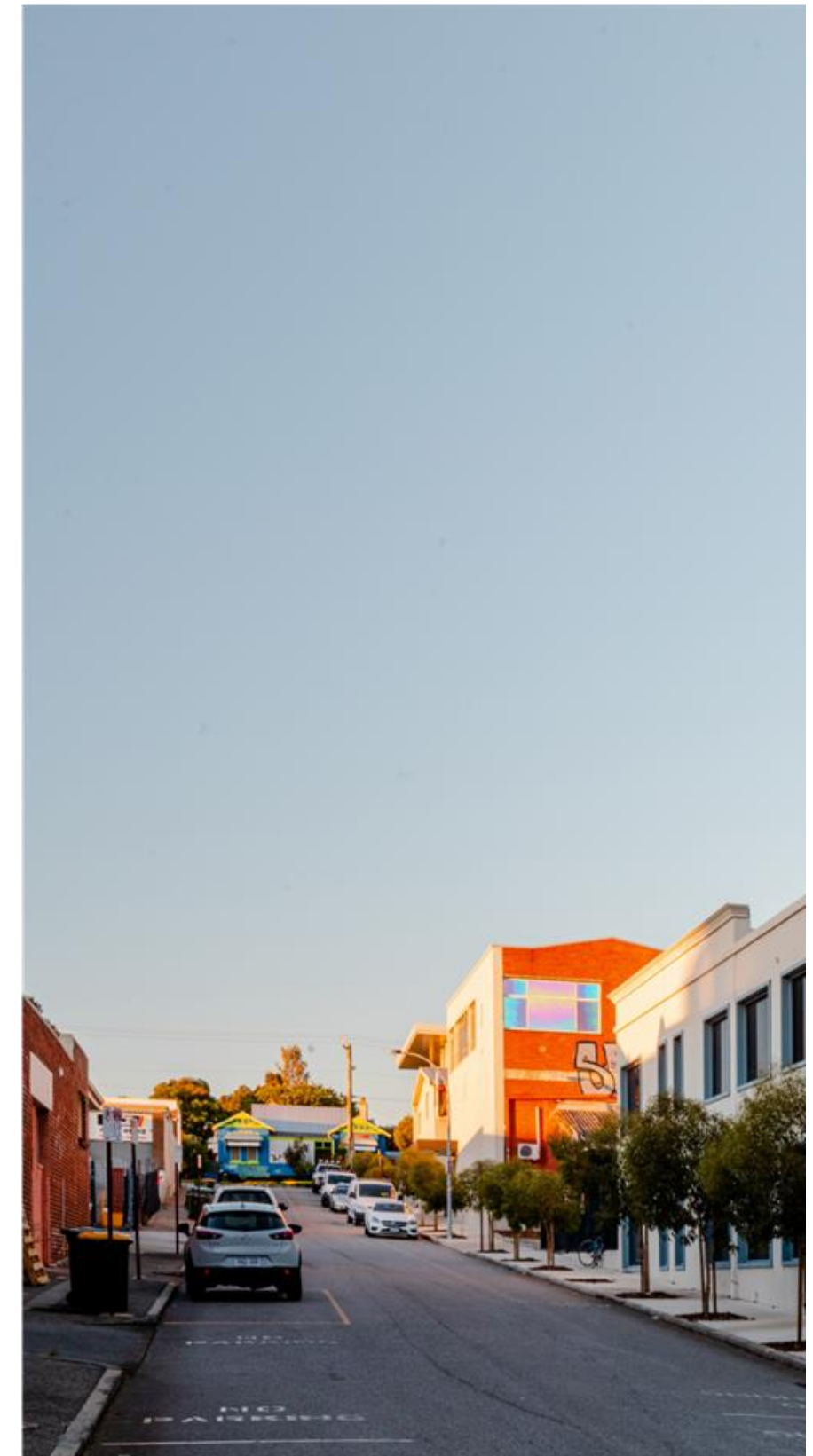
The Implementation Framework sets out the actions, and the delivery of these.

The Place Plan considers the City's Community and Stakeholder Engagement Strategy guiding principles:

- Make well informed decisions that are supported by evidence, aligned with strategic direction, and based on the needs and interests of everyone involved.
- Hear and understand our community.
- Meaningfully include the community in the decision-making process.
- Engage in a way that facilitates the involvement of impacted communities.
- Communicate before, during and after a decision is made.

Town centres are complex. By engaging meaningfully, the City will maximise the opportunity to understand what is important to the community and stakeholders and make informed decisions that are aligned with the City's key strategies. In addition, all projects identified in the Place Plan align with outcomes from the extensive community engagement program undertaken during the drafting of the PDPF.

The City will undertake additional community engagement in line with the City's Community and Stakeholder Engagement Strategy on a number of projects in the Place Plan. These projects are indicated by the following icon:





## 5.1 ENHANCED ENVIRONMENT

Sets out the actions and projects which assist the City to make the best use of our natural resources for the benefit of current and future visitors, residents, and businesses of the Pickle District.

### ACTION 5.1.1 DESIGN AND IMPLEMENT IMPROVEMENTS TO THE PICKLE PARK.

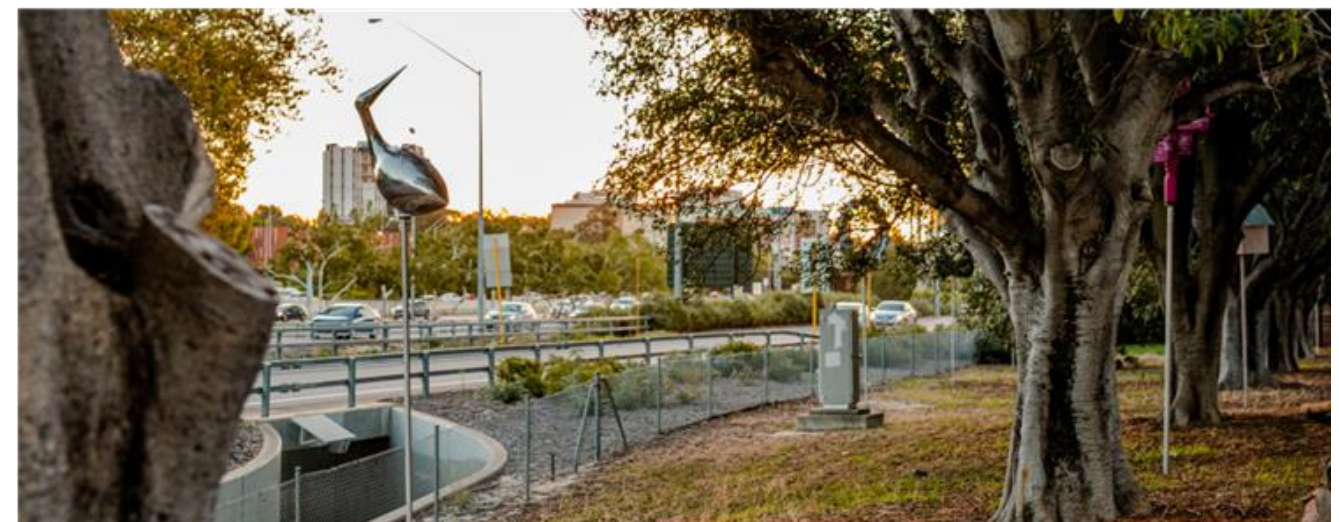
<b>Rationale</b>	The verge along Old Aberdeen Place is in close proximity to the Graham Farmer Freeway and features a number of established trees and shrubs, but is not maintained to a high standard consisting of weeds and loose rocks.			
	This presents the opportunity to improve the design, planting and maintenance on the verge and make it a usable space for the public, supporting local events and community initiatives such as the town team's popular art crawls. It will also act as a billboard for the district with the site's high visibility from the freeway.			
	Works will include but are not limited to landscaping, planting, seating, shade, public art, bike racks, power access and water access.			
	This action aligns with The Pickle District Town Team's Action Plan (Proposition Three and Action 3) to increase vegetation and landscape the area to transform it into a community space.			
<b>Delivery</b>	Work with the town team to develop and implement a design for Pickle Park along the Old Aberdeen Place verge.			
	Timeframe:	2023/24	Lead:	City / Community
	Budget:	\$30,000	Source:	Internal / External

### ACTION 5.1.2 ENCOURAGE UPTAKE IN BUSINESS COMMUNITY SOLAR WITH DISTRIBUTION OF PROMOTIONAL VIDEO.

<b>Rationale</b>	Current uptake of solar in the business community is low compared to the residential sector. This is primarily due to owners of the properties not being the operator who receives the power bill. Options for tenants are currently limited and in all cases need the building owner's cooperation and permission to proceed.			
	There are a number of options available that will be communicated to business owners and building owners for them to mutually benefit through the installation of solar.			
<b>Delivery</b>	Develop promotional material communicating the options available to business and building owners to mutually benefit through the installation of solar, and distribute through existing communications networks.			
	Timeframe:	2023/24	Lead:	City
	Budget:	\$500	Source:	Internal

### ACTION 5.1.3 INCREASE USABILITY OF SUTHERLAND RESERVE.

<b>Rationale</b>	As outlined in the context section 2.3.1, the Pickle District lacks in public open space. The only existing green space within the district is Sutherland Reserve, tucked into the western corner.			
	Sutherland Reserve is protected from the busy intersection adjacent and resultant noise and fumes by its lower grade and large perimeter trees. However, use of the reserve is low as it lacks amenity and feels unsafe at night.			
	There is an opportunity to increase the usability of Sutherland Reserve in alignment with the Public Open Space Strategy. Upgrades can include but are not limited to seating, water fountain, shade, bike rack, lighting.			
<b>Delivery</b>	The City will develop a plan to determine a program of amenity upgrades of existing facilities and the provision of additional facilities that could be added to the park in the future. It is anticipated that upgrades identified can be delivered by developers seeking development incentives for community benefit.			
	<b>Development Incentives for Community Benefit, Additional Criteria 4 - Priority Two</b>			
	Developers will have the opportunity to contribute towards reserve upgrades from the City's plan.			
	Timeframe:	2025/26	Lead:	City / Private
	Budget:	\$80,000	Source:	Internal / External







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ACTION 5.1.4 IMPROVE URBAN CANOPY.

Rationale	Canopy cover plays an important role in creating walkable and liveable neighbourhoods and encouraging people to linger longer.		
	The Pickle District's urban canopy is very low. Some mature trees can be found around the perimeter, particularly at Sutherland Reserve and the Old Aberdeen Place verge, but the streets throughout are severely lacking. Some young trees were recently planted along Cleaver and Golding Streets as part of the street upgrades.		
Rationale	The Pickle District is included in Western Power's Vincent Underground Power Project, West Perth Project Area 1190, where the remainder of the district will be under grounded. Detailed design is anticipated to occur in 2025 and construction in 2027. This will present opportunities to allow additional street tree planting and for trees to mature and canopy to without the restriction of power lines.		
	The City will develop an Urban Forest Plan for the PDPF area that will: <ul style="list-style-type: none"><li>Review existing challenges in establishing mature trees with canopy coverage in the built environment;</li><li>Recommend suitable tree species; and</li><li>Identify tree planting opportunities in median strips, verge, footpath and parking areas.</li></ul>		
Delivery	The City will develop and implement an Urban Forest Plan to improve the tree canopy in the Pickle District and surrounding residential streets. It is anticipated that actions identified in the Urban Forest Plan will be delivered by developers seeking development incentives for community benefit.		
	<b>Development Incentives for Community Benefit, Additional Criteria 4 - Priority Two</b> Developers will have the opportunity to contribute towards actions in the City's Urban Forest Plan for the PDPF area.		
Delivery	Timeframe:	2026/27	Lead: City
	Budget:	\$20,000 (Plan)	Source: Internal



5.2 ACCESSIBLE CITY

Sets out the actions and projects which enhance connectivity, improve the use of public transport, deliver parking efficiencies, and create a more pedestrian and cycle friendly Pickle District.



LEGEND

- ACTION 5.2.1 MAIN STREET UPGRADES
- ACTION 5.2.2 AND 5.2.4
- BUS STOPS
- TRAIN STATION
- PEDESTRIAN CROSSINGS
- PUBLIC OPEN SPACE
- EXISTING LANEWAY
- SAFE ACTIVE STREETS
- PRIMARY BIKE ROUTE
- FOOTPATHS
- BUS ROUTES
- FREE TRANSIT BUS ROUTE
- 400 METRE RADIUS
- PRECINCT BOUNDARY

ACTION 5.2.1 DEVELOP AND IMPLEMENT MAIN STREET UPGRADES.

Rationale	The Pickle District does not have a traditional main street and lacks amenities found in the City's town centres including shade, landscaping, public art, lighting and street furniture. As the Pickle District transforms and land uses evolve, streetscape improvements are required to meet the needs of local businesses, residents and visitors.		
	Cleaver Street is the main arterial road with high visibility. Cleaver Street was upgraded in 2021. Upgrades included road resurfacing, new line marking, new curbing, tree planting along verges and the median, and the installation of pathway nibs or 'artlets' to host public art. Cleaver street presents the opportunity to be enhanced by further streetscape upgrades to visually represent it as a main street of the Pickle District. Additionally, Old Aberdeen Place is emerging as a gathering place with creative businesses fronting onto the street and the upcoming Pickle Park project.		
	Improved public amenities are required to establish Cleaver Street and Old Aberdeen Place as main streets and set them apart from the standard streets in the area. This includes road resurfacing, lighting, landscaping, street furniture and opportunities for public art including conduits laid for connection to power.		
Delivery	The City will develop a plan to improve and implement increased public amenity on Cleaver Street and Old Aberdeen Place. It is anticipated that upgrades identified can be delivered by developers seeking development incentives for community benefit.		
	<b>Development Incentives for Community Benefit, Additional Criteria 4 - Priority Two</b> Developers will have the opportunity to contribute towards main street upgrades from the City's plan.		
	Timeframe:	2025/26	Lead: City / Private
	Budget:	\$60,000 (Plan)	Source: Internal / External

ACTION 5.2.2 INVESTIGATE PEDESTRIAN AND CYCLIST CONNECTION BETWEEN LOFTUS STREET AND DRUMMOND PLACE.

Rationale	Drummond Place terminates with a cul-de-sac travelling west, approximately 15 metres from the Loftus Street shared path. There is currently a sandy and steep verge which is difficult to traverse and no formal connection has been established.		
	A connection here for pedestrians and cyclists would greatly improve accessibility and connectivity between the Pickle District and the Leederville Town Centre. Further connection to the PSP at Old Aberdeen Place should also be considered in the future.		
Delivery	Investigate options to create a connection for pedestrians and cyclists between the Loftus Street and Drummond Place and advocate for implementation of solutions to State Government and other relevant organisations.		
	Timeframe:	2023/24-2024/25	Lead: City
	Budget:	\$0	Source: FTE



**ACTION 5.2.3 DEVELOP AND IMPLEMENT A PLAN TO IMPROVE PEDESTRIAN EXPERIENCE.**

<b>Rationale</b>	The walkability of the area is poor due to inconsistent path widths and a severe lack of shade. Improvements to the pedestrian experience will create a sense of place and identity, encourage people to linger longer and support the local businesses and growing economy.		
	With the undergrounding of power anticipated to be completed in 2028 (West Perth Project Area 1190 in Western Power's Vincent Underground Power Project), this will allow opportunities to reduce footpath clutter and upgrade lighting, improving the walkability of the Pickle District.		
<b>Delivery</b>	Improvements to the pedestrian experience should address paths, tree planting and shade.		
	The City will identify required improvements to the pedestrian experience and develop a plan for delivery. It is anticipated that improvements identified can be delivered by developers seeking development incentives for community benefit.		
	<b>Development Incentives for Community Benefit, Additional Criteria 4 - Priority Two</b> Developers will have the opportunity to contribute towards pedestrian experience upgrades from the City's plan.		
	Timeframe:	2025/26	Lead: City / Private
	Budget:	\$50,000 (Plan)	Source: Internal / External

**ACTION 5.2.4 INVESTIGATE FEASIBILITY OF DRUMMOND PLACE UNDERPASS.**

<b>Rationale</b>	Loftus Street is a major impediment to pedestrian movement, particularly between Leederville Town Centre and the Pickle District.		
	An underpass for pedestrians and cyclists would provide a safe route without the interruptions of heavy traffic and intersections. It would also leverage the vibrant and active Leederville Town Centre by encouraging patrons to walk across to the Pickle District.		
<b>Delivery</b>	Investigate the feasibility of an underpass to connect Drummond Place to Leederville for pedestrians and cyclists, and advocate for exploration of opportunities to State Government and other relevant organisations.		
	Timeframe:	2025/26-2026/27	Lead: City
	Budget:	\$0	Source: FTE

**ACTION 5.2.5 IMPLEMENT VINCENT WAYFINDING SIGNAGE PLAN.**

<b>Rationale</b>	Wayfinding is a critical component to the legibility and walkability of a place. It helps people determine how to move through spaces, guided by architecture, urban design, landmarks and views.		
	Wayfinding in Vincent has significant room for improvement. An over proliferation of signage and styles competes for attention and can result in confusion.		
	The Vincent Wayfinding Signage Plan has been prepared and will be implemented to: <ul style="list-style-type: none"> <li>• Create a comprehensive, clear and consistent visual communication system with concise messaging;</li> <li>• Only include the information that is relevant to the space, location and navigation path; and</li> <li>• Focus on active transportation mode users, particularly pedestrians and cyclists.</li> </ul>		
<b>Delivery</b>	Implement the Vincent Wayfinding Signage Plan in the Pickle District and investigate additional branding opportunities.		
	<b>Development Incentives for Community Benefit, Additional Criteria 4 - Priority Two</b> Developers will have the opportunity to contribute towards the delivery of the City's Wayfinding Signage Plan.		
	Timeframe:	2023/24	Lead: City / Private
	Budget:	\$50,000	Source: Internal / External





5.3 CONNECTED & HEALTHY COMMUNITY

Sets out the actions and projects which contribute to the Pickle District’s unique sense of place, and encourage the community to connect with each other to enhance their quality of life.

ACTION 5.3.1 SUPPORT LOCAL TOWN TEAM AND COMMUNITY TO DELIVER ACTIVATION AND COMMUNITY INITIATIVES IN THE PICKLE DISTRICT.			
Rationale	Feedback collected through stakeholder engagement showed strong support for community initiatives, activations and events in the area.		
	The Pickle District is fortunate to have an active town team that advocate for the area as an arts precinct, and are known for their creative events that draw visitation. It is important to continue to support the local town team, businesses and community to deliver activations and initiatives in order to provide opportunities for the community to connect with place, each other, local businesses and arts and cultural experiences.		
Delivery	Continue to support the local town team and community to deliver activation and community initiatives through the Town Team Grant and Festivals & Events Sponsorship annual funding programs.		
	Timeframe:	2023/24 onwards	Lead: City / Community
	Budget:	\$10,000 p.a.	Source: Internal





5.4 THRIVING PLACES

Sets out the actions and projects which assist the City to create, enhance, and promote great places and spaces in the Pickle District in order for it to reach its activation and economic potential.



Arts, Culture and Activation

LEGEND

- ACTION 5.4.1 ARTLET LOCATIONS
- ACTION 5.4.2 PEDESTRIAN LANEWAY
- PUBLIC OPEN SPACE
- 400 METRE RADIUS
- PRECINCT BOUNDARY
- ART STUDIO
- ART GALLERY
- CINEMA
- EVENTS
- CAFE
- LIVE MUSIC VENUE

ACTION 5.4.1 COLLABORATE WITH THE PICKLE DISTRICT TOWN TEAM TO IMPLEMENT ART FOR ARTLETS.

Rationale	The arrival of creative businesses and their involvement in the local town team over recent years has seen the Pickle District organically emerge as an inner city arts precinct. The town team are well placed to define the artistic vision for the area and contribute towards curation and delivery of public artworks.		
	There is an opportunity to work with the town team to curate and deliver public artworks on concrete nib 'artlets' located along Cleaver Street.		
Delivery	This action aligns with the Pickle District Town Team's Action Plan (Proposition Two, Actions 6 and 12), which identifies the opportunity to experiment with design and art ideas to improve Cleaver Street.		
	The City will collaborate with The Pickle District Town Team to curate and deliver public artworks for the Cleaver Street artlets. Developers will have the opportunity to contribute funding towards the public art project through the development incentives for community benefit and through the percent for art scheme.		
	<b>Development Incentives for Community Benefit, Additional Criteria 4 - Priority Two</b>		
	Developers will be have the opportunity to contribute towards the public art projects for artlets.		
	Timeframe:	2023/24	Lead: City / Community
	Budget:	\$120,000	Source: Internal / External



ACTION 5.4.2 EXPLORE OPPORTUNITIES FOR PEDESTRIAN LANEWAYS BETWEEN DOUGLAS STREET AND CLEAVER STREET.			
Rationale	Creative businesses in the Pickle District are located in two main clusters, centred around Douglas Street and Cleaver Street. The pedestrian experience between the two locations is currently poor and indirect.		
	The opportunity exists to provide pedestrian laneway connectivity between Douglas Street and Cleaver Street. This will support the emerging arts scene and local businesses in the district, as well as create additional spaces for the facilitation of events and activations.		
	This action aligns with the Pickle District Town Team's Action Plan (Proposition One, Action 11) which calls for laneway activation to connect art and experiences.		
Delivery	The City will facilitate discussion with property owners and developers of the relevant sites to investigate pedestrian laneways connecting Douglas Street through to Cleaver Street. Developers seeking development incentives for community benefit will have the opportunity to deliver the pedestrian laneways.		
	Development Incentives for Community Benefit, Additional Criteria 1 - Priority One To be delivered by developers of relevant sites.		
	Timeframe:	2025/26	Lead: Private
	Budget:	As per 4.6	Source: External

ACTION 5.4.3 IMPLEMENT PICKLE DISTRICT GATEWAYS			
Rationale	Gateways mark the entrance to an area for visitors and are the first established memory of a place. They represent it's character, personality and provide a sense of community.		
	The Vincent Wayfinding Signage Plan proposes to formalise gateways to precincts and town centres with collocated signage and public artwork. The map on the previous page outlines the locations of the proposed gateways for the Pickle District.		
	This action aligns with the Pickle District Town Team's Action Plan (Proposition Three, Action 4) which calls for laneway activation to connect art and experiences. Having built the arts precinct from scratch, the town team are well placed to define the artistic vision for the area and contribute towards curation and procurement of public artworks.		
Delivery	The City will engage with The Pickle District Town Team to procure public artworks for the district gateways in alignment with the Wayfinding Signage Plan. Developers will have the opportunity to contribute funding towards the public art projects through the development incentives for community benefit and through the percent for art scheme.		
	Development Incentives for Community Benefit, Additional Criteria 4 - Priority Two Developers will have the opportunity to contribute towards implementation of district gateways and public art for relevant developments.		
	Timeframe:	2026/27	Lead: City / Community / Private
	Budget:	\$250,000	Source: Internal / External





ACTION 5.4.4 RETAIN CREATIVE INDUSTRY			
Rationale	Feedback from community and targeted stakeholder engagement shows overwhelming support for the burgeoning arts scene in the Pickle District, founded and grown by the local businesses and town team.		
	Development of the precinct poses a threat to the creative businesses that make the vibrant arts hub, potentially losing tenancies due to building works and/or becoming priced out of leases.		
	The Making Space for Culture report identified this threat as a major opportunity to work with the private sector to retain spaces for the creative industry. This action seeks to do so through planning mechanisms including community benefit incentive and percent for art contributions.		
Delivery	The City will facilitate discussion with property owners and developers to provide tenancies for creative businesses in the Pickle District through development incentives for community benefit and percent for art contributions.		
	<b>Development Incentives for Community Benefit, Additional Criteria 3 - Priority One</b> Developers will have the opportunity to provide tenancies for creative businesses for relevant developments.		
	Timeframe:	2023/24	Lead: Private
	Budget:	As per 4.6	Source: External

ACTION 5.4.5 SUPPORT THE IMPLEMENTATION OF THE VIBRANT PUBLIC SPACES POLICY			
Rationale	Vibrant public spaces are areas in the public realm that support social interaction and community engagement. They are spaces which provide pedestrian amenity and are for everyone to enjoy. Vibrant public spaces are dog friendly and smoke free at all times.		
	The Vibrant Public Spaces policy seeks to facilitate public and private investment in the public realm for the benefit of the community.		
	The City's Place team can take a stewardship role to guide the implementation of various actions under the policy, whether undertaken by the City or by private landowners or business owners.		
Delivery	Support the implementation of the Vibrant Public Spaces policy in the Pickle District.		
	Timeframe:	2023/24	Lead: City
	Budget:	\$0	Source: FTE





5.5 SENSITIVE DESIGN

Sets out the actions and projects which assist the City to encourage unique, high quality developments that respect and respond to the character and identity of the Pickle District.

ACTION 5.5.1 DEVELOP AND IMPLEMENT STREETScape STYLE GUIDE			
Rationale	The Pickle District streetscape requires upgrading. As the precinct enters into an age of redevelopment, the opportunity exists to deliver consistent streetscapes and enhance the character and sense of place.		
	The City's Accessible City Strategy was developed using the Link and Place Framework. Action 2.2.1 is to 'Develop a set of Link and Place Guidelines to guide future streetscape improvements.'		
	Whilst this action will apply to the City as a whole, there is an opportunity to build upon the guidelines to develop a streetscape style guide specific to the Pickle District. This will ensure future investment in the public realm is consistent and creates a sense of place through developing a colour and materials palette, a suite of street furniture and appropriate landscaping elements to be applied throughout the Precinct.		
Delivery	The City will develop and implement a streetscape style guide for the Pickle District.		
	The guide will then be used to guide streetscape upgrades that form part of the City's program of works as well as those that arise as the result of new development.		
	<b>Development Incentives for Community Benefit, Additional Criteria 4 - Priority Two</b> Developers will have the opportunity to provide streetscape upgrades and implementation in line with the City's streetscape style guide. This will be based on a needs analysis done for the public realm adjacent to or most closely servicing each development.		
	Timeframe:	2025/26	Lead: City / Private
	Budget:	\$80,000	Source: Internal / External





5.6 INNOVATIVE AND ACCOUNTABLE

Sets out the actions and projects which assist the City to support the community to realise its vision. To achieve this, we will be an organisation that manages resources well, communicates effectively, and takes our stewardship role seriously.

ACTION 5.6.1 INVESTIGATE OPPORTUNITIES FOR BUSINESS ENHANCEMENT GRANTS				
Rationale	The public realm and visitor experience of the City's places are informed by both public and the privately owned land, buildings and the businesses that inhabit them.			
	Enhancements to public land, including planter boxes, parklets, wayfinding signage, bike racks and other street furniture is facilitated through Place Plans and the Vibrant Public Spaces Policy.			
	To date, there has been no direct avenue to provide financial support to business owners and landlords to make incremental improvements of this nature to privately owned land and buildings.			
	Business enhancement grants are a cost-effective way to partner with small businesses and spark small-scale incremental improvements that enhance the street appeal, presentation and attractiveness of our town centres and places.			
Delivery	Investigate development and implementation of a Business Enhancement Grant in the City of Vincent.			
	Timeframe:	2024/25	Lead:	City
	Budget:	\$10,000	Source:	Internal

ACTION 5.6.2 INVESTIGATE OPPORTUNITIES FOR PLACE IMPROVEMENT FUNDING				
Rationale	Vincent's vibrant places and spaces are integral to our identity, economy and appeal. We want to create, enhance and promote great places and spaces for everyone to enjoy.			
	Funding place-based projects is challenging in local governments with limited budgets and high asset renewal costs.			
	The City's seeks various funding partnerships and grants to support the delivery of place-based projects and trialling new initiatives aligned with town centre place plans.			
	The opportunity exists to investigate the feasibility of implementing different funding approaches to support ongoing delivery of place-based programs and projects.			
Delivery	Investigate different funding approaches to support ongoing delivery of place-based programs and projects.			
	Timeframe:	2023/24	Lead:	City
	Budget:	\$0	Source:	FTE

ACTION 5.6.3 SEEK FUNDING OPPORTUNITIES FROM THE PERTH PARKING LEVY				
Rationale	Vincent's vibrant places and spaces are integral to our identity, economy and appeal. We want to create, enhance and promote great places and spaces for everyone to enjoy.			
	The Pickle District lies within the PPMA resulting in the City and some private land holders making annual contributions to the Perth Parking Levy (PPL). This Levy is used to fund balanced transport initiatives within the PPMA that support reduced private vehicle use and promote vibrant, active places.			
	The PPL and distribution of levy funds is administered by the Department of Transport (DOT). There is an opportunity for the City to advocate for transport and public realm improvement projects to the DOT for funding consideration.			
	Advocate for funding from the Perth Parking Levy and other funding opportunities to deliver transport and public realm improvements in the Pickle District.			
Delivery				
	Timeframe:	2024/25	Lead:	City
	Budget:	\$0	Source:	FTE



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## 5.7 IMPLEMENTATION FRAMEWORK

KEY ACTION / PROJECT		BUDGET	LEAD	RESPONSIBLE TEAM	SUPPORT TEAM	TIMING				
						23/24	24/25	25/26	26/27	27/28
ENHANCED ENVIRONMENT										
5.1.1	Design and implement improvements to the Pickle Park.	\$30,000	City / Community	S&D	I&E	✓				
5.1.2	Encourage uptake in business community solar with distribution of promotional video.	\$500	City	C&B	S&D	✓				
5.1.3	Increase usability of Sutherland Reserve.	\$80,000	City / Private	S&D	I&E			✓		
5.1.4	Improve urban canopy.	\$40,000	City	S&D	I&E				✓	
ACCESSIBLE CITY										
5.2.1	Develop and implement main street upgrades.	\$60,000	City / Private	S&D	I&E			✓		
5.2.2	Investigate pedestrian and cyclist connection between Loftus Street and Drummond Place.	\$0	City	S&D	I&E	✓	✓			
5.2.3	Develop and implement a plan to improve pedestrian experience.	\$50,000	City / Private	S&D	I&E			✓		
5.2.4	Investigate feasibility of Drummond Place underpass.	\$0	City	S&D	I&E			✓	✓	
5.2.5	Implement Vincent Wayfinding Signage Plan.	\$50,000	City / Private	I&E	S&D	✓				
CONNECTED AND HEALTHY COMMUNITY										
5.3.1	Support local town team and community to deliver activation and community initiatives in the Pickle District.	\$10,000 p.a.	City / Community	C&B	S&D	✓	✓	✓	✓	✓
THRIVING PLACES										
5.4.1	Collaborate with The Pickle District Town Team to implement art for artlets.	\$120,000	City / Community	S&D	I&E	✓				
5.4.2	Explore opportunities for pedestrian laneways between Douglas Street and Cleaver Street.	As per 4.6	Private	S&D	I&E			✓		
5.4.3	Implement Pickle District gateways.	\$250,000	City / Community / Private	S&D	I&E				✓	
5.4.4	Retain creative industry.	As per 4.6	Private	S&D	I&E	✓				
5.4.5	Support the implementation of the Vibrant Public Spaces Policy.	\$0	City	S&D	I&E	✓				
SENSITIVE DESIGN										
5.5.1	Develop and implement streetscape style guide.	\$80,000	City / Private	S&D	I&E			✓		
INNOVATIVE & ACCOUNTABLE										
5.6.1	Investigate opportunities for business enhancement grants.	\$10,000	City	S&D	C&B		✓			
5.6.2	Investigate opportunities for place improvement funding.	\$0	City	C&B	S&D	✓				
5.6.3	Seek funding opportunities from the Perth Parking Levy.	\$0	City	S&D	C&B		✓			

Community & Business Services (C&B), Strategy & Development (S&D), Infrastructure & Environment (I&E), Information & Communications Technology (ICT), Office of the CEO (CEO)

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CITY OF VINCENT

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## Attachment 2 – West Perth Planning Framework Survey Submissions

No	What do you love about West Perth?	What could be improved in West Perth?	What will West Perth look like in the future (and how can more people enjoy it)?	What should we do to meet the Council priority of an Enhanced Environment in West Perth?	What should we do to meet the Council priority of an Accessible City in West Perth?	What should we do to meet the Council priority of a Connected Community in West Perth?	What should we do to meet the Council priority of Thriving Places in West Perth?	What should we do to meet the Council priority of Sensitive Design in West Perth?	What should we do to meet the Council priority of Innovative and Accountable in West Perth?
1	Small community atmosphere. Local eateries. The pickle district arts precinct!! Fairly diverse demographic residing here.	Continued traffic calming. Better verge landscaping.	Continued SUPPORT for pickle district as arts and cultural hub area. Hope for public transit solution like Metronet light rail running in Charles St. More cycle infrastructure and connection. Keep the area mixed use but not luxury.						
2	It's unique buildings and historic influence	More community events to showcase the pickle district	Hopefully leveraging existing infrastructure - I will regret buying in this area if the bunnings plan goes ahead	This is such a special area that should be valued for what it is and how it can develop - forcing a mega structure on the residence here would be unfair and a shame			Clean up Council owned places - so much overgrown sidewalks and paths		
3	Proximity to the city, making it central access for our clients who are from all areas of Perth.	Parking and traffic management will be a central issue for us, and many existing long-term business' in the area, so people can easily park and access the places they are seeking in the area. The current situation is heavily policed by rangers issuing parking fines to people who are only in the area for a couple of hours.	An eclectic mix of mobile workspaces, cafes & bars, to gyms, health & fitness, to shopping, and also accommodating existing long term automotive business' like Pace Auto Werks, as we transition through to EV servicing & maintenance for our huge existing clientele to enjoy the facilities the area has to offer while waiting for their car service to be completed. Diversity and inclusivity being key words for the future direction of the area.						
4	Character buildings and heritage. It's not as busy as the city - while close to inner city, it still maintains suburban calm. The traffic doesn't build	Preserve and maintain the historical charm, using these spaces more effectively for creative hubs without destroying their heritage charm, like Melbourne. Some examples are:	Like Melbourne, with a focus on arts, culture, and heritage. There is nowhere else in Perth like this, and the state government is selling off heritage spaces to developers. The City of	Green rooftops - there's a hugely populous city overseas (unsure exactly where but I think it's an Asian city) where they mandated every inner-city apartment building/skyscraper plant	Require Underground parking for all new builds.	Seek advice from Melbourne City Council planners and planners internationally - New York Meatpacking District, London (Shoreditch, Brick Lane).	There are supermarkets - Highgate Woolworths, Coles on Cambridge Street, Leederville IGA. We need more small bars, restaurants, event spaces (theatres) etc to bring culturally engaged,		Support the residents and local businesses, not individual landowners who plan to sell to developers as these individuals are not long-term active stakeholders in the area (because



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	up too much in peak hour.	<p><a href="http://meatmarket.org.au/">http://meatmarket.org.au/</a> which has an arts space called The Stables or fortyfivedownstairs theatre and gallery space <a href="http://www.fortyfivedownstairs.com/">http://www.fortyfivedownstairs.com/</a></p> <p>Less high density living which causes on street parking issues. New developments need to be strategically approved with sufficient onsite parking. Many of the character homes in this area do not have space for parking cars on their property.</p> <p>Focus on reducing anti-social behaviour and preventing crime - burglaries, car break ins etc.</p>	<p>Vincent is in a unique position to preserve and improve these spaces which would be a massive draw card for the area. East Perth is old and has no charm, Subiaco is dead, Perth city has some vibrant areas (King and Queen Streets and the laneways nearby i.e. Wolf Lane) but they are sandwiched between huge department stores and arenas which detracts from the culture, aesthetic and just brings down the vibe generally.</p> <p>We don't want shopping centres, big pubs, or Bunnings warehouse. We have the City and Innaloo very close by.</p>	<p>garden on their roofs which has reduced the temperature of the city. Planting needs to be done in consultation with horticulturalists and experts - a large number of new build shopping centres will plant trees/shrubs in garden beds because they have to, but the plants they select are wrong for that environment and die. New York's The High Line is a great example of urban green space - <a href="https://www.theguardian.com/artanddesign/2008/nov/18/new-york-high-line-park">https://www.theguardian.com/artanddesign/2008/nov/18/new-york-high-line-park</a></p>			social and mature people into West Perth at night, not anti-social individuals - the city and northbridge has enough trouble managing the safety and security of residents and visitors to the area.		they're selling) and neither are the developers. The City of Vincent needs to be really conscious of building the life and nurturing the soul of the area, which is not something that developers will do - they will build something as cheaply as possible with little consideration as to the long-term impact on the community.
5	Diversity of this area. Ability for creative industries to exist and flourish in a suburban area.	This area needs landscaping and a decent outdoor park which could be used for community events and gatherings. Also could do with some more low-key retail and food/beverage to bring people to the area (not chain stores). Continue to encourage refurbishment of buildings. Residential low-rise dwellings would be a bonus	As above. Very much mixed use but laid back in the look and feel.						
6	Character, proximity to City, Leederville town centre, Northbridge and Highgate, proximity to	More street trees - understand this is hard with driveways and crossovers, but maybe	High density residential area, with well-designed apartments and lots of street trees, natives, and	More large street trees - reduce width of streets and remove street parking and add big trees	Priority on pedestrians and cyclists - reduce speed limits on roads, reduce width of	More locally owned cafes and bars - they are the "community" places I use. Cleaver street cafe is	I believe it is a thriving place - lots of options for cafes and bars (bars and restaurants may be in	Retain heritage and ensure well designed apartments with plenty of green space and good	City has committed to reducing its impact on climate change. Making a smart environmentally



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	<p>parks (Lake Monger, Robertson Park, and Kings Park), small cafes and bars and grocery stores (Golden Choice, Miller and Baker, Good Grocer).</p> <p>Living in West Perth means that I can walk everywhere - to work in CBD, to gym (Beatty Park), to cafes, bars and restaurants and I run around Kings Park in mornings (10-15km loop from my house) and walk around Lake Monger (7km loop from my house). Basically I never need to drive!!</p>	<p>we can remove some of the street parking or make roads one-way - people I know in the area walk to work or use public transport (there's a free bus into City.) We should no longer be prioritising cars, and more streets will make the streets cooler and encourage more people to enjoy the outdoors - which equals a healthier and happier community. Acquire freehold in Sutherland Street reserve and plants trees and natives - at the moment it is covered in dead grass most of the year and hardly used. Opportunity to make this a passive recreation area which people working in West Perth can use at lunch/afternoons. Prioritise pedestrian crossings at traffic lights - it takes forever for green man at Carr/Charles street intersection or Vincent/Loftus street. Prioritise pedestrians and bikes on streets - cycling down the "bike lane" on Carr Street is dangerous - too many cars turning off, reduce speed limit and add more traffic slowing mechanisms - like trees and islands. Do not approve any large retail shops like Bunnings - atrocious that this is going ahead. There is a</p>	<p>greenspace. Good to retain the creative industries and character and the cafes and bars. Do not want any big retail shops like Bunnings or a Coles.</p>	<p>and native verges - our prioritisation of cars needs to change and there is an opportunity for local gov to lead on this. Make some streets one way so we can plant more trees. Make Sutherland street a real passive recreation area with more trees and natives - instead of dead grass. Ban artificial grass on verges and within properties so runoff is reduced (need water to infiltrate into soil), use permeable paving for crossovers and on street parking. Environment should be priority over cars if we are serious about action on climate change.</p>	<p>roads/make once way so safer for pedestrians and cyclists. Carr street bike lane is not really safe - too many turning vehicles and parking cars. Instead make Carr street bike priority - add more traffic slowing mechanisms. Do not allow Charles street to be widened - people should not be encouraged to drive. Charles street is already horrendous to cross - need to make traffic lights favour pedestrians crossing.</p>	<p>great for working from home - need more large cafes like this with good internet. Beatty Park is excellent and very good value - I would be happier to pay more (would rather see my rates being used for more street trees and greenspaces than discounting gym memberships)</p>	<p>Leederville or Highgate, but still walking distance). If density of West Perth increases, I'm sure we would attract more small bars and restaurant, which would be great for night life.</p>	<p>setbacks to allow enough natives to be planted. Make cross overs permeable pavers and remove street parking and replace with native verges. The City has committed to increasing canopy cover and declared a climate emergency - so there needs to be real action to change street scapes and building designs to reduce the adverse environmental impact. West Perth's location means you should not need to drive - I don't drive to work, shops, cafes, bars etc - I would use my car once or less most fortnights.</p>	<p>sensitive plan for west Perth's future is a way it can do this. Need to ensure the plan prevents any bunnings or large retail shops and has strict requirements for apartments to ensure they are well designed - good setbacks, lots of greenspace, large trees. Opportunity to change street scapes to prioritise pedestrians. Also noting that this is the second time I have completed this survey as my responses were lost last time - so making sure this portal works is key. Also need to consider better ways to engage with community.</p>



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		bunnings in Subiaco which is a few kms away. We do not need more cars or more big box shopping centres. What makes West Perth unique is the character of the buildings and small local shops. There is a great opportunity to increase the residential density of the West Perth industrial area with smart design - lots of green space and apartments. More people will mean more small cafes and bars which is great for local area.							



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7	Current high number and concentration of arts organisations in area.	Unfortunately it looks like recently announced huge redevelopment has now triggered an arts exodus and will further push out arts organisations in the area. Not surprising we have decided to move, accepted an invitation from the City to relocate the studio from West Perth to North Perth.	I suspect other commercial and high-rise residential developments with few if any arts organisation affording the resulting elevated land values and rents.	(Leading preamble?) Obviously plant more trees and look at possible parks away from high traffic noise areas in the area (are there?)	More resources into bike paths to cater for the likely increase in high density housing/offices with the area. (I regularly cycle commute/exercise through the area).	Sadly I think it's now too late to "promote and provide mechanisms to encourage the retention of the existing creative uses within the Pickle District." Unfortunately the City unwittingly accelerated the usual gentrification process before most of the arts could develop permeant bases within the area (except for a few like HaC gallery).	Wait until current changes and their results have flowed through: The Bunnings development will bring a large volume of people into the area, and local landowners and their tenants will naturally pivot towards this. Moving ahead of this may hinder this process.	See previous comment. Be patience and wait until new trends an out. I suspect the currently coming economic slowdown will show any organic changes coming through.	Resist the urge to rush in and help a small number of highly vocal people. Restarting the annual arts exhibition (like many other councils have now done) in the City offices will bring you into informal contact with a wider part of the arts community within a short period of time and give you a more balanced perspective. Many of my (recreational, emerging, and professional artists) students are starting to exhibit in other City exhibitions as there is no local equivalent. Most of these are not interested in formal surveys and workshops, and so you are not currently hearing or meeting them.
8	Area I live in (Carr street) has dense living without feeling overcrowded. Green spaces, trees lining street, and history/character of the buildings.	Access to the area by bike, foot traffic. Bike path can be a bit sketchy. Crossing Newcastle street by foot/with a pram between Charles and Loftus doesn't feel the safest.	Further focus on services, function/event space in addition to creative uses that already exist. More pop-up events and engagement with people live in and around the area.						
9	Community feel	Better parking when developing Parking space is already a problem	Creative and interesting						
10	The local businesses.	No new development of nationwide chain stores.	No good. The local business vibe will be gone.						



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11	Community of caring residents	Consultation and expanding creative arts and family facilities	Open space Community garden Easy access to parks and arts Pedestrian and all access	Plantings and canopies		Consult more to families and local small businesses	Invest time and money		Have more local people form community committees
12	Close to city, close to Leederville, close to Northbridge, close to North Perth, close to Mount Lawley. Feels safe and not too noisy.	'West Perth' as a suburb feels disjointed - there is a big difference between the west end of the CBD v the area north of Roe St. We also have a bit of a dead zone as far as convenience stores/cafes go in the area bordered by Bulwer/ Charles/ Fitzgerald.	I think it should be a mix of the items listed below - it should be a vibrant, dynamic area with high density housing, lots of young families, lots of amenity and a cultural personality (i.e. maintaining the creative industry).						
13	it's grittiness & history	leave it like it is	bespoke events	leave Perth to have some authenticity, that's what attracts people to these areas	tram/trolley bus	there is no obvious sharing of opportunities to celebrate the area within the towns, maybe there is....	keep it like it is, not bring in supermarkets, why not an urban market, they have all but disappeared	keep it in keeping with the current environment, over east, that's the draw card because of its history	keep unsympathetic developers OUT!
14	I love the sense of community that the West Perth arts district provides when hosting their events such as The Pickle District's "After Dark". They're inclusive and one of a kind. I tend to visit the different art galleries in the space. It feels like a "best kept secret" or a place where you know who will be there, away from the predominant public display.	There should be more investment in the area to push it into the limelight. As an emerging arts centre, it is a one of a kind for Perth. Capitals all around Australia such as Melbourne, Sydney and even Adelaide have arts districts in the public domain. One could argue the Perth Cultural Centre is ours, but it doesn't provide the same variety that The Pickle District does. They're so much more than the businesses that reside in it, it's a sense of community too.	I hope it can thrive into a creative industry precinct it has been trying to achieve for years. Commercial business is a parasite for the arts community. It's so much more than money.	Provide more parking and spaces for people to gather and indulge in the sense of community. An evaluation on specific vacant land in the area and how it can be converted to serve a better purpose community-wise.	Re-evaluate how much a commercial business will affect foot traffic. If a big commercial business obtains land in West Perth, it will put more pressure on road network, and footpaths. The business will not support accessible planning due to the natural slant of the area and paths over driveways.	As a frequent visitor of The Pickle District, I will admit the area's external sense of community is lacking substance. There are no public spaces such as parks, community centres or open areas (interior/exterior) that have any creative displays. An initiative from the Council that helped build a sense of community like an investment into one of the vacant blocks would benefit The Pickle District and its ideals.			



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15	Location, Greenspace, Community. It feels connected and green. I adore the open spaces and heritage.	I miss seeing the night sky especially at sunset. Built up and increasing high rise effects the vistas. Congestion and pollution from traffic esp. on main Charles, Hay, Thomas & Fitzgerald OMG CRY, CRINGE	Be great to have a lookout above the roofs and traffic. Be great to have more cycle safe path esp. on busier roads. Pedestrian bridges over railway lines and busy roads would be awesome	More aerial walkways to elevate access to treescape and sky. Better access routes exclusively for non-car / truck traffic	Major importance is the road network is past capacity! Absolutely the pedestrian and cyclist links to other areas are hindered by the surrounding road network.	There are no (all inclusive) public purpose or community buildings within West Perth. There is no attraction or retention of the existing creative uses within the Vincent areas.	Make the space and people will come!	Roads at capacity and traffic makes it unsafe. Excessive traffic on streets creates stress, pollution, and hinder community. It reduces local safety.	Communication and engagement are key, not only to business but also to residents!
16	The independent businesses in the Pickle District such as Cleaver & Co, Inner City Fitness gym, and all the art galleries. There's such potential in that very walkable little pocket to become a haven for independent businesses and arts and culture.  I also love the community feel, and the fact that with such a mix of housing (from high-rise apartments to single dwellings), there is a diverse and multicultural population. I also love all the green spaces and little parks around.	Lack of infrastructure for pedestrians and cyclists: All the main road junctions (Charles, Loftus, Vincent) but especially Newcastle street - just horrible, lack of shade, so dangerous to cross the road (the lights for pedestrians are the same timing as turning cars which never give way to pedestrians). No separated cycle paths.  Lack of activation: All the really dull industrial parts of Newcastle and the Pickle District (car yards, tyre places, empty warehouses) - imagine if these were artist studios, florists/plant shops, yoga studios, independent fruit & veg markets, galleries, cafes, and pubs.  Lack of nightlife: some small bars or even restaurants would help immensely - we don't even really have a local pizza place or Indian restaurant! I'm thinking	The creative industries are crying out for infrastructure (see the survey conducted by the City of Perth in 2021). Providing space for artists and artisans to reside (on a long-term rather than short-term basis) would activate the area and fill it with creativity. Regular Pickle After Dark events could have open studios where artists could sell work and draw people to the area.  Providing spaces to local businesses including independent cafes and small bars would draw more people to the area both day and night. There is currently only one small bar in the Pickle District and its a metal bar open on Fri/Sat only - something like Wines of While or Besk where the population of West Perth (aged largely 25-45) could go for relaxed drinks or dinner would be an absolute game	The Pickle District has a lot of overgrown and neglected verges and green spaces that could easily be planted.	I'd love to see a congestion charge on Charles Street for private vehicles, or the introduction of light rail.	I don't think a community building will help people go to the Pickle District. Just more public amenities. A playground, public toilets, and a few cafes, bars and restaurants would draw more people there.	Regular night markets in the Pickle District, if bars and restaurants can't operate there. Or change the permits?		Open communication of the City's vision for West Perth and opportunity to provide feedback.



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		about how Railway Parade in West Leederville became so popular after Besk moved in next to Mary Street bakery, when that strip was previously a complete wasteland, it's now packed every night.	<p>changer.</p> <p>I'd love to have something like the Perth Maker's Market or the Inglewood Night Market in the Pickle District. Or a weekly farmer's market!</p> <p>Overall I think it would be wonderful if the City of Vincent could invest in local businesses over corporate entities and big box stores. We have such an opportunity for our little corner to become something extraordinary, reflecting the community and independent spirit of the inner city, something creative and cultural that draws people, locals, and tourists alike, not just more of the same from every other suburb in Perth.</p>						
17	It's galleries and the cafe and venues have developed organically within warehouse style buildings. This is the only area in Perth like this. This has resulted in a unique creative hub that will attract other shops cafes and galleries that are interesting and different to the norm. No interference is important to allow an identity to develop. It will become a place to spend time wandering	More interesting places that are of character and heritage appeal. Less ugliness along our main roads. Vacant land to be turned into viable open spaces and market gardens if not developed rather than staying unkempt and neglected. More artists run spaces and art studios if buildings are empty. Opportunity for pop ups, open markets and theatre spaces where there are empty venues.	My vision is for a creative hub within spaces that are people friendly, run by independents and not corporations. Neither governments nor corporate businesses have souls- people have souls. Therefore individuals and small groups should be listened to, not developers. Small low rise spacious living areas that are flexible rather than a multi storey building of impersonal boxes with no attention						



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	around if given the chance.		to detail. Let's help this precinct develop on a human scale with creativity and thought.						
18	The location is great, close to Leederville and Northbridge, both of which I visit regularly. I love the older houses here too, and the diversity of residents. I love that I can walk through mostly green space - I walk from Kingston Ave, through Beatty Park, Smiths Lake, Charles Veryard Reserve and Leedy Oval most days. My gym, Inner City CrossFit, is a 5 min walk away, as is Cleaver St and Co shared working space, where I work once a week. I also enjoy being able to cycle easily to places that aren't walking distance. I think our street gardens around Vincent are lovely too - I appreciate the native plants... and Vincent's native plant sales. I also love living in Vincent - it's a great town.	I would like to see more cycle lanes/paths so there isn't a need to ride with cars. I am concerned that there are plans for a Bunnings in the Pickle District - I would like to see the Pickle District grow as an arts precinct - it would be great to see more investment in developing the arts in that space.	As explained above I see West Perth as an arts precinct, with more galleries and cafes. I would like to see older houses preserved and blocks of flats rather than knocked down. I don't want it to be any more densely populated than it is currently - and if there has to be higher density housing that it is low rise - town houses and small blocks no more than three storeys.	Continue to plant street trees where possible. Plant native verge gardens.	Continue to improve cycle lanes and paths so that we don't have to ride with cars. Promote the free buses more (it's such a fast journey now, perhaps people don't realise!)	Definitely don't let the Bunnings development go ahead! Provide support for creative uses within the Pickle District such as laws that make it harder for owners to break tenants' leases. Create initiatives to bring more creatives into the area, as well as more cafes, bars etc... the area needs a critical mass of businesses that will support each other in terms of bringing visitors to the area.	Encourage and support more events like Pickle District After Dark (and not just on Friday night)	Keep the architectural mix - don't let old houses be knocked down. Have strong guidelines to ensure that when new building are constructed, they don't fill the entire block - leave room for garden/greenery. Keep the skyline similar to what it is now, some taller buildings but retain a mix of cottages, townhouses and low-rise blocks of flats. Incentivize building of smaller homes so we don't land up with concrete monstrosities. Encourage architecture that is sympathetic in size and style to existing homes.	Listen to the feedback of residents especially about things like the proposed Bunnings
19	I love walking around the area and visit friends and family who live in the area often. The Backlot Perth Cinema and The Pickle District in general are my go-to's. We have young family members	Keeping The Pickle District would be amazing! I'd also love to see more greenery and more cool street art by local artists in the area if at all possible.	More greenery, more local street art and keeping The Pickle District are the future I'd love to see!	You should look into the potential for public vertical gardens!	A few pedestrian footpaths or added safe crossing ways would be good to get to surrounding areas.	Expand the pickle district if at all possible... Listen to their ideas about future community events and work with them, rather than against them.	As someone who has attended nighttime events in and around The Pickle District and walks to and from the area after dark to use public transport ALONE, I disagree with many of	I'm not sure, especially as someone who walks around West Perth, alone at night and so far, thankfully, I haven't really experienced many safety issues at all.	Listen to what your community needs from you and do everything you can to legally help everyone.



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	who came over from Canada just to get photos with the Pickle District's Instagram-famous "hulk mural"!						those "weakness" statements!		
20	Streetscapes are shady, so walking is pleasant. Great amenities within walking, cycling or bus distance. Other people are proud to live here.	Living between the busy streets of Vincent, Charles and Loftus can get a little tiresome because of the traffic. Cars using the small streets like Florence and Cleaver as 'rat runs' to bypass traffic.	I like the sound of affordable mixed use. We will be moving away from the area soon because we are buying a property but can't afford to buy here at this time. Maybe one day we'll be back. At the moment the vast majority of the traffic is passing through. The only thing folks seem to stop for is Beatty Park. If you wanted more people to come here for something else, you'd need more parking, I suppose, since Perth is so car centric. Honestly though I think someone in the pickle district is missing a trick by not catching passing bicycle traffic on the commuter lane along the freeway. That could be a real asset and a way to set the area apart. Be an attraction for people on foot and bike.	I think you must be referring to the west Perth on the south side of the freeway. The north side has Beatty Park and Charles Veryard reserve nearby. The streets of Carr, Cleaver and Florence have plenty of trees. The planting of 'street trees' in Florence has improved the greenness of the street. Maybe try that on the south side between parking spaces? Encourage property owners to plant up their verges?	Pedestrian underpasses at Charles and Loftus maybe? The pedestrian crossing at Vincent near Beatty park is more of a hazard in my opinion. Cars just sail on through without stopping for red lights. Or they stop on the crossing in traffic and then people can't cross the road on a green man flashing. I actually wonder if the North side of west Perth should be rezoned to be part of Leederville or north Perth as it's so different to the south part and might be overlooked for this reason. Its amenity is more like that of the north Perth or leedy areas.	Think of a different kind of business to be the 'flagship' of the pickle district and not bunnings.			Support and empower town teams to make decisions but also the funding to enact these decisions. I'm not on the town team so I'm not sure to what extent this already happens but if the town team needs to spend all their time consulting to the local council and advocating, without any gains for their area, they aren't going to be very motivated to keep pushing for resident focused change.
21	I love the vibe and culture of West Perth. I love how open and safe it feels and the heat variety of unique businesses	I would love to see more greenery and green space	I would love to see West Perth offer more incentives to unique businesses like small independent gyms, coffee shops, bars, and galleries. So much of Perth is dominated by	I would love to see more green buildings by using the outside and roofs of buildings to plant gardens. It makes buildings cooler and helps the environment and looks beautiful!	Footpath lighting for the vision impaired and smoothing of sidewalks for wheelchairs, prams, and those who are unsteady on their feet	Prioritise local business and change zoning to refute large buildings and chains for setting up. Having a Bunnings in the pickle district will make this area a dead zone for community with too	There are supermarkets in Leederville that are close by, but if supermarkets are an issue, consider rezoning or encouraging supermarkets where one of the car dealerships	I do not know much about this so cannot comment	Prioritise locals over money. big businesses can steamroll everything through cash, like a poker player who constantly raises to drive people out of the game. It's government and



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			chains with harsh cookie cutter architecture and West Perth is such a reprieve from that.			many cars and people bustling in and out, leading to areas that are dead in the evening and unsafe. Small business encourages culture, growth and individuality.	are. The old City Motors building stood vacant for years and could still be used for new development without needing to destroy already established buildings.		locals' job to stand up to them and stop West Perth from looking like every suburb ten minutes out of the CBD.
22	Proximity to Leederville and the city, Beatty Park, green areas and the art gallery and Cleaver Street & Co and cafes like west end deli and cleaver coffee in the new retirement village	Traffic flow - the city has made Strathcona Street and Florence street 30 zones and character listed. However because of congestion on the main roads , these roads are used as rat runs throughout the day , particularly bad at peak hours. Cleaver street could be altered at the entrance to Newcastle street so cars can turn left or right. Given this is the busier street it would help Strathcona , however I am not sure that would help Florence. Cars travel way too fast down these roads also. The many Gyms in the pickle district are to be credited however there is not enough parking available and so our streets parking is full of early morning gym goers' cars making for a busier street again.	I would prefer it to stay as a creative industry or mixed use - homes, rather than massive car yards maybe?	Provide underground power to the streets and plant more trees. Strathcona street Christmas party almost every person that lives on the street said , pretty street , pity about the trees. We need more massive tree canopy's with underground power. Example Waylen street Shenton Park . The street tree outside number 3 Strathcona street ( where i lived in 1999) is the same size now as it was then !	I believe i have answered this in the earlier question with rat runs being used to avoid Thomas, Charles streets . Some changes to Charles and entrance to Carr off Charles, plus changing the exit from Cleaver to Newcastle to be able to turn left or right	Bunnings and Child care is not a preference for that area. The community places that are there now are more suitable . A few more small retailers and restaurant could benefit. Again , removing the car yards if possible . Small community supermarket?	Small supermarkets , small wine bar , again its street frontage appeal on Newcastle that hinders		



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23	I love that there's an arts district, good food and an incredible community created by small businesses, especially gyms	More greenery, parks, places for community Less business chains and other large stores (we have the CBD for that, give the small businesses a chance)	Creative and community space	We need more greenery everywhere. There just seems to be more and more concrete and big buildings and it's depressing. There are so many empty buildings in the CBD that need to be utilised first and the surrounding suburbs should be nicer to actually attract people to live there. As far as I can tell, people only live in West Perth for convenience. There's so much crime, run down hideous concrete buildings, not enough parking for the residents, not enough outdoor areas that I can't wait to move out. The convenience is not enough to make up for it.	There's not enough parking. To think that residents in west Perth can rely solely on public transport is ridiculous. I work in hospitals and am required to change hospitals frequently; therefore I need a car. I live with someone who also needs a car to travel for work and we only have 1 car space. I can't have visitors because there's never any parking. People who live out of the city use private visitor parking spaces for their work in the city (despite all attempts to prevent this). I should not have to pay \$5 per hour at home if there is no parking available during the day.	I find it interesting that the Pickle district has been used as a strength and yet the re-development has gone ahead despite the many objections. Why is the time of the public wasted through these surveys and writing objections if no one is going to listen or care. The one strength being the pickle district is going to be ruined anyway	We do not need supermarkets in the pickle district when there are ones in Subiaco which is extremely close anyway. Please see my above answer as the how the Pickle district is unique and is a strength of West Perth, and yet it is going to be destroyed through redevelopment		Actually listen to people when they object. Get community input on decisions
24	the new developments happening in the pickle district	utilising the old buildings for youth and community-based activities and centres/function hire halls	more historical features/stories to go along with a mixed-use inner city affordable area	finding a way to encourage more bee activity in the area for pollination	not really much else you can do	engage with more young people and work with their vision	The Y HQ building in Leederville is a great location and has a lot of history and connection to community. however, the building is old and is not getting the attention it needs. Could a re-location be on the table?	uncertain	uncertain
25	I work in the Pickle District as well as live close by. I love the grit, the diversity and creativity associated with the area. The charm of an old industrial area cannot be recreated, and these types of areas have	More creatives, more relevant and appropriate development. Street scape (e.g. the Pickle Park that lies between the Freeway and Old Aberdeen Place.)	Should the Bunnings Development proceed (which is highly likely) then the opportunity for a major cultural, creative destination in the metro area will be lost forever so it will look like another boring series of apartment blocks with						



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	become must see destinations the world over. I can and do visit galleries, listen to live music, have a beer and get new tyres on my car		nothing significant or interesting at ground level. The developers will put up the minimal requirements to tick the planning boxes with no cultural infrastructure - just more coffee shops and useless retail spaces (which will remain unoccupied for substantial periods of time due to the "market" rent required by developers to maintain their margins and bank requirements - unachievable for many small operators) and there will be no street activation. I expect the council and community will continue to oppose these horrible developments thinking that their voices will actually be relevant only for the JDAP system to take over and push them through. The areas will lack any soul whatsoever and resemble other lacklustre areas already located all over Perth. Still I could be wrong, but I think I am spot on.						



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26	Retained unique industrial character and offers affordable space for creative industries and mixed industries close to the city. Unique area as bound by freeway so can operate without strict restrictions of residential area. Very sad and lack of foresight to lose it to another Bunnings but I hope the new development can offer affordable spaces to creative industries	Entertainment options like music venues Nightclubs and bars as doesn't have residential and therefore not strict sound restrictions. Rent control so creative industries can survive and thrive	Same as previous: night entertainment offerings and affordable spaces for creative industries.						
27	Location	Support for music, culture and arts.	Probably end up just being high density residential with shopping centres owned by large corporations, rather than locals.	Stop supporting colossal developments such as the one in the Pickle District. Utterly disappointing	The road network is weak, so perhaps stop approving colossal developments such as the one in the Pickle District which does not have sufficient access as it is	Perhaps stop destroying the sense of community by approving things like the Pickle District development. The area is a community hub that has provided incredible cultural benefits and supported young people. The approval of the development does little more than destroy any sense of community.	I'm not sure how you can say the Pickle District is a strength when you have supported and approved a development that will destroy it.	Well you have now improved a gentrified, and offensive development in the Pickle District where old Aberdeen place is...	



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28	Rawness Location Old Warehouses/Architecture Creative businesses, Event Spaces Art Crawl Event History Vibe Walkability Town Team Uniqueness Un-gentrified character Free timed parking	Sutherland Street Reserve is a huge opportunity for the City to acquire that land from Development WA. It's currently underutilised due to land ownership and would be used more given the opportunity. Security - CCTV incentives for businesses would be a valuable asset and soft lighting to places like the Macvean Lane and the fig trees along old Aberdeen place would be great. Power Nodes for temporary Light installations and events.	The Pickle District will become a hub for unique community art focused events. It will be one of those cool neighbourhoods around the world (Woodstock South Africa) with an art focus, hidden bars, destination restaurants and re-used and re-purposed large warehouses. Design of new building will be unique, incorporate old school awnings, building will be set back with lots of public space, saw tooth roofs, they will be high end developments with green landscaped facades. Residential towers at the City Motors site, industry still exists with retail, art, food and beverage. No fast food chains. Opportunity to do something different to make it a place for people over cars.	Negotiate with Development WA to gift the City, Sutherland Street Reserve and we can turn that into an amazing public open space, art park, a place for community to gather and connect. It's a great opportunity for additional planting here and many other spots in the precinct. A Streetscape audit will be handy.	First and Foremost please remove the 2 x Safe Active Zone Blue painting signs on the Road on Golding Street. Really not necessary and inappropriate for the area. Happy to incorporate better traffic calming signs. Turning right onto Newcastle from Douglas is dangerous. The talk of an underpass at the end of Drummond place sounds good. Roundabout coming off the former freeway onramp another opportunity especially with Bunnings Loading Zone so close. Re-looking at the bridge to Perth City Encouraging and preferencing alternative modes of transport in the area.	Keep supporting the town team. Make it easier to host events, pop up food vendors, road closure affordability. Retain existing creative uses and encourage more.	There is contrary to belief a nighttime vibrancy too. Our Weakness is also a strength. i.e. businesses are connected via back alley ways. Change of use to old warehouses is a major issue to public buildings. Businesses come and go so it's important to attract the right businesses.	Keep the saw tooth roof design as a mandatory design feature if appropriate. Planting/green facades. High-quality, high-end developments. Affordable housing should be prioritised to Leederville. Promote setback, public spaces, Involve Town Team in decisions that will affect the area.	Support a town team led vision document. Support Town team led input in strategic percent for art strategy. Yes, created tension due to public consultation meaning nothing. What a big waste of time. Place Planners are a great way to understand what's happening on the ground
29	It's old-fashioned	The abandoned car yard	It'll be surrendered to mercenary developers and become chock full of cheap and nasty high-rise apartments	What the heck kind of question is this?	Isn't this your job?	Please see previous 2 answers.	You're having a laugh, right?	Vincent has assiduously ignored design excellence up to now, so it's likely that trend will continue. Junk buildings with a lifespan of 30 years will continue to be thrown up.	Start by firing whoever these idiotic questions?

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30	I love how Kaarta Gar-up (Kings Park) is so close to my home and a vital source of inspiration for the area. The area used to be home to one of the most notorious gallery spaces, the Skinner Gallery on Malcolm St. Due to its current state of underdevelopment, West Perth used to host underground events and exhibitions in unused spaces.	There could be more activation and affordable event spaces in West Perth: the arts and events sector are what attracts potential investors and tourists to explore areas outside of our cultural centre in Northbridge.	I would like to see the precinct expand on its history as a creative industry precinct that can build upon the legacy of Soggy Bones, Jack Su's, Bad Habits, Vox Lab, Skinner Gallery etc.	Any future developments should include an urban ecosystem: there have been technologies developed in Germany, which utilise urban areas, such as a venue that allows for the growth of vegetation in part of its structure: <a href="https://ddec1-0-en-ctp.trendmicro.com:443/wis/clicktime/v1/query?url=https%3a%2f%2fwww.o%2dl%2da.eu%2fstart%2f&amp;umid=b6cb03d7-1eb9-43c8-93b6-8bce2c723e94&amp;auth=1ec7727c83cedd3b76234184f8d6eb8a9c5dbc6a-c38b37b7ecb550b69a1e708b513fa273583c35ec">https://ddec1-0-en-ctp.trendmicro.com:443/wis/clicktime/v1/query?url=https%3a%2f%2fwww.o%2dl%2da.eu%2fstart%2f&amp;umid=b6cb03d7-1eb9-43c8-93b6-8bce2c723e94&amp;auth=1ec7727c83cedd3b76234184f8d6eb8a9c5dbc6a-c38b37b7ecb550b69a1e708b513fa273583c35ec</a>	West Perth is inconvenient to access via car, it makes more sense to have areas closed off to be accessed via foot; this makes the precinct more interesting and accessible, as there are numerous locations to park around on the outskirts of the precinct.	West Perth needs more community art spaces and affordable galleries for changemakers to innovate and revitalise the foot traffic in the area. Further consultation and community workshops with local perspectives needs to be conducted, so that planning frameworks are more adequately aligned with the precinct's history, and future.	There should be at least one night-time venue to experiment with, and further engagement with local artists and underground event organisers	More community consultation and outreach to the youth who are emerging as creatives, they are often the ones able to provide vitality to underused spaces	There needs to more workshops and forums that are publicly accessible
31	The historical warehouses, pickle district arts district and CrossFit gym	Maintain the status quo rather than have it redeveloped into a Bunnings. Surely there are more suitable locations away from the inner city.	Maintain the status quo and make people more aware of the pickle district (pike district after dark event being a great publicity event for the area).						
32	Its diversity and community balance. There is something for everyone to appreciate and enjoy.	More parking in and around the streets of West Perth. Less high-rise buildings.	I would hope to see West Perth be a mixed-use inner city affordable area plus maintain its creative industry precinct as well.						
33	4. I love the historic heritage now called Character area streetscapes in my residential section of Cleaver Precinct and believe the North side of Newcastle Street between Charles & Cleaver Streets (which	I believe I have already covered in my previous response what there should be more of and less of in West Perth.	Since I have lived in this area longer than anyone else, I know, I still believe it is important to retain as much as possible of the lovely houses and tree lined streets we still have. Golding Street in the 1940s and 1950s still	West Perth strengths • With limited above ground power there is already opportunity to put underground power in place, now is the opportunity to place open parklets with canopies of trees And grass with seating at	West Perth strengths • The free city bus stop on corner of Golding and Newcastle Streets is a plus but the cycle route across Newcastle Street from corner of Strathcona Street is a risky one with speeding traffic and buses on Newcastle Street – this	As a resident of the Character Area of Cleaver Precinct, West Perth I am fully aware of how closely connected our local community is and having spoken to members of the community in the West Perth end of	West Perth Strengths • Since the Pickle district West Perth already has a daytime vibrancy and developed as a creative arts precinct, the uses of which are unique and have increased the diversity of business types with COV and held only have little impact	West Perth strengths and weaknesses 12. Since there are practically no low density residential buildings present in this West Perth area–( on the northern side of Newcastle Street between Cleaver and Strathcona Streets, there	West Perth strengths and weaknesses 13.The community (which must include the Cleaver Precinct Character Area ) which will be heavily impacted by this new West Perth Town Centre (Pickle district) project needs to be



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	<p>still has the heritage shops 1894 and the Boys Technical College 1896, the Methodist Manse 1896 and the early 1940s Greek style home as well as Federation houses to the corner of Strathcona Street – additionally the unique blocks of flats between Strathcona and Cleaver Streets should also be classified as heritage/character homes – too precious to lose and if preserved would make a wonderful tourist area so close to Perth city. There is existing, a free bus stop from Perth city, with existing heritage plaques already in place on Newcastle Street. There are no other such compact historic areas close to Perth city like this residential part of West Perth - most other Australian capital cities do have their historic areas for tourists to visit and showcase their early history as do most European and other countries cities. These give future generations examples of the homes earlier generations lived in and all have their own unique atmosphere.</p>		<p>had single fronted small houses lining one side of the street (my neighbour used to live in one beside the Flour mill, so this area was a mixture of residential housing and factories, certainly could not have been classified as industrial.</p> <p>In considering what West Perth will look like in the future : (a) I believe it will not be a very friendly or enjoyable area in which to live if high rise accommodation fills both north and south sides of Newcastle street from Charles Street to Cleaver Street since this street will have lost its unique heritage ambience and just become a towering high rise blocked out sun area. If the north side remains preserved with it heritage/character homes then high rise on the south side will inevitable proceed, but this will not be as devastating if setbacks from the road are required and the environmental greenery of trees and gardens will provide environmental relief. Then the south</p>	<p>regular intervals between high rise apartment buildings to help provide open views of the sky above and so enhance the environment</p> <ul style="list-style-type: none"> <li>• West Perth weaknesses These weaknesses as just described, do permit planning for parklets especially in Golding Street and along Old Aberdeen Place and on corner of Golding and Newcastle Streets which will make an opening in the ugly continuous wall of Bunnings along Newcastle Street.</li> <li>• These parklets will help meet Council priority of an Enhanced Environment in West Perth</li> </ul>	<p>could be mad much safer by crossing Newcastle Street on Cleaver Street since there are traffic lights at this intersection (if and once changes are made for traffic at this intersection) It is unlikely there will be any chance for parking on either side of Newcastle street (even though it is free under Perth Parking management) once Bunnings commences operations.</p> <p>West Perth weaknesses: 9.</p> <ul style="list-style-type: none"> <li>• The fact that the road network is nearing capacity (as we residents of Strathcona and Carr Street clearly pointed out to the DAP at our recent meeting – but which facts were totally ignored by the DAP Board, which Board relied only on traffic Figures presented by the developer) and Bunnings representatives.</li> </ul> <p>This problem is why our Cleaver Precinct community of residents is so greatly concerned with the impact of increased rat running (there already is too much of this caused by now jamming traffic in Vincent Street. Speeding Vehicles use Florence, Carr, and Strathcona</p>	<p>Cleaver Street, - visited the art galleries, coffees shop and gym etc, I've learned that they have become connected a diverse welcoming and connected community striving to enhance the quality of life in their area.</p> <p>West Perth strengths</p> <ul style="list-style-type: none"> <li>• There now exist a Pickle District town Team</li> <li>• the town team is active in creating community events</li> </ul> <p>West Perth weaknesses</p> <ul style="list-style-type: none"> <li>• no public purpose building community within the Pickle district</li> <li>• current planning framework allows development not aligned with the existing business community ideals</li> <li>• current planning framework does not promote and provide mechanisms to encourage the retention of existing creative uses within the Pickle district.</li> </ul> <p>10. Surely some urgent action can be taken to amend the current planning framework to realign development with the existing business community ideals and assist the Pickle district community to promote and provide mechanisms to</p>	<p>due to the lack of residential development within the area, this is a blessing for the residential Cleaver Precinct character area which we love to keep as peaceful and enjoyable as possible.</p> <p>West Perth weaknesses The lack of diverse land uses is regarded as resulting in all night activity causing security and safety concerns, with a lack with a lack of community services e.g. supermarkets to support residential development.</p> <p>There is a lack of frontages throughout.</p> <p>To be honest - in the context Pickle district West Perth the last thing we need for our Cleaver Precinct Character area is a Town Centre with thriving places like supermarkets which would draw even further increased traffic up and down our streets at night-time and during the day time. We are only a very small area and are already very close to supermarkets in Leederville (just down the street) and also close to n North Perth supermarkets. The Pickle district West</p>	<p>still exists the early 1940s unique blocks of flats (none like these left anywhere in WA (if only these could be preserved)) but dealing with the area in questions i.e. Pickle District and streets west of Cleaver Street -- Designs which are sensitive to current feature in some of our heritage houses would be fitting for the West Perth area – not like the ugly Bunnings design or the corner of Cleaver and Newcastle Street which certainly is not sensitive to the area.</p> <p>However, if apartment buildings on the south side of Newcastle Street are going to be towering residential buildings - I can't see how it will be possible to create sensitive design in keeping with the area.</p>	<p>listened to very carefully, as well as the West Perth Pickle district Community since we are connected so closely by Newcastle Street. The approval by the DAP of the Bunnings development has caused great concern to us all and we feel threatened by its operations once it is finalized.</p> <p>This development could spoil our enjoyment of living where we live and prevent Council from being accountable for what happens with control of the traffic and loud noise in our area. To meet Council priority of Innovative &amp; Accountable we ask that priority be given to control of traffic through our streets.</p>

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	<p>We could also do better if several of the heritage sites still existing in what is now called the Pickle District - i.e. the Flour mill and the bottom end of Sandovers (the top end of Sandovers on the south side of Newcastle Street, already has a plaque on the footpath providing early history of Sandovers -The Sandover Medal providers) on what is now called Old Aberdeen Place) were preserved and spaces made within these buildings for art galleries/exhibitions etc. A dance studio on Golding Street would do well and a playhouse theatre (not nightclubs – which could attract Northbridge problems) would also make the West Perth area a desirable family area in keeping with the residential character streetscape area now existing on the northern side of Newcastle Street. And the aforementioned would also be in keeping with making our new West Perth centre a delightful tourist attraction area to visit. (I would mention here</p>		<p>side area could still develop into a mix of semi residential/creative industry area, still pleasant and safe for family life. ( some of which I have already mentioned in answer to 4.)</p>		<p>Streets now to get to Newcastle Street to access Thomas Street bridge from Loftus Street and also to get to the tunnel, making the whole of West Perth area very - unsafe and environmentally unclean, especially for our West Perth Cleaver Precinct community and will become even more dangerous for families living, visiting and accessing the area. There already exists a hazard with speeding vehicles utilizing Colvin Lane into Strathcona Street adding to the congestion of traffic in Strathcona Street, with traffic having to back up the street to let cars out. We certainly do not need trucks carrying timber to Bunnings timber yard using this laneway. So in order for COV to make West Perth safe, environmentally friendly and enjoyable to get around Vincent, I consider Council need take steps to protect the existing Character Areas of Cleaver Precinct by preventing rat runners from using our streets - and only permitting residents and their visitors entry. But I add again that our Cleaver Precinct community character area streets need</p>	<p>keep the existing creative uses with the Pickle district.</p>	<p>Perth is definitely unique with its emphasis on art, design, music and physio places of great interest to local people and tourists, so why can it not remain a unique and different special town centre for all to love and enjoy?</p>		



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	<p>that when Vincent Council installed the footpath plaques outside what was the Pickle Factory in Golding Street and also Sandovers Plaque on Newcastle Street, these were put in place with the intention of providing tourists who visited these streets with some idea of the history of the area.</p> <p>In discussing what could be better, I have only dealt with what affects our immediate community and not gone beyond the west side of Cleaver Street to Loftus Street but I am sure similar recommendations to be applied in each of The streetscapes on the south side of Newcastle Street, but please NO nightclubs</p> <p>On the West side of Loftus Street, Leederville already has its nightclubs.</p> <p>I would add here that our residential community dreads the takeover of high rise accommodation buildings on the North</p>				<p>protection from the impact Bunnings will create to our enjoyment of living where we do.</p> <p>It is difficult for changes to be made in West Perth's Golding Street and the other north to south Streets on the western side of Cleaver Street since they contain obstructions for pedestrians on the footpaths and driveways off the roads in these narrow streets. I find it hard to make helpful suggestions to deal with these.</p>				

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	<p>side of Newcastle Street in the sections I have mentioned which is currently zoned R160 - prior to this rezoning it was Zoned R100. The south side of Newcastle street was expected to be zoned for high rise accommodation but not our precious northside.</p> <p>Should this go ahead our idea for a tourist showcasing of our residential Character area will be permanently destroyed. This will be very sad because the potential to do this still exists.</p> <p>I consider this to be our strength of what I love living here in West Perth.</p>								
34	The heritage buildings. They are important to our environmental, cultural, social, aesthetic/architectural, and spiritual values.	Greater attention to streetscapes, re-purposing existing buildings. More emphasis on revitalisation as a method of planning sustainable development.	A melting pot of multicultural living side by side with emerging technologies and creative industries. No reason why they can't all call West Perth home.						
35	The Pickle District	creative businesses	creative industry	map green assets, including locations for potentials and make a plan for cleaning and greening	connect the pickle district to Leederville	Connect the pickle district to Leederville via a tunnel under Thomas street	Protect the Pickle District re zone and create a master plan	wherever possible look for opportunities for street level activation and amenity, look for opportunities to green - at any level within all development	Create the appropriate zones and master plan to get ahead of development applications



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36	Free Transit Zone Close access to all Freeways Short walking distance to Leederville, Northbridge, Mt Hawthorn, Perth City and West Perth Hay Street Short walking distance to City West Station and Leederville Station Cleaver Street Precinct is good mixture of historical houses, Pickle District, Cafes, Residential Care, Medical facilities without rampant multi storey residential	No more 3 storey residential blocks More mixed-use small scale commercial e.g. pharmacy, small bars Masterplan for Pickle District to avoid developments like proposed Bunnings	More green spaces More tree planting to Newcastle Street pavement and medians More activated pedestrian pavements NO high density residential	1. Commission a proper Masterplan for the whole area 2. Employ Staff who are committed and understand what good design entails 3. Ensure Councillors are committed and understand what good design entails 4. Start rejecting poorly designed Development Applications	Refer previous comments Good design is not about complying with Engineering standards Traffic/Civil Engineers do not have a clue about good design	Refer previous comments Stop accepting the numerous Proposals that have poor design outcomes Bunnings, Water Corporation, Landscaping near Skate park, Multi Residential on Oxford Street, Public Art/Forecourt or Duende, Road traffic designs for Strathcona and Florence Street, etc	Refer Previous Comments The City Motors Site is where higher density Residential/Commercial should be considered	Refer previous comments The suggested weaknesses are incorrect There are not excessive crossovers	Refer previous comments. The COV has not been listening or understanding the objections Good design is very simple
37	It's cool warehouse look, Being different from what there is in Perth and having and supporting an Art scene and industry.	More art spaces, with government owned buildings allowing artist to be in residence (for work) and helping develop artists and art in Perth and making it an international destination place to come and see and also for training and exhibition etc...	It should be a creative Industry Precinct only without high-rises, and making it an artist hub, protecting the last warehouses in Perth will make it an interesting and different place to go to.	The council and Government need to look beyond the dollars that are thrown at them and try to visualise the space in 50 or 100 years, to work so that this area (the Pickle District) becomes international know amongst Art buyers that are teaching for art to buy or seeking creatives for a visual project. The warehouses will make it a difference instead of having new buildings which will become the same as another place. Keep those old warehouses and help artist grow, like PS in Fremantle and the Meat Packing District in NY has allowed all these galleries be in old buildings that was going to be knocked out for residencials. The Council	This is not my area of expertise; you need a Planner for this that has a 100-year vision.	The Government/council should definitely get involved in Purchasing an old warehouse and make it just like PS in Fremantle. Also yes there should be a caveat on all those building to stop redevelopment.	No need of Supermarket as this should be a working art precinct, not liveable. more Coffee shops could be introduced, and maybe a little place that make sandwiches etc.	More streetlights would make the place safer.	Well just have a vision that is 100 years ahead and see how you are going to implement it, with Government, State and federal involved to keep this an Art precinct and an attraction to come to.

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				has the opportunity to make this an amazing place. DON'T MESS IT UP just because you want progress and money.					
38	I love its proximity. It's less than 5 minutes' walk from our house. Unfortunately, we don't visit as often because there are no places that a family with kids could go to. To us, it feels like a light industrial area where people go to work.	I would like to see shops and restaurants there. If the City of Vincent is serious about wanting people to drive less and walk/cycle more, than it should consider having a supermarket and a fresh food store in this area. Otherwise, residents of West Perth will still need to drive to North Perth, West Leederville, or Subiaco for their groceries. Kids playground and toilets in the little park close to Loftus street would also be nice. Also, a pedestrian/cycling bridge across the freeway would make commuting for people working in the CBD much easier and	If the area could be made into a place we could take a walk in the evenings, we would definitely go there more. For my family, it would be perfect if this area could be transformed to look like North Perth town centre or the one around Subiaco train station. I've nothing against art galleries and spaces to hold functions in, but there is no reason they cannot coexist next to a cafe, restaurant, or a grocery shop. Other place the whole City of Vincent is missing is kids indoor playcentre. The closest ones to us are in Morley and Balcatta!	Definitely planting more trees. If not within West Perth area, then alongside Newcastle Street. If Bunnings does get built, why not have a green space on top of the building? More cycling paths, that connect to one that goes alongside the freeway would also be good.	Shops where one can do everyday shopping in more places mean less driving. Pedestrian and cycling bridges across the freeway similar to ones in East Perth would also help. More bus stops in the FTZ. Why were two stops in Newcastle Street joined into one? Pedestrian and cycling bridge over Loftus Street - from Carr St to Carr Place would make going to Leederville on foot quicker than by car.	A weekend growers market somewhere in the area would be nice. Little park close to Loftus street could be the place. It could be the spot for holding open small air concerts for local musicians.	Shops and restaurants open until late at night, as well as better lighting would help in this matter.	Look for design of Northbridge streets as successful mix of light commercial, residential, and retail.	The "community" will always react negative to change because people opposed to it will be way more vocal. West Perth area north of the freeway looks like a rundown industrial area and that is unacceptable this close the centre of a big city. One would just need to look at how other areas of Perth were successfully transformed (East Perth, Subiaco, Claisebrook cove, etc.) to see how it should be done.



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		make us use public transport more.							
39	The Pickle District arts precinct. Galleries, exhibitions,	Access, parking, amenities, places to congregate to meet and socialise	Epicentre of Perth's creative economy						
40	A quiet and tree lined friendly residential community in walking distance from Leederville, Northbridge, and the city. Also well located to major freeway entries.	A well connected and vibrant community that invites you to get out and explore the and be in the street scape. A mix of low, medium, and high density with small businesses, arts and culture, hospitality and community facilities and verdant open spaces.	Engaging and well designed, well considered architecture with a mix or shady walk friendly streets and public open space. An experiential suburb that transforms you and inspires you to engage with community and live well.	What a fantastic design challenge for landscape consultants and engineers. What about green wall terraced and rooftop green spaces. The required greening of spaces can be a requirement for planning approval. An opportunity to innovate, create and inspire others!	Creative solutions are needed by creatives whether they be community, consultants, or other professionals. Maybe restrict access to locals only for the established residential areas and create walking streets for the 'to be developed' smaller streets. Re-route current bus services to the perimeter of the West Perth area which are only a short walk away and upgrade pathways to greater accessibility. Consider all new technology i.e. driverless cars etc	Allow for formal and informal multi-use community spaces for people to mix and mingle. A community is like a village with a mix of residential, commercial, services, art, and culture. Where there is a variety of accommodation options for a cross section of the community including specialist disability accommodation. Where people could work, be educated, and recreate. There precinct could specialise in arts and culture practices, production, education, performance, and management. More like	Having a mix of residential accommodation, boutique and affordable hotel accommodation, activities and business operating day and night, 7 days a week. Design to attract all generations.	Anything is achievable with creative solutions and a clear vision. When there is clear vision there will be many creative and well considered solutions to honour the existing and consider high quality new developments.	Did the planning and approvals process fully reflect and support the CoV and the community's vision for the area, if there was one? If not where are the loopholes? What can be learnt from the previous controversial applications. Can the CoV demonstrate that they have systems and processes to avoid this happening again?

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						an arts village with complimentary businesses and services.			