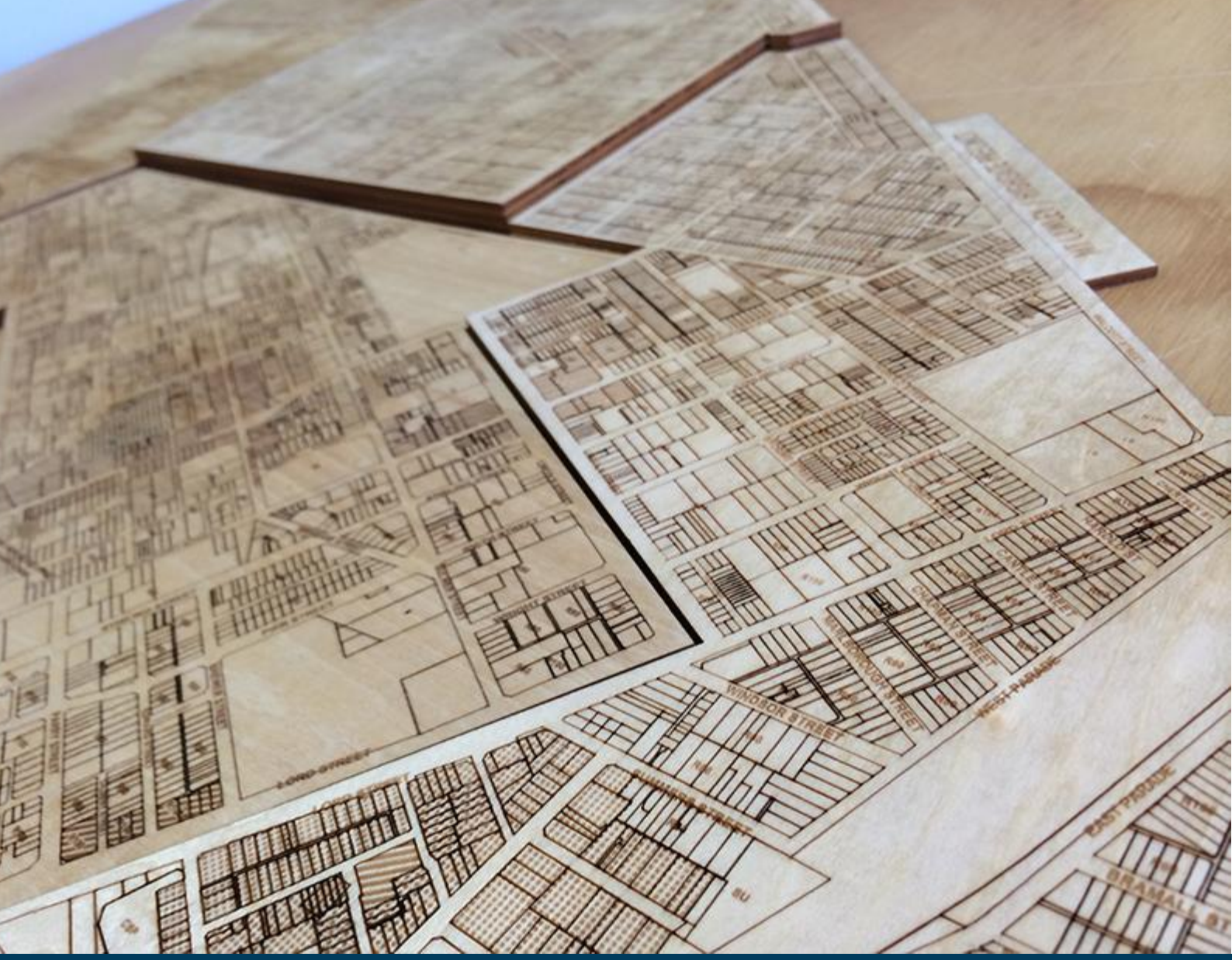


LOCAL PLANNING STRATEGY

CITY OF VINCENT

PREAMBLE

The Local Planning Strategy (LPS) is the principal document for outlining and communicating the future land use planning of the City of Vincent. The Strategy will provide the long term direction to assist future decision making in response to population growth and change. The Strategy will have the endorsement of Council and provide certainty and a statement of direction for the community.

The LPS responds to the long term strategic direction of the State Government, as well as responding to and planning for local needs such as employment, community and recreation facilities, housing, transport and tourism.

The LPS provides a strong statement for the future planning of the City of Vincent, identifying key recommendations and actions to be undertaken. The LPS is for use by all stakeholders including Council Members, City Officers, residents, landowners, community groups, developers, government departments, and consultants.

CONTENTS

CHAPTER ONE –

THE STRATEGY

1.1 Vision

Following *Vincent Vision 2024*, the outcomes and ideas from the community were collated and the following vision for the City in 2024 was created;

> *'A Community of Communities…*
>
> *In 2024, Vincent is a place of colour and immense personality, a **rich cosmopolitan melting pot of cultures** from every part of the globe. With our warm and open attitude, people from all walks of life choose to live here. Abundantly endowed with **memorable places**, intriguing and fascinating elements, and every imaginable convenience, Vincent has an outstanding residential quality of life.*
>
> *We are a community that knows how to come together in safeguarding this quality and in making our community an even better place to live.*
>
> ***Vincent celebrates its rich past, but also knows where its future is.** Regenerating and reinventing itself over time, Vincent has remained inherently connected to the foundation of its heritage patterns, whilst creating the emerging human and cultural footprint of its future. Development has not only been compatible with this shared community vision, but has also enriched the lives of people here, placing*
>
> *Vincent at the very centre of the best in building design, urban planning and town centre transformation. Recognising that Vincent is a place of unique and contrasting communities, development has been shaped in a way that preserves and enhances the individual character and unique identity of each community. Interconnected, vibrant and **thriving urban hubs** are the economic, social and cultural heartbeat of our community. In Vincent, there is much to celebrate.'*

The Local Planning Strategy and subsequently the proposed Town Planning Scheme No. 2 will aim to take into consideration the City's vision for the future and implement this into the City's planning practices and procedures. The City of Vincent Strategic Plan, currently 2011 - 2016, aims to create shorter term, achievable goals, which will further facilitate this vision for the future.

1.2 Objectives of the Local Planning Strategy

The following objectives for the Local Planning Strategy and Town Planning Scheme No. 2 have been derived from the outcomes and visions created, in part by, the City of Vincent community through *Vincent Vision 2024.* The objectives are:

(a) To promote and safeguard the health, safety and convenience and general welfare of the inhabitants of the City.

(b) To recognise the historical development of the municipality and its contribution to the identity of the City's residential and commercial centres and associated sense of place.

(c) To integrate land uses and transport systems throughout the district.

(d) Achieve quality urban design outcomes for public and private areas that provide the City with high levels of amenity.

(e) To cater for the diversity of demands, interests and lifestyles by facilitating and encouraging the provision of a wide range and variety and choice in housing to support the changing social needs of the community; including the ageing population and affordability.

(f) To co-ordinate and ensure that development is carried out in an efficient and sustainable responsible manner that integrates consideration of economic, social and environmental goals and reduces the City's carbon footprint.

(g) To ensure planning at the local level is consistent with the Metropolitan Region Scheme and State Planning Policy.

(h) Improve access into and around the district, and ensure safe and convenient movement of people, including pedestrians, cyclists, public transport users and motorists.

(i) To maintain and enhance the network of open space to cater for active and passive recreation, consistent with the needs of the community.

(j) To assist employment and economic growth by ensuring suitable planning provisions to support a variety retail, commercial, entertainment and tourism developments in key locations, to provide employment self-sufficiency and self-containment.

(k) To provide a flexible and robust strategic and statutory planning framework for the City that can readily adapt to forecasted growth and market trends as they arise.

1.3 The Local Planning Strategic Plan

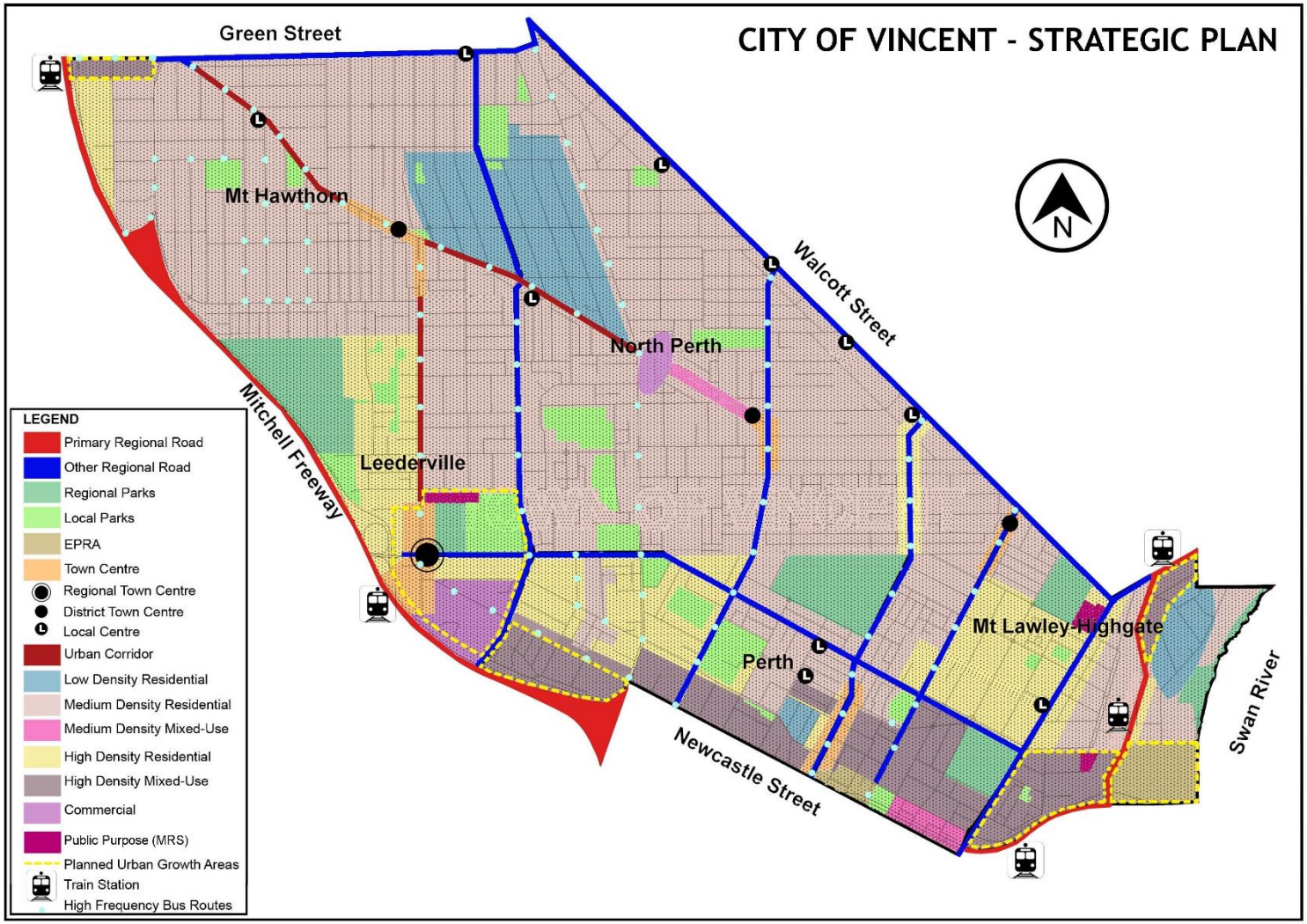


Figure 1 – Strategic Plan

1.3.1 Key Recommendations of the Local Planning Strategic Plan

The Strategic Plan in Figure 1 outlines the major strategic elements proposed for the City. The list below details the main elements of the Strategic Plan for the City;

1. The division of the City into five community precincts, each with its own Activity/Town Centre (Regional or District Centre). The Precincts provide a framework for planning and enabling proposals to be tailored to the respective needs of different areas of the City. The precinct boundaries were determined after considering:
    - Suburb and subdivision boundaries.
    - Local character.
    - Historical significance.
    - Land use and planning issues.

- Redefine the existing district centre zonings to create new Activity/Town Centres (Regional or District) areas, and create a new District Centre in the Perth Precinct, in accordance with the State Government's Activity Centres Hierarchy.
- The Activity/Town Centres (Regional or District) will be the focal point for economic activity within each of the five community precincts, which is then supported by smaller neighbourhood and local centres;
- Focus the redevelopment of the Leederville Activity/Town Centre, as a Secondary/Regional Centre through the implementation of the Leederville Masterplan and/or Activity Centre Structure Plan;
- High density mixed use and high density residential development will be specifically targeted and located within close proximity to train stations and along high frequency bus routes by applying the principles of Transit Oriented Development (TOD);
- Create urban corridors along major transport routes and promote a mix of complementary uses that integrate with the transit system;
- Retain areas of lower density in the City to ensure the retention of the existing character areas and places of heritage significance;
- Provide opportunities to accommodate affordable housing, particularly in planned urban growth areas that are well connected to public transport, key services and public open space networks;
- Maintain and enhance existing public open space networks to cater for all user groups in the community, and investigate expanding this network, in particular in targeted growth areas, Activity/Town Centres, and strategic development sites; and
- Investigate options to enhance the public transport network along the City's major arterial roads, such as rapid transit, or CAT services, to improve the connectivity within the City and with neighbouring Local Government Authority attractors.

1.4 Strategies and Actions

1.4.1 Population and Housing

<u>Strategy</u>

To provide adequate, diverse and affordable housing for the City's growing population.

Actions

- Facilitate high density development in planned growth areas, strategic development sites and along major roads to respond to the growing demand for high quality multiple dwelling development in well serviced areas;

- Provide for affordable housing options by ensuring a dwelling mix for higher density development; enabling non-familiar residents in ancillary accommodation, and through investigating partnerships with the Department of Housing and housing service providers to facilitate affordable housing developments;

- Maintain low to medium density coding in established residential urban areas to ensure the retention of existing residential character and lot configurations;

- Introduce District or Regional zonings in the City's five (5) Activity/Town Centres to allow the opportunity for higher density and diversity of residential development compatible with the commercial growth in these areas;

- Develop Policy and/or scheme provisions and incentives that enables accommodation in an appropriate form and tender for the needs of the single person, small household, aged and dependent households, students, special needs and essential workers, through performance based criteria that considers trade-offs with parking, sustainable design, the conservation of heritage listed properties and development of identified strategic development sites; and

- Incorporate the scheme requirement for dedicated Design Guidelines for lots over 3,000 square meters to maximise housing density within strategic development sites.

1.4.2 Economy and Employment

Strategy

Promote and diversify economic development in the City, particularly in the Activity/Town (Regional or District) Centre areas

Actions

- Provide for District Activity Centre and Regional Activity Centre zonings that correlate with the Activity Centres identified in the State Planning Policy 4.2 and the Town Centres identified through *Vincent Vision 2024,* to ensure the key commercial activity and investment within the City is concentrated within these Centres;

- Provide appropriate commercial, activity centre and residential / commercial zonings that enable a mix of use types that can accommodate up to 6,500 net additional jobs to support the 5,000 additional dwellings to be provided within the City by 2031;

- Provide scheme and/or policy provisions that encourage diversity and self-containment particularly in scientific, professional, artisan and creative industry sectors in Activity/Town Centres and mixed use locations;

- Identify areas for future employment growth, such as the Leederville Master Plan/Activity Centre Plan area and planned urban growth areas to support local government investment and private sector leverage opportunities and development;

- Obtain supplementary floor space information to support negotiations on strategic sites, such as West Perth, Glendalough and Claisebrook and to inform land use activities in the Leederville Regional Centre;

- Encourage the retention and promotion of existing knowledge based and professional office development and services associated with health, education, recreation and utility industries to ensure long term employment and economic sustainability;

- Provide medium to high density housing within the City's Activity/Town Centres (Regional and District) to provide the residential base and a diversity of housing choice to support the commercial centres;

- Appropriately zone and/or prepare structure plans or area specific plans for planned growth areas to facilitate a mix of compatible residential and commercial development opportunities;

- Maintain the zoning of local centres, to provide for small scale, accessible commercial opportunity in a walkable catchment to the surrounding residential areas;

- Maintain the existing commercial zoning, outside the Activity/Town Centres (Regional or District) to ensure the continuation of commercial opportunities in these areas;

- Introduce areas of mixed residential / commercial zonings, where there is already a trend in this respect to allow for increased commercial growth, and there will be limited impact on the residential amenity;

- Encourage the introduction of tourism uses, such as short stay serviced apartments, boutique hotels and 4 and 5 star hotels of a medium scale into commercial, Regional and City Centre and mixed residential / commercial contribute to the diversity and long term sustainability of employment in the City;

- Ensure the retention of some existing light industrial uses in the City to contribute to the diversity and employment mix within the City and to ensure long term employment and economic sustainability;

- Allow for further opportunity to work from home through Policy provisions to support sustainable work practices; and

- Provide the opportunity to combine industry, business and accommodation in appropriate forms within identified planned urban growth areas.

1.4.3 Retail and Commerce

Strategy

To ensure that the City's Regional, District and Local and Commercial centres are developed to service the City and the local community

Actions

- Introduce a District or Regional zoning in the proposed Town Planning Scheme to promote a mix of compatible commercial and residential uses within each of the Activity/Town Centres;

- Introduce new areas of paid parking and review existing parking restrictions in the City's five (5) Activity Centres to improve the 'churn' of parking, and to ensure that bays are available for all users at all times to improve the opportunity for retail and commerce;

- Introduce 'Parking Benefit Districts' to maximize the use of the existing bays within and immediately surrounding the Activity/Town Centres and Local Centres, through reciprocal arrangements with businesses and surrounding residents;

- Review the City's Parking and Access Policy with the view of consolidating existing parking ratios into fewer categories and in the medium term investigate replacing minimum standards to maximum standards for commercial development applications in Activity/Town Centres;

- Review the City's cash-in-lieu requirements for car parking to align with the real cost of car parking and use the revenue gained to improve parking and associated transport facilities in the City's Activity/Town Centres to support the retail and commerce of these centres;

- Encourage practical shared parking initiatives for property developments, through reviewing the City's Parking and Access Policy to improve access to the retail and commerce within the Centres for both customers and employees;

- Promote Travel Smart and other initiatives to encourage a greater diversity of travel mode share within the City's Activity/Town Centres to enable the Centres to be less car dependent;

- Incorporate performance based criteria and incentives and bonuses into Policy to encourage the development of offices and vertical mixed use development (a mix of residential and commercial uses in the same building) in Activity Centres and Transit Orientated Development areas, such as Claisebrook;

- Incorporate information in Policy and/or Scheme provisions that limits retail shopping development outside the City's identified Activity/Town Centres

- Incorporate information in Policy and/or Scheme provisions that encourage and promotes additional office development in the City's identified Activity/Town Centres, particularly the Leederville Regional Centre;

- Incorporate information in Policy and/or Scheme provisions that encourage the retention and promotion of speciality shopping, restaurants, cafes and entertainment;

- Progressively undertake a retail needs assessment for each of the City's identified Activity/Town Centres, in terms of socio-economic characteristics of the projected population, projected expenditure and required floor space, retail needs per sector and indicative distribution of floor space across the centres and incorporate this information into structure planning or similar for the City's Activity/Town Centres.

1.4.4 Traffic and Transport

Strategy No. 1

To promote better use of public transport and apply the principles of Transit Oriented Development in appropriate locations within the City

Actions

- Provide for medium and high density housing and compatible commercial uses within 400 - 800 metres of train stations with a view to increase densities around Glendalough, Leederville, Claisebrook and East Perth Train Stations and to support a combination of retail and commerce and long term employment opportunities within these areas;

- Provide the opportunity for medium to high density residential development and commercial uses along identified rapid transit infrastructure routes, namely Fitzgerald Street and Scarborough Beach Road, as outlined in the *Public Transport Plan for Perth in 2031*;

- Provide the opportunity for medium to high density residential development and commercial uses along identified Main Streets and Arterial Road Through Centres, namely William Street, Oxford Street, and Beaufort Street, as outlined in the *Capital City Planning Framework;*

- Encourage a mix of uses within Activity/Town Centres, mixed use and Commercial zones within 400 - 800 metres of train stations that provide both retail and commerce, together with long term employment opportunities;

- Encourage the use of public transport particularly within the Free Transit Zone;

- Promote walking and cycling in the City by improving pedestrian facilities such as footpaths, cycle routes, bicycle facilities and improving the visual amenity of these areas;

- Review the City's Car Parking Strategy with the view of considering maximum parking requirements and reduced provisions to support affordable housing opportunities in key Transit Orientated Development locations; and

- Form partnerships with surrounding Local Government Authorities and lobby State Government to expand the Free Transit Zone and extend the CAT bus services to connect the City's Activity/Town Centres with neighbouring Centres and key attractors.

Strategy No.2

Provide for a more efficient use of existing transportation infrastructure within the City to ensure the vitality of the businesses and activity centres in the City and protection of residential amenity.

Actions

- Implement the recommendations of the Car Parking Strategy and its associated Precinct Parking Management Plans, including but not limited to:
- Improve the way finding signage to make better use of existing car parking in the City;
- Encourage practical shared parking initiatives for property developments in the Activity Centres;
- Introduce new areas of on-street pay parking in key high activity locations;
- Amend existing parking regimes both within public car parks and along streets;
- Introduce the notion of 'parking benefit districts' ;
- Educate on the need for, and benefits of managing parking demand through the City's publications;
- Review and amend the City's Parking and Access Policy, particularly with regard to the shortfall parking Table to facilitate shared parking, amalgamate parking ratios for development applications and review cash-in-lieu requirements;
- Introduce more free parking for scooters and motorcycles;
- Upgrade existing public car parks by applying CPTED principles;
- Encourage development close to train stations/bus routes by assuming an 80% car use for sites in the range of 400 - 800 metres of the station or bus interchange; and
- Investigate maximum parking ratios for residential and non-residential developments in close proximity to Activity/Town Centres, Urban Corridors and transit nodes.

Strategy No. 3

Provide for a safe and efficient network of local and arterial roads facilitating access and the distribution of traffic through the City.

Actions

- Protect the function of the Primary Freight Roads from incompatible urban encroachment; and

- Restrict the distribution of commercial activities beyond the City's allocated commercial areas and Activity Centres.

Strategy No. 4

Increase opportunities for residents, businesses and visitors to use cycling and walking as their preferred mode of transport.

Actions

- Continue to progressively implement the recommendations of the City's Local Bicycle Network Plan (2004);

- Emphasize TravelSmart and other alternative transport initiatives in Parking Policies; and

- Continue to include requirements for bicycle and end of trip facilities for certain land uses in Town Planning Scheme No. 2 and its associated policies.

1.4.5 Recreation and Public Open Space

Strategy

Retain and encourage the preservation of public open space in the City

Actions

- Ensure that all residents of the City are closely located to public open space facilities;

- Maintain and enhance the visual appearance and functionality of the City's Parks and outdoor recreational areas, through appropriate signage, lighting, equipment and applying CPTED principles to encourage passive surveillance and adaptable and flexible places;

- Appropriately zone all local and regional reserves with associated provisions to ensure that they are appropriately managed;

- Develop policy provisions and/or structure plans to encourage additional areas of hard and/or soft areas of public open space to be incorporated into large scale developments, particularly in close proximity to the Glendalough Station, the Claisebrook North and West Perth area, which are notable lacking adequate good quality areas of public open space;

- Consider demographic groups such as aged, youth and young families in assessing the demand for specific passive and active areas of public open space within the City;

- Develop policy provisions to provide the opportunity for hard and/or soft landscaping in the form piazzas and civic spaces in the City's Activity/Town Centres; and

- Develop a Green Network and Public Realm Strategy to ensure all new growth areas are appropriately accommodated with public open space and

that address matters such as water sensitive urban design and drainage management.

1.4.6 Community Facilities

Strategy

Ensure that there are sufficient community services and facilities available for residents within the City

Actions

- Continue to provide a range of facilities and services for the community within the City, and encourage the shard use of facilities at schools, businesses, and clubs were practicable;
- Provide and develop a range of community programs and community safety initiatives;
- Determine the requirements of the Community and focus on needs, values, engagement and involvement;
- Continued implementation of the principles of universal access;
- Appropriately zone areas that accommodate community facilities to ensure their long term sustainability and service to the City; and
- Any Developer Contribution Plan that is prepared by the City is to be informed by an audit of the City's community facilities and infrastructure in terms of condition, the need for addition, replacement or upgrade to meet needs and associated costs as well as forecasts or need and nexus with community growth.

1.4.7 Tourism

Strategy

To provide for, and encourage, a range of tourism facilities in appropriate locations and to enhance the City's existing tourist attractions

Actions

- Outline design requirements for the Activity Centres to create an environment that is attractive for both the City's residents and external visitors;
- Promote a range of uses within the Regional, District and Local Centres that make them an appealing destination for local, interstate and international tourists;
- Promote the City as a place to be, and the City's community events;
- Promote sporting events within the City through community publications;

- Use planning controls to encourage and enable the development of a variety of accommodation services (including hotels and serviced apartments) in areas such as Leederville, which have established entertaining facilities and direct transport links to the City; and

- Provide policy provisions that enable the potential for 4 and 5 start boutique hotel or multi-storey serviced apartment accommodation in Activity Centres and other key commercial use areas, and offer incentives through height bonuses to encourage this type of development.

1.4.8 Physical Features

Strategy

Encourage sustainable practices that conserve the City's key physical features

Actions

- Promote greater awareness in the community of techniques to incorporate sustainable design principles into both residential and commercial development;

- Apply policy provisions that encourage sustainable design features that respond to the City's physical features and climate, as standard practice;

- Appropriately zone the City's key physical features, such as wetlands, parks and river foreshores to ensure their retention, enhance biodiversity and effective management;

- Adopt a Policy that encourages the retention of significant vegetation both on private lots and on street verges as part of any new residential or commercial development;

- Develop policy provisions that encourage the retention of significant vegetation and /or incorporate public pocket parks and green links formed with tree canopies in large scale redevelopment projects; and

- Continue to implement the key recommendations of the City's Sustainable Environment Strategy.

1.4.9 Water Management

Strategy

Ensure the effective and efficient management of water supplies within the City

Actions

- Apply policy provisions that ensure both commercial and residential developments use best practice water sensitive urban design principles;

- Apply policy provisions that ensure both commercial and residential developments address matters relating to on-site drainage management;

- Develop policy provisions, particularly for large scale development to encourage permeable materials to all hard surfaces, the use of swales and reticulated drainage networks and soak wells;

- Promote awareness of techniques to reduce water consumption in both households and commercial premises;

- Promote water recycling strategies for all types of water users to ensure continuity of supply;

- Apply planning policy provisions to retain and restore native vegetation in all development scenarios wherever possible, to reduce run off;

- Implement appropriate controls to ensure all residential and commercial developments provide for appropriate discharge of storm water from premises; and

- Consider the outcomes of the Climate Change Risk Assessment to inform management of storm water discharge, drainage management and location of development.

1.4.10 Urban Design, Character and Heritage

Strategy No. 1

Promote best practice urban design outcomes within the City

Actions

- Develop policy and/or scheme provisions and incentives that encourage all development to illustrate sustainable design features either through adapting and re-using existing building stock or new development that adopts best practice sustainable design features;

- Incorporate the place based analysis detailed in the Appendices of this Strategy to inform Precinct Policies that provide a performance based approach to achieving innovative urban design;

- Develop policy and/or scheme provision that encourages site-responsive design by being cognisant to the relationship to adjoining development and the broader public realm and streetscape;

- Develop policy and/or scheme provisions that encourage design that is resource efficient, climatically appropriate, responsive to climate change and contributes to environmental sustainability, including TOD principles;

- Develop policy and/or scheme provisions that encourage design to demonstrate CPTED performance, protection of important view corridors and lively civic spaces;

- Develop policy and/or scheme provisions that provide incentives for design excellence;

- Streamline and review the City's local planning policies so they align with each other and the Residential Design Codes of WA;

- Apply policy and/or scheme provisions that allow the variation of standards in transition locations between zones, corner sites, differential densities, strategic development sites and other scenarios, particularly where developments illustrate exemplary design; and

- Provide scheme provisions to allow Council to create a Design Advisory Committee.

Strategy No. 2

Retain the character of the City whilst allowing for new innovative urban design.

Actions

- To promote awareness and knowledge of the City's urban character through public education and the development of policies that identify, and articulate the valued urban character.

- Ensure the implementation of polices and scheme requirements, which make provisions to preserve, protect and enhance the City's urban character;

- Apply Policies that encourage new development and additions and alterations to existing dwellings to be in character with the existing and surrounding character;

- Ensure policies enable flexibility to encourage innovative and contemporary design where the development is located in areas which do not have an established character ;and

- Review the City's Policy relating to Residential Design Elements Policy with particular regard to character protection and enhancement;

- Develop Precinct Policies that reinforce the residential and activity centre character for each of the City's five community precincts, so as to inform appropriate site responsive design;

- Review the City's Residential Design Elements Policy to integrate guidance on acceptable innovations and design excellence and performance requirements that responds to the City's urban character and the objectives of the five (5) Community Precinct Policies; and

- Provide incentives for variation to building height where developments can demonstrate exemplary design that responds to the exiting urban character.

Strategy No. 3

Protect and promote places of heritage significance through the City, including civic, commercial and residential buildings, parks and gardens.

Actions

- Ensure the implementation of polices to retain and conserve heritage listed buildings, and ensure that their setting and significance is not compromised by adjacent development;

- Establish a variety of development and financial initiatives to encourage the retention and continual care of heritage listed properties;

- To promote awareness and knowledge of the City's cultural heritage through public education and involvement;

- Incorporate relevant provisions in Town Planning Scheme No. 2 for the identification and protection of places of cultural heritage value;

- Take into account Aboriginal heritage in the preparation of development plans for the City's owned land and subdivision and development proposals;

- Continue to operate a City of Vincent dedicated heritage website providing detailed information on the City's approach to heritage management, promotion and education;

- Regularly update the City's Heritage Strategic Plan to ensure that it meets with best practice planning and heritage principles; and

- Promote the retention and care of heritage listed properties for a viable purpose such as, office, transit accommodation or day care through policy provisions and leading by example.

1.4.11 Utility Services

Strategy

To ensure the utilities in the City are maintained and to encourage sustainable development to alleviate demand on such services.

Actions

- Pursue options and funding for undergrounding of power throughout the City;

- Recognise the demand that an additional 5,000 dwellings and businesses to support an additional 6,500 jobs will place on utility services within the City, and work and liaise with utility providers and the State government to ensure manage this appropriately;

- Discourage and prevent dereliction and underutilisation of land and maximise opportunities for alternative and temporary uses for public purposes and for public reserves wherever practical.

- Consider funding of utilities in large development sites through Developer Contributions by preparing a Developer Contribution Plan and Schedule within the Scheme;

- As part of the review of the City's Telecommunications Facilities Strategy consider the demand profile of higher levels of home/work accommodation and intensification of Activity Centres and the transition of industrial land in West Perth and Claisebrook to mixed use development;

- Minimising the amount of energy used in new developments through the use of renewable energy, energy conservation measures and other sustainable design initiatives;

- Encouraging the sustainable use and management of water resources through incorporation of water efficiency measures and encouraging landscaping of native plant species in landscaping plans which do not rely on reticulation;

- Consider funding of utilities through Developer Contributions within identified Special Control Areas and/or Development Contribution Areas; and

- Discourage and prevent the dereliction and underutilisation of City owned land and utilities and maximise opportunities for alternative sues for public purposes and reserves where practical.

1.5 Monitoring and Review

Whilst the undertaking of the City's extensive community visioning exercise (*Vincent Vision 2024)* provided the basis for the City's vision until 2024, the Local Planning Strategy will still need to respond to the future changes in State Government Policy and local priorities. To this end, the Strategy will be reviewed every five (5) years in line with the review of the Town Planning Scheme. However, given the long-term application of the Strategy, the review at these (5) yearly intervals will be confined primarily to updating of information and minor adjustments to implementation and tasks and actions.

The ongoing monitor and review of the LPS will ensure that it remains relevant to current planning practice to better reflect community needs. The review of the LPS will occur not to facilitate individual property developments, but will occur within the wider context to enhance long term strategic planning.

1.6 Implementation

The City of Vincent will play the lead role in the implementation of the LPS. The LPS direction and actions have implications across all operations of Council: Planning and Building, Strategic Planning, Sustainability and Heritage; Technical Services; Corporate Services and Community Development. However, implementing change cannot be achieved in isolation. There are many other stakeholders and partners that have a stake in the future urban development and change in the City. An effective partnership between local and state government, surrounding councils, business and particularly community, is key to its success.

Foremost, the recommendations within the LPS will be translated into the Town Planning Scheme No. 2 in accordance with the Town Planning Regulations 1967 (Appendix B - Model Scheme Text).

- CHAPTER TWO -

BACKGROUND INFORMATION AND ANALYSIS

PART ONE – INTRODUCTION

The City of Vincent Town Planning Scheme No.1 was gazetted on 4 December 1998 and was largely inherited from the City of Perth. The existing Town Planning Scheme's broad objectives are being met, however it is essential to ensure that the City has a Scheme representative of the community's vision for growth and change into the future, whilst also supporting the broader strategic direction for the growth of Perth's Metropolitan Region outlined by the State Government.

In addition there is a need to incorporate and properly plan for the areas which were transferred to the City (refer to Government Gazette No.113; 29 May 2007) as a result of Local Government boundary changes. The boundaries changes resulted in the transfer of parts of Glendalough, East Perth and West Perth to the City from the City of Stirling and City of Perth respectively, on 1 July 2007 (Refer to figure 2).

In order to adopt a new and updated Town Planning Scheme the City must first prepare a Local Planning Strategy. A Local Planning Strategy sets out the Local Government's objectives for future planning and developments and includes a broad framework by which to pursue those objectives. It provides the interface between regional and local planning and addresses social, environmental, resource management and economic factors that affect and are in turn affected by land use and development. It also provides an opportunity for the community to be involved in planning for the future of the City.

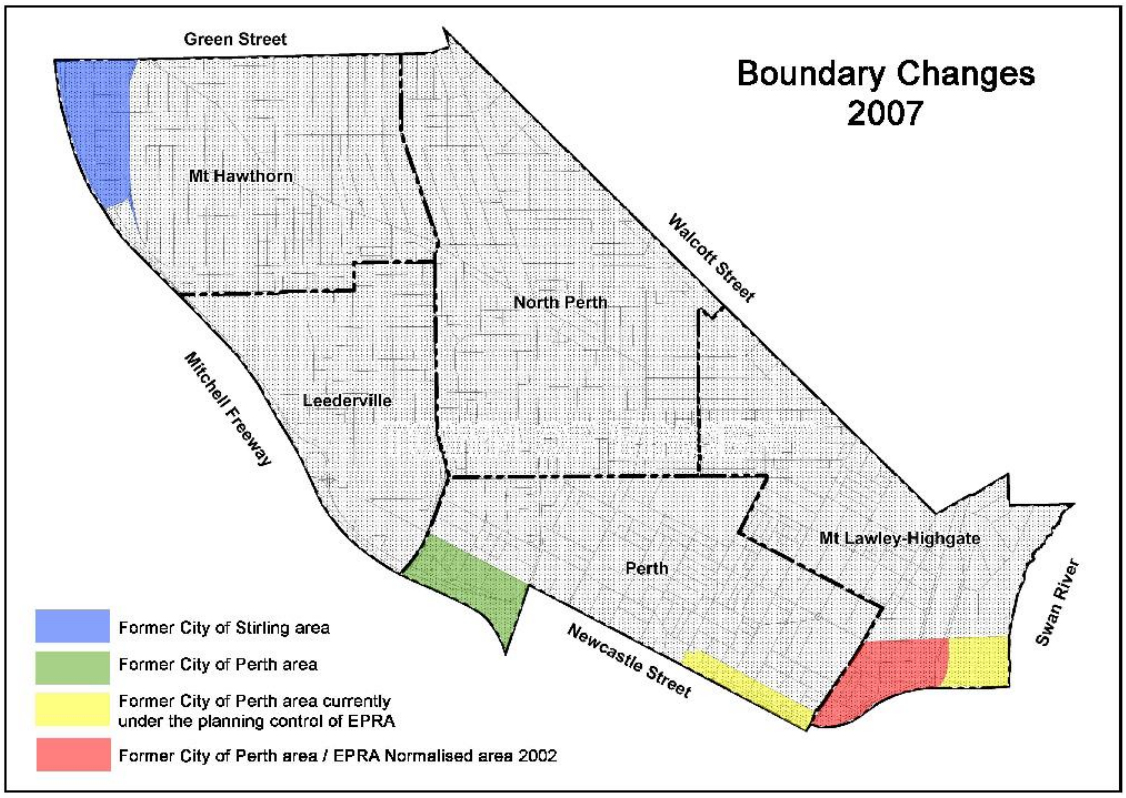


Figure 2 - Local Government Boundary Changes 2007

1.1 Role and Purpose of a Local Planning Strategy

A Local Planning Strategy is the precursor to any new local planning scheme which sets out the long term strategic direction and provides the rationale for the zones and other provisions of the scheme. The role of the Strategy is not to be a firm blueprint, but to provide a framework for strategic planning which will assist in creating and maintaining an environment the community desires.

The purpose of the City of Vincent Local Planning Strategy is to;

- outline the framework of State and regional policies and interpret these for the City of Vincent;
- provide the planning context for the zones, reservations and statutory provisions contained in the scheme; and
- provide the strategic direction of future population and employment; the broad strategies for housing, employment, shopping and business activities; and proposals for transport, parks, regional open space and other public uses.

1.2 Regulatory Framework for Local Planning Strategies

The *Planning and Development Act 2005* requires local governments to prepare a Local Planning Strategy as the basis for any new local planning scheme. As outlined in the Town Planning Regulations 1967, a local planning strategy shall:

- Set out the long term planning directions for the local government;
- Apply state and regional planning policies; and
- Provide the rationale for the zones and other provisions of the scheme.

The Regulations (1967) set out the procedure for preparation, consultation and approval of the strategy, which have been followed by the City in the preparation of this Strategy. The form and content of this Strategy has been prepared in accordance with the Western Australian Planning Commission's Local Planning Manual (March 2010) and within the context of the Commission's State Planning Framework.

The City's Town Planning Scheme No.2 is the principle mechanism for the implementation of the Strategy. Whilst the Scheme has a 5 year timescale, this strategy will look ahead to 2024 in accordance with *Vincent Vision 2024*, a community visioning project undertaken to guide the review of Town Planning Scheme No.1, and further to 2031 in the context of the state planning direction.

1.3 Structure of the Local Planning Strategy

The Local Planning Strategy is structured to include;

- an overview of the State and Regional Planning strategies, policies and plans and their relationship to the City.

- a description of the strategies, policies and plans that influence the City's current and future development.
- a profile and analysis of the City as it exists now, and the issues that affect the City which need to be addressed.
- detailed Place Based Precinct Area analysis. The Detailed Precinct Area analysis focuses on the five precinct areas of Leederville, Mount Hawthorn, North Perth, Perth and Mount Lawley/Highgate.

PART TWO STATE AND REGIONAL PLANNING CONTEXT

The City of Vincent Local Planning Strategy is required to address issues and principles contained within State government planning strategies and policies at a local level, as per Regulation 12A (3) of the Town Planning Regulations. This ensures the City's Strategy accounts for and contributes towards regional level priorities and planning measures and ensures compliance with relevant legislative requirements.

Key planning policies and strategies and their relevance to the City are outlined below.

2.1 State Planning Strategy (December 1997):

The *State Planning Strategy* provides the basis for long-term State and Regional land use planning and coordinates a whole-of-government approach to planning.

The key principles of the *State Planning Strategy* are as follows:

- *Environment*- To protect and enhance the key natural and cultural assets of the State and deliver to all West Australians a high quality of life which is based on sound environmentally sustainable principles.
- *Community*- To respond to social changes and facilitate the creation of vibrant, accessible, safe and self-reliant communities.
- *Economy*- To actively assist in the creation of regional wealth, support the development of new industries and encourage economic activity in accordance with sustainable development principles.
- *Infrastructure*- To facilitate strategic development by making provision for efficient and equitable transport and public utilities.
- *Regional Development* – To assist the development of regional Western Australia by taking account of the special assets and accommodating the individual requirements of each region.

The principles are accompanied by a list of strategies aimed at achieving the desired outcomes, many of which involve implementation by way of local town planning schemes. The City has adopted these principles in the preparation of the Local Planning Strategy.

2.2 State Planning Framework

State Planning Policy 1 *'State Planning Framework Policy* (Variation No. 2)' (February 2006) brings together all existing State and regional plans, policies, strategies and guidelines which apply to land use and development in Western Australia and provides a framework for decision-making on land use and development. The key elements of SPP 1 relevant to the City of Vincent are outlined in the following table:

Table 1 - State Planning Policies

State Planning Policy	Relevance to the City
State Planning Policy 3 'Urban Growth and Settlement' (March 2006)	This Policy aims to foster and facilitate well-planned and sustainable growth, a principle which should be central to the City's Local Planning Strategy. Of direct relevance to the City of Vincent is the policy measures relating to Managing Urban Growth in Metropolitan Perth which, in summary, refers to seven (7) principles regarding the planning and management of future metropolitan growth in accordance with the current metropolitan strategy by: • Consolidating residential development in existing areas....; • Giving priority to infill development...., whilst respecting neighbourhood character; • Locating higher residential densities in locations serviced by public transport and infrastructure...; • Concentrating commercial, health, education, entertainment and cultural developments in and around activity centres...; • Developing an integrated land use and transport network which reduces car dependence...; • Protecting biodiversity and areas of environmental significance, ...interlinked systems of regional and local open space; and • Protecting water resources.
SPP 2.10 Swan-Canning River System (December 2006)	This Policy contains a vision statement for the future of the Swan-Canning river system, policies based on the guiding principles for future land use and development in the precincts along the river system and performance criteria and objectives for specific precincts. SPP 2.10 identifies the portion of the Swan River adjacent to the City of Vincent as falling within the Lower Swan precinct. This part of the river has many public parks and recreational features that are integrated with riverside residential areas. In line with the Policy the Local Planning Strategy should ensure land use planning and development maintain and enhance the health, amenity and landscape values of the river, including its recreational and scenic values.
State Planning Policy 3.1 'Residential Design Codes 2013'	The purpose of the *Residential Design Codes* is to provide local governments, the community and the development industry with a comprehensive tool for the control of the built form and density of residential development throughout WA. The Strategy should identify residential and activity centre zonings in a consistent manner.
State Planning Policy 3.5 'Historic	This Policy aims to conserve places and areas of historic heritage significance, ensure heritage is given due weight in

Heritage Conservation' (May 2007)	planning decision-making and to provide improved certainty to landowners and the community about the planning processes for heritage identification, conservation and protection. In line with this Policy the Local Planning Strategy should have regard to heritage places and areas with care taken to minimise the extent to which land use zoning and other planning controls conflict with, or undermine heritage conservation objectives.
SPP 3.6 'Development Contributions for Infrastructure' (November 2009)	The Policy sets out the principles and considerations that apply to development contributions for the provision of infrastructure in new and established urban areas, and the form, content and process to be followed. The policy provides an equitable system for planning and charging development contributions and provides certainty to developers, infrastructure providers and the community about the charges which apply and how the funds will be spent. This Local Planning Strategy aims to provide this strategic basis for the requirement for development contribution plans in designated areas in the City of Vincent, to be further discussed in Part 3.9.6 of this document.
SPP4.2 Activity Centres for Perth and Peel (August 2010)	The Policy specifies the broad planning requirements for the planning and development of new activity centres and the redevelopment and renewal of existing centres in Perth and Peel. The Policy establishes an Activity Centre Hierarchy for the Perth and Peel Metropolitan Region and describes the intended functions and typical characteristics for each level of that hierarchy. Within the City of Vincent the Policy identifies Leederville as a Secondary Centre and Fitzgerald Street, Glendalough, Highgate, Mount Hawthorn and Mount Lawley as District Town Centres. The Strategy is to implement the recommendations of the Policy to ensure the development of the City's Activity Centres is consistent with the identified hierarchy.
SPP 5.4 'Road and Rail Transport Noise and Freight Considerations in Land Use Planning' (September 2009)	This Policy aims to promote a system in which sustainable land use and transport are mutually compatible. It identifies a need to protect major transport corridors and freight operations from incompatible urban encroachment and also to protect people from unreasonable levels of transport noise. As the City comprises a number of Primary Freight Routes and Major roads the Strategy should investigate potential activity and transport conflict and identify appropriate mitigation strategies

2.2.1 Activity Centre Boundaries

State Planning Policy 4.2 identifies the activity centre hierarchy across the metropolitan area, including those in the City of Vincent.

Leederville is the City's only Secondary Centre with District Centres including:

- Mount Hawthorn
- Mount Lawley
- Glendalough
- Highgate
- Fitzgerald Street

The following figures provide 'indicative' activity centre boundaries which are consistent with SPP 4.2. These boundaries may be finalised when a centre plan for each District Centre is produced or further planning of each centre is undertaken.

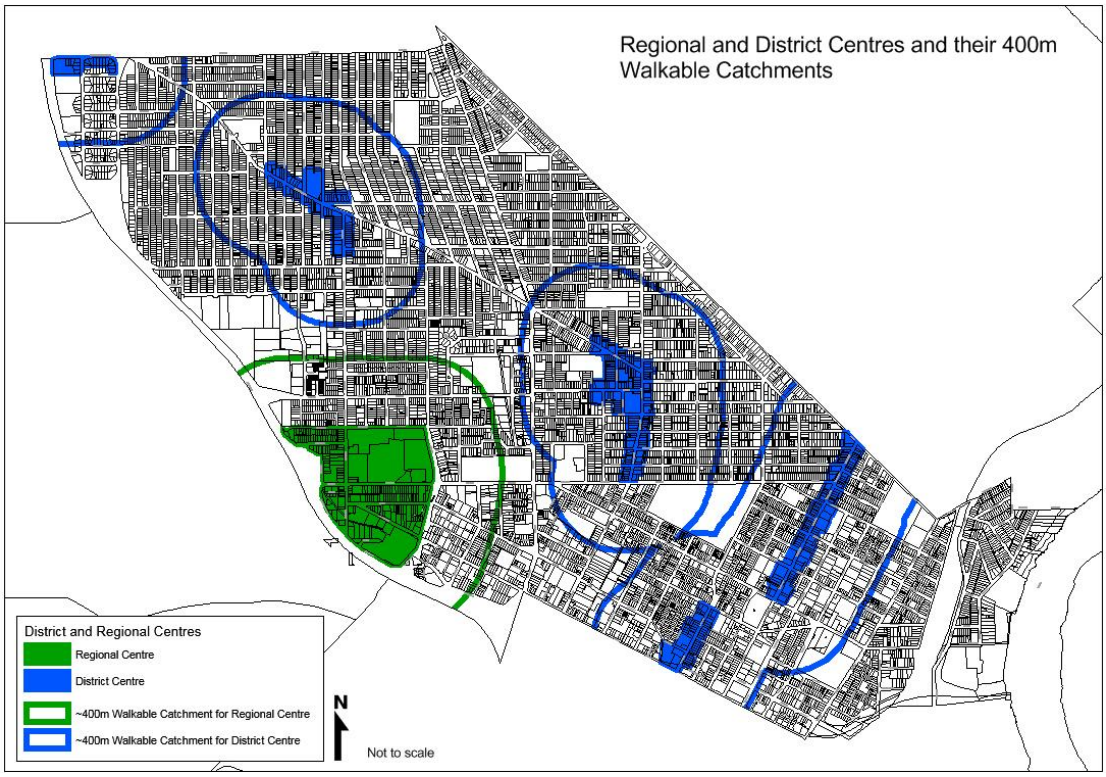


Figure 2A – 400m Walkable Catchments of Neighbourhood Centres

Various neighbourhood centres are located throughout the City.

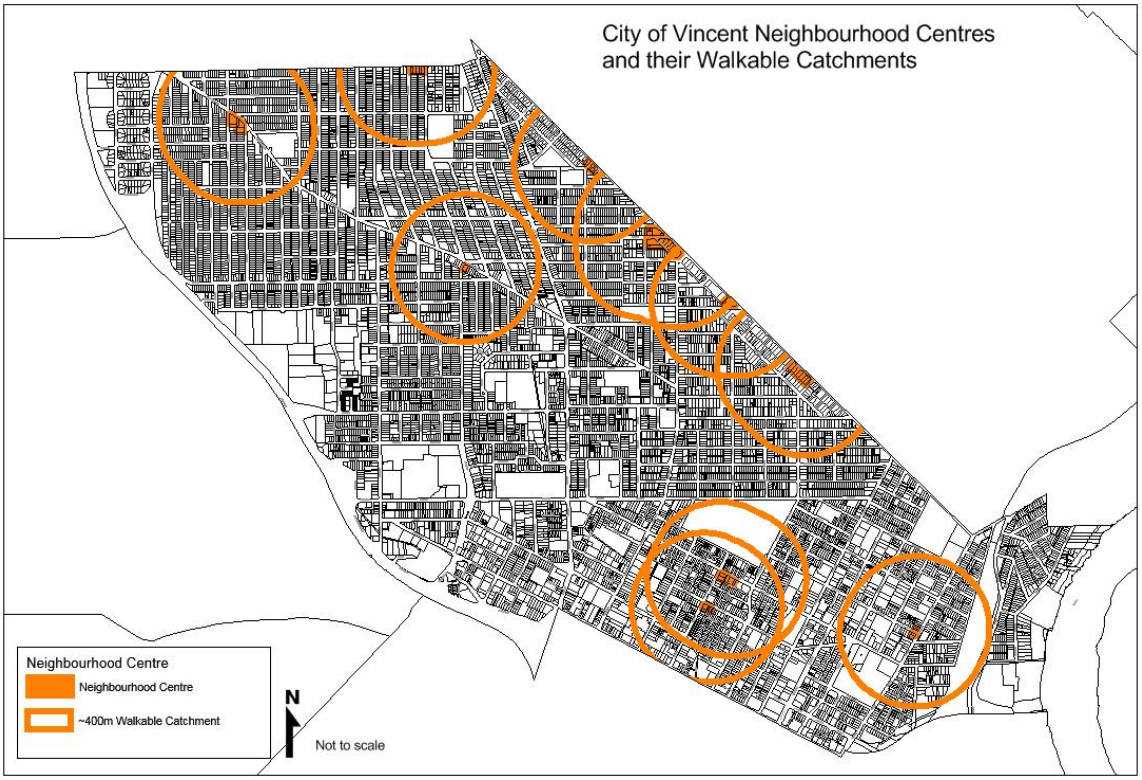


Figure 2B – 400m Walkable Catchments of Neighbourhood Centres

2.2.2 Housing density within walkable catchments

State Planning Policy 4.2 states that commercial and residential growth should be optimised through appropriately-scaled buildings and higher-density development in *walkable catchment*s of centres. This means that higher-density housing should be incorporated within and immediately adjacent to activity centres to establish a sense of community and increase activity outside normal business hours. Residential density performance targets are outlined in the policies Table 3.

The City remains committed to ensuring residential density is both appropriate and supported by the community but which responds to modern needs and requirements for additional dwellings to be provided over the coming decade. Up-codings are occurring along major transport routes, and within centres consistent with Directions 2031.

2.2.3 R-AC Codes for land within activity centres

The City's Precinct Policies prescribe the residential densities within activity centres. These policies have been adopted under Clause XX of Town Planning Scheme No. 2. Locating residential densities within these policies allows the City to continue to define development requirements, including building height, plot ratio and setbacks in precinct policies, to allow for an adaptive Town Planning Scheme.

The introduction of R-AC codes within all district centre zones in our identified Town Centres would be affected by this significant upcoding as below.

The TPS 2 precinct policies have the District Centre R-Codings as:

- Mount Hawthorn: R100
- Leederville: Structure Plan to define, R100 Oxford Street outside Structure Plan
- North Perth: R100 fronting Fitzgerald, R80 fronting Angove Street and Woodville Street
- Mount Lawley / Highgate: R100

For comparison, R100 has a plot ratio of 1.25 to the R-AC1 plot ratio of 3.0.

The R-AC codes are considered too intensive for many of the District Centres shown in Scheme Maps 1 to 4 and do not align with the City's vision outlined by this Local Planning Strategy. To allow such high plot ratios to these areas is considered too intense and would not deliver the City and community aspirations and vision for the area.

Glendalough District Centre is an exception to this view, with a coding of R-AC2 applied to these lots.

The City will review these provisions as and when the need arises.

2.3 Regional Strategies

Directions 2031 and Beyond the Horizon was released by the State Government in August 2010, and is a spatial framework and strategic plan for the Metropolitan Perth and Peel region. It provides a framework to guide the detailed planning and delivery of housing, infrastructure and services necessary to accommodate a range of growth scenarios.

The five key objectives of *Directions 2031 and Beyond the Horizon* include:

- **Livable –** Living in or visiting our city should be safe, comfortable and an enjoyable experience.

- **Prosperous -** Our success as a global city will depend on building on our current prosperity.

- **Accessible** – people should be able to easily meet their education, employment, recreation, service and consumer needs within a reasonable distance within their home.

- **Sustainable** – We should grow within the contestants' placed on us by the environment.

- **Responsible** – We have a responsibility to manage urban growth and make the most efficient use of available land and infrastructure.

The State Government anticipates that the region will have a population of at least 2.2 million people between by 2031 (i.e. over half a million new residents) and needs to accommodate 328,000 additional dwellings and 353,000 new jobs.

Directions 2031 has identified three integrated networks that form the basis of the spatial framework which structures how this growth will be managed:

- **Activity Centres Network -** A network and hierarchy of centres that provide a more equitable distribution of jobs and amenity throughout the city.

- **Movement Network** – an integrated system of public spaces and private transport networks that are designed to support and reinforce the activity centres network.

- **Green Network** – a network of parks, reserves and conservation areas that support biodiversity, preserve natural amenity and protect valuable natural resources.

To implement the Plan's strategies, the Metropolitan Perth and Peel region is arranged into two sub-regions. The City of Vincent is identified as part of the Central Metropolitan Perth Sub-region. The draft *Central Metropolitan Perth Sub-regional Strategy* was released by the State Government in August 2010.

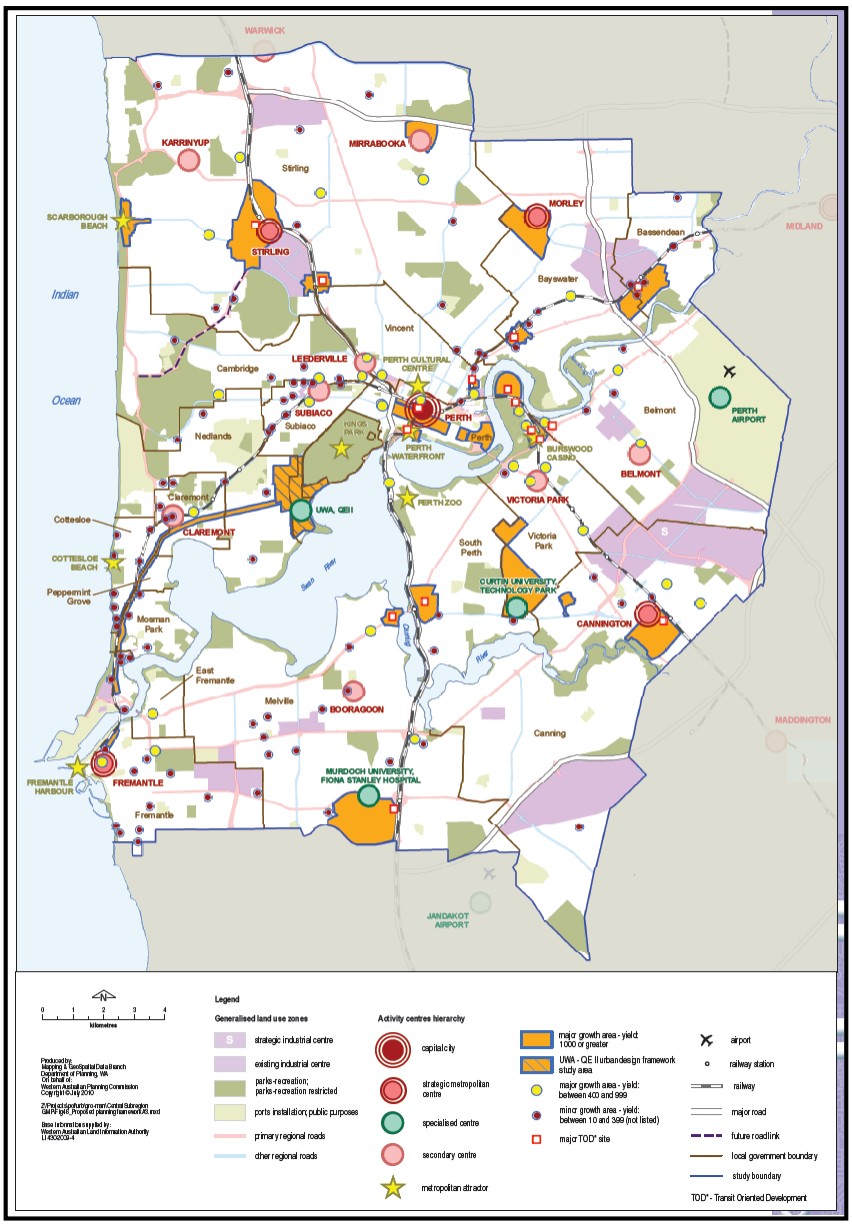


Figure 3 - Proposed Planning Framework (Draft *Central Metropolitan Perth Sub-regional Strategy*, 2010. 77)

2.3.1 Implications for the City of Vincent

The following specific matters contained within the Strategy have been identified as being of direct relevance to suburbs in the City of Vincent.

- Expectation that there will be 5,000 new dwellings to be built within the City by 2031.
- The requirement to focus on higher density residential development around public transport nodes, suburban corridors and retail and employment centres.
- The requirement to increase the provision of affordable housing and aged care housing.
- The allocation of Leederville as a Secondary/Regional Centre under the activity centre hierarchy and Fitzgerald Street, Glendalough, Highgate, Mount Hawthorn and Mount Lawley as District Town Centres.
- The requirement to promote local employment opportunities in order to reduce the time and cost of travel to work.

2.4 WAPC Operational Policies

In addition to the above, the WAPC has adopted a range of operational policies to guide its decision making on subdivision and development applications. These policies apply when the City and the Commission consider applications for subdivision or development within the City of Vincent.

Table 2 - WAPC Operational Policies

Policy	Relevance to the City
D.C 1.4 Functional Road Classification for Planning (June 1998)	The Policy establishes the expected functions of different roads and the degree of compatibility between roads and their adjacent land uses. The City's Strategy should designate all roads as per the appropriate classification in the hierarchy.
D.C 1.5 Bicycle Planning (July 1998)	This Policy describes the planning considerations which should be taken into account in order to improve the safety and convenience of cycling. The Strategy should ensure adequate consideration is given to the provision of cycling facilities.
D.C 1.6 Planning to Support Transit use and transit Orientated Development (January 2006)	This Policy seeks to maximise the benefits to the community of an effective and well used public transit system by promoting planning and development outcomes that will support and sustain public transport use. The provisions of the Strategy should align with this Policy to ensure the delivery of transit related development outcomes
Liveable Neighbourhoods (January 2009)	*Liveable Neighbourhoods* is an operational policy for the design and assessment of structure plans and subdivision for new urban areas in the metropolitan area and country centres. Given the established nature of the

	most of the City, this Policy has minimal influence, although it is applicable for the redevelopment of large brownfield and urban infill sites.

2.5 Other Relevant Strategies Plans and Polices

This section identifies other relevant strategies and polices relevant to the Local Planning Strategy.

Table 3 -Other Relevant Strategies and Plans

Other Relevant Document	Relevance to the City
Perth Parking Policy	The *Perth Parking Policy*, created pursuant to the *Perth Parking Management Act 1998* provides guidance to the State Government in exercising the powers conferred upon it by the Act, and to the City of Perth (in this case, the City of Vincent) in providing a framework for assessing applications for parking facilities under the City of Perth *City Planning Scheme*. This Policy is applicable to the area located east of Lord Street and south of Summers Street (and also in the West Perth Masterplan area)
State Affordable Housing Strategy (Department of Housing and Works May 2011)	The State's *'Affordable Housing Strategy 2010-2020: Opening Doors to Affordable Housing'* was released in May 2011 as a major step forward for the State Government in addressing the current problems for social and affordable housing in the state. The Strategy aims to deliver at least 20,000 affordable homes by 2020, with a target to deliver 3500 more social housing dwellings by 2013, an additional 5500 subsidised private rentals, and with 32,000 affordable housing lots to be released by the WA Department of Housing, to be available before 2020. The strategy recognises that community housing organisations will be important to the achievement of this target, together with Local Government Authorities. The Strategy provides further impetus to the City of Vincent to pursue the promotion of affordable housing through policy and scheme provisions.
Draft Capital City Planning Framework (WAPC June 2011)	The Draft *Capital City Planning Framework* sets out a spatial strategy and key directions for Central Perth, that being the 12 kilometre by 12 kilometre area around the city centre, to ensure it develops into a place *'housing a vast assortment of institutions, endeavours and enterprises, which contribute to its being the heart and the capital of Western Australia.'*

	The Draft Framework is intended to address the themes in *Directions 2031 and Beyond*, and implement the principles developed in the *Central Metropolitan Perth Sub-regional Strategy*. The Draft Framework provides strategic direction to the development of Central Perth to 2031, and in a more general way to 2050. Furthermore, it also provides overarching principles to guide and complement local government plans, such as the City of Perth publication, *An Urban Design Framework*.
Draft Public Transport Plan for Perth 2031 (Department of Transport 2011)	The Draft *Public Transport Plan for Perth in 2031* provides the State's vision for improved and expanded public transport in Perth. The Plan is to provide the framework to address congestion and accessibility issues as Perth grows to an expected population of 2.5 million people by 2031. The Plan identifies main public transport infrastructure needs and the links required between major activity centres, including the introduction of light rail, rapid transport corridors and the expansion of the rail network and more buses and trains in general. A key priority area for improved public transport identified within the City of Vincent is the light rail proposed along the central northern corridor (along Fitzgerald Street) by 2020.
Draft Structure Plan Preparation Guidelines (Department of Planning)	The new Draft Structure Plan Preparation Guidelines provide a more streamlined approach to structure planning for land use and urban development issues. The Draft Guidelines have been prepared to standardise the format and content of Structure Plans, reduce and standardise terminology and hierarchy of Structure Plans, and provide assistance and guidance on the format and content of Structure Plans. It is envisaged that these Guidelines will provide significant assistance and guidance to the City of Vincent in preparing a Structure Plan for Leederville, which is recognised as a Secondary Centre in the SPP 4.2 relating to Activity Centres, and also for identified planned growth and urban regeneration areas, such as Claisebrook and West Perth.
Economic and Employment Lands Strategy (WAPC April 2012)	The Economic and Employment Lands Strategy published by the WAPC was prepared following recognition of a shortfall in industrial land supply in the Perth and Peel regions. This document is a response to specific industrial land use needs and a framework for the forward planning to provide employment land over the next 20 years.

	By definition of this strategy, employment land is broadly defined as land that could be used for employment generating activities, including land zoned for industrial and commercial purposes. The City has a large portion of land zoned for commercial purposes located in each Town Centre, contributing to land that contributes to employment generating activities. Notwithstanding, the Metropolitan Region Scheme (MRS) identifies the southern portion of Newcastle Street (within the City's boundaries), abutting the Graham Farmer Freeway as being zoned industrial, the City does not have any industrial zones identified in its Town Planning Scheme. This land identified as 'Industrial' by the MRS within the City is zoned 'Commercial' under the City's Town Planning Scheme No 1 with 'General' and 'Light' industrial uses provisionally allowed within that zone. The Economic and Employment Lands Strategy resists the erosion of industrial land within inner metropolitan sites at the expense of higher order uses, without understanding the regional implications. It also includes the need to protect existing key strategically located industrial facilities such as concrete batching plants. This Local Planning Strategy identifies the importance of these sites with the Newcastle Street precinct remaining as Commercial, permitting cottage, light and service industrial uses.

PART THREE LOCAL PLANNING CONTEXT

3.1 Plan for the Future - Strategic Plan 2011-2016

The City's Strategic Plan provides a plan for the future for all service areas across the City and sets the vision to create a *'sustainable and caring community built with vibrancy and diversity.'*

The following strategic objectives have been set for the planning, improvement and maintenance of the Natural and Built Environment:

- Enhance centres and commercial areas.
- Review and implement the Town Planning Scheme & policies
- Enhance and maintain character and heritage.
- Enhance and maintain parks and community facilities.
- Enhance and maintain infrastructure.
- Develop and promote environmentally sustainable practices

The Local Planning Strategy and Town Planning Scheme No. 2 will be key implementation tools to deliver the above objectives.

3.2 City Strategies and Polices

The City's commitment to strategic planning for the long term benefit and well being of the community and local environment is evident in a wide range of strategic and policy development work. These will be accounted for within the Local Planning Strategy with the following key documents profiled below:

- ***Affordable Housing Strategy*** *(May 2008)*
  The purpose of the Affordable Housing Strategy is to provide a strategic framework to ensure the adequate provision and diversity of housing is provided for its residents. The Strategy identifies current affordable housing provisions within the City and focuses on resourcing and directing actions including policy formation that addresses the need for affordable housing.

- ***Economic Development Strategy 2011- 2016*** *(November 2010)*
  The purpose of this economic development strategy is to provide a strategic framework to identify and articulate the City's purpose, role, strategic direction, resource allocation and management practices in respect to fostering economic development for the next five year period.

- ***Heritage Strategic Plan 2007 – 2012*** *(September 2007)*
  The purpose of the Heritage Strategic Plan to steer the City of Vincent towards the development of a heritage management service that embraces the challenges arising from a vast variety of heritage places, contextual pressures and community expectations in the inner city.

- ***Leederville Masterplan*** *(March 2009)*
  The Leederville Masterplan is a planning framework for the future development of a portion of Leederville, which is bound by Loftus Street to the east, Richmond Street to the north and Leederville Parade to the west and south. Based on the City's Community Visioning project Vincent Vision 2024 the Masterplan focuses on enhancing the environmental, economic and social needs of the community.

  Located in close proximity to the Leederville train station, the Masterplan builds on the concept of transit oriented development to encourage new opportunities for residential and commercial development. The Masterplan area has divided into eight precincts based on the uses and activity, as depicted in the image below.

- ***Local Bicycle Network Plan*** *(April 2004)*
  The City of Vincent Local Bicycle Network Plan looks at the provision, improvement and accessibility of the Town's bicycle infrastructure.

- ***Parks and Reserves Strategy*** *(April 2007)*
  The purposed of the Parks and Reserves Strategy is to develop a plan for the management and utilization for the current and future use of the City's Parks and Reserves for both structured and unstructured activities.

- ***Sustainable Environment Strategy 2011 – 2016*** *(June 2010*)
  The purpose of the Sustainable Environment Strategy sets out the City's plan for ensuring that the City and the community act in a responsible and environmentally sustainable way. The Strategy provides the strategic framework and for initiatives to be undertaken by the City and wider community with regard to enhancing and protecting the City's valued environment, giving particular attention to five key focus areas; air and emissions; water quality and consumption, greening Vincent and reduce, reuse and recycle.

- ***City of Vincent Car Parking Strategy*** *(March 2010)*
  The Car Parking Strategy reviews existing car parking supply and demand and investigates those factors relating to future demand and management of car parking areas within the City.

  Associated Precinct Parking Management Plans have also been prepared for each of the City's high activity centres: Leederville, Mount Hawthorn, Mount Lawley/ Highgate, North Perth and Perth, which provides more detailed recommendations relation to managing car parking in these centres. An Implementation Plan has also been prepared to provide a framework to action the key recommendations of both the Strategy and the Precinct Plans in the short, medium and long term.

- ***Vincent Vision 2024*** *(2005)*
  Completed in June 2005, Vincent Vision 2024 was a project to establish a long-range 'community vision' for a new Town Planning Scheme and to guide the

strategic direction of the City of Vincent into the future. A major Community Vision 2024 workshop and five place workshops attracted the involvement of almost 500 people and a Community Issues, Trends and Vision Survey involved a further 300 people. As a community-based planning process, the project included:

- profiling the community;
- exploring the impact of emerging trends and issues;
- creating a vision for the future; and
- developing a strategic action plan to achieve that vision.

- CHAPTER THREE -

LOCAL PROFILE

PART ONE – GENERAL

The City of Vincent is located in the Perth's inner city area, 3km north of the Perth GPO, and covers approximately 11.3km^2. The City of Vincent is bordered by the City of Stirling to the north, the Town of Cambridge to the west, the City of Perth to the south and the City of Bayswater and the Swan River to the east. The City comprises the following suburbs:

- North Perth
- Leederville
- Mount Hawthorn
- Part of East Perth
- Parts of West Perth
- Parts of Perth City
- Parts of Mount Lawley

The City acknowledges that infrastructure and planning principles can not be defined by local government boundaries and the development of these areas is highly dependent on the cooperation of the affected local government. Accordingly, the City liaises with the surrounding local governments to ensure that they are well informed on all strategic planning matters occurring in the City. This is done formally through written notification when local planning policies and strategic projects are advertised for public comment, and meetings when required.

Figure 4 – City of Vincent and surrounding local governments

In addition, the City is involved in a number of Strategic Planning initiatives/projects with other Local Governments and Government Agencies, which demonstrate cooperation and resource management, including:

- The Scarborough Beach Road Activity Corridor Project - Scarborough Beach Road runs from Scarborough Beach and passes through various centres at Doubleview, Stirling, Osborne Park, Herdsman Business Park, Glendalough and Mount Hawthorn, terminating at Charles Street, North Perth. The Scarborough Beach Road Activity Corridor project will provide an overarching transport and land use

concept that, when implemented over time, will significantly improve the form and function of the road and its surrounds into the future. This project has been facilitated by the Department of Planning in conjunction with the City of Stirling, the City of Vincent, the Public Transport Authority, Main Roads WA and Bikewest.

- The East Parade Regeneration Project – The Western Australian Planning Commission (WAPC) is currently undertaking planning for redevelopment of approximately 1.5 hectares of land located on the corner of East Parade and Guildford Road, Mount Lawley. With the cooperation of Main Roads Western Australia, the City of Vincent, City of Stirling and the City of Bayswater the project is being developed in line with the key principles of transit oriented development.

- Central Northern Corridor Reference Group – The Department of Transport is facilitating discussions between the City and the City of Stirling for improvements to the available transport options from Mirrabooka (City of Stirling) via Yirrigan Drive, Dianella Drive, Grand Promenade, Alexander Drive and Fitzgerald Street to the CBD.

- The Leederville Link Design and Feasibility Study
  The City of Vincent and the Town of Cambridge have formed a partnership to engage consultants to prepare a Design and Feasibility for a link across the Mitchell Freeway at the Leederville Train Station. The Study aims to draw on the existing Studies and Plans that have been prepared by the two Local Government Authorities to date, prepare a series of Design Options to achieve the link and provide an accompanying feasibility analysis to guide future implementation and detailed design.

- The Intergovernmental Working Group
  In response to the varying Urban Design Studies being undertaken in the proximity of West Perth, Leederville and West Leederville by the City of Perth, the City of Vincent, the City of Subiaco and the Town of Cambridge respectively, the City of Vincent has prepared a Terms of Reference for an Intergovernmental Working Group to be created with representatives from the mentioned Local Government Authorities, together with the Department of Planning, the Department of Transport and Main Roads WA to assist in the effective delivery.

- Climate Change Risk Assessment
  The City in partnership with the East Perth Redevelopment Authority and the City of Perth are conducting a joint Climate Change Risk Assessment aimed at identifying, assessing and managing the risks that climate change poses to inner city development.

PART TWO – PHYSICAL FEATURES, CLIMATE, NATURAL HERITAGE AND NATURAL RESOURCE MANAGEMENT

2.1 Landform and landscape systems

The predominant land use within the City is residential, with five key Activity (District and Regional/Secondary) Centre areas and other supplementary commercial centres. The City contains 106.5 hectares of parks and gardens (illustrated figure 5), and there are over 10,500 street trees within the City.

Like the Perth city centre and most of Perth's suburbs, the City is located on the sandy and relatively flat Swan Coastal Plain, which lies between the Darling Scarp and the Indian Ocean.

2.1.1 Geology and soils

The majority of soil structure in the City is representative of Bassendean sands. These sands have a high silica content, and are considered to be free-draining, because of their lack of humus and clay content.

The Swan River foreshore area and some of the former wetland areas within the City, including Hyde Park and Smith's Lake, exhibit acid sulphate soil conditions. Acid sulphate soils are naturally-occurring soils, sediments and peats that contain iron sulphides, predominantly in the form of pyrite materials. These soils are most commonly found in low-lying land bordering the coast or estuarine and saline wetlands, and freshwater groundwater-dependent wetlands throughout the State.

Careful management of these areas is needed to ensure that potential acid sulphate soils, which contain iron pyrites in their sediments, are not disturbed or exposed to air, so that they remain in a benign state and do not contaminate the wetland areas. As can be seen from the following Acid Sulphate Soils Risk Maps, prepared by the Department of Environment and Conservation acid sulphate soils are likely to be found in, though not limited to, the former and existing wetland areas.

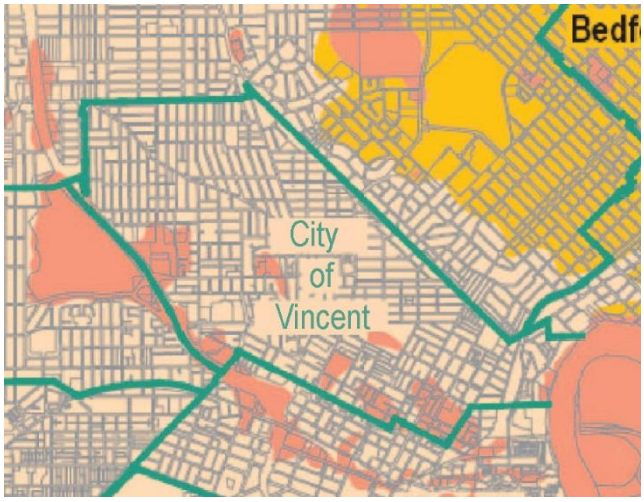


Figure 5 - Acid Sulphate Soil Risk Map - Department of Environment and Conservation

High to moderate risk of ASS occurring within 3m of natural soil surface

Moderate to low risk of ASS occurring within 3m of natural soil surface

No known risk of ASS occurring within 3m of natural soil surface (or deeper)

NOTE: the above map has been prepared to serve as a broad-scale land use planning tool in good faith, exercising all due care and attention. Users of the maps should satisfy themselves concerning the application to their situation and where necessary seek expert advice.

2.1.2 Groundwater sources

The City of Vincent is situated over the Gnangara Water Mound, which covers most of the area north of the Swan River to Moore River and back to the escarpment. The Mound is a superficial aquifer and is on average about 50 metres thick, and is Perth's major groundwater source.

Below the superficial aquifer there are a number of confined aquifers, the largest and most extensive of which are the Leederville, which is typically several hundred metres thick, and the Yarragadee, which is situated hundreds of metres below ground level and is often greater than 1000 metres thick. The Yarragadee Aquifer is located predominantly beneath the Swan Coastal Plain west of the Darling Scarp. It has a north-south range from about Geraldton to the south coast. The aquifers are separated by impervious layers with no groundwater.

The superficial aquifer, and ultimately the Leederville and the Yarragadee aquifers, are replenished by rainfall.

2.2 Climate

2.2.1 Current climate

The City of Vincent, and the Perth region, generally experiences a Mediterranean climate, with mild winters, and hot dry summers.

Summer generally lasts from December to late March, with February usually being the hottest month of the year. As shown in the table below, the average maximum temperature during summer is around 30°C, and the highest ever recorded temperature in Perth was 46.2°C on 23 February 1991. On most summer afternoons the City benefits from a sea breeze, known as "The Fremantle Doctor", which from the south-west and provides relief from the hot north-easterly winds.

Perth receives moderate though highly seasonal rainfall. Winters are relatively cool and wet, with most of Perth's annual rainfall (on average around 850mm) falling between May and September. The lowest temperature recorded in Perth was −0.7°C on 17 June 2006.

Perth can receive sporadic summer rainfall in the form of short-lived thunderstorms, weak cold fronts and, on rare occasions, decaying tropical cyclones from Western Australia's north-west which can bring significant rainfall.

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year
Record high	45.8	46.2	42.4	37.6	34.3	28.1	26.3	27.8	32.7	37.3	40.3	44.2	46.2
Average high	31.5	31.8	29.5	25.4	21.5	18.8	17.8	18.3	20.1	22.4	25.6	28.8	24.3
Average low °C	16.9	17.4	15.9	13.0	10.4	9.0	8.1	8.0	8.9	10.2	12.6	14.8	12.1
Record low °C	8.9	8.7	6.3	4.1	1.3	– 0.7	0.0	1.3	1.0	2.2	5.0	7.9	– 0.7
Rainfall mm	9.5	12.8	19.4	44.2	117.7	176.7	169.9	134.1	80.9	52.4	22.2	12.8	852.6
Avg. precipitation days	2.2	2.2	4.6	6.6	11.8	15.6	17.4	16.0	15.9	9.1	6.2	3.8	111.4
Sunshine hours	359.6	310.8	294.5	246	210.8	177	186	220.1	228	297.6	321	359.6	3,211

Sources: Bureau of Meteorology and World Meteorological Organisation * normal temperatures 1944–2002, rain data 1876–2010

Figure 6 - Climate data for Perth, Western Australia*

2.2.2 Climate change

The global and local climate is changing, and will continue to change, in ways that affect the planning and day-to-day operations of the City. The manifestations of climate change include higher temperatures, lower rainfall

patterns, and more frequent or intense weather events such as heatwaves, drought and storms.

The rainfall pattern has changed in Perth and Southwest Western Australia since the mid-1970s. A significant reduction in winter rainfall has been observed, with a greater number of extreme rainfall events in the summer months, such as slow-moving storms on 8 February 1992 which brought 121mm of rain, and a severe thunderstorm on 22 March 2010, which brought 40.2mm of rain (with half the total falling in just 10 minutes), hailstones between 3 and 6cm in diameter, and caused significant damage in the City and in the broader metropolitan area. It was the costliest natural disaster in Western Australian history, with the final damage bill estimated to be $1.08 billion.

Over the next several decades, Perth and the City are likely to become warmer, with more hot days and fewer cold nights. For example, by 2030, the number of days above 35˚C could average 29-43 in Perth per year (currently 27 days). Increased peak summer energy demand for cooling is likely, with reduced energy demand in winter for heating.

Warming and population growth may increase annual heat-related deaths in those aged over 65, e.g. from 294 deaths at present in Perth to 657-689 by 2020 and 1254-1548 by 2050. Higher temperatures may also contribute to the spread of vector-borne, water-borne and food-borne diseases.

Water resources are likely to be further stressed due to projected growth in demand and climate-driven changes in supply for irrigation, cities, industry and environmental flows. A decrease in annual rainfall together with higher levels of evaporation would lead to a tendency for less run-off into rivers. More frequent and severe droughts in the region are likely.

The City in partnership with the East Perth Redevelopment Authority and the City of Perth are conducting a joint Climate Change Risk Assessment aimed at identifying, assessing and managing the risks that climate change poses to inner city development.

2.3 Natural environmental features

The area on which the City of Vincent sits incorporates twelve former wetlands and a short stretch of Swan River frontage.

The wetlands are known archaeologically, historically and ethnographically to have been of great importance to Aboriginal people in pre-European times, and continue to be of importance today. The Nyungar people are recorded as using many of the lake resources including frogs, root tubers, freshwater turtles, fish, gilgies and waterfowl up until the 1940s. The wetlands within the City continue to hold special significance to the Aboriginal community.

2.3.1 Remnant and restored wetlands

Previously, an extensive belt of shallow, freshwater wetlands ran north from the Swan River to Lake Monger along the Swan Coastal Plain. European settlement led to many of the wetland areas being drained for land reclamation to take advantage of the fertile soil for farming enterprises, and for expansion of parks and recreation areas. It is thought that between 49% and 80% of the wetlands on the coastal plain have been drained, filled or cleared since 1832.

Many of these lakes formed a natural interconnected drainage system which found its way into the Swan River at East Perth through Claise Brook. Former lakes and swamps within the City of Vincent include Lake Henderson (parts of which are now Robertson Park and Dorrien Gardens), Third Swamp (now Hyde Park) and Smiths Lake, as illustrated in the figure below.

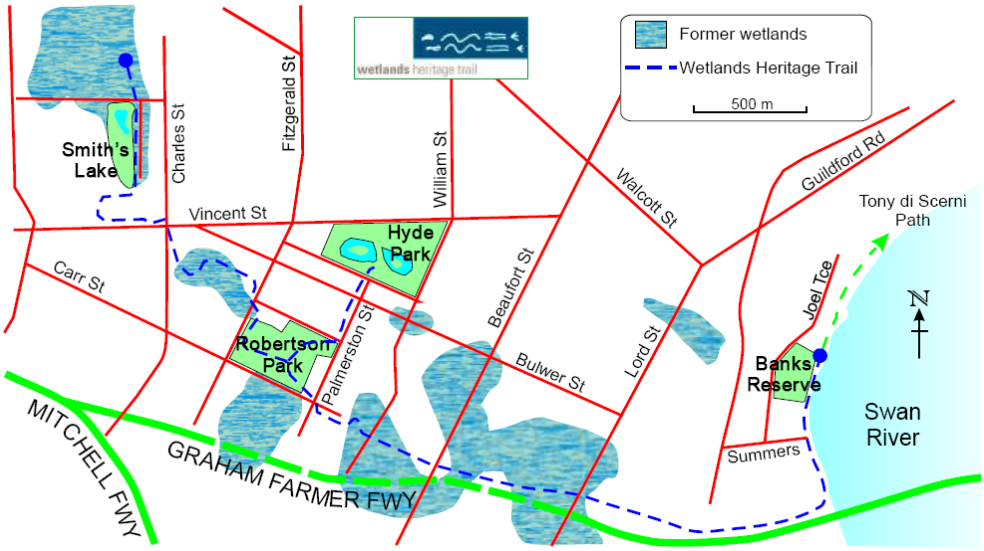


Figure 7: Former and current wetlands in the City of Vincent

The majority of parks and reserves in the City were designed in the European style, with open grass, scattered trees (often of European origin) and very little mid or lower storey planting. However, the City recognises the importance of enhancing native fauna habitat by re-establishing native flora and fauna and restoring the sites of former wetlands to a similar habitat to the days of pre-European settlement. In recent years, the City converted Smiths Lake from a concrete and lawn-edged lake back to a more natural setting, with fringing vegetation of entirely local species of plants. This provides habitat for frogs and invertebrates and nesting sites for water birds, as well as reducing the nutrient inflow to the lake.

The City has also recently created a new seasonal wetland on the south-east corner of Robertson Park, featuring a lake called Little Boojoormelup.

The City has also established the Wetlands Heritage Trail, an initiative to encourage reflection on the natural and social history of the area. The trail is 7km of pedestrian and cycle path linking many of the City's parks and points of interest while following the existing and former wetlands. Much of the trail

echoes the Claise Brook drain that still flows underneath the City, taking water down to the Swan River. The end point of the trail is Banks Reserve and the Swan River.

Hyde Park is also situated in a former wetland area, and the City is undertaking a major project to restore water quality and habitat to the park. The restoration will provide a secure habitat for the waterbirds and aquatic animals while lowering water use which will be achieved through natural systems that improve water quality.

2.3.2 Swan River frontage

The City borders on the Swan River in East Perth, with about 1.1km of foreshore within the City's boundaries. Banks Reserve is the only reserve within the City that is situated adjacent to the Swan River, and is the end point of the City's Wetlands Heritage Trail. The foreshore is reserved as Parks and Recreation Reserves under the Metropolitan Region Scheme.

The City has worked to restore native vegetation in Banks Reserve, to enhance the habitat and to prevent erosion of the river bank. The City is considering adapting a creek that runs through Banks Reserve into the Swan River by planting native species with nutrient-stripping abilities along the creek, enabling the creek to act as a water treatment swale.

2.4 Biodiversity conservation

The City of Vincent is highly urbanised, containing only minor pockets of relatively quality indigenous vegetation and habitat. However, in comparison to other inner city local government areas, the City has a number of significant parklands and recreational areas that are valued by both the City's community and the general public of the wider Perth area. Along with Smith's Lake and the Banks Reserve foreshore, Hyde Park is used as a feeding and breeding site for a variety of birds and it is also home to a number of other fauna, including tortoises and various freshwater crustaceans.

The City recognises that there is an opportunity to re-establish, conserve and enhance biodiversity within the City, which requires the participation of the City's residents. An important aspect is to create faunal corridors, or vegetated linkages, allowing the movement of birds and other fauna between native habitat areas. The City's Street Tree program, vegetation of street verges with native plants, and encouragement of residents to use native species in their gardens are important ways in which these linkages are established.

The City is currently working to re-establish habitat for Carnaby's Black Cockatoo, bats, and migratory birds. One of the strategies to achieve this is to recreate seasonal wetlands within the City to provide refuge areas for migrating and permanent faunal species. However, with the lack of available space, and conflict with other land uses, this is a difficult task to achieve.

PART THREE – WATER MANAGEMENT

3.1 Objectives for Managing Water

The need to conserve and responsibly manage water is an important issue for Perth local governments and their communities. High water consumption rates within the Perth metropolitan region and significantly reduced rainfall since 1975 have resulted in less runoff into dams, permanent water restrictions, and declining groundwater levels. As climate change intensifies, it is predicted that the yield of water from Perth's water catchments will fall even further.

With the likely increased incidence of extreme weather events due to climate change, the proper management of storm water is also a significant issue. The City aims to reduce the likelihood of flooding in the City from intense rainfall periods, and to improve the quality of storm water entering the Mounts Bay Main Drain and ultimately discharging into the Swan River. Currently, high levels of nutrients in the surface and groundwater supplies are contributing to poor water quality in the City's local areas such as Hyde Park and Smith's Lake, and ultimately the Swan River.

With these issues in mind, the City has the following water management objectives:

- To reduce water consumption by 15% per year for residential, commercial and industrial land uses.
- To reduce water consumption by 15% per year for the City services provided to the community.
- To reduce the use potable water use in the City's parks and reserves.
- To improve the City's water quality through natural and mechanical means filtration points.
- To ensure the ecological water integrity requirements are met for wetlands, creek lines and upland habitats and flora and fauna.
- To ensure developments use best practice water sensitive urban design principles.
- To promote water recycling strategies for all types of water uses to ensure continuity of supply.

3.2 Water management issues

3.2.1 Public open space irrigation requirements

By far the largest component of water use by the City is the irrigation of recreational and open space areas. The City has 58 irrigated parks and reserves, of which 83.2 hectares is irrigated, and which use an average of 7,060kL per hectare annually.

Traditionally, water for irrigation within the City has been sourced from the superficial aquifer (the Gnangara Mound). Bores are used to extract water which is then discharged onto gardens. While the community appreciates this convenient use of water, the City recognises that groundwater supplies are not unlimited and that they need to be used carefully with similar constraints as with scheme water. Consequently, the City is examining how to reduce water use, to reuse stormwater and use natural systems to improve water quality.

The City has in place, and is actioning, its Water Conservation Plan, which sets out actions to be taken over a 10 year period to reduce the amount of water used in the City's parks and reserves, such as the use of hydrozoning (varying the water allocation depending on the category or zoning of the park or reserve).

3.2.2 Water use efficiency

Promoting waterwise practices and buildings and protecting existing natural vegetation are ways in which the City contributes to conserving water resources. The City has joined the International Council for Local Environmental Initiatives (ICLEI) Water Campaign for local governments and is striving to reduce water consumption by the community and the City's administration.

It is becoming increasingly important that landscaping, on both public and private land, has reduced requirements for additional inputs in the way of water and fertiliser. In Perth homes, gardens can account for 60% of a household's scheme water use. The City encourages residents to plant low-water use, native species in their gardens to reduce the water demand of landscaped areas.

As mentioned above, while the City generally accesses groundwater supplies to irrigate landscaping, groundwater is still a valuable resource which needs to be conserved, particularly in a city where 60% of the scheme water supply comes from groundwater. The City is working to reduce water consumption in its parks and reserves.

3.2.3 Water quality

Mounts Bay Catchment

The Mounts Bay Catchment area covers about 1300 hectares of the City of Vincent, the City of Perth and other northern inner city suburbs, as shown in the figure below. The upper catchment drains residential areas of the City of Vincent and the Town of Cambridge and the cities of Subiaco and Nedlands into Lake Monger, which connects to the Swan River via the Mounts Bay Main Drain.

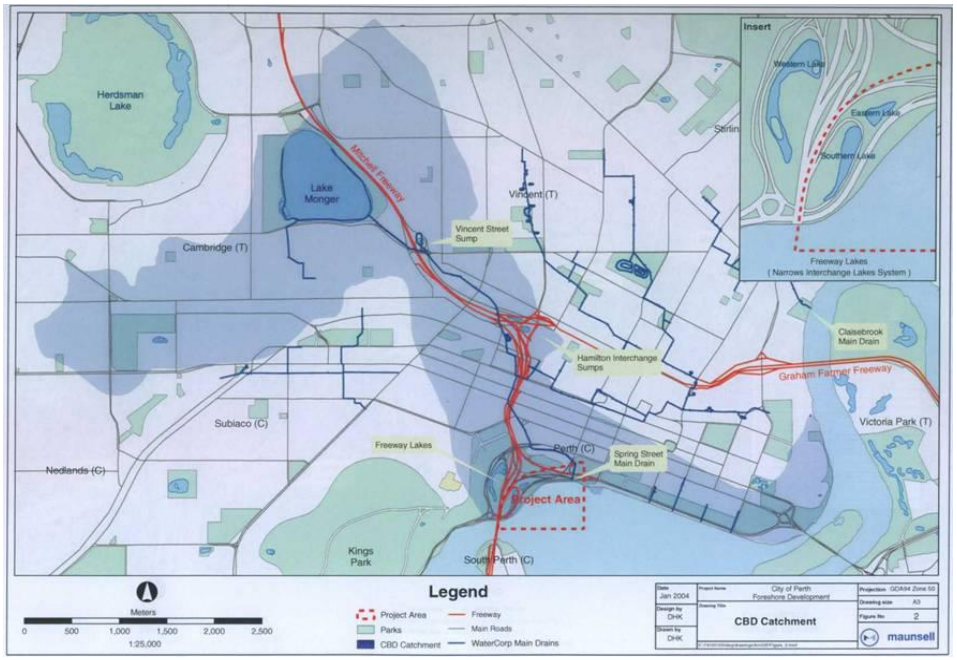


Figure 8: Mounts Bay Catchment Area - *Source: Claise Brook Catchment Group*

Urbanisation of the catchment in combination with Perth's sandy soils and high groundwater table have resulted in contaminants and excessive nutrients entering the rivers. Stormwater and groundwater carried in drains and tributaries often contains high levels of nutrients (phosphorus and nitrogen), contaminants (heavy metals and hydrocarbons), organic matter, sediment and litter. Pollutants tend to get trapped in Mounts Bay which is poorly flushed by tides or river flow.

The Claise Brook Catchment Group (with funding from the Swan River Trust) developed a Mounts Bay Catchment Water Quality Improvement Plan (WQIP) in September 2009. The WQIP sets out a number of implementation actions to be carried out by stakeholders, including the City, which are aimed at improving the quality of water entering the Swan River from the Mounts Bay Catchment.

To improve water quality within Vincent, the City, in partnership with the local community has restored indigenous vegetation to Smith's Lake. Sedges take up nutrients from the water and filter out pollutants resulting in cleaner water within the Lake. A constructed wetland at Robertson Park acts as a detention basin and filter for stormwater runoff from surrounding streets. In addition, turf areas around water bodies near Hyde Park, Smith's Lake and Banks Reserve are not fertilised to minimise run-off into the drainage and groundwater systems.

3.2.4 Water sensitive urban design

As an older and built-up local government area, the City was not initially designed with water sensitive urban design principles in mind.

However, promoting water sensitive urban design in new development is a key means for the City to reduce the likelihood of flooding in the City, and improve the quality of water entering our drainage system and recharging our groundwater sources.

Water sensitive urban design is an approach to the planning and design of urban environments that supports healthy ecosystems, lifestyles and livelihoods through smart management of all our waters. Water sensitive urban design is based on the idea that when land is developed for urban uses, natural hydrologic processes and features should be incorporated wherever possible. Natural catchment features can be achieved by:

- Maintaining the natural or, where appropriate, the pre-development hydrologic regime as much as possible, by retaining and detaining small rainfall events at-source, and managing moderate-large rainfall events in road reserves, public open space and water bodies.
- Installing pervious surfaces/infiltration devices and retaining pervious areas where possible.
- Retaining and restoring native vegetation wherever possible.
- Retaining natural drainage systems - waterways and wetlands, and their floodplains and buffers.
- Replicating natural drainage features in constructed drainage systems.
- Not discharging stormwater directly (via pipes and drains) into waterways, wetlands and coastal waters.

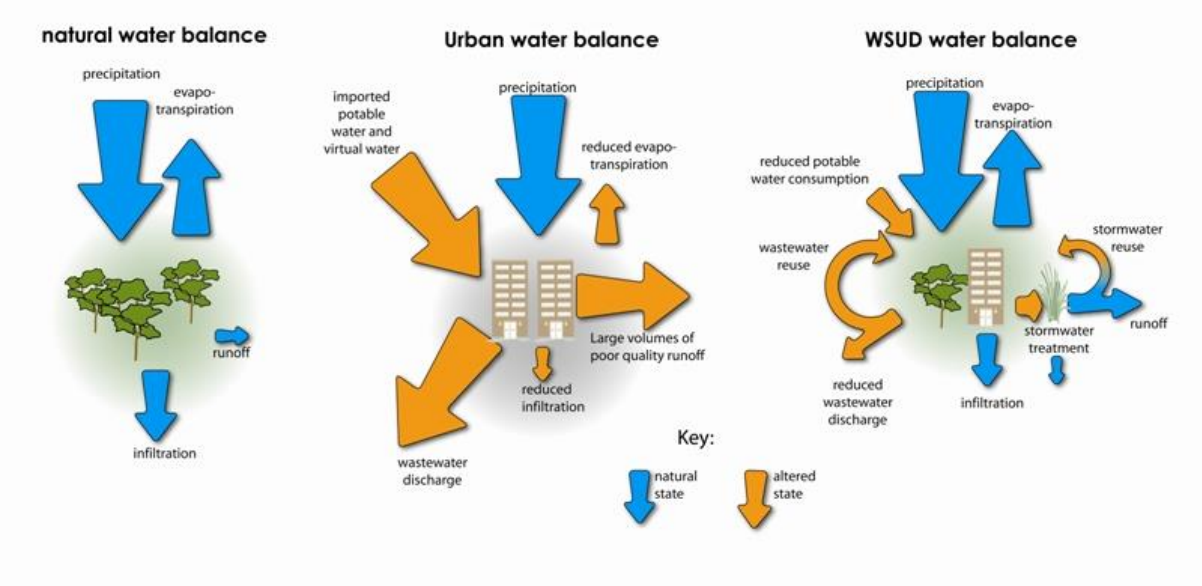


Figure 9: How the water cycle works in natural and urban areas *(SEQ Healthy Waterways Partnership, 2010)*

The City continues to employ the principles of water sensitive urban design in its restoration of former wetlands, as described above in

Section 2.2.3.1, and in Section 2.3.3.2 below. This has the effect of improving water quality as well as reducing the likelihood of flood damage from severe storm events.

3.3 Arterial drainage networks

3.3.1 Mounts Bay Main Drain

The Mounts Bay Main Drain is the main storm water drain running through the City as outlined in section 3.3.1 above. The Main Drain is owned and maintained by the Water Corporation. The City's street drainage system links in to the Main Drain, and the street drainage capacity is constrained by the capacity of the Main Drain. If the Main Drain cannot cope with the volume of water during an intense storm, the City's drainage system will also fail.

The Water Corporation has advised is designed to cope with a 1 in 5 year rainfall event. This means that the size of the Mounts Bay Main Drain falls far short of being able to adequately drain rainfall levels such as those experienced during Perth's 22 March 2010 storm, which, during the worst period, was at least a 1 in 100 year storm.

3.3.2 Compensation basins

Smith's Lake is the only compensation basin for the Main Drain. With increasing infill development over the years, the City's impervious area has increased dramatically. Given the layout of the City, there is no scope for overland escape routes for storm water build up (as is now designed for in newer subdivisions). Therefore, in the City, if a property is located at a road low point and is below or at the level of the roadway, there is a good chance of property flooding occurring during a future severe storm event.

Properties on several low-lying streets within the City experience flooding during times of severe rainfall, such as that seen during the Perth storm of 22 March 2010. Randell Street is one such low-lying street. All of the drainage in this street is connected to the Mounts Bay Main Drain, and when the Main Drain is flowing at capacity, stormwater builds up in the low point on Randell Street.

To assist in mitigating this flooding, the City is investigating constructing a depression, or compensation basin in nearby Robertson Park, and constructing a channel in the road verge on the south side of Randell Street (possibly incorporating a vegetated swale) connected to a new piped drainage system leading to the depression (compensation basin). The main function of the basin would be for stormwater to be able to be retained during a major storm event.

While the City will continue to explore possibilities such as this to assist in the effective management of stormwater, given the built-up nature of the City, opportunities for further compensation basins are limited.

PART FOUR - POPULATION AND HOUSING

4.1 Anticipated Population Forecast/Precinct Distribution

Population in the City of Vincent was 31,549 at the 2011 Census and, according to WA Tomorrow (WAPC, 2012), is likely to increase 6% every five years. The latest estimate (issued by the ABS on 31 March, 2011) for 2011 shows the population to be 30,789 (*Estimated Resident Population (ERP). With a population now greater than 30,000, Vincent was awarded the status of "City" on 1 July 2011.

Table 4: City of Vincent – Estimated Population Forecast

	2006	2011	2011 (ERP)*	2016	2021	2026	2031
Total	26,876	31,549	30,789	34,400	35,800	37,400	39,121

Source: ABS 2006 Census; ABS 2011 Census; ABS Regional Population Growth, 2011; WA Tomorrow 2012.

It should be noted that these population projections are based on final 2011 Census data and not the latest 2011 ERP. It is likely that these projections are understated given the different scenarios of population growth which may occur within a five year period, the provisional estimate for 2011 is 30,789, which is lower than the 2011 figure.

By 2031 the population in the City of Vincent is estimated to be around 39,000.

According to the 2011 Census (QuickStats), the number of private dwellings in the City was 14,204 (this includes unoccupied dwellings). Using the 2011 Census data, the average number of persons per dwelling in the City was 2.2 at 2011.

Given that the population for 2011 is 31,549, if we apply the average persons per dwelling in 2011 of 2.2 for 2031, the number of dwellings in the City is estimated to be in the region of 17,780.

The expected increase in population from 2011 to 2031 is around 7,572, with an increased potential dwelling demand in the planned urban growth areas of approximately 4,171.

Table 5: City of Vincent – Average Persons per Dwelling

	2011	2031	*Increase 2011 to 2031*
Population	31,549	39,121	*7,572*
# Private Dwellings	14,204	19,560	*5,356*
Persons per dwelling	2.2	2.0	*1.4*

Source: ABS Population projections for DoHA; ABS Regional Population Growth, 2011; ABS Census QuickStats 2006 & 2011.

The average number of persons per dwelling is estimated to decrease to 2.0 by 2031, while the average in the new private dwellings is likely to be as low as 1.4. This is likely to arise from new dwellings meeting current demand for higher density housing in the area, which tends to have a lower person per dwelling average than separate house

dwellings. There is also anticipated to be an increase in lone person households (see analysis in section 2.2).

If we use the data in the previous table along with the current estimates in precinct population in the City, we can estimate the population by precinct in 2031. (N.B. This assumes that all growth in dwellings will come from the planned urban growth areas identified in the *Directions 2031 Central Sub-Regional Strategy* (Leederville Structure Plan; Oxford Street Activity Corridor; Glendalough Station Precinct; and Claisebrook Road North Precinct). However, while existing residential zones have remained relatively static, proposed increases in zonings along major roads within the City may result in increased residential density).

Table 6: City of Vincent – Population Estimates by Precinct

	Mount Hawthorn	Leederville	Perth	North Perth	Mt Lawley/ Highgate	City of Vincent
Population 2011	7,357	2,943	2,362	8,544	7,381	31,549
Projected dwelling yields (2011 to 2031)	730	1,346	675	-	1,847	4,171
Increase in population @ 1.815 persons per new dwelling	1,324	2,443	1,042	-	2,850	*7,572*
Total Population 2031	**8,681**	**5,386**	**7,404**	**8,544**	**10,231**	**39,121**
Population Growth 2011 to 2031	18%	83%	16%	-	39%	24%

Source: ABS Population projections for DoHA; ABS Regional Population Growth, 2011; ABS Census QuickStats; SGS Economics & Planning, City of Vincent Economic Futures, Aug 2010; City of Vincent Dwellings projection.

The expected growth in population varies considerably by precinct, with Leederville almost doubling its population, and higher than the expected growth in Mount Lawley/Highgate. The overall growth in the City of Vincent over the 20 year period is 24%.

4.2 Future Household and Demographic Profile

4.2.1 Age

In order to project the future household and demographic profile we need to first analyse the population by age group. The following table shows the population estimates for the City of Vincent in 2031 by 5-10 year age bands, using 2011 Census data, WA Tomorrow population projections and ABS population projections for DoHA. These estimates reflect a decrease in fertility rates and an increase in life expectancy over the 25 year period. The two main age groups affected (proportionally) are the 20 to 34 year olds – who will decrease from approximately 33% to 30% of the total population, while the 55 to 74 year olds will increase from around 14% to 17%. The under 55 year age groups, will decrease from 81% of the population to 77%; and the over 55's will increase from 19% to 23%. Correlating with this proportional increase is an increase in absolute numbers, with an additional 1,912 people aged over 65 in the City by 2031 compared with 2011.

Table 7: City of Vincent – Population Forecast by Age

Age Group	2011		2031	
	Population	%	Population	%
0-4 years	1,850	5.9%	2,113	5.4%
5-14 years	2,504	8%	3,012	7.7%
15-19 years	1,205	3.8%	1,643	4.2%
20-24 years	2,885	9.1%	3,013	7.7%
25-34 years	7,684	24.4%	8,528	21.8%
35-44 years	5,331	16.9%	6,768	17.3%
45-54 years	3,955	12.5%	4,851	12.4%
55-64 years	2,806	8.9%	3,952	10.1%
65-74 years	1,500	4.7%	2,738	7.0%
75-84 years	1,223	3.9%	1,760	4.5%
85 years and over	606	1.9%	743	1.9%
Total	**31,549**	**100%**	**39,121**	**100%**

Source: ABS 2011 Census using TableBuilder, March 2013; ABS Population projections for DoHA.

4.2.2 Income

In 2011, according to the ABS Census data, 27,187 people (86% of the total population) in the City of Vincent were of working age (age 15 and over). Table 8 shows the distribution of gross individual income by age.

Table 8: City of Vincent – Gross Income by Age - % of Working Age Population, 2011

Age Group	Income				
	Negative/ Nil	**$1 - $399**	**$400 - $999**	**$1,000 - $1,499**	**$1,500 +**
15-19 years	33.5%	44.1%	10%	0.7%	0.5%
20-24 years	7.4%	25.7%	38.4%	12.8%	5.5%
25-34 years	4.9%	9.7%	24.4%	22.3%	28.4%
35-44 years	5.4%	11.8%	19.2%	16.3%	38.9%
45-54 years	4.0%	12.1%	22.3%	17.2%	36.3%
55-64 years	5.3%	19.9%	25.6%	15.1%	24.5%
65-74 years	3.7%	56.3%	28.2%	5.9%	6.5%
75-84 years	2.9%	57.2%	17.7%	1.5%	2.4%
85 years and over	3.8%	55.3%	14.6%	2%	0.7%
Total	**6.3%**	**19.8%**	**23.8%**	**15.4%**	**24.6%**

Source: ABS 2011 Census using TableBuilder, March 2013; ABS Population projections for DoHA; ABS Time Series Data.

Approximately three quarters of the 15 to 19 year age group earned less than $400 per week in 2011. The weekly gross individual income tends to rise by age group and peaks with around 75% of the 35 to 44 year group earning more than $400 per week.

Thereafter the weekly income starts to drop and tends to stabilise with just over 60% of the 65 years and over age groups earning less than $400 per week.

By 2031 the working age population is estimated to be almost 34,000. While this is still 87% of the projected total population, the age composition will change slightly. There will be a higher proportion of 55 to 84 year olds and a lower proportion of 25 to 54 year olds.

By looking at the ABS gross individual incomes by age for 2011 (in Table 8), and the changing age profile of the working age population, assuming that these proportions remain stable over time we can estimate the effect on gross household incomes overall by 2031. These results can be seen in the following table.

Table 9: City of Vincent – Estimated Spread of Individual Incomes in 2031

Income	2011	2031
Negative/Nil	6.3%	5.2%
$1 - $199	5%	5.1%
$200 - $299	7.5%	11.6%
$300 - $399	7.3%	11.0%
$400 - $599	8.5%	10.0%
$600 - $799	7.8%	9.3%
$800 - $999	7.5%	8.2%
$1,000 - $1,249	8.6%	9.6%
$1,250 - $1,499	6.8%	6.6%
$1,500 - $1,999	10.4%	4.4%
$2,000+	14.2%	6.6%
Total*	**89.9%**	**87.7%**

Source: ABS 2011 Census using TableBuilder, March 2013; ABS Population projections for DoHA; ABS Time Series Data; Balance are 'Not Stated'.*

The analysis shows that the overall income profile in the City will experience little change between 2011 and 2031 due to the different age profiles of the working age population. This is because the highest income earners, the 35 to 44 year olds, remain unchanged as a proportion of the working age population; and while there are expected to be proportionally more 55 to 64 year olds and less 20 to 24 year olds in 2031, their income profiles are in fact quite similar to each other.

Note that this analysis does not take into account the possibility that the occupation profile of the working population in the City may change over time and that the income patterns may differ accordingly.

4.2.3 Current Household Composition

In 2011, approximately 57% of all the City of Vincent households were 'family households' with the majority (67%) living in separate dwellings. Lone person households represented 33% of the total with the remaining 10% of homes occupied

by group households. Unsurprisingly, lone person households occupied a greater number of flats, units or apartments in comparison to other household types. Approximately 51% of all flats, units or apartments were occupied by lone persons in the City of Vincent whilst the occupancy of semi-detached, row or townhouses was distributed proportionately between all three household types.

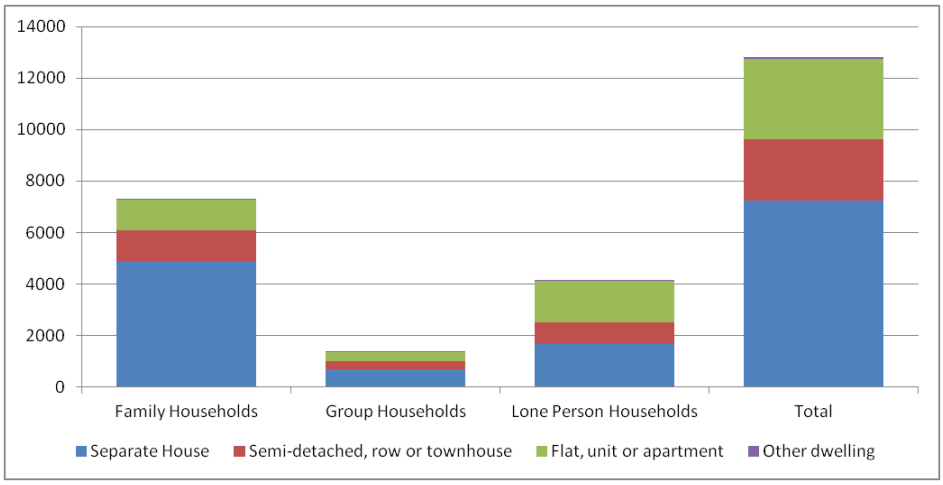


Figure 10 - Household Type by Dwelling Structure
Source: *ABS Census of Population and Housing - Time Series Profiles*

As depicted in table 10 below, the number of family households in Vincent grew by almost 20% from 2006 to 2011 which equates to 1,192 households. The number of group households and lone person households remained relatively stable over the five year period whilst the number of semi-detached, row or townhouses and flats, units or apartments grew by 279 and 807 respectively. These findings suggest that more families moving into the City of Vincent are occupying either flats, units or apartments or semi-detached, row or townhouses.

Table 10 - Household Type by Dwelling Structure, City of Vincent, 2006 – 2011

	Family Households	Group Households	Lone Person Households	Total
2011				
Separate House	4,864	687	1,677	7,228
Semi-detached, row or townhouse	1,230	332	841	2,403
Flat, unit or apartment	1,177	349	1,596	3,122
Other dwelling	25	3	16	44
Total	**7,296**	**1,371**	**4,130**	**12,797**
2006 - 2011 Change				
Separate house	463	104	-32	535
Semi-detached, row or townhouse	197	47	35	279
Flat, unit or apartment	516	87	204	807
Other dwelling	16	3	7	26
Total	**1,192**	**241**	**214**	**1,647**

Source: ABS Expanded Community Profiles, 2006 & 2011

4.2.4 Lone Person Households

In 2011 there were 4,130 lone person households in the City of Vincent which accounted for 13% of the population. This proportion varies considerably by age. Table 11 shows that the proportion of people living alone increases by age group, and that almost one third of people aged 75 and above were living alone in a private dwelling.

Table 11: City of Vincent – Lone Person Households by Age, 2011

Age Group	# of Lone Person Households	% of Lone Person Households by Age Group	Total Population	% of Population Living Alone
<20 years	69	1.7%	5,559	1.2%
20-34 years	1,140	27.6%	10,569	10.8%
35-54 years	1,322	32%	9,286	14.2%
55-74 years	1,029	24.9%	4,306	23.9%
75+ years	570	13.8%	1,829	31.2%
Total	**4,130**	**100%**	**31,549**	**13.1%**

Source: ABS 2011 Census using Table Builder, 2014.

If we assume that the proportion of each age group living alone remains constant, and apply this to the estimated 2031 population, we can see the effect of an ageing population on the number of lone households in the following table.

Table 12: City of Vincent – Lone Person Households by Age, 2031

Age Group	% of Population Living Alone, 2011	Total Population 2031	# of Lone Person Households, 2031	% of Lone Person Households by Age Group, 2031
<20 years	1.2%	6,768	81	1.5%
20-34 years	10.8%	11,541	1,246	23.3%
35-54 years	14.2%	11,619	1,650	30.8%
55-74 years	23.9%	6,690	1,599	29.8%
75+ years	31.2%	2,503	781	14.6%
Total	**13.1%**	**39,121**	**5,357**	**100%**

Source: ABS 2011 Census using TableBuilder, 2014; ABS Population projections for DoHA; WA Tomorrow 2012

In 2031 the percentage of people living alone will have an even older profile. In 2011, 39% of all people living alone were aged 55 and above. By 2031 this is expected to be 44%. Note that the number of lone person household is expected to increase by approximately 1,200 households. This is a very significant number and should inform the dwelling types planned.

In 2011 the total number of occupied households was 12,809 and the total number of private dwellings 14,204 (90.2%). Assuming the proportion of occupied to total dwellings remains constant, the number of occupied dwellings in the City is expected to be 17,643 by 2031 (total dwellings 19,560 from Table 5). This means that the percentage of lone households is expected to decrease from 32% of occupied households in 2011 to 30% in 2031.

4.3 Potential Affordability Gaps

4.3.1 Rental/Mortgage Stress

By comparing gross household incomes with weekly rents and monthly loan repayments for housing (ABS Table Builder) we can estimate what proportion of income households are spending on accommodation costs. N.B the data in this section refers to suburb and not precinct.

Table 13: City of Vincent – Rent/Mortgage Stress by Suburb, 2011

	Mount Hawthorn	Leederville	Perth	North Perth	Highgate	Mt Lawley
Total Occupied Dwellings	2,718	1,253	3,838	3,326	904	4,238
% Rented Dwellings (exc. 'Not Stated')	29.9%	44%	61.9%	33.3%	62.1%	39.4%
% Dwellings being Purchased (exc. 'Not Stated')	40.2%	28.7%	24.4%	34.4%	20.2%	30.6%
% Rent > 30% Household Income	7.3%	10.6%	20.1%	9.1%	19.6%	10.8%
% Housing Loan Repayment > 30% Household Income	9.8%	6.7%	7.8%	8.8%	5%	8.7%

Source: ABS 2011 Census Quickstats, 2014.

The suburbs in the City which had the highest proportion of rental properties in 2011 were Highgate and Perth both at 62%. The suburb which had highest proportion of dwellings being purchased was Mount Hawthorn at 40%.

If we assume that rental or mortgage stress occurs when accommodation expenses are greater than 30% of gross household income, the data in the table above shows that Leederville had the lowest occurrence of rental stress (7% of renters) and Perth the highest (20% of renters). The average for the City was 12%. Mount Hawthorn had the highest occurrence of mortgage stress (9.8% of those paying a mortgage) and Highgate the lowest (5% of those paying a mortgage). The average for the City in 2011 was 8.1%.

4.3.2 Housing Affordability

The median household income in the City of Vincent in 2011 was $1,689 per week, which equates to $87,828 per annum (ABS Census 2011). In the following table two scenarios have been used to estimate current median income levels (2014):

- Scenario 1 – 3.5% increase in income per annum
- Scenario 2 – 5% increase in income per annum

The median house prices (12 months to June 2014) of the suburbs which fall into the City of Vincent range between $790,000 and $1,000,000.

Table 14: City of Vincent – Median House Prices and Household Income by Suburb, 2014

	City of Vincent	Mount Hawthorn	Leederville	North Perth	Highgate	Mt Lawley	Perth
Median House Price (12 months to June 2014)	**Between $790,000 and $1,000,000**	$892,000	$912,000	$865,000	$925,000	$1,000,000	$790,000
Median Income per week 2011	$1,689	$1,957	$1,907	$1,733	$1,266	$1,718	$1,749
Median income pa 2011	$87,828	Higher than City average	Higher than City average	Similar to City average	Lower than City average	Similar to City average	Similar to City Average
Scenario 1 – 3.5% income increase pa	**$97,376**						
Scenario 2 – 5% income increase pa	**$101,672**						

Source: ABS 2011 Census BCP; REIWA median house prices; RP Data Suburb Reports

The Demographia International Housing Affordability Survey uses a median house price to median income multiple to rate housing affordability. The ratings are shown in the following table.

Table 15: Demographia Housing Affordability Ratings

Rating	Median Multiple
Severely unaffordable	5.1 & over
Seriously unaffordable	4.1 to 5.0

Moderately unaffordable	3.1 to 4.0
Affordable	3.0 or less

Source: 10th Annual Demographia International Housing Affordability Survey

If we apply the two income growth scenarios from Table 14 to the range of median house prices for the City of Vincent, analysis reveals the following in terms of the Demographia Housing Affordability Ratings:

Table 16: City of Vincent - Demographia Housing Affordability Ratings

Affordability Rating	**Median House Price**		
	$790,000		**$1,000,000**
Estimated Median Household Income (2014)	**$97,376**	8.1 – Severely unaffordable	10.3 - Severely unaffordable
	$101,672	7.8 - Severely unaffordable	9.8 - Severely unaffordable

Source: 4th Annual Demographia International Housing Affordability Survey; ABS 2006 Census BCP; REIWA median house prices; RP Data Suburb Reports

Under all scenarios for the City of Vincent, current housing supply is severely unaffordable, and this applies to all suburbs.

For reference this compares with the average ratio for the Perth Metro area of 6.0.

4.4 Other Demographic Characteristics

Table 17 - Country of Birth				
Country of Birth	**City of Vincent**	**% of total persons in the City of Vincent**	**Australia**	**% of total persons in Australia**
Australia	17,734	56.2%	15,017,847	69.8%
England	1,935	6.1%	911,593	4.2%
Italy	1,066	3.4%	185,402	0.9%
New Zealand	773	2.5%	483,398	2.2%
Ireland	664	2.1%	67,318	0.3%
Vietnam	563	1.8%	185,039	0.9%

ABS Census Data 2006

Table 18 – Languages Spoken at Home				
Languages Spoken at Home	**City of Vincent**	**% of total persons in the City of Vincent**	**Australia**	**% of total persons in Australia**
English	22,094	70.0%	16,509,291	76.8%
Italian	1,580	5.0%	299,834	1.4%
Vietnamese	608	1.9%	233,390	1.1%
Cantonese	492	1.6%	263,673	1.2%
Mandarin	443	1.4%	336,410	1.6%
Greek	372	1.2%	137,091	1.2%

ABS Census Data 2011.

4.5 Current and Projected Housing Density

4.5.1 Housing Density

The residential density per hectare varies throughout the City, which is reflective of the historical development patterns, the access to services, infrastructure and amenity and resultant of the zoning allocations assigned through Town Planning Scheme provisions. The total number of dwellings in the City as of 2011 was 14,024. Statistics indicate that between 2001 and 2011, there was an increase of 1,212 dwellings in the City of Vincent, which on average represents an additional 120 dwellings per year.

As an average, the dwelling density per residential hectare in the City of Vincent is 17.0. In comparison to the other local government areas within the Central Sub-Region, the City of Vincent is comparatively high second only to the City of Perth (34.5 per residential hectare) and the City of Subiaco (18.5 per residential hectare), and is above the average dwelling density of 11.5 for the Central Sub-Region. As a further comparison, the residential densities of the Local Government Authorities bordering the City are as follows: the Town of Cambridge (10.2 dwellings per hectare); the City of Bayswater (11.1 dwellings per hectare); and the City of Stirling (11.9 dwellings per hectare) (Directions 2031 - Central Sub-Regional Strategy 2010).

In terms of the planned residential density, *Directions 2031* identifies, that within the Central Sub-Region, density codes of R2.5 to R160 have been applied through local government planning schemes. A comparison of the planned zoned areas between the City of Vincent and the Central Sub-Region is shown in table 19 below.

Table 19 - Central Sub-Region Planned Zoned Areas:

Density Coding	Allocation of Dwellings %
<=R25 (Low-Density)	51%
R30-R60 (Medium Density)	45%
>=R80 (High Density)	4%

Table 20 – City of Vincent Planned Zoned Areas:

Density Coding	Allocation of Dwellings %
<=R25 (Low-Density)	7.5%
R30-R60 (Medium Density)	71.38%
>=R80 (High Density)	21.2%

As outlined in table 20 above, when compared with the Central Sub-Region, the City of Vincent has significantly higher zoned land for medium and high density coding, providing greater opportunity to the City to realise its target of dwelling density of 5,000 dwellings by 2031, and to provide for a greater range of housing choice, to match the trend of increasing demand for town houses and apartment style dwellings in the City.

4.5.2 Projected Residential Density

Directions 2031, states that the central sub-regional population is projected to grow by approximately 29 per cent from 705,000 to at least 910,000 people, requiring at least

121,000 new dwellings to be constructed over the 19 local governments within the central metropolitan sub-region. With respect to the City of Vincent, the projected housing target for the City is to accommodate an increase of 6,730 dwellings by 2031, which is also supported by the projections of WA Tomorrow. This equates to a growth of approximately an additional 238 dwellings per year. In addition, the Housing Industry Association demand forecast has predicted a 10 year housing demand growth for the City of Vincent to be 2,019 dwellings.

The following development scenarios are supported by the City to assist in achieving the objectives of *Directions 2031 Central Sub-Regional Strategy:*

Forecast A - Targeted growth along the City's urban corridors and in town centres;

Forecast B - Targeted growth in planned expansion areas;

Forecast C - General Infill.

Forecast A - Major Roads & Town Centres

As an inner city local government, the City of Vincent plays an important role in connecting the central area with the northern suburbs. Historically, the area of the City of Vincent was considered the outskirts of Perth with working class families residing in the area and travelling into town. As the population of Perth increased exponentially between the 1950's and 1990's the rapid development of the northern suburbs placed increased pressure on the City of Vincent area to accommodate the transit of people in and around the City.

In the 1990's the Mitchell Freeway divided parts of Leederville and separated the area from Lake Monger and the western suburbs. In addition Charles Street has become an important connection point to the Kwinana Freeway with Fitzgerald, Beaufort and Lord Streets also under increased pressure to move passengers and vehicles in and out of the central area twice daily as well as providing a movement network to local residents.

Although the wider issues associated with these major arterial roads are complicated, they provide much benefit to the City. Their transition into high capacity arterials has brought the infrastructure and amenities required to continue sustaining growth into the future.

For these reasons, the City accepts high density development along the major arterials throughout the City.

In addition, high density development is also considered appropriate in each of the City's five town centres and other District Centres which include:

- Leederville;
- North Perth;
- Perth;

- Mount Lawley / Highgate;
- Mount Hawthorn; and
- Glendalough.

Benefits of locating high density development within these areas include:

- Encourage public transport use and the use of alternative transport modes;
- Reduce pressure on fringe locations;
- Provide a variety of housing types;
- Contribute to housing affordability;
- Encourage a greater resident population to support business; and
- Promote employment self sufficiency.

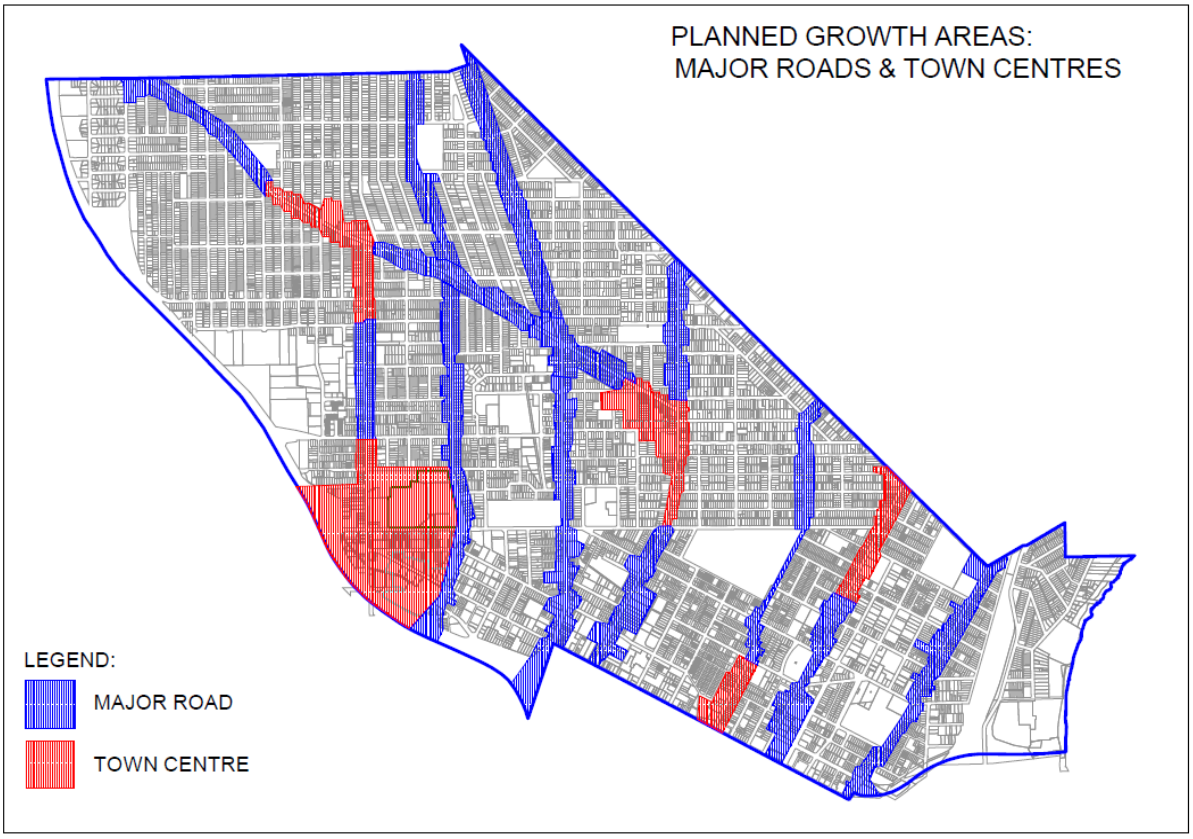


Figure 11 – Major Roads and Town Centres

The introduction of the multi-unit housing code to the 2010 edition of the Residential Design Codes has encouraged the development of multiple dwellings (apartments) in these areas. A key element of these codes is the removal of minimum site area required for each dwelling and a plot ratio calculation being used instead. This allocates a maximum total floor area allowed for the whole development, rather than restricting it to the number of dwellings.

The following tables show the implications for dwelling yields on sites along these roads and within the town centres where the zoning encourages multiple dwelling developments.

Table 21: Basic calculation of dwelling potential for Single House or Grouped Dwellings using the 2013 R Codes

R Code	Site Area	Average Site Area Required	Calculation	Dwelling potential
R60	1000 m^2	150	1000/150	6
R100	1000 m^2	120	1000/120	8

Table 22: Basic calculation of dwelling potential for Multiple Dwellings using the 2013 R Codes

R Code	Site Area	Plot Ratio	Calculation	Dwelling potential
R60	1000 m^2	0.7	(1000 x 0.7) / 90	7
R100	1000 m^2	1.25	(1000 x 1.25) / 90	13

The following table indicates the possible dwelling yields for development on the City's major roads and town centres (not including Leederville discussed in Forecast B).

Table 23: Potential Dwelling Yield on Major Roads

No	Precinct	Major Roads	Dwelling Potential
1	Mount Hawthorn/North Perth	Scarborough Beach Road	1,349
2	Leederville/Mount Hawthorn	Oxford Street	660
3	Leederville/Mount Hawthorn/Perth/ North Perth	Loftus/London Street	1,099
4	Perth/North Perth	Charles Street	2,573
5	Perth/North Perth/Mt Lawley-Highgate	Fitzgerald Street	1,057
6	Perth/Mt Lawley-Highgate	Beaufort Street	796
7	Perth/North Perth/Mt Lawley-Highgate	William Street	1,440

No	Precinct	Major Roads	Dwelling Potential
8	Mt Lawley-Highgate	Lord Street	1,558
TOTAL			**10,613**

Table 24: Potential Dwelling Yield in Town Centres

No	Town Centres	Dwelling Potential
1	Leederville	See Forecast B
2	Mount Hawthorn	1,131
3	North Perth	988
4	Glendalough	574
5	Mount Lawley	717
6	Perth	N/A
7	Charles Street	1,024
Total		**4,434**

The increased development potential being supported within the City's town centres and on the major roads forms one part to the overall approach to the increase of density that's required to achieve the dwelling targets set by Directions 2031.

Forecast B – Strategic Growth Areas

In addition to supporting Density along the City's major arterials and in the Town and District Centres, the City is facilitating a number of strategic projects which will increase the number of dwellings within the City and assist in achieving the Directions 2031 targets.

The strategic growth areas will be taking place in the following areas:

1. **Leederville Activity Centre Plan Structure Plan** – Medium Term[1]
2. **Oxford Street Activity Corridor** – Medium Term[1]
3. **Glendalough Train Station** – Long Term[2]

[1] Medium Term is 0 to 10 years
[2] Long term is 11 to 15 years

4. **Claisebrook Road North Precinct** – Long Term[2]
5. **East Parade Regeneration Area** – Long Term[2]

The following figure illustrates the areas in the City designated for planned urban growth, which largely correlate with *Directions 2031*, with the exception of the East Perth Transit Orientated Development and the Mount Lawley Transit Orientated Development, not being included and the addition of the Oxford Street Urban Corridor. The five (5) areas have been recognised as being highly accessible by public transport and present ideal opportunities for an increase in development opportunity.

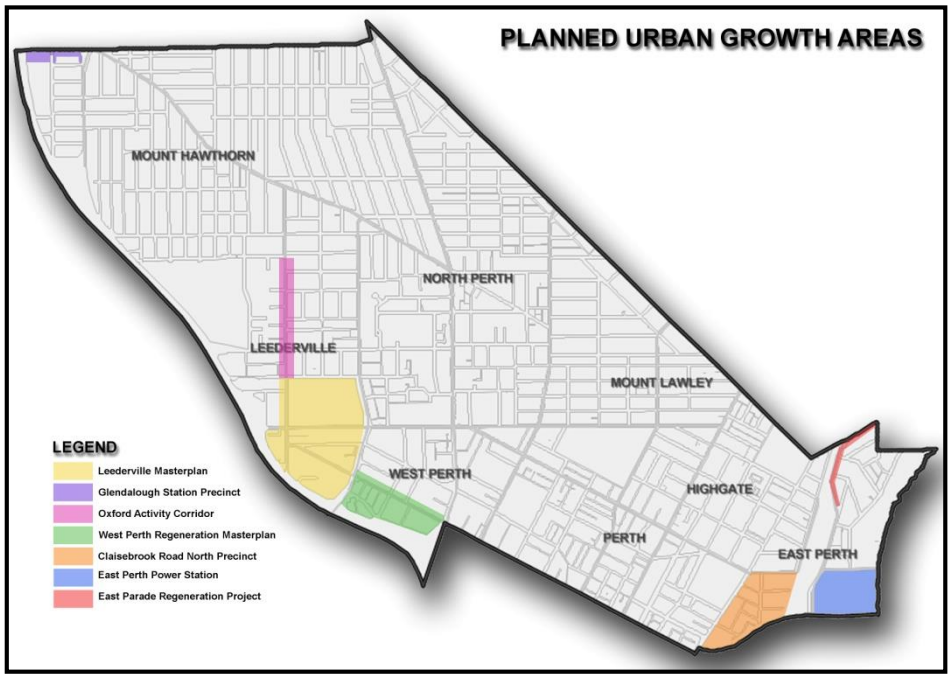


Figure 12 - Planned Urban Growth Areas in the City of Vincent

Multiple dwellings will be the predominant development type in these areas. In order to establish indicative dwelling yields, a formula for calculating the development potential of sites has been prepared as follows.

(1) Leederville Structure Plan:

The forecasts prescribed in the respective Structure Plan documents were used to determine the potential dwelling yield in these two areas, outlined in Table 21 below.

(2) Glendalough Train Station Precinct / Claisebrook North Precinct / Oxford Street

The calculation of the potential dwelling yield in these two planned growth areas was determined on the basis that the average apartment size constructed in the City is approximately 90m2. This includes accommodating for single bedroom, two bedroom and three bedroom dwellings within the development. Based on this, and the emphasis of plot ratio in determining development potential in multi-unit housing code, the following calculation has therefore been used to determine the development potential of sites.

$$\text{Dwelling Potential} = \frac{\text{Site area } (m^2) \times \text{Plot Ratio}^*}{90}$$

* The plot ratio value is dependent on the proposed zoning of the land.

The dwelling potentials using this formula assume complete redevelopment of the site, and do not take into consideration potential amalgamations. It is also acknowledged that the calculated dwelling potential was always 'rounded down' and does not take into account any site area variations.

Table 25 - Dwelling Potential for Planned Urban Growth Areas

No	Precinct	Growth Area	Dwelling Potential	Term
1	Leederville	Leederville Structure Plan	890*	Medium Term[1]
2	Leederville	Oxford Street Activity Corridor	590	Medium Term[1]
3	Mount Lawley/ Highgate	Claisebrook Road North Precinct	1147	Medium Term[1]
4	Mount Hawthorn	Glendalough Station Precinct	843	Long Term[2]
5	Mount Lawley/ Highgate	East Parade Regeneration Project	200	Long Term[2]
TOTAL			**3,670**	

* Based on a maximum 16 storey model
[1] Medium term is considered to be 0 to 10 years
[2] Long term is 11 to 15 years

The realisation of these medium and long term projects will contribute substantially to the City's Directions 2031 dwelling yield targets in addition to the increases in density along the City's major roads, in town centres and the general infill occurring.

Forecast C- General Infill

Although the City supports development in the areas outlined above, a more passive driver of growth is general infill occurring throughout the City in areas not specifically earmarked for more intense residential development.

A key outcome of the Vincent Vision program is to ensure the lower density residential areas of the City are safeguarded from other types of development which may impact on elements of the amenity and residential nature of the area.

An unintended side effect of the 2010 review of the multi unit housing code has been the stimulation of multiple dwelling developments within suburban areas as the deregulation of minimum lot sizes for land zoned R30 and above has introduced land use conflicts which were otherwise never contemplated.

The City supports multiple dwelling developments on major roads, in the town centres and in strategic growth areas but should investigate the appropriate measures to restrict or limit the impact these may have on the residential areas of the City including areas such as Mount Hawthorn in which multiple dwellings are considered out of character.

Since 2006 there has been an average of 66 subdivision applications each year in the City, illustrating that incremental infill is occurring and is likely to continue to occur based on the existing suburban residential zoning allocations.

Within these residential areas, the general infill occurring by subdivisions for grouped dwellings is contributing to the overall dwelling yield of the City and when combined with the number of dwellings proposed through density increases proposed by draft Town Planning Scheme No 2 and the City's urban regeneration projects will contribute to the City's total dwelling yield.

The below table demonstrates the comparative analysis undertaken of the potential 'infill' of grouped and multiple dwellings.

Table 26 – Grouped Dwelling Yield Calculation

No.	Precinct	Existing Dwellings	Dwelling Potential by Grouped Dwelling Subdivision (R50 and below)
1	Leederville	1,509	499
2	Mount Hawthorn	3,055	1,916
3	Perth	3,365	756
4	Mount Lawley/Highgate	6,121	1,626
5	North Perth	3,891	2,391
TOTAL		**14,204**	**7,190**

The above analysis indicates that the increase of dwelling yield in planned urban growth areas, the encouragement of higher density along major roads and the incremental growth of the City's residential area will provide the framework for the Directions 2031 target for Vincent to increase residential dwelling by at least 6,730 dwellings by 2031 to be realised.

4.5.3 Transition Zones

The City of Vincent contains five significant town centres, with Leederville classified as a secondary centre by State Government policy. In addition to these, many other centres are located throughout the City serving a range of functions servicing the community.

The zoning for these centres should be appropriately allocated based on their function, location and their position in the centre hierarchy. Four non-residential zones are available and include:

1. Commercial;
2. Local Centre;
3. District Centre; and

4. Regional Centre.

The development standards for each of these zones is found in the City's policy framework, including height and permitted residential density.

An emerging issue facing the City is ensuring the immediately adjacent residential area abutting these commercial zones are not unduly impacted by potential development. This is particularly prominent where a District Centre zone that allows between 4 and 6 storeys is located next to a Residential R30 zone.

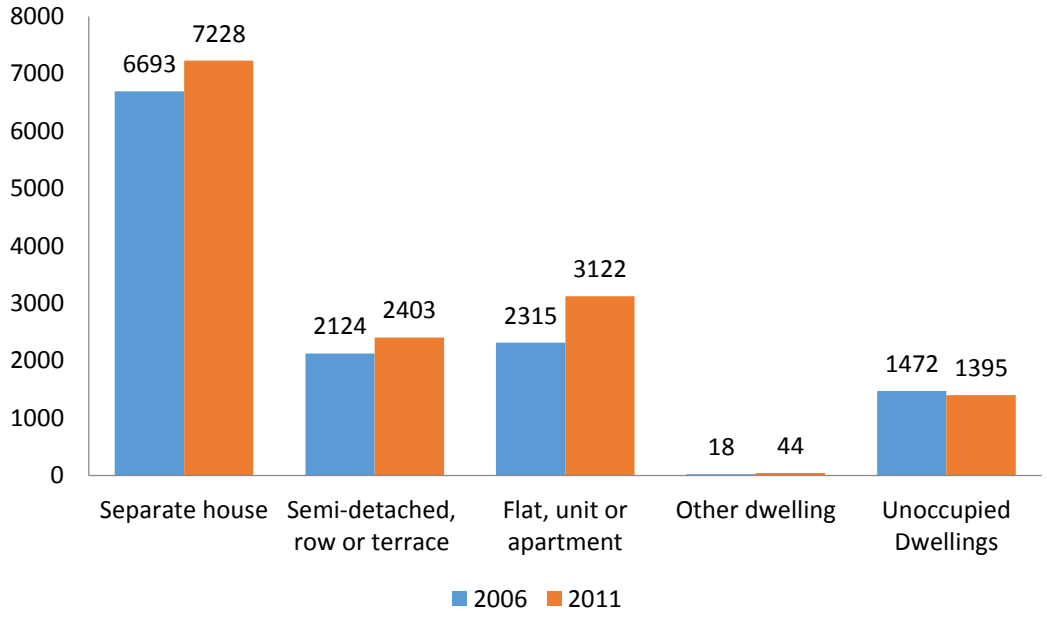
Although the City does not generally support spot re-zonings, the land which are located either immediately adjoining or adjacent should be supported as a 'transition zone' to create a natural buffer between the higher and lower zone. Generally a 'Residential / Commercial' zone would be supported, with a density allocation that represents an appropriate built form and land use transition.

4.6 Current and Projected Housing Type

4.6.1 Current Housing Type

In 2011, there were a total of 13,972 occupied dwellings in the City of Vincent, an increase of around 9% from the 12,810 dwellings in 2006. Separate dwellings are the most common dwelling type found in the City of Vincent with 7,622 separate homes in 2011, representing approximately 55% of the total. Flats, units and apartments showed the greatest growth in dwelling type with a 23% increase on 2006 levels.

City of Vincent Dwelling Structure:



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This trend toward higher density housing form is generally consistent with that of other central metropolitan regions, as shown in the following figure. The City of Vincent, however, exhibited a substantially higher growth in the number of semi-detached, row or townhouses and flats and apartments, when compared with the Inner Perth Local

Government Authorities and Perth Metropolitan Region. It is also evident that the change in separate houses was negligible and, given the consistency in average household size over the period, it is likely higher density dwellings accounted for the majority of population growth within the City of Vincent over the 2006 - 2011 period.

Number of Dwellings Growth, 2006 - 2011 (City of Vincent and comparative regions):

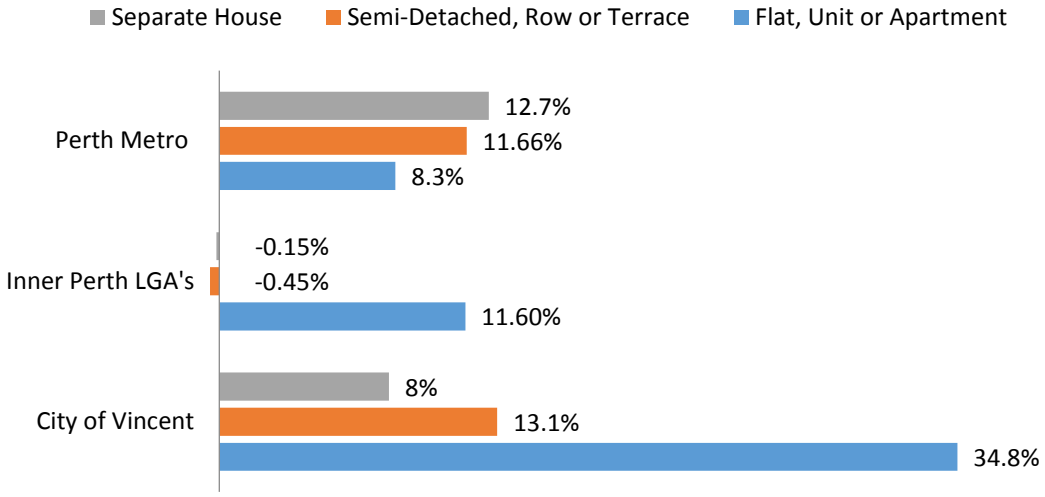


Figure 14 - Number of Dwellings Growth; Source: *ABS Census of Population and Housing - Time Series Profile.*

4.6.2 Projected Housing Type

During the period between 2006 and 2011, the patterns relating to population growth and dwelling and household types, indicate that the City will see an increase in dwellings across all household types, however predominately with demand for semi-detached row or townhouse and flat, unit or apartment type housing. The rationale for the predicted growth is based on the following factors:

- Economic growth in the City will lead to a demand for more homes;
- Age and employment structures within the City;
- Increases in single persons households;
- Increases in elderly population many of whom will live alone (over the next 20 years the number of people aged 65 years or over is expected to increase by over 20 percent); and
- Unprecedented growth and demand for housing resulting from the resources boom.

Further detail on projected dwelling types are detailed in section 4.2 above.

4.7 Current and Projected Housing Character

4.7.1 Current Housing Character

The housing character exhibited in the City of Vincent is illustrative of the development patterns dating from the pre-Gold Boom period to the present day. The population

increase and availability of capital from the Gold Boom of the 1890s resulted in the suburbanisation of areas north of Perth's Central Business District, through the creation of new subdivisions based essentially on the grid-style pattern, followed by the construction of new housing stock, constructed predominately in the Federation Style. The housing of this period was largely more elaborate in style and detail, than the colonial style dwellings of the pre-Gold Boom period.

The Great Depression, which began in 1929, resulted in a slowing down of development during the inter-war period, and housing was generally characterised by more austere building stock. Flat style development also became popular in this period, either in the form of purpose built flats or the conversion of larger residences, often with new facades.

The post-war period placed greater pressure on residential development within the City, largely as a result of the government's immigration and refugee policies, and the 'Baby Boom'. Building materials were in short supply and remained under the control of the State Housing Commission until mid-1952. This lack of supplies led to makeshift alterations, often carried out to increase living space or divide houses into flats to accommodate more than one family. As time went on some of the alterations reflected the styles reminiscent of the migrants' home country which was particularly prevalent in North Perth.

From the 1970s to the present day, some of the existing building stock within the City has been demolished to make way for new development in the form of detached dwellings, town houses and also apartments, in variations of the post-modern style, which have been developed either on existing lot configurations or through subdivision of existing lots.

4.7.2 Projected Character

The City has a diverse residential character that is reflective of the development patterns from the pre-Gold Boom period to the present day. One of the 5 key themes that developed from *Vincent Vision 2024* related to 'Heritage and Character'.

To maintain the City's character, the following recommendations were suggested by the community through *Vincent Vision 2024*:

- Preserving character buildings and streetscapes
- Raising awareness, embracing and celebrating heritage
- Incentives for retaining character buildings
- Balanced Approach

The development patterns within the City since the pre-boom period reflect a number of variables including, but not limited to, population growth and changing demographics, capital growth as a result of mining booms, land value, proximity to infrastructure and services, and household composition. It is projected that the housing character of the City will continue to adapt to change, with a balance of

retaining existing housing stock dating from the 1880s and new infill development to address the changing demographics within the City and responding to market choice.

4.8. Objectives and Targets

- Provide mechanisms to accommodate an additional 5,000 dwellings in the City by 2031 through targeted growth opportunities;

- Provide high density zoning in planned growth areas and along major roads to facilitate high quality development in well serviced areas, largely in the form of town houses and apartments to address the growing trends of these housing types in the City;

- Provide for affordable housing options by ensuring a dwelling mix for higher density development; allowing non-familial residents in ancillary accommodation and through investigating partnerships with the Department of Housing and housing service providers to facilitate affordable housing options;

- Maintain low to medium density coding in established residential urban areas to ensure the retention of existing residential character and private open space and continue to provide for single detached housing types;

- Introduce 'Activity Centre' zonings in the City's five (5) Activity Centres to allow the opportunity for higher density development compatible with the commercial growth in these areas; and

- Apply Scheme provisions that prohibit multiple dwelling development in areas of established residential character which have been allocated high zoning codes.

PART 5 - ECONOMY AND EMPLOYMENT

5.1 Forecast Future Potential Jobs Gap and Self Sufficiency Targets

5.1.1 Workforce Projections

In order to forecast the future potential jobs gap the population by age group has been analysed. By using the estimated population projections by age from Table 25 it is evident that the under 55 year age groups, who currently account for 80% of the population, will fall to 77% by 2026; and the over 55's will increase from 20% to 23%.

This will naturally have an effect on the proportion of people in the workforce, though it is acknowledged that some people will remain in the workforce longer in the future out of both necessity and choice.

Table 27: City of Vincent – Population Forecast by Age

Age Group	2011	2016	2021	2026
0-4 years	1933	2774	3167	2983
5-14 years	2588	4032	5686	6909
15-19 years	1338	1654	2282	2099
20-24 years	3289	1961	2250	2867
25-34 years	8315	8961	6714	5636
35-44 years	5562	7422	10120	10696

45-54 years	4356	5216	6512	8329
55-64 years	3182	4362	4467	5284
65-74 years	1699	2347	3113	3783
75-84 years	1210	1256	1475	2065
85 years and over	550	662	697	764
Total	**34,022**	**40,647**	**46,483**	**51,415**

Source: ABS Population projections for DoHA.

The workforce, or labour force, consists of persons aged 15 and above either working or looking for work. The various age groups participate in the workforce at different rates due to factors such as schooling, studying, unemployment, retirement and child-care responsibilities. The following table shows the different workforce participation rates for the various age groups, taken from the 2011 Census. The total participation rate of 68.8% is calculated using the working age population and is slightly higher than some other local areas such as Subiaco (62.5%), South Perth (64.1%) and Stirling (63.5%).

Table 28: City of Vincent – Labour Force Participation Rates, 2011

Age Group	Working Age Population	Labour Force*	Labour Force Participation Rate
15-19 years	1,205	581	48.2%
20-24 years	2,886	2,243	77.7%
25-34 years	7,679	6,235	81.1%
35-44 years	5,333	4,260	79.8%
45-54 years	3,953	3,193	80.7%
55-64 years	2,806	1,801	64.1%
65-74 years	1,499	339	22.6%
75-84 years	1,224	0	3.9%
85 years and over	603	0	0%
Total	**27,188**	**18,700**	**68.8%**

*Source: ABS 2011 Census, Basic Community Profile.*Includes both employed residents and those looking for employment.*

In 2011 there were 18,700 residents in the City of Vincent either employed or looking for work.

In order to predict the size of the workforce in the future we assume that labour force participation rates for each age group remain static over time, and apply these rates to the estimated population.

Table 29: City of Vincent – Labour Force Estimates by Age

Age Group	2016	2021	2026
15-19 years	797	1,099	1,011
20-24 years	1,523	1,748	2,227
25-34 years	7,267	5,445	4,570
35-44 years	5,922	8,075	8,342
45-54 years	4,209	5,255	6,721
55-64 years	2,809	2,877	3,403
65-74 years	530	703	854
75-84 years	48	57	80
85 years and over	0	0	0
Total	**23,105**	**25,259**	**27,208**

Source: ABS Population projections for DoHA; 2011 Census, Basic Community Profile.

By 2031 the workforce living in the City is expected to grow to 21,304. This is a 42% increase over the 25 year period from 2006 to 2031. Over the same period the total population is expected to grow by 44%. The overall workforce participation rate is therefore expected to decrease from 64.2% in 2006 to 63.4% in 2031.

Employment Self-Sufficiency[2]

In 2011 there were 18,700 people working in the City of Vincent and a resident workforce (excluding those looking for work) of 17,953, giving the City an Employment Self-Sufficiency (ESS) of 104.1%. The overall ESS of more than 100% suggests that the City has the capacity to employ all of its residents, though not necessarily in all of the industry types.

The main industry types in the City are Professional, Scientific and Technical Services; Construction: Accommodation and Food Services; Retail Trade; Mining; Public Administration and Safety; and Manufacturing. These seven industries provide 62.3% of all jobs in the City, and most have an ESS of more than 100%. The exceptions are Education & training, with an ESS of 77%; and Health & social assistance, with an ESS of 79%.

As well as industries, it can also be useful to look at ESS in terms of occupation types, and these can be seen in the following table.

[2] The ratio of all employment in an area compared with the total number of people in the workforce living there.

Table 30: City of Vincent - Employment Self-Sufficiency by Occupation Type, 2011

Occupation	Jobs	Employed Residents	Jobs Gap	ESS
Managers		2,519		
Professionals		6,600		
Technicians and trades workers		2,028		
Community and personal service workers		1,509		
Clerical and administrative workers		2,353		
Sales workers		1,205		
Machinery operators and drivers		456		
Labourers		1,066		
Other		218		
Total	**18,700**	**17,953**	**-747**	**104.1%**

Source: ABS 2011 Census, Basic Community Profile & Worker Population Profile.

Professionals make up 28% of all jobs in the City, and 28% of the resident labour force have occupations in this occupation category. So, despite there being a large number of jobs for Professionals in the City, this category has the lowest ESS of all the occupation types. In 2011 there was a jobs gap of 1,174 in the Professionals occupation category. All other occupation types have an ESS of greater than or very close to, 100%. Given the current high profile of Professionals both living and working

in the City, and its current jobs gap, the data would suggest that this is a prominent occupation type to target when attempting to attract businesses to the City.

In order to be 100% self-sufficient an area needs to have as many jobs as there are residents in the workforce. The table below shows the number of jobs which would need to be created in the City by 2031, based on the number of jobs there were in 2011, in order to maintain 100% ESS. The data is based on the labour force predictions in Table 27.

Table 31: City of Vincent – Extra Jobs Required to maintain 100% ESS

Jobs Required	2011	2016	2021	2026
Total # Jobs	18,700	23,105	25,259	27,208
Increase over 2011	-	4,405	6,559	8,508

Source: ABS 2006 Census using TableBuilder, June 2009; ABS Population projections for DoHA; ABS 2006 Census Worker Population Profile.
** 2006 figure reflects the current number of jobs in the City and not the number of jobs required by the City's workforce.*

Between 2011 and 2026 there is an estimated demand for in excess of 8,508 extra jobs in order to maintain 100% ESS in the City. Based on 34m^2 per worker (2007 average for City of Vincent commercial complexes, 2007 WAPC Land Use Survey), this implies approximately 290,000m^2 of employment floor space.

5.2 Demand Assessment for Future Employment and Self Containment Targets

5.2.1 Employment Self-Containment

Employment Self-Containment (ESC) is a measure of how many people live and work in the same area. The table below shows ESC for the City of Vincent by occupation type.

Table 32: City of Vincent - Employment Self-Containment by Occupation Type, 2011

Occupation Type	Employed Residents	Reside and Work in Vincent	ESC
Managers	2,519	291	15.4%
Professionals	6,600	672	12.7%
Technicians and trades workers	2,028	242	17.3%
Community and personal service workers	1,509	211	11.4%
Clerical and administrative workers	2,353	214	20.3%
Sales workers	1,205	241	11.3%
Machinery operators and drivers	456	43	17.8%
Labourers	1,066	162	16.5%
Other	218	17	16.5%
Total	**17,953**	**2,093**	**14.4%**

Source: ABS 2011 Census, Basic Community Profile & Worker Population Profile.

While it can be seen from Table 28 that the City of Vincent has sufficient jobs within the area to be 100% self-sufficient, only of the working residents actually work within the City. This means that over of the City's residents use some form of transport to reach their place of employment.

Low self-containment is not uncommon in metropolitan areas, particularly a relatively small area such as the City of Vincent, and one so close to the primary CBD, so it is useful to analyse where the residents travel to work.

Table 33: City of Vincent – Where the Resident Work Force Travel to Work, 2011

	Travel to Work	% of Resident Workforce
Perth City		
City of Vincent		
Other Central Metro* areas		
Stirling		
South East Metro		
East Metro		
South West Metro		
Rest of North Metro		
Other		
Total	**17,953**	

Source: ABS 2011 Census, Basic Community Profile & Worker Population Profile
**Central Metro includes LGA's of Perth, Vincent, Cambridge, Claremont, Cottesloe, Mosman Park, Nedlands, Peppermint Grove & Subiaco.*

Only 57% of the resident workforce has jobs in Perth City, or in the City of Vincent or in the one of the other Central Metro LGA's. Comparative figures for other Central Metro LGA's are: City of Subiaco 71%; City of Nedlands 70%; Town of Claremont 69%; Town of Cottesloe 67%. This would suggest that there is opportunity to increase the ESC in the City of Vincent.

The purpose of striving for a higher ESC is to attempt to minimise time taken for people to reach work and to promote less reliance on the use of motorised transport. It is difficult for a local government to have any direct control over ESC, but it can influence ESS by actively encouraging and promoting a diverse range of employment opportunities within the area which could satisfy the employment needs of its residents. By creating these opportunities, any take-up of jobs by local residents would flow on to increased ESC levels.

5.2.2 Age Profile and Occupations

The following table shows that 20-24 year olds are likely to decrease from 11.8% of the workforce in 2011 to 10% in 2031. This will be offset by an increase in the proportion of 55 to 74 year olds from 11% to 12%. This will have an effect on the types of jobs which the resident workforce will require.

Table 34: City of Vincent – Estimated Labour Force Forecast by Age

Age Group	2011 Labour Force		2031 Labour Force	
	#	%	#	%
15-19 years	518	2.9%	828	3.9%
20-24 years	2,110	11.8%	2,196	10.3%
25-34 years	6,011	33.5%	6,717	31.5%
35-44 years	4,117	22.9%	5,252	24.7%
45-54 years	3,087	17.2%	3,736	17.5%
55-64 years	1,739	9.7%	2,178	10.2%
65-74 years	331	1.8%	363	1.7%
75-84 years	43	0.2%	22	0.1%

85 years and over	0	-	12	0.1%
Total	**17,954**	**100%**	**21,304**	**100%**

Source: ABS Population projections for DoHA; ABS 2011 Census, Basic Community Profile.

Occupations which are more skewed towards the 20 to 24 year age group are Hospitality workers and Sales assistants (32% of the workforce in this age group have jobs in these occupations compared with only 11% of 55 to 64 year olds). The 55 to 64 year age group have occupations more evenly spread throughout the broad occupation categories, but are more likely to have occupations as Specialist managers and Education professionals than the 20-24 year olds (30% of 55-64 year olds compared with 14% of 20-24 year olds). This is probably because a proportion of 20-24 year olds will still be studying and only working part-time in casual jobs. While numbers are small for the 65 to 74 year olds, the majority are working in the Professionals category.

As there will be proportionally fewer 20 to 24 year olds by 2031, and more 55 to 64 year olds, the data suggests that there will probably be more demand for occupations in the Managerial and Professional categories in the future for residents of the City. Another way of looking at this is to see what occupations the 30-39 year olds are doing now (in 25 years' time they will be the 55 to 64 year olds). They are predominantly in occupations in the Professionals category (45% of this age group) – particularly Business and science professionals. 10% of them are also Specialist managers.

5.2.3 Estimating Job Demand by Occupation Type

While it is not practical to aim for an ESS of 100% in every occupation category, it is useful to analyse the data in this way in order to assess the magnitude of jobs gaps in the various occupations. The data can give an indication of where to concentrate job creation efforts.

By using the 2006 proportions of each age group's occupational type (for the resident labour force) and applying them to the estimated labour force population in 2031 (which adjusts for the age proportion changes) we can estimate how many jobs would be required in each occupation type to achieve 100% ESS. The results of this analysis are shown in the following table. (Some of the occupation types have been expanded to give a more detailed analysis).

Table 35: City of Vincent - Jobs Required by 2031 to Maintain 100% ESS

	2006 Jobs in the City (Actual)			**2031 Jobs (Required by City's Labour Force)**	**Increase # of Jobs for 100% ESS**
	#	%	#	%	
Specialist Managers	971	7%	1,574	7%	603
Other Managers	940	6%	1,299	6%	359
Total Managers	**1,911**	**13%**	**2,873**	**13%**	**962**
Business, HR & Marketing Professionals	1,105	8%	1,978	9%	873
Design, Eng., Science & Transport Professionals	1,019	7%	1,629	8%	610
Education Professionals	561	4%	1,281	6%	720

Health Professionals	315	2%	1,189	6%	874
ICT Professionals	542	4%	544	3%	2
Other Professionals	587	4%	1,357	6%	770
Total Professionals	**4,129**	**28%**	**7,978**	**37%**	**3,849**
Technicians & Trades Workers	1,719	12%	2,310	11%	591
Hospitality Workers	452	3%	680	3%	228
Other Community & Personal Service Workers	1,254	9%	1,151	5%	-103
Clerical & Administrative Workers	2,671	18%	2,825	13%	154
Sales Assistants & Salespersons	696	5%	1,068	5%	372
Other Sales Workers	623	4%	744	3%	121
Machinery Operators & Drivers	353	2%	579	3%	226
Labourers	821	6%	1,095	5%	274
Other	100	1%	-	-	-
Total	**14,729**	**100%**	**21,304**	**100%**	**6,575**

Source: ABS 2006 Census using TableBuilder, June 2009; ABS Population projections for DoHA; ABS 2006 Census, Worker Population Profile.

It is important to realise that this data is indicative of the occupations that the future residents of the City will be requiring, and not necessarily what the City could provide. For example, in 2006 there were 1,254 'Other Community & Personal Service' jobs (which includes carers; health & welfare support workers; protective service workers; and sport & personal service workers) in the City, and only 763 residents doing this kind of work. By 2031 it is indicated that there could still only be 1,151 residents working in these occupations. So it is likely that workers with these skills will still mainly have to commute to the City from elsewhere. The likely increase in the number of health and education professionals reflects the City's relative proximity to major health and education establishments in adjacent municipalities.

The data does, however, give an indication of where the City could concentrate its efforts to attract businesses and skills sets.

Currently the proportion of jobs in the City which are held by workers in the Professionals category is 28%, with a resident workforce proportion of 37% working in this category. By 2031, in order to reach and maintain ESS of 100%, this proportion will still be upwards of 37%. So clearly growth in the Professionals category is one which would likely be of most benefit to the City in terms of ESS and potentially ESC. There will be a demand by residents for at least 3,849 new jobs for Professionals, which accounts for more than half of all new jobs required by 2031. However it should be noted here that these potential jobs gaps for Professionals include those in the Education and Health industries, the majority of which would be likely to work in schools, tertiary institutions and hospitals. Workplaces such as this are largely outside of a local government authority's influence. So while some occupation types will never be able to achieve 100% ESS, others should strive to be even higher in order to maintain an overall 100% ESS in the City.

There are more factors to consider than just ESS and ESC. For example, if the City were to position itself in terms of character as a hub for unique arts & crafts, then it may attract jobs which cannot be entirely filled by local residents, such as creative artists, jewellery makers etc. These professions may also not be large in numbers, but

may be of strategic importance for the future character of the City, and will also have the advantage of potentially attracting more tourists to the area and indirectly benefiting other industries.

In summary, the following factors will be taken into account by the City through Town Planning Scheme provisions and local planning policy, as well as within the broader context of economic development, to attract industries and businesses for the purpose of job creation:

- Demand by the resident workforce for occupation types, where these can be influenced, to increase ESS and ESC;
  e.g. Business and science professionals; Health professionals; Clerical and admin workers; Technicians and trade workers;
- Basic service requirements of a growing population of residents
  e.g. doctors, dentists, carers, child-care workers;
- Strategic direction of the City and desired image it wishes to promote e.g. heritage & culture; and
- Amount of available land and efficient use of scarce resources.

5.3 Target Areas and Priorities for Intervention/Regulation and Implications for Precinct Policies

5.3.1 Priority Occupations

It is useful to look at the potential creation of new jobs in each occupation category in terms of a priority matrix.

Importance of Occupation for the City

Creation of New Jobs	High	Moderate	Low
Easy to influence creation of jobs	High Priority	Medium Priority	Low Priority
Can influence job creation to some extent	Medium Priority	Low Priority	No Priority
Difficult to influence creation of jobs	Low Priority	No Priority	No Priority

The matrix has two axes. The horizontal axis shows: occupations in terms of importance to the City based on jobs gaps; requirements of a growing population with changing age profile; and desired character fit for the City. The vertical axis shows the ease or difficulty in which the City can influence the creation of new jobs.

For example, in 2006 there were 283 registered nurses living in the City, but only 92 jobs. If there are no plans to build a new hospital in the City it would be relatively difficult to expect to increase the number of jobs in the area for registered nurses despite its low ESS (33%), and it can probably be assumed that residents in this profession will mostly continue to commute to other LGAs. Nurses would therefore fit into the bottom

left box (high importance but difficult to influence), which would make them a low priority (in terms of efforts to create jobs or attract employment to the area).However, there may be opportunities to encourage the establishment of, for example, new medical centres which could increase the ESS slightly.

As an indication the following matrix outlines some of the more important occupation type requirements for the City. (*In areas of 'No Priority' only examples are shown*. It should also be noted that occupation are identified *mainly* at the two digit level as per the 2006 Census.).

Importance of Occupation for the City

Creation of New Jobs	High	Moderate	Low
Easy to influence creation of jobs	Professionals Sales, Marketing, PR, Advertising Solicitors Geologists & Geophysicists GP's Psychologists Managers Business Administration Advertising & Sales	Professionals Architects Accountants Occupational Therapists Financial Advisors Land Economists & Valuers Pharmacists Physiotherapists Dentists Chiropractors Journalists Actors/Dancers/Entertainers Directors/Producers/ Presenters Managers General Finance Metal Fitters & Machinists Forklift Drivers Bricklayers & Stonemasons Building & Plumbing Labourers Carpenters & Joiners	Professionals Social Workers Civil Engineers Managers Retail Construction Café & Restaurant Clerical & Admin Staff Sales Staff Most Community* & Personal Services workers (including child-care workers and age-care workers) Real Estate Agents Motor Mechanics Hairdressers Chefs Plumbers Commercial Cleaners Electricians
Can influence job creation to some extent	Professionals Auditors Medical Lab Scientists Mining Engineers Journalists Judicial/legal Construction & Mining Labourers	Professionals Policy Analysts Financial Dealers Managers Human Resources Librarians Production Policy & Planning Industrial, Mechanical & Production Engineers Truck Drivers Gardeners	Eg Electrical Engineers Electronics technicians Computer Managers & Analysts CEO's & MD's

*Includes waiter, bar attendants, personal care workers, child-carers, age-care workers

Difficult to influence creation of jobs	Professionals Midwives University Lecturers Nurses Secondary School Teachers	Eg Air Transport Professionals Anaesthetists Primary School Teachers Pre-Primary School Teachers	Eg Computer Network Professionals

5.3.2 Demand for Full-time/Part-time Jobs by Residents

Two-thirds of the total labour force (which includes people who are not working but are looking for employment) are full-time employed (or looking for full-time employment) and the balance are either part-time employed, looking for part-time work or weren't sure at the time of the 2011 Census.

Table 36: City of Vincent – Labour Force Full/Part-time Workers, 2011 Estimates by Age

Age Group	Total Labour Force	Employed Full-time/ Looking for Work		Employed Part-time/ Looking for Work		Other Employed (Hours not known)	
		Persons	% of Age Group	Persons	% of Age Group	Persons	% of Age Group
15-19 years	581	128	22%	415	72%	38	6%
20-24 years	2243	1233	55%	915	41%	95	4%
25-34 years	6235	4678	75%	1258	20%	299	5%
35-44 years	4260	2952	70%	1088	24%	220	6%
45-54 years	3193	2262	71%	763	24%	168	5%
55-64 years	1801	1107	61%	582	32%	112	6%
65-74 years	339	147	43%	168	50%	24	7%
75-84 years	48	9	18%	33	69%	6	13%
85 years and over	0	0	0%	0	0%	0	0%
Total	**18,700**	**12,516**	**67%**	**5,222**	**28%**	**962**	**5%**

Source: ABS 2011 Census, Basic Community Profile

If we assume that the proportion of full-time to part-time jobs required remains stable for the various age groups over time (as in Table 34), of the more than 8,500 extra jobs required by residents, around 5,300 to 6,100 would be full-time positions and around 1,800 to 2,400 part-time.

Table 37: City of Vincent – Estimated Full-time/Part-time jobs Required by 2031

	Resident Workforce 2006		Demand for Jobs by Resident Workforce 2031	Jobs in the City 2006	Extra Jobs Required by 2031
Full-time	12,065	64.9%	14,370	9,612	4,758
Part-time	4,922	26.3%	5,730	4,478	1,252
Other	962	5.1%	1,204	638	566
Unemployed	750	4%	-		
Total	**18,700**	**100%**	**21,304**	**14,728**	**6,576**

Source: ABS Population projections for DoHA; ABS 2011 Census, Basic Community Profile and Worker Population Profile.

In 2031 there will be proportionally fewer 15-24 year olds in the work place than in 2006 (14% of the resident workforce in 2031 compared with 16% in 2006). In 2006 this age group comprised 27% of all part-time jobs performed by residents. So proportionally, by 2031, there should be slightly less demand for part-time work.

5.3.3 Health Industry

According to the Population Health Profile of the Perth Central Coast Division of General Practice, published by the Australian Institute of Health & Welfare in November 2005, and which includes the City of Vincent in its borders, there was 1 FTE General Practitioner (GP) per 1,057 persons in the area. The national average at this time was 1,403.

Between 2011 and 2031, it is expected that there will be an increase in population of around 7,900 (From Table 25). This indicates that there is potential for an extra 7.5 GP's to operate in the area (assuming there is no current oversupply). This would be enough to justify at least one more large medical practice in the area, or several smaller ones. The analysis in section 5.3 has already identified GP's as an occupational group to target from an ESS perspective. A similar logic would also apply to other medical professions, such as physiotherapists, pharmacists and psychologists in the short term. Medium to long term this may also apply to other medical professions, such as dentists and optometrists, who currently have a relatively large ESS.

5.3.4 Schools

Table 38: City of Vincent – School Age Children

	0 – 5 Years	6 – 12 Years	13 – 17 years
2011	2,090	1,633	1,047
2031	2,447	2,125	1,419
Increase 2011 to 2031	357	492	372

Source: ABS 2011 Census using TableBuilder, June 2009; ABS Population projections for DoHA.

Over the 20 year period from 2011 to 2031 there is expected to be an increase of 357 pre-school children, some who will require child-care facilities. According to the ABS publication, Childcare Education and Care Australia (ABS Cat. No. 4402.0), approximately one third of children in Australia aged 1 -5 years attend formal child care

(this does not include those who attend pre-school). The data would suggest that between now and 2031 there will be a requirement in the City for formal child-care for approximately 120 more pre-school children. In terms of employment opportunities, any jobs created in this sector would mainly be taken up by non-residents, as the ESS for occupations relating to child-care are well over 100% (See table 37).

There will potentially be an extra 492 primary school age children in the City. In 2010 in WA, the average number of children in a primary school was 261 (ABS Cat 4221.0) – so this increase of 429 children aged between 6 and 12 years is potentially the equivalent of two small or one medium size school in the area (assuming all local schools are currently fully subscribed). At 16 teachers per student this is the equivalent of a requirement for 31 extra teachers. A proportion of these children will also require care in the form of pre and after school, and also during school holidays.

The average size secondary school in WA for the same period was 390 students per school. With 372 extra high school aged children in the area this is almost the equivalent of one school requiring 34 teachers (at 11.1 students per teacher). (These figures combine both government and non-government schools, take no account of current school numbers, and do not adjust for differences between metro and non-metro areas).

Table 39: City of Vincent – Job Creation Priorities – Education and Child Care

Occupation	Residents	Jobs	ESS	Importance to the City	Ease of Job Creation	Priority for the City
Pre-primary teachers	24	15	63%	Moderate	Difficult	No
Primary school teachers	182	159	87%	Moderate	Difficult	No
Secondary school teachers	233	85	36%	High	Difficult	Low
Child-carers	41	114	278%	Low	Easy	Low
Child-care centre managers	3	11	367%	Low	Easy	Low

Source: ABS 2006 Census using TableBuilder, Syme Marmion & Co Job Creation Priority matrix

Table 37 shows that while the above analysis identifies a requirement for increased care and education facilities to accommodate a growing young population in the City, and a high number of residents in the teaching profession who are required to work outside of the City, if there are no plans to build new schools in the area then these occupations would fall into an area of low priority for the City in terms of job creation.

5.3.5 Aged Care

In 2006, 9% of all over 55's in the City were living in retirement accommodation or age care facilities and this proportion increases with age. The average age of those in a nursing home was 82.9 years; of those in non-self-contained age care/retirement accommodation, 79.0 years; and in self-contained retirement villages, 79.5 years.

Table 40: City of Vincent – Over 55's and Age Care/Retirement Accommodation, 2011

Age Group	Total # Residents in Vincent	Residents in Nursing Home	Residents in Retirement Villages (not self-contained)	Residents in Retirement Villages (self-contained)	Total # and % in Age Care or Retirement Facility	
55+	6,133	246	109	133	488	8.9%
65+	3,328	231	92	124	447	13.3%
75+	1,829	209	78	104	391	20.9%
85+	605	121	41	43	205	37.7%

Source: ABS 2011 Census using TableBuilder, June 2009.

Assuming these proportions remain constant over time, the following table shows the number of over 55's who would be living in similar facilities in the City (if available) in 2031.

Table 41: City of Vincent – Over 55's and Age Care/Retirement Accommodation, 2031 Estimate

	Nursing Home	Village (not Self-contained)	Village (Self-contained)	Total
2006	246	109	133	488
2031	402	178	217	797
Increase 2006 to 2031	156	69	84	309

Source: ABS 2006 Census using TableBuilder, June 2009; ABS Population projections for DoHA.

The table above shows that there could potentially be an extra 309 people requiring accommodation in an age care or retirement facility between 2006 and 2031.

According to ABS Census data, in the Perth Metro in 2006 there were 10,136 people employed in age care residential services in a variety of occupations, and 24,321 people in retirement or age care accommodation. This is the equivalent of 0.417 people employed per person in age care or retirement accommodation. So the increase in demand for this type of accommodation would mean the equivalent of 129 extra jobs in this industry. The table below shows the breakdown of occupations for these extra jobs.

Table 42: City of Vincent – Extra Jobs Required in the Age Care Residential Services Industry by 2031

Occupation	% 2006	Extra Jobs by 2031
Managers	4.8%	6
Professionals	16.7%	22
Technicians and trades workers	30.%	4
Community and personal service workers	55.7%	72
Clerical and administrative workers	6.4%	8
Sales workers	0.2%	0.5

Machinery operators and drivers	0.3%	0.5
Labourers	12.7%	16
Total	**100.0%**	**129**

Source: ABS 2006 Census, Basic Community Profile & Worker Population Profile

These 129 jobs would include approximately 18 health professionals (mainly nurses); 65 carers or aides; and 8 cleaners and laundry workers.

5.3.6 The City's Main Industries

The top five industries in terms of employment, as listed in the table below, provide 51% of the City's jobs. In order to compare this with a wider area which also contains the City of Vincent we can look at the Central Metropolitan area (but excluding the City of Perth, which contains the CBD and would therefore skew any job profiles). This area includes: the Towns of Cambridge, Cottesloe, Mosman Park and Subiaco; the Cities of Vincent and Nedlands; and the Shire of Peppermint Grove (referred to as 'the wider area').

Table 43: City of Vincent and Central Metro (excluding City of Perth) – Top 5 Industries of Employment, 2011

Industries	City of Vincent	Central Metropolitan Area (exc. City of Perth)
Professional, scientific & technical services	15.1%	15.9%
Retail Trade	8.1%	8.2%
Health care & social assistance	10.7%	14.3%
Accommodation and Food Services	7.9%	5.7%
Education & training	8.8%	10.2%
Total	**50.6%**	**54.3%**

Source: ABS 2011 Census using TableBuilder, June 2009.

These same five industries provide jobs for 54.3% of the people working in the wider area.

With its head office located in Leederville, the Water Corporation is the single largest employer in the City of Vincent, and this certainly differentiates it from its surrounding areas. However, the City of Vincent does not have any hospitals or universities within its borders, whereas the wider area contains several, and these are major employers.

Public administration & safety industry accounts for 8.6% of jobs in the City, compared with 4.6% in the wider area. This distinction is due mainly to the location of the Department of Sport & Recreation in Leederville.

These two industries make the City an ideal location for consultants and services in these fields, as well as the attraction of lower rentals than the CBD and easy access by car and train. These factors possibly already account for the high number of professional, scientific and technical services related jobs within the City. In addition, consultancies of this nature generally have fewer employees and require less floor space per employee than many other industries.

Further comparisons at the 2 and 3 digit levels of the ABS industry classifications show that there are other industries which provide a relatively large number of jobs, and which also differentiate the City from some of the other Central Metro areas. These include:

- Administrative services, accounting for 476 jobs in the City (3.6%);
- Pubs, taverns & bars, accounting for 230 jobs in the City (1.6%);
- Building installation services, accounting for 181 jobs in the City (1.2%); and
- Grocery, liquor & tobacco product wholesaling, accounting for 162 jobs in the City (1.1%).

5.4 Relevance/Application

5.4.1 Trends in Economic Development and Implications

The City of Vincent has a strong economic base particularly when its small area and population and close proximity to the CBD are considered. The City has experienced a job growth of 27% between 2006 and 2011, with the majority of growth concentrated in government and business services. The data indicates that the City of Vincent has an employment self-sufficiency of 104.1% which suggests that the region has the capacity to employ all working residents and attract workers from outside the local government area, however not necessarily in all of the industry types.

By 2026 the workforce living in the City is expected to grow to 27,208, which illustrates a 51% increase over the 15 year period from 2011 - 2026.

The City's five (5) Town Centre areas, commercial areas and mixed use areas provide for the opportunity to continue provide a diversity of employment opportunities in the City both for its residents and outside the Local Government Area.

5.4.2 Investment Opportunities: Availability of Commercial Land

The City of Vincent is responding to the above trends by:

- Promoting investment of niche businesses, including retail, office and hospitality in each of the City's five (5) Town Centres through investing in streetscapes, provisions in the Town Planning Scheme No.2 and facilitating business promotion and business networks;

- Increasing Employment Self Containment (ESC) in the City by encouraging and promoting a range of employment opportunities within the area which satisfy the employment needs of the local resident workforce;

- Promoting the growth of professional workers to match the forecast demand by residents for at least 3,849 new jobs for professionals by 2031;

- Encouraging niche art and craft businesses, such as creative artists and jewellery makers, to reinforce the unique character and heritage of the City's Town Centres, in turn assisting in attracting more tourists to the City;

- Provide for employment opportunities for basic service providers for the projected growth of resident population, such as doctors, dentists, carers and child-care workers;

- Implementing the Leederville Structure Plan through developing the City's owned land, in accordance with best practice urban design principles and encouraging investment opportunities;

- Promoting and facilitating to the growth of Leederville through its status as a 'Secondary Centre' in the State Planning Policy No. 4.2 relating to Activity Centres;

- Facilitating the redevelopment of the Water Corporation site as a commercial investment at a regional level;

- Recommending to the Western Australian Planning Commission, the re-classification of the West Perth Regeneration Masterplan from 'Industrial' to 'Urban', under the Metropolitan Region Scheme;

- Liaising with the City of Stirling to realise Glendalough Station as an Activity Centre, particularly through promoting the intensification of mixed-use development along Scarborough Beach Road within a 500 metre radius of Glendalough Train Station;

- Promoting the revitalisation of the area adjacent to the Claisebrook Train Station, through dedicated policy provisions and a specific recommendation to discontinue the operation of the concrete batching plants, within this locality;

- Implementing 'reciprocal parking arrangements' or 'parking benefit districts' to allow for sharing of car parking resources between different users, including both residents and business operators; and

- Examine options to better utilise and rationalise land vested and owned by the City for economic purposes.

5.4.3 Constraints to Investment

There are several constraints that are considered will impact on realising investment opportunities within the City, including:

- The area within the West Perth Regeneration Masterplan is currently zoned 'Industrial' under the Metropolitan Region Scheme;

- The location of the two (2) concrete batching plants adjacent to the Claisebrook Train Station;

- Providing for efficient transport infrastructure to reduce the dependency on cars;

- Providing for east-west transport movement through the City for all transport modes;

- Effective management of car parking and associated infrastructure;

- Costs associated with the undergrounding of power, particularly the high-voltage lines;

- Providing for essential services and utilities; and

- Obsolete industrial site at the East Perth Power Station.

5.4.4 Strategic Approach and Scheme Implications

The City of Vincent has continued to see a growth in both jobs and population during the period 2001 – 2006 and as detailed above, this growth is expected to continue to 2031. In order to accommodate for this growth into the future, it is necessary that that the Scheme provides the appropriate tools to manage this growth sustainably.

The key approaches to the management of the predicted growth are as follows:

- Providing for 'District Centre' and 'Secondary Centre' zonings that correlate with the Activity Centres identified in the State Planning Policy 4.2 relating to Activity Centres, and the Town Centres identified through *Vincent Vision 2024,* to ensure the key commercial activity and investment within the City is within these Centres;

- The provision of medium to high density housing within the City's Activity Centres areas to provide the residential base and a diversity of housing choice to support the commercial centres;

- Providing for increased residential density in the planned growth areas, in accordance with the *Directions 2031 central sub-regional strategy*;

- Maintaining the zoning of local centres within the Scheme, to provide for small scale, accessible commercial opportunity in a walkable catchment to the surrounding residential areas;

- Maintaining the existing commercial zoning of areas in the Scheme, outside the Activity Centres to ensure the continuation of commercial opportunities in these areas;

- Introduce areas of mixed residential / commercial zonings in the Scheme, where there is already a trend in this respect to allow for increased commercial growth, where there will be limited impact on the residential amenity; and

- Provide for a zoning table that allows for a variety of use types within the different zonings prescribed in the Scheme.

PART SIX - RETAIL AND COMMERCIAL

6.1 Forecast Needs for Population/Workers and Visitors

The sustainability of retail/commercial provision within the City of Vincent is dependent on the purchasing power of the population. This is influenced by a number of factors, such as household income, household size and housing costs such as rent and housing loan repayments.

Based on ABS Household Expenditure (2004-05), 2006 ABS Census data and Syme Marmion & Co modelling, households in the Vincent local government area spent a total of approximately $247.8 million per annum on shop retail goods at 2006. This expenditure supports a total supply of between 41,300m² and 49,560m² of shop retail floorspace at 2006. This floorspace accounts for all Vincent household demand and is therefore located in Vincent as well as other areas such as Perth City.

Table 44: Vincent Local Government Area Residents Estimated Total Shop Retail Demand (2011 – 2031)

Year	2011	2016	2021	2026	2031
Households	**12,846**	**13,670**	**14,526**	**15,401**	**16,141**
*T/O Rate Range per m^2	m^2	m^2	m^2	m^2	m^2
$5,000	56,776	60,421	64,204	68,070	71,340
$5,668	50,085	53,301	56,637	60,048	62,932
$6,000	47,313	50,351	53,503	56,725	59,450

Source: ABS Census 2011, ABS Estimates of Personal Income for Small Areas 2006, ABS Household Expenditure Survey 2003-04 (Cat. 6530.0) and Syme Marmion & Co Shop Retail Expenditure Model.

The sustainability of additional Shop Retail floorspace is calculated from the projected households and average spending per household.

If the household size for the City of Vincent is assumed to remain constant at 2.4 persons per household (note that this is not the same as persons per dwelling), the total number of households is likely to increase from 12,846 in 2011 to approximately 16,141 in 2031. Based on the projection for households to 2031, the total household expenditure can be derived. This indicates the sustainable shop retail floorspace to cater for resident population in the City of Vincent is between 59,450m² and 71,340m². A proportion of this floorspace would be provided in areas outside of the Vincent local government area.

6.1.1 Hierarchy of Centres

The hierarchy of centres provides a strategic framework to guide agencies in the preparation of long term capital investment programs and promote more private investment, particularly at strategic metropolitan centres. The WAPC Land Use Survey 2007 quantifies the floor area by land use type for each commercial complex in the Perth metropolitan area. Some of the commercial complexes span across local

government boundaries. The table below shows the Shop Retail floorspace by complex within the City of Vincent. Where the proportion of the floorspace in Vincent is a proportion of the total complex floorspace, this has been noted.

Table 45: Vincent Shop Retail Floor space by Commercial Complex

Complex Number	Activity Centres	Vincent Shop Retail (m²)
	Secondary Centres	
205	LEEDERVILLE	11,686
	District Centres	
202	FITZGERALD ST	16,950
203	MT HAWTHORN	12,722
204	MT LAWLEY (Vincent Shop Retail proportion of complex - **74%**)	12,264
238	HIGHGATE (Vincent Shop Retail proportion of complex - **78%**)	12,053
	Neighbourhood & Local Centres	
52	ISOLATED USES-IN NW	5,989
85	JOEL/SUMMER ST INTERSECT	30
86	NEWCASTLE ST	2,660
206	OXFORD STREET	547
212	CHARLES ST	2,979
213	BLAKE ST	1,328
214	LORD ST (Vincent Shop Retail proportion of complex - **40%**)	500
215	ADAIR PDE (Vincent Shop Retail proportion of complex - **15%**)	294
226	MT HAWTHORN ISO USES	1,142
239	WINDSOR ST	1,044
240	BULWER ST	862
241	BURT ST	1,110
242	NEWCASTLE ST	275
243	CHARLES HOTEL	536
244	SCARBOROUGH BEACH RD #2(Vincent Shop Retail proportion of complex - **64%**)	1,400
245	RICHMOND ST	2,087
248	HAYNES STREET	880
249	SHAKESPEARE ST	330
252	BUXTON STREET	963
	Total Floorspace	**90,631**

Source: WAPC Land Use Survey 2007

The centres hierarchy table above indicates a total supply of 90,481m^2 Shop Retail floorspace located within the City of Vincent in 2008. It is likely that only 30,000 to 34,000m^2 of Shop Retail floorspace from the secondary centre (Leederville) and district centre (Highgate, West Leederville, Mt Hawthorn) is required to adequately cater for the local demand.

This indicates that up to approximately 56,000m² to 60,000m² of the current Shop Retail supply is externally oriented. This implies that a high proportion of the total

expenditure can be attributed to the tourism/visitor (day trip, intrastate, interstate or international) and worker population of approximately 14,000.

The secondary centre at Leederville and the district centres are shown on the following map. Note that at 2006, a portion of the Highgate complex is located within the City of Perth and a portion of the Mt Lawley complex is located within the City of Stirling.

Figure 15: Secondary and District Centres, City of Vincent

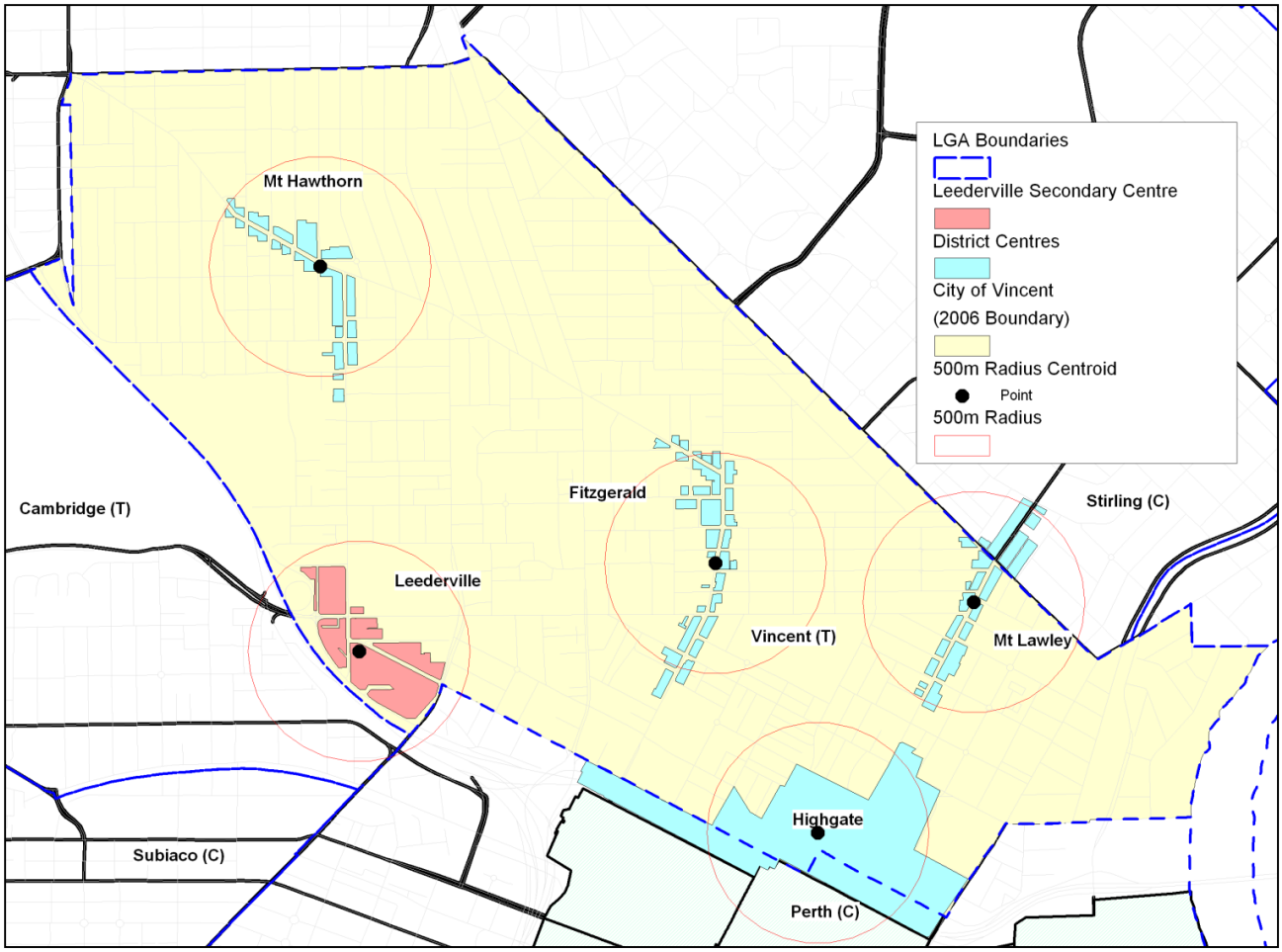


Figure 15 – City of Vincent Activity Centres. Source: WAPC Land Use Survey 2007, ABS Census LGA Boundaries 2006

The map shows that there are very good main street linkages between the main centres in the City of Vincent. Development should encourage these main street links to be maintained or improved.

6.1.2 Future Retail Role of Centres in Five Precincts

It would be simple to assume that there is sufficient existing Shop Retail for future population given the current supply per capita. However, some additional retail at Secondary and District centres is likely to be required to adequately cater for increasing local population needs.

The expected population growth is likely to require an additional 18,000m² to 22,000m² to cater for locally generated Shop Retail demand. Between 12,000m^2 to 15,000m^2, of floorspace should be provided locally to cater predominately for future local demand. Approximately 5,000m^2 to 7,000m^2 of the additional floorspace should be considered for the secondary centre at Leederville. Between 5,000m² and 8,000m² of floorspace could reasonably be expected to be provided within the district, neighbourhood and local activity centres.

The additional floorspace outlined above assumes that the current externally oriented retail continues to trade and attract external customers. It is possible that more externally oriented floorspace could be justified depending on additional worker population and tourism expenditure growth.

6.2 Provision of Retail in Target Sectors

The State Planning Policy 4.2 recommends that for centres containing between 10,000m^2 and 20,000m^2 of Shop Retail floorspace, the "Mixed Use" target proportion is 20%. The term "Mixed-Use" refers to office/business; health/welfare/community services; entertainment/recreation/culture (excludes outdoor areas), bulky goods retail/showroom or other retail. Remaining uses are service, storage etc. (Appendix 1 of SPSS 4.2). Given that the Shop Retail floorspace for the five major centres in the City of Vincent falls within the 10,000m^2 to 20,000m^2 range, the Mixed Use target is 20% for each centre.

The following table shows that the current proportion of Mixed Use floorspace provision in all major activity centres in the City of Vincent exceeds the SPP 4.2 target of 20% (for activity centres of between 10,000m^2 and 20,000m^2) by a substantial margin.

Table 46: Diversity Indicators for Vincent Commercial Complexes

Diversity Performance	Leedervill e	Mt Hawthorn	Mt Lawley*	Highgate*	Fitzgerald St
Shop Retail Floorspace (m²)	11,686	12,722	12,264	12,053	16,950
Centre Hierarchy Type	Secondary	District	District	District	District
% Shop Retail	17.9%	34.1%	62.5%	13.0%	35.1%
% Mix of Land Uses (SPP 4.2 target 20% for these centres)	76.6%	44.6%	32.6%	56.3%	51.6%
% Remaining Uses	5.6%	21.3%	4.9%	30.7%	13.2%

Source: WAPC Land Use Survey 2007
**Floorspace of complex within Vincent only*

It is recommended that the existing mix of land uses needs to be maintained to preserve the current competitive advantages.

The table below provides a comparison of the total Mixed Land Use proportion for the City of Vincent and with other similar local government areas.

Table 47: Diversity Indicators – Comparison with Other Local Government Areas

	Vincent	Victoria Park	Cambridge	Claremont	Subiaco	South Perth
% Shop	23.8%	18.7%	29.7%	39.9%	25.7%	17.9%
% Mix of Land Uses (SPP 4.2)	**51.8%**	47.1%	46.0%	50.1%	**61.5%**	**52.8%**
% Remaining Uses	24.4%	34.1%	24.3%	10.0%	12.9%	29.3%

Source: WAPC Land Use Survey and Syme Marmion & Co Modelling

Based on the data in Table 44, the City of Vincent has a reasonably high proportion of Mixed Land Uses overall. While SPP 4.2 does not specify a target for local government areas, this is a useful comparison to show the diversity that currently exists in the City of Vincent compared with other local government areas.

6.3 Current and Future Commercial Floorspace

In 2008, commercial floorspace in the City of Vincent totalled over 427,000m□. From 2002, total commercial floorspace increased by approximately 25,000m□ or 6.2% over the six year period. This increase is largely due to an expansion of office and business land uses which increased by around 32,000m□ or 32% from 99,000m□ to 131,000m□. As shown by the graphic below, 'shop and other retail' floorspace remained relatively stagnant over the period while 'manufacturing, warehousing and storage' land uses grew by around 43% or 16,000 m□ between 2002 and 2008.

Commercial Floorspace by Land Use, 2002 and 2008:

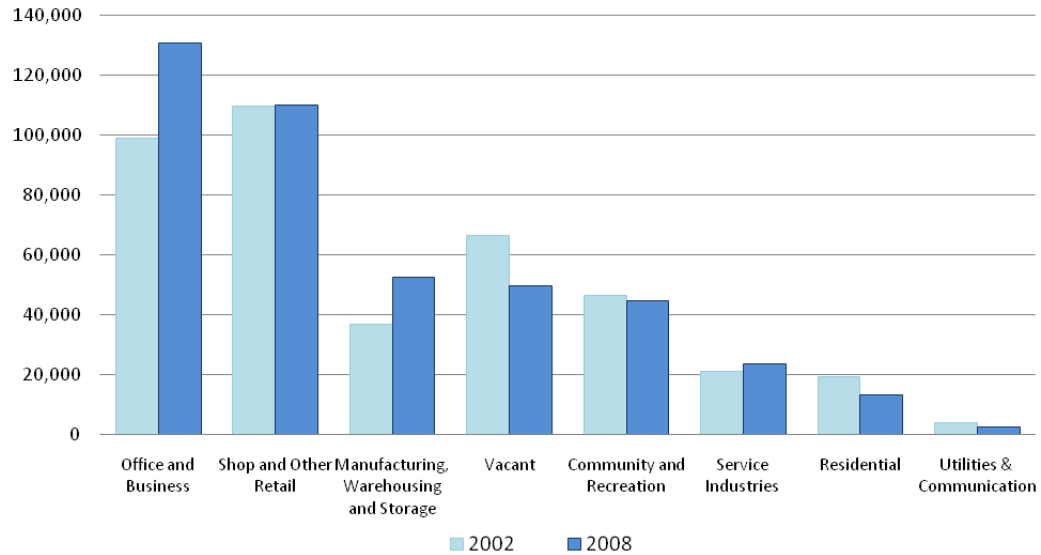


Figure 16 - Commercial Floor space by Land Use;
Source: Perth Land Use Census Data, 2008 and Perth Employment and Land Use Survey data, 2002

Commercial Floorspace Distribution, 2008

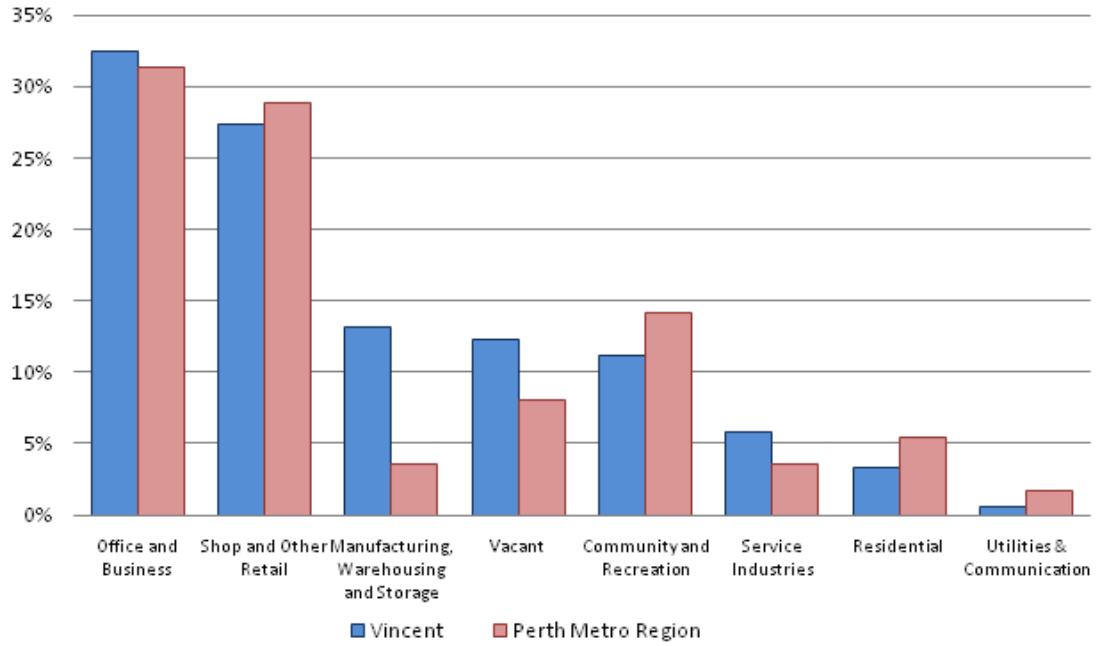


Figure 17 - Commercial Floorspace Distribution;
Source: Perth Land Use Census Data, 2008 and Perth Employment and Land Use Survey data, 2002

Commercial floorspace distribution in the City of Vincent shows similar characteristics to the wider Perth Metropolitan Region. In 2008, 'office and business' land use accounted for over 32% of total commercial floorspace in the City of Vincent in comparison to 31% for the Perth Metropolitan Region. The other most prominent commercial land use 'shop and other retail' represents over 27% of commercial area which is slightly below the metropolitan average of 29%. The largest discrepancy between the City of Vincent and the broader metropolitan area is in 'manufacturing, warehousing and storage' which accounts for 13% of the City of Vincent's commercial land use, well above the metropolitan average of 4%.

Employment data for the same land use categories shows that 'office and business' and 'shop and other retail' categories are commercial uses with high employment to floorspace. As shown in the table below, 'office and business' commercial area employ one worker per 24m□ of floorspace area. Similarly, 'shop and other retail' uses employee more workers in relation to lettable area, with an employee to floorspace ratio between 30– 33m□ per worker.

Table 48 - Commercial Floorspace per Employee, 2008

	City of Vincent	Perth Metropolitan
Manufacturing, Warehousing & Storage	86.4m^2	81.4m^2
Service Industries	49.7m^2	62.6m^2
Shop and Other Retail	32.7m^2	30.1m^2
Office & Business	23.8m^2	24.0m^2
Community & Recreation	43.7m^2	43.3m^2
Residential	129.4m^2	178.0m^2
Utilities & Communication	47.2m^2	42.0m^2

Source: Perth Land Use Census Data, 2008

6.4 Transport Assessment Impact of Retail and Commercial Activity

The close proximity of the City of Vincent to the City of Perth has resulted in the formation of the commercial centres along the early traffic routes, and still today the location of retail and commercial areas are highly influenced by transport routes, as shown in the map below.

The City's close proximity to the Central Business District has resulted in significant traffic flow through the City, particularly along Scarborough Beach Road, Oxford, Charles, Fitzgerald, William, Beaufort and Vincent Streets. The influence of the freeway removing traffic from Wanneroo Road, the decision not to connect Scarborough Beach Road to the Freeway and development of the Graham Farmer Freeway have all influenced the traffic flow from the City and in turn the nature of economic activity (Economic Development Strategy 2005 - 2010).

The economic activity of Leederville, as a Secondary Centre, is also influenced by its close proximity to the Leederville Train Station.

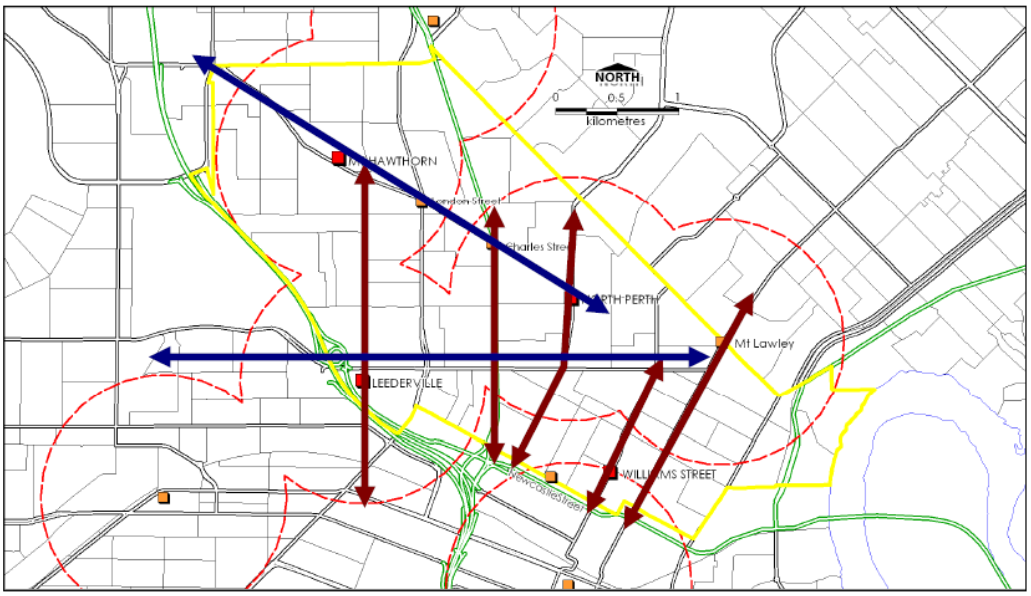


Figure 18 - Access and Movement through Commercial Centres
Source: Economic Development Strategy (2005)

6.5 Adequacy of the existing pattern of development and the distribution of centres to meet community needs

The existing pattern of development and the distribution of the City's Activity Centres serve the community needs well, with the majority of the City's residents living within one (1) kilometre of a commercial centre. This is reflected on the early development patterns of the City being in close proximity to the City Centre and with key transport nodes traversing, predominately north-south through the City, along which commercial development has evolved. As such, it is considered that with such well distributed development, there is no requirement to add new commercial precincts or nodes.

There are however two exceptions, resulting from the boundary changes of July 2007, which resulted in portions from the City of Stirling and the city of Perth respectively, being ceded to the City. For example, with Glendalough Station being recognised as a District Centre in

the State Planning Policy No. 4.2 relating to Activity Centres, the potential exists to increase commercial activity within an 800 metre radius of the Train Station. Similarly, the area within an 800 metre radius of the Claisebrook Station, also presents an opportunity for increasing both commercial and residential development, with the view of creating a small commercial node along Claisebrook Road.

6.6 Impact of changes in retailing, customer behavior, and transport on the nature and location of shopping, commercial activities and community services

The commercial floor space by land use within the City of Vincent between 2002 and 2008 has remained relatively consistent across the key land uses, with increases shown in office and business and a significant increase in manufacturing, warehousing and storage. The increase in the latter maybe in part the result of the boundary changes in 2007, in particular the areas ceded from the City of Perth, which accommodate predominately manufacturing, warehousing and storage uses, both in the West Perth area and also within the area surrounding the Claisebrook Train Station.

With only minor changes in the other land use areas, it is considered that the current diversity of services in the City provides for a strong economic base, to be maintained in the existing commercial centres.

6.7 Strategies to promote more effective mix of activities so as to facilitate reduced travel, more efficient transport/movement and reduced parking requirements

- Introduce new areas of paid parking and review existing parking restrictions in the City's five (5) Activity Centres to improve the 'churn' of parking, and to ensure that bays are available for all users at all times;

- Progressively undertake a retail needs assessment, or similar, for each of the City's identified Activity Centres, in terms of socio-economic characteristics of the projected population, projected expenditure and required floor space, retail needs per sector and indicative distribution of floor space across the centres, and incorporate this information into structure planning or similar for the City's Activity Centres;

- Expansion of the existing Shop Retail provisions to be consistent with the Centres Hierarchy in SPP 4.2 and limited to a total of between 12,000m2 to 15,000m2, to cater predominately to future local demand;

- Shop Retail expansion should locate to: Secondary Centre (Leederville – between 5,000m2 and 7,000m2) and District Centres (Highgate/Perth, Mount Hawthorn, Mount Lawley and Fitzgerald Street/North Perth – 2,000m2 to 3,000m2 per centre;

- Promote the expansion for supermarkets and specialty retail within the Activity Centres;

- Ensure that redevelopment areas and proposals over the above limits require the preparation of a Retail Sustainability Assessment (RSA) consistent with SPP 4.2;

- Promote and protect, where possible the character and mix of the identified Activity Centres and Main Streets within the City by; maintaining current diversity of businesses, particularly specialties, to protect the supply chains already established;

and discouraging enclosed shopping malls to retain the current dominant main street character and encourage that development is contiguous to the high street;

- Shop Retail classified as Café Restaurant or Take-away should not be subject to the floorspace limits, to enable the continued promotion of the area as a destination for dining out;

- Encourage entertainment uses within the City's Activity Centres through Scheme provisions and policy requirements;

- Continue to encourage office use, particularly large organizations, which currently exist and support a large number of small businesses and encourage through policy provision that future office development consider an appropriate mix of large, medium and small enterprises with varying requirements in terms of floorspace;

- Encourage and promote flexibility to increase of decrease building footprint to allow future users to easily adapt existing floorspace;

- Introduce 'parking benefit districts' to maximize the use of the existing bays within and immediately surrounding the Activity Centres, through reciprocal arrangements with businesses and surrounding residents;

- Review the City's Parking and Access Policy with the view of consolidating existing parking ratios into fewer categories and in the longer term investigate replacing minimum standards to maximum standards for commercial development applications in Activity Centres;

- Review the City's cash-in-lieu requirements for car parking to align with the real cost of car parking and use the revenue gained to improve parking and associated transport facilities in the City's Activity Centres;

- Encourage practical shared parking initiatives for property developments, through reviewing the City's Parking and Access Policy;

- Introduce a 'District Centre' and a 'Regional Centre' zoning in the proposed Town Planning Scheme to promote a mix of compatible commercial and residential uses within each of the Town Centres and promoting interactive ground floor uses at street level; and

- Promote Travel Smart and other initiatives to encourage a greater diversity of travel mode share within the City's Activity Centres.

6.8 Identification of public and private initiatives which are likely to improve the composition and distribution of centres

- Department of Treasury and Finance - Government Office Accommodation Master Plan

- Department of Planning - Scarborough Beach Road Activity Corridor

- Department of Transport - Central Northern Corridor Rapid Transit System Project

- Department of Planning - Review of the Perth Parking Management Act 1999

- City of Vincent - Leederville Masterplan / Activity Centre Plan
- City of Vincent – North Perth Masterplan / Activity Centre Plan
- Redevelopment of large single land holding within 400 metres of Glendalough Train Station
- Implementation of the City's Economic Development Strategy 2011 – 2016

PART SEVEN – TOURISM

7.1 Forecast Future Potential Visitors and Needs

7.1.1 Overnight Visitors in and Around Perth

Visitor surveys Tourism Western Australia (TWA) has been used to estimate the number of visitors who have stayed overnight in a specific area and the average length of their stay. While there is no tourism data specific to the City of Vincent, it does form part of the Inner Perth area. The Inner Perth area also includes Perth City, Kings Park, Inglewood, Subiaco, Shenton Park, Wembley, West Leederville and Glendalough.

The data from the visitor surveys is annual average (Years ending December 2011, 2012 and 2013).

Table 49: Inner Perth & Metro – Estimated Visitors and Visitor Nights, 2011/2012/2013

	Inner Perth		Perth Metro		Inner Perth as % of Perth Metro
Estimated Visitors					
Intrastate	636,000	38%	1,469,000	47%	43%
Interstate	637,300	38%	956,700	31%	67%
Total Domestic	***1,273,300***	***76%***	***2,425,600***	***78%***	***53%***
International	396,100	24%	689,400	22%	57%
Total	**1,669,400**	**100%**	**3,115,000**	**100%**	**54%**
Estimated Visitor Nights					
Intrastate	1,699,000	14%	4,045,700	14%	42%
Interstate	2,813,300	23%	5,324,700	18%	53%
Total Domestic	***4,512,300***	***37%***	***9,370,300***	***32%***	***48%***
International	7,628,100	63%	19,862,400	68%	38%
Total	**12,140,500**	**100%**	**29,232,700**	**100%**	**42%**
Average Length of Stay (Nights)					
Intrastate	2.7	-	2.8	-	-
Interstate	4.4	-	5.6	-	-
Total Domestic	***3.5***	***-***	***3.9***	***-***	***-***
International	19.3	-	28.8	-	-
Total	**7.3**	-	**9.4**	-	-

Source: Tourism Western Australia – Overnight Visitor Fact Sheets 2011/12/13.

Perth Metro covers the area from Yanchep in the North to Rockingham in the South, Rottnest Island in the West and the Swan Valley, Avon Valley and Jarrahdale in the East.

76% of all visitors to the Inner Perth area and 78% of all visitors to the Perth Metro are domestic visitors, there are a similar amount of intrastate and interstate visitors to Inner Perth.

The average length of stay for international visitors is 19.3 nights for Inner Perth and 28.8 for the Perth Metro. This compares with an average of 3.5 nights for domestic visitors visiting Inner Perth and 3.9 nights for domestic visitors visiting the Perth Metro.

While international visitors to the City of Perth make up less than a quarter of all overnight visitors, they contribute more than 60% of all visitor nights spent in the City.

7.1.2 Forecast Number of Visitors and Visitor Nights to Perth

Tourism Research Australia's Tourism Forecasting Committee (TFC) publishes forecasts for overnight visitors twice a year. It should be noted that this forecast reflects "all other things being equal". For Western Australia there are two factors which 'dampen' the forecasts:

a) Domestic night figures are an aggregation of interstate and intrastate figures. As intrastate share of domestic visitors is 83% for WA, and this has been in decline for several years, it may have the effect of distorting any trends in interstate travel; and

b) The forecasts do not take into account the effect of significant events in the market, such as WA benefitting from the resources boom. (Access Economics – Perth hotel impact study, February, 2010). Therefore the following estimates can be said to reflect the minimum growth that Perth and WA can expect to achieve.

The forecasts for 'Capital City' refer to the Perth Metro. The latest forecasts for the Perth Metro, to 2023, can be seen in Table 48.

Table 50: Perth Metro – Forecast Visitor Nights to 2023

	Domestic Visitor Nights	International Visitor Nights	Total Visitor Nights	5 Year Average Annual Growth (Total visitor nights)
2008	11,105,000	15,416,000	26,521,000	-
2013	11,603,000	21,943,000	33,546,000	4.8%
2018	12,350,000	27,836,000	40,186,000	3.7%
2023	12,949,000	36,197,000	49,146,000	4.1%

Source: Tourism Research Australia – Regional Forecast Tables, Forecast 2014 Issue.

International overnight visitor nights in the Perth Metro are expected to grow by 5.1% per annum on average over the next 10 years compared with domestic overnight visitor nights of 1.1% per annum. The overall effect for the Perth Metro is a 10 year annual average growth of 3.9%.

From Table 47, it can be seen that in 2013 approximately 41% of all domestic visitor nights spent in the Perth Metro were in the Inner Perth, and similarly 35% of all international visitor nights. If we assume that these proportions remain constant to 2023, and apply them to the forecast visitor nights for the Perth Metro, we can estimate

the number of visitor nights which will be spent in the Inner Perth each year up to 2023. This data is shown in the Table 49.

Table 51: Inner Perth Estimated Visitor Nights per annum to 2023

	Domestic Visitor Nights		International Visitor Nights		Total Visitor Nights	
	Perth Metro	**Inner Perth (41%)**	**Perth Metro**	**Inner Perth (35%)**	**Perth Metro**	**Inner Perth (37%)**
2008	11,105,000	4,553,050	15,416,000	5,395,600	26,521,000	9,812,770
2013	11,603,000	4,757,230	21,943,000	7,680,050	33,546,000	12,412,020
2018	12,350,000	5,063,500	27,836,000	9,742,600	40,186,000	14,868,820
2023	12,949,000	5,309,090	36,197,000	12,668,950	49,146,000	18,184,020

Source: Tourism Research Australia – Regional Forecast Tables, Forecast 2014 Issue 1; and Tourism Western Australia – Experience Perth Overnight Visitor Fact Sheet 2011/12/13.

There will be an estimated 18.184 million nights spent by visitors to Inner Perth in 2023, compared with 12.412 million in 2013 – a total increase of 47% over present day numbers, and an average annual growth rate of 4.65%. The growth will come almost exclusively from an increase in international visitors.

Table 52: Inner Perth Estimated Number of Visitors per annum, 2023

	Domestic Visitor		International Visitor		Total Visitors	
	Nights	**Visitors (at 3.5 nights per visitor)**	**Nights**	**Visitors (at 19.6 nights per visitor)**	**Nights**	**Visitors**
2013	4,757,230	1,359,209	7,680,050	391,839	12,437,280	1,751,048
2023	5,063,500	1,446,714	9,742,600	497,071	14,806,100	1,943,785
Increase	306,270	87,505	2,062,550	105,232	2,368,820	192,737
Average Annual Increase %	0.6%		2.1%		1.6%	1.0%

Source: Tourism Research Australia – Regional Forecast Tables, Forecast 2014 Issue 1; and Tourism Western Australia – Inner Perth Overnight Visitor Fact Sheet 2011/12/13.

The overall increase in the number of overnight visitors per annum to Inner Perth will be 10% over the 10 year period. Compared with 2013, in 2023 there will be an extra 192,737 overnight visitors to the Inner Perth area, spending an extra 2.369 million nights. Not accounting for seasonality, this is the equivalent of 6,489 extra visitors per night over the present day figures.

While these are estimates for Inner Perth are based on current day data, clearly not all of this take up will necessarily be in that LGA – particularly if there is not enough extra accommodation available by then. As a region bordering on the City of Perth, the City of Vincent is ideally located to attract some of these overnight visitors.

7.1.3 What the City of Vincent could Absorb – Scenario

The above analysis estimates that there could be demand for accommodation for an extra 2.4 million visitor nights by and for the year 2023 (over present day levels) in the Inner Perth area of which City of Vincent is considered a part of. If we assume:

A. Demand for 50% of these visitor nights is in a hotel, motel or motor inn (The Inner Perth Overnight Visitor Fact Sheet claims that on average in 2011/12/13, 50% of international visitors stayed in this type of accommodation)

B. The City of Vincent could capture 1% of this excess demand

C. 1.2 guests per room on average ('Hotels & resorts' was 1.4 for the Experience Perth region in the March quarter of 2011)

D. 80% room occupancy rate, average for the year (Perth City was 90% in February 2014)

Scenario

A. 2.368 million visitor nights x 50% = 1.184 million visitor nights per year
B. 1.184 million visitor nights x 1% = 11,844 visitor nights per year
= 32.450 visitors per night
C. 32.450 visitors / 1.2 = 27.041 rooms
D. 27.041 rooms x 1/0.8 = 34 rooms

Given the above scenario, with effective marketing, and eventualisation of the TFC forecasts, the City of Vincent could potentially justify a short stay accommodation establishment which has 34 rooms for each 1% of excess demand captured by the City.

N.B. This is a scenario based on conservative assumptions and it is quite likely that the City of Vincent could justify either a larger establishment or several similar sized ones to the aforementioned by using different assumptions.

7.2 Purpose of Visit

Table 53: Inner Perth and Metro – Purpose of Visit, 2011/12/13

	Average Annual Visitors Inner Perth		Average Annual Visitors Perth Metro		Inner Perth as % of Perth Metro
	#	%	#	%	
Estimated Domestic Visitors					
Business	475,000	37%	652,300	27%	73%
Holiday or Leisure	326,700	26%	620,000	26%	53%
Visiting friends and relatives	333,700	26%	920,000	38%	36%
Other	140,000	11%	261,000	11%	54%
Estimated International Visitors					

Holiday or Leisure	193,800	49%	260,600	38%	74%
Business	75,500	19%	97,500	14%	77%
Visiting friends and relatives	86,600	22%	267,400	39%	32%
Other	51,600	13%	104,900	15%	49%

Source: Tourism Western Australia – Inner Perth and Perth Metro Overnight Visitor Fact Sheets 2011/12/13
NB Multiple response question – totals may not add up to 100%.

Half of the international visitors to Inner Perth (49%) visit for the purpose of holidaying whereas domestic visitors are more likely to visit for business (37%). Those visiting friends and relatives are less likely to stay in the City. It is probably safe to assume that the majority of overnight visitors to Perth City will be staying in 'paid-for' accommodation as opposed to staying in a home with friends or family. This is less likely to be the case in the Perth Metro as a whole.

Assuming the reasons for visiting Perth City remain the same up to 2023, the following table shows the increase in the number of visitors by purpose (for visiting).

Table 54: Perth City and Metro – Estimate for Purpose of Visit, 2020

	YE Dec 2011/12/13 Average Annual Visitors	2013 Estimate	2023 Estimate	Increase
	%			
Estimated Domestic Visitors				
Business	37%	502,907	535,284	32,377
Holiday or Leisure	26%	353,395	376,146	22,751
Visiting friends and relatives	26%	353,394	376,145	22,751
Other	11%	149,513	159,139	9,626
Total Domestic	**(100%)**	**1,359,209**	**1,446,714**	**87,505**
Estimated International Visitors				
Business	19%	74,449	94,443	19,994
Holiday or Leisure	49%	192,001	243,565	51,564
Visiting friends and relatives	22%	86,205	109,356	23,151
Other	13%	50,939	64,619	13,680
Total International	**(103%)**	**391,839**	**497,071**	**105,232**
Estimated Total Visitors				
Business	-	577,356	629,727	52,371
Holiday or Leisure	-	545,396	619,711	74,315
Visiting friends and relatives	-	439,599	485,502	45,903
Other	-	200,452	223,758	23,306
		1,751,048	1,943,785	192,737

Source: Tourism Western Australia – Inner Perth Overnight Visitor Fact Sheet 2011/12/13; Tourism Research Australia – Regional Forecast Tables, Forecast 2014 Issue 1
NB Multiple response question – totals may not add up to 100%.

More than half of the increase in demand for accommodation in Perth City by 2023 is expected to come from international visitors, visiting for holiday or leisure purposes.

The TFC expect that China will remain Australia's most valuable inbound market for the foreseeable future, and, India, which is currently the ninth most valuable inbound market, will climb to sixth place by 2023. Perth's profile of international visitors is currently slightly different to the rest of Australia, with 20% of all international visitors travelling from the UK, 10% from Singapore and 9% from New Zealand.

7.1.4 Top Leisure Activities of Visitors

There is no data for leisure activities for Inner Perth, but the relevant data for the Experience Perth region can be seen in the following table.

The Experience Perth region includes all of the Perth Metro as well as areas further to the East (Northam, Toodyay, York) and Mandurah in the South. It is estimated that around 50% of all domestic visitors to the Experience Perth region are overnight visitors to Inner Perth, and almost 60% of all international overnight visitors. The City of Perth purpose profile is more heavily weighted to domestic business people than the Experience Perth region; and international holiday makers. Over a third of all the overnight visitors to the Experience Perth region are visiting family and friends.

Table 55: Experience Perth – Overnight Visitors Top Leisure Activities, 2011/12/13

	YE December 2011/12/13
Estimated Intrastate Visitors	
-Visit friends and relatives	62%
-Eat out at restaurants	51%
-Go shopping (pleasure)	29%
-General sight-seeing	17%
-Go to beach (including swimming)	14%
Estimated Interstate Visitors	
-Eat out at restaurants	73%
-Visit friends and relatives	46%
-General sightseeing	32%
-Go shopping (pleasure)	29%
-Go to beach (including swimming)	21%
Estimated International Visitors	
-Eat out at restaurants and/or cafes	89%
-Go shopping (pleasure)	75%
-General sight-seeing	70%
-Go to beach (swimming, surfing, diving)	65%
-Visit national parks or State parks	49%

Source: Tourism Western Australia – Experience Perth Overnight Visitor Fact Sheet 2011/12/13

The majority of the increase in demand in Inner Perth/Perth City by 2023 will be from international holiday makers, and certainly their top three activities will probably be similar to the international visitors in the Experience Perth region i.e. eating out at restaurants and cafes; shopping for pleasure; and general sight-seeing.

7.1.5 Tourist Attractors to the City of Vincent

Whilst no specific recorded data is available on the tourist attractors to the City, local knowledge indicates that some of the key attractors include the following:

- **Hyde Park -** Hyde Park is a well established park bounded by Vincent, Glendower, Throssell and William Streets. It is reserved Parks and Recreation under the Metropolitan Region Scheme.
- **Wetland Heritage Trail** - a pedestrian and cycle path linking many of the City's parks and points of interest while following the existing and former wetlands.
- **Retail activity and shopping opportunity** - the well known Oxford Street cafe strip in Leederville and along Beaufort Street, Mount Lawley are tourist attractors.
- **Night Life** - the City has a number of hotels/small bars/night clubs that attract visitors to the area include the Leederville Hotel, Niche Bar, Double Lucky, Fibber McGee's, Manor and Kitsch in Leederville; the Paddington Ale House and the Cabin in Mount Hawthorn; the Queens Hotel and Flying Scotsman in Mount Lawley; the Brisbane Hotel, Luxe and the Ellington Jazz Club in Perth.
- **Sporting facilities** – the City has a number of sporting facilities, which also attract tourists/visitors to the area including NIB Stadium (Perth Oval), Beatty Park Leisure Centre and Robertson Park Tennis Centre.
- **Festivals** – the City holds Festivals in some of its Commercial Centres, as a celebration of Vincent's cafe culture.

7.1.6 Day Visitors to the Perth Region

From the Domestic Day Trip Visitor Fact Sheet Y/E 2011/12/13 (TWA) it is estimated that there were in excess of 9.7 million domestic day trip visitors on average per annum to the Experience Perth tourist region in 2011/2012/2013 *, and that of these visitors 90% originated from the region itself. Over 1.7 million of these people visited the Inner Perth.

The following table outlines the Top 10 leisure activities which visitors took part in. The Figures are for the entire Experience Perth region, and totals may add up to >100% due to multiple response question.

The top three activities in particular are applicable to activities in the City of Vincent, as well as Pubs, clubs and discos. As the demand for these activities is present there is potentially an opportunity to expand on them further in the City of Vincent.

*The definition of Domestic Day Trip is ‘Day trips or same day visitors are those who travel for a round trip distance of at least 50km, are away from home for at least 4 hours, and who do not spend a night away from home as part of their travel’. Routine travel such as commuting between work/school and home is excluded. Routine shopping is included. Because of this definition, the survey may under-represent the actual number of day trips undertaken, particularly in the Experience Perth region.

Table 56: Experience Perth Region – Domestic Day Visitors Leisure Activities, 2011/2012/2013

Leisure Activities	YE December 2011/2012/2013 Average Annual Visitors	
	#	%
Eat out at restaurants	5,402,000	38%
Visit friends and relatives	5,263,000	37%
Go shopping (pleasure)	2,546,000	18%
General sight-seeing	2,002,300	14%
Go to beach (including swimming)	1,361,000	10%
Picnics or BBQ's	749,000	5%
Pubs, clubs, discos	606,300	4%
Visit national parks or State parks	514,300	4%
Bushwalking or rainforest walks	468,000	3%
Play other sports	402,300	3%

Source: Tourism Western Australia – Domestic Day Trip Visitor Fact Sheet Y/E 2011/12/13
NB Multiple response question – totals may not add up to 100%.

7.2 Potential Accommodation Gap

7.2.1 Accommodation in and around the City of Perth

Table 57: City of Vincent and Perth – Tourist Accommodation Establishments, 2009

	Vincent	Perth City	Perth – Central Metro	Perth Metro
Hotels, Motels, Serviced Apartments 5 – 14 rooms	***0***	***1***	***3***	***14***
Hotels > 14 rooms	1	22	24	42
Motels > 14 rooms	0	9	11	29
Serviced Apartments > 14 rooms	1	14	17	36
Hotels, Motels, Serviced Apartments >14 rooms	***2***	***45***	***52***	***107***
Hotels, Motels, Serviced Apartments 5 or more rooms	**2**	**46**	**55**	**121**
Visitor Hostels	8	8	17	26

Source: ABS National Regional Profiles, 2010

According to the ABS National regional profiles 2005 to 2009, in 2009 the City of Vincent had only two tourist accommodation establishments in its area. It is known, however that there are three establishments in the City of Vincent which fit the ABS definition of hotel/motel/serviced apartments with >14 rooms (All Seasons Perth, a 41/2 star hotel in Highgate, which has 94 rooms; the Hotel Northbridge which has 50 rooms; and the Charles Hotel in North Perth which has 28 rooms). There were no small establishments (5-14 rooms), though there was a variety of backpacker and hostel

accommodation; and some short stay rentals and private homes with bed and breakfast facilities (around 75 beds).

In terms of hotels, motels and serviced apartments as defined by the ABS, only 3 out of 55 in the Central Metro region were located in the City of Vincent. The City of Perth had 45 establishments; the City of Subiaco 3; and the Town of Cottesloe 4.

Table 58: Perth and bordering LGAs– Tourist Accommodation Establishments, 2009

	Vincent	Subiaco	South Perth	Victoria Park	Perth City - Inner	Perth City - Remainder
Hotels, Motels, Serviced Apartments 5 – 14 rooms	***0***	***0***	***0***	***0***	***0***	***1***
Hotels > 14 rooms	1	0	2	3	14	8
Motels > 14 rooms	0	2	0	0	4	5
Serviced Apartments > 14 rooms	1	1	4	0	3	11
Hotels, Motels, Serviced Apartments > 14 rooms	***2***	***3***	***6***	***3***	***21***	***24***
Hotels, Motels, Serviced Apartments > 4 rooms	**2**	**3**	**6**	**3**	**21**	**25**

Source: ABS National Regional Profiles, 2010

The Town of Victoria Park and the Cities of Vincent, South Perth and Subiaco are the LGAs which border on the City of Perth. In 2009 each of these LGAs had only three tourist accommodation establishments in their respective areas with the exception of South Perth which had six.

7.2.2 Comparing Perth to Other Australian Capital Cities

The following table compares various Australian State capital cities tourist accommodation offerings. As several of the capital cities include the State's main airport within its LGA, for consistency those which don't have been added. City of Perth data has therefore been combined with that of the City of Belmont.

Of all the capital cities and surrounding LGAs Perth has the fewest (69) short term stay accommodation on offer; fewer than Adelaide (77) and approximately one third of that of Brisbane (222). There is only one establishment with 5-14 rooms in Perth which is located in the CBD. The next lowest is Adelaide with 10. Only 20% of the accommodation is located outside of the City of Perth (and Belmont), compared with up to 38% in Melbourne. This would indicate that there are not only fewer establishments in number than the rest of Australian capital cities, but also less variety and in more limited locations.

Table 59: Australian Capital Cities and Bordering LGAs – Tourist Accommodation Establishments, 2009

		Hotels/ Motels/ Serviced Apartments* 5-14 rooms	Hotels/ Motels >14 rooms	Serviced Apartments >14 rooms	Total rooms
WA	City of Perth & Belmont (inc. airport)	1	37	17	55
	Surrounding LGA's	0	8	6	14
	% in surrounding LGA's	0%	18%	26%	20%
	TOTAL	**1**	**45**	**23**	**69**
	% of total	1%	65%	33%	
SA	City of Adelaide & W Torrens (inc. airport)	6	31	13	50
	Surrounding LGA's	4	19	4	27
	% in surrounding LGA's	40%	38%	24%	35%
	TOTAL	**10**	**50**	**17**	**77**
	% of total	13%	65%	22%	
Qld	City of Brisbane (inc. airport)	20	91	61	172
	Surrounding LGA's	17	26	7	50
	% in surrounding LGA's	46%	22%	10%	23%
	TOTAL	**37**	**117**	**68**	**222**
	% of total	17%	53%	31%	
NSW	City of Sydney, Botany Bay & Marickville (Inc. airport)	9	86	41	136
	Surrounding LGA's	4	38	14	56
	% in surrounding LGA's	31%	31%	25%	29%
	TOTAL	**13**	**124**	**55**	**192**
	% of total	7%	65%	29%	
Vic	City of Melbourne & Hume (inc. airport)	5	74	55	134
	Surrounding LGA's	10	41	32	83
	% in surrounding LGA's	67%	36%	37%	38%
	TOTAL	**15**	**115**	**87**	**217**
	% of total	7%	53%	40%	

2009 data (ABS National Regional Profiles)

**This does not include apartments which may be privately & individually rented out*

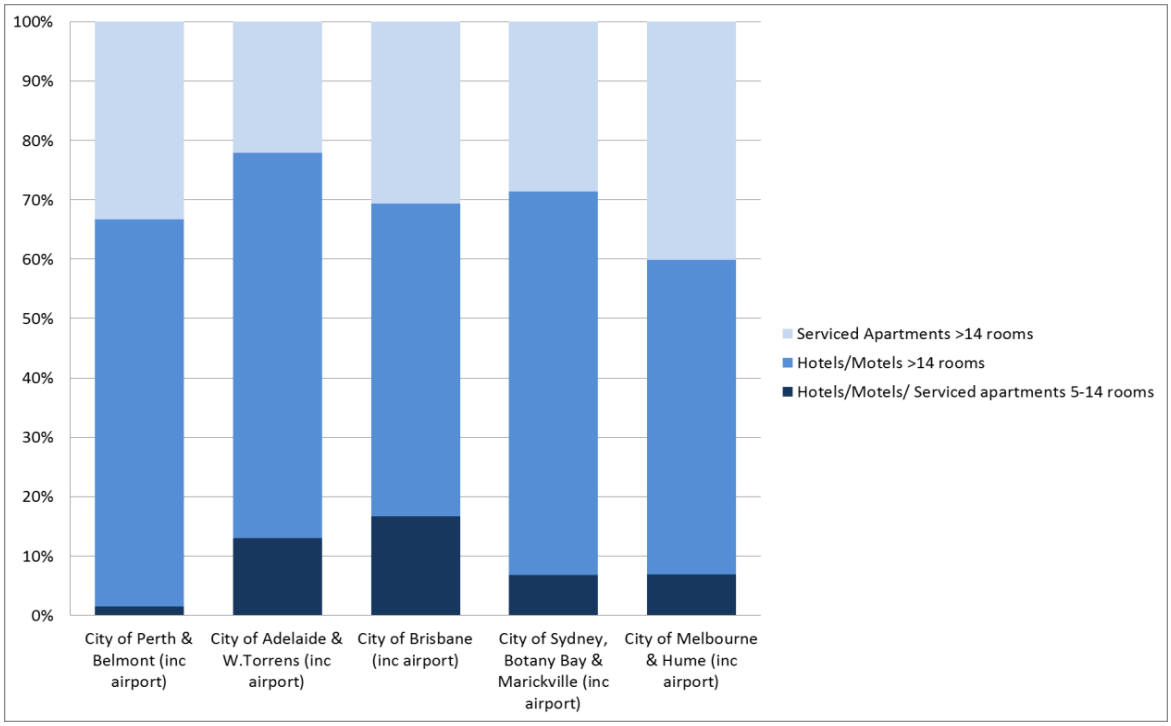


Figure 19: Short-term stay Accommodation Types in Australian Capital Cities and Surrounding LGA's, 2009
ABS National Regional Profiles, 2009

7.2.3 Economic Impact of Perth's Accommodation Shortage

According to Deloitte's Global Occupancy Ranking Index in 2008 Perth ranked first of all the world's major cities with an occupancy rate of 82.4%. It also ranked number 1 in 2007. This is considered to be 'at capacity', being an annual average, and is beyond one of the usual trigger points for stimulating investment in the industry.

This situation has been apparent in the Perth market for several years, and yet there has been very little activity in this sector of the economy. It is estimated that already this shortage of hotel accommodation has 'dampened' visitation to the State, with an estimated 333,000 room nights foregone between 2006-07 and 2008-09 (Access Economics – Perth hotel economic impact study – February 2010). This obviously has a knock-on effect to other industry sectors of the economy not just tourism. With increasing demand unable to be accommodated, it is estimated that this could be as high as 540,000 room nights lost annually by 2020.

Access Economics projects that the loss of takings to the hotel accommodation sector could be as high as $84million ($2010) in 2019-20, and that a loss in tourism export income to the WA economy could grow to $660 million ($2010) in the same year.

7.3 Potential Scale and Location of Future Developments, and Implications for Strategic Sites in Precincts

Potential scale and location of tourist accommodation is very much dependent on the market to be targeted. This will also determine the product type to be offered. Overarching all of this is demand and supply.

There are broadly speaking two markets which the tourist accommodation market services – corporate, or business; and holiday/leisure. Within these are various subsets such as domestic and international; executive level of traveller; short, medium or long-stay.

7.3.1 Demand

Demand in the Perth City area has been highlighted in some of the above analyses. According to the 'Hotel Intelligence Australia Report' (Jones Lang LaSalle Hotels (JLLH), 2011), in relation to growth in revenue per available room (RevPAR) "The meteoric rise of Brisbane and Perth is in line with the commodities and related services boom, coupled with the relatively small size of these accommodation markets and with new development held back by market forces. Growth is expected to drive strong performance in these markets for some time to come….."

According to much of the previous data analysis, the main demand for accommodation in Perth City is from international visitors, visiting for leisure purposes. With the City of Vincent's proximity to the Perth CBD, and its current and expected economic growth, it is an opportunity to capitalise on the business market segment.

7.3.2 Location

The JLLH Hotels Intelligence Report identifies an emerging market which they call the 'Suburban' market. (These are defined as Tourism Regions of the State minus the City LGA, with more than 5,000 rooms). These markets are well developed in Sydney and Melbourne, and are also evident in Perth and to a lesser extent Brisbane. These key 4 suburban markets account for 13.2% of Australia's total accommodation room supply. These markets are expected to remain attractive to investors in the future as demand continues to grow, and availability of product in the CBD becomes scarce. Locations with strong demand generators, such as proximity to the CBD, business parks and good transport systems will remain the most attractive.

In general terms, the business traveller wishes to be located close to corporate offices and/or business parks – or at the very least to be located within easy and fast travelling distance. Aside from the City of Vincent's own well developed array of industries, it is well placed for travel to the City by public transport. An increase in service of, say, a CAT facility would enhance this further still. Proximity to restaurants is also important if the tourist establishment does not offer this facility.

The leisure traveller is more interested in the proximity of activities such as shops, restaurants, theatres and tourist attractions. Again, Vincent is well positioned for travel to amenities both within and around the City.

Considerations for all market segments are facilities and services offered such as laundry, parking, catering facilities and servicing, and these can also affect location, for example a self-catering facility should ideally be place close to a supermarket and other convenience shops. However CBRE Hotels claim in their report 'Australian Serviced Apartments: The Formation of an Industry' that "A convenient location central to desired attractions or places of work is important. However, the serviced apartment consumer, especially the business portion of the segment, is not necessarily concerned with a prime property location".

7.3.3 Product

Serviced Apartments
Serviced apartments have gained in popularity globally over the past 10 to 15 years. Initially the market was geared towards longer stay guests, but there has been an increase in the proportion of shorter stay guests in recent times. The type of accommodation is popular with both business and leisure guests who prefer the

flexibility and space that it can offer, and the opportunity to accommodate a larger number of guests in one unit.

Research conducted by CBRE Hotels found that 82% of customers in serviced apartments are domestic, and 18% international. However the mix tends to vary by location, where CBD's of major cities have a greater share of international customers (25%). CBD and metropolitan locations generally attract a majority of business customers, though overall the mix is 63% leisure and 37% business. The concept of serviced apartments is not a familiar concept in some international locations, and therefore may require more marketing to target certain groups.

Hotels
The JLLH Hotel Intelligence Report also states that corporate demand is highest in the luxury hotel product (rated 4-star and above) at around 50%. After a down-turn in this market sector in 2009 during the Global Financial Crisis (GFC), the business segment is now driving the demand for this product again. Demand for 3-star and below is being driven by the domestic leisure segment, and also the international business segment. This is possibly GFC related as the domestic market was not as severely affected as some international markets.

7.3.4 Supply

There has been very limited new supply of tourist accommodation in Perth in recent years. Since 2005 there have only been two properties introduced into the CBD (237 rooms); and 2 new CBD fringe properties at Burswood and in West Perth (365 rooms). According to the ABS, this has translated to a 3% increase in room nights available over the period, while demand increased by 16% (CBRE Hotels Limelight 'Hotel Market Trends Insight' October 2009).

Despite the effects of the GFC the existing Perth hotel market has continued to power along. This is due to a combination of the WA economy remaining strong, keeping demand high; and caution, suppressing new development. Assuming this demand continues, and occupancy levels remain above 80%, the average daily room rate is expected to increase, which will increase the revenue per available room. This should eventually lead to emergence of new supply.

Currently, and in general, for an investor, the serviced apartment sector is a far more attractive option. According to CBRE Hotels, construction costs of a serviced apartment are significantly lower than a similar quality full-service hotel as they do not generally have the associated costs of providing services such as restaurants, bars and large public areas ($2,738 per m² for serviced apartments compared with $4,621 per m² for hotels for a 10,000m² building which equates to, in the region of, 148/149 rooms or apartments).

Other aspects include easier access to finance (there is more willingness for banks to lend money in this category); higher average room rates; an exit strategy in the form of conversion to residential; and the ability to strata title and sell to individual investors.

7.3.5 Scale

The scale of development which the City of Vincent could sustain with tourist accommodation does not appear to be limited by demand. More limiting factors would be the balance it wishes to obtain between commercial, retail and residential; and the ability to attract investors.

The following table contains a few examples of local developments for comparison of number of rooms to lot size yields. This illustrates how much the yields can vary depending on other facilities provided, room size etc. Serviced apartments would also tend to have more beds per unit on average than hotels.

Table 60: Example of local short-stay accommodation number of rooms: lot size

		Rooms/ Apartments	Floors	Approx. Lot size m²	Other facilities	Approx. land m² per room/apart.
The Outram West Perth	Boutique hotel	23	4	650	Bar Breakfast room Limited parking	28
Bannister Hotel Fremantle	Boutique hotel	30 16 lux. suites 14 hotel rooms	4	2012	Small conference room Limited parking	67
21 Pier Apartments Fremantle	Serviced apartments	47 Studio Exec 1 bedroom 2 bedroom	4	4000	Breakfast room Car parking Fitness Centre Pool Tennis court	85
City Stay Subiaco	Serviced apartments	78 1 bedroom 2 bedroom	5	3100	Restaurant Bar Gym Pool parking	40

Source: Syme Marmion

7.3.6 Implications for the City of Vincent

There is current demand for additional short stay and tourist accommodation and this is expected to increase. This includes demand for the range of smaller, boutique accommodation that would be well located in the City, as well as larger establishments at the mid-range sector of the market.

The City's proximity to the CBD, to transport and to other attractions; the ambience of key areas such as the Leederville Centre, the Beaufort Street area and William Street retail strips; and the relatively lower land values and construction costs compared with the CBD make a wide range of tourist accommodation viable in the City over the medium term.

Scope exists to promote short stay and tourist accommodation in the City through scheme and policy provision, together with developing a greater focus on promoting the City of Vincent as a destination to visitors and tourists, through various mediums.

PART EIGHT - RECREATION AND OPEN SPACE

The City of Vincent is responsible for contributing to the health and well-being of its community through the provision of facilities and services. The City has the potential to increase physical activity within the community as it has a key role in providing and managing environments, facilities and services. The provision of footpaths and walking and cycling tracks, the provision of safe and appealing environments, the availability of sporting facilities and recreational activities are current strategies of the Council that increase and promote physical activity.

8.1 Location of Open Space and Recreational Facilities.

The City of Vincent has an extensive range of local and regional parks and recreational areas within its boundaries, comprising 106.5 hectares of parks and gardens. The City's Parks and Reserves Strategy (2007) is the key document to ensure that these facilities are optimally used and to provide facilities to meet current and future community expectations.

The Western Australian Planning Commission's operational policy Liveable Neighbourhoods sets the standard for public open and the provision of land for community facilities in urban areas. The document promotes the provision of a range of site responsive urban parkland that are conveniently located for the majority of residents they are intended to serve. In terms of Parkland the document identifies three main categories all of which are evidenced within the City:

- Regional Open Space – allocated under the Metropolitan Region Scheme it accommodates active and passive recreation such as major conservation and environmental features. Refer to figure 8.1 to view details on the use and location of the six Parks and Recreation Reserves in the City under the Metropolitan Region Scheme.

- Foreshore Reserve – a small portion of the Swan River foreshore, between Mitchell Street, Mount Lawley and the Graham Farmer Freeway, East Perth, lies within the City's jurisdiction. The length of the Swan River foreshore in the City's jurisdiction is approximately 400 metres, of which, approximately 200 metres has been rehabilitated. The foreshore is reserved as Parks and Recreation Reserves under the Metropolitan Region Scheme. Refer to figure 19 to view details of this reserve.

- Public Open Space – comprising three main types or parks as follows:

    - **Local Parks** - are those that are up to 3000m^2 in area and provide for local children's play and as resting places. Refer to figure 20 to view details on the use and location of the City's thirteen (13) Local Parks.

    - **Neighbourhood Parks -** are those that are around 3000-5000m^2 or larger. Refer to figure 21 to view details on the use and location of the City's nine (9) Local Parks.

- **District Parks –** are those that are around 2.5-7 hectares in area. They must be of adequate size and shape to accommodate both grassed areas for informal games and for organised sport. Refer to figure 22 to view details on the use and location of the City's fifteen (15) District Parks.

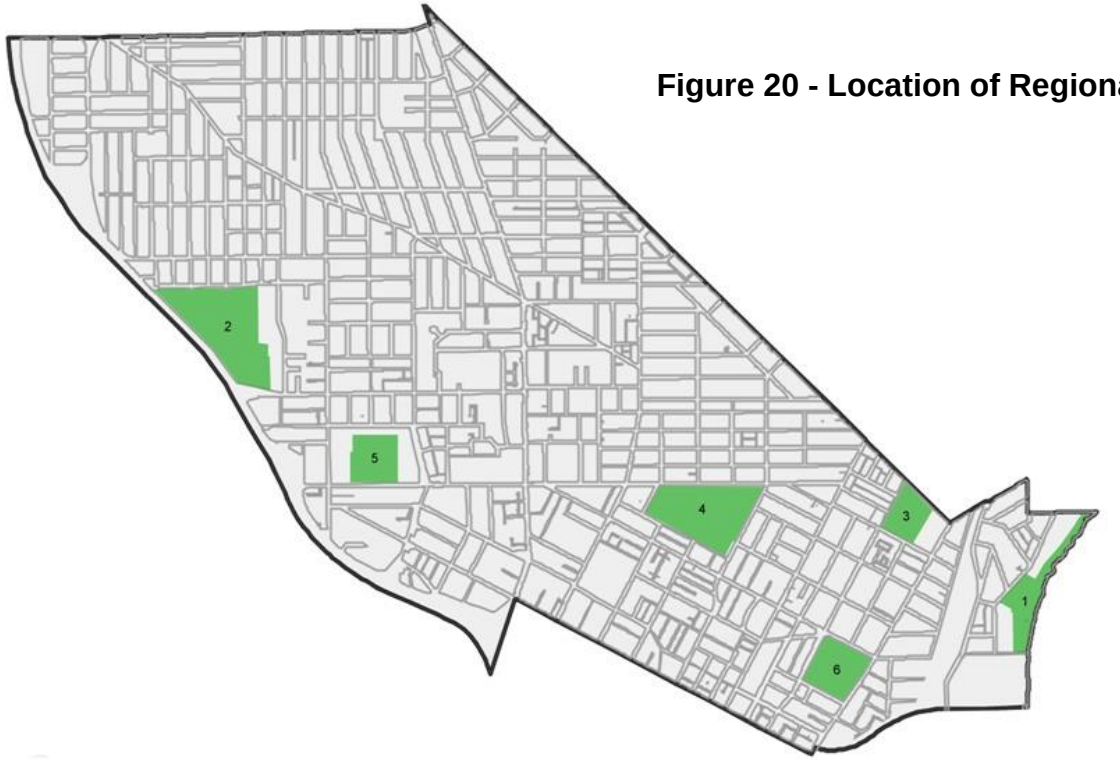


Figure 20 - Location of Regional Parks

	Name	Location	Predominant Use	Area (approx)
1	Banks Reserve	Joel Terrace, Mount Lawley	Passive (foreshore)	90546 m^2
2	Britannia Road Reserve	Britannia Road, Leederville	Active (soccer, rugby, cricket)	190,116 m^2
3	Forrest Park	Corner Walcott and Lord Streets, Mount Lawley	Active (cricket, soccer)	52, 179 m^2
4	Hyde Park	Corner Vincent and William Streets, Perth Bounded by Vincent, William, Throssell and Glendower Streets, Perth	Passive	155,3842 m^2
5	Leederville Oval	Vincent Street, Leederville	Active - Restricted (football)	51,599 m^2
6	Perth Oval / Loton Park	Corner Bulwer and Lord Streets, Perth	Active (soccer, rugby and tennis)	76744m^2

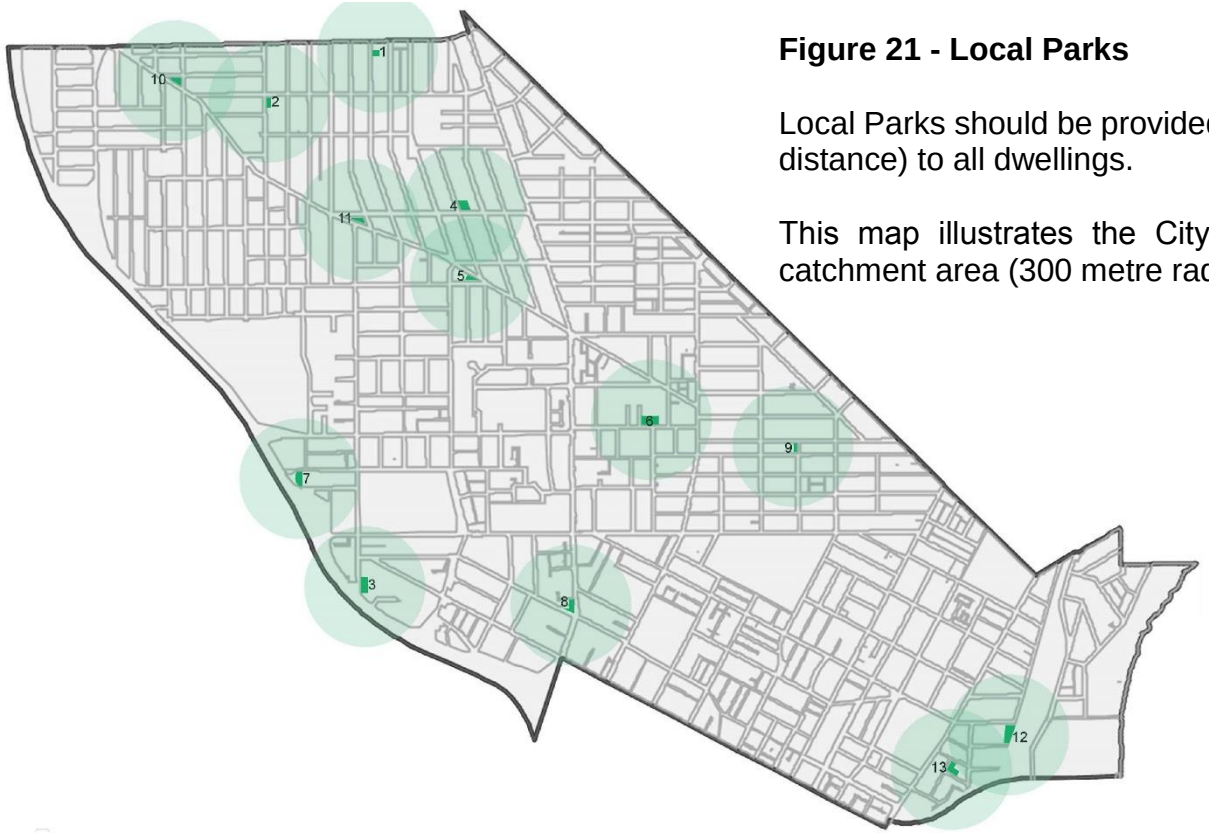


Figure 21 - Local Parks

Local Parks should be provided in 150 to 300 metres (of safe walking distance) to all dwellings.

This map illustrates the City's Local Parks and their associated catchment area (300 metre radius)

	Name / Location	Use	Area (approx)	Zone/Reserve
1	Shakespeare Street Reserve - No. 154 Shakespeare Street, Mount Hawthorn	Passive	1015 m^2	Residential R30
2	Matlock Street Reserve - Nos. 39-41 Ellesmere Street, Mount Hawthorn	Passive	490m^2	Residential R30
3	Oxford Street Reserve - No. 100 Oxford Street, Leederville	Passive	2030 m^2	Regional District Centre
4	Hobart Street Reserve - Nos. 40-42 Hobart Street, North Perth	Passive	2026 m^2	Residential R20
5	Anzac Road Reserve - No. 53 Scarborough Beach Road, North Perth	Passive	903 m^2	Residential R60

6	Multicultural Federation Gardens Reserve - No. 22 View Street, North Perth	Passive	1360 m^2	Civic Use Reserve
7	Richmond Reserve - No. 149 Richmond Street, Leederville	Passive	2736 m^2	Reserve
8	Ivy Park - Nos. 133 – 137 Charles Street, West Perth	Passive	1598 m^2	Residential R80
9	Hyde Street Reserve- No. 53 Forrest Street, Mount Lawley	Passive	608 m^2	Residential R40
10	Blackford Street Park - Nos. 232 - 236 Scarborough Beach Road, Mount Hawthorn	Passive	1586 m^2	Parks and Recreation Reserve
11	Axford Park - No. 130 Scarborough Beach Road, Mount Hawthorn	Passive	2623 m^2	Parks and Recreation Reserve
12	Norwood Park - Intersection of West Parade and Summers Street, Perth	Passive	2350 m^2	Railways Reserve
13	Gladstone Street Reserve - Corner Gladstone and Somerville Streets, Perth	Passive	2853 m^2	Parks and Recreation Reserve

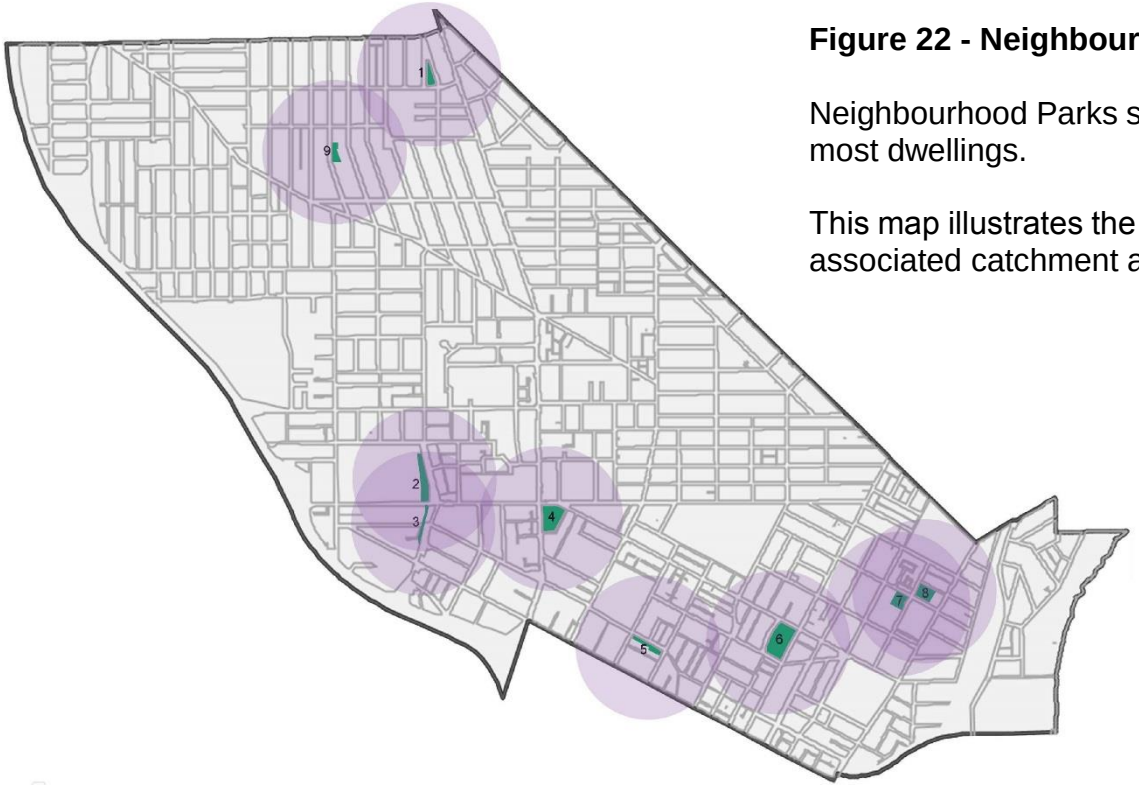


Figure 22 - Neighbourhood Parks

Neighbourhood Parks should be a maximum 400m walk from most dwellings.

This map illustrates the City's Neighbourhood Parks and their associated catchment area (400 metre radius)

	Name/Location	Predominant Use	Area (approx)	Zone/ Reserve
1	Ellesmere Park - Nos. 6-8 Ellesmere Street, North Perth	Passive	5271 m^2	Parks and Recreation Reserve
2	Keith Frame Park - North-west corner of Vincent and Loftus Streets, Leederville	Passive	5743 m^2	Civic Use Reserve
3	Venables Park - South-west corner of Vincent and Loftus Streets, Leederville	Passive	2566 m^2	Parks and Recreation Reserve

4	Mick Michael Park/Royal Park - No. 413 Bulwer Street, corner Charles Street, West Perth	Active and Passive	14166 m^2	Parks and Recreation Reserve - Restricted
5	Stuart Street Reserve - No. 1 Stuart Street Perth	Passive	4964 m^2	Parks and Recreation Reserve
6	Birdwood Square - No. 301 Beaufort Street, corner Bulwer Streets, Perth	Active	17122 m^2	Parks and Recreation Reserve
7	Brigatti Gardens - No. 67 Wright Street, Corner Broome Street Highgate	Passive	5768 m^2	Parks and Recreation Reserve
8	Jack Marks Reserve - No. 4 Broome Street, corner Wright Street, Highgate	Passive	6745 m^2	Parks and Recreation Reserve
9	Edinboro Street Reserve - Nos. 32-36 Edinboro Street, Mount Hawthorn	Passive	4181 m^2	Parks and Recreation Reserve

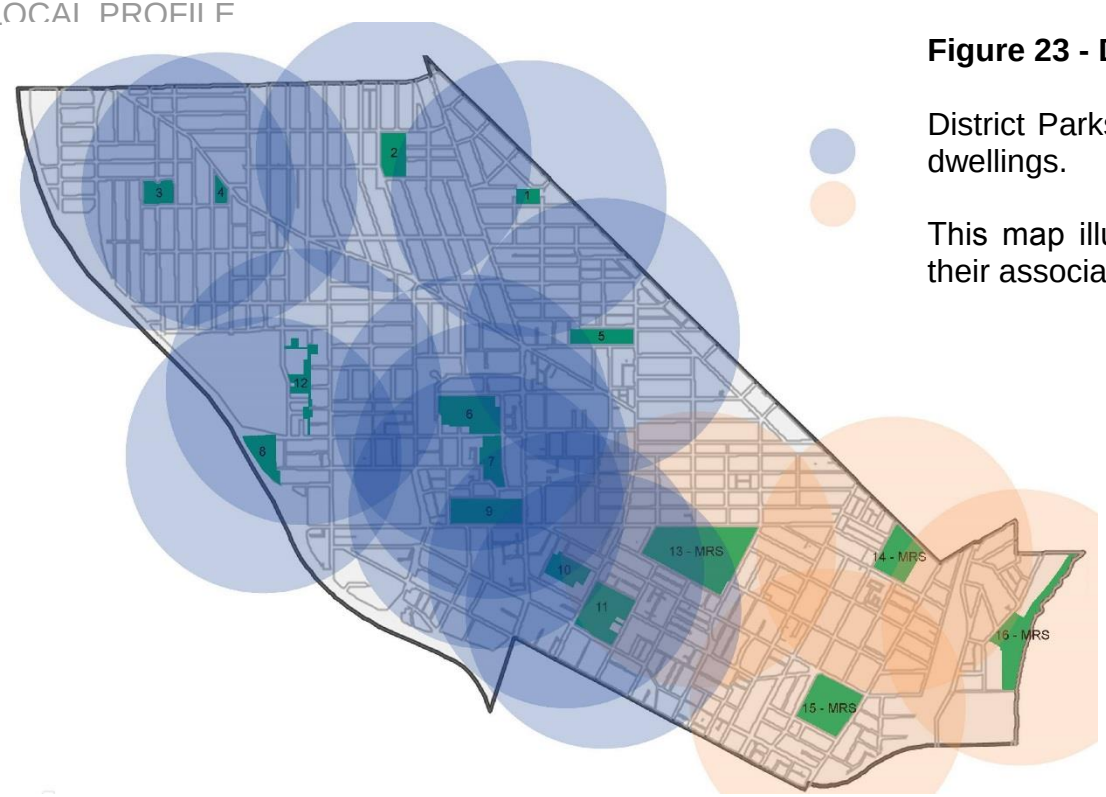


Figure 23 - District Parks:

District Parks should be a maximum 1km walk from most dwellings.

This map illustrates the City's Neighbourhood Parks and their associated catchment area (1km metre radius)

	Name/Location	Predominant Use	Area (approx)	Zone/ Reserve
1	Kyilla Park - Corner Clieveden and Selkirk Streets, North Perth	Active	12674 m^2	Parks & Recreation Reserve
2	Les Lilleyman Reserve - Corner London and Ellesmere Streets, North Perth	Active	35544m^2	Parks & Recreation Reserve
3	Menzies Park - Corner Egina and Purslowe Streets, Mount Hawthorn	Active	22914 m^2	Parks & Recreation Reserve
4	Braithwaite Park - Corner Scarborough Beach Road and The Boulevard, Mount Hawthorn	Passive	10758 m^2	Parks & Recreation Reserve
5	Woodville Reserve - Corner Fitzgerald and Farmer Streets, North Perth	Active Restricted	31,496 m^2	Parks & Recreation Reserve
6	Charles Veryard Reserve - Corner Bourke Street and Macedonia Place, North Perth	Active and Passive	60868 m^2	Parks & Recreation Reserve

7	Smiths Lake Reserve - Corner and Kayle Streets, North Perth	Passive	25918 m^2	Parks & Recreation Reserve
8	Portion of Britannia Road Reserve - Britannia Road, Leederville	Active Restricted	22590 m^2	Parks & Recreation Reserve
9	Beatty Park Reserve - Corner Charles and Vincent Streets, North Perth	Active	28566 m^2	Parks & Recreation Reserve
10	Dorrien Gardens - Lawley Street, West Perth	Active Restricted	29759 m^2	Parks & Recreation Reserve
11	Robertson Park - Fitzgerald Street, Perth	Active & Passive Restricted	59232 m^2	Parks & Recreation Reserve
12	Brentham Street Reserve - Brentham Street, Leederville	Passive	28,779 m^2	Parks & Recreation Reserve

8.2 Recreational Facilities

As can be seen from the figures 8.1 - 8.4 the City has a diverse group of parks and reserves to cater for both active and passive pursuits. In addition to these park style reserves, other major recreational facilities owned by the City are:

- Beatty Park Leisure Centre - located at No. 220 Vincent Street, North Perth. Owned and operated by the City, the facility includes three pools, a gym, sauna, crèche, office rooms, a retail shop and café.

  The Centre does not only cater for the City residents but has a catchment area attracting participants from throughout Perth and Western Australia.

- Loftus Community Centre – located at No. 99 Loftus Street, Leederville. The Building is owned by the City but is leased out to a not-for-profit community group. The Centre runs and facilitates a number of regular activities and programs throughout the year, for people of different ages and cultures.

- Loftus Recreation Facility– located at No. 99 Loftus Street, Leederville. Loftus Recreation Centre is a multipurpose sporting and fitness facility hosting a Health Club, Group Fitness Studio, Cycling and a range of team sporting competitions (including Basketball; netball; and volleyball; indoor and outdoor soccer). The Building is owned by the City but the facility is management independently.

Another highly utilised resource is the community's use of public streets and footpaths for recreation particularly walking, running and cycling. Although less formal than the traditional concept of recreational facilities, these are vital elements of the recreation network.

8.3 Participation and Trends

In 2011-12 the Australian Bureau of Statistics undertook a survey to ascertain the Participation in selected sport and physical recreation activities across Australia. Table 59 below demonstrates the selected sports in Western Australia.

Table 61 - Selected Sports in Western Australia

Activity	Persons	
	Number ('000)	Participation rate (%)
Aerobics / Fitness / Gym	321.7	17.1
Australian Rules Football	47.0	2.0
Basketball	37.8	2.0
Cricket (outdoor)	33.8	1.8
Cycling / BMXing	166.0	8.8
Dancing / Ballet	38.9	2.1
Lawn Bowls	33.0	1.8
Martial Arts	28.8	1.5
Netball	45.1	2.4
Running	142.6	7.6
Soccer (outdoor)	52.5	2.8
Swimming / Diving	180.9	-
Tennis	66.9	3.6

Walking for Exercise	422.9	22.5
Yoga	28.7	1.5

It is interesting to note that the majority of top ten sporting activities do not occur on active sporting grounds. The active sports in the top ten that utilise City of Vincent reserves are tennis, lawn bowls, swimming, football and cricket. In the City of Vincent soccer is popular sport with five allocated reserves for this pursuit, and thus represents a diversion from the State wide trend. Aerobics/fitness/gym and yoga are provided for in Beatty Park, the Loftus Centre, and other commercial businesses.

Three of the top five activities can be undertaken in the City in unstructured environments, informally, and to some extent require limited facility development and occurs despite the lack of development, these being:

- Walking;
- Cycling; and
- Running.

The need to cater for the increasing demand by the public for 'unstructured' use facilities is highlighted above, and whilst it will result in increased capital expenditure to provide facilities, it will also lead to better use of the Council's resources and assets. To cater for this need the following is noted:

- Outdoor exercise equipment has recently been installed within Hyde Park;

- The installation of exercise equipment has been endorsed for the following parks:
  - Charles Veryard Reserve
  - Beatty Park Reserve
  - Mick Michael Reserve;
  - Menzies Park
  - Forrest Park
  - Les Lilleyman Reserve

- The City has a number of dual use pathways/cycle routes including the City's Wetlands Heritage Trail.

From a planning perspective the provision of 'unstructured' facilities needs to take into account adequate shade, safety of use and access to avoid conflict with play areas and vehicle access roads.

8.4 Strategic Approach and Scheme Implications.

The City's Parks and Reserves Strategy (2007) will guide the utilisation of the City's existing active and passive parks and recreation facilities. Of particular note, the need to ensure the existing facilities are current to today's standards, the provision of additional equipment for unstructured activities and to improve/allow access to restricted reserves are all key objectives of this Strategy.

In terms of the improving the location and increasing the distribution of public open space, there is limited opportunity as the City is almost entirely built out. The

application of the Western Australia Planning Commission's Development Control Policy No. 2.3 relating to Public Open Space in Residential Areas, which requires where practicable, 10 percent of the gross subdivisible area, be given up free of cost by the subdivider for Reserve for Recreation, in applications above 6 or more lots, also has limited application. This is because there are limited landholdings within the City that could accommodate 6 separate lots and any resultant open space would be small in size and unsuitable for leisure pursuits.

It is noted that almost all dwellings within the City are located within 1 km of a District Park and that there is a good distribution of Local and Neighbourhood Parks. However, the West Perth area south of Newcastle Street, which was acquired as part of the 2007 boundary changes, has no Local and Neighbourhood Parks and is segregated from District Parks by a busy district distributor Road – Newcastle Street. Similarly the area acquired by the City as part of the 2007 boundary change within a 400 metre radius of the Glendalough Train Station also has limited access to Local or Regional Parks. Accordingly, the provision of a local park should be pursued/considered as part of any Master Planning, Developer Contribution Plans or Specific Area Plans for these areas.

In conclusion the City's local reserves and those reserved under the Metropolitan Region Scheme have continued to be appropriately zoned within the proposed Town Planning Scheme No.2 to ensure that they are managed to serve their purpose for recreational public use.

PART NINE - COMMUNITY FACILITIES

In addition to the various Parks and Recreation Reserves, the City has a number of community facilities available. A range of government and non-government service provides provide community facilities.

9.1 Existing Facilities

Local government usually provides local and district level community centres, including community halls and recreation centres, libraries, child care and assist in the administration or buildings for community health, youth and aged support services.

Table 62 – City of Vincent Community Facilities

Community Facility	Name/Location	Details/Capacity
Libraries	City of Vincent Library & Local History Centre	The City's library has 11609 active library members.
Meeting Places	Mount Hawthorn Main Hall and Lesser Hall	Main Hall capacity: 280 Lesser Hall capacity: 145
	North Perth Town Main Hall and Lesser Hall	Main Hall capacity: 200 Lesser Hall capacity: 50
	Royal Park Hall, West Perth	Capacity: 200
	Menzies Park Pavilion, Mount Hawthorn	Capacity: 60
	Woodville Pavilion, North Perth	Capacity: 50
Public Recreational Facilities	Beatty Park Recreation Centre, North Perth	▪ 50; 30 and 25 metre pools ▪ sauna, spa and steam room ▪ gymnasium, group fitness room ▪ creche ▪ cafe ▪ meeting/activity room

State government provides schools, medical, police and fire and emergency services Non-government services include church based and independent schools, church and charity welfare services and commercial employment, medical, dental and recreation services. The following table provides an outline of the range of community and facilities provided by these two sectors.

Table 63 - State Government and Non - Government Community Facilities

Community Facility	Details	Location
Health/Medical Centres	General Practitioners	5 centres: • North Perth (2) • Mount Hawthorn (1) • Leederville (1) • Perth (1)
Churches and Places of Public Worship	Anglican	3 churches • North Perth (1) • Mount Lawley (1)

		• Highgate (1)
	Catholic	4 churches • North Perth (1) • Leederville (1) • Highgate (1) • East Perth (1)
	Other	• Macedonian Orthodox - North Perth • Baptist - Mount Hawthorn • Serbian Orthodox – Highgate • Seven Day Adventist – North Perth • Bethany Church of God – North Perth • Greek Orthodox – West Perth • Scripture Union of WA – Mount Hawthorn • Islam – Perth • Buddhism – Perth • Progressive Spiritualists Church – Highgate • Methodist – West Perth • Uniting Church – Mount Hawthorn
Childcare	Childcare Services	• Highgate (1) • Mount Lawley (3) • North Perth (4) • Mount Hawthorn (2) • Leederville (4)
Education/Training	Preschool	5 pre schools • North Perth (2) • Mount Hawthorn (1) • Highgate (1) • Leederville (1)
	Primary School	6 primary schools: • North Perth (2) • Mount Hawthorn (1) • Highgate (2) • Leederville (1)
	Secondary School	1 secondary school – Leederville
	TAFE	Leederville Campus
Senior Services	Aged care residential facilities	9 facilities: • North Perth (4) • West Perth (3) • Leederville (1) • Highgate (1)
	Retirement Village	4 villages: • North Perth (2) • Leederville (1) • Highgate (1)
Police	Nil	Nearest Police Station is Wembley or the City.

Cemetery	Nil	However, it is noted that there are two funeral parlours.
Fire	Nil	Nearest Police Station is Osborne Park or the City.
Hospital	Nil	Nearest Hospital Princess Margaret, Subiaco and Royal Perth Hospital, Perth.

9.2 Forecast changes and Adequacy of Existing Facilities

The housing targets of *Directions 2031* require an additional 5000 new dwellings within the City. These targets will have a significant impact on the existing community facilities, and their management within the City as a growing population. A brief review of the adequacy of the major existing community facilities is provided below:

- **Library -** The City's library has 11609 active library members, which utilise both electronic and printed resources; and the various meeting areas within the Library. In terms of floor area, it is not considered that there will be a need for significant increases in shelving space as the population increases as the City is steadily increasing the electronic 'items' (that is e-books and e-audios).

  However, the need for space for meetings and events will continue to need to match the population forecasts and dwelling increases within the City to 2031. The increase of families with young children in the City will create the need for space for junior books and events socialisation and access to technology, which is anticipated to at the least remain steady and is more likely to increase.

  As shown by the forecast ageing population in the City, the demands of increasing numbers of seniors will require opportunities for learning experiences, (technology, languages, photography, etc.) It is estimated that when the City's Library building is 10 years old (in 2018) may need interior redesigning to address the community needs and technology demands.

- **Education**

  As detailed in the table above, the City offers various educational services for pre-school, primary school, secondary school and a TAFE facility to support the demographics of the Vincent community. Part Five of this chapter illustrates that whilst there is a projected increase in population of all aged groups in the City to 2031, as a percentage of growth the younger aged groups remain relatively constant, and show a decrease in the 20- 24 year old age group. However it is worth noting as outlined in section 5.3.4 of the Strategy that by 2031 there will be an increase of 492 Primary School age students in Vincent, which will require expansion of the existing Primary School facilities in the City. A similar scenario also exists in accommodating the forecast increase in child care facilities.

  With respect to the TAFE facility, given the attendance catchment is much wider than primary and secondary schools and that there is not a notable

growth in the 20 – 24 year old age group in the City to 2031, it is therefore important that the City provide good transport and access links and student accommodation in Leederville to maintain the long term sustainability of the TAFE. With respect to primary and secondary school facilities, these sites will continue to be offered dedicated zoning provisions to ensure their long term use as education providers for the projected increase in Vincent's population to 2031.

- **Senior Services**

  The population projections detailed in Part 5 of this chapter illustrate an increase of 1,800 persons over 65 in the City of Vincent by 2031 and for life expectancy to continue to increase. Given this, the City will be required to accommodate services that address the needs of seniors. As detailed above, there is a number of existing residential accommodation types available for senior residents within the City. However it is noted that planning policy and provision should continue to encourage aged care facilities where possible to match this forecasted increasing demand.

- **Recreation**

  Beatty Park Leisure Centre represents a key recreational facility within close proximity to the CBD. Recognising this and the forecasted growth on the City across all age groups, the City has commenced a two stage redevelopment of the Leisure Centre to increase the capacity of the swimming pools, general improvements to facilities and office space and to increase the capacity for the gymnasium and group fitness.

PART TEN - URBAN DESIGN, CHARACTER AND HERITAGE

10.1 Urban Design

The City of Vincent with its current mix of development dating from the 1890s to the present day provides the opportunity for innovative urban design that responds to the existing built form and character, and subdivision patterns, whilst also addressing the constraints of existing lot sizes and orientation and other remnant features. A key component that the City encourages in all development is to illustrate sustainable design principles. This can either be in the form of adapting and re-using existing building stock to new development that adopts best practice sustainable design features resulting in the following outcomes:

- Reduced energy and water costs, resulting in savings for the building occupants and/or owners;
- Conservation of water supplies;
- Reduced emissions of carbon dioxide and other greenhouse gases;
- Reduced levels of waste;
- Greater natural comfort and amenity level for building occupants; and
- Contribution to the maintenance of biodiversity and enhancement of ecosystems

The City strongly encouraged excellence in Urban Design through performance based criteria and place based planning which is detailed in the City's dedicated Residential Design Elements Policy and is further reinforced in the Precinct Policies for each of the City's five (5) Precincts. These Precinct Policies are based on the place analysis detailed in the Appendix of this Strategy and provide the context for the design to be achieved in each of these Precincts.

Through policy and scheme provisions, the assessment of good urban design in the City shall be based on the following key principles:

a) The overall built form merits;

b) The quality of architectural design including its relationship to the adjoining development;

b) The relationship with and impact on the broader public realm and streetscape;

c) The impact on the character of the precinct, including its impact upon heritage structures, significant natural features and landmarks;

d) The extent to which the proposal is designed to be resource efficient, climatically appropriate, responsive to climate change and a contribution to environmental sustainability, including TOD principles; and

e) The demonstration of other qualities of best practice urban design including CPTED performance, protection of important view corridors and lively civic places.

Recognizing the importance of Urban Design the City has recently created a Design Advisory Committee. The key objective of this Committee is to, '*facilitate an improvement in urban design and the quality of the built*

environment within the City of Vincent through the provision of information, expert advice and recommendations'. Similar to the City's Town Planning Scheme No.1, the City's Town Planning Scheme No.2 also has provisions for the Council to create a Design Advisory Committee.

10.2 Existing Character

Character and Heritage was a key focus area for *Vincent Vision 2024* with participants identifying a strong need and commitment to the retention and restoration of old buildings. The following guiding principles were devised as part of the Visioning Project to inform the City's future approach to urban design, character and heritage:

- Heritage buildings, places and character streetscapes are preserved and protected by local policies and statutory mechanisms and afforded assistance through heritage preservation schemes and other initiatives.

- Traditional character homes are valued for their contribution to the streetscape, identity and ambiance of the area. Guidelines and policies reflect these characteristics.

- New development exhibits design excellence and is respectful of the local heritage context and character. Development reflects the established patterns

10.2.1 Residential Context:

Encompassing one of the oldest urban areas in Perth, the City of Vincent comprises a large and diverse range of housing stock dating from the late nineteenth century to present. Each suburb developed its own particular characteristics, which was largely dependent on the decade the suburb was developed and the associated architectural trends at the time.

Closer to the Perth Central Business District the City's streetscapes are characterised by many modest, single-storey, attached pairs and detached Workers' Cottages; Federation Cottages, and a smaller number of substantial 'gentlemen's residences' built during the latter part of the nineteenth century. As you proceed further north the characteristic housing style comprises Inter-war bungalows and the Californian Bungalow, which represent later stages of the City's development and subdivision.

Throughout all the suburbs, examples of houses which were renovated and re-modeled in a style which has been referred to as 'immigrant nostalgia', are evident as a result of the Post World War Two European migration. In some areas, redevelopment in the 1960s and 1970s occurred in the form of large multi-storey flat style developments, breaking the characteristic scale and rhythm created by the narrow frontages and single storey streetscapes.

More recently with the growing popularity of inner city living, there has been an increasingly rapid pace of new development, infill and urban renewal.

The unique residential character of each of the City's five (5) community precincts is detailed within the Place Analysis Appendix to this Strategy and has informed the preparation of the City's Precinct Policies.

10.2.2 Commercial Context:

The City's Commercial areas are as diverse in form as the residential areas, which is largely due to the era in which it was developed and the associated architectural trends at the time.

The City's five main Activity Centre areas (Leederville, Mount Hawthorn, North Perth, Mount Lawley/Highgate and Perth) all contain remnants of original building stock from the turn of the twentieth century. These remnants featuring traditional shop fronts, detailed decorative parapets and some with remaining shop top accommodation, contribute to the sense of place and character of the City, and should be retained.

Western Australia experienced a mineral boom in the late 1950s through to the early 1970s. The 1960s were a period of redevelopment which saw the demolition of older buildings and replacement with new developments. From this point in time new development in the City's commercial areas whilst larger in scale took on a more simple and functional form with limited architecture embellishment.

The unique character of each of the City's five (5) Activity/Town Centres is detailed within the Place Analysis Appendices to this Strategy, and has informed the preparation of the City's Precinct Policies.

10.3 Character versus Heritage

In protecting the City's existing character and uniqueness, a distinction is made between heritage and character.

Heritage: A heritage place is a place that has cultural significance as defined by the Burra Charter, which means aesthetic, historical, scientific, social or spiritual value embodied in the place itself, or its setting, use, association and/or meaning.

Character: Character is more identifiable in broader precinct areas and is considered to be collections of places that share, or have predominate characteristics such as common lot widths, building setbacks, roof forms and construction materials. Often it is as a

result of the different development history of suburbs (for example the predominance of Inter-war Bungalows in Mount Hawthorn, which contrast to the Federation Bungalows and Georgian Dwellings evident in Highgate).

The methodology for the protection of areas of character is different to the methodology and criteria applied for assessing and assigning particular cultural heritage value. Places of cultural heritage significance will have management categories and processes applied to conserve their identified heritage value, which will generally require the retention of the place.

When the significance of a place is mainly through its contribution to a defined area, then its retention and future development is best managed through development controls in the Planning Scheme and related policies, which address particular elements of that contribution. Areas of urban character should not generally require retention and conservation of existing buildings, but instead should describe how character can be continued in new development (i.e. replication).

Therefore the City has different practices in place to retain its existing character and the conserve its heritage places as explored in section 10.3 and 10.4.

10.4 Retaining and Enhancing Urban Character

New development in the City should make a positive contribution to the local character and where appropriate retain and enhance original building stock that creates a depth of character and uniqueness to the City.

10.4.1 Zoning

Vincent Vision 2024 revealed that the City of Vincent and its community places great value on the City's low scale residential amenity and character. Therefore care must be taken when considering increasing densities in the City's residential areas.

The housing targets of *Directions 2031* require an additional 5000 new dwellings within the City. However, this target is not intended to be reached by a blanket rezoning of established suburbs to achieve the infill targets. Rather planning for additional dwelling growth through infill development is based on identifying redevelopment opportunities and increased densities in appropriate locations such as within close proximity to:

- high-frequency public transport routes and nodes such as rail stations and bus interchanges;
- identified areas of future rapid transit infrastructure;
- urban corridors and main streets;
- retail and employment centres;
- educational institutions; and,
- other community and recreational facilities or public open space and foreshores.

Accordingly, it is not proposed to blanket up code whole suburbs within the City, as such an approach could potentially create a greater incentive to demolish existing original residential housing stock that is valued by the community and contributes to the City's sense of place. Rather it is proposed to provide opportunity for greater redevelopment in accordance with the above rationale. This will ensure the preservation and/or reinforcement of image and identity of the City's Residential Streetscapes whilst addressing future housing growth.

Such an approach won't preclude contemporary development; opportunity will still exist for such development, as outlined in the following section.

10.4.2 Development Standards

Preservation and/or reinforcement of image and identity of the City's Residential Streetscapes is also managed through the development of Local Planning Policies, which build on the provisions of the Residential Design Codes of Western Australia.

For the purpose of preserving and maintaining this residential amenity, while still allowing new development to occur, the City has prepared the Residential Design Elements Policy. The Policy provides development standards and requirements, for example height, setbacks, design and materials and is intended to provide a performance based approach to the design and assessment of residential development within the City of Vincent.

It is considered that the City's Policy relating to Residential Design Elements contains appropriate provisions to ensure new developments respond to an existing streetscape, by virtue of the requirements relating to street setback (upper and lower), garage setback and roof form requirements. However, the Policy is flexible to enable discretion for contemporary development, where there is no valued character within a streetscape.

The City does not consider it appropriate to impose a prescriptive policy to require the retention of character buildings or for their replacement in a like for like manner as this would stifle innovative development, hamper the evolution of the locality and generate significant community disdain. Alternatively, guidance and education on what character is valued will inform architects and designers on appropriate design responses whilst allowing for contemporary design responses where there is no identified character.

To establish what 'character' is valued, statements detailing the type of housing stock and associated residential character, which is valued by the City in each of the new Precinct statements, will be prepared as part of the new Planning Policy Manual to support the City's Town Planning Scheme No. 2 and informed largely by the place analysis

detailed within the Appendices to this Strategy. Such a description would be a useful tool in establishing what character is valued by the City, and would ground any decision for the development of a building of recognised character.

In addition, it is recommended that Scheme provisions are put in place that continue to prohibit multiple dwelling development in areas within the Perth Precinct and the Mount Lawley Precinct of the proposed Town Planning Scheme No. 2, where multiple dwellings are currently not permitted under the City's Town Planning Scheme No.1. The rationale being that this will ensure that the residential character of these areas is protected, whilst also maintaining the relatively high residential zonings to still enable other housing choice, in the form of grouped dwellings.

10.5 Heritage

The City of Vincent has a rich and diverse history encompassing both Indigenous and European occupation. There is a need for adequate heritage protection measures to be in place to ensure the identification, preservation and protection of heritage buildings and places (inclusive of private properties, parks and civic buildings) for further generations.

10.5.1 Municipal Heritage Inventory (MHI)

The *Heritage Act of Western Australia 1990* requires Local Governments to prepare and adopt a MHI as a means for the community to record places that it considers to be important as evidence of the history of the area. Local governments decide the level of protection afforded to a place on the MHI, whether it be simply a reference document or a list of places protected under a Town Planning Scheme. At the City of Vincent, heritage is largely considered a planning tool in its own right, as the Municipal Heritage Inventory, is the Heritage List. Accordingly, the City of Vincent Municipal Heritage Inventory is linked to the City's Town Planning Scheme No. 1 providing places statutory protection

The City of Vincent recently completed a review of its Municipal Heritage Inventory (MHI) in April 2007 in accordance with the provisions of the *Heritage of Western Australia Act 1990*. The MHI Review was approached holistically by addressing three key areas, namely: (1) associated statutory policies and guidelines (2) education, promotion and open access to information (3) support and funding for owners of heritage places.

The MHI focuses on events and developments in the City's history since European settlers and comprises residential, commercial and civic buildings; and active and passive parks. The MHI is not a fixed document and will be amended, reviewed and updated as required overtime. The MHI currently contains 280 places comprising approximately 420 properties. This includes 10 places which are owned and vested within the City. It should be noted that the City’s Municipal Heritage Inventory is constantly updated with the addition and withdrawal of significant places.

In addition, the City has a suite of Heritage Management Policies, which are based on the principles of the Burra Charter. The Policies provides guidance to owners and potential purchasers on the conservation, development and management of heritage places.

It is considered appropriate that Town Planning Scheme No.2 continue this practice.

10.5.2 State Register of Heritage Places

The Heritage Council maintains the State Register under the Heritage of Western Australia Act 1990 to protect and recognise places of cultural heritage significance within our State.

There are 43 places within the boundary of the City on the State Register of Heritage Places.

10.5.3 Sites of Aboriginal Significance

The area which now falls within the local government boundaries of the City of Vincent forms part of what was known at the time of European settlement to local Aboriginal people as Mooro, the tribal territory of Yellagonga and his band.

The area on which the City of Vincent sits incorporates twelve former wetlands and a stretch of Swan River frontage. These wetlands are known archaeologically, historically and ethnographically to have been of great importance to Aboriginal people in pre-European times, and continue to be of importance today.

There are eighteen (18) registered Indigenous Sites falling on or within the boundary of the City. The register of sites is identified and managed by the Department of Indigenous Affairs. A summary of sites are listed in Table 62 below.

Table 64 - Aboriginal Registered Sites in the City of Vincent

No.	Site ID	Status	Access	Site Name	Site Type	Affected City Land
1	3162	S	O	Albert Street	Artefacts/Scatter	Nil
2	3170	P	O	Bardon Park	Artefacts/Scatter	Swan River Foreshore
3	3323	P	O	Lake Monger Velodrome	Artefacts/Scatter	Britannia Road Reserve
4	3434	I	O	Goonderup	-	Nil
5	3536	P	O	Swan River	Mythological	Banks Reserve / Swan River Foreshore

6	3572	S	O	Smith's Lake / Danjanberup	-	City of Vincent Administration Building; Venables Reserve
7	3573	I	O	Stone's Lake	Mythological	Perth Oval, Loton Park & Birdwood Square
8	3695	I	O	William Street	Ceremonial	Nil
9	3738	P	C	Dog Swamp	Mythological / Quarry	Nil (actual site in City of Stirling).
10	3760	S	O	Perth Railway Terminal	Quarry	Nil
11	3766	I	O	Highgate Hill (vicinity)	-	Part of Hyde Park.
12	3767	P	O	East Perth Power Station	-	Swan River Foreshore
13	3792	P	O	Hyde Park	-	Hyde Park
14	4322	S	O	Franklin Street Oval	Skeletal Material / Burial	Nil
15	17848	P	O	Weld Square	-	Weld Square
16	17849	S	O	Robertson Park	Mythological, Historical	Robertson Park
17	21535	S	O	East Bridge Precinct	-	Swan River Foreshore
18	23108	P	O	Carr Street Burial	Skeletal Material / Burial	Nil

Status: I - Insufficient Information; P - Permanent Register; S - Stored Data

Access: Sites that are designated as 'Open' are generally reflected in the location shown on the DIA's Aboriginal Heritage Inquiry System, which has been correlated to the City's owned land in the table above.

PART 11 - TRAFFIC AND TRANSPORT

11.1 Major Transport Corridors and the Metropolitan Road Hierarchy

The Metropolitan regional road network provides the main road linkages connecting districts, centres and major infrastructure such as airports and ports throughout the metropolitan region. Main Roads and the Western Australian Planning Commission, in consultation with Local Government and other government agencies, plan the network. Implementation occurs via reservations of the land under the Metropolitan Region Scheme as Primary or Other Regional Roads.

The following Primary and Other Regional Roads under the Metropolitan Region Scheme traverse the City:

Table 65 - Primary and Regional Road Hierarchy

Primary Regional Roads.	**Other Regional Roads.**	
Guildford Road	Lord Street	Beaufort Street
East Parade	William Street	Fitzgerald Street
A portion of Lord Street	Loftus Street	Green Street
Mitchell Freeway	Walcott Street	Vincent Street (portion)
	Bulwer Street	London Street
	Scarborough Beach Road (portion)	

The Metropolitan Region Scheme prescribes the following road reservations for the Other Regional Roads in the City, listed below:

- **London Street-** Proposed 24.4 metre Reserve between Hobart and Green Street
- **Loftus Street-** Proposed 23 metre Reserve between Vincent Street to Anzac Road
- **Walcott Street-** Proposed 23 metre Reserve between Charles Street to Lord Street
- **Fitzgerald Street-** Proposed 23 metre Reserve between Newcastle Street to Walcott Street
- **Vincent Street-** Proposed 23 metre Reserve between Freeway to Bulwer Street
- **Beaufort Street -** Proposed 23 to 25m Reserve between Parry Street to Walcott Street
- **William Street -** Proposed 23.0 metre Reserve between Vincent Street to Walcott Street
- **Scarborough Beach Road –** Proposed 26 metre Reserve between Brady Street and Mitchell Freeway. Additional 13.5 Reserve indicatively proposed in Scarborough Beach Road Activity Corridor Project.

Much of the City's road network has already been developed hence there is limited opportunity to establish or plan for new routes. However, to promote effective and efficient traffic management, Main Roads developed a Metropolitan Road Hierarchy to designate the role of all roads within a region and to encourage the uniform traffic management of roads of the same role. There are four types of roads within the hierarchy as follows:

1. Access Roads
2. District Distributors
3. Primary Distributors
4. Local Distributors

Table 66 - Metropolitan Functional Road Hierarchy

Level in Hierarchy	City of Vincent Road Allocation
Primary Distributors form the top level network for the urban region and carry longer distance traffic to, from, and across the urban area.	• Mitchell Freeway • Graham Farmer Freeway • Charles Street • East Parade • Guildford Road, East Parade to Stanley Street
District Distributors carry traffic between different industrial, commercial, and residential areas and link these cells to the primary network.	**District Distributor A Roads:** • Scarborough Beach Road • Brady Street • London Street • Loftus Street • Powis Street (Brady St to Freeway on-ramp) • Green Street (boundary road with City of Stirling) • Walcott Street (boundary road with City of Stirling) • *Vincent Street (Mitchell Freeway to Bulwer Street) • Leederville Parade • *Newcastle Street (Whole of City of Vincent portion from Loftus Street to Charles Street, boundary road with City of Perth Charles Street to Lord Street) • Fitzgerald Street • Bulwer Street • William Street • Beaufort Street • Lord Street • Brisbane Street (Beaufort Street to William Street). • Guildford Road (Walcott Street to railway line, boundary road with City of Stirling) * sections are a lower classification, see below. **District Distributor B Roads:** • *Anzac Road (Brady Street to Oxford Street) • Oxford Street (Scarborough Beach Road to Newcastle Street) • *Newcastle Street (Oxford Street to Loftus Street) • Angove Street • *Vincent Street (Bulwer Street to Beaufort Street)
Local Distributors carry traffic within a cell and link district	• Egina Street (Scarborough Beach Road to Anzac Road) • Ellesmere Street

distributors at the boundary to access roads. The route of the local distributor discourages through traffic so that the cell formed by the grid of district distributors is free from extraneous traffic. The local distributor carries only traffic belonging to or serving the cell.	• Flinders Street • Brentham Street • Bourke Street (Brentham Street to Charles Street) • View Street • *Anzac Road (Oxford Street to Loftus Street) • Carr Street (Charles Street to Fitzgerald Street) • Smith Street (Harold Street to Bulwer Street) • Stirling Street (Bulwer Street to Newcastle Street) • Summers Street (Lord Street to Claisebrook Road) • Claisebrook Road • Edward Street (Claisebrook Road to Lord Street)
Access Roads give access only to abutting property.	All other roads

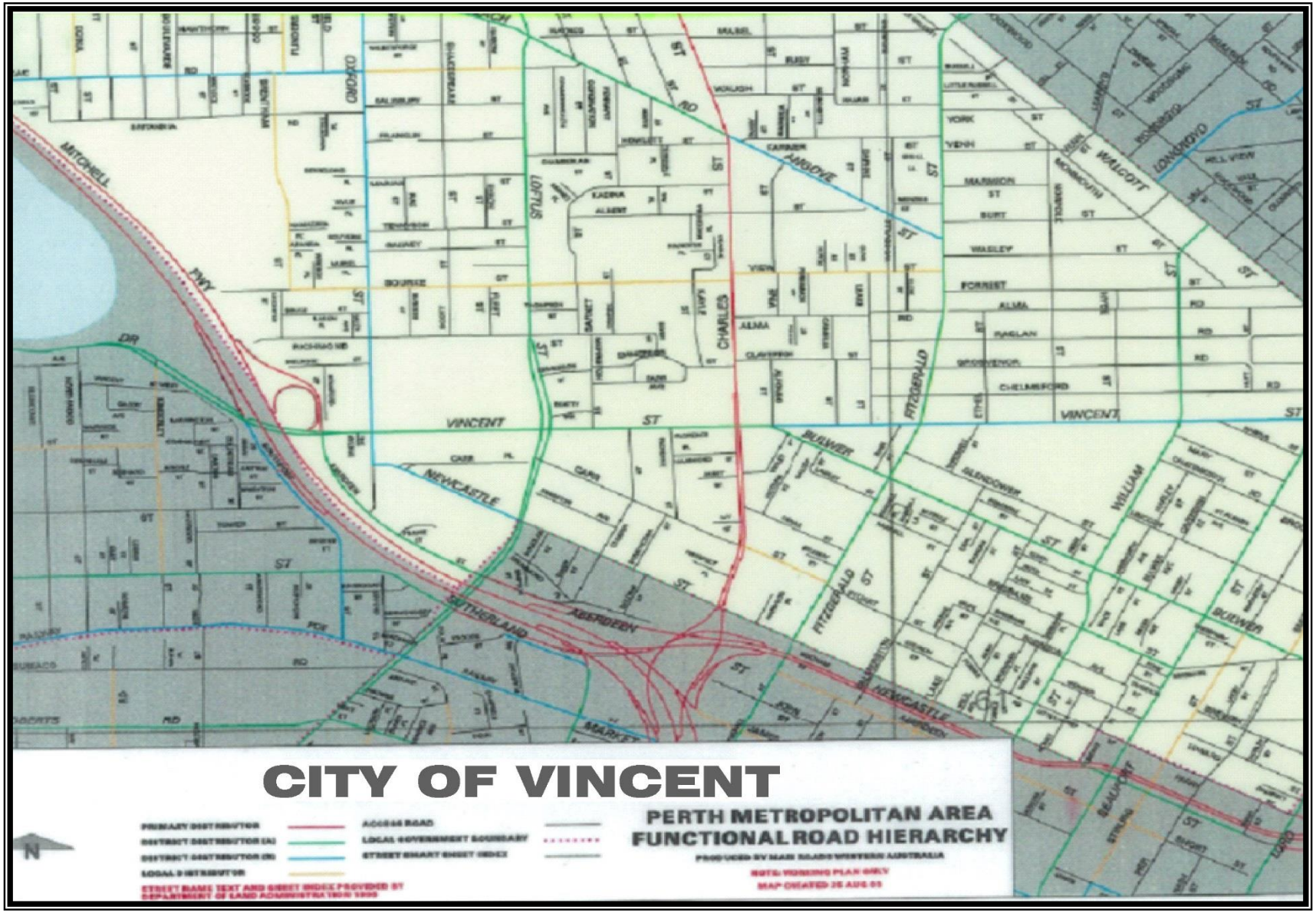


Figure 24 - Functional Road Hierarchy

11.2 Freight

The major Freight Routes within the City abut existing residential development, including some higher density housing. As per the *Central Metropolitan Perth – Sub-regional Strategy,* the following Freight routes have been identified within the City:

- Loftus and London Streets – Primary Freight Road, Main Roads Jurisdiction;
- East Parade and Guildford Road- Primary Freight Road, Main Roads Jurisdiction;
- Brady Street - Primary Freight Road, Local Government Jurisdiction; and
- Fitzgerald Street - Primary Freight Road, Local Government Jurisdiction.

Planning for the City's roads with a predominantly freight function must ensure their land use and transport functions are mutually compatible, and incorporate environmental standards for noise-sensitive development. Particularly as noted in *Central Metropolitan Perth Sub-regional Strategy* major transport (freight) corridors should be protected from incompatible urban encroachment and are unsuitable as urban corridors.

11.3 Public Transport

11.3.1 Bus Routes

The City is well serviced by numerous bus routes that radiate out of the Central Business District into the northern suburbs of Perth. The high frequency bus routes mostly travel on the main arterial roads within the City. This network provides an ideal opportunity for increased residential development along these major roads as per the Urban Corridor principle of *Directions 2031*. Such development would capitalise on access to and maximise use of public transport along the corridors, and also contribute to the viability of nearby activity centres.

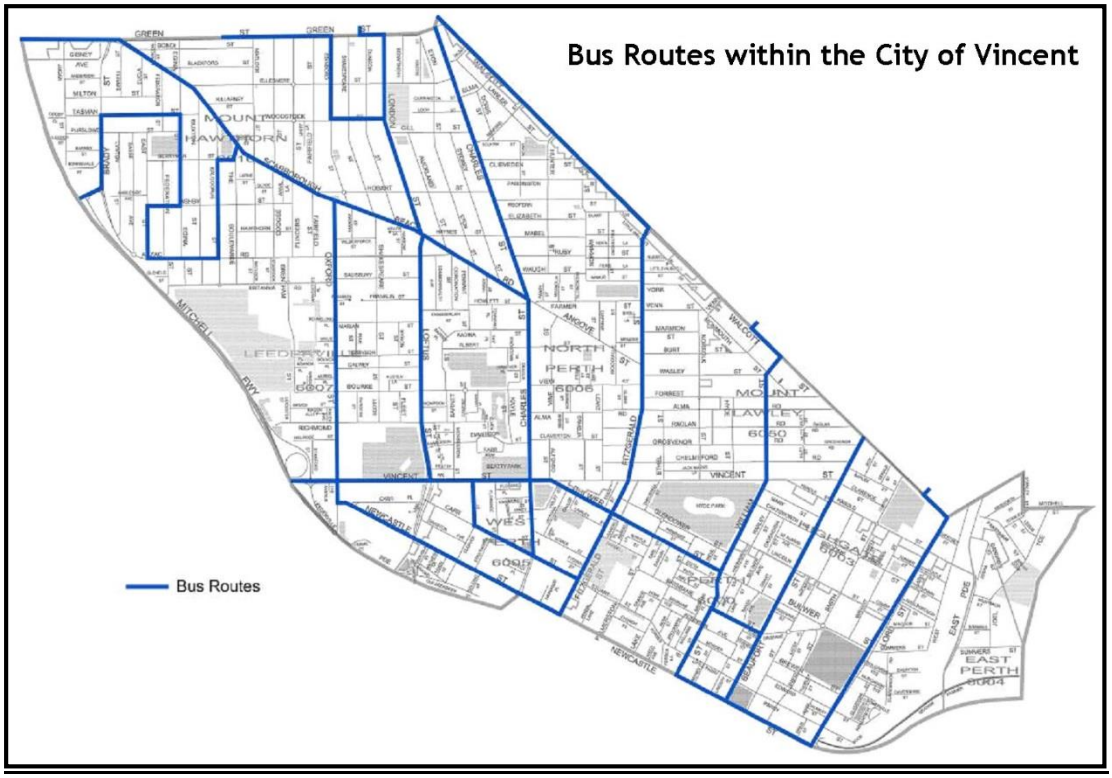


Figure 25 - Bus Routes within the City of Vincent

The concept of an urban corridor does not relate to high-speed through traffic routes. Nor are they intended to accommodate ribbon development of commercial activities beyond the City's Activity Centres, as it diminishes the viability of centres and potentially creates access and traffic conflicts along regional roads.

Directions 2031 identifies the current higher-frequency public transport network, being streets along which peak hour services run every 15 minutes. As detailed in Table 65 below, the bus frequencies vary in the City depending on the transport route. Beaufort, Charles and Fitzgerald Street being the highest frequency bus routes.

Table 67 - Bus Route Frequencies in the City of Vincent

Road Name	No. of bus routes	Total No. of trips on weekdays (one day)	Total No. of trips on Saturday	Total No. of trips on Sunday/Public Holiday
Beaufort Street	6	213	123	40
Brady Street	1	78	50	22
Bulwer Street	1	27	11	-
Charles Street	8	446	201	70
East Parade	0	0	0	0
Fitzgerald Street	6	217	123	52
Green Street	1	22	10	-
London/Loftus Street	4	122	88	16
Lord Street	7	130	76	39
Newcastle Street	1	78	50	22
Oxford Street	1	78	50	22
Scarborough Beach Road	2	180	116	24
Vincent Street	1	27	11	-
Walcott Street	1	8	-	-
William Street	3	157	106	24

11.3.2 Rail Stations

Rail public transport services operate within the City and include the Perth to Joondalup Line and the Perth to Midland Line. The Perth to Joondalup Line includes two railway stations within the City – Leederville and Glendalough and the Perth to Midland Line includes East Perth Station within the City.

The East Perth Passenger Terminal is also located within the City, which provides for the Prospector - Perth to Kalgoorlie Train Service; Australind - Perth to Bunbury Train Service; Avon Link and Merredin Link and various Coach Services.

A number of other Metropolitan train stations are located in close proximity to the City's borders as shown in the following diagram and include:

- Claisebrook Station (Midland Line);
- McIver Station (Midland Line);
- Mount Lawley Station (Midland Line);
- Perth Station (all lines); and
- City West Station (Fremantle Line).

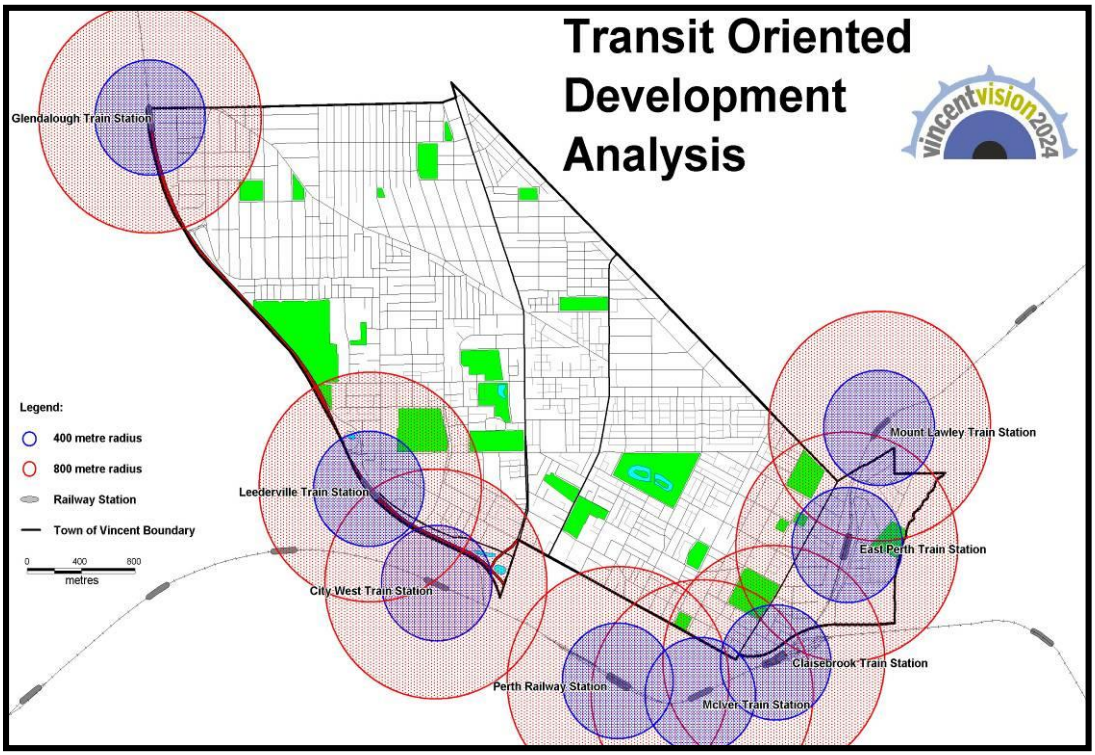


Figure 26 - Train Stations within and bordering the City of Vincent – including detail of 400 and 800 metre walkable catchment area.

Table 68 - Train Stations Located in the City of Vincent

Station	Park and Ride	Kiss and Ride	Bus interchange	Other
Glendalough	Yes – north and south of Scarborough Beach Road, providing a total of approximately 192 bays, within the City of Stirling area.	Yes within standing embayment's in the northern station car park and on Scarborough Beach Road in the under bridge area.	Yes	
Leederville	No. Although close to a number	No.	No.	predominantly "walk-on" patronage

	of Town owned public car parks.			
East Perth	Yes – approximately 200 car parking bays	Informal within car park along East Parade.	No.	Adjacent to East Perth Passenger Terminal

An appropriate mix and balance of land uses can be a major contributor to the use and effectiveness of transit facilities. A review of the surrounding land uses around the City's train stations indicates that they comprise relatively low densities and activity levels.

Glendalough Train Station

Situated 6km from Perth's CBD, Glendalough Train Station is strategically well positioned to adopt an increased emphasis on Transit Orientated Development (TOD). Currently the train station presents no distinct node with predominately industrial and commercial land use activities to the north of Scarborough Beach Road and residential land use to the south. The area north of Scarborough Beach Road and west of the Mitchell Freeway is located within the City of Stirling.

Surrounding Land Use:
The land use demonstrated within the City of Vincent jurisdiction demonstrates a relatively homogenous and inefficient use of land within 400 metres of the Glendalough Station:

- *The land along Scarborough Beach Road and the northern portions of Jugan and Brady Streets. East of Brady Street along Birrell, Eucla, Milton, Tasman, Purslowe and Lynton Streets', is currently zoned R30 and comprises predominately single storey residential dwellings, which is generally the maximum capacity of these lots.*
- *West of Brady Street the land is zoned R50 and the lot sizes are larger comprising predominately grouped dwellings, many in battleaxe lot configurations. Currently the majority of lots comprise a maximum of three dwellings however the potential exists to increase the capacity of these lots to 4 dwellings per lot under the current zoning.*

Leederville Train Station

The Leederville train station is located at the southern end of Oxford Street and services both the City of Vincent and Town of Cambridge. The Leederville Town Centre is located within 400m of the train station and provides an ideal opportunity to implement TOD principles.

Surrounding Land Use:

- Currently there is a commercial land use focus around the Leederville Train Station, with retail and entertainment area centred around Oxford Street. Within the 400m ped-shed from this station is the Water Corporation site, the School of Isolated and Distance Education (SIDE), Leederville Oval and the Oxford Lane residential apartments, which comprises 63 multiple dwellings.

- Within the 800m ped-shed TAFE Leederville Campus and the City of Vincent Administration and Civic Centre) and the Loftus Recreation Centre.

East Perth Train Station

The East Perth Station is a multi-purpose facility. The Station is the main railway terminal in the Perth metropolitan area for suburban and interstate trains and also comprises office space for the Perth Transport Centre.

Surrounding Land Use:

- To the east of the train station is the busy Primary Regional Road East Parade. The land directly abutting East Parade is currently vacant and provides a strategic mixed use development site.

- Beyond this vacant land lies an area of R60 and an area low residential density (R20), which comprises a predominance of traditional modest single storey dwellings, many of high architectural quality, in established landscaped gardens.

- To west of the Station is zoned Residential R60 and comprises predominately original single storey dwellings constructed in the Federation and Inter-War bungalow style and some infill development.

McIver Train Station

Considering that the land use surrounding the McIver Station is predominately outside the boundary of the City of Vincent, it is not considered worthy of a detailed analysis. The small portion of land in the City of Vincent that is within 400 metres of the McIver Station is currently controlled by the East Perth Redevelopment Authority in accordance with the New Northbridge Precinct Policy.

Claisebrook Train Station

Situated in close proximity to the Perth's CBD, Claisebrook Train Station is strategically well positioned to adopt an increased emphasis on Transit Orientated Development (TOD).

Surrounding Land Use:
There is an eclectic mix of land uses within a 400 metre radius north of Claisebrook Station. The current uses are predominately commercial including offices and consulting rooms, light industry such as warehouses and general industry including two concrete batching plants. Some residential dwellings and the southern entrance to Perth Oval (NIB Stadium) are also located within 400 metres of the Station.

The establishment of new general industrial uses should be discouraged in this area and the progressive removal of such activities should be encouraged, including the concrete batching plants, in cases where they present a negative impact on the amenity of the area. Such activities represent an underutilisation of land and are not inline with the TOD principles.

Residential Density Surrounding Train Stations

Glendalough	Density Mix in TOD catchment	Dwelling Yield
	R100	740

	R80	69
	R60	659
	District Centre	Unknown
		Average Residential Density (approx) R75
East Perth	R100	879
	R80	3,674
	R60	1,128
	R50	286
	R20	219
	Commercial	Unknown
		Average Residential Density (approx) R40
Leederville	As per Leederville Master Plan	890
		Average Residential Density (approx) R30
Claisebrook	Commercial	Unknown
		TOTAL 8,544 potential new dwellings

This table highlights the mix of residential density surrounding the City's four priority transit orientated development sites within the City and the potential dwelling yield. The yield calculation uses the formula identified on Page 52 of this Local Planning Strategy.

In addition to the many 'up-codings' occurring along major transport routes, and within centres consistent with Directions 2031, this table demonstrates the zoning surrounding these stations can achieve the recommended residential density of State Planning Policy 1.6 of minimum of 25 dwellings per hectare.

The total number of potential new dwellings identified by this table forms part of to the total dwelling yield of the entire City as discussed in Chapter 3, Part 4 of this Strategy. This analysis further demonstrates the capacity of the City to deliver its target of 5,000 dwellings by 2031 with transit orientated development areas significant boosting the number of dwellings in areas suitably equipped with amenities and transportation alternatives.

11.4 Pedestrian and Cycle Networks

11.4.1 Pedestrian Networks

Pedestrian improvements to paths and footpaths, creating or improving shortcuts, ensuring good weather protection through continuous building awnings and street trees, pedestrian crossings and addressing security concerns, increase the range of parking facilities that can serve a destination and create a safer and more pleasant experience for users.

The City aims to provide a safe environment for pedestrians who move through the municipal area. Part of this responsibility requires the City to ensure access for-pedestrians to move along footpaths with good access in accordance with the City's Local Law 2008 relating to Local Government Property.

The Liveable Neighbourhoods pedestrian access principles are supported when considering new subdivision and development works.

11.4.2 Cycle Networks

The City is affected by two strategic bicycle plans being the Western Australian Bicycle Network Plan 2014-2031 (WABN Plan) and the City of Vincent Bike Network Plan 2013.

Whilst the Perth Bicycle Network Plan has a number of regional objectives, the City of Vincent Bike Plan looks at the provision, improvement and accessibility of the City's bicycle infrastructure.

Local Bike Routes

Local bicycle routes are a series of signed on-road routes (with some off-road shared path components) that connect major trip attractors, such as schools, shopping centres and community facilities. The following designate on-road local Bike routes exist throughout the City:

- *V10 Glendalough to North Perth* – an east-west link, which connects to the principal Shared Path along the Mitchell Freeway to Lawler Street
- *V11 Mount Hawthorn to Mount Lawley* - an east-west link, which connects Haynes to Burt Street.
- *V12 Leederville to North Perth* - an east-west link, over the Britannia road pedestrian and cycle bridge over the Mitchell Freeway to Pennant Street.
- *NE19 – Leederville to Mount Lawley* - an east-west link, which connects to the principal Shared Path along the Mitchell Freeway to Summers Street.
- *V13 North Perth to Highgate* **–** A short east-west link linking a number of Bicycle routes between Hyde Park and Highgate.
- *V14 Leederville to East Perth* **-** an east-west link, which provides a low-traffic alterative to the parallel Newcastle Street.
- *V20 Mount Hawthorn to Leederville* **-** a north south route which connects to the principal Shared Path along the Mitchell Freeway at Richmond Street to the Mount Hawthorn shopping area.
- *V21 North Perth to Aberdeen Street* **-** a north south route, which passes Beatty Park.
- *V22 Hyde Park to Northbridge* **-** a north south route which follows Lake Street.

The City is currently developing 3 strategic routes which are due for completion in the 2014-2015 financial year. They include:

- Vincent Street and Bulwer Street – An East-West link, of off-and-on road bike lanes connecting Oxford Street Centre to the Palmerstone Street PBN route
- Oxford Street – A North-South link of on-road bike lanes connecting the Leederville and Mount Hawthorn Centres
- Scarborough Beach Road – An East-West link of separated on-road bike lanes connecting Mount Hawthorn to North Perth

Principal Shared Paths

Principal shared path routes are those created along the passenger railway, freeway and major highway corridors of metropolitan Perth. The primary purpose of these routes is to provide high standard access for the commuter cyclist. The City is bound by the following principal shared paths along:

- the Mitchell Freeway;
- the Graham Farmer Freeway; and
- East Parade.

Recreational Shared Paths

Recreational shared path routes have been identified along the coastline, rivers and areas of public open space. The primary purpose of recreational paths is to provide for cycling and walking as a leisure activity. These paths are in recreational areas and are often well removed from vehicle traffic, making a more pleasant cycling journey. The City has one recreational Shared Path along Banks Reserve.

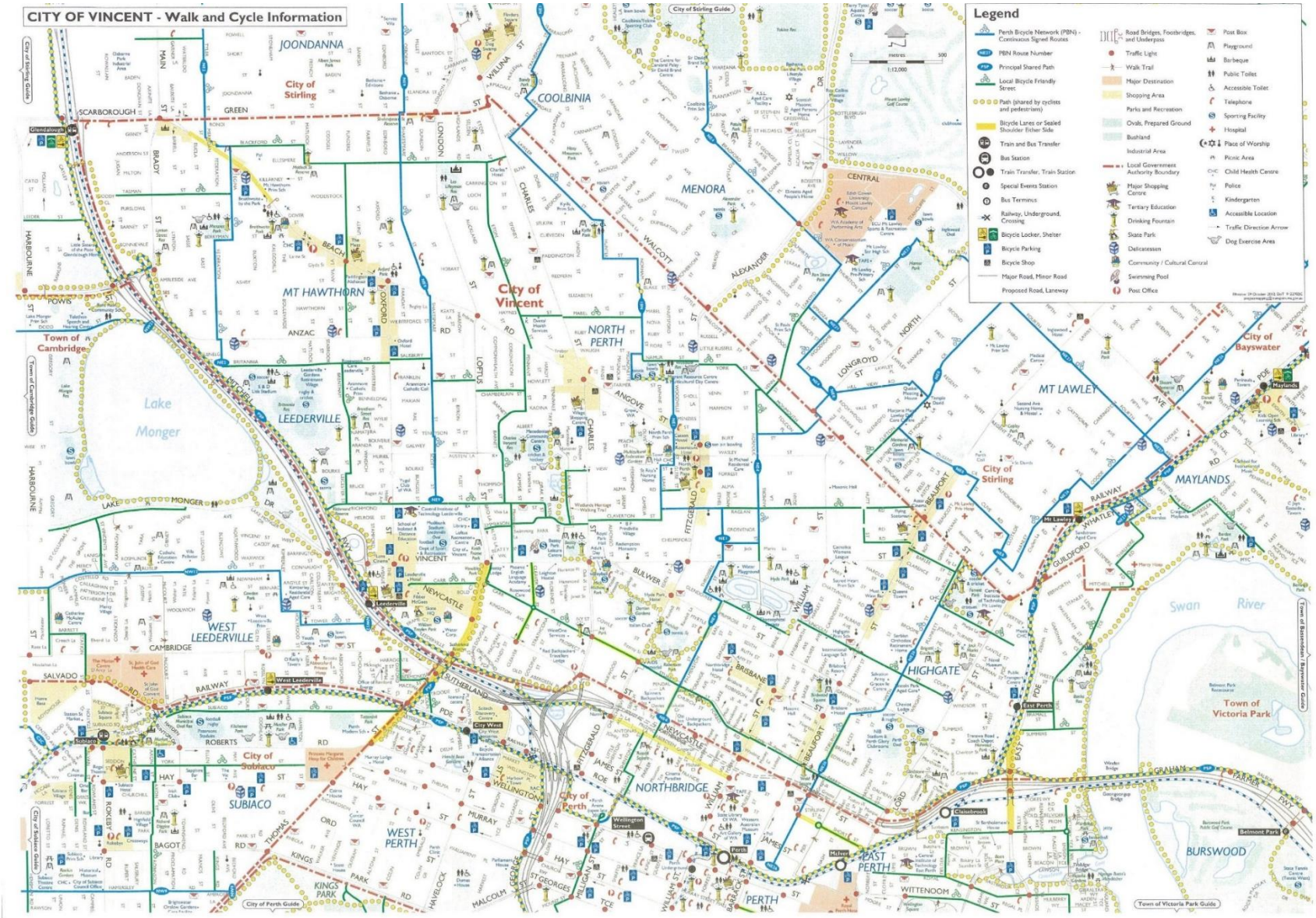


Figure 27 - Local Bicycle Network Plan

11.5 Capital City Planning Framework

11.5.1 The Road Network

The Capital City Planning Framework provides a future road network map which has been developed to indicatively designate the classification of roads (or sections of roads), guided by the principles of the Transport Continuum, which is a methodology to conceptualise transport and land-use functions. The intent of the network map is to provide a balance between roads considered through-routes (those with higher vehicles capacity) with those that are more integrated with the activity and human scale of the surrounding place. A copy of the map is detailed in Figure 27 below, which illustrates the road types traversing the City of Vincent.

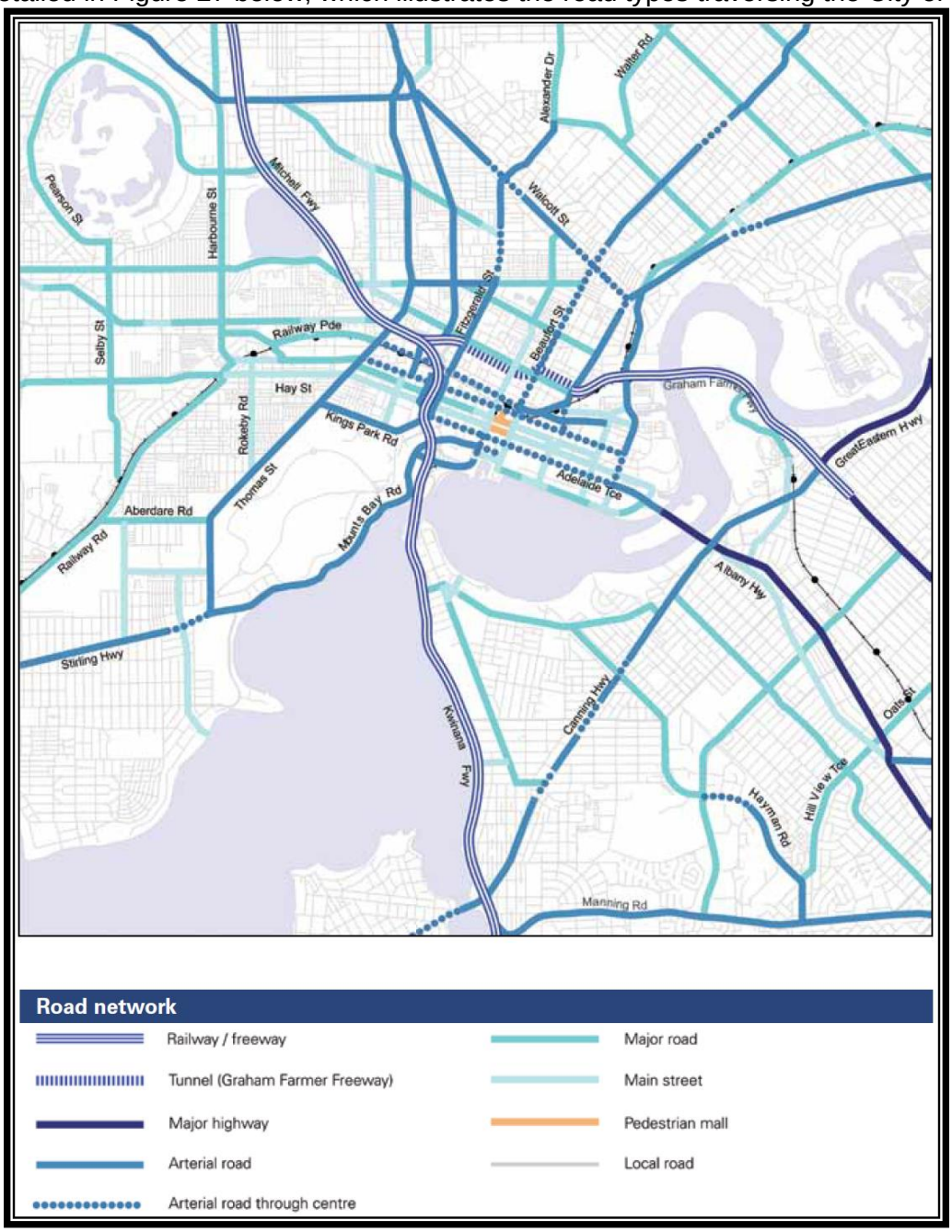


Figure 28 – Capital City Planning Framework

11.6 Public Transport for Perth in 2031

11.6.1 Rapid Transit Infrastructure

The Draft *Public Transport Plan for Perth in 2031* provides the State's vision for improved and expanded public transport in Perth. The Plan is to provide the framework to address congestion and accessibility issues as Perth grows to an expected population of 2.5 million people by 2031. The Plan identifies main public transport infrastructure needs and the links required between major activity centres, including the introduction of light rail, rapid transport corridors and the expansion of the rail network and more buses and trains in general.

A key priority area for improved public transport identified within the City of Vincent is the light rail proposed along the central northern corridor (along Fitzgerald Street) by 2020, and Scarborough Beach Road as a proposed route for future rapid infrastructure post 2020. A copy of the proposed network for the rapid transit infrastructure is detailed below, which illustrates the networks traversing the City of Vincent.

Figure 29 – Public Transport for Perth 2031

11.7 Transportation Application and Relevance

11.7.1 Urban Growth

As the population grows and more new developments are constructed pressure on traffic flows and on-street parking in adjacent residential areas are likely to increase.

The housing targets of *Directions 2031* require an additional 5000 new dwellings within the City. These targets will have a significant impact on parking policy and management within the City as a growing population usually means an increase in cars. Despite recent increases in fuel prices the private car will remain the dominant mode of travel in Perth for the foreseeable future. This can be seen from the following data from the Bureau of Statistics (9309 – Motor Vehicle Census, Australia):

Registered motor vehicles in WA:

- 2004 1,480,206
- 2008 1,746,579
- 2009 1,828, 346
- 2013 2,048,388
- 2014 2,142,307

Higher density residential development, in particular, places greater numbers of residents close to transit services, increasing the potential for those residents to look at transit as a travel option. Therefore residential development should be optimised within close proximity to train stations and along Major Bus Routes, within in the City. In addition, investigation should be undertaken in regards to the provision of maximum car parking requirements for residential development along urban corridors and in close proximity to transit nodes.

11.7.2 Urban Corridors

The City recognises the importance to the Primary Regional Roads and the Functional Road Hierarchy to ensure there is an effective network that enables inter-regional movement into, through and out of the City. Inappropriate infill or increase in density along these roads has the capacity to exacerbate capacity, and reduce the functionality of these roads. Similarly it is recognised that the distribution of commercial activities beyond the City's allocated commercial areas potentially creates access and traffic conflicts along regional roads, which should be avoided.

Accordingly the following major roads are not considered appropriate for increases in density as they have an apparent land use and transport conflict:

- Charles Street
  Charles Street is well serviced by relatively frequent bus services. However as it has been identified as a Primary Distributor transport, which carries traffic to the City and through to the Mitchell Freeway, a proposed sliding density zoning has been proposed to encourage higher density development on lots larger than 1,000 square meters.

- Loftus and London Streets
  Loftus and London Streets are well serviced by relatively frequent bus services. However, these streets are considered foremost as District Distributor transport corridors and as Primary Freight Roads which carries traffic to and through the City. Any increase in density is likely to increase traffic flows and create increase traffic issues for through traffic.

- Walcott Street
  Bus frequencies are low along Walcott Street and other than the eastern most portion, there are no train stations in close proximity. It is considered that Walcott Street is more appropriate for a transport corridor rather than an urban corridor.

- Bulwer Street
  Bulwer Street is not considered a high frequency public transport route as there is only one major bus route that operates along it. In addition it comprises character homes from the turn of the twentieth century with short street setbacks, which contribute to the unique character of this inner city area.

William Street, Scarborough Beach Road, Fitzgerald Street, Lord Street and Beaufort Street are considered prime examples of major roads that traverse the City, where opportunity for greater density development could occur where there is a frequent bus service and/or proposed light rail. This is supported by the proposed road network detailed in the Capital City Planning Framework and the Public Transport Plan 2031.

11.7.3 Activity (Secondary and District) Centres

The City recognises there is a need to find a balance between adequate parking supply to ensure the vitality of the businesses and district centres in the City and the environmental, social and economic necessity towards more efficient use of transportation infrastructure and travel demand management techniques.

The traditional approach to parking in the City has been that motorists should nearly always be able to easily find convenient, free parking at every destination. Under this predict and provide approach, parking planning is based on the premise that ‘parking problem’ means ‘inadequate supply’ and consequently:

- more parking is better
- every destination should satisfy its own parking need (minimum ratios)
- car parks should never fill
- parking should always be free or subsidised or incorporated into building costs.

In the last ten years there has been an increasing trend towards more efficient use of existing transport infrastructure as an alternative to expanding roads and parking facilities incorporated in a technique known as travel demand management. Such initiatives in the plan and strategy to address this existing need and future demand include:

- Recognition that that there are various different types of parking user groups all vying for kerb side and off street parking (short to medium, long stay/commuter, loading, residents, ACROD permit holders, public transport, drop off pick up and cyclists)

- Local businesses require an adequate supply of short stay parking. The implementation of time restrictions and ticket machines aims to increase the turn over of car parking, to ensure that customers will generally be able to find a convenient space at their destination, in turn supporting all users including customers and business operators and employees.

- Motor cycle and scooter are increasing in popularity and should be acknowledged in Vincent by specific parking facilities.

- Support accessibility to the various high activity centres by recognising all travel modes including walking, cycling and public transport.

- Develop way finding signage to assist drivers know where to look for parking.

- Parking in the City's Activity Centres is affected by two strategic plans being the City of Vincent *Car Parking Strategy* (2010) and the City of Vincent *Precinct Parking Management Plans* (2010). The Strategy and Plan examines and reviews the existing and future car parking supply and demand and to determine how to cater for future car parking. The overarching objective/recommendations of these two documents is to introduce the principle of 'the real cost of parking' and of 'user pay' to assist in increasing car parking turnover to support business activity in the areas and to protect residential amenity.

11.7.4 Road Reserves

Substantial funds have been expended on the regional roads in the City, as part of the Metropolitan Region Road Program Funding and there is no further intention to implement measures on these (or other sections of these) roads which will require road widening and associated service relocations, building demolitions etc.

The retention of the requirement for road widening reserves is not supported from an urban planning perspective with respect to the revitalisation of the Activity (Regional and District) Centres. Furthermore, *Vincent Vision 2024* highlighted the community's concerns with respect to the negative outcomes of major roads traversing the City in terms of pedestrians being restricted in their ability to negotiate and cross the major roads, and the speed of traffic using the roads. In addition the proposed widening of Fitzgerald Street cannot be achieved without wide scale demolition of existing properties, many of which are Heritage Listed and valued, individually or collectively, by the community for their contribution to the character and sense of place in the City of Vincent.

Accordingly, the City does not support the retention of road widening reserves on Regional Roads other than to accommodate functional intersections and the provision of central mediums to facilitate safe pedestrian movement and streetscape improvements.

PART TWELVE INFRASTRUCTURE SERVICES

12.1 Sewerage

The majority of the existing developed areas within the City of Vincent are connected to reticulated sewerage. A reticulated sewerage system refers to the system of pipes, sewers and drains that are used to convey sewage from a property to a sewage treatment plant.

There are only two (2) known properties within the City that remain connected to on-site effluent disposal systems (e.g. septic tanks). It will be a requirement that these properties be connected to the Water Corporation's Ministers Sewer when redeveloped in the future.

Wastewater Treatment:

In Western Australia the Water Corporation is responsible for the treatment and disposal of wastewater. There is no waste water treatment plants located in the City of Vincent.

All waste water generated within the City, and from beyond the City, flows through an underground network of gravity reticulation sewers and pressure mains linked to pumping stations which ultimately connect to Branch Sewers and Main Sewers which discharge into the Subiaco Wastewater Treatment Plant.

The Subiaco Wastewater Treatment Plant, located on the corner of Brockway Road and Lemnos Street in Subiaco, services the Perth Central Area. The plant is designed to treat up to 61.4 million litres of waste water per day, enough water for a population of 350,000 people.

Some of the following sewers run through (and in the vicinity of) the City:

- Main Sewers, (typically greater tan 1000mm in diameter):
    - Perth Main Sewer (various Sections) extends from Highgate to the Subiaco Wastewater Treatment Plant taking in a major inner city catchment area along the way. Built in 1924 and is the oldest main sewer in the metropolitan area it has recently undergone a $10 million upgrade, commencing in 2006.
    - Mount Lawley Main Sewer
    - Hamersley Main Sewer (just north of the City of Vincent)
- Branch Sewers, (typically greater than 300 mm in diameter):
    - Mount Hawthorn Branch Sewer
    - Charles Street Branch Sewer
    - Hyde Park Branch Sewer
- Pumping Mains
    - Claisebrook Pumping main
    - Brentham Street pumping main
    - Dog Swamp Pumping Main (just north of the City)

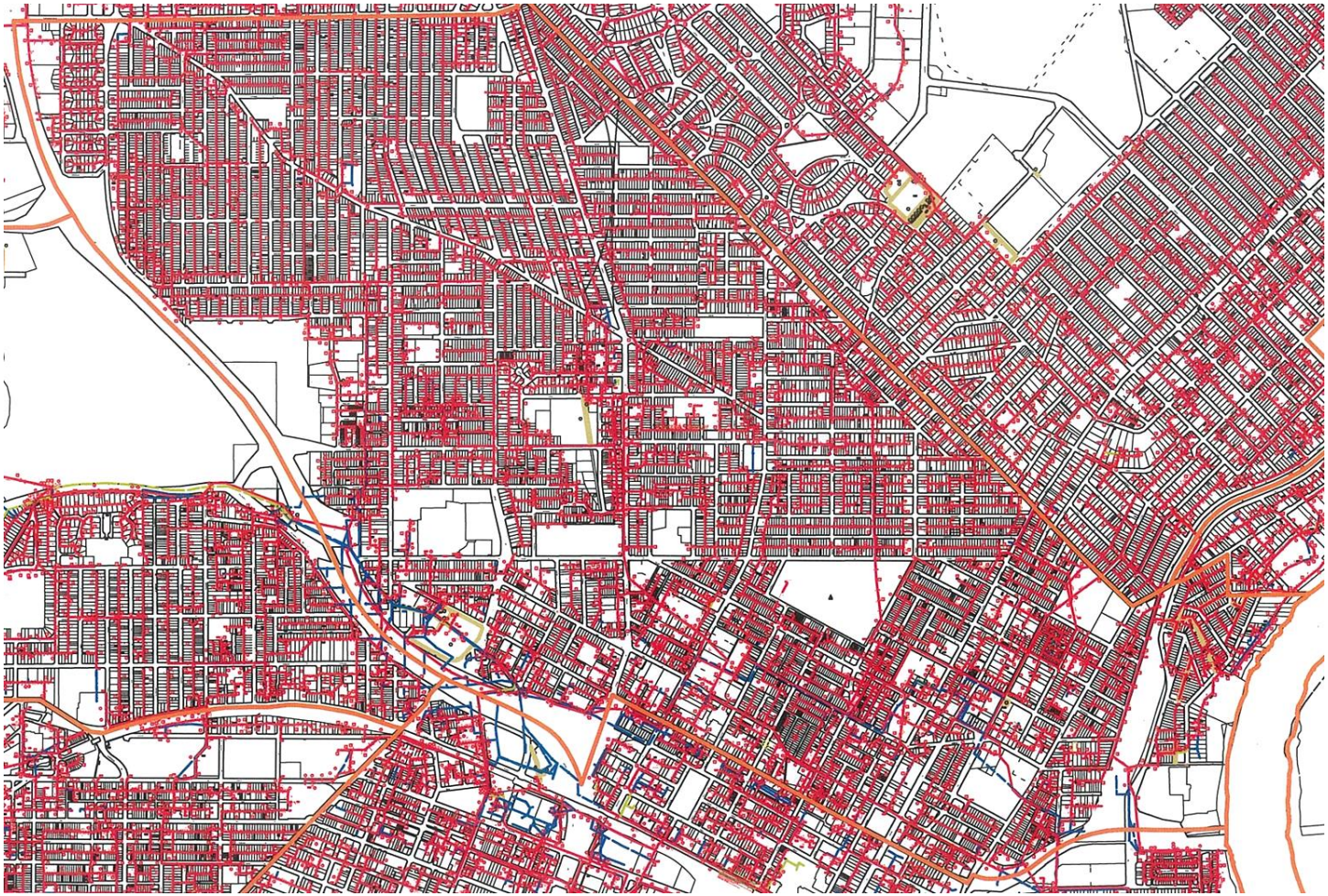


Figure 30 - Reticulation, Branch Sewers and Main Sewers (shown in red)

12.2 Water Supply

The Water Corporation of Western Australia is responsible for the development and maintenance of water supply, waste water and main drainage systems within the Perth Metropolitan Region.

The City, being a heavily built up inner city area has no storage reservoirs, groundwater treatment plants or desalination plants located within its boundary. Reticulated water supply is available to all areas within the City through the Integrated Water Supply System (IWSS), which delivers water to approximately 1.6 million people across Perth Metropolitan Area, the South West, Kalgoorlie-Boulder and the Wheatbelt, Goldfields and Agricultural regions.

Water for the IWSS comes from three (3) sources:

- Surface water is obtained from dams (storage reservoirs) in the Darling Range. Surface water sources supply approximately 25-45% of the water.

- Groundwater, supplying 40% through the integrated system, is obtained from huge natural underground aquifers in the deep sands of the coastal plain.

- The Perth Seawater Desalination Plant in Kwinana supplies 15-20% of water needs.

As mentioned above about 40% of Perth's mains water comes from underground. There is approximately about 150 cubic kilometres of water under Perth, in various layers. Some of it has been there for 40,000 years.

In the Perth area, the Yarragadee Aquifer is located beneath the Leederville Aquifer which itself is located beneath two superficial aquifers known as the Gnangara Mound and the Jandakot Mound. The Water Corporation monitors the water table in the metropolitan area with hundreds of bores to ensure that less groundwater is pumped out than what is recharged annually by rainfall.

The Gnangara Mound is Perth’s largest source of groundwater stretching form Gingin in the north to the Swan River in the south. It is commonly referred to as the superficial (shallow or unconfined) aquifer overlaying deeper confined aquifers, one of the largest and most extensive of which is the Leederville, which is typically several hundred metres thick.

The Yarragadee Aquifer stores about 1000 cubic kilometres of water, compared with about 20 cubic kilometres in the Gnangara Mound. As such it is seen as a potential source of water, and the Water Corporation currently extracts about 45 gigalitres per year from the aquifer *(one cubic kilometre is equivalent to 1000 gigalitres).*

The smaller Leederville formation is much closer to the surface however the water quality varies considerably where in places, it is brackish and unusable. Even the best sources from this aquifer usually require mixing with fresher hills water to keep the salinity levels down.

However the Leederville formation is important for Perth's northern suburbs and it adds about 10% to Perth's mains-water supply and care need to be taken to guard those this shallower aquifer against polluters.

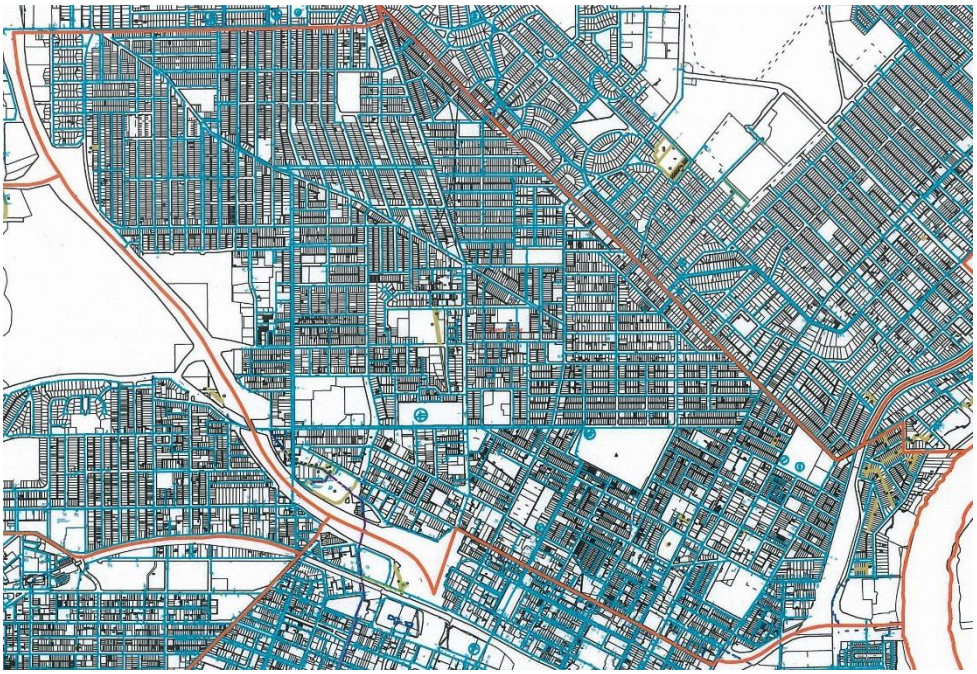


Figure 31 - The Water Main Network (shown in blue)

12.3 Power

Western Power supplies electricity to residential customers in the Perth metropolitan area. The City of Vincent is located within the South West Interconnected System (SWIS) network, which extends from Kalbarri to Albany and as far east as Kalgoorlie. Some key items of the network infrastructure include poles, streetlights, power lines and substations, all of which are used to transport electricity from power generators through to terminal and zone substations and then on to the community.

There are a number of key pieces of the network infrastructure located within the City, including:

- North Perth zone substation, along Bourke Street;
- Joel Terrace Network, East Perth; and
- East Perth Terminal.

Existing residential localities within the City are serviced with either an aerial or underground power supply depending upon the age of the original subdivision. The City secured funding in Round Three (3) of the State Underground Power Program (SUPP) to underground power in the Highgate East area. A total of 820 properties are now serviced by underground power.

The SUPP is funded 50% by local governments (through ratepayers who directly benefit), 25% by the Office of Energy and 25% by Western Power.

Standard and high voltage high transmission lines also traverse the municipality. Western Power have provided the City with the location of its high voltage infrastructure, within the City

(refer to image). It is understood that mainly for financial reasons and some technical reasons Western Power has no plans to place these facilities underground. All development adjacent to high voltage power lines must be referred to Western Power for assessment regarding setbacks. Western Power will also make determinations on the requirement to upgrade power supplies for new development, through the provision of new transformers sites and plant.

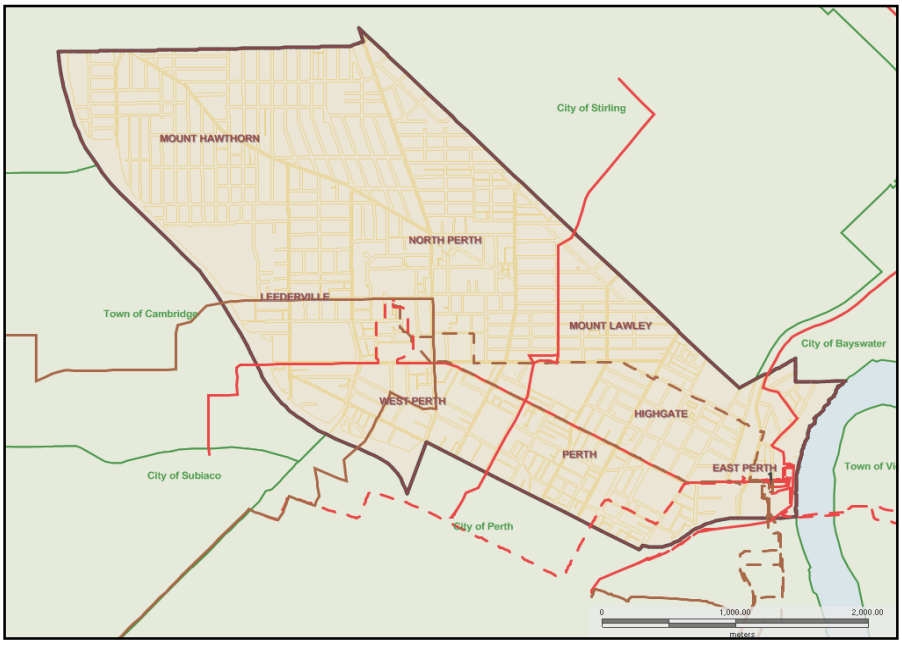


Figure 32 - Western Power high voltage transmission lines

Red Line - 132kV transmission line
Brown Line - 66kV transmission line

12.4 Gas

Reticulated Gas is provided by Altina Gas and is available to landowners at their discretion and on a needs basis.

There are currently four (4) major natural gas transmission pipelines supplying the Western Australian gas market. The Dampier to Bunbury Natural Gas Pipeline, which extends almost 1,600km from the Pilbara region to the South-West of Western Australia transverses the Swan River Flood Plain through the City's Banks Reserve. It is one of the longest and largest capacity natural gas pipelines in Australia supplying natural gas to industrial, commercial and residential customers in Perth and major regional centres along the pipeline route.

12.5 Telecommunications

There are a number of different telecommunication service providers in the City.

New telecommunications infrastructure is required to be installed in accordance with the Telecommunications Act 1997. In the Telecommunications (low-impact facilities) Determination 1997, telecommunication facilities are categorised into two classifications, referred to as low-impact and non low-impact The Council has no control over the installation of "low-impact

facilities". Non low-impact facitlties (towers) are subject to State planning legislation and local planning approval procedures.

Due to the rapid expansion of the telecommunications industry, and the increasing demand for mobile telephone services in particular, the location, sitting and development of facilities is an issue of particular interest in local communities, with debate focusing on visual amenity and public health. Accordingly, in 2000 the City commissioned a Strategic Plan for Telecommunications Facilities within the City to provide a comprehensive review of the existing facilities within the City and to provide a strategic framework for the location, sitting and design of new facilities. The Strategic Plan was not formally adopted, however it is currently being reviewed.

At this time fifteen (15) sites were identified within the City and one major visual impacting site on the border of the City in Stirling. Of the fifteen (15) sites identified within the City four (4) are non low - impact facilities and the remainder are low - impact facilities. The City has resolved to review and update this document, which will include the location of such facilities installed since 2000.

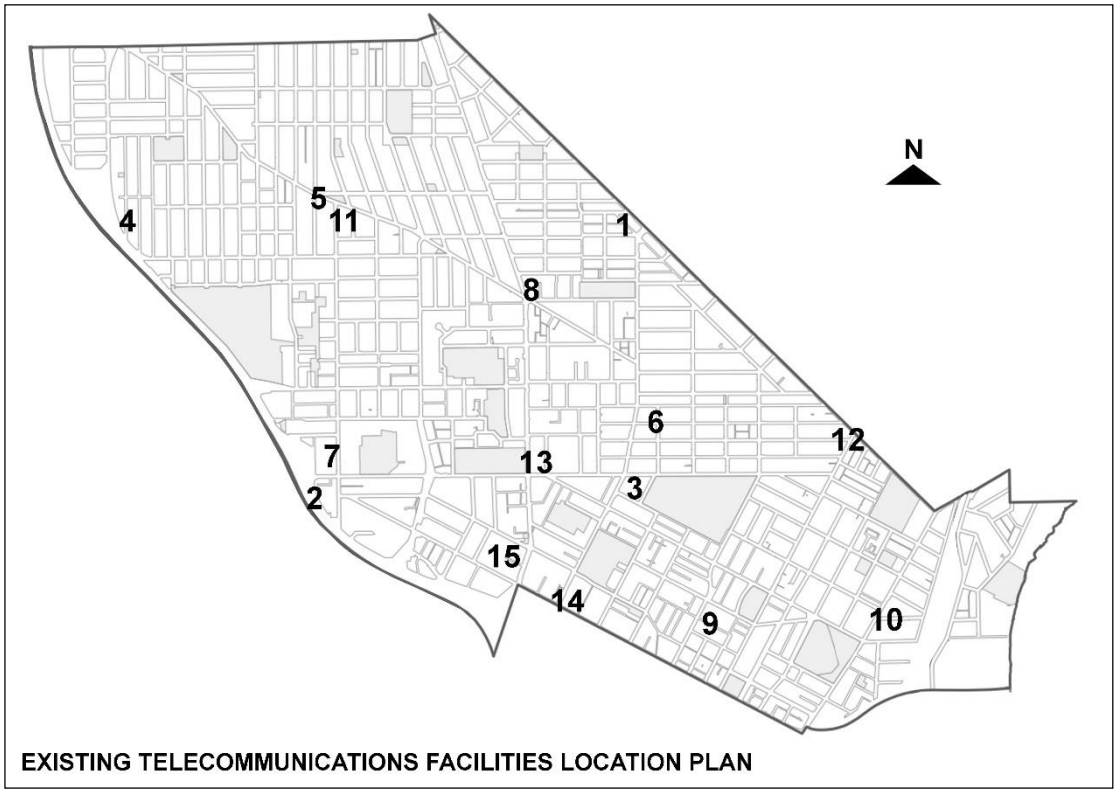


Figure 33 - Existing Telecommunications Facilities Location Plan

12. 5 Drainage

The majority of the City's street drainage system discharges into the Water Corporation's Main Drainage network via an extensive underground City owned piped drainage network.

Almost all properties in the City are required to retain their stormwater on site due to the impervious nature of the City's sandy soils. Where this is not possible due to the impervious

nature of the soil in some of the lower lying areas of the City a property may be permitted to connect to the City's drainage system subject to adequate storage being allowed on site. This is determined on a case by case basis.

A map of the Water Corporation's Main Drainage Network traversing the City is detailed in Figure 33 below.

12. 6 Implications for Infrastructure Services

The proposed forecast of the City to accommodate an additional 5000 dwellings by 2031 and the businesses to support an additional 6,500 jobs significantly increases the demand for infrastructure services. This is a key consideration relevant not only to the City of Vincent, but to the sub-regional area identified in *Directions 2031* more generally which is projected to grow by approximately 29 per cent to at least 910,000 people requiring at least 121,00 new dwellings to be constructed by 2031. Section 2.8 of *Directions 2031,* notes that, '*future population growth and residential development in the central sub-region will need to be supported by new or upgraded essential service infrastructure. A key challenge for planning and infrastructure agencies and utilities will be to improve the way infrastructure projects are prioritised and coordinated to ensure their timely provision'*.

To assist in providing Infrastructure Services, a series of actions are detailed within *Directions 2031 and Beyond,* the *Central Metropolitan Perth Sub-Regional Strategy* and the *Perth Capital City Planning Framework.* These actions focus largely on service and agency coordination and planning and rest predominately within the jurisdiction of the State government and service providers.

From a local government perspective, the City can provide support to this coordination, through the implementation of an Intergovernmental Working Group as outlined in Part Two of the Strategy, and through involvement and engagement with State agencies and service providers in planning projects within the City's jurisdiction. In addition, further investigation can be undertaken with respect to Developer Contribution Plans for service infrastructure in identified redevelopment areas, such as Claisebrook, West Perth and Leederville.

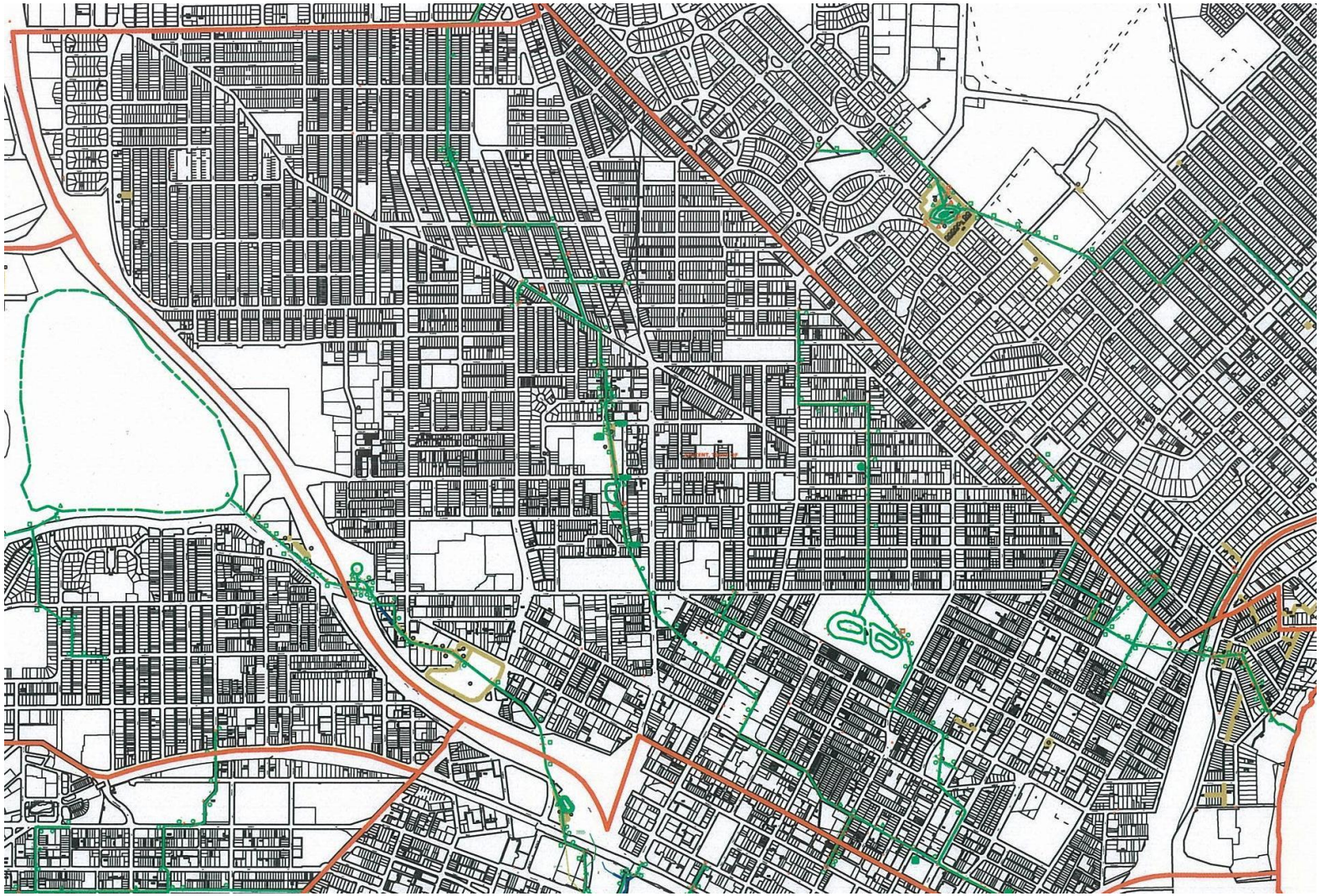


Figure 34 - The Water Corporation Main Drainage Network (shown in green)

- APPENDICES -

PLACE ANALYSIS

INTRODUCTION

The City has taken a place based planning approach in preparing this Local Planning Strategy to inform the new Town Planning Scheme No.2. 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.

When *Vincent Vision 2024* was conducted, the City was divided in to five separate 'place based' areas;

- Mount Hawthorn
- Mount Lawley/Highgate
- Perth / West Perth
- North Perth
- Leederville

These five areas were focussed around the five (5) Town (also referred to as Activity) Centre areas and their surrounding residential areas. The original boundaries were based on suburb boundaries and later adapted to match Census boundaries. The place planning approach was confirmed in the *Vincent Vision 2024* process and provided the raw data for the community's vision for the area.

Each of the five 'place based' areas has its own characteristics and vision for the area. The Appendices of this Local Planning Strategy examines in detail the five (5) areas as individual community precincts and largely incorporates the community input from *Vincent Vision 2024.*

It is intended that the Appendices provide a sound framework to inform the preparation of local planning policies that will be adopted pursuant to the Town Planning Scheme No.2, in particular the five (5) Precinct Policies for each of the place based areas identified above.

Figure 35 - Precinct Place Map

1. MOUNT HAWTHORN

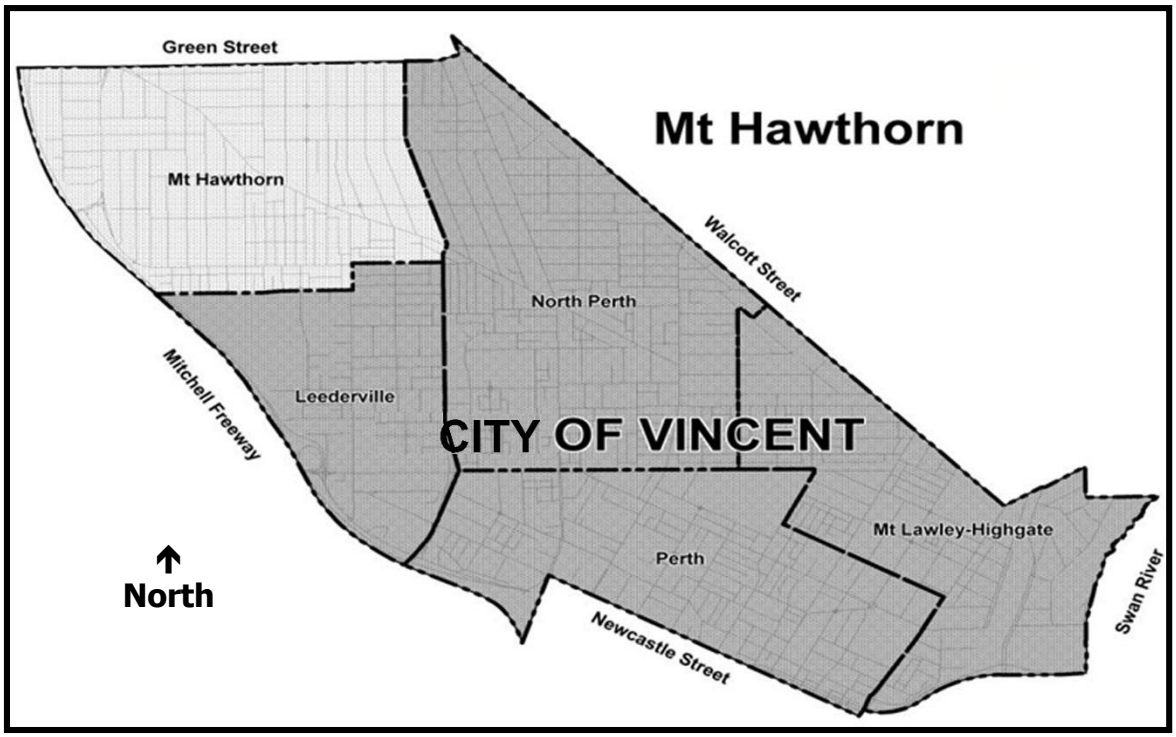


Figure 36 - Mount Hawthorn Precinct Map

1.0 Context

Mount Hawthorn is located approximately four kilometres from Perth's Central Business District. It covers an area of approximately 2.46 square kilometres, and has a population of approximately 7,357 people (Census 2011), which accounts for approximately 23.3% of the City's total population. Mount Hawthorn adjoins the City of Stirling suburbs of Glendalough and Osborne Park to the west and Joondanna to the north.

Mount Hawthorn is mostly characterised by medium density residential houses. Families make up the majority of the household types. Increasingly, more of these families comprise of couples with children. The 'family' profile is reflected in the desire for separate houses. Notably, separate houses make up the majority of the dwelling types within Mount Hawthorn (92 per cent), much higher than all other Precinct areas within the City.

The Town Centre has recently been redeveloped to create a village atmosphere, particularly through the introduction of traffic calming measures along Scarborough Beach Road.

1.2 The Vision

Figure 37 - Artist Impression Vincent Vision 2024 – Mount Hawthorn

1.3 Town (Activity) Centre Vision

The vision for the Mount Hawthorn Town Centre through the visioning process is envisaged as follows:

The Town Centre of Mount Hawthorn is a place for people, supported by its people; its unique qualities reflect a strong sense of community. The Town Centre is vital and neighbourly, with friendly meeting places, a diverse mix of shops and commercial uses, and a variety of community services and facilities. Our Town Centre also maintains a strong village atmosphere where building scale and heights do not dominate the street. Streets are shady and cool in summer, favouring the access and comfort of pedestrians over that of vehicular traffic.

A key recommendation to achieve the Town Centre Vision is to develop a discernable gateway into the Mount Hawthorn Town Centre, from its southern end. In this respect, land in the Axford Park vicinity is considered to have the potential for much higher and more proficient uses. Strengthening of this quarter, in conjunction with identified strategic development sites, will encourage a strong community focus and generator of human activity within the town centre generally. This could in part be achieved by the extension of the existing district centre zoning to include the properties at the very northern end of Oxford Street. It is also considered that the district centre zoning can be extended slightly west to Matlock Street to reinforce and encourage the human scale land use mix, already prevalent along this section of Scarborough Beach Road from Coogee Street to Matlock Street.

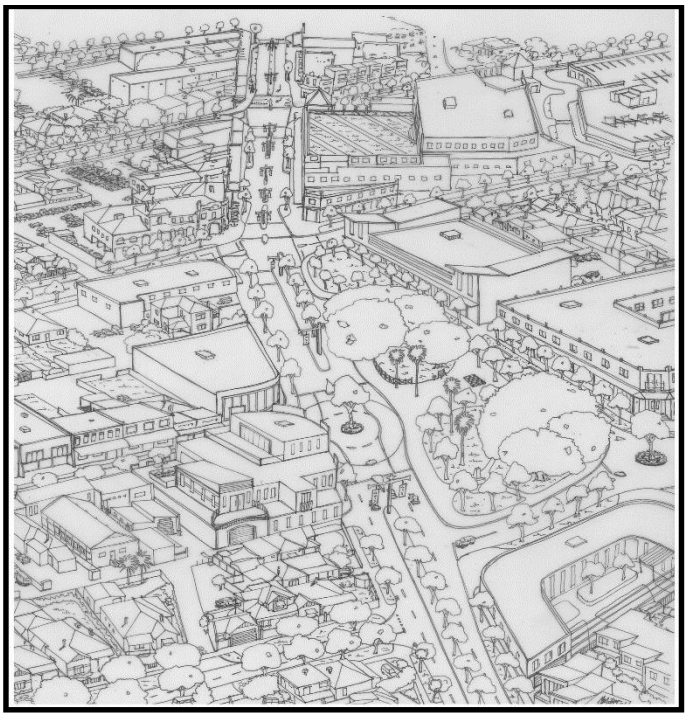


Figure 38 - Indicative Mount Hawthorn Town Centre

A Town Square could reinforce the discernable entry point into the Mount Hawthorn Town Centre, which ideally would be located encircling a roundabout at the intersection of Scarborough Beach Road and Oxford Street.

1.4 Strategic Development Sites

As part of the preparation of the Local Planning Strategy, a number of sites were identified, which had the potential to provide significant strategic development opportunities. The identification of the Strategic Development Sites was based on the following criteria:

- A vacant site or a site containing derelict buildings, of greater land area;
- Of greater land area, along a major transport route with proximity to facilities, a district or local centre and/or a commercial area;
- Identified in *Vincent Vision 2024* visions and/or Placecheck analysis such as prominent gaps/voids in the streetscape and where redevelopment would have a beneficial impact on the streetscape;
- Prominent gateway buildings and/or sites into the City of Vincent; and
- Non-conforming uses where incentive can be offered to achieve a better use of the site.

Note: Of greater land area generally refers to a site in excess of 1000 square metres.

The following Strategic Development Sites have been identified within or closely located to the Mount Hawthorn Town Centre. This list is not conclusive, rather provides suggestions only for sites of which the above criteria has been applied. It is recommended that a more refined set of criteria for Strategic Development Sites be incorporated in the Town Planning Scheme No. 2 and associated Precinct Policies.

- *Nos. 104-110 Hobart Street, Mount Hawthorn*
  This property is situated on 3343 squares with a 61 metre frontage to Hobart Street and side frontages to Edinboro Street and Pisconeri Lane. The property is regarded as a strategic development site, in terms of its location and size, and represents a significant element of the proposed new district centre gateway and focus.

  Ideally, the site would be suited to a mixed-use arrangement with a shopfront to Hobart Street along with a high calibre restaurant at ground level with outdoor dining overlooking the park and the Oxford Street vista; apartments would be incorporated in upper levels.

- *Nos.381-387 Oxford Street, Mount Hawthorn*
  This is a large site of 2917 square metres with a 61 metres frontage to Oxford Street. The property enjoys vantage to views to the city skyline and the west and has the potential to play a significant role in this inner-urban activity corridor's development. The site represents an ideal opportunity for redevelopment of the site for a mixed-use development and it is considered that the types of uses suited to this location would be shops, restaurants and cafes on the ground floor with the upper floors utilised for offices and apartments. Given the relative area of this site, greater heights could be considered across the site.

- *Nos. 110 – 112 Scarborough Beach Road (cnr Edinborough Street)*
  The site formally used as a building hire yard has been identified as a strategic development site given its size and relative proximity to the Mount Hawthorn Town Centre and Axford Park town square. Located in a residential zone, the site represents an ideal opportunity for a prominent residential landmark building, however, there may be some scope for uses with interactive frontages at the ground level. Greater heights for this site could be considered.

- *No. 131 Scarborough Beach Road, Mount Hawthorn*
  The site has been identified as a strategic development site given its size and location. Located within the Town Centre, the site represents an ideal opportunity for a prominent mixed use development, such as residential, offices and eating houses consistent with the desired uses for the Town Centre area. Greater heights for this site could be considered.

Town Centre - Recommendations

Land Use

- Encourage residential and commercial uses within the Town Centre;
- Develop a Town Square to create an discernable gateway into the Mount Hawthorn District Centre from its southern end;
- Allow for a mix of uses with residential over shops providing security and passive surveillance to the area;
- Encourage the retention and development of public open space;
- Maintain the character and amenity of the existing residential areas adjacent to the Town Centre; and
- Discourage office use at the ground level in the Town Centre.

Built Form

- Reinforce iconic buildings, the shop facades (between Fairfield and Coogee Streets), the Paddington Alehouse and the warehouse next to Mount Hawthorn Plaza;
- Ensure a maximum of four storeys in the town centre with the southern side of the town centre remaining at a single level, and new development designed to maintain views to the city;
- Maintain traditional shopfronts with verandahs built to the footpaths;
- Ensure the retention of iconic buildings and traditional shopfronts; and
- Ensure developments are well setback and softened with vegetation.

1.5 1.5 Other Commercial Centres

Mount Hawthorn has two designated local centres and a number of commercial areas outside of its town centre.

- *Egina and Buxton Streets – Local Centre*

  The local centre currently accommodates uses that appear well established and worthwhile businesses however of a specialised nature, in that they do not cater specifically to the day to day needs of the local population. Expansion of this local centre or properties adjacent to it, is not considered appropriate and will be discouraged to ensure that new or expansion plans for existing commercial activity is directed to the Mount Hawthorn town centre. New uses within the local centre and nearby should be of a nature reflecting the community's day to day requirements.

- *Brady and Eucla Streets - Commercial Centre*

  This particular commercial area shares its catchment with the Osborne Park commercial and industrial area and is within close proximity to the Glendalough Train Station. The commercial

zoning is considered appropriate for its purposes and expansion of the commercial area into residential areas is not considered appropriate. The area's location represents a gateway into the City and this aspect should be exhibited visually. Further scope for development along this section of Scarborough Beach Road should be guided by the outcomes of the Scarborough Beach Road Activity Corridor that is being facilitated by the Department of Planning.

- *Green Street– Local Centre*

  The group of shops along Green Street between London and Dunedin Streets is a local centre bordering the City of Stirling. The centre consists of a group of 11 shops and a medical centre catering to local needs adjoining a City-owned public car park. There is an attraction conveyed by the row of shops which were built between 1953 and 1955 and along with the wide footpath, has certain elements which could be exploited to improve the public realm, however it is recommended that the local centre zoning that currently exists is appropriate.

- *Oxford Street- Commercial Centre*

  There are a number of lots that are commercially zoned, that front Oxford Street, directly south of the Mount Hawthorn Town Centre. These lots are envisaged to become an extension of the Mount Hawthorn Town Centre and also form part of the Oxford Street Urban Corridor, connecting the Leederville Town Centre and the Mount Hawthorn Town Centre.

- *Scarborough Beach Road- Commercial Centre*

There are a number of commercially zoned lots along Scarborough Beach Road between Coogee Street and The Boulevard, which provide for commercial activity just outside the Town Centre, however have increasingly to display uses and built form characteristics more characteristic of the Town Centre, especially east of Matlock Street. There is also a single commercial lot on the corner of Scarborough Beach Road and Shakespeare Street which currently operates for commercial offices use. It is recommended that the commercially zoned status of the lots from Matlock Street to The Boulevarde, remain as commercial, however east of Matlock Street to be re-zoned District Centre to build upon the areas versatility, diversity and land use mix.

Other Commercial Centres / Local Centres - Recommendations

Land Use

- Ensure that the small areas of existing commercial activity are maintained to support the surrounding residential development, whilst ensuring they do not encroach these areas;
- Ensure the uses within the local centres are of a nature that reflects the community's day to day requirements;
- Focus the majority commercial activity within the Town Centre area.
- Limit the expansion of the existing commercial and local centre zonings;
- Apply principles of Transit Oriented Development to develop the commercial area between Brady and Eucla Streets;
- Encourage the area between Brady and Eucla Streets to be developed as a gateway into the City, reflected visually through suitably development mixed uses developments; and
- Provide policy requirements for strategic development sites.

Built Form

- Promote innovative, high quality urban design; and
- Encourage greater heights for strategic development sites and corner sites.

1.6 Scarborough Beach Road Activity Corridor

This project is facilitated by the Department of Planning (DOP), and the City of Vincent and the City of Stirling are formal partners. The scope of the Project is to identify actions to guide the development of Scarborough Beach Road towards a true activity/urban corridor in-line with *Directions 2031* principles. As a pilot project, the DOP envisage that the outcomes will inform the future policy position on activity/urban corridors, and provide the impetus for the participating Local Government Authorities, namely the City of Stirling and the City of Vincent to plan for development along Scarborough Beach Road as an activity/urban corridor. Of particular relevance to the City of Vincent is the opportunity for transit orientated development surrounding Glendalough Station, and to introduce a mix use zoning of commercial and residential abutting Scarborough Beach Road.

Scarborough Beach Road Activity Corridor - Recommendations

Land Use

Ensure that uses along Scarborough Beach Road are consistent with the principles of an Activity Corridor / Urban Corridor, with the concentration of mixed use and commercial development on the key nodes, and compatible commercial and residential use outside of the key nodes;

Ensure the road treatment and functionality along Scarborough Beach Road supports a variety of transport modes and is integrated with the land use;

Rezone the portion along Scarborough Beach Road from Glendalough Station to Brady Street as Residential Commercial R-AC2 or similar to facilitate transit orientated mixed use development;

Increase zonings for the land within a 400 - 800 metre radius of the Glendalough Train Station;

Develop Glendalough Station as a distinct mixed use node to connect with Mount Hawthorn Town Centre;

Discourage car dependent broad scale commercial uses such as showrooms and warehouses within 400 - 800 metres of the Glendalough Station;

Facilitate convenience retail and other compatible uses that improve security and safety and enhance the commercial vibrancy of the area around Glendalough Train Station;

Restrict access to and from Scarborough Beach Road through the rationalisation of parking spaces and crossovers to improve traffic flow and pedestrian amenity; and

Develop parking provisions that are based on the premise of maximum parking requirements to facilitate a balance between increasing the intensity of the area and emphasising the use of public transport, walking and cycling over car-bound travel.

Built Form

- Promote innovative, high quality urban design;
- Encourage greater heights for strategic development sites and corner sites;
- Develop Design Guidelines or an Area Specific Plan, or similar for the area within a 400 - 800 metre radius of the Glendalough Train Station, to ensure good quality and suitable development along Scarborough Beach Road and immediate surrounds; and
- Provide parking facilities for cyclists at key locations, particularly adjoining shops and proposed mixed use developments and at public transport stops.

1.7 Residential Vision

Mount Hawthorn is characterised by single-storey cottages with variations on the Federation and Interwar Bungalows and Californian Bungalow architectural styles common. There is a mix of 1960s housing throughout and some two-storey redevelopment has occurred since then.

The Vision for Housing Density and Urban Design created by the community is as follows:

"Mount Hawthorn has retained its family-friendly feel and has maintained and enhanced its existing housing stock, density and streetscapes. New developments respect the current buildings and built forms, whilst embracing the principles of sustainability. Carefully designed, higher density residential developments in the town centre offers additional housing choices. Climate-sensitive designs combine with appropriate landscaping to provide award-winning, sustainable urban design."

Mount Hawthorn is mostly made up of families, with the majority of these families being couples with children. The dominant dwelling type is separate houses. Given this, it is considered that Mount Hawthorn should remain predominantly a residential area, and cater for families, particularly those with children and maintain low to medium residential densities.

Vincent Vision 2024 also highlighted the issues residents of Mount Hawthorn have with respect to their living environment. These issues relate to negative local impacts of higher density, poor design and new houses that do not respect neighbours or character, deteriorating streetscapes, declining affordability and housing choice and the absence of sustainable and environmental design.

It is envisaged that single houses will remain the predominant dwelling types within the Mount Hawthorn area. On those larger lots which can accommodate additional housing, infill development will be considered. The retention and/or restoration of existing houses that contribute to the overall character of the residential area will be encouraged. Where intact streetscapes are

identified, infill development will not be encouraged where it alters the existing streetscape character.

Housing and Density - Recommendations

Land Use

- Promote the opportunity for a diversity of housing types;
- Allowing for an increase in density where appropriate based on the surrounding development, land use, transport, services and zonings;
- Apply R20 zoning to the 'Former Eton Locality', with the exception of London Street;
- Apply split/dual zonings and density bonuses to facilitate the retention of existing housing stock maintain existing character streetscapes and provide greater opportunity to redevelop corner sites;
- Re-zone residential lots, where appropriate to improve the interface between residential and commercial areas; and

Built Form

- Ensure that the prevailing residential character of the area is protected and that new development does not adversely impact the streetscape.

1.8 Abutting Suburbs/Local Authorities

Mount Hawthorn adjoins the City of Stirling suburbs of Glendalough and Osborne Park to the west and Joondanna to the north. The areas to the west, adjacent to the Mitchell Freeway are characterised by general industry and medium R60 residential zonings, and the area to the north exhibits medium density zonings of R50 and R30.

The suburbs of Glendalough and Joondanna exhibit noticeable differences in the amenity and density of their residential areas to Mount Hawthorn. The suburbs are clearly discernable and as such, it is considered that the zonings are appropriate to the type and nature of the respective residential areas and not disproportionate.

The City of Vincent will continue to work with the City of Stirling and the Department of Planning as part of the Scarborough Beach Road Activity Corridor, particularly with respect to increasing development potential and mix of uses within a 400 - 800 metre radius of the Glendalough Train Station, which has been identified as a 'District Centre' in the State Planning Policy No. 4.2 relating to Activity Centres.

2. MOUNT LAWLEY / HIGHGATE

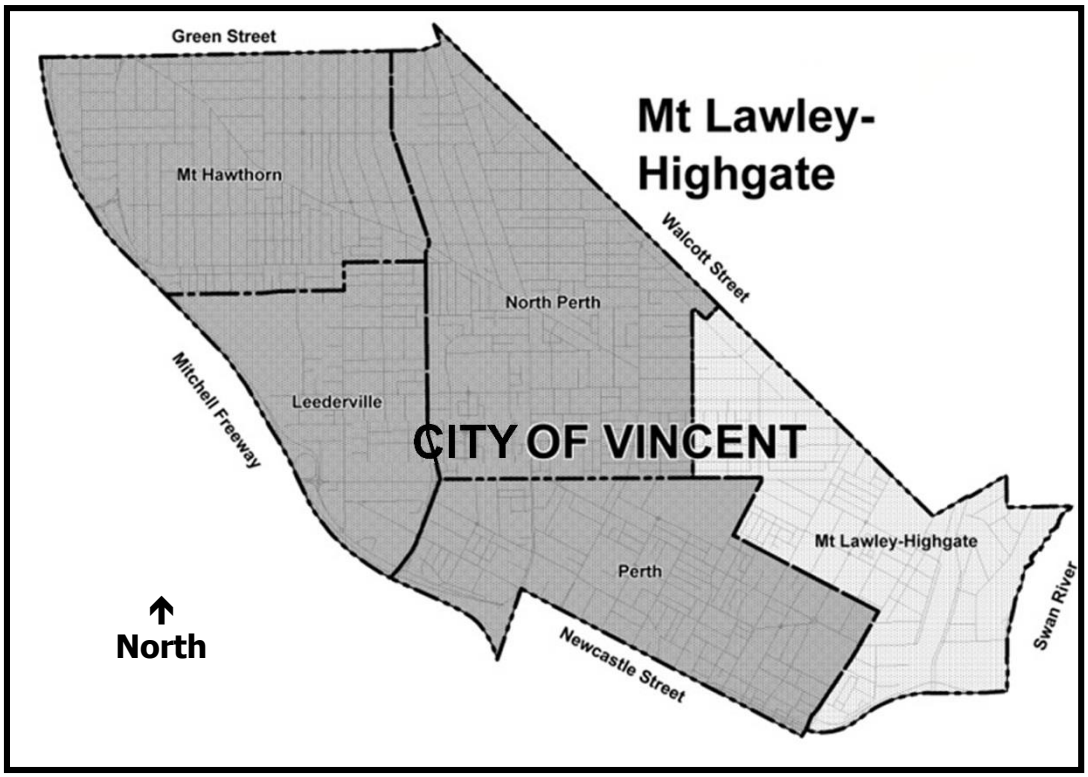


Figure 39 - Mount Lawley-Highgate Precinct Map

2.1 Context

The community precinct of Mount Lawley-Highgate is located approximately 1.5km from the Perth Central Business District. The area has a population of 4,789 representing approximately 17.66% of the City's total population. The area includes the suburbs of Mount Lawley, Highgate, and East Perth and covers an approximate area of 2.14 square kilometres. This community precinct contains the City's only contact point with the Swan River, and includes a portion of land, under the planning control of the East Perth Redevelopment Authority.

2.2 The Vision

Mount Lawley Highgate Vision 2024 - A Fabulous Diversity of Lifestyles and Cultures

In 2024, Mount Lawley/Highgate is a place with something for everyone. With ***a depth of character*** *and an accepting attitude at its foundation, people are drawn to Mount Lawley/Highgate's fabulous diversity of lifestyles and cultures – from the* ***cosmopolitan inner city environment*** *to quiet, tree-lined neighbourhoods. New migrants, artists and students live here, adding diversity, a sense of creativity and festivity to our community. Beaufort Street is a boulevard of pedestrians, trees, and greenery, exuding a distinction and flair all of its own. Traffic is calm and moves slowly on Beaufort Street. With many* ***enticing shops*** *and some unpolished elements, the town centre is always an interesting and lively place. New development is inspired and considered, contributing to and enhancing the character of the area. With some of the most beautiful parks around and an easy walk to the peaceful interludes of the river foreshore, Mount Lawley/Highgate could not get much better.*

2.3 The Town/Activity Centre

The vision statement for the Town Centre is as follows:

"The Mount Lawley/Highgate town centre and commercial areas truly serve the local community, allowing enjoyment of a rich mix of restaurants, shops, entertainment venues, offices and residences. The shady streets are full of life, and alfresco dining supports the rich social interaction along the streets which have maintained their human scale. The traffic in our town centre is slow enough to provide a safe and pleasant environment for pedestrians".

The Mount Lawley/Highgate Town Centre is to continue to serve the retail, commercial and community needs of the area, consolidated within its existing boundaries, with a strong, attractive town centre area (extending into the City of Stirling) forming its focus. There are opportunities however for the area to become a livelier, people-friendly locality enhanced by an envelope of retail shops, cafes, restaurants and night-life that create a dynamic hub of activity

.

Figure 40 - Indicative Town Centre Mount Lawley/Highgate

Beaufort Street is the core of the Town Centre and the revitalisation of this spine will create character, identity, visual amenity and interactive streetscapes where people feel safe, interested and part of their surroundings. Any action to implement the road widening of Beaufort Street will be vehemently opposed by the City given the difficulties associated with the road widening reservation to-date and the disastrous impact any widening of the road would have on the urban form and fabric of Beaufort Street. The Mount Lawley/Highgate Town Centre is a prime example of inner urban, main-street development. The potential for the area to increase its land use diversity, residential population and night economy is presented and the array of local residents and visitors alike make this a reality.

It is the intention to designate the area along Beaufort Street, Walcott Street and parts of Chelmsford Road and Grosvenor Road as a Town Centre and to rezone as 'District Centre', to build upon the areas versatility, diversity and land use mix.

2.4 Strategic Development Sites

As part of the preparation of the Local Planning Strategy, a number of sites were identified in the Mount Lawley / Highgate Precinct, which had the potential to provide significant strategic development opportunities. The identification of the Strategic Development Sites is based on the criteria outlined section 1.4 of the Mount Hawthorn section above.

The following sites have been identified as Strategic Development Sites within the Mount Lawley/Highgate Town Centre Area and surrounds and have been identified for greater

development potential. This list is not conclusive, rather provides suggestions only for sites of which the Strategic Development Site criteria has been applied.

- *Nos.581-583 Beaufort Street, corner Vincent Street, Mount Lawley*
  This prominent corner site has the potential to become a landmark site for either a town square or a significant building. Located on the corner of busy Vincent Street, this site can act as a gateway into the town centre from the west and links to other town centres such as Leederville.

  The height potential of this site is four storeys, however five/six storeys can be considered at the street corner given the prominence of the corner site. There is a great opportunity for residential to be developed on the upper floors. Active land uses and frontages are encouraged for the ground floor, such as cafes, restaurants, shops, offices and the like.

- *Nos. 590 - 596 Beaufort Street, corner Barlee Street, Mount Lawley*
  This site requires a corner landmark building to define the parameters of the town centre and to boost the building composition of the intersection. This site could support a significant residential (major) and commercial development (minor). In addition, the incorporation of public space within this site would contribute to the liveability of the area.

  The land area and location of this site supports a height of 4 storeys, however given its location on a landmark corner, additional height could be considered to the street front.

- *No.103 Harold Street, corner Stirling Street, Highgate*
  The property is regarded as a strategic development site, not only because of its size, but given its position on the fringes of the Mount Lawley town centre, acting as a transitional site from predominately residential development to the east and higher density, mixed use development towards Beaufort Street. The site's location to Beaufort Street and access to public transport maximises the opportunity to provide a number and range of housing types at this strategic site.

  .

Town Centre - Recommendations

Land Use

- Any residential development will be commensurate with Residential R100 density of the Residential Design Codes; however the City may consider an increase in density of development provided acceptable levels of amenity can be maintained at adjacent lots;

- Retail and other similar uses are to be concentrated north of Barlee Street, while a range of retail and commercial uses will occupy the remainder of the Precinct;

- Reinforce the traditional ribbon form of development along Beaufort Street with development built up to the street, creating a vibrant, pedestrian friendly environment, and extend the Town Centre south to Vincent Street;

- Promote a mix of compatible uses in the Town Centre to reinforce its strategic role as a vibrant, cosmopolitan village with a mix of fashion, shopping, entertainment, cafes and restaurants for the existing and new residents within the City and for the wider community;

- Increase the mix of uses and develop shop-top housing to respond to new economic, environmental and social trends emerge; and

- Encourage better utilisation of land such as the lower Barlee Street car park and promote high density residential.

Built Form

- Future development is to be clearly defined, humanely-scaled and sympathetic to the existing building fabric;

- Reinforce the direct link to the Perth Central Business District and the vistas towards central Perth, through appropriate design responses;

- Promote the staggering of storeys of development to ensure that there is no undue impact on adjacent properties. Up to 4 storeys could be considered within the sites;

- The height of new developments is to respond to the existing urban context and where appropriate, heritage and streetscape considerations;

- Future development of corner lots and key strategic development sites should contribute significantly to the activation of the area, while also being sensitive to any residential and low scale development of adjacent properties to ensure that the amenity of the streetscape and adjacent properties are promoted and maintained.

Access

- Introduce traffic calming techniques along Beaufort Street and at the intersection of Beaufort and Walcott Streets and allow for street parking whilst maintaining the designated clearway;

2.5 Other Commercial Centres

The suburbs of Mount Lawley and Highgate include minor areas of commercial activity along Walcott, Lord and Bulwer Streets. Small commercial areas of this nature will not be encouraged to expand into adjoining residential areas and their role will essentially remain to serve the immediate neighbourhoods.

Intensive mixed-use developments and higher density residential developments will be encouraged at local and commercial centres and along the District Distributor roads.

Beaufort Street provides a vital conduit between the town centre of Mount Lawley and Northbridge and displays numerous opportunities for linear intensification of land uses supported by good levels of public transport. The strategic direction for this section of Beaufort Street is to focus higher density residential, retail, entertainment and commercial activities along the corridor in a way that provides increased opportunities for diverse housing and employment within a 'walkable' catchment area through specific design guidelines.

Beaufort Street already includes a wide range of pedestrian oriented activities that attract people and as such, policy requirements would seek to build on the mixed-use community setting which encourages flexible live-work spaces including high quality apartments, studio/study-style developments, shop-top housing and affordable housing options suited to a range of household types.

Other Commercial Areas - Recommendations

Land Use

- Encourage uses that complement and support surrounding residential areas;
- Consider increasing the residential zoned lots along Beaufort Street between St Albans Avenue and Bulwer Street from Residential R80 to Residential/Commercial R100, and apply minimum standards for the residential component;
- Maintain the existing minor commercial areas along Walcott, Lord, Beaufort and Bulwer Streets to serve the immediate neighbourhood;
- Limit the expansion of existing minor commercial and local centres so as not to encroach into surrounding residential areas; and
- Maintain existing commercial zonings.

Built Form

- Integrate high density commercial/residential uses that promote pedestrian friendly activities, treatment of facades, appropriate height and setbacks and parking and access requirements.

2.6 Residential Areas

The Precinct has a diversity of housing types. However, there are large areas with a predominance of original modest single storey dwellings, many of high architectural quality, in established landscaped gardens. Styles are predominantly Federation Bungalows, Federation Queen Anne with some examples of Federation Arts & Crafts and Californian Bungalow styles. The retention/restoration of these existing original residential dwellings is favoured and encouraged.

Single houses and terrace houses will continue to be a significant form of housing within this area, although grouped housing and infill housing may be permitted where historic character housing is to be retained.

Vincent Vision 2024 highlighted the issues residents of Mount Lawley/Highgate have in terms of their living environment. Such issues relate to traffic and poor pedestrian environment, poor appearance, built environment and design, streetscape and public amenity, obstructed footpaths, rubbish and litter, lack of vision and loss of heritage values and identity and the impacts of drugs and anti-social behaviour.

The vision for Housing Density and Urban Design created by the community is as follows:

A compatible mix of older and contemporary buildings of a high design quality celebrates the unique atmosphere of Mount Lawley/Highgate. A diversity of housing types, styles and affordability reflect the needs of our diverse community. Increased density, primarily around the town centre, supports a lively community without detracting from the special character of the area.

Residential Areas - Recommendations

Land Use

- Maintain the Residential R20 zoning within the area known as the 'Banks Precinct', in the City 's Town Planning Scheme No.1;
- Consideration to increase residential density along Major Roads that are well serviced by Public Transport, such as East Parade and Lord Street;
- Remove the restriction under the City's Town Planning Scheme No.1, relating to residential development within Residential R40 zoned areas in the former 'Norfolk Precinct', prohibiting more than two dwellings per lot, to enable larger lots to be maximised resulting in a greater diversity of housing within the area;
- Maintain a range of zoning changes from Residential R40 to R80 across the precinct to ensure diversity of housing choice;
- Consider applying higher zonings and mixed use zonings in areas in close proximity to train stations and major transport routes to a mix of compatible uses and promoting a greater variety of higher density housing typologies; and
- Provide provisions in the proposed Town Planning Scheme No.2 to continue to prohibit multiple dwellings in the areas consistent with Amendment No. 25 to the City's Town Planning Scheme No.1, to ensure the character of the area bounded by William, Beaufort, Vincent and Lincoln Streets is maintained, and apply a Residential R60 zoning.

Built Form

- Promote the retention of the existing built character and social fabric, whilst allowing for innovative and contemporary development.

2.7 Planned Growth Areas

There are three planned growth areas that have been identified in *Directions 2031* that fall within the Mount Lawley / Highgate Precinct, to accommodate projected growth. The three (3) growth areas are listed as follows:

- The East Parade Urban Regeneration Project;
- East Perth Power Station; and
- East Perth Rail Station.

In terms of the East Parade Urban Regeneration Project and the East Perth Power Station, it is recommended that these areas are appropriately zoned and guidelines prepared to ensure the desire land use, built form and associated access and infrastructure is achieved in these two locations. As part of the preparation of this Local Planning Strategy, it was not deemed appropriate that the East

Perth Rail Station be identified as a planned growth area, given the existing surrounding land use, residential character and disjointed access to the site. As outlined below, this Local Planning Strategy has identified the Claisebrook Road North Area as a better example of a planned growth area.

2.8 Claisebrook Road North Area

The Claisebrook Road North Area, bounded by Lord Street, Summers Street, the Railway Reserve and the Graham Farmer Freeway, was transferred from the City of Perth to the City of Vincent in July 2007. The former EPRA area is characterised by light and service industry uses with pockets of residential scattered throughout the precinct. The Area is located within 400 metres of the Claisebrook Train Station and the East Perth Metropolitan and Regional Train Station. Good access to public transport facilities makes it an ideal location to promote the key principles of Transit Oriented Development.

It is considered that this Precinct has the attributes of a planned growth area, and should be developed in accordance with the following objectives, through the preparation of a dedicated Structure Plan:

- To promote the principles of Transit Oriented Development through high density mixed use developments in close proximity to the surrounding public transport nodes;
- To encourage social diversity throughout the area by encouraging of a range of housing choices and affordability;
- To encourage uses that support the local community and encourage the development of Claisebrook Road as a local centre;
- To encourage a mix of uses including commercial and residential developments that are compatible with one another;
- To encourage employment opportunities within the area through a range of commercial activities;
- To provide opportunity for innovation and sustainability through design and construction;
- To promote links within the area and between surrounding facilities and infrastructure, including Perth Oval and Claisebrook Train Station;
- To encourage the retention and re-establishment of native vegetation in the area to enhance the amenity of the area and to minimise the impact of carbon emissions and the heat island effect; and
- To remove uses that are not compatible i.e. heavy industry from the area, in particular the concrete batching plants.

To achieve the above, it will also be important to investigate the preparation of an Infrastructure Plan and associated Capital Expenditure Plan, with the view of designating the Claisebrook North Area as a Development Contribution Area under the proposed Town Planning Scheme No. 2, to enable Development Contributions for Infrastructure.

3. PERTH

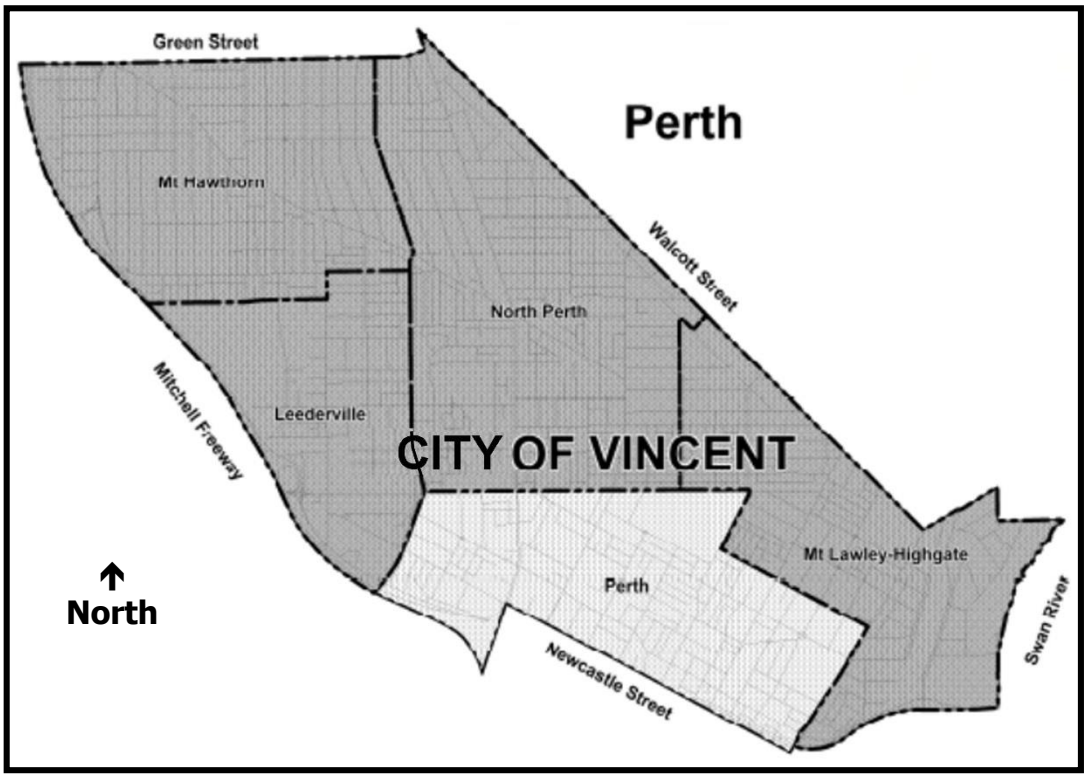


Figure 41 - Perth Precinct Map

3.0 Context

The precinct of Perth is located directly north of the Perth Central Business District and covers an area of approximately 2.22 square kilometres. Perth is made up of the suburbs of Perth and West Perth and has a population of 4,813, representing approximately 17.75% of the City's total population.

In 2007, as part of the Local Government boundary changes, an area of West Perth was acquired by the City. The area is bounded by Loftus Street, Newcastle Street, Charles Street and the Graham Farmer Freeway, and is characterised by light industrial uses and is zoned Industrial under the Metropolitan Region Scheme.

3.1 The Vision

Perth - Every Possible Convenience, Indifference to the Ordinary

*In 2024, Perth is a spectacular **inner city community**, a highly sought after place to live with beautiful parks and wetlands, a location that offers every possible convenience. As a place with depth of character and indifference to the ordinary, some of the most exceptional and imaginative things happen in Perth. Our town centre is the **civic, cultural and business hear**t of the community, a **global village and marketplace**, true to Perth's rich heritage and culture. With its bustling and enticing atmosphere, artistic and cultural activity flourishes here. A rich mix of people – artists, students and new migrants alike – creates the essence of our community. People from all walks of life are valued and respected here and everything about Perth is **people-orientated**. The community knows how to work together nurturing and celebrating those special qualities that give Perth its distinctive personality.*

Figure 42 - Artist Impression, Indicative Perth Town Centre – Vincent Vision 2024

3.2 The Town/Activity Centre

The town centre of Perth is regarded as that area contained within William and Brisbane Streets, between Brisbane Street and Newcastle Street and William Street and Lake Street, respectively. Whilst the area has not been formally regarded as a town centre, it is considered that its role as an area of business and social interaction is clearly established. In addition, the area has been classified as part of the Capital City, within the State Planning Policy No. 4.2 Activity Centres Hierarchy.

William Street provides primary access and an effective gateway to the Northbridge Entertainment area, the Perth Cultural Precinct and the Central Business District from the northern and eastern suburbs. Accordingly, development along this gateway should be of a standard and class representative of a national capital.

With the exception of buildings with cultural heritage significance, the majority of buildings lack architectural detail and contribute little to the streetscape. Those recently constructed have been setback in accordance with the former General Commercial C3 requirements imposed by the Perth City Council which as a consequence interrupt the rhythm and continuity of the street. William Street is characterised by strip shops and other retail, commercial uses and offices, eating and licensed premises and the Perth Mosque.

The area between Bulwer and Brisbane Streets (including the corner lots to the north of Bulwer Street) is a transitional area containing blighted, underdeveloped properties and there is an opportunity for this area to become a gateway to the city, by providing a cohesive transition between predominantly residential development which characterises the area to the north of Bulwer Street and inner urban and city-like development that assumes the area south of Brisbane Street.

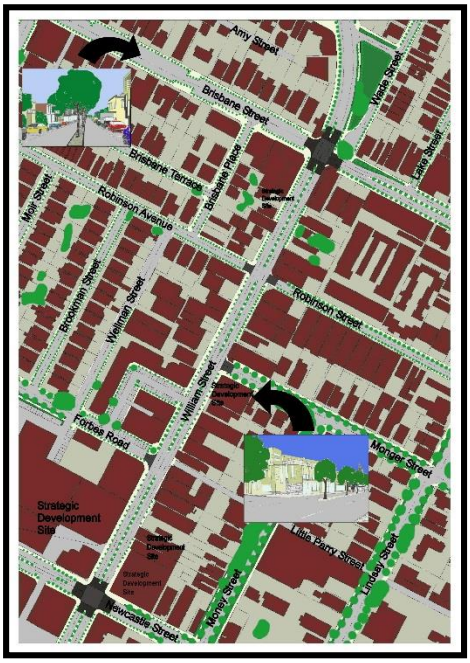


Figure 43 - Indicative Perth Town Centre

Town Centre - Recommendations

General

- Ensure interest, amenity and convenience are, and will continue to be provided by proximity to the Northbridge entertainment area and easy access to retail and economic activity in the Central Business District; and

- Improve tourism in the area, particularly in relation to the diverse culture that exists, through methods such as interpretative signage on heritage buildings and places of interest and guided tours, together with encouraging short term tourist accommodation in the Centre.

Land Use

- Retain the town centre's rich character and heritage links, whilst embracing the very best of modern design;

- Promote land uses that maximise the opportunities afforded by the area's proximity to the Perth Central Business District, major public transport routes, road networks and gateway to the City of Vincent;

- Establish and support new business and residential growth in the area;

- Develop vacant and underutilised properties appropriate for redevelopment; and.

- Provide for the demand for high-quality, inner-city residential and office buildings.

Built Form

- Provide direction to design and construct development that is reflective of the areas rich diversity, whilst repositioning and rejuvenating the area as a bustling Town Centre;

- Give consideration to maximum building heights along William Street in view of the unique topography and uninterrupted vista to the Perth Central Business District;

- Encourage design responses to those places which have been identified as having cultural heritage value ;

- Provide detailed building responses for those lots currently vacant along William Street;

- Maximise opportunities for redevelopment of undercapitalised/underdeveloped properties;

- Encourage the principles of transit-oriented development (TOD), sustainability and ‘green building’ techniques;

- Create premier examples of robust building forms of good quality and design, catering to a variety of uses within a unique inner-urban environment;

- Build on the sense of place evidenced by the area's history and cultural diversity; and

- Ensure the provision of awnings, along William Street in any new or redeveloped property.

Access

- To provide car parking requirements which are cognisant of the unique nature and range of uses existing and those attracted to the area.

3.4 Strategic Development Sites

Given the low scale and underutilised land within the Perth Town Centre, the majority of the lots long William Street, between Newcastle and Bulwer Streets are considered to be strategic development sites. The creation of a Perth Town Centre focussed around William Street is envisaged to be developed as part of the new Town Planning Scheme. Currently the commercial zoning of this area does not provide the area with the opportunity to be developed as a central area as intended. As such, a Town Centre zoning is recommended.

3.5 Other Commercial and Residential/Commercial Areas

The Precinct of Perth includes a number of commercial and/or residential/commercial areas which have existing Design Guidelines or as a result of this Strategy warrant detailed attention. The areas are outlined as follows.

- *Newcastle Street*
  Design Guidelines for the half street block bounded by Fitzgerald, Newcastle (all lots between Palmerston and Fitzgerald Streets) and Stuart Streets and Pendal Lane, Perth currently exist for this area and are recommended to be maintained in the new Town Planning Scheme, either as separate Guidelines or being incorporated into the Perth Precinct Policy, and the area is to be rezoned from R80 to R160 to respond to the provisions of the R Codes.

- *Brisbane Street*
  The Brisbane Street area has evolved over a period of time and in particular, its character and activity is evidenced by the Asian grocers, the refurbished federation shops on the corner of Lake and Brisbane Street, the Hotel Northbridge and a number of non-conforming uses. These uses are characteristic of the Perth Town Centre and as such, Brisbane Street plays a significant role to this centre and will continue to evolve further over time.

  Whilst it is not considered appropriate to extend the District Centre or Commercial zoning into Brisbane Street, it would be apt to formally acknowledge the importance of this street to the town centre. In this respect, properties along Brisbane Street are considered suitable to be developed for residential and commercial uses, with a minimum requirement dedicated to residential use. Commercial uses should not to be permitted to develop independently of residential uses, in new developments.

  The re-use, conversion or extension of existing buildings is strongly encouraged, particularly along the northern side of Brisbane Street, where a there is a significant number of original character buildings. New development should make every effort to retain the distinctive historical character of the street with respect to building bulk and setback.

  Building heights in Brisbane Street should be no greater than 2 to 3 storeys except where established single storey streetscapes are evident which would then require the height to be tiered to the rear of the site and stepped down for the interface to the street.

- *Bulwer Street*
  Bulwer Street facilitates a number of commercial uses with concentrations at the Fitzgerald Street intersection, and another on the southern side between William and Lake Streets. Bulwer Street maintains a strong residential presence, and consistent with the principles of the Economic Development Strategy and the Urban Corridor concept, consolidation of commercial activities along Bulwer Street is to occur.

- *Lacey Street*
  Lacey Street is a unique street possessing qualities reminiscent of a time gone by with its narrow road reserve and collection of intact federation-style buildings. Lacey Street is one of few streets with an intact single storey streetscape and is subject to an adopted policy which protects its unique environment. These Guidelines are recommended to be maintained in the new Town Planning Scheme.

- *Edward, Parry, Thorley, Brewer, Lord, Pier and Stirling Streets*
  Special mention should also be made of the contribution which Edward Street is potentially capable of making to this unique inner - city area. Like Lacey Street, Edward Street comprises a unique group of original single storey buildings, in this case a cohesive row of semi-detached cottages constructed in the Federation style during the early 1900s. The cottages are concentrated predominately on the northern side of the street between Lord and Stirling Streets, with some also on the southern side between Lord and Pier Streets. The aesthetic qualities of the semi-detached dwellings are defined by their overall form, style, height, setback and selection of materials serving to enhance the uniformity of the streetscape and provide a strong sense of place and historical context to the area. The modest and regular lot sizes of the semi-detached dwellings contained within the precinct give it a particular character and sense of enclosure in combination with the scale and repetition of the elements.

  Historically the dwellings along Edward Street and surrounding Parry, Brewer, Pier and Lacey Streets were constructed to accommodate the pressures of providing working class residential development on the city fringe during the rapid population increase in the early part of the twentieth century. However more recently the streets have been associated with small scale office uses along with some premises used for so-called 'therapeutic massage'. The uniqueness of these East Perth streets have largely been ignored by aggressive development and the remnant housing is in most cases, undercapitalised, in original form and predominately used for office purposes. There has however been resurgence in residential uses, particularly along Pier, Lacey and Parry Streets, where former residences are being renovated.

  The combined residential/commercial uses appear to co-exist fairly well and in this respect, and the continuation and encouragement of combined zoning is recommended for new development. The re-use, conversion or extension of existing buildings is strongly encouraged, and any new development should make every effort to retain the distinctive historical character of the area with respect to building bulk and setback.

- *New Northbridge (bounded by Parry, Newcastle, Beaufort and Lord Streets)*
  As of December 2010, this area falls within the East Perth Redevelopment Authority Scheme Area, however the process to normalise this area has commenced. To ensure consistency with the East Perth Redevelopment Authority Scheme No.2 and associated Policies and Design Guidelines, it is recommended that the area be zoned Residential/Commercial R/C100, upon normalisation to the City of Vincent, and that Weld Square be zoned Local Reserve. Dedicated Design Guidelines, or similar, should also be prepared to ensure that any new development complies with the appropriate height and loading, above the Graham Farmer Freeway.

Other Commercial and Residential/Commercial Areas - Recommendations

- Ensure that the small areas of existing commercial activity are maintained and enhanced to support the surrounding residential areas, but that they do not encroach on residential amenity;
- Encourage the re-use, conversion or extension of original character buildings and ensure any new development respects the distinctive historical character of the area, in particular for commercial use or for short stay accommodation;
- Encourage a mix of commercial and residential uses on the properties on the southern side of Brisbane Street between Lake and Beaufort Streets on the northern side between Lake and William Streets;
- Ensure that the heights of any of the new development, particularly on lots less than 500 metres within the area surrounding Perth Oval, respond to the existing height and character of the area; and
- Rezone the half street block bounded by Fitzgerald, Newcastle (all lots between Palmerston and Fitzgerald Streets) and Stuart Streets and Pendal Lane from R80 to R160 to respond to the provisions of the R Codes and the existing Design Guidelines.

3.6 Residential Area

Vincent Vision 2024 highlighted the issues residents of Perth have with respect to their living environment. These issues relate to poor design, higher densities and impacts on the streetscape, neglected houses, restrictive Residential Design Codes, declining housing affordability and the neglected opportunities for higher density.

The residential suburbs of Perth vary considerably in their nature, form and function. From intact single storey streetscapes to multi-storey apartment blocks and single terraces, the diversity in housing is evident. New two and three storey development has occurred and in some instances, dwellings with cultural heritage significance have been integrated and used as trade for density bonuses. This method of retaining the old with the new has in most instances resulted in successful residential developments. The majority of residential area in the Perth Precinct is zoned Residential R80 under the Town Planning Scheme No.1.

The Vision for Housing Density and Urban Design created by the community is as follows:

"The rich mix of housing and housing densities have provided housing options for all of our local community. New housing respects existing and historic housing and existing stock is preserved and complemented by responsible contemporary architecture. Well-placed higher density developments exist and respect the character of Perth. New buildings complement existing streetscapes, setbacks and scale. Our streets are people friendly, shady and well treed."

Residential Area - Recommendations

Land Use

- Facilitate a diverse range of affordable housing options through applying recommendations in the City's Affordable Housing Strategy, and by including specific reference to encouraging and facilitating affordable housing in scheme and policy provisions;
- Apply a suitable mix of zonings throughout the precinct that will allow for a diversity in housing choice;
- Provide provisions in the Scheme to continue to prohibit multiple dwellings in identified 'character areas', and apply a Residential R60 zoning, to ensure the character of these areas are maintained; and
- Encourage development along major roads in accordance with Transit Oriented Design and Urban Corridor principles, facilitated through increasing zonings along some corridors, such as Lord Street and Beaufort Street.

Built Form

- To provide a range of housing choice for the diverse population of Perth;
- To allow for higher density residential development that is cognisant of the residential character dwellings within the area;
- Ensure the unique character of the residential area is protected by maintaining low residential zones heritage precincts, such as Brookman and Moir Street; and
- Promote innovative and sustainable design practices whilst maintaining the amenity and character of existing residential areas.

3.7 Abutting Suburbs/Local Authorities

Perth is adjoined by the City of Perth and the East Perth Redevelopment Area. It is noted that the town planning schemes relevant to the City of Perth and the East Perth Redevelopment Authority area have been considered in the preparation of the Strategy and policy development. In addition, it is acknowledged that as part of any normalisation process, where planning control is transferred from the East Perth Redevelopment Authority to the City, the City will ensure that

all zonings and requirements within any subtracted areas will be consistent with the East Perth Redevelopment Scheme No.2 and associated policies, guidelines and provisions.

The Town of Cambridge, as part of the City's review of their town planning scheme have prepared an Urban Design Study for the area of West Leederville located between the Leederville and West Leederville railway stations, centred along Cambridge Street. The City of Vincent and the Town of Cambridge have also developed a partnership to engage consultants to prepare a Leederville Link Design and Feasibility Study to provide a framework to improve the linkage of Leederville and West Leederville to facilitate the further growth of these two areas.

In addition, the City of Perth is considering greater intensities of commercial and residential development in the City West area, which will have implications on the City of Vincent.

4. NORTH PERTH

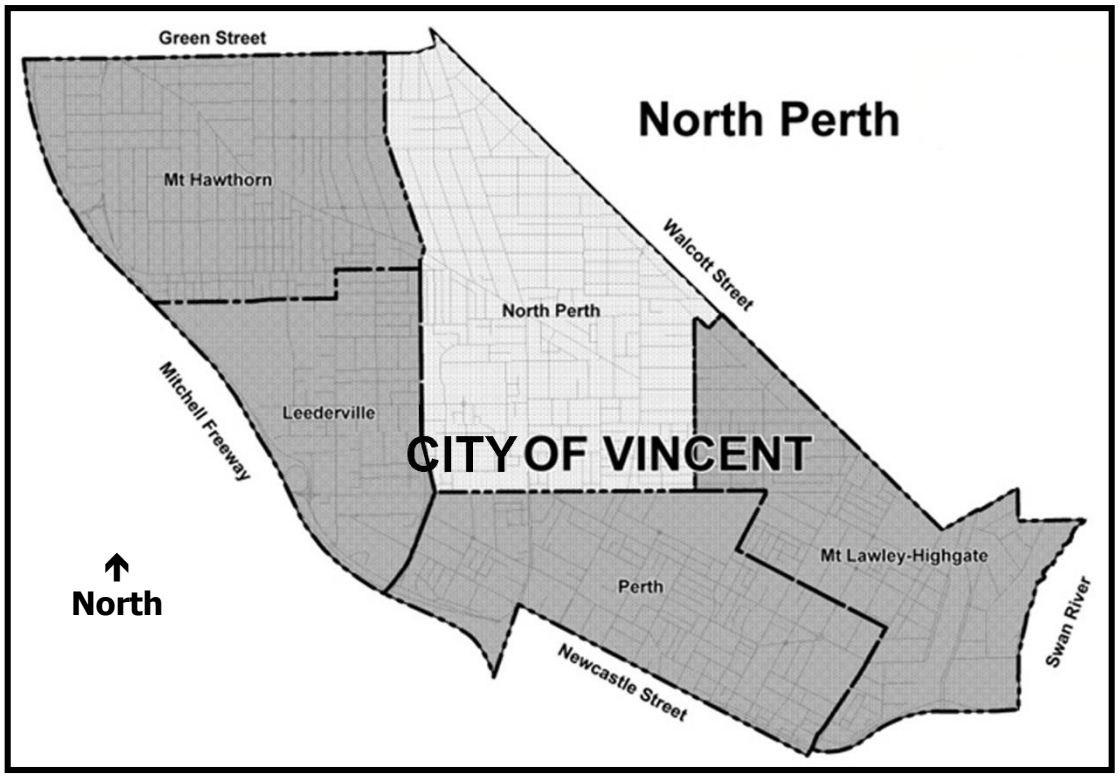


Figure 44 - North Perth Precinct Map

4.0 Context

The North Perth Precinct covers an area of approximately three square kilometres. It has a population of 8,544, representing approximately 27.1% of the City's total population. The precinct is located approximately 2.5 kilometres from the Perth Central Business District.

4.1 The Vision

North Perth - Rich Heritage and Cultural Contrasts

In 2024, North Perth is a place of extraordinarily ***rich heritage and cultural contrasts****, fostered by a tradition of warmly welcoming new migrants into the life of the community. Festive and exciting things happen here; it is a place of multicultural celebration and expression. We take great pride in our many heritage buildings. With* ***traditional homes,*** *beautiful tree-lined streets, local parks and a strong sense of community, it is a place of outstanding residential quality. Development so appealing and thoughtful contributes to the North Perth character and makes it a better place to live. Neighbourhoods reflect the fact that* ***family is a vital*** *and abundant part of life in North Perth. Our town centre only adds to this with its unique style, rich heritage, markets****, green spaces*** *and people everywhere.*

Figure 45 - Artist Impression - Indicative North Perth Town Centre – Vincent Vision 2024

4.2 The Town/Activity Centre

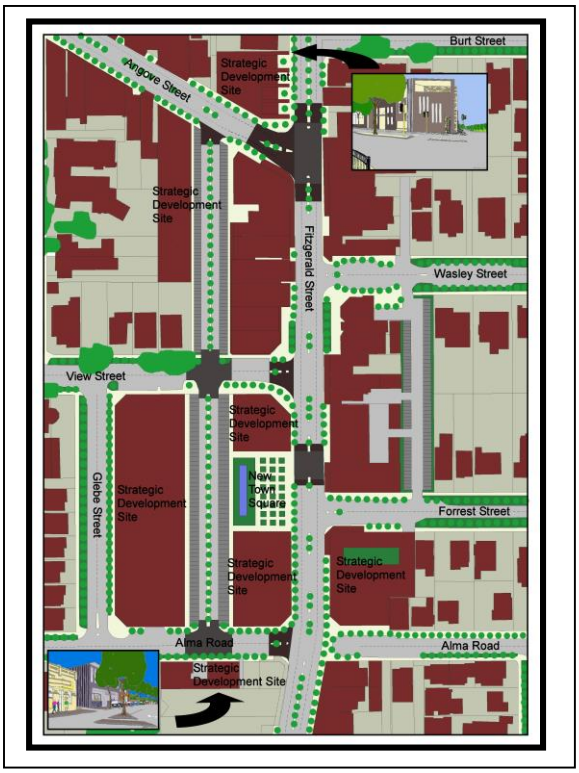


Figure 46 - Indicative North Perth Town Centre

Vincent Vision 2024 clearly embraced North Perth's residents' values of a culturally diverse and vibrant town centre which is reflected in the built environment. The Town Centre is envisaged as a historical precinct village centre with opportunities for casual encounters, good shopping and community facilities and also considers the potential growth and improvements which can be made to the functionality of the town centre.

The North Perth Town Centre is a primary example of post-war commercial development with the earliest onset of commercial development occurring post 1973 along Angove and Fitzgerald Streets. In 1977 the North Perth Plaza was proposed and subsequently built incorporating a large supermarket to improve shopping facilities in the area.

Although many of the historical sites within the area, like that of the North Perth Plaza form the backbone of the area, future redevelopment of the area should preserve and reflect the unique local character and heritage value of North Perth, whilst also becoming a pacesetter for considerate contemporary design.

There is the potential for the View Street historical precinct to become better connected to Angove and Fitzgerald Street. In addition, The North Perth Plaza occupies a commercially attractive site, however due to the number of strata titles and individual owners, each with their own goals, have made attempts at redevelopment problematic in the past.

A detailed structure plan and/or Activity Centre Plan for the Town Centre will also be important to provide a sound framework for the future development of the North Perth Town Centre, particularly as Fitzgerald Street has been identified as a rapid transit route in the *Public Transport Plan 2031.*

4.3 Strategic Development Sites

A number of sites within the North Perth Town Centre have been strategically identified for greater development potential as outlined below. This list is not conclusive, rather provides suggestions only for sites of which the criteria outlined in section 1.4 of the Mount Hawthorn section above.

- *No.465 Fitzgerald Street, corner Angove Street, North Perth*
  This prominent corner site has the potential to become a landmark site, framing the corner opposite the Rosemount Hotel. This site can act as a gateway into the Town Centre from the northern suburbs. There is a great opportunity for residential to be developed on the upper floors with active land uses and frontages are encouraged for the ground floor, such as cafes, restaurants, shops and offices.

- *No.103 Alma Road, corner of Fitzgerald Street, North Perth*
  This corner site is currently occupied by single storey retail and commercial uses. The height potential of this site is three storeys, however four storeys can be considered given the prominence of the corner site. The inclusion of residential on the upper storeys is encouraged and will benefit from panoramic views over the city, whilst interactive retail and commercial uses are to occupy the ground floor.

- *No.391 Fitzgerald Street, North Perth*
  This site contains the North Perth Shopping Centre which has a vast amount of individually owned strata-titled lots within this site which has lead to conflicting goals and agendas, resulting in any past attempts at redevelopment problematic. The current lack of architectural style contributes little to the streetscape. In addition, the car park detracts from the amenity of the streetscape, with little relief from trees or soft landscaping, while the perimeter brick screen wall prohibits access and inclusiveness with the historic quarter.

  Any redevelopment of this site is encouraged to embrace and include the historical and cultural past of North Perth.

- *No.459 Fitzgerald Street, North Perth - Rosemount Hotel*
  The City has had discussions with the owners of the Rosemount Hotel with respect to its redevelopment. The Rosemount is particularly valued by the local community and in this respect; retention of the hotel's façade as part of the development is likely to maintain its iconic association with the suburb. This end of North Perth has also seen revitalisation with the upgrading of Angove Street. The City orchestrated streetscape improvements which has improved the amenity and activity along with encouraging new businesses to open. A signature mixed-use development on

the corner of Fitzgerald and Angove Streets would consolidate and contain the town centre of North Perth.

Town Centre - Recommendations

General

- Create a welcoming environment and strong sense of arrival and entry points to the town centre, slowing traffic and creating interest in the area;
- Create an active relationship between buildings and public spaces through significant tree plantings, greened wide verges and medium strips, street furniture and public art; and
- Promote Civic and public places as focal spaces for interaction, activity and build a sense of community.

Land Use

- Extend the District Centre zoning to achieve more discernable entry points into North Perth and to encourage a greater land use mix;
- Provide local residents and visitors with a multifaceted, dynamic range of commercial and residential activity within the area is evidenced by the areas close proximity to the city, accessibility to transport and its social capital;
- Consolidate and intensify activity, encouraging a diverse mix of uses and a strong residential presence, and a vertical mix of use to generate activity at ground level and other uses above to encourage eyes on the street; and
- Residential development will be commensurate with Residential R100 density of the Residential Design Codes, however consideration for an increase in density of development maybe offered, provided acceptable levels of amenity can be maintained at adjoining lots.

Built Form

- Rejuvenate the area along Fitzgerald and Angove Street, to reposition the area as a Town Centre, and to strengthen its role as a vibrant cultural and historical hub, through community oriented urban design;
- Facilitate the built environment at a human scale and style that evokes a heritage village atmosphere and is of the area's rich cultural past whilst repositions the area as a bustling Town Centre;
- Promote new development to reflect exemplary contemporary and environmentally friendly design which contributes positively to the character of the Town Centre;
- Reinforce the traditional ribbon form of development along Fitzgerald Street, north of Raglan Road, and along Angove Street with development built up to the street, creating a vibrant, pedestrian-friendly precinct;
- Respond to existing building height and streetscape character of Angove and Fitzgerald Streets and adjoining properties through articulation and staggering of setbacks;
- Recognise the opportunity for greater heights on key sites to encourage high density residential development and housing diversity within the Town Centre, whilst ensuring no undue impact is placed on the amenity of the area;
- The height of new developments is to respond to the existing urban context and where appropriate, heritage and streetscape considerations. Lots with a total site area exceeding 800 square metres are able to increase in building height, however only where the applicant has demonstrated that acceptable levels of amenity can be maintained at adjacent properties.

Access

- Promote traffic calming to provide a safe environment for pedestrians and maximises the exposure of business with the slowing of passing traffic, encouraging people to stop;
- Future car parking requirements are incorporated within the Town Centre and car parking structures and spaces do not dominate street frontages;
- Promote innovative and efficient public transport, such as light rail infrastructure along Fitzgerald Street, with integrated transport connections provides easy access to and from the Town Centre;
- Vehicle access to properties is to be provided from secondary streets, laneways and rights-of-way where possible.

4.4 Other Commercial Centres

The suburb of North Perth includes two other commercial centres, namely the Scarborough Beach Road, Angove Street and Charles Street intersection and the other in the vicinity of Walcott Street between Fitzgerald Street and Redfern Street. Charles Street, north of Scarborough Beach Road also

accommodates a vast number of commercial uses with non-conforming use rights which is considered as part of this Strategy.

- *Charles - Angove - Scarborough Beach Road*

  The Charles - Angove - Scarborough Beach Road commercial area is characterised by heavy traffic flows along Charles Street, fed from Scarborough Beach Road and Angove Street. The area largely serves specialised uses and does not exhibit qualities to encourage local community interaction. The Charles - Angove - Scarborough Beach Road commercial area also includes the redeveloped Brownes Dairy land. The re-use of the former industrial land has resulted in new dwellings and a small group of shops on the Residential/Commercial zoned land. New residential/commercial development along Charles Street has also resulted in additional activity in this area.

  Specific mention of this area was not made in *Vincent Vision 2024,* however accessibility across Charles Street was noted as an aspect worth considering in terms of cross-suburb accessibility. Consistent with the Economic Development Strategy, which does not support expansion of commercial uses outside the five designated Town Centres, it is recommended that the boundaries of this commercial centre are not enlarged. There is scope however, for greater residential densities commensurate with R80 - R100 and greater building heights, to facilitate high density residential. Greater building heights in the commercial area will generally only be considered where a significant proportion of the building is for residential purposes.

- *Local Centres*

  The Local Centre in the vicinity of Walcott Street between Fitzgerald Street and Redfern Street exhibits sporadic value to the local area, which until recently included the Knutsford Arms Hotel. The local centre serves residents' day to day needs and whilst the existing boundaries of the area are not proposed to be expanded, note should be made of the need for the City to encourage the owners of the existing shopping centre to look at urban design solutions to improve access and functionality of the existing arcade arrangement. High density residential development will also be considered favourably in this area.

  A Local Centre at the intersection of Scarborough Beach Road and Loftus Street contains a small number of specialised businesses which are not considered to cater to the day to day needs of the local population. Expansion of this local centre or properties adjacent to it, is not considered appropriate and will be discouraged to ensure that new or expansion plans for existing commercial activity is directed to the Mount Hawthorn town centre. New uses within the local centre and nearby should be of a nature reflecting the community's day to day requirements.

Other Commercial Areas - Recommendations

- Prevent the encroachment of the existing commercial and local centre zoning within the North Perth precinct;
- Encourage existing local and commercial area between being developed to a higher intensity; and
- Encourage existing non-conforming commercial uses along the residentially zoned Charles Street to convert to residential.
- Where there is a concentrated area of long standing non-conforming uses, consider rezoning to Commercial.

4.5 Strategic Development Sites Outside Town Centre

A number of sites within the North Perth Precinct Area, outside of the Town Centre itself have been strategically identified for greater development potential as outlined below.

- *Charles Hotel site*

  This strategic development site consists of the Charles Hotel site and the 3 adjacent vacant lots and car park on the north side of Ellesmere Street, which consists of three lots. The Charles Hotel and bottle shop is located on a super lot that is 6,087 square metres in area and surrounded by 1 additional lot and 3 vacant lots totalling 2,163 square metres in area. The car park located opposite the hotel on the northern side of Ellesmere Street consists of three lots totalling 2,143 square metres in area.

  The hotel site and the 4 adjacent lots represent an opportunity to be developed into multi storey residential/commercial zoning of between Residential/Commercial R/C80 – Residential/Commercial R/C100. The buildings facing, Ellesmere and Eton Streets storeys should address the existing height limits of this area, with the possibility of 5 storeys within the site, and addressing Charles Street, as a result of the large amount of land area. The 5 storey aspect of any proposed development must be appropriately stepped down to remain sympathetic and appropriately integrate with the surrounding residential land uses.

  The car park on the northern side of Ellesmere Street may also be developed into multiple dwellings at Residential R100 whilst ensuring appropriate staggering to adjacent to residential land uses.

  Both sites present an excellent opportunity to incorporate affordable housing and provide a mix of dwelling types within a predominantly single or grouped dwelling area, which will cater for the growing and diversifying population of the City.

- *No.6 London Street, corner Scarborough Beach Road, North Perth*

The former Midland Brick site at No.6 London Street, corner Scarborough Beach Road, North Perth is situated on 2,026 square metres with a 42 metre frontage to London Street. The showroom is currently vacant, and is becoming further degraded as it is continuing to be left vacant and unattended to. The property is regarded as a strategic development site due to its significant corner location at the intersection of two district distributor roads, its site area, and its position as a gateway site to the lower density residential development to the north and the higher density development to the south along Loftus Street.

The predominant density along proposed Scarborough Beach Road is R/C R80 and it is considered appropriate for the former Midland Brick site to be intensified to R/C80 from R30/40 as part of the Town Planning Scheme Review. The higher density and mixed use component along Scarborough Beach Road is consistent with the guiding principles of *Vincent Vision 2024* and of the Scarborough Beach Road Activity Corridor and is comparative to the zoning of all other major roads within the City.

There is an opportunity for this site to be developed at a higher-density with a compatible commercial component, to that of the adjoining residential area to the north, particularly in the form of multiple dwellings, to a maximum of 4 storeys. The staggering of storeys of development is encouraged at all times to ensure that there is no undue impact on adjacent lower density residential developments and it is considered appropriate that the third storey encroach no closer than approximately 15 metres to any boundary. The City may consider variations to this distance if it is considered to have no undue impact on adjoining properties. Remaining building setbacks are to be consistent with the adjoining properties on either side, however a lesser setback distance for the first two storeys may be considered appropriate along the primary street, particularly at the corner of London Street and Scarborough Beach Road. The opportunity to extract maximum impact from the corner location is encouraged and promoted.

4.6 Residential Areas

Vincent Vision 2024 highlighted the issues residents of North Perth have with respect to their living environment. These issues relate to negative local impacts of higher density, poor design and new houses that do not respect neighbours or character, deteriorating streetscapes, declining affordability and housing choice and the absence of sustainable and environmental design.

The Vision for Housing Density and Urban Design created by the community is as follows:

New development and redevelopment in North Perth has proceeded with extreme care and respect. Higher density residential development has been strategically placed around the town centre and activity nodes, close to public transport, providing diversity of housing types. Lower density areas, set in quiet leafy streets, preserve the characteristic single residential form with backyards and privacy maintained. High quality new and modified housing respects streetscapes, neighbouring built form and residential amenity: inappropriate infill housing has been successfully avoided.

North Perth consistently presents with dwellings constructed during the 'inter-war' period, namely in the 'Federation' and Californian bungalow' styles. In some streets, there are intermittent groups of weatherboard housing as well as a growing number of contemporary two-storey single houses and grouped dwellings. Whilst redevelopment in residential areas is not discouraged there is a need to ensure that those streets exhibiting elements of streetscape value are treated sensitively by virtue of consistent setbacks and height at the street level view.

Residential Areas - Recommendations

- Apply R20 zoning to former Eton Locality, with the exception of London Street, to maintain the low scale, single residential character of this area;
- Retain existing Residential R60 zone along Charles Street (north of Vincent Street), however introduce a sliding density for lots of 1,000 square metres to achieve greater heights and density on amalgamated lots, and encourage non-conforming commercial uses to convert to residential uses;
- Maintain the medium densities throughout the majority of the residential areas;
- Remove the Town Planning Scheme No.1, provision relating to a maximum of two dwellings per lot in R40 coded areas;
- Apply strategies and recommendations addressed in the City's Affordable Housing Strategy to facilitate greater choice in housing affordability and provide for scheme and policy provisions to further encourage affordable housing options.

4.7 Abutting Suburbs/Local Authorities

North Perth adjoins the City of Stirling's suburbs of Coolbinia and Menora. Menora was once considered part of Mount Lawley and was designed on the principles of the Garden Suburb, incorporating green streets, parks within walking distance of all residents and a curvilinear street system. As Menora was developed over a relatively extended period, it has a varied residential character. The suburb contains a large number of character homes, with many buildings having significant heritage and cultural value.

Architectural types range from the Californian Bungalow to the Art Deco, the Post-War and the International Style. Many homes in Menora have recently been restored, allowing Menora to retain its unique character.

The adjoining land north of Norfolk Street/Learoyd Street to Green Street in the suburb of Coolbinia, contains low-density residential areas zoned between R10 (predominate) and R12.5. A small pocket of R60 zoned land within the Lanark Street/Ardross Circle is also featured, this area currently accommodates medium density flats. Two large sections of the adjoining land area are also within Heritage Protection Areas of Menora and Mount Lawley.

5. LEEDERVILLE

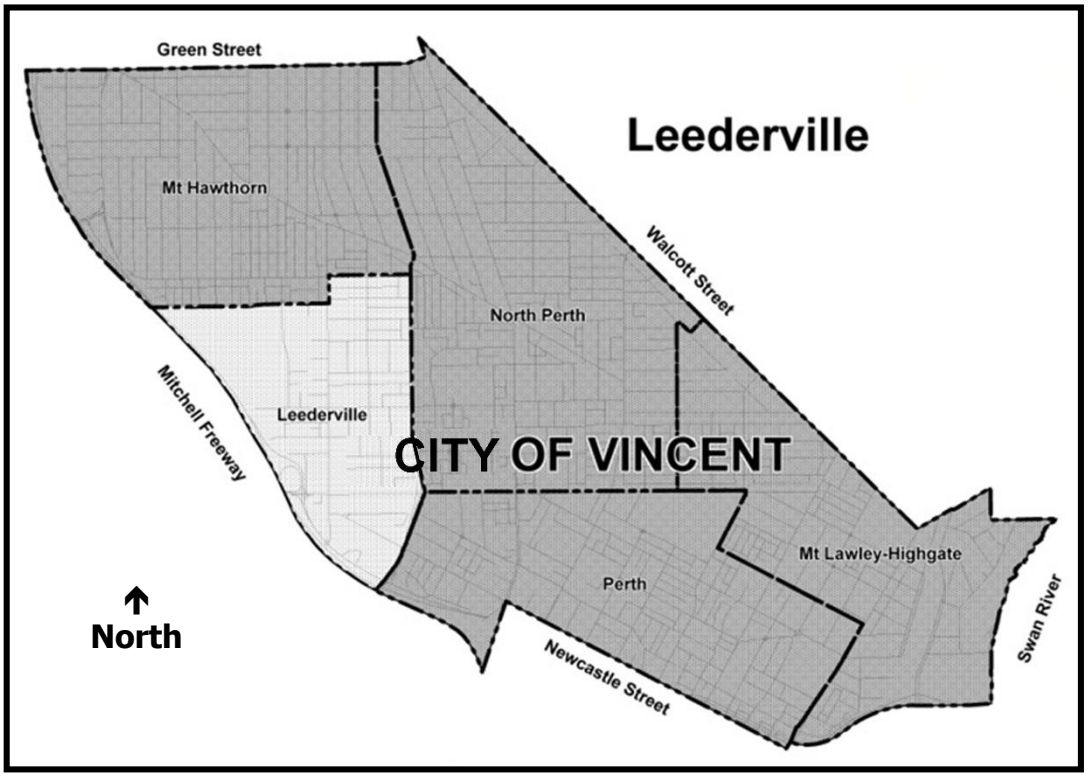


Figure 47 - Leederville Precinct Map

5.0 Context

Leederville is located approximately two kilometres from the Perth Central Business District. It has a population of 2,943, which makes up approximately 9.33% of the City's total population. Leederville covers an area of approximately 1.5 square kilometres. Leederville contains the City's only secondary town centre, as outlined in *Directions 2031.* Outside the secondary centre, Leederville is characterised by medium density residential.

Leederville is considered the action capital of the City. Food, shopping, entertainment, culture and fantastic meeting places are combined to offer something for everyone. Recent road and parking enhancements have improved traffic flows and drawn more people into and through the heart of Leederville. An easy walk for local residents and convenient train/car access for visitors and workers make Leederville the best urban hub north of Perth.

5.1 The Vision

Leederville - A Tapestry of Life with Flair

*In 2024, Leederville West Perth is a community that celebrates its **rich heritage** and tapestry of life with flair. We take great pride in being a place where all people are valued and respected, Leederville West Perth is unique, friendly and inviting. Our enviable quality of life has been achieved through ingenious development that enhances Leederville West Perth's character and unpretentious style. An outstanding model of '**people-oriented' urban design**, Leederville West Perth is alive with tree-lined streetscapes, attractive parks and enticing public spaces where people from all walks of life intermingle. The atmosphere in the town centre is vibrant and festive – where unusual features surprise and enchant. A remarkable transformation of the town centre has occurred, a dream only made possible with the collective foresight, passion and commitment of government, business and community. In Leederville West Perth we know how to work together in creating a better place to live.*

Figure 48 - Artist Impression Vincent Vision 2024 Leederville

5.2 The Leederville Masterplan

The Leederville Masterplan provides the blueprint for future development of the Leederville Town Centre, comprising the area bounded by Loftus and Richmond Streets and the freeway. The Masterplan is modelled on transit orientated development (TOD) principles and focuses on the environmental, economic and social needs of the community. Principally, the Masterplan espouses the principles of the State Planning document, *Directions 2031* and the State Planning Policy 4.2 relating to Activity Centres.

The Masterplan identifies eight (8) specific precincts within Leederville for retail concentration, education, civic uses, food/markets, offices, high density residential and entertainment. In addition, the Masterplan proposes the redevelopment of two of the City's at-grade car parks for multi-level mixed-use icon buildings. These significant developments are seen as a means of progressing the required streetscape and urban design improvements in the town centre, along with facilitating developer confidence in the Masterplan and encouraging associated development.

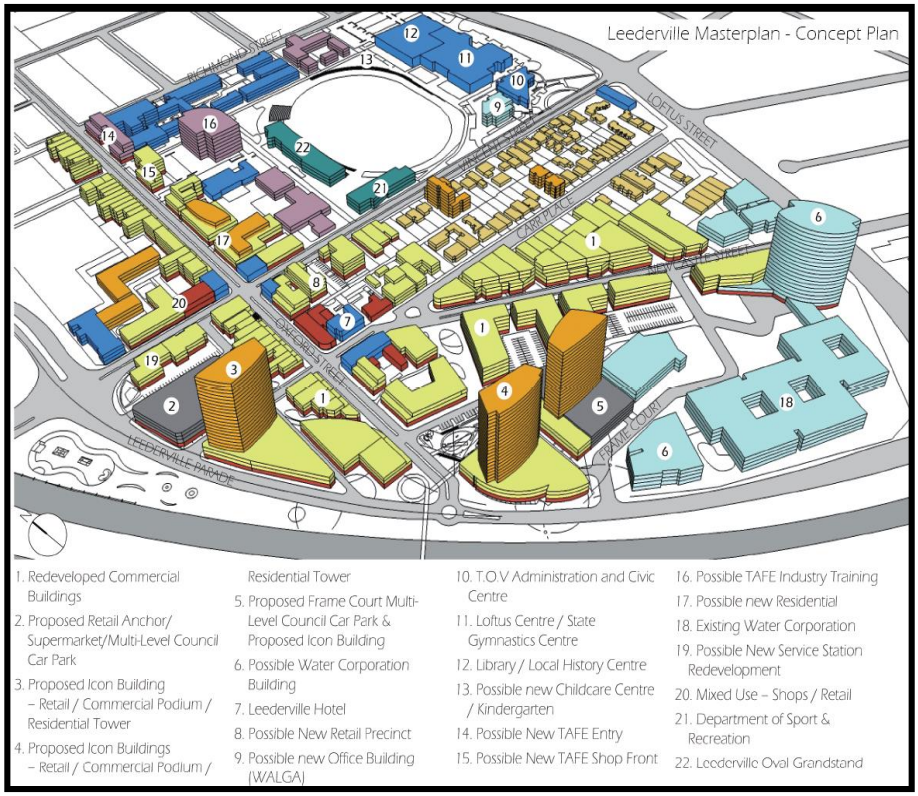


Figure 49 - Leederville Masterplan - Concept Plan

The Masterplan also proposes the creation of an invigorated and robust community square close to the Leederville café strip that will act as a magnet for a diverse range of activities that will complement the Leederville image. Various other Studies were completed as part of the Leederville Masterplan, including a traffic and services report, a public transport study and a Leederville Station Precinct Study to ensure that the proposed land use and built form in the Leederville Masterplan aligns with traffic and transport infrastructure. It is anticipated that given the status of Leederville as a Secondary Centre, these documents will be consolidated into an Activity Centre Plan, in accordance with the State Planning Policy 4.2 relating to Activity Centres.

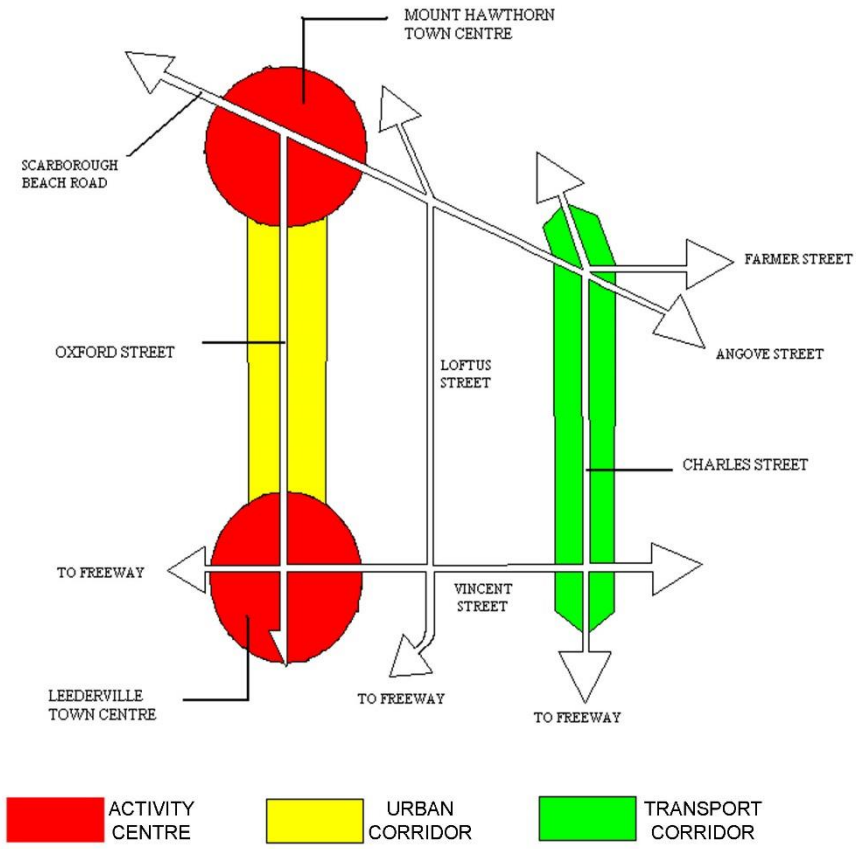
Leederville Masterplan / Town Centre - Recommendations

- Develop and appropriately zone, Leederville as a Regional Town Centre and progress the Leederville Masterplan and/or Activity Centre Plan;
- Apply appropriate Design Guidelines for new development in the Masterplan/Activity Centre Plan area that promotes the principles of best practice urban design;
- Promote the use of the Leederville train station and develop in accordance with the principles of transit oriented development;
- Allow for and promote mixed use development;
- Allow for better pedestrian movement throughout the Leederville Town Centre, particularly to the areas behind Oxford Street;
- Maximise the potential of the Town Centre as a desirable destination for local, interstate and international tourists by creating unique opportunities for retail, entertainment, social interaction and accommodation;
- Investigate the preparation of an Infrastructure Plan and associated Capital Expenditure Plan, with the view of designating the Leederville Masterplan /Structure Plan area as a Development Contributions Area, under the proposed Town Planning Scheme No.2, to enable Development Contributions.
- Rezone the City's Administration and Civic Building from 'Local Reserve' to 'Civic Use'.

5.3 Oxford Street Urban Corridor

Oxford Street provides a vital conduit between the Town Centres of Mount Hawthorn and Leederville and displays numerous opportunities for linear intensification of land uses supported by good levels of public transport. The strategic direction for this section of Oxford Street is to focus higher density residential and commercial activities along the corridor in a way that provides increased opportunities for diverse housing and employment within a walkable catchment area of the Leederville and Mount Hawthorn Town Centres. This is consistent with the recommendations of *Directions 2031* which have identified Oxford Street as displaying the attributes to develop as an 'Urban Corridor'.

Figure 49 below illustrates the treatment of Oxford Street as an 'Urban Corridor' and its relationship to the Town Centres of Leederville and Mount Hawthorn. It also serves to highlight the difference between an 'Urban Corridor' and a standard 'Transport Corridor', the latter of which is not suitable for the same degree of transit orientated development.



Activity Centres are locations where a range of activities are encouraged. Employment, retail, residential, entertainment, higher education and specialised medical services are just a few such activities.

Urban Corridor are connections between activity centres that provide high frequency public transport to support the land uses that will occur along the activity corridors and at the activity centres. Urban corridors are not designed to be high-speed through traffic routes.

Transport Corridors provide routes for higher speed through traffic, in particular truck routes, express bus services, and are the routes that traffic will take for inter-suburban travel

Figure 50 - Indicative Oxford Street Urban Corridor

Built Form

- Reinforce the opportunities afforded by the street by providing appropriate development requirements relating to the scale, height, setbacks and design of new developments with a view to promoting a pedestrian friendly scale and divergent streetscape;
- The form, rhythm, materials, and character established by buildings along Oxford Street are to define components of the locality and should be reinforced and enhanced by future development; and
- Historic buildings should not be mimicked but the character of the existing street frontage and building form should serve as a guide for new development. Contemporary architectural design is the preferred manner of new built form.

5.4 Residential Areas

Housing in the Leederville Precinct represents an eclectic mix of housing styles, ranging from single storey weatherboard dwellings constructed at the turn of the 20th Century to semi-detached dwellings and terrace-style development to modern contemporary dwellings.

In Leederville families still make up around half of the household types. However, the number of one person households within the Leederville area is steadily increasing and forecast to increase further, a change that brings with it the need for a varied supply of dwelling types that accommodates the respective household types. The design of new housing will need to reflect the likely requirements of the occupying residents. Factors that will need to be considered include the number of car parking spaces, overall size (site area and floor space), the need for affordable accommodation and accessibility to public transport.

Vincent Vision 2024 highlighted the issues residents of Leederville have with respect to their living environment. These issues relate to impacts of higher density, poor design and impact on streetscapes, neglected houses and streetscapes, lack of environmental design principles, declining housing affordability and the rigid atmosphere for heritage protection.

The Vision for Housing Density and Urban Design created by the community is as follows:

"Housing types and choices cater to the wide diversity in lifestyles and income levels of Leederville and West Perth residents. Our residential streetscapes promote human interaction, are shaded and safe, and retain a human scale, with new development that respects the character, heritage and evolving residential fabric of the area. The density of housing and buildings is carefully managed, enhancing and not detracting from the area's residential character. The built environment displays a dynamic diversity of style, encouraging and promoting excellence in urban and building design."

Residential Areas - Recommendations

Land Use

- Apply an increase residential zoning from R30 to R40 on lots south of Tennyson Street between Loftus and Oxford Street (excluding lots fronting Loftus and Oxford Streets) and to lots on the southern side of Galway Street between Oxford and Scott Streets to allow for greater housing choice;
- Maintain housing diversity by retaining residential zoning at a mix of R30, R40 and R60 residential coding, with the exception of introducing a residential/commercial zoning along Oxford Street;
- Apply strategies and recommendations addressed in the City's Affordable Housing Strategy to facilitate greater choice in housing affordability; and
- Encourage development along major transport networks in accordance with Transit Oriented Design principles.

Built Form

- The character of existing residential areas is to be protected, whilst allowing for suitable higher density and mixed use development within and surrounding the Town Centre and Oxford Street Urban Corridor;
- New contemporary developments are encouraged provided that the design responds sensitively to the established character;
- Promote single houses as the predominant form of housing on properties in and north of Galwey Street;
- Retain and/or restoration existing housing of historic character, east of Oxford Street; and
- Promote sensitively designed infill on larger lots, east of Oxford Street.

5.6 Abutting Suburbs/Local Authorities

Leederville is bounded by the Town of Cambridge to the west. The Town of Cambridge is currently preparing an Urban Design Study for West Leederville, which, similar to the City's Leederville Masterplan, is also based on the premises of transit orientated development and has capitalised on the close proximity to the Leederville Train Station, as well as the Subiaco Oval.

It is recognised that the Leederville Train Station and the pedestrian freeway overpass form an important link between the Leederville Masterplan and the West Leederville Urban Design Study. The future development of Leederville and West Leederville will in part be determined on the successful integration of these two areas, which requires appropriate planning and is currently being undertaken through the preparation of a Leederville Link Design and Feasibility Study, jointly undertaken by the City of Vincent and the Town of Cambridge.