



CITY OF VINCENT

WILLIAM STREET

PLANNING FRAMEWORK



ACKNOWLEDGEMENT OF COUNTRY

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

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

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



WILLIAM STREET PLANNING FRAMEWORK – TABLE OF AMENDMENTS

RESPONSIBLE BUSINESS UNIT		PREVIOUS POLICY TITLE	NEXT REVIEW DATE
Strategy and Development		-	August 2030
VERSION	DECISION TO ADOPT/AMEND		BRIEF DETAILS OF MODIFICATIONS
1.	Adopted at the Ordinary Council Meeting of 12/08/2025		N/A
2.	Minor amendment 11/11/2025		Amend text in Table 1: Significant Developmental Sites to replace Money street with Monger Street. Pg.37
3.			
4.			
5.			
DOCUMENT REFERENCE	D25/115899		





INTRODUCTION

The City of Vincent is committed to a place-based approach to guide future growth and success of our town centres and precincts.

As part of the Local Government Integrated Planning and Reporting Framework (IPRF), our Strategic Community Plan 2022–2032 (SCP) outlines Vincent's plan for the future. The vision for the City of Vincent has been agreed as:

"In 2032, The City of Vincent is a leafy vibrant 24-hour city, which is synonymous with quality design and sustainability. It's diverse population is supported in their innovative endeavours by a council that says YES!"

Vincent's place-based approach is affirmed here through six community-led priority areas. Informed by State Planning Policy 4.2 Activity Centres (SPP4.2) and the IPRF, Vincent sets the land use and development framework for our town centres and precincts through informing strategies and plans, specifically, the Local Planning Strategy and Town Centre Planning Frameworks.

The William Street Planning Framework (WSPF) will function as a Local Planning Policy and Place Plan with the option to be adapted into a Precinct Structure Plan in future.





FIGURE 1 CITY OF VINCENT TOWN CENTRES



FIGURE 2 INTEGRATED PLANNING & REPORTING FRAMEWORK



ENHANCED ENVIRONMENT

The natural environment contributes greatly to our inner-city community. We want to protect and enhance it, making best use of our natural resources for the benefit of current and future generations.



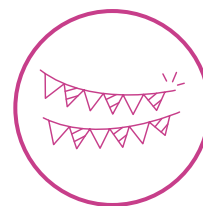
ACCESSIBLE CITY

We want to be a leader in making it safe, easy, environmentally friendly and enjoyable to get around Vincent.



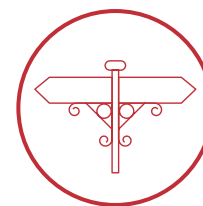
CONNECTED & HEALTHY COMMUNITY

We are a diverse, welcoming and engaged community. We want to celebrate what makes us unique and connect with those around us to enhance our quality of life.



THRIVING PLACES

Thriving Places are integral to our identity, economy and appeal. We want to create, enhance and promote great places and spaces for everyone to enjoy.



SENSITIVE DESIGN

Design that 'fits in' to our neighbourhoods is important to us. We want to see unique, high quality developments that respect our character and identify and respond to specific local circumstances.



INNOVATIVE & ACCOUNTABLE

The City of Vincent has a significant role to play in supporting our community to realise its vision. To achieve this, we will be an innovative, honest, engaged and responsible organisation that manages resources well, communicates effectively and takes our stewardship role seriously.

FIGURE 3 PILLARS OF THE STRATEGIC COMMUNITY PLAN 2022–2032

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HOW TO READ THIS DOCUMENT

The William Street Planning Framework (WSPF) is structured around six Key Focus Areas:

PART 1 – POLICY

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

Sets the Policy purpose, objectives, operation and scope.

PART 2 – CONTEXT

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

PART 3 – WHERE DO WE WANT TO BE?

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

PART 4 – THE PRIVATE REALM – BUILT FORM

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

PART 5 – DEVELOPMENT INCENTIVES FOR COMMUNITY BENEFIT

This explains the rationale for offering development incentives, which allow extra building height in exchange for community benefits – such as public amenities, affordable housing, or cultural facilities – applicable to a broad community, with concessions exceeding height limits being optional and guided by recent planning recommendations.

PART 6 – THE PUBLIC REALM – PLACE PLAN

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



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

VISION

High level goal for the area.

OBJECTIVES

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

THE PRIVATE REALM – BUILT FORM

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

THE PUBLIC REALM – PLACE PLAN

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

PART 1 POLICY



PRELIMINARY

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

The Local Planning Scheme No. 2 (LPS2) supports the Strategy.

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

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

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

POLICY DEVELOPMENT

The WSPF is a local planning policy with a place plan that has been prepared under the provisions of Schedule 2, Part 2, Clause 4 of the *Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations)*.

RELEVANT DELEGATIONS

Refer to Register of Delegations, Authorisations and Appointments – 16 Delegations made under the *Planning and Development Act 2005*.

PURPOSE

The purpose of the WSPF is to guide development within the public and private realms of the WSPF area.

RELATIONSHIP TO OTHER INSTRUMENTS

R Codes Volume 1

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

As contemplated by Clause 3.2.3 of the R Codes Volume 1, the deemed-to-comply criteria and local housing objectives in the WSPF replace or augment the equivalent deemed-to-comply standards and augment the design principles of the R Codes Volume 1.

Appendix 1 details the relationship between specific design elements addressed in the WSPF and the R Codes Volume 1.

R Codes Volume 2

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

The Acceptable Outcomes in the WSPF augment or replace the Acceptable Outcomes in the R Codes Volume 2.

While addressing the Acceptable Outcomes is likely to achieve the Element Objectives and Policy Objectives, they are not deemed-to-comply

standards. Applicants demonstrate that the Element Objectives and Policy Objectives are addressed to the satisfaction of the City.

Development may satisfy these objectives by alternative means or solutions.

Appendix 1 details the relationship between specific design elements addressed in the WSPF and the R Codes Volume 2.

NON RESIDENTIAL DEVELOPMENT

In assessing applications for development approval, the decision maker shall have regard to the Policy Objectives of the WSPF, the vision statement and built from standards of each sub-precinct and the general standards of **Part 4**.

OTHER LOCAL PLANNING POLICIES

Other than for heritage protected places, where there is conflict between the WSPF and any other local planning policy of the City, the WSPF prevails to the extent of any inconsistency.



PART 2 CONTEXT

PLANNING FRAMEWORK BOUNDARY

The William Street Planning Framework area extends from Bulwer Street in the north, Lindsay Street to the east, Newcastle Street in the south and Lake Street to the west.

The precinct is a natural extension of the Northbridge Entertainment precinct and abuts the City of Perth local government area boundary on Newcastle Street. It is well serviced by public transport and open space.

The precinct services the wider metropolitan region thanks to its vibrant mix of hospitality venues and speciality grocers.

FIGURE 4 WILLIAM STREET PLANNING FRAMEWORK AREA

FRAMEWORK BOUNDARY





HISTORIC CONTEXT

Understanding the history and the people that use William Street Town Centre informs how well their needs are being met. The area now encompassing the City of Vincent has long provided significant spiritual and physical sustenance to Whadjuk Noongar people. The Vincent area incorporates 12 former wetlands and a stretch of the Swan River frontage between the ocean and major water systems which play a vital role in the creation of the world for Whadjuk people.

Post-colonial settlement and the northern expansion of Perth in the 1890s saw subdivision and mixed-use development occur. The town centre is surrounded by several Local and State heritage-listed places, notably having an interface with the Brookman and Moir State registered precinct. This precinct is recognised at a local and state level for its heritage significance. Development over the decades has transformed the precinct from a humble mix of residential and commercial development to its current character of specialty retail and Asian grocers by day, and niche hospitality venues and eateries by night.

DEMOGRAPHICS

The WSPF area encompasses the City of Vincent suburbs of Highgate and Perth, and has a distinct demographic profile reflective of its urban character:



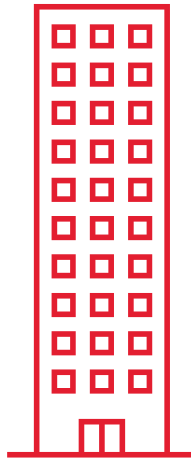
Population growth and household size: From 2011 to 2021, the population marginally increased from 11,693 to 11,903 with an average household of 1.9 people.



Transport and mobility: Thanks to its access to high frequency bus networks and proximity to the Perth CBD, residents of the town centre and surrounding areas are more inclined to use public transport, cycling, or walking to work compared to the broader Perth area. However, there was a slight decline in cycling rates, partly due to increased remote work trends since 2020 which saw a 245 per cent increase in people working from home.



Age and workforce: A significant portion of the population is comprised of young workers aged 25 to 34 (3,997) in 2021, making this the largest age group in the area. There has been a gradual increase in this age demographic, emphasising the area's appeal to young professionals.



Household composition: Reflective of the town centres inner city location, the number of high-density housing in the neighbourhood increased by 56 per cent between 2011 and 2021. Medium density housing stock also increased by 14 per cent.

Housing and density: Housing density is relatively high, with 40.1 per cent of dwellings classified as high-density apartments or flats. This figure has increased by 6.8 per cent over the last decade, aligning with urban development trends aimed at maximising inner-city living spaces. Medium-density housing, including townhouses and semi-detached homes, represents 27.5 per cent of the area's housing, while single-family detached homes make up only 33.7 per cent, contrasting with the more suburban Greater Perth.



Rental stress: The area has a considerable rate of rental stress, affecting 25.9 per cent of renting households, just above the average for the City of Vincent. This suggests a potential affordability issue in the rental market, which is further compounded by high demand and a need for increased housing density. This percentage is forecasted to increase in 2024 and beyond.

This demographic snapshot highlights William Street's urban profile, characterised by young, independent residents, a preference for high-density living, and reliance on public or active transport, aligning with the City of Vincent's goals for a connected, vibrant community.

WHAT IS THE ROLE OF THE CITY

The City of Vincent serves as the main point of contact for the community, working to balance the needs of residents, schools, community groups, landowners and local businesses with legal requirements and long-term plans.

The City oversees local infrastructure like streets, footpaths, cycle paths, and street furniture, including lighting. It also influences private developments through land-use planning, zoning, and built form standards, shaping the physical and economic landscape of the area.

Advocating to State Government is key for the City to push for outcomes beyond its direct control. Vincent plays an important role in attracting and keeping businesses by offering community-focused incentives, aiming to create vibrant, well-designed spaces for current and future residents, business owners, and visitors.

STRATEGIC CONTEXT







All local governments are required to have a plan for the future. This takes the form of a Strategic Community Plan, an overarching document informed by extensive community consultation. It sets the strategic direction for the entire organisation and is supported by informing strategies and plans. One of these is the WSPF.

THE VISION FOR THE CITY OF VINCENT IS:

“In 2032, the City of Vincent is a leafy and vibrant 24-hour city which is synonymous with quality design and sustainability. Its diverse population is supported in their innovative endeavours by a Council that says YES!”



The relationship between the pillars of the SCP and WSPF are highlighted below:

	PILLARS	SCP INTENT	APPLICATION TO THE WSPF
	Enhanced Environment	The natural environment contributes greatly to our inner-city community. We want to protect and enhance it, making best use of our natural resources for the benefit of current and future generations.	<ul style="list-style-type: none"> • Provide guidance to maximise on-site landscaping. • Identify opportunities for public open space. • Improving sustainable built form outcomes through environmentally sustainable design.
	Accessible City	We want to be a leader in making it safe, easy, environmentally friendly and enjoyable to get around Vincent.	<ul style="list-style-type: none"> • Review non-residential parking standards in line with community needs. • Analyse and improve cycle routes. • Improve pedestrian experience through buildings and canopy coverage.
	Connected and Healthy Community	We are a diverse, welcoming and engaged community. We want to celebrate what makes us unique and connect with those around us to enhance our quality of life.	<ul style="list-style-type: none"> • Encourage community spaces within new development. • Encourage inclusive and accessible development beyond the minimum requirements of the Building Codes of Australia.
	Thriving Places	Thriving Places are integral to our identity, economy and appeal. We want to create, enhance and promote great places and spaces for everyone to enjoy.	<ul style="list-style-type: none"> • Encourage local and small businesses. • Require development outcomes that enhance the public and private realms. • Identify opportunities to improve the pedestrian experience within the private and public realms. • Encourage public art and activation.
	Sensitive Design	Design that 'fits in' to our neighbourhoods is important to us. We want to see unique, high quality developments that respect our character and identity and respond to specific local circumstances.	<ul style="list-style-type: none"> • Built form provisions encourage attractive and diverse development in line with the community vision. • Built form character and heritage is protected and enhanced. • Support quality design and sustainable urban built form that is responsive to the local context. • Encourage more people living in, working in, or enjoying the area.
	Innovative and Accountable	We have a significant role to play in supporting our community to realise its vision. To achieve this, we will be an innovative, honest, engaged and responsible organisation that manages resources well, communicates effectively and takes our stewardship role seriously.	<ul style="list-style-type: none"> • Engagement with the local community, businesses and the town team throughout the development of this framework. • Enable consistent and transparent decision making in line with City's strategic vision.

STAKEHOLDER AND COMMUNITY ENGAGEMENT

To inform the development of the WSPF, Vincent conducted a community engagement program in two phases (visioning and design) between March and July 2024



The **community engagement program** was communicated through:

- A project page on Imagine Vincent from 25 March 2024.
- 3,575 letters sent to all residents and ratepayers of the William Street Town Centre and its surrounding 400-metre walkable catchment.
- Inclusion in the City of Vincent's Business E-News, regular E-News and Facebook, Instagram and LinkedIn.
- Speaking directly to business managers and owners.
- Three social media posts each on Facebook, Instagram and LinkedIn.
- Advertising on RTRFM and through the Northbridge Connect town team.



The intent of the **visioning phase** was to capture the community's vision for the William Street Town Centre and surrounds. It included the following two engagement opportunities:

- A survey hosted on Imagine Vincent which 113 people completed.
- An in-person workshop hosted at Hotel Northbridge which 60 people attended.



The **design phase** was prepared to capture the community's opinion on specific planning controls and public realm initiatives such as heights, transitions, streetscape improvements.

This phase included four opportunities to engage:

- Two in person 'walkshops' which 16 people attended.
- An in-person workshop at Hotel Northbridge which 30 people attended.
- A survey hosted on Imagine Vincent which 49 people completed.

The key findings from the engagement program highlighted the following issues:

- urban blight
- high vehicle traffic volumes
- poor pedestrian experience
- poor community comfort and safety

Participants expressed a desire for the WSPF to deliver:

- Streetscape and public realm improvements.
- Safer roads for pedestrians and bike riders.
- High quality development that is compatible with the surrounding heritage and character neighbourhoods.
- Increased business diversity and residential population.

PART 3 WHERE DO WE WANT TO BE?

VISION:

The William Street Town Centre is characterised by its eclectic mix of housing, community, entertainment and retail uses. Leveraging its strategic location near Northbridge and the Perth CBD, the centre will be revitalised into a vibrant and attractive place for people to live, work, visit and play.





POLICY OBJECTIVES

Based on community input, the objectives of this framework form the foundation of the precinct's vision. They outline the preferred outcomes for development and guide the area's urban renewal. If a development does not meet the acceptable outcomes, it should be assessed against these objectives.

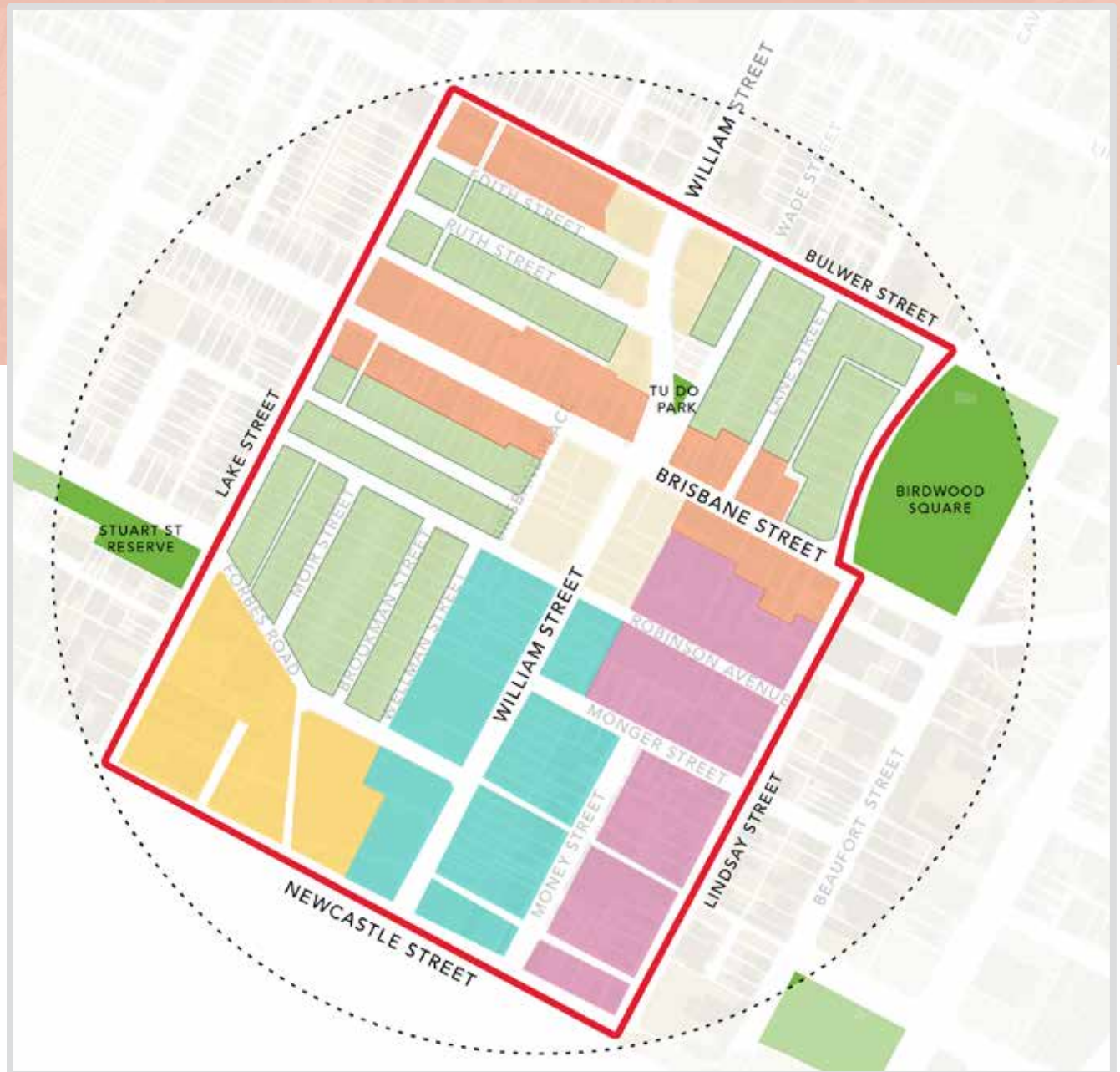
1. **Build on the sense of place** evidenced by the area's history and cultural diversity and to shape the streetscape to ensure a high quality, active, people-oriented public realm.
2. **Encourage mixed-use development** that integrates commercial, residential, and hospitality spaces to create a vibrant and active precinct.
3. **Encourage mode shift** by improving pedestrian and bike riding infrastructure, rationalising car parking and creating active public spaces that promote social interaction precinct.
4. **Manage the built form profile of new development** to avoid adverse impact to surrounding areas, including heritage places.
5. **Foster housing diversity** by promoting a variety of affordable, thoughtfully designed housing options that address the diverse needs of the community.
6. **Leverage the opportunities for development** afforded by the area's proximity to the Perth CBD, major public transport routes and road networks.
7. **Promote sustainable design** by incorporating green infrastructure, energy efficiency, and climate-resilient building practices in new developments.
8. **Contribute to Vincent's green network** by increasing green spaces which are easily accessible by enhanced pedestrian and cycling pathways activity and planting appropriate vegetation that will mitigate the urban heat island effect.
9. **Enhance public safety** by ensuring that all new development is designed in accordance with Crime Prevention Through Environmental Design principles.

SUB PRECINCTS

The WSPF is made up of six sub-precincts shown on Figure 5, each with its own statement of intent.

FIGURE 5 SUB-PRECINCTS

- FRAMEWORK BOUNDARY
- WILLIAM CORE SUB-PRECINCT
- NEWCASTLE STREET SUB-PRECINCT
- URBAN FRAME A SUB-PRECINCT
- URBAN FRAME B SUB-PRECINCT
- WILLIAM STREET NORTH SUB-PRECINCT
- RESIDENTIAL SUB-PRECINCT



William Street Core

This sub-precinct is the heart of the WSPF and will continue to function as a vibrant hub of hospitality, retail and culture. Future development will enhance street level activity and create a dynamic atmosphere. Above the street, new development will capitalise on the expansive views of the Perth skyline and surrounding parkland and include both residential and commercial uses. Improving walkability and cycling connections to the core will encourage a mode shift towards active transport, reducing reliance on cars and overall enhancing liveability.

The design of new development will reference the precinct's history and cultural diversity. Bulk and mass is to be adequately managed when transitioning to the Residential and Urban Frame sub-precincts. New housing should provide diverse dwelling types, and include affordable housing options that cater to a broad demographic and help drive the economic activity of the centre.

Newcastle Street

The size of land parcels within this sub-precinct allows an opportunity for increased building height and density, with ample space to create areas of public open space that will contribute towards public amenity. Building height and mass will be located away from Forbes Road, protecting the cultural heritage significance of the Brookman and Moir Heritage Area and Bakers Terrace.

Forbes Lane will be upgraded and activated with a focus on the pedestrian experience by enhancing walkability, safety, and connections to the area. Measures to achieve this include creation of a shared street, new active land uses, improved lighting, and encouraging places to pause and linger.

A variety of land uses including retail, food and beverage, hospitality, offices, residential and specific purpose housing will be incorporated into this high-quality environment, drawing people in from across the metropolitan region.

Urban Frame A

The existing medium density mixed-use precinct will see increased residential development which is designed to integrate with properties of heritage significance, most notably the converted Mackays Aerated Waters Factory. This sub-precinct will see residential and non-residential uses co-exist at the street interface, providing opportunities of activation and surveillance to the public realm.

Development should provide for a mixture of complementary uses that will provide activity to the sub-precinct and contribute to the activation of the William Street precinct, whilst being compatible with residential development outside of the WSPF area.

Urban Frame B

Located along Brisbane, Bulwer and Lake Streets, this sub-precinct includes a vibrant blend of heritage features and diverse land uses, fostering a distinctive 'village feel' within the wider precinct. It seamlessly transitions from the bustling activity of William Street towards its outskirts, linking commercial and residential areas to cultivate a walkable urban environment. The road network will be visually appealing and well-landscaped, prioritising pedestrians and cyclists.

To accommodate future population increases and maintain vibrancy, medium-density mixed-use development, particularly in the form of low-rise apartments are encouraged, with the emphasis on minimising land use conflict between residential and non-residential uses. New developments will emphasise architectural designs that enhance street appeal, reflect and maintain existing heritage and built form character and encourage lively, engaging streetscapes. Alfresco dining and outdoor activities are encouraged where possible.

William Street North

William Street North is the northern gateway to the William Street. Due to the number of vacant or underutilised properties, this sub-precinct is well located to be redeveloped into a medium to large scale residential and mixed-use area that provides a transition between the Core, Urban Frame B and Residential sub-precincts. New development will need to respond to the natural topography by maintaining the existing view corridors to the Perth CBD skyline along William Street as well as minimising its impact on the surrounding homes in the Residential sub-precinct.

Compatible land uses such as shops, offices and other interactive uses are encouraged to be located here to assist in creating a bustling and vibrant street environment. In the long-term traffic will be slowed through calming measures, allowing for the further activation and use of Tu Do Park by the community.

Residential

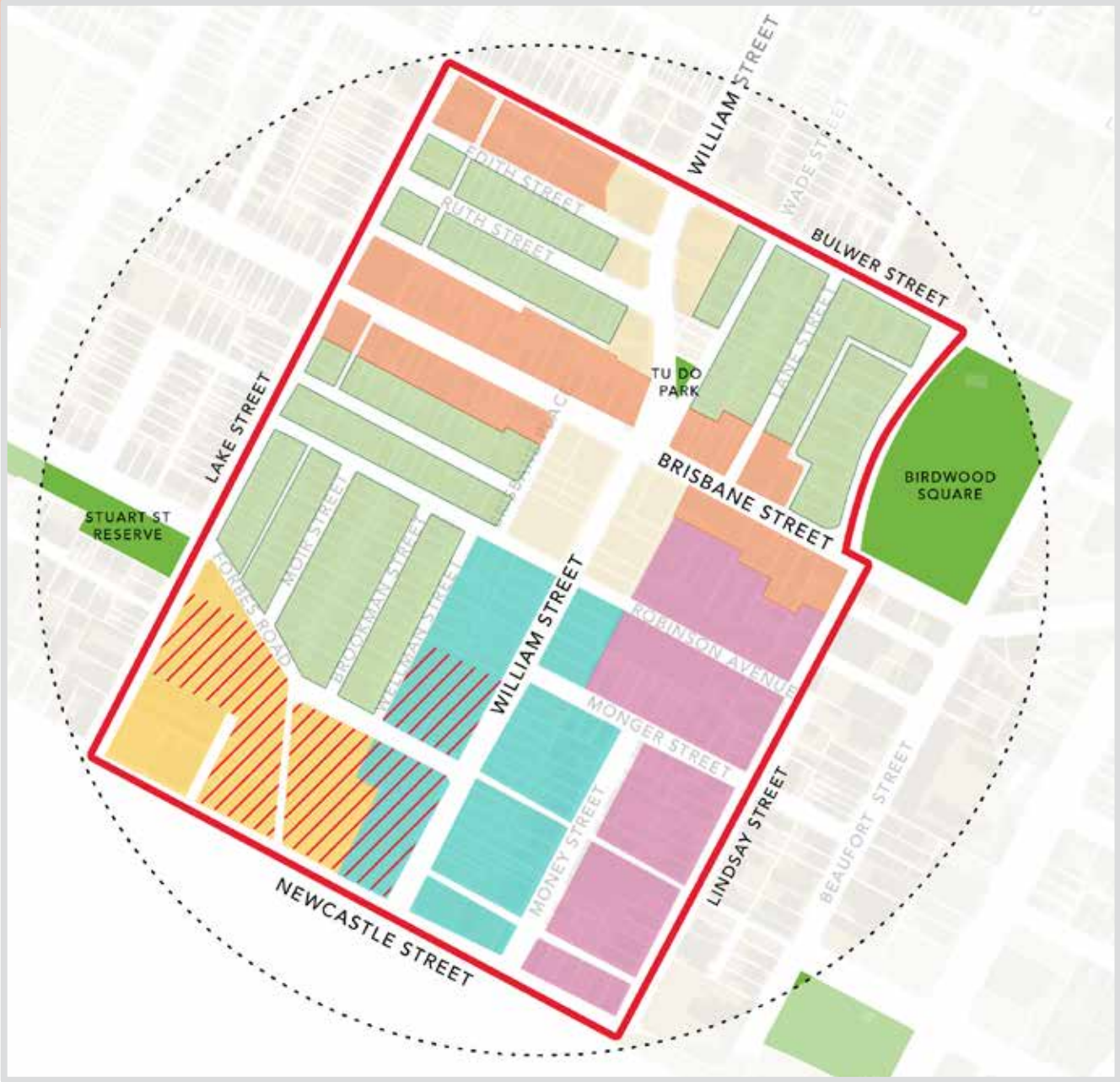
The Residential sub-precinct will retain its existing heritage and built form characteristics and blend new development in a manner that protects and celebrates these elements. Leveraging its proximity to neighbouring mixed use areas and local parks, future development will achieve a built form character that increases dwelling diversity in a form that is complimentary to the existing character and promotes streetscape interaction between the community. New development will largely include additions to existing homes and townhouse products.

Non-residential uses may be supported, where they do not result in amenity impact on surrounding homes.

BUILDING HEIGHTS AND SUB-PRECINCTS

FIGURE 6 DEVELOPMENT HEIGHTS

- PROPOSED FRAMEWORK BOUNDARY
- WILLIAM CORE – ACCEPTABLE 8
- NEWCASTLE STREET – ACCEPTABLE 8
- URBAN FRAME A – ACCEPTABLE 6
- URBAN FRAME B – ACCEPTABLE 4
- WILLIAM STREET NORTH – ACCEPTABLE 6
- RESIDENTIAL – AS PER R CODES
- STRATEGIC DEVELOPMENT SITE – SEE TABLE 1





PART 4 THE PRIVATE REALM

(LOCAL PLANNING POLICY STANDARDS)



This section articulates the preferred design outcomes for the WSPF by providing built form standards for development within the private realm.

WHY IS GOOD DESIGN IMPORTANT?

Good design ensures that development is ultimately appropriate for its context, construction and aesthetics, providing a positive contribution to the built landscape of an area.

The 10 principles of good design, identified under **State Planning Policy 7.0 Design of the Built Environment** underpin the provisions of the WSPF.

LAND USES

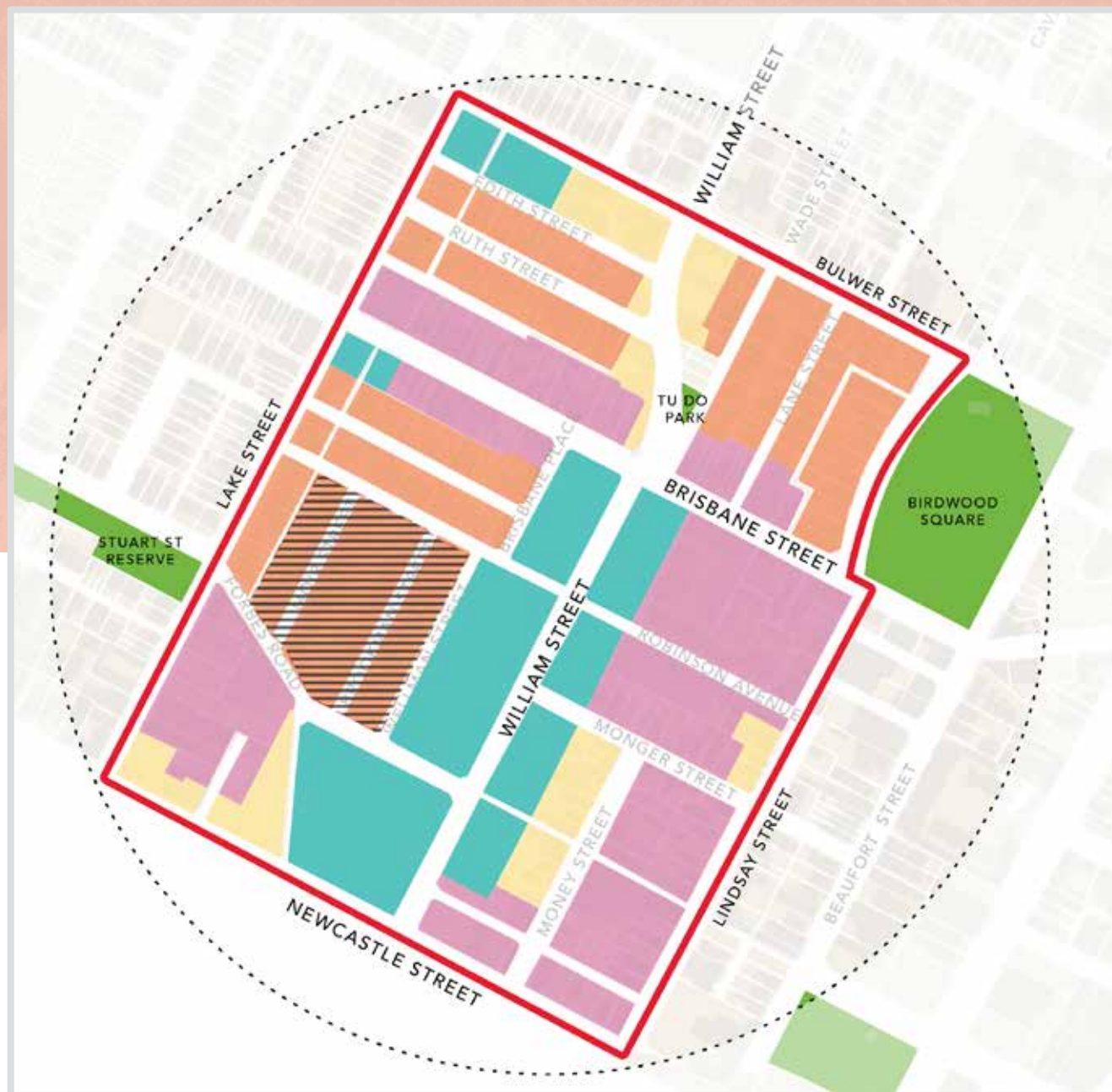
Development within the WSPF through **William Core** and **Newcastle Street** sub-precincts should prioritise a diverse mix of uses that support both day and nighttime activity. Retail, hospitality, and entertainment venues are key drivers for street activation, encouraging a lively atmosphere that attracts visitors throughout the day and supports the local economy.

Opportunities exist for non-residential land uses within the **Urban Frames** and **William Street North** and **Residential sub-precincts**. These sub-precincts allow for lower intensity non-residential uses such as small offices, boutique retail and hospitality businesses that integrate with the established residential character and support local needs.

When considering development applications, the decision-maker should ensure that proposals align with the vision and objectives of the WSPF and the City's LPS2.

Where an interim land use is proposed for a temporary period of time for a site until full redevelopment can occur, the City may consider departures to the standards of the WSPF where the interim use can demonstrate that it is consistent with the objectives of the WSPF and LPS2.

FIGURE 7 LOCAL PLANNING SCHEME NO.2 ZONING AND HERITAGE AREAS





STRATEGIC DEVELOPMENT SITES

Strategic Development Sites (SDS) are sites that have been identified based on several factors, including land tenure and size, location and context.

In addition to satisfying **Part 5 Development Incentives for Community Benefit**, the redevelopment of a SDS identified in **Figure 6** must also satisfy the requirements of **Table 1**.

TABLE 1: STRATEGIC DEVELOPMENT SITES

Strategic Site	Requirements		
1. City Toyota and neighbouring sites <ul style="list-style-type: none">Lot 50 (323) William StreetLot 51 (333) William StreetLot 2 (347 – 349) William StreetLot 101 (216 – 232) Newcastle StreetLot 100 (216) Newcastle StreetLots 1, 2, 123 (220) Newcastle StreetLot 111 (24) Forbes LaneLots 10, 11, 12, 13, 14 (2) Weld AvenueLot 104 (10) Weld AvenueLots 101, 102, 107, 108, (122A – 130) Lake StreetLot 106 (35 – 37) Forbes Road	General SDS Requirements <p>Development height may be increased from the acceptable height standard of eight storeys subject to the submission of Local Development Plan (LDP) as follows:</p>		
	<table><tr><td>City Toyota SDS</td><td>Up to 20 storeys</td></tr></table>	City Toyota SDS	Up to 20 storeys
	City Toyota SDS	Up to 20 storeys	
	<table><tr><td>William Street Car Park SDS</td><td>Up to 12 storeys.</td></tr></table>	William Street Car Park SDS	Up to 12 storeys.
	William Street Car Park SDS	Up to 12 storeys.	
	<table><tr><td>Unidentified SDS</td><td>Park SDS Up to 12 storeys. Unidentified SDS Up to 12 storeys on sites with a minimum lot size of 1,500m2 where located:<ul style="list-style-type: none">Within the William Core and Newcastle Street sub-precincts; andWest of William Street and north of Forbes Road.</td></tr></table>	Unidentified SDS	Park SDS Up to 12 storeys. Unidentified SDS Up to 12 storeys on sites with a minimum lot size of 1,500m2 where located: <ul style="list-style-type: none">Within the William Core and Newcastle Street sub-precincts; andWest of William Street and north of Forbes Road.
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<table><tr><td></td><td>Up to 14 storeys on sites with a minimum lot size of 1,500m2 where located:<ul style="list-style-type: none">Within the William Core and Newcastle Street sub-precincts; andEast of William Street.</td></tr></table>		Up to 14 storeys on sites with a minimum lot size of 1,500m2 where located: <ul style="list-style-type: none">Within the William Core and Newcastle Street sub-precincts; andEast of William Street.	
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<table><tr><td></td><td>Up to 16 storeys on sites with a minimum lot size of 2,000m2 where located:<ul style="list-style-type: none">Within the William Core and Newcastle Street sub-precincts; andSouth of Forbes Road and Monger Street</td></tr></table>		Up to 16 storeys on sites with a minimum lot size of 2,000m2 where located: <ul style="list-style-type: none">Within the William Core and Newcastle Street sub-precincts; andSouth of Forbes Road and Monger Street	
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Visual Impact Assessment <p>The LDP is to include a Landscape and Visual Impact Assessment (LVIA) prepared in accordance with Guidance for Landscape and Visual Impact Assessment, Third Addition (2013), or equivalent. This VIA is to demonstrate the impact that future development of the SDS would have on the surrounding area including the Brookman and Moir Heritage Area.</p> <p>The VIA is to assess the visual impact based on key vantage points within the area including Forbes Road, Lake Street, Brookman Street, Moir Street, William Street, Robinson Avenue and Wellman Street, to the satisfaction of the City.</p>			

TABLE 1: STRATEGIC DEVELOPMENT SITES CONTINUED

Strategic Site	Requirements
<p>2. William Street Car Park</p> <ul style="list-style-type: none"> Strata Lots 1 – 4, 6 – 9 (Units 1-4, 5A, 5B, 6, 7/369 – 371) William Street Lot 500 (375 – 393) William Street <p>3. Unidentified Significant Development Sites</p> <ul style="list-style-type: none"> Sites with a lot size 1,500m² or greater Located with Newcastle or William Street Core precincts. 	<p>Design Objectives:</p> <p>The objectives of the LDP are to address the following:</p> <ol style="list-style-type: none"> Building height being located towards William Street and appropriately setback from surrounding roads and adjoining properties to manage the transition to adjacent lower scale residential development and the Brookman and Moir Heritage Area. The podium and building facades being designed to provide present at a pedestrian scale, provide visual interest and surveillance of the public realm, and incorporate a variety of materials and finishes that reflect and complement the character of William Street. Tower elements being designed with slender building elements and other articulation measures to ensure adequate separation and manage the impact of building bulk and scale. Provide in-ground and on-structure landscaping on the site as well as the public realm to contribute towards the City's green canopy and provide a buffer to adjoining residential developments and the Brookman and Moir Heritage Area. Any provision of publicly accessible open space is to have direct access to sunlight, be lined with active frontages and be designed for day and nighttime activity and implement CPTED principles. Implement significant landscape buffers in the public realm and on structure to manage and screen transitions in scale to adjoining residential developments and the Brookman and Moir Heritage Area. <p>Community Benefit Framework</p> <p>The LDP is to address the provision of community benefits as part of future development:</p> <ol style="list-style-type: none"> A community benefit contribution is to be provided in accordance with Part 5 of the WSPF and Element 2.8 of the R Codes Volume The cost of the community benefit contributions are to be commensurate to the additional building height being sought above eight storeys. Community Needs Analysis (CNA) prepared by a suitably qualified professional. This CNA should identify the provision of community benefit projects identified in the William Street Community Needs Analysis and be informed by a detailed gap analysis prepared in accordance with the PLAWA Guidelines for Community Infrastructure. <p>Site Specific Development Controls</p> <p>The LDP is to address site specific development standards to guide future development for each site. These are to include:</p> <p>2.1 City Toyota</p> <ol style="list-style-type: none"> A three storey podium within 10 metres of Forbes Road and along Lake Street and Weld Avenue . Building height of six storeys along Lake Street and Weld Avenue and eight storeys along Forbes Road and Forbes Lane. <p>2.2 William Street Carpark</p> <ol style="list-style-type: none"> A three-storey podium within 12.5 metres of Wellman Street and a maximum four storey podium along William Street. Building above the three-storey podium to be setback a minimum of 15 metres from Wellman Street. Building height of six storeys along Wellman Street. <p>Unidentified Strategic Development Sites</p> <p>The LDP is to address the following:</p> <ol style="list-style-type: none"> Meet the Design Objectives and Community Benefit Framework of Table 1 (above). Alignment with Clause 1.1.1 Exercise of Discretion. Include LVIA in accordance with visual impact assessment in table 1 (above) Meet the specific development controls of Clause 2.1 (above) for lots located to the west of William Street and the south of Forbes Road, and Clause 2.2 (above) for lots located to the west of William Street and the north of Forbes Road.

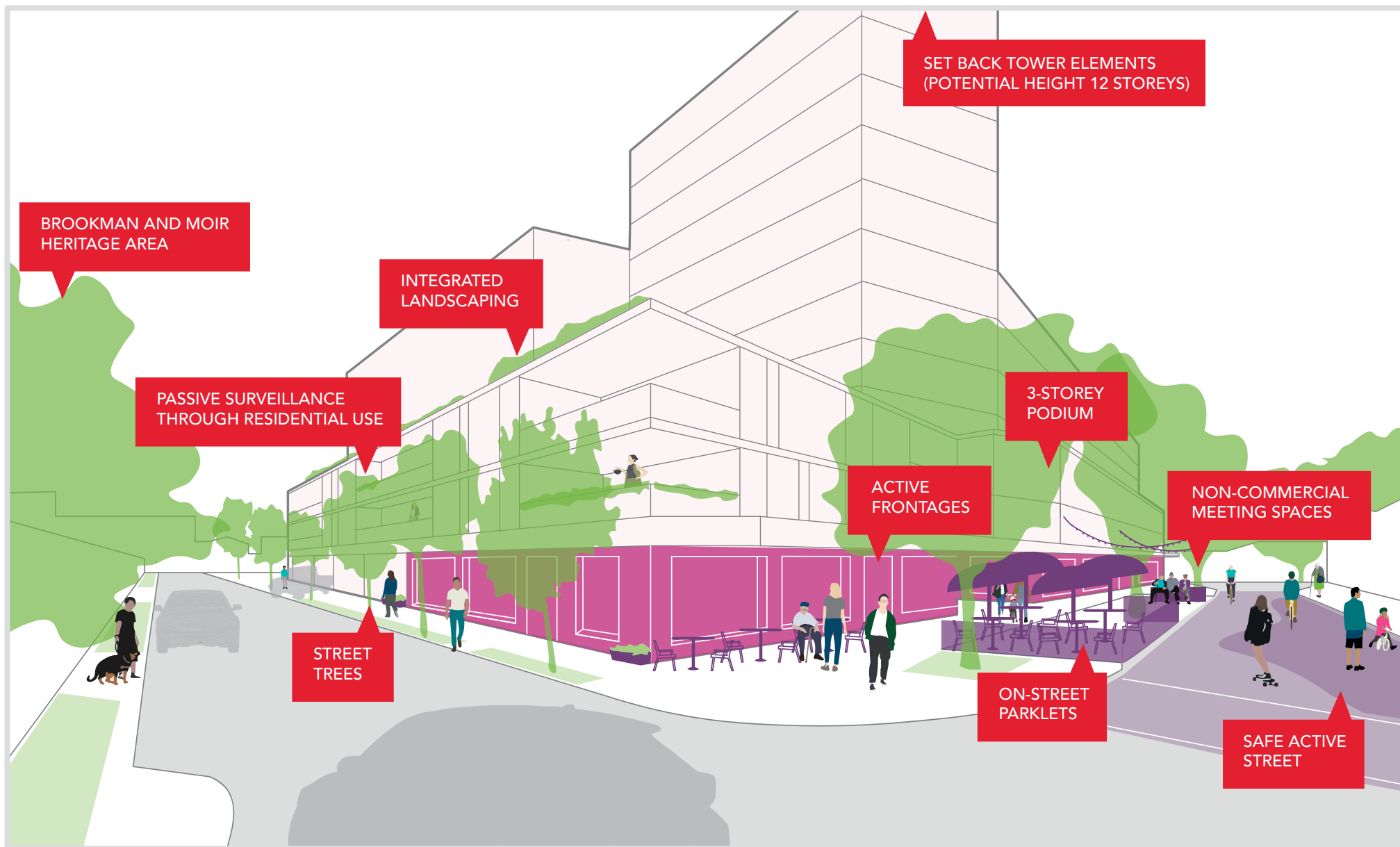


FIGURE 8 INDICATIVE WILLIAM STREET CAR PARK STRATEGIC DEVELOPMENT SITE

Note: This is indicative only and does not reflect future development.

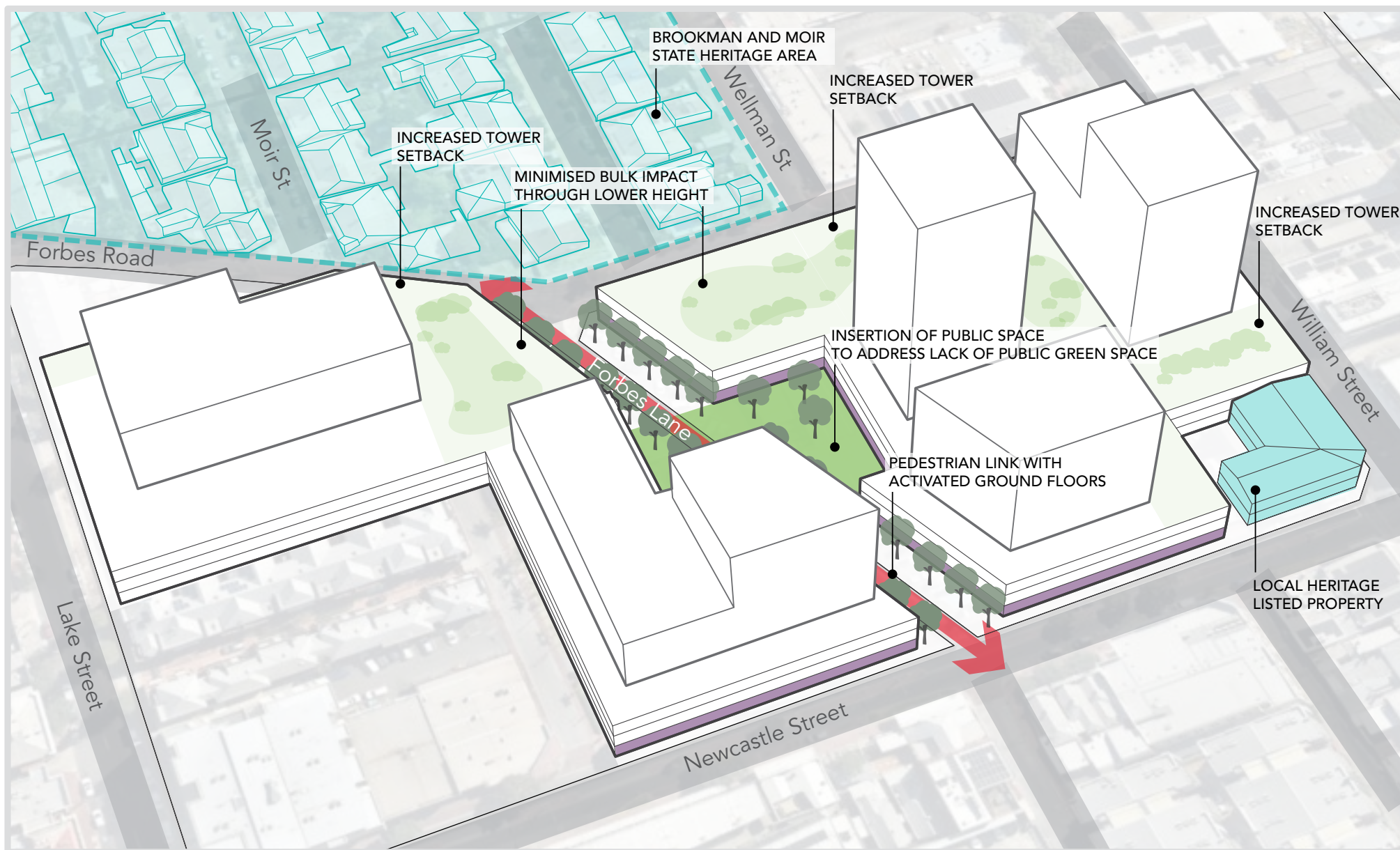


FIGURE 9 INDICATIVE CITY STRATEGIC DEVELOPMENT SITE
 Note: This is indicative only and does not reflect future development.



NOTIFICATION ON TITLE

All lots within the WSPF area containing new development that will be exposed to high levels of noise (including transport noise and entertainment precinct noise) shall incorporate a notification on the relevant certificate(s) of title pursuant to Section 70A of the *Transfer of Land Act 1893* pertaining to road noise and/or entertainment noise. Notice of this notification is to be included on the diagram or plan of survey.

All development must comply with **State Planning Policy 5.4 – Road and Rail Noise**.

NORTHBRIDGE TUNNEL STANDARDS

Applicants should refer to the **Development Design Guidelines for Structures Above or Adjacent to the Northbridge Tunnel** for performance standards relating to development over the Northbridge Tunnel to ensure that the integrity of the tunnel is maintained.

Applications located above or abutting the Northbridge Tunnel will be referred to Main Roads WA for comment.

GENERAL STANDARDS

In addition to these general standards, the standards and acceptable outcomes of the R Codes Volume 1 and 2 also apply.

To the extent of any inconsistency, a standard in this section replaces or is in addition to the relevant standard or acceptable outcome of the R Codes.

1.1.1 Exercise of Discretion

Where building height is sought above the acceptable building height standards within the **William Core, Newcastle Street** and **William Street North sub-precincts**, an application would need to demonstrate:

- The development would satisfy the relevant matters of clause 67 of the Regulations, the objectives of the WSPF and relevant sub-precinct statement of intent.
- The development would not have any greater impact on the amenity of adjoining properties and public realm compared to the acceptable building height standards.
- The development achieves good design in accordance with SPP 7.0, having regard to recommendations made by the City's Design Review Panel and/or the State Design Review Panel.
- The development provides for community benefit that is commensurate to the level of discretion sought consistent with **Part 5: Development Incentives for Community Benefit**, the **WSPF Community Needs Analysis** and Element 2.8 of the R Codes Volume 2.

1.1.2 Urban design study

(Schedule 2, Part 8, Clause 63 (c) of the Planning and Development (Local Planning Schemes) Regulations 2015)

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

1. Appropriate use of a variety of materials and finishes that complement elements of the existing local character whilst avoiding the use of faux (made as an imitation, fake or false) materials.
2. Articulation that uses architectural elements in addition to setbacks to reduce its impact on adjoining properties and improve the amenity of adjoining properties and the streetscape.
3. Fire boosters, mailboxes and external fixtures that are integrated in the early design stage and located to minimise the impact on the public realm.
4. Development that achieves visual interaction with the vehicle and pedestrian approaches.
5. Development which integrates and/or acknowledges the design elements and character of the streetscape identified in the Urban Design Study.
6. Development which incorporates the design elements of the predominant streetscape character of the Urban Design Study area.
7. Development on corner sites that is designed to express significance and frame the corner to define the built form and give a strong edge to the public realm.

8. Development expressed with strong visual elements that integrate with all street frontages and rights of way.
9. Creation of cohesive street frontages which contribute to a comfortable pedestrian environment by addressing each frontage with passive surveillance and safe sightlines.
10. Development which integrates with adjoining public spaces by including visual surveillance or clearly visible entrances and paths directly onto the public space.
11. Vertical articulation is emphasised to break up building mass and highlight street level uses and details.
12. Development designed to be adaptive and cater for changing uses over time within the relevant zone.
13. High-quality durable materials and textures used at street level and upper levels which express the architectural style of the surrounding context.
14. Design which is responsive to any existing and/or proposed verge trees and will promote greening in the WSPF area.

NOTE: The requirement for an urban design study does not apply to alterations and additions within the existing building envelope or where development is not visible from the street.

1.1.3 Parking

Given the proximity of the WSPF area to public transport networks and the Perth CBD, all developments are encouraged to prioritise alternative methods of transport over private vehicles.

Non-residential parking within the WSPF area operates under an Open Option car parking model. Parking rates are in accordance with **Table 2**.

TABLE 2: NON-RESIDENTIAL CARPARKING RATES	
Land Use	Minimum Parking Rates
All	Unless stipulated in the Local Planning Scheme or a Precinct Structure Plan, minimum carparking rates for non-residential land uses do not apply in the William Core, Newcastle Street, William Street North, Urban Frame's A and B sub-precincts. Non-residential parking in the Residential sub-precinct is to be in accordance with Local Planning Policy: Non-Residential Parking

Should non-residential development propose parking, the design of the car parking is to be in accordance **Local Planning Policy: Non-Residential Parking**.

Parking for bicycles, motorcycles and other alternative forms of transport are to be in accordance with **Local Planning Policy: Non-Residential Parking**.

The R Codes apply to all residential development, including residential components of mixed-use developments.

1.1.4 Heritage and character management

(Applies in addition to Clause A4.10.1 of R Codes Volume 2)

1. Development to or adjoining heritage places is to be in accordance with **Local Planning Policy: Development Guidelines for Heritage Places and Local Planning Policy: Heritage Area Guidelines**.
2. Existing heritage places and character buildings identified in the Urban Design Study should be retained and incorporated into any new development proposal.
3. New buildings adjacent to character and heritage buildings, identified through the Urban Design Study, shall have an architectural character that respects and complements these buildings. This character should draw from prominent materials and colours of the area and shall express and strengthen the intended place identity.
4. Contemporary architectural styles are acceptable provided they are designed in a manner that creatively interprets materials, form and patterns of the locality.
5. Development affecting a heritage protected place is to be designed in accordance with the Burra Charter.
6. Any development which may impact on Aboriginal Heritage must be undertaken in accordance with the *Aboriginal Heritage Act 1972*.

Refer to the City's Heritage List for all heritage protected places

1.1.5 Materials and finishes

(Applies in addition to Clause A4.10.1 of R Codes Volume 2)

1. New buildings must be of a high architectural quality, incorporating articulated façades with large openings to the street or clear glazing, fenestration, parapet treatments and other detailing and materials that respect and complement the established character of the precinct.

1.1.6 Landscaping

The following applies to all commercial development. Residential and mixed-use development are strongly encouraged to satisfy the following requirements:

1. Development applications for commercial development must provide a landscaping plan that satisfies the following:
 - a. A minimum of 12 per cent of the site area shall be provided Deep Soil Area (DSA). The DSA shall have a minimum dimension of 1sqm (1.0m x 1.0m).
 - b. A minimum of three per cent of the site area shall be provided as Planting Area. The Planting Area shall have a minimum dimension of 1sqm (1.0m x 1.0m).
 - c. Where the required DSA cannot be provided due to site constraints, planting areas are to be provided within structures at a rate of double the shortfall in DSA.

- d. 80 per cent of an area provided as lot boundary setback at ground level must be provided as canopy cover at maturity.
- e. Existing trees on a property must be retained where they meet the definition of a **significant existing tree**.
- f. The proposed removal of any tree that meets the definition of a **significant existing tree** is to be provided with an arboriculture assessment. Where removal is deemed appropriate by the arboriculture assessment the trees must be replaced at a minimum ratio of two new similar sized trees for every one removed.
- g. The proposed removal of any native vegetation is to be supported by a flora and fauna assessment.
- h. Uncovered car parking at ground level must be provided with canopy cover at maturity of at least 60 per cent.

NOTE: The above standards represent a Council adopted policy position, however they have not been approved by the Western Australian Planning Commission for residential and mixed use development.

1.1.7 Lift over-runs, rooftop plant rooms and architectural features

(In addition to Clause A3.6.9 of R Codes Volume 2)

- 1. All lift over-runs and plant equipment must be adequately hidden from public view. This should be achieved through the design of the building rather than screening devices visible from the public realm.
- 2. Lift over-runs and rooftop plant rooms must not exceed 3.5m above the applicable building height.

1.1.8 Projections and awnings

(Applies in addition to the Acceptable Outcomes of Section 4.10 of R Codes Volume 2)

- 1. Weather protection along footpaths adjoining commercial and mixed-use buildings shall be provided in the form of continuous awnings and satisfy the following requirements:
 - a. The weather protection will be integrated with the building design.
 - b. The weather protection shall be permanently fixed and shall be constructed of durable materials that provide sun and rain protection.
 - c. Setback a minimum of 600mm from the face of the kerb and project a minimum horizontal depth of 2.4m over the footpath.
 - d. Awnings shall be a minimum height of 3.5m and a maximum height of 4.0m from finished floor level to the underside of the awning to accommodate under awning signage.

- 2. Reduced pedestrian awnings are able to be considered in the following circumstances:
 - a. Where the design compromises the heritage significance of an existing building; and/or
 - b. Where the design compromises existing or proposed street trees; and/or
 - c. Presents significant servicing issues that otherwise could not be designed around.
- 3. Balconies may project into the setback area, provided that they are designed to be unenclosed with minimal solid balustrading and comply with privacy requirements of the R Codes.

1.1.9 Facade design

(Applies in addition to Clause A4.10.1 of R Codes Volume 2)

- 1. Development which fronts the public realm shall provide active frontages including glazing, openings and operable windows to ensure activity, interaction and surveillance of the street.
- 2. Ground floor spaces shall have a maximum width of 9.0m and a finished floor level to finished ceiling level height of a minimum of 3.5m.
- 3. Identify key design elements in the local area and streetscape through an Urban Design Study and integrate the design elements into building facades visible from the public realm. New Developments shall:
 - a. Integrate high-quality, durable and diverse materials and finishes into the façade, avoiding reflective or glaring materials, and cosmetic or superficial attachments to the building.

- b. Design appropriately scaled buildings, considering rhythm, proportion, and height, and avoiding blank, monotonous, repetitious or dominant building treatment.
 - c. Incorporate vertical articulation by using tall and narrow facade treatments.
 - d. Ground floor facades are to balance human scale design (by providing obvious entrances, fine grain development and active facades) that draws reference to the areas history.
 - e. Integrate fire boosters, mailboxes and external fixtures into the building design or screen them so they appear as part of the facade.
 - f. Signage is to be minimal and integrated into the design of the building on the ground floor.
4. Where provided, doorways shall have a depth between 500mm and 1500mm to clearly articulate entrances to commercial buildings and tenancies.
 5. Where provided, windows, seating ledges, sills, stall risers and other detailing shall have a minimum depth of 300mm.
 6. Where provided, stall risers shall be a minimum height of 450mm.
 7. Ground floor glazing and/or tinting shall have a minimum of 70 per cent visible light transmission to provide unobscured visibility.
 8. Security measures shall be:
 - a. Located and installed internally behind the glazing line or recessed between elements in the facade such as columns or doorway recesses.

- b. Transparent and visually permeable to allow views inside the building and enable internal light sources to be seen from the street.
9. Verandahs and colonnades are only permitted where they are constructed wholly within the lot boundaries of development site.
 10. Consider good passive solar design principles that reduce the reliance on mechanical systems for heating and cooling when designing the building facade.
 11. The design, activation and materials of a building on a corner site should be articulated and expressed volumetrically, addressing both primary and secondary streets. In particular, the quality of the primary and secondary façade of the ground floor should be of similar quality.

1.1.10 Public domain interface

(Applies in addition to Clause 3.6 of R Codes Volume 2.)

1. Exposed boundary walls visible to the street are to incorporate the following design features:
 - a. indentations
 - b. varying heights
 - c. varying materials, colours and textures and/or
 - d. temporary public artwork (or the like)

1.1.11 Roof design

(Applies in addition to Clauses A4.11.1 – A 4.11.3 of R Codes Volume 2)

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

1.1.12 Servicing and functionality

(Applies in addition to Clauses A4.17 of R Codes Volume 2)

1. Waste storage facilities are to be provided on site and in accordance with **City of Vincent Waste Guidelines for New Developments**.
2. Waste storage facilities are to be screened from direct public view.
3. Residential waste storage areas must be separated from non-residential storage areas.
4. A Waste Management Plan is required for all residential properties over two dwellings, mixed-use developments, commercial and/or other non-residential developments.



1.1.13 Environmentally sustainable design

The following applies to all non-residential development. Residential and mixed-use development are strongly encouraged to satisfy the following requirements:

1. Development shall incorporate:
 - a. Site planning principles that maximise passive solar design opportunities for both summer and winter.
 - b. Recovery and re-use of rainwater, storm water, grey water and/or black water for non-potable water applications.
2. Development is to achieve the environmental performance standards shown in the below table, or their equivalent*.
3. Development includes Water Sensitive Urban Design (WSUD) principles such as:
 - a. on-site storm water retention and detention for the 1-year, 1-hour Annual Exceedance Probability (AEP) event
 - b. water and nutrient wise landscaping
 - c. permeable paving and ground covers
 - d. rain gardens, bio filters, tree pits, green walls, and vegetated soak wells
 - e. rainwater tanks, either for garden use or plumbed back into a building for reuse

ACCEPTED RATING FRAMEWORK	SPECIFICATION / COMPLIANCE REQUIREMENTS	MINIMUM REQUIREMENT TO BE ACHIEVED	EVIDENCE
Green Building Council of Australia's Green Star rating system	Current Design and As-Built rating tool	5-star Green Star rating	<ul style="list-style-type: none"> Preliminary Sustainable Design Report prepared by a Green Star Accredited Professional using the current Green Star Design and As-Built rating tool scorecard to demonstrate eligibility for 5-star Green Star rating.
Life Cycle Assessment in Accordance with EN15978- Sustainability of construction works – Assessment of environmental performance of buildings –Calculation method	System Boundary must include all Life Cycle Modules (A1-2, B1-7, C1-4 and D) in addition to non-integrated energy (plug loads)	Global Warming Potential and Net Fresh Water Use Performance Reduction as per below.	<ul style="list-style-type: none"> Independently Reviewed EN15978 Compliant Target Setting LCA with a 20 per cent factor of safety applied to improvement strategies
Building Type	Performance Unit		
	Global Warming Potential Net Fresh Water Use		Global Warming Potential Net Fresh Water Use
Suburban Frames (BCA Class 1-3)	< 2,250kgCO ₂ e / Occupant / Year (50 per cent saving against Perth statistical average residences)		< 57m ³ / Occupant / Year (50 per cent saving against Perth statistical average residences)
Commercial Office (BCA Class 5)	< 104kgCO ₂ e / m ² Net Lettable Area / year (30 per cent saving against Perth statistical average office)		< 1.25 m ³ / m ² Net Lettable Area / year (25 per cent saving against Perth statistical average office)
All Other Building Types	30 per cent saving against Code-Compliant design		25 per cent saving against Code-Compliant design

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

NOTE: The above provisions represent a Council adopted policy position, however they have not been approved by the Western Australian Planning Commission for residential and mixed use development.

1.1.14 Safety, lighting and crime prevention through environmental design

(In addition to Clause 3.7 of R Codes Volume 2)

1. Lighting is provided to all areas that can be accessed by pedestrians.
2. Development shall address the principles of Safer Placed by Design: Crime Prevention through Environmental Design Planning Guidelines.

1.1.15 Pedestrian access and entries

(Applies in addition to Clauses A 3.7.1 to A 3.7.6 of R Codes Volume 2.)

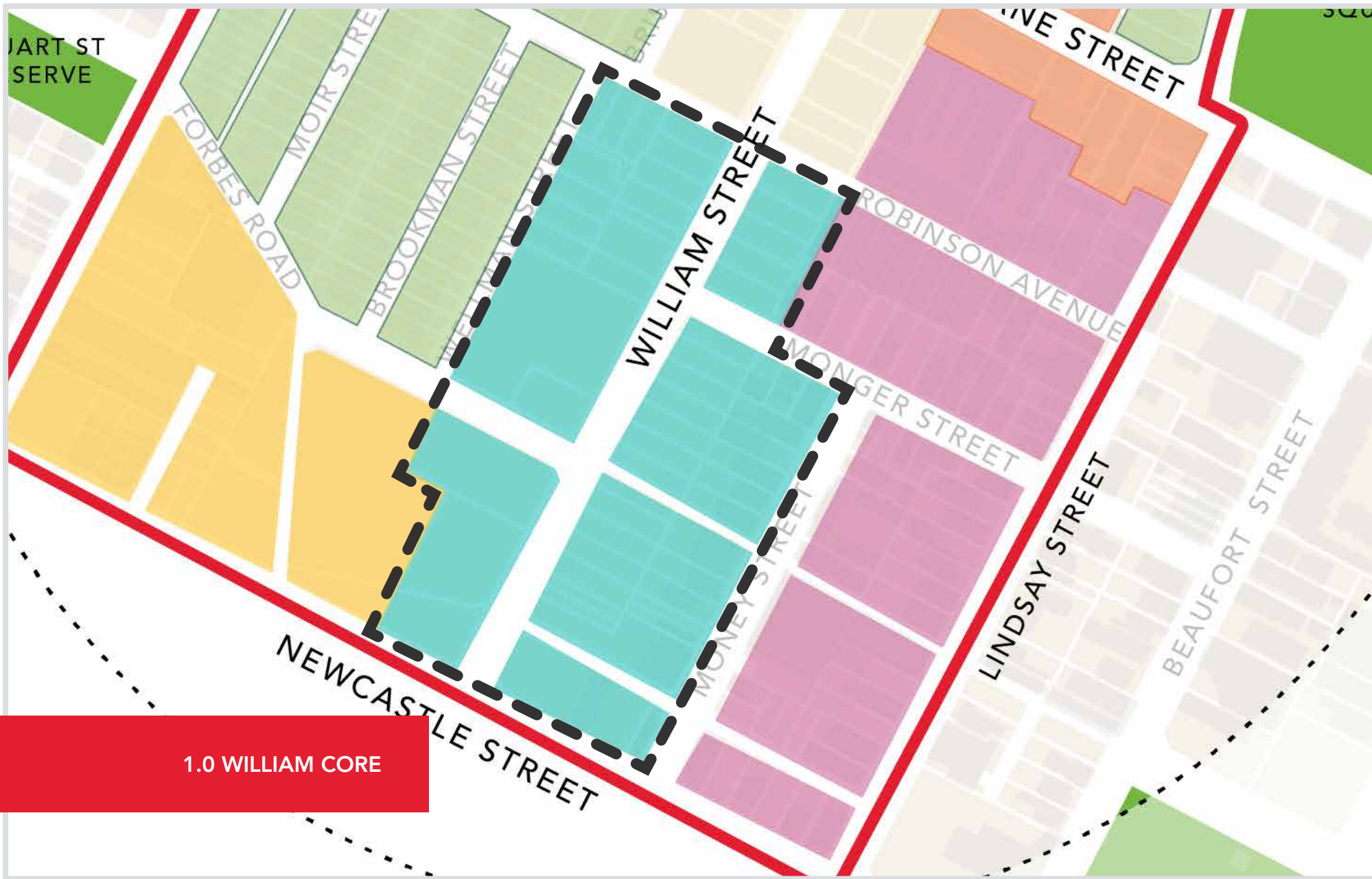
1. Pedestrian access which is identifiable from the street and visitor car parking areas and other public areas.
2. Access for pedestrians which directly fronts the primary street.
3. Developments shall distinguish residential entries from retail and other commercial entries.
4. Internal ground floor level to be at grade.
5. Design of balustrades to be integrated into the design of the development.
6. Ramps are not to exceed 50 per cent of the active frontage.

1.1.16 Vehicle access

(Applies in addition to Clause A 3.8.1 – A 3.8.7 of R Codes Volume 2.)

1. Service areas and vehicular access shall be:
 - a. Taken from the rear laneway or secondary street in the first instances; or
 - b. Collocated where taken from the primary street to maximise the width of active frontages.
2. Access to on-site car parking spaces to be provided:
 - a. Where available, from a right of way available for lawful use to access the relevant lot and which is adequately paved and drained from the property boundary to a dedicated road;
 - b. From a secondary street where no right of way exists; or
 - c. From the primary street frontage where no secondary street or right-of way exists.
3. Access to a right of way is required to be trafficable to the nearest dedicated road. The cost to upgrade a right of way to make it trafficable is to be borne by the applicant.
4. Where vehicular access is provided from a street, all vehicles are required to enter and exit the site in forward gear.
5. Roller shutters, doors and screens are to be visually permeable.
6. Onsite parking for a development shall be located beneath or at the rear of buildings.
7. In a mixed-use development, car bays should be clearly signposted differentiating between the residential car bays and the commercial car bays.
8. Where on-site parking provided for customer/client use is not directly visible from the adjacent street, adequate signage is to be provided to promote public knowledge of and direction to the car park. This signage is to comply with the requirements of the City's Policy relating to Signs and Advertising.
9. Existing trees must not be removed to provide for vehicle access.
10. Each lot is to provide a maximum of one crossover.
11. The maximum width of a single crossover is 3.0m. The maximum width of a double crossover is 5.0m.





1.0 WILLIAM CORE

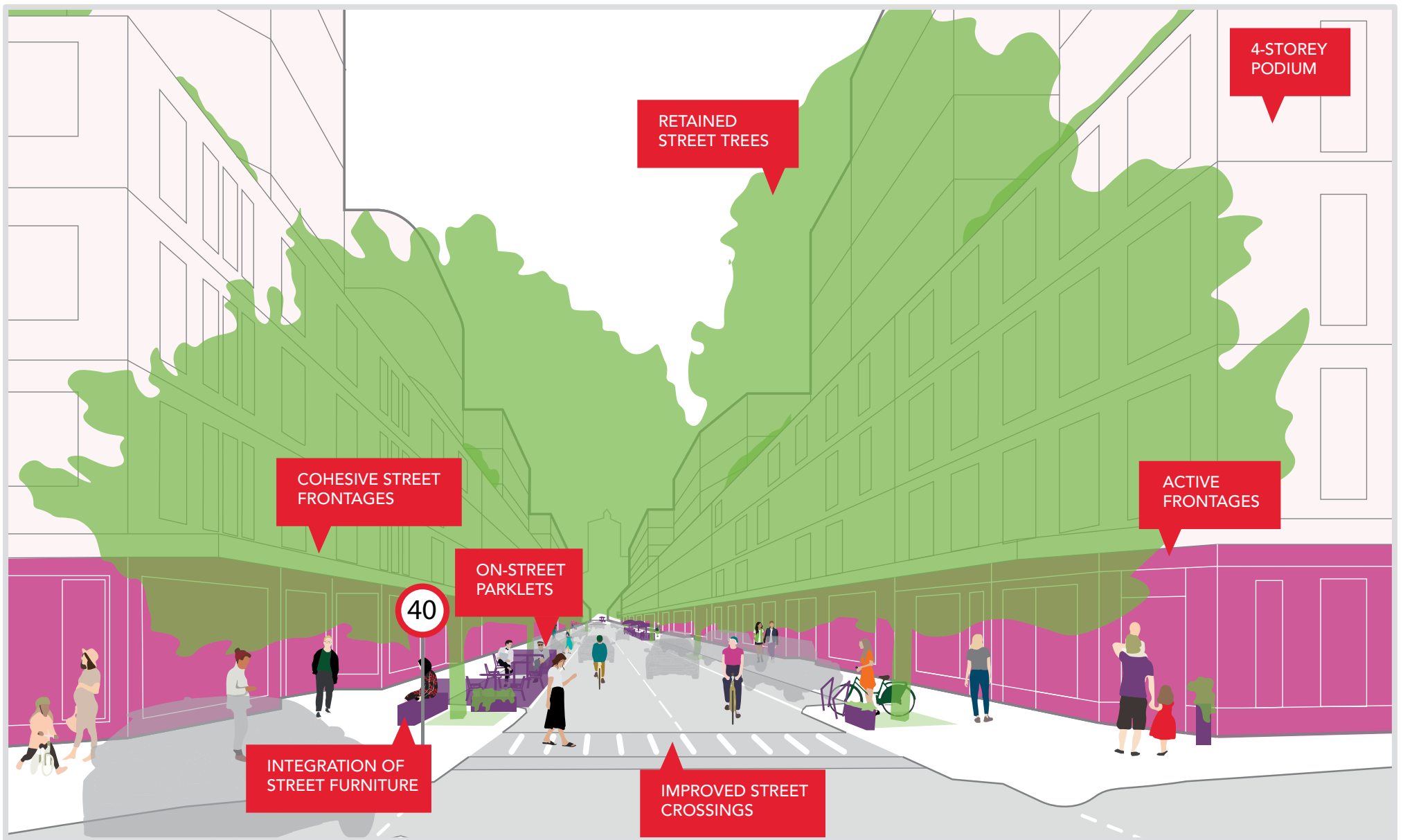


FIGURE 10 INDICATIVE FUTURE VIEW OF WILLIAM STREET
 Note: This is indicative only and does not reflect future development.

1.1 Heights

R CODES	REPLACE	REMAIN
	Clause 1.1 replaces Acceptable Outcome A 2.1.1 of the R Codes Volume 2.	-
Acceptable Outcomes		
A1.1.1	Podium height: Maximum of four storeys except where adjacent to a lot located within the Urban Frame A sub-precinct or, Forbes Road or Wellman Street which is to be a maximum of three storeys.	
A1.1.2	Acceptable height for the tower development is to be eight storeys.	
A1.1.3	External fixtures may extend beyond the applicable height where they are not visible from the street or neighbouring properties.	

1.2 Street setbacks

R CODES	REPLACE	REMAIN
	Clause 1.2 replaces Acceptable Outcome A 2.3.1 of the R Codes Volume 2.	
Acceptable Outcomes		
A1.2.1	Street setbacks are to be in accordance with Table 1.2.1.	
A1.2.2	Primary and secondary street setback above the podium must incorporate articulation and the use of varying colours and materials which minimise the bulk and scale of the building on the streetscape.	
Table 1.2.1 Street Setbacks		
Podium	0.0m	
Tower	<div>William Street and Newcastle Street</div> <div>Five storeys to seven storeys: 3.0m</div> <div>Eight storeys and above: 4.0m</div>	<div>Robinson Avenue, Monger and Money Streets</div> <div>Five storeys and greater: 4.0m</div> <div>Wellman Street</div> <div>Four storeys and greater: 10.0m</div> <div>Forbes road</div> <div>Four Storeys and greater 4.0m</div>

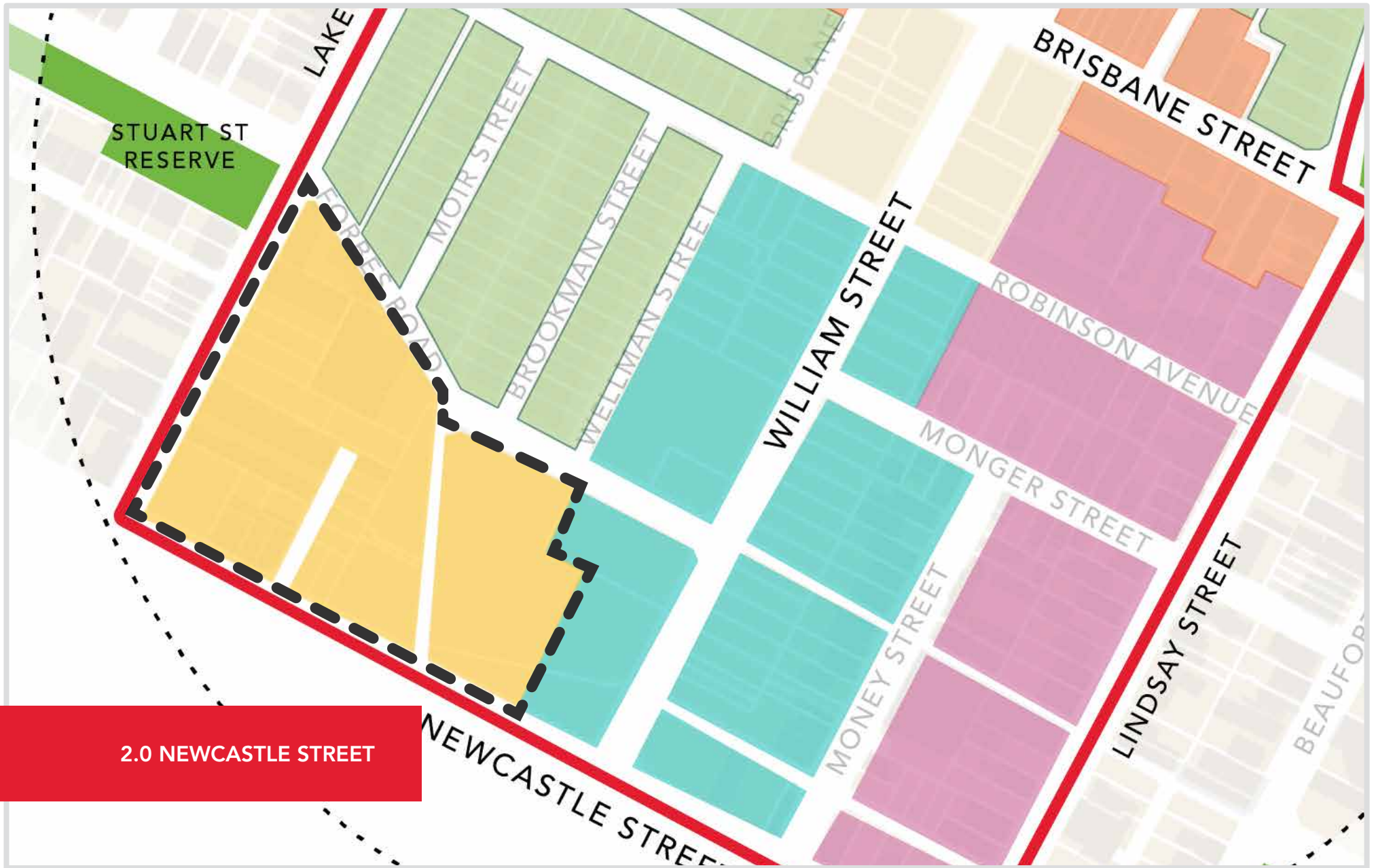


1.3 Side and rear setbacks

R CODES	REPLACE	REMAIN
	Clause 1.3 replaces Acceptable Outcome A 2.4.1 of the R Codes Volume 2.	Clause A 2.4.2 of the R Codes Volume 2 remains and applies.
Acceptable Outcomes		
A1.3.1	Setbacks are to be in accordance with Table 1.3.1	
Table 1.3.1 Side and Rear Setbacks		
	Abutting William Core and Newcastle Street	Abutting Urban Frame A
Podium	0.0m to four storeys	0.0m to three storeys
Tower	Four storeys to seven storeys: 3.0m Eight storeys and above: 5.0m	
Development Adjoining Rights of Way		
A1.3.2	Development must address adjoining rights of way by providing passive surveillance and openings to the right of way.	

Note: Boundary setbacks will also be determined by elements of building separation, visual and acoustic privacy, natural ventilation, and solar and daylight access being adequately addressed.

Note: For lots containing a heritage place or adjoining a heritage place, boundary setbacks will also be assessed by **Local Planning Policy: Development Guidelines for Heritage Places** and **Local Planning Policy: Heritage Area Guidelines**.



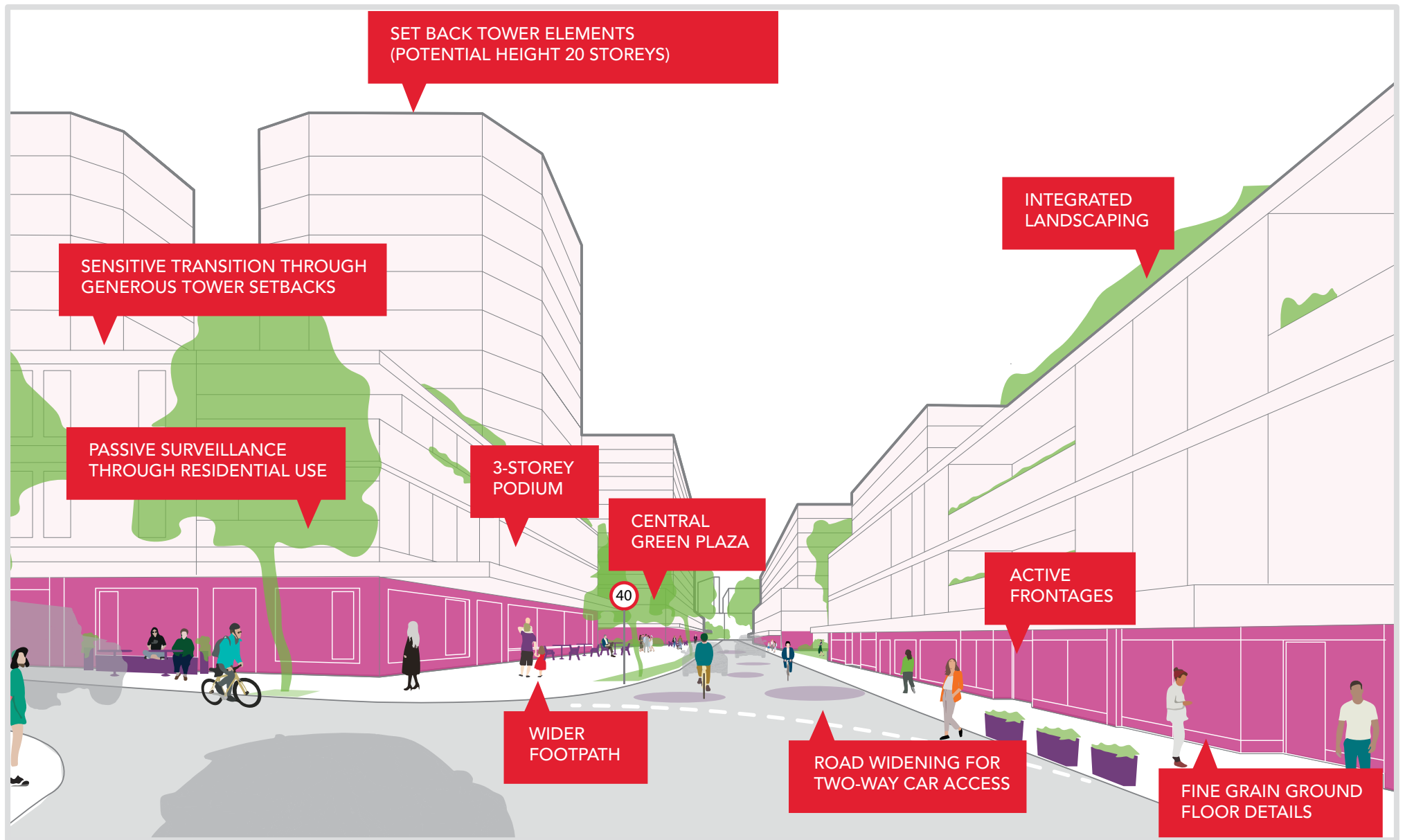


FIGURE 11 INDICATIVE FUTURE VIEW OF THE CITY TOYOTA STRATEGIC DEVELOPMENT SITE AT THE INTERSECTION OF FORBES LANE AND FORBES ROAD

Note: This is indicative only and does not reflect future development.



2.1 Heights

R CODES	REPLACE	REMAIN
	Clause 2.1 replaces Acceptable Outcome A 2.1.1 of the R Codes Volume 2.	-
Acceptable Outcomes		
A2.1.1	Podium height: Maximum of four storeys except adjacent to Forbes Road, Weld Avenue or Lake Street which is to be a maximum of three storeys.	
A2.1.2	Acceptable height for the tower development is to be eight storeys except to a lot adjacent to Lake Street or Weld Avenue which is to be a maximum of six storeys.	
A2.1.3	External fixtures may extend beyond the maximum height where they are not visible from the street or neighbouring properties.	

2.2 Street setbacks

R CODES	REPLACE		REMAIN	
	Clause 2.2 replaces Acceptable Outcome A 2.3.1 of the R Codes Volume 2.		-	
Acceptable Outcomes				
A2.2.1	Street setbacks are to be in accordance with Table 2.2.1 .			
A2.2.2	Primary and secondary street setback above the podium must incorporate articulation and the use of varying colours and materials which minimise the bulk and scale of the building on the streetscape.			
Table 2.2.1 Street setbacks				
Podium	0.0m			
Tower	William Street, Newcastle Street and Weld Avenue. Five storeys to seven storeys: 3.0m Eight storeys and above: 4.0m	Forbes Lane Five storeys and greater: 4.0m	Forbes Road Four storeys and greater: 10.0m	Lake street Four Storeys and greater 4.0m



2.3 Side and rear setbacks

R CODES	REPLACE	REMAIN
	Clause 2.3 replaces Acceptable Outcome A 2.4.1 of the R Codes Volume 2.	C3.4.1 – C3.4.5 of Part C of the R Codes Volume 1 remain an applies. Clause A 2.4.2 of the R Codes Volume 2 remains and applies.
Acceptable Outcomes		
A2.3.1	Setbacks are to be in accordance with Table 2.3.1.	
Table 2.3.1 Side and rear setbacks		
Podium	0.0m	
Tower	Five storeys to seven storeys: 3.0m Eight storeys and above: 4.0m	
Development adjoining Rights of Way		
A2.3.2	Development must address adjoining rights of way by providing passive surveillance and openings to the right of way.	

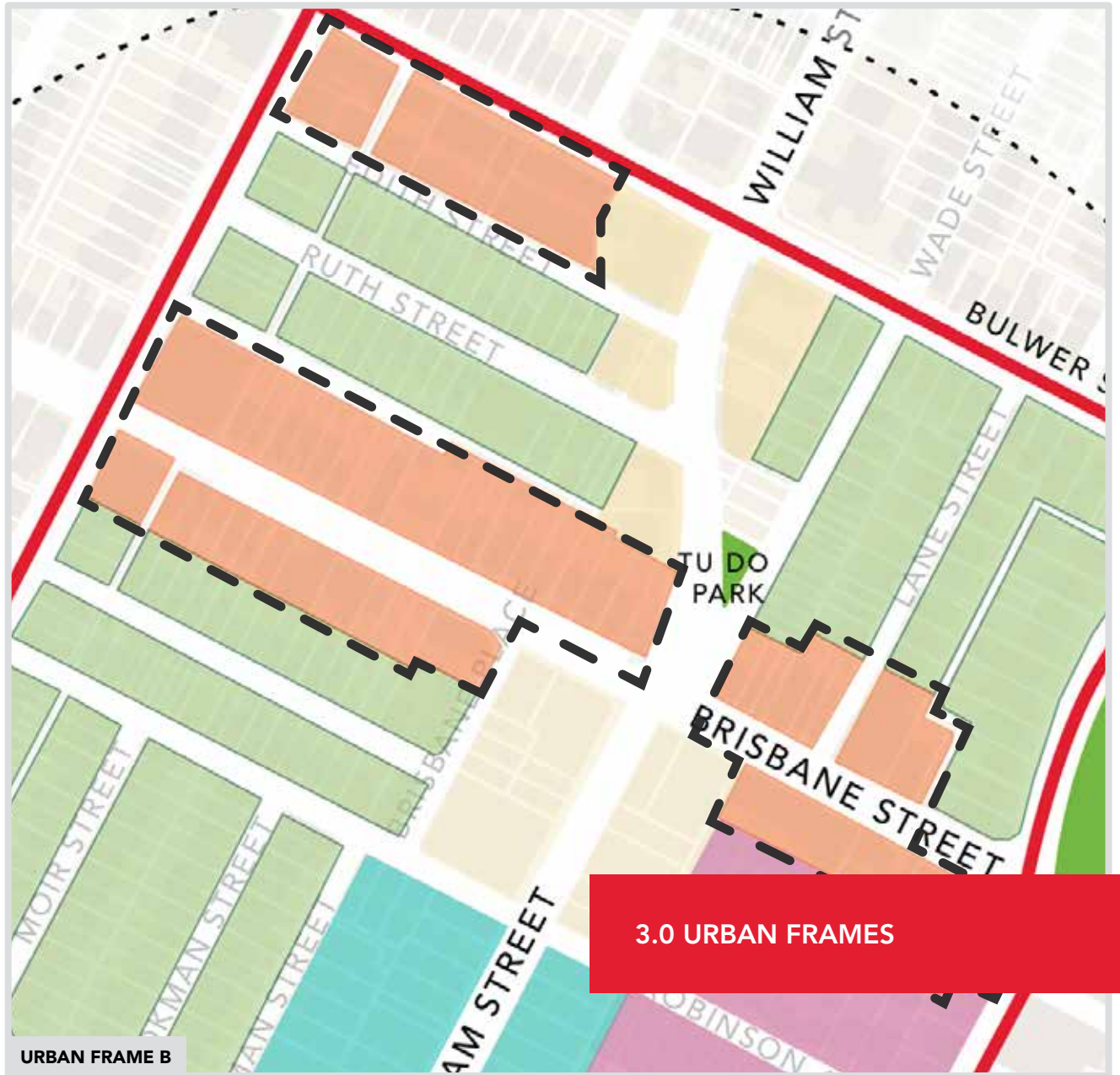
Note: Boundary setbacks will also be determined by elements of building separation, visual and acoustic privacy, natural ventilation, and solar and daylight access being adequately addressed to the satisfaction of the responsible authority.

Note: For lots containing a heritage place or adjoining a heritage place, boundary setbacks will also be assessed by **Local Planning Policy: Development Guidelines for Heritage Places** and **Local Planning Policy: Heritage Area Guidelines**.





URBAN FRAME A



URBAN FRAME B

3.0 URBAN FRAMES



FIGURE 12 INDICATIVE FUTURE VIEW OF MONEY STREET (URBAN FRAME A)

Note: This is indicative only and does not reflect future development.



FIGURE 13 INDICATIVE FUTURE VIEW OF BRISBANE STREET (URBAN FRAME B)

Note: This is indicative only and does not reflect future development.

3.1 Height

R CODES	REPLACE	REMAIN
	Clause 3.1 replaces Clauses 3.2.1 of Part C of the R Codes Volume 1. Clause 3.1 replaces Acceptable Outcome A 2.1.1 of the R Codes Volume 2.	-
Acceptable Outcomes		
A3.1.1	Development is to be in accordance with the building heights provided in Table 3.1.1.	
A3.1.2	External fixtures may extend beyond the applicable height where they are not visible from the street or neighbouring properties.	
Table 3.1.1 Building height urban frames		
Urban Frame typology		Indicative height
Type A		Podium height: three storeys Acceptable height: six storeys
Type B		Acceptable height: four storeys

3.2 Street setbacks

R CODES	REPLACE	REMAIN
	Clause 3.2 replaces C3.3.1 & C3.3.2 of Part C of the R Codes Volume 1. Clause 3.2 replaces Acceptable Outcome A 2.3.1 of the R Codes Volume 2.	C2.3 and C2.4 of Part C of the R Codes Volume 1 remain and applies.
Acceptable Outcomes		
A3.2.1	Development is to be in accordance with the street setbacks provided in Table 3.2.1.	
A3.2.2	Primary and secondary street setback above the podium must incorporate articulation and the use of varying colours and materials which minimise the bulk and scale of the building on the streetscape.	
Development adjoining Rights of Way		
A3.2.3	Development must address adjoining rights of way by providing passive surveillance and openings to the right of way.	
Table 3.2.1 Urban Frame Typology		
Element	Type A	Type B
Podium	0.0m	Up to three storeys: 0.0m Three storeys: 3.0m
Tower	Up to six storeys: minimum 3.0m	

3.3 Side and rear setbacks

R CODES	REPLACE	REMAIN
	Clause 3.3 replaces Acceptable Outcome A 2.4.1 of the R Codes Volume 2.	C3.4.1 – C3.4.5 of Part C of the R Codes Volume 1 remain and applies. Clause A 2.4.2 of the R Codes Volume 2 remains and applies.
Acceptable Outcomes		
A3.3.1	Development is to be in accordance with the street setbacks provided in Table 3.3.1	
Development adjoining Rights of Way		
A3.3.2	Development must address adjoining rights of way by providing passive surveillance and openings to the right of way.	
Table 3.3.1 Urban Frame Typology		
Element	Type A	Type B
Podium	0.0m	
Tower	Up to six storeys: minimum 4.0m	Where land adjoins other properties within the Urban Frame or William North sub-precincts : 0.0m to three storeys Above three storeys: 3.0m Where adjoining site is within the Residential sub-precinct 0.0m to two storeys Above two storeys: 6.5m

Note: Boundary setbacks will also be determined by elements of building separation, visual and acoustic privacy, natural ventilation, and solar and daylight access being adequately addressed.

Note: For lots containing a heritage place or adjoining a heritage place, boundary setbacks will also be assessed by **Local Planning Policy: Development Guidelines for Heritage Places** and **Local Planning Policy: Heritage Area Guidelines**.







4.0 WILLIAM STREET NORTH

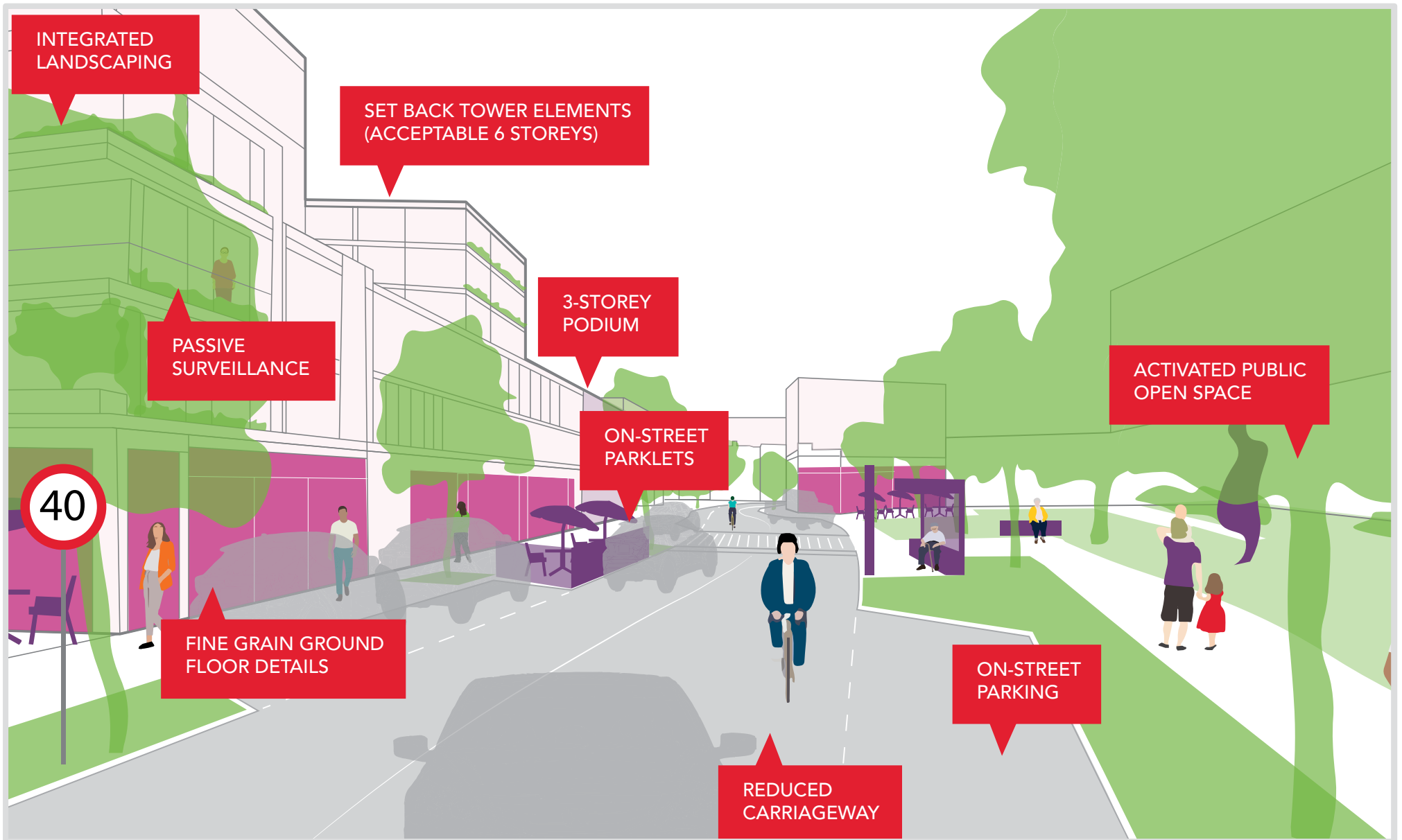


FIGURE 14 INDICATIVE FUTURE VIEW OF WILLIAM STREET NORTH
 Note: This is indicative only and does not reflect future development.



4.1 Heights

R CODES	REPLACE	REMAIN
	Clause 4.1 replaces Acceptable Outcome A 2.1.1 of the R Codes Volume 2.	-
Acceptable Outcomes		
A4.1.1	Podium Height: Maximum of three storeys except to a lot located within the Residential sub-precinct, which is to be a maximum of two storeys.	
A4.1.2	Acceptable height for the tower development is to be six storeys.	
A4.1.3	External fixtures may extend beyond the applicable height where they are not visible from the street or neighbouring properties.	

4.2 Street setbacks

R CODES	REPLACE	REMAIN
	Clause 4.2 replaces Acceptable Outcome A 2.3.1 of the R Codes Volume 2.	
Acceptable Outcomes		
A4.2.1	Street setbacks are to be in accordance with Table 4.2.1.	
A4.2.2	Primary and secondary street setback above the podium must incorporate articulation and the use of varying colours and materials which minimise the bulk and scale of the building on the streetscape.	
Table 4.2.1 Street Setbacks		
Podium	0.0m	
Tower	Tower setbacks on William, Bulwer, Robinson and Brisbane Streets: 3.0m	Tower setbacks on all other streets: Up to five storeys: 3.0m Greater than five storeys: 4.0m



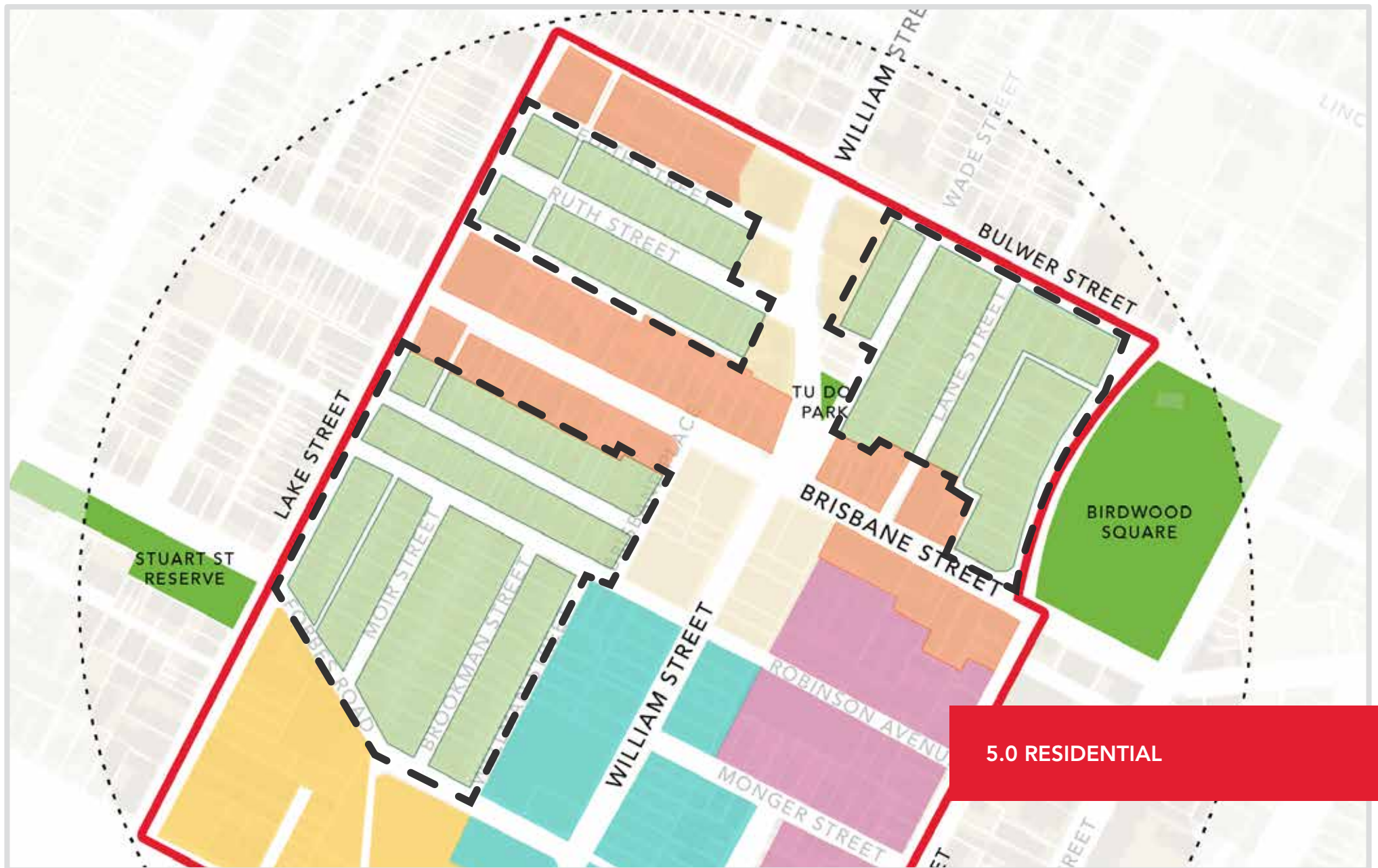
4.3 Side and rear setbacks

R CODES	REPLACE	REMAIN
	Clause 4.3 replaces Acceptable Outcome A 2.4.1 of the R Codes Volume 2.	C3.4.1 – C3.4.5 of Part C of the R Codes Volume 1 remain and applies. Clause A 2.4.2 of the R Codes Volume 2 remains and applies.
Acceptable Outcomes		
A4.3.1	Side and rear setbacks in accordance with Tables 4.3.	
Development adjoining Rights of Way		
A4.3.2	Development must address adjoining rights of way by providing passive surveillance and openings to the right of way.	
Table 4.3 Side and Rear Setbacks		
	Subject Property	
		William Street North
Neighbouring Property	Residential	Setback for the ground floor to the second storey: 0.0m Setbacks second storey to fourth storey: 6.5m Setbacks five storeys and greater: 12.5m
	William Street North, Urban Frame Type A and B	Podium: 0.0m Tower: 4.0m

Note: Boundary setbacks will also be determined by elements of building separation, visual and acoustic privacy, natural ventilation, and solar and daylight access being adequately addressed.

Note: For lots containing a heritage place or adjoining a heritage place, boundary setbacks will also be assessed by **Local Planning Policy: Development Guidelines for Heritage Places** and **Local Planning Policy: Heritage Area Guidelines**.





5.0 RESIDENTIAL



FIGURE 15 INDICATIVE FUTURE VIEW OF BRISBANE TERRACE
Note: This is indicative only and does not reflect future development.

5.1 Building height

R CODES	LOCAL HOUSING OBJECTIVE	DEEMED-TO-COMPLY	
	<i>P5.1.1 – P5.1.5 augment P6 of Part B and P3.2.1 and P3.2.2 of Part C of the R Codes Volume 1.</i>	<i>Clause 5.1 replaces Clause 5.1.6 of Part B of the R Codes Volume 1. C5.1.1 replaces Clauses 3.2.1 of Part C of the R Codes Volume 1.</i>	
P5.1.1	Development which incorporates predominant features of the streetscape.	C5.1.1	Maximum development height for areas coded R25 is to be in accordance with the Brookman and Moir Heritage Area Guidelines .
P5.1.2	Height that is situated on a site to minimise amenity impacts to neighbouring properties, heritage places and the streetscape.		All other areas are to be in accordance with the Table 3.2a Part C of the R Codes Volume 1.
P5.1.3	Development that incorporates design measures to reduce the impact of height, bulk and scale in neighbouring properties and the streetscape.	C5.1.2	External fixtures may extend beyond the maximum height where they are not visible from the street or neighbouring properties.
P5.1.4	Development that considers and responds to the natural features of the site and requires minimal excavation/fill.		
P5.1.5	Design which minimises overlooking and overshadowing where it impacts residential development.		

5.2 Setbacks of buildings

R CODES	LOCAL HOUSING OBJECTIVE	DEEMED-TO-COMPLY	
	<i>P5.2.1 – P5.2.4 augment P2.1 and P2.2 of Part B and P3.3.1 – P3.3.2 of Part C of the R Codes Volume 1.</i>	<i>Clause 5.2 replaces C3.3.1 & C3.3.2 of Part C of the R Codes Volume 1. Clause 3.3.6 remains and applies.</i>	
P5.2.1	Development which incorporates predominant features of the streetscape.	C5.2.1	The primary street setback of the building is to be calculated by averaging the setback of the two adjoining properties, either side of the proposed development.
P5.2.2	Development which clearly distinguishes all upper floors from lower storeys to clearly distinguish the parts of the dwelling.	C5.2.2	For the purpose of averaging, the primary street setback is to be measured from the street alignment to the nearest wall of the dwelling excluding porches, verandahs, carports and balconies.
P5.2.3	Development which minimises the visual bulk of the buildings through articulation of larger wall lengths and the stepping back of upper storeys' walls.	C5.2.3	An unenclosed porch, verandah or the equivalent may (subject to the Building Codes of Australia) project into the primary street setback area to a maximum of half the required primary street setback area.
P5.2.4	Development which activates and addresses rights of way.	C5.2.4	Walls on upper floors setback a minimum of 2.0m behind the primary street ground floor predominant building line (excluding any porch or verandah), as determined by the City.
		C5.2.5	Balconies on upper floors setback a minimum of 1.0m behind the ground floor predominant building line (excluding any porch or verandah), as determined by the City.
		C5.2.6	The ground floor secondary street setback is to be as per the R Codes.
		C5.2.7	Secondary street setbacks for upper floors are to be 1.5m behind each portion of the ground floor setback.



5.3 Setbacks of garages and carports

R CODES	LOCAL HOUSING OBJECTIVE
	Augments Clause 3.3 P3.3.3
P5.3.1	The setting back of carports and garages to maintain clear sight lines along the street and not to detract from the streetscape or appearance of dwellings; or dominate views of dwellings from the street and vice versa.
P5.3.2	Development which preserves and enhances the visual character of the existing streetscape by considering building bulk, scale, setbacks, and design.

5.4 Addressing the street

R CODES	LOCAL HOUSING OBJECTIVE	DEEMED-TO-COMPLY	
	<i>Augments Clause 3.6 P3.6.1 – P3.6.5.</i>	<i>Clause 5.4 Replaces Clause 3.6.3 and 3.6.5 of Part C of the R Codes Volume 1.</i>	
P5.4.1	New development shall consider existing character features and valued streetscape elements, including chimneys and verandahs.	C5.4.1	New dwellings are to incorporate a verandah, porch or the like that is: <ul style="list-style-type: none"> • Setback an average of the two directly adjoining verandahs or porches on either side of the proposed development. • Accessible from the front door of the dwelling; and • Covers the majority of the front facade of the dwelling with a minimum depth of 2.0m.
P5.4.2	New development responds to the context and character of the existing dwellings within the streetscape.	C5.4.2	Garages doors and their supporting structures are not to occupy more than 50 per cent of the width of the lot.
P5.4.3	New development shall ensure that unsympathetic contrasts in scale and mass are avoided.	C5.4.3	For lots less than 10.0m wide, garages and their supporting structures are to be a maximum of 4.0m wide.
P5.4.4	Alterations and additions visible from the street shall consider the existing dwelling and the predominant character of the existing streetscape.		
P5.4.5	Development which preserves and enhances the visual character of the existing streetscape and minimises the visual impact of the garage.		



5.5 Street walls and fencing

R CODES	LOCAL HOUSING OBJECTIVE REPLACE	DEEMED-TO-COMPLY	
	<i>Augments Clause 5.2.4 P4 of Part B and Clause 3.6 P3.6.1 – P3.6.5 of Part C of the R Codes Volume 1.</i>	<i>Clause 5.5 replaces C4.1 of Part B of the R Codes Volume 1. C4.2 remains and applies. Clauses C3.6.7 – C3.6.9 remains and applies of Part C of the R Codes applies.</i>	
P5.5.1	Development which preserves and enhances the visual character of the existing streetscape by considering bulk, scale, setbacks, design, relationship between the private and public domain, and fencing styles.	C5.5.1	Fencing for areas coded R25 is to be in accordance with the Brookman and Moir Heritage Area Guidelines.
		C5.5.2	Street walls, street fences and gates are to be of a style and materials compatible with those of the dwelling on site and/or walls, fences and gates of the immediate surrounding area excluding fibre cement and metal sheeting.

Note: The measurement of street walls, fences and gates is to include any retaining walls and is to be measured from the natural ground level immediately below the base of the wall to the top of the wall above, within the development site. In the case of primary street frontage, the measurement of street walls, fences and gates is to be measured from the natural ground level of the footpath immediately below the base of the wall to the top of the wall above.

5.6 Access

R CODES	LOCAL HOUSING OBJECTIVE
	Augments Clause 3.7 P3.7.1 – P3.7.3
P5.5.1	Garages and carports located to maintain the absence of car parking facilities within the streetscape.
P5.5.2	Car parking facilities located to ensure the predominant character elements of the original dwelling are visible and retained.



PART 5 DEVELOPMENT INCENTIVES FOR COMMUNITY BENEFIT

1.0 INTRODUCTION

Part 5 provides the rationale for the **Development Incentives for Community Benefit Framework** of the William Street Planning Framework and responds to Part 2.8 of the **R Codes Volume 2** and Part 2.8 of **State Planning Policy 7.2 Precinct Design Guidelines**.

Development incentives are a method through which additional building height is offered in exchange for tangible community benefit, such as public amenities, culture and recreation facilities or affordable and/or accessible housing.

It is important to note 'community' is not limited to the local residential population but also includes local workers, business owners, students and visitors.

Community benefits would be sought where development concessions are proposed beyond the acceptable height limits articulated in the **Part 4**. In effect the model would be opt-in, not a requirement for every development.

Community benefits have taken a variety of forms in considering development concessions for infill areas.

2.0 OBJECTIVES

The objectives of the Community Benefit Framework are to:

1. Provide clear prerequisites to be met for approval of bonus height above the acceptable standards.
2. Ensure additional development potential corresponds with community benefit contributions.
3. Ensure that requirements to secure bonus height is fair, consistent and legible.

3.0 APPLICATION AND PROVISION OF COMMUNITY BENEFIT

Additional height above the acceptable height standards need to satisfy **Part 4 clause 1.1.1 Exercise of Discretion** and provide a community benefit contribution.

Where a community benefit contribution is required, the contribution is to be in the form of one or more of the benefit categories outlined below or an alternative contribution which is considered to benefit the broader community to the satisfaction of the City or the responsible authority and supported by a Community Needs Analysis.

A community benefit is to be provided in one of the following ways:

1. a monetary contribution paid to the local government to be expended on items within the WSPF area; or
2. on-site delivery or in kind works to the equivalent monetary contribution value; or
3. a combination of both

The contribution is to be provided prior to the Occupancy Permit being issued.

The proposed community benefit should meet all the following criteria:

- Does not relate to a component of a development such as façade quality, street activation, landscaping (including landscaping of the verge) that is otherwise required for developments within the WSPF area.
- Does not relate to a commercial tenancy (including cafe, childcare centre or gym etc.).
- The community benefit should be supported by either:
 - The CNA prepared by the City; or
 - A CNA prepared by an appropriately qualified consultant, to the satisfaction of the City. The CNA must demonstrate or provide evidence for existing or future 'need/ demand' within the WSPF area for the proposed contribution item.
- The proposal is means-tested against the City of Vincent's Long Term Financial Plan to ensure that the City is financially capable of supporting the whole-of-life costs of the proposed new or upgraded community infrastructure item.
- Compliance with the criteria as set out in this clause is at the City's discretion.

4.0 SUPPORTING DOCUMENTATION

Where a public realm or community benefit is proposed as part of a development application, it must be supported by:

1. A Community Needs Assessment to demonstrate and provide evidence for the existing or future need within the WSPF area for the proposed contribution item.
2. Management Plan demonstrating how any community benefit will be maintained and operated in perpetuity or ceded to the City free of cost.
3. A Valuation of the proposed contribution.

5.0 MANAGEMENT AND EXPENDITURE OF COMMUNITY BENEFIT CONTRIBUTIONS

The City will establish and maintain a dedicated Community Benefit Contribution Fund and all monetary community benefit contributions shall be deposited into this. Funds received as community benefit contributions should be expended as soon as practical.

Community Benefit Contribution funds shall be managed and expended in accordance with the Procedural Guide contained within **Appendix 3**.

6.0 COMMUNITY BENEFIT CONTRIBUTION PROCEDURAL GUIDE

The process of agreeing and delivering community benefits, from the point at which an applicant submits a development application, through to payment of the contribution and delivery of the benefit items by the developer or local government is set out within **Appendix 3**.



PART 6 THE PUBLIC REALM

WILLIAM STREET PLACE PLAN

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

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

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

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

All of the projects and initiatives being undertaken in the WSPF area are listed as actions. All actions identified in the Place Plan align with outcomes from the extensive community engagement program undertaken during the drafting of the WSPF.

Also included is indicative information on the timing and budget sources for design and delivery:

- **Timeframe:** Represents when the action is likely to be commenced. This is subject to change and dependent on resourcing and funding opportunities as per the IPRF.
- **Budget source:** Outlines potential funding sources including internal resourcing, internal funding through capital and/or operational budgets, and/or external funding opportunities through private development, community benefit, cash in lieu payments and grant funding.

Actions have been organised as per the six priorities of Vincent's Strategic Community Plan:

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

Each action is explained using a three step process:

- Action diagnoses the issue or opportunity
- Rationale analyses the detail of the issue or opportunity to understand the best approach to solve the issue or seize the opportunity
- Delivery proposes a solution to solve the issue or seize the opportunity

Also included is indicative information on the timing and budget sources for design and delivery:

- **Timeframe:** Represents when the action is likely to be commenced. This is subject to change and dependent on resourcing and funding opportunities as per the IPRF.
- **Budget Source:** Outlines potential funding sources including internal resourcing, internal funding through capital and/or operational budgets, and/or external funding opportunities through private development, community benefit, cash-in-lieu payments and grant funding. Elected Members will consider each project and their associated budget requirements through the adoption of the Annual Budget, Capital Works Plan and Long Term Financial Plan.

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

For projects that include a large amount of change, Vincent will undertake specific community engagement in line with the Community and Stakeholder Engagement Strategy.

1.0 ENHANCED ENVIRONMENT

Sets out the actions and projects which assists Vincent to make the best use of our natural resources for the benefit of current and future visitors, residents, and businesses of the William Street Town Centre.

ACTION 1.1 INCREASE TREE CANOPY			
Rationale	<p>Vincent understands the importance of canopy cover and its role in creating walkable and liveable neighbourhoods and encouraging people to linger longer.</p> <p>Urban canopy throughout the WSPF area and surrounds is varied with overhead power lines along the majority of Brisbane Street and on William Street (north of Brisbane Street) as well as the majority of local roads in the study area preventing street trees from reaching full maturity.</p> <p>In contrast, William Street (south of Brisbane Street), Money Street and Lindsay Street (south of Monger Street) have tree canopies of between 15 to 30 per cent as the power lines have already been undergrounded.</p> <p>The WSPF study area is located within the following two Project Areas of Western Power's Vincent Underground Power Project:</p> <ul style="list-style-type: none"> Project Area 348 (Perth/Highgate) – Detailed design is in progress with construction currently scheduled to commence in late 2026 / early 2027 and last for approximately 14 months. Project 1190 (West Perth) – western section of the study area. Detailed design is currently estimated to being in early 2030 and last for approximately 15 months. <p>Undergrounding power will allow additional tree planting to occur and for existing trees to mature – increasing canopy coverage and improving walkability.</p> <p>In addition, the narrow urban streets within the study area are incredibly constrained environments for planting trees. To prioritise tree health and future tree canopy, consideration of the sub-soil environment is required for all new trees including suitable soil volumes, soil moisture and engineered soil systems.</p> <p>To capitalise on the Vincent Underground Power Project, Vincent will develop an Urban Greening Strategy for the WSPF study area. The Urban Greening Strategy will:</p> <ul style="list-style-type: none"> Review existing challenges in establishing mature trees with canopy coverage in the WSPF study area. Recommend suitable tree species with consideration for their impact on other infrastructure. Recommend suitable investment in the sub-soil environment including soil volumes, soil moisture, engineered soil systems and other water sensitive urban design measures. Identify tree planting opportunities in median strips, verges and embayed street parking areas of the town centre. 		
	<p>Develop and implement Urban Greening Strategy to improve the tree canopy in the William Street Planning Framework study area.</p>		
Delivery	Timeframe	2026/27 – 2029/30	Budget source <ul style="list-style-type: none"> Operational Budget and external grant funding (design) Capital Budget and external grant funding (delivery)



ACTION 1.2 IMPROVE ACCESSIBILITY TO NEARBY PARKS

Rationale	The WSPF study area is identified in Vincent's Local Planning Strategy as a key site for accommodating extra homes. Ensuring current and future residents have access to high-quality public open space (POS) is integral to ensuring the study area is liveable and a desirable place to live, work and visit.		
	The study area is relatively well serviced by POS including Robertson Park and Stuart Street Reserve to the west, Tu Do Park and Hyde Park to the north, and Birdwood Square to the north-east and Weld Square to the east.		
	Accessing Weld Square and Birdwood Square is difficult to access due to a lack of dedicated pedestrian infrastructure across the four-lane roads of Beaufort Street and Brisbane Street respectively.		
	There are no currently small urban plazas on William Street or Brisbane Street that can act as civic meeting places. Vincent does not own land in the study area and purchasing land to create additional POS is prohibitively expensive.		
	As Vincent is not in a position to develop more public open space, Vincent will instead improve walkability to existing public open space including: <ul style="list-style-type: none">• Weld Square through improving pedestrian crossing opportunities across Beaufort Street at its intersections with Monger Street and/or Little Parry Lane.• Birdwood Square through improving pedestrian crossing opportunities across Brisbane Street at its intersection with Lindsay Street and Baker Avenue. Appropriate pedestrian crossing facilities will be selected according to the space available in the constrained road reserves of Beaufort Street and Brisbane Street.		
Delivery	Improve walkability to Weld Square and Birdwood Square.		
	Timeframe	2025/26 – 2029/30	Budget source <ul style="list-style-type: none">• Operational Budget (design)• Capital Budget (delivery)

2.0 ACCESSIBLE CITY

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

ACTION 2.1 IMPROVE THE PEDESTRIAN ENVIRONMENT ON WILLIAM STREET AND NEWCASTLE STREET			
Rationale	William Street is a vibrant, pedestrian-rich high street with many businesses that service the daily needs of residents and visitors.		
	There are no pedestrian crossing facilities that allow pedestrians to cross William Street at its intersections with Forbes Road, Monger Street and Robinson Avenue.		
	The only two dedicated pedestrian crossing facilities on William Street are its signalised intersections with Brisbane Street and Newcastle Street which are 405m apart.		
	Crossing William Street is also hard due to the constant flow of two-way traffic and a lack of pedestrian refuge areas for pedestrians and people on bikes, with prams or mobility devices.		
	<p>There is an opportunity through good urban design to reduce the dominance of cars on William Street and improve the pedestrians' ability to navigate and enjoy the Town Centre. Improvements to be investigated include:</p> <ul style="list-style-type: none"> Installing pedestrian crossing facilities across William Street at its intersections with Forbes Road, Monger Street and Robinson Avenue with consideration of crosswalks, wombat crossings, raised plateaus and continuous footpath treatments. Installing tactile pavers at all pedestrian crossings on William Street and Brisbane Street. Creating pedestrian refuge areas of 2m wide where the carriageway allows it. 		
	<p>The City of Perth has released their Walking in the City Plan which identifies a need for continued improvement in connection to the City working with neighbouring local governments.</p> <p>As the closest neighbour to the capital city activity centre, Newcastle Street is the border between the City of Vincent and the City of Perth. Currently there is one signalised crossing on William Street within the WSPF area. This limits pedestrian movement between the two cities. There is an opportunity to engage with the City of Perth to investigate pedestrian movement on Newcastle Street.</p> <p>Improvements to be investigated on Newcastle Street include:</p> <ul style="list-style-type: none"> Installing crossing facilities on Newcastle Street at the intersections with Money Street and Slyth Way Installing crossing facilities at the intersection of Lake and Newcastle Street. <p>Appropriate pedestrian crossing facilities will be selected according to the space available in the constrained road reserves of William Street and Newcastle Street.</p>		
Delivery	Improve the pedestrian environment on William Street and Newcastle Street.		
	Timeframe	2026/27 – 2029/30	Budget source • Capital Budget (delivery)



ACTION 2.2 SLOW TRAFFIC ON WILLIAM STREET AND BRISBANE STREET

Rationale

William Street and Brisbane Street have speed limits of 40km/h although cars often drive much faster.

Street design plays a more significant role in influencing driver behaviour than signposted speed limits. Features such as narrower vehicular lanes, raised pedestrian crossings, landscaping and curb extensions create a sense of enclosure and visual friction, naturally encouraging drivers to slow down. Conversely, wide, open streets with few obstacles signal drivers to travel faster, regardless of the posted speed limit. Thoughtful street design not only reduces reliance on enforcement but also fosters vibrant, pedestrian-friendly spaces that drive economic vitality. Slower speeds encourage foot traffic, boost spending at local businesses, and enable place activation turning high streets into thriving community destinations.

Roads in Vincent are scheduled to be resurfaced every 15 years depending on their condition. As large-scale street redesigns are expensive and time consuming, it makes sense to redesign high streets at the time of asset renewal.

William Street was last resurfaced in approximately 2008 whilst Brisbane Street, between Lake Street and William Street, was last resurfaced in approximately 2001. Both streets are coming to the end of their asset life and will soon require resurfacing.

Prior to the time of asset renewal, Vincent will investigate redesigning William Street between Newcastle Street and Bulwer Street with a design speed of 30km/h to 40 km/h with consideration to:

- Reducing carriageway widths, wider footpaths and flush footpath treatments.
- Reducing corner radii at William Street's intersections with side streets.
- Additional amenity including street furniture, landscaping and tree planting.
- Improving pedestrian crossing facilities at William Street's non-signalised intersections with Forbes Road, Monger Street and Robinson Avenue.
- Raised plateaus, speed bumps or other traffic calming as required.

At the time of Brisbane Street's asset renewal, Vincent will investigate redesigning Brisbane Street between Lake Street and William Street with a design speed of 30km/h to 40km/h with consideration to:

- Reconfiguring carparking including consideration of angled parking (30 degree, 45 degree or 60 degree).
- Reducing corner radii at Brisbane Street's intersection with Brisbane Place and Brisbane Street.
- Intersection treatments at Brisbane Street's intersection with William Street and Lake Street.
- Raised plateaus, speed bumps or other traffic calming as required at signalised intersections of William Street and Brisbane Street.

Vincent will undertake an iterative design process including engagement with the community and business owners. Vincent will seek funding from the WSPF Community Benefit Contribution Fund and external grant funding to deliver this project.

Delivery

Redesign William Street and Brisbane Street with a design speed of 30km/h to 40km/h.

Timeframe

2025/26 – 2029/30

Budget source

- Operational Budget (design)
- WSPF Community Benefit Contribution Fund and/or External Grant Funding (implementation)



ACTION 2.3 PUT PEDESTRIANS FIRST ON WILLIAM STREET NORTH

Rationale	<p>Prior to 2007, William Street, between Brisbane Street and Newcastle Street, was a four-lane major arterial road with one-way traffic travelling in a southbound direction. During off-peak periods, there were two lanes of on-street parking.</p> <p>In 2007, this section of William Street was redesigned by reducing the width of the carriageway to two vehicular lanes and reclaiming the remaining space for embayed car parking bays, the planting of trees and extra room for pedestrians and street infrastructure. Traffic was still one-way in a southbound direction.</p> <p>In early 2019, the speed limit on this section of William Street was reduced from 60km/h to 40km/h. In late 2019, significant changes were made to traffic flow in the local area with both William Street and Brisbane Street transforming from one-way roads into two-way roads with one lane in each direction.</p> <p>No changes were made to William Street, between Bulwer Street and Brisbane Street, where traffic was already two-way. This section of William Street still has a 60km/h speed limit and two lanes in each direction with on-street parking permissible outside of the following peak periods where a clearway is in place:</p> <ul style="list-style-type: none"> • Morning peak (7.30-9am) in a southbound direction; and • Afternoon peak (4.30-6pm) in a northbound direction. <p>The current street design limits the east-west pedestrian connection across William Street, negatively impacts the useability and integration of Tu Do Park into the broader town centre and disconnects the businesses and development sites in northern section of William Street with the area to the south.</p> <p>Vincent will advocate for the removal of the clearway, a reduction in speed limit and the redesign of the street to be one lane in each direction. The reclaimed road space can be converted into dedicated pedestrian crossings, embayed on-street parking bays, street trees, street furniture, parklets and eatlets. Vincent will also consider redesigning the intersection of William and Brisbane Streets and better integrating Tu Do Park into the streetscape.</p> <p>Vincent will undertake an iterative design process including engagement with the community and business owners. Vincent will seek funding from the WSPF Community Benefit Contribution Fund and external grant funding to deliver this project.</p> <p>Any redesign of North William Street will recognise William Street's role as a key north south bus route.</p>		
Delivery	Develop a plan to redesign William Street, between Bulwer Street and Brisbane Street.		
	Timeframe	2026/27 – 2029/30	Budget source <ul style="list-style-type: none"> • Operational Budget (design) • WSPF Community Benefit Contribution Fund and/or External Grant Funding (implementation)



ACTION 2.4 INCREASE PARKING EFFICIENCIES

Rationale	<p>The Accessible City Strategy (ACS) explores the current provision for transport and compares this to the current and future needs of the community, across all transport modes to support the long-term success and viability of Vincent.</p> <p>The needs of parking differ greatly across Vincent. These needs are dependent on the level of activity in the area, the density and variety of development, and the availability of alternative transport modes. Parking should be considered as an ecosystem consisting of public and private, off street and on street, and considering all the many needs of people who use those bays. The optimal parking system would be one where all parking is used efficiently, with the minimum amount of space devoted to parking.</p> <p>Parking is an effective bridge between land use and transport mode choice. Constraining parking through planning policy can be an effective method to allocate road space for particular trip purposes (residents, employees and visitors). This helps to reduce private vehicle trip generation and to create a more sustainable land use and transport environment.</p> <p>Action 3.3.1 of the ACS is to establish a business plan for the management of parking within Vincent with a view to the following:</p> <ul style="list-style-type: none">• Prepare precinct specific parking management plans with priority given to precincts already at capacity.• Expand paid parking using the 'demand responsive pricing' methodology. <p>To address this action, Vincent has developed a Precinct Parking Management Plan to guide the management of parking within Vincent's town centres with a Specific Parking Action Plan for the William Street area.</p> <p>In addition to the Specific Parking Action Plan, Vincent will consider:</p> <ul style="list-style-type: none">• The majority of existing homes in the study area including in the Brookman and Moir Precinct that are reliant on-street parking as they do not have off-site parking facilities.• Redesigning the constrained entry and exits of the William Street Car Park with consideration of one way.• Vincent's town centres have not kept pace with the recent disruption in transport from rideshare and food delivery companies.		
	<p>Implement changes to on and off-street parking as per recommendations of the Precinct Parking Management Plan.</p>		
	Timeframe	2025/26 – 2029/30	Budget source • Accessible City Cash-in-Lieu Reserve



ACTION 2.5 IMPROVE BIKE RIDING NETWORK

Rationale

With additional homes coming to William Street in the future, investment in cycling infrastructure is required to encourage mode shift.

The below table outlines:

- The current bike riding routes in the WSPF study area.
- The type of infrastructure present on these bike riding routes.
- The Level of Traffic Stress (LOTS) score.
- The Route Status according to the Department of Transport's (DoT) Long Term Cycling Network (LTCN).

ROUTE	INFRASTRUCTURE TYPE	LEVEL OF TRAFFIC STRESS (LOTS)	ROUTE STATUS (DOT)
Palmerston Street	On-road bike lanes	LOTS 3	Needs significant improvement
Stirling Street	On-road bike lanes	LOTS 3	Needs some improvement
Bulwer Street	Protected and on-road bike lanes	LOTS 2 (protected) LOTS 3 (on-road bike lanes)	Needs significant improvement

Whilst the study area is relatively well serviced by bike riding routes, these routes have been designated to only be 'suitable for confident bike riders' with higher levels of bike riding skill and confidence to interact with traffic using on-road bicycle lanes in areas of moderate traffic speeds or volumes.

The DoT have identified additional routes on their LTCN include William Street (Route 3290), Lake Street (Route 3256) and Stuart Street, Forbes Road, Little Parry Street and Parry Street (Route 3247).

Local Governments traditionally fund up to 50 per cent of new cycling infrastructure with the other 50 per cent coming from the Western Australian Bicycle Network (WABN) Grants Program. In 2024, the State Government refreshed the Metro Stream of the WABN Grants Program to only consider projects within two kilometres of a METRONET station which unfortunately means that new routes in the WSPF study area are currently not eligible for funding.

Whilst the design development and installation process for new cycling routes takes a number of years, the Vincent's Bike Network Plan (VBNP) includes actions in the study area that are achievable over the shorter term including:

- **Action 46** – Investigate options to improve clarity and safety of bike riders crossing of Beaufort Street between Parry Street and Little Parry Street. Consider widening the gaps between the yellow base of the existing Beaufort Street central median bollards.
- **Action 47** – Provide bike kerb ramp at the Brisbane Street cul-de-sac to enable bike riders to access the signal controlled crossing at the Beaufort Street and Brisbane Street intersection.
- **Action 48** – Investigate options for LTCN Primary Route infrastructure along the William Street corridor to support safe cycling access to Northbridge and Perth CBD from the north.
- **Action 49** – Investigate options to improve clarity and safety of bike rider crossing of William Street between Little Parry Street and Forbes Road.



ACTION 2.5 IMPROVE BIKE RIDING NETWORK

Delivery	<p>Deliver actions of the Vincent Bike Network Plan including:</p> <ul style="list-style-type: none"> • Improve clarity and safety of bike rider crossing of William Street between Forbes Road and Little Parry Street (as per Action 49 of the VBNP) with consideration of signalised pedestrian and bike rider crossing; refuge area of 2 metres; and/or raised plateau at the intersection. • Improve clarity and safety of bike rider crossing of Beaufort Street between Parry Street and Little Parry Street (as per Action 46 of the VBNP) with consideration of widening the gaps between the yellow base of the existing Beaufort Street central median bollards; a raised plateau at the intersection; and/or signalised pedestrian and bike rider crossing. • Provide a bike kerb ramp at the Brisbane Street cul-de-sac to enable bike riders to access the signal-controlled crossing at the intersection of Beaufort Street and Brisbane Street (as per Action 47 of the VBNP). <p>Investigate the development of new cycling routes including:</p> <ul style="list-style-type: none"> • A north-south cycling route in partnership with the City of Perth to service the densifying William Street corridor with consideration of Lake Street (Route 3256) or William Street (Route 3290 and Action 48 in the VBNP). • An east-west cycling route to encourage cross-Vincent travel with consideration to Stuart Street, Forbes Road, Little Parry Street and Parry Street (Route 3247). 		
Timeframe	2025/26 – 2029/30	Budget source	<ul style="list-style-type: none"> • Operational Budget (design) • Capital Budget and External Grant Funding (delivery)

ACTION 2.6 ADVOCATE FOR IMPROVED PUBLIC TRANSPORT

Rationale	<p>The William Street Town Centre is well serviced by the 980 bus service which runs in a north-south direction between the Elizabeth Quay Bus Station, Perth Train Station and the Galleria Bus Station.</p> <p>Despite its inner-city location, the WSPF area is not within Transperth's Free Transit Zone and CAT bus services stop do not travel beyond Newcastle Street into the study area.</p> <p>There is no east-west public transport route linking the William Street Town Centre with other destinations in Vincent including East Perth Station, North Claisebrook, Perth Rectangular Stadium, Beaufort Street Town Centre, Hyde Park, Beatty Park Leisure Centre, Vincent Library, Vincent Community Centre and Leederville Town Centre.</p> <p>Vincent will advocate to the Public Transport Authority and Department of Transport for the:</p> <ul style="list-style-type: none"> • Extension of the free CAT bus services into Vincent and/or the Free Transit Zone into the densifying WSPF study area. • Introduction of an east-west bus route between the study area and other destinations in Vincent and beyond. • Development of William Street or Beaufort Street as a mid-tier transit route with one or two stations to be located in or adjacent to the William Street Town Centre. 		
Delivery	Advocate for improved public transport services including mid-tier transit.		
Timeframe	2025/26 – 2029/30	Budget source	<ul style="list-style-type: none"> • Operational Budget

3.0 CONNECTED AND HEALTHY COMMUNITY

Sets out the actions and projects which contribute to the William Street Town Centre’s unique sense of place and encourage the community to connect with each other to enhance their quality of life.

ACTION 3.1 FACILITATE COMMUNITY-LED ACTIVATION AND PLACEMAKING			
Rationale	Events, activations and placemaking initiatives are integral to bring new people into the town centre. It is important to continue support the town team and other community groups to deliver such activations in order to provide opportunities for the community to connect with each other, local businesses, and arts and cultural experiences.		
Delivery	Continue to support Northbridge Common and other local businesses and community groups to deliver activation and community initiatives through the Town Team Grant and Events Sponsorship annual funding programs.		
	Timeframe	2025/26 – 2029/30	Budget source <ul style="list-style-type: none">Operational Budget





4.0 THRIVING PLACES

Sets out the actions and projects which assist Vincent to create, enhance, and promote great places and spaces in the William Street Town Centre in order for it to reach its activation and economic potential.

ACTION 4.1 FACILITATE ACTIVATION OF VACANT SITES, SHOPFRONTS AND UNDERUTILISED SPACE

Rationale	<p>There are significant amounts of long-term vacant land and vacant shopfronts in the William Street Town Centre. The community are concerned by the visual pollution and antisocial elements associated with these spaces and want to see them activated.</p> <p>The vacant spaces in the William Street Town Centre are all privately owned and as such there is no direct action that Vincent can take in order to activate these spaces.</p> <p>Instead, Vincent will seek to liaise with the landowners to facilitate the activation of their land.</p>		
Delivery	Engage with landowners of vacant sites to facilitate use and activation of their vacant landholdings and vacant shopfronts.		
	Timeframe	2025/26 – 2026/27	Budget source <ul style="list-style-type: none"> Internal Resourcing (engagement) Operational Budget and External Grant Funding (activation)

ACTION 4.2 IMPROVE LIGHTING ON WILLIAM STREET AND MONEY STREET

Rationale	<p>Lighting is inconsistent and generally poor across the William Street Town Centre.</p> <p>Dedicated streetlights exist on William Street and Money Street as the power has already been undergrounded. On William Street and Money Street, the canopy of large street trees impedes on street lighting – particularly on footpaths where lighting is poor and patchy.</p> <p>On all other streets in the study area, streetlights are located on above ground power poles which are scheduled to be undergrounded during the Vincent Underground Power Project.</p> <p>Vincent will undertake a lighting audit and develop a Lighting Improvement Plan to improve pedestrian safety and the quality of lighting in the WSTC and surrounds with consideration of:</p> <ul style="list-style-type: none"> The replacement of street lights through the Vincent Underground Power Project. Investigation into footpath lighting on William Street and Money Street. 		
Delivery	Develop and implement a Lighting Improvement Plan with a particular focus on the footpaths of William Street and Money Street.		
	Timeframe	2025/26 – 2026/27	Budget source <ul style="list-style-type: none"> Operational Budget (plan) Capital Budget (implement)



ACTION 4.3 IMPROVE SAFETY THROUGH CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

Rationale	<p>A sense of safety is fundamental to creating vibrant, welcoming urban spaces that attract people and investment. Crime Prevention through Environmental Design (CPTED) principles improve safety by reducing opportunities for crime and promoting natural surveillance.</p> <p>For Vincent, applying these principles ensures that public spaces, pedestrian networks and our town centres are well maintained and designed to be inviting and safe for all users. Strategic lighting, clear sightlines, and active frontages support not only safety but also contribute to the vibrancy and usability of public areas, aligning with Vincent's broader objectives for thriving and accessible places.</p> <p>The William Street Town Centre has no CCTV network and a number of buildings that interact poorly with the street and encourage graffiti and other antisocial elements.</p>		
Delivery	<p>Explore grant funding opportunities to increase CCTV within the William Street Town Centre.</p> <p>Educate business owners and commercial landowners on CPTED principles to reduce the risk of crime and vandalism and address existing CPTED issues through the Mural Co-Funding Program and Business Enhancement Grant.</p> <p>Administration will continue to address damages and maintain the public realm.</p>		
	Timeframe	2025/26 – 2026/27	Budget source <ul style="list-style-type: none"> External Grant Funding (CCTV) Operational Budget (CPTED education)

ACTION 4.4 REFRESH PUBLIC ARTWORK

Rationale	<p>William Street is home to two public artworks that add to the area's identity including a road mural depicting the edge of the former wetland and the red lanterns and coins by Stuart Green and Adrian Jones. Unfortunately, this existing public art is consistently vandalised with graffiti, stickers and posters or is in need of maintenance.</p>		
Delivery	<p>Carry out maintenance on all existing public artwork in the William Street Town Centre.</p>		
	Timeframe	2025/26	Budget source <ul style="list-style-type: none"> Operational Budget



ACTION 4.5 INVESTIGATE GATEWAY ARTWORK OPPORTUNITIES

Rationale	<p>Gateways are often the first thing that visitors arriving to a town centre encounter. They are an important ‘face’ to the outside world and an opportunity to communicate the character and personality of the community.</p> <p>The WSTC currently does not have any discernible gateways or large-scale public artworks.</p> <p>Vincent’s Wayfinding Signage Plan and Appendix 1 of Vincent’s Local Planning Policy – Percent for Art identifies opportunities for collocated signage and public artwork at gateways to precincts and town centres.</p> <p>Locations for proposed gateways to the WSTC include:</p> <ul style="list-style-type: none">• Public artwork at the intersection of William Street and Brisbane Street.• Public artwork at the intersection of William Street and Newcastle Street. <p>Currently there is no detail beyond the location of the proposed gateways.</p> <p>In 2025/26, Vincent is developing a Public Art Opportunities Map that maps out prioritised public art opportunities and possible curatorial themes, locations and artwork typologies for public artworks at town centre gateways.</p> <p>Implementation of gateway artworks will depend on having sufficient budget in the Public Art Cash-in-lieu fund. Additional funding could also be sought through external grant funding.</p>		
Delivery	Investigate curatorial themes, locations and artwork typologies for public artworks for the two ‘Town Centre Gateway and Landmark Artwork Opportunities’ in the William Street Town Centre.		
	Timeframe	2025/26 – 2029/30	Budget source <ul style="list-style-type: none">• Operational Budget (Public Art Opportunities Map)• Public Art Cash-in-Lieu Reserve and External Grant Funding (implementation)

5.0 SENSITIVE DESIGN

ACTION 5.1 UNDERTAKE DETAILED PLANNING ON THE CITY TOYOTA SITE			
Rationale	The City Toyota site represents a significant opportunity to deliver high-quality, mixed-use development that aligns with Vincent's vision for sustainable growth and vibrant urban environments.		
	Local Development Plans (LDP) or Precinct Structure Plans (PSP) can provide detailed guidance to ensure for the coordinated redevelopment of the site, in a manner that responds to its context, enhances the surrounding area, meets community expectations and contributes to Vincent's placemaking and urban design objectives.		
	The LDP or PSP will address critical elements such as building heights, setbacks, active frontages, landscaping, integration with surrounding streetscapes including the Brookman and Moir Precinct, the widening or realignment of the Forbes Lane road reserve and the creation of high-quality small urban public open space such as a plaza. A PSP can also make recommendations about zoning changes, subdivision of land and the range of desirable land uses.		
Delivery	Facilitate a Local Development Plan of Precinct Structure Plan on the City Toyota site.		
	Timeframe	2025/26 – 2029/30	Budget source <ul style="list-style-type: none">Operational Budget







ACTION 5.2 DEVELOP STREETSCAPE GUIDELINES FOR WILLIAM STREET, BRISBANE STREET AND WASHING LANE

Rationale	<p>There are competing demands for the footpaths of the William Street Town Centre including street furniture, street trees, road signage and business-related uses of the footpath including al fresco dining, goods display and A Frame signage.</p> <p>The streetscape of the William Street Town Centre has evolved on an ad hoc basis and the footpaths are cluttered with poorly placed A Frame signs and street furniture including benches, bus stops, bike racks, street signs and tree pits restricting pedestrian flow.</p> <p>As the precinct redevelops in the future, the opportunity exists to deliver consistent streetscapes, improve the walkability and amenity of the study area and enhance the character and sense of place through the development of Streetscape Guidelines.</p> <p>The Streetscape Guidelines will ensure future investment in the public realm is consistent through:</p> <ul style="list-style-type: none"> • Setting a priority matrix to juggle the competing demands of pedestrian space for street infrastructure and business-related uses. • Recommending an appropriate level of service for the town centre. • Developing a materials and colour palette and a suite of specific street furniture. • Providing strategic guidance on where street furniture should be located with reference to the Vibrant Public Spaces Policy. <p>In addition to the Streetscape Guidelines, Vincent will ensure a cohesive pedestrian clear zone of 2 metres through the better management of business activation through the Vibrant Public Spaces Policy and Trading in Public Places Local Law.</p>		
Delivery	<ul style="list-style-type: none"> • Develop and implement Streetscape Guidelines for the William Street, Brisbane Street and Washing Lane. • Ensure a cohesive pedestrian clear zone by effective managing the business activation through the Vibrant Public Spaces Policy and Trading in Public Places Local Law. 		
	Timeframe	2025/26 – 2027/28	Budget source <ul style="list-style-type: none"> • Operational Budget (guideline development) • Capital Budget (implementation) • Internal Resourcing (management of business activation)

6.0 INNOVATIVE AND ACCOUNTABLE

ACTION 6.1 IMPLEMENT THE BUSINESS ENHANCEMENT GRANT PROGRAM

Rationale	<p>The public realm and visitor experience of Vincent's town centres are informed by both the public land and the privately owned land, buildings and the businesses that inhabit them.</p> <p>Enhancements to public land, including planter boxes, parklets, wayfinding signages, bike racks and other street furniture, are facilitated through Place Plans and the Vibrant Public Spaces Strategy.</p> <p>The Business Enhancement Grant program are a cost-effective way to partner with small businesses and spark small-scale incremental improvements that enhance the street appeal, presentation and attractiveness of our town centres and places. Business Enhancement Grants are matched grants – meaning that for every dollar request, the applicant must put an equal dollar amount (or more) toward the project.</p>		
Delivery	Implement the Business Enhancement Grant program across Vincent including the William Street Town Centre.		
	Timeframe	2025/26 – 2029/30	Budget source <ul style="list-style-type: none"> • Operational Budget



ACTION 6.2 IMPLEMENT THE MURAL CO-FUNDING PROGRAM

Rationale	Graffiti is a significant problem in the William Street Town Centre and painting murals on large blank walls is a proven method to reduce graffiti and beautify our town centres.		
	Artists perform an important role in Vincent and provide immeasurable value to our communities. When art correctly reflects place, context and community, it can create a sense of belonging and identity.		
	In early 2025, Vincent relaunched the Mural Co-Funding Program (MCFP) as a competitive grant round as per Action 4.1 of Vincent's Arts Plan.		
	The MCFP is a cost-effective way to partner with small businesses, commercial property owners, residents and community owners to install mural artworks and enhance the street appeal, presentation and attractiveness of our town centres and places. The MCFP are matched grants – meaning that for every dollar request, the applicant must put an equal dollar amount (or more) toward the project.		
Delivery	Implement the Mural Co-Funding Program across Vincent including the William Street Town Centre.		
	Timeframe	2025/26 – 2029/30	Budget source • Operational Budget

ACTION 6.3 IMPLEMENT THE VIBRANT PUBLIC SPACES POLICY

Rationale	Vibrant public spaces are areas in the public realm that support social interaction and community engagement. They are spaces which provide pedestrian amenity and are for everyone to enjoy. Vibrant public spaces are dog friendly and smoke-free at all times.		
	The Vibrant Public Spaces Policy seeks to facilitate public and private investment in the public realm for the benefit of the community.		
	The Place team can take a stewardship role to guide the implementation of various actions under the policy, whether undertaken by Vincent or by private landowners or business owners.		
Delivery	Support the implementation of the Vibrant Public Spaces Policy in the William Street Town Centre and surrounds.		
	Timeframe	2025/26 – 2029/30	Budget source • Internal Resourcing

ACTION 6.4 INVESTIGATE OPPORTUNITIES FOR PLACE IMPROVEMENT FUNDING

Rationale	Vincent's vibrant places and spaces are integral to our identity, economy and appeal. We want to create, enhance and promote great places and spaces for everyone to enjoy.		
	Funding place-based projects is challenging in local governments with limited budgets and high asset renewal costs.		
	Vincent's seeks various funding partnerships and grants to support the delivery of place based projects and trialling new initiatives aligned with town centre place plans.		
	The opportunity exists to investigate the feasibility of implementing different funding approaches to support ongoing delivery of place-based programs and projects.		
Delivery	Investigate different funding approaches to support ongoing delivery of place-based programs and projects.		
	Timeframe		Budget source • Internal Resourcing

7.0 IMPLEMENTATION FRAMEWORK

KEY ACTION / BUDGET		LEAD TEAM	SUPPORT TEAM	TIMING				
				25/26	26/27	27/28	28/29	29/30
ENHANCED ENVIRONMENT								
1.1	Increase tree canopy.	S&D	I&E		✓	✓	✓	✓
1.2	Improve accessibility to nearby parks.	I&E	S&D		✓	✓	✓	✓
ACCESSIBLE CITY								
2.1	Improve the pedestrian environment on William Street and Newcastle Street.	S&D	I&E		✓	✓	✓	✓
2.2	Slow traffic on William Street and Brisbane Street.	S&D	I&E		✓	✓	✓	✓
2.3	Put pedestrians first on William Street North.	S&D	I&E		✓	✓	✓	✓
2.4	Increase parking efficiencies.	I&E	S&D	✓	✓	✓	✓	✓
2.5	Improve cycling network.	I&E	S&D	✓	✓	✓	✓	✓
2.6	Advocate for improved public transport.	S&D	I&E	✓	✓	✓	✓	✓
CONNECTED AND HEALTHY COMMUNITY								
3.1	Facilitate community-led activation and placemaking.	S&D	C&BS	✓	✓	✓	✓	✓
THRIVING PLACES								
4.1	Facilitate Activation of Vacant Sites, Shopfronts and Underutilised Spaces	S&D	I&E	✓	✓			
4.2	Improve lighting on William Street and Money Street.	S&D	I&E	✓	✓			
4.3	Improve safety through Crime Prevention Through Environmental Design.	I&E	S&D	✓	✓			
4.4	Refresh public artwork.	S&D		✓				
4.5	Investigate gateway artwork opportunities.	S&D		✓	✓	✓	✓	✓
SENSITIVE DESIGN								
5.1	Undertake detailed planning on the City Toyota site.	S&D		✓	✓	✓	✓	✓
5.2	Develop Streetscape Guidelines for William Street, Brisbane Street and Washing Lane.	S&D	I&E	✓	✓	✓		
INNOVATIVE AND ACCOUNTABLE								
6.1	Implement the Business Enhancement Grant program.	S&D		✓	✓	✓	✓	✓
6.2	Implement the Mural Co-Funding Program.	S&D		✓	✓	✓	✓	✓
6.3	Implement the Vibrant Public Spaces Policy.	S&D	I&E	✓	✓	✓	✓	✓
6.4	Investigate opportunities for Place Improvement Funding.	S&D	C&BS	✓				

Community & Business Services (C&BS), Strategy & Development (S&D), Infrastructure & Environment (I&E)



APPENDICES

APPENDIX 1: WILLIAM STREET COMMUNITY NEEDS ANALYSIS

1. INTRODUCTION

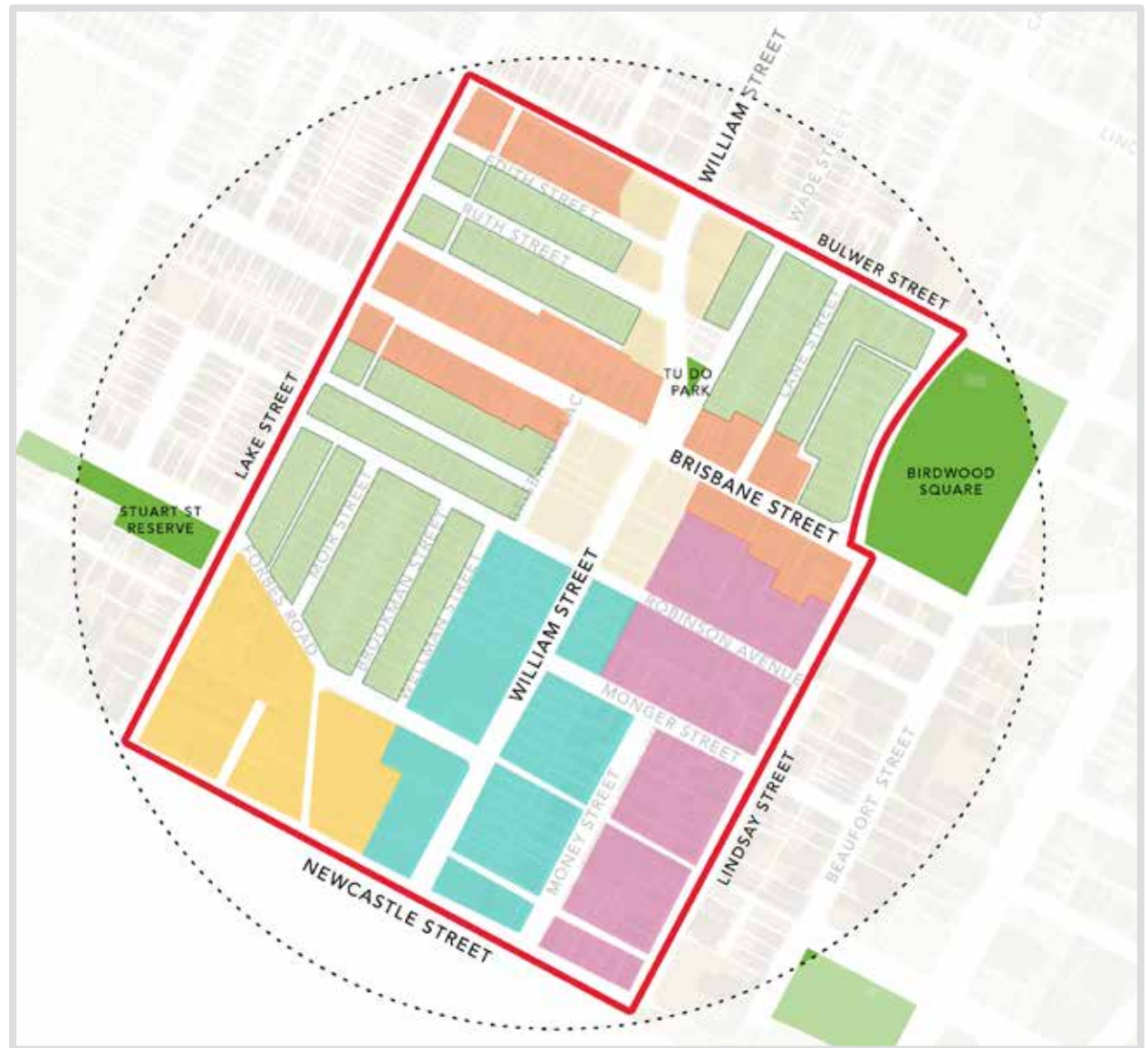
This Community Needs Analysis (CNA) assesses the current and future needs of the William Street Planning Framework (WSPF) area. It aims to guide strategic planning, investment, and community development, focusing on the area bounded by Newcastle Street, Lake Street, Brisbane Street, Bulwer Avenue, and Lindsay Street.

2. LITERATURE REVIEW

2.1 Strategic Community Plan 2022–2032

The City's long-term vision outlines a progressive, inclusive and environmentally conscious urban environment. It imagines a "leafy and vibrant 24-hour city" that places people at the heart of decision-making. The plan champions well-designed places, liveable neighbourhoods and sustainable development as key priorities. In the context of the WSPF area, this means embracing human-scaled design, protecting local character, and fostering community life through mixed-use activity, walkable streets, and access to green space.

The plan also commits to delivering a connected community by strengthening civic participation and supporting diverse population groups. The strategic emphasis on sustainability supports the transition to a lower-carbon urban form, with more trees, energy-efficient buildings and reduced car dependency—all highly relevant to planning in the WSPF area.



2.2 Thriving Places Strategy 2023–2028

This strategy sets the City's approach to local economic development with a place-based lens. It prioritises support for main streets and town centres, like the William Street Town Centre, as vital hubs of economic, cultural and social life. The strategy promotes vibrancy, inclusiveness, and strong local identity, recognising that great places attract investment and foster community wellbeing.

It calls for improved public realm design, better access for people of all abilities, and targeted support for local business. It also stresses the importance of place curation, designing and managing spaces in partnership with the community. This emphasis on co-design aligns closely with recent community engagement efforts in the WSPF area.

2.3 Accessible City Strategy 2020–2030

This is a strategic framework to manage and invest in the City's transport network and bolster economic, environmental, and social goals for a safer, greener, and more connected city. It aims to put people first and ensure that movements around the City are safe, accessible, environmentally friendly and enjoyable.

The WSPF seeks to prioritise alternative transport measures through investments in pedestrian and bike riding infrastructure whilst also removing carparking minimum for commercial enterprise to encourage mode shift.

2.4 William Street Planning Framework

This emerging framework focuses on planning controls and built form outcomes in private property as well as covering City led investment into the public realm.

The WSPF identifies opportunities for sensitive infill, clearer building height transitions, and improved outcomes for public interface and streetscape design. It recognises the role of the William Street district centre as both a local high street and a metropolitan destination. Key policy directions aim to deliver a higher quality pedestrian environment, support night-time economy uses, and ensure any redevelopment contributes meaningfully to place character. The draft framework also provides the City's plan for the WSPF area over a four-year period. priorities under six strategic themes: Enhanced Environment, Accessible City, Connected Community, Thriving Places, Sensitive Design, and Innovative and Accountable Governance. The plan identifies short-to-medium-term actions to improve the centre's functionality, aesthetic appeal, and ability to serve diverse needs.

Initiatives include, but are not limited to, safer streets for pedestrians, tree planting and greening and upgrades to lighting and street furniture.

2.5 SPP 3.6 Infrastructure Contributions

State Planning Policy 3.6 – Infrastructure Contributions (SPP 3.6) provides guidance on the preparation, establishment and operation of

infrastructure contributions system in Western Australia. Development Contribution Plans (DCPs) are the primary tool established in SPP 3.6 as a system for sharing the cost of public infrastructure and facilities that are essential to meet the demands arising from population growth.

A DCP must demonstrate 'need' for the infrastructure item to be funded and the connection ('nexus') between the infrastructure item and the demand being created by the development. DCPs are commonplace in newly urbanised areas where the need and nexus between new development and the need for infrastructure can be accurately defined. DCP typically apply across an entire development area, in recognition that almost all new development creates demand for new infrastructure.

This Community Needs Analysis (CNA) has helped to the Community Benefit Framework for the WSPF. Whilst SPP 3.6 will be a guiding framework moving forward, the difference between items within the Community Benefit Framework and those contained within a DCP is the 'need and nexus' of those items. The Community Benefit Framework will not replace the developer's responsibility to fund infrastructure otherwise ordinarily required as a result of re-development. Community Benefit Framework contributions will be used in the public realm to fund works which are supplementary/additional to the 'like for like' replacement and/or standard provision of infrastructure which is funded by the local government.

3. CONTEXTUAL ANALYSIS

3.1 Geographic and Demographic Overview

The WSPF area is located within the suburb of Perth, comprises of the area identified in figure 1 and abuts the City of Perth Local Government area. The WSPF area connects with major regional assets and attractors such as Hyde Park, Robinson Park, HBF Park and the Perth CBD.

The planning framework area comprises of five sub-precincts:

- **William Core**, the core commercial and activity area of the precinct.
- **Newcastle Street**, larger lots identified for large scale development and borders the City of Perth.
- **Urban Frames**, transitional area hosting medium scale development and finer-grain character shopfronts
- **William Street North**, area ready to transition from commercial to mixed use.
- **Residential**, established residential character neighbourhoods.

The 2021 Census recorded a population of 11,903 people in the broader Perth/Highgate area with an household average of 1.9 people. A significant portion of the population is comprised of young workers aged

25 to 34 (3,997) in 2021, making this the largest age group in the area. There has been a gradual increase in this age demographic, emphasising the area's appeal to young professionals

Dwelling types strongly favour high-density living, with 40.1 per cent of dwellings classified as high-density apartments or flats. This figure has increased by 6.8 per cent over the last decade, aligning with urban development trends aimed at maximising inner-city living spaces. Medium-density housing, including townhouses and semi-detached homes, represents 27.5 per cent of the area's housing, while single-family detached homes make up only 33.7 per cent, contrasting with the more suburban Greater Perth

Transport patterns also reflect inner-city lifestyles. While private vehicle use remains common, rates of walking, cycling and public transport use are higher than the Perth average. However, active transport has declined slightly, while working from home has increased. Housing affordability remains a challenge: over 25 per-cent of renters face rental stress, and the area has seen a decline in social housing stock.

3.2 Existing Infrastructure and Services

Befitting of its inner metro location, the WSPF area enjoys strong regional connections and proximity to high-quality public open space.

Movement and Access

The WSPF area is well serviced by public transport, with frequent buses operating on William Street and Beaufort Street and the Perth train station lying within the 800m catchment.

Whilst the WSPF area is a highly walkable centre, pedestrian movement is constrained due to a lack of safe crossing points across William and Newcastle streets as well as cluttered and uneven pavers. Similarly, bike riding is hindered by gaps in the network, lack of safe paths and competition with cars. The Department of Transport's Long Term Cycle Network identifies William Street for greater connectivity, however this conflicts with existing on street parking and bus movement.

Public Realm and Green Space

The area benefits from adjacency to Hyde Park, Robertson Park and Birdwood Square (amongst others) yet within its boundaries there is a documented lack of smaller local spaces such as plazas or pocket parks that could be incorporated into future developments.

Community Facilities and Services

The area is served by Hyde Park Primary School and is close to numerous sport clubs, notably at Dorian Gardens and Roberston Park.

Climate Resilience and Environmental Pressures

The Town Centre must contend with increasing climate risks, including longer heatwaves, declining rainfall, and more intense storm events. Sustainable design measures such as green roofs, canopy planting, improved stormwater management will be vital to ensure future resilience. The City has led on environmental sustainability, but greater implementation of nature-based infrastructure is needed in this precinct.

4. COMMUNITY ENGAGEMENT OUTCOMES

The City undertook two phases of engagement for the WSPF, drawing input from over 200 participants through surveys, workshops and walkshops. Feedback highlighted strong community attachment to place, with clear priorities around public space, movement, safety, and built form heritage and character.

Public Space and Activation

Participants want more places to gather. A town square or plaza such as nearby Mary Street Piazza was identified by participants. Suggestions included the redevelopment of vacant sites including the Toyota car yard.

Movement and Access

Whilst many commented on the walkability of the area, many noted that the car dominated streets makes it difficult to navigate via bicycle or to cross roads on foot. Participants expressed the need for safer crossings, wider medians, protected bike lanes, and better access to public transport particularly an east–west link to surrounding neighbourhoods.

Safety and Comfort

Poor lighting, anti-social behaviour and inactive frontages made parts of the centre feel unsafe. The community called for better maintenance, more passive surveillance, and CPTED-aligned design, especially around vacant properties.

Local Economy

The WSPF area is home to a thriving day and nighttime economy. During the day, the precinct is home to retail spaces such speciality Asian grocers and during the night wine bars and restaurants draw in crowds from across the metropolitan region.

However, William Street in particular suffers from commercial vacancies and vacant lots. Blank frontages and repetitive shop types were also viewed as detracting from vibrancy.

Built Form and Character

There was broad support for greater density within this area, however participants stressed that it shouldn't adversely impact the low scale heritage and character streets. Residents called for better design quality, active ground floors, and retention of heritage fabric. Inactive frontages and poor transitions were repeatedly flagged as concerns.

Community Benefit

Participants supported developer contributions in exchange for greater height or floor space particularly where it delivered green infrastructure and public realm upgrades. Priorities included street trees, pedestrian and cyclist infrastructure, lighting and safer roads.

5. GAP ANALYSIS

Standards of provision for infrastructure provide a basis to assess the need for facilities as a population changes. These standards help to identify the catchment area and likely demand for a community facility, or what might be needed over time.

These standards are expressed as a rate of facilities per head of population or age group. This aims to ensure equitable outcomes across different geographic areas, so that the community

is provided with adequate and equitable levels of community facilities within their local service catchment, as well as at the broader Local Government Area or regional level.

The projected population for the broader Perth locality is 6,745 people in 2024 and projected to increase to 8,168 in 2046.

Facility types in the PLAWA guidelines have been used in the assessment, based on their population triggers of 10,000 people or less, to allow for some variation in projections and to ensure facilities are planned responsively.

District-level community facilities have been considered in the context of existing or potential infrastructure that could be provided within nearby centres such as Mount Lawley, Highgate, and Leederville.

Additional facilities not assigned by a Standard rate of provision by the PLWA - such streetscape improvements and affordable housing, have also been included in the analysis, given their relevance to the William Street urban and cultural context. The analysis against the PLAWA guidelines is included as Appendix 1.

5.1 Key Findings

Based on the high-level analysis of population forecasts and the facilities available for assessment under the PLAWA Guidelines and findings through the community engagement program, **Table 2** and **3** identifies which facilities appear to be under-supplied or require further supply into the future based on the population projections for the Perth locality, focusing on the increase in density from the WSPF and taking into consideration the wider catchment area. **Table 4** compares community engagement outcomes to the City's Gap Analysis. The key takeaways from the analysis are summarised below and included in **Table 1 – Project-Needs Matrix**.

- The WSPF area and Perth locality has a high provision of district and neighbourhood open spaces. However, there is an increased demand to upgrade these spaces due to the demands of a rising population. In addition, smaller, local spaces are required to function as places to linger and socialise within the town centre. This could include pocket parks and plazas.
- While the WSPF area and wider Perth locale is well-serviced by public transport and is inherently walkable, current pedestrian and bike rider connections are poor and are subservient to motor vehicle movement. Upgraded pedestrian and cyclist connections would strengthen the movement network and increase the accessibility of community facilities and POS and connectivity to surrounding amenity.

- Increased lighting throughout the precinct is required to increase community throughout the year.
- Ensuring the future residential population is accommodated through adequately designed public spaces and facilities for an ageing population as well as younger families and youth.
- Ensuring that a wider demographic can live within the WSPF area and Perth locale is essential in creating a vibrant, sustainable neighbourhood.

Table 1 – Project Needs Matrix

PROJECT	NEED	STRATEGY LINK	ENGAGEMENT OUTCOMES	OUTCOME
Streetscape Improvement Plans <ul style="list-style-type: none"> Brisbane Street Forbes Road William Street Laneways 	Enhance public spaces and pedestrian/bike rider experience and safety	<ul style="list-style-type: none"> Draft William Street Place Plan Draft Enhanced Environment Strategy Accessible City Strategy Draft Link and Place Guidelines 	Community wants greener, more accessible public areas Greater lighting required for pedestrian safety.	This aligns with the WSPF vision for vibrant, safe and inclusive spaces that foster interaction.
Diverse Housing Mix <ul style="list-style-type: none"> Affordable housing Aged and Dependent accommodation Specialist Student Accommodation Key worker housing Social Housing Community Housing 	Provide alternative dwelling and tenure types that support access to housing within the town centre for low income, essential workers, and other groups that may be limited in their ability to access housing.	<ul style="list-style-type: none"> Strategic Community Plan Local Planning Strategy (adopted and draft) Affordable Housing Strategy 	Community supports a diverse and affordable housing mix but doesn't want it limited to social housing. In line with the <i>Planning and Development (Significant Development) Amendment Regulations 2025</i> it is recommended that these housing types be provided at a minimum rate of 5% per development.	The City must advocate and promote a wide range of housing for the community. In line with the <i>Planning and Development (Significant Development) Amendment Regulations 2025</i> it is recommended that these housing types be provided at a minimum rate of 5% per development.
Pedestrian and Cycling Enhancements	Improve accessibility and connectivity	<ul style="list-style-type: none"> Thriving Places Strategy Accessible City Strategy Bike Plan 	Call for walkable infrastructure and safe cycling routes throughout the precinct.	Better connections support sustainability and wellbeing.
Pocket Parks and Plazas	Enhance public spaces	<ul style="list-style-type: none"> Public Open Space Strategy Thriving Places Strategy 	Need for small public places to linger within the core of the WSPF.	Identified Strategic Development Sites provide an opportunity for more open spaces.

6. COMMUNITY BENEFITS

Defining 'community benefit' and what this means for each place or community varies.

In the context of a place that is facing significant change and redevelopment, decision making authorities (City of Vincent, DPLH or DAP) will typically forecast how this change will impact on the use of and demand for a range of community related infrastructure that is intrinsically linked to population growth and shifts in demographic profile. As growth occurs, the pressures will increase and therefore there is a need to accommodate additional community facilities and infrastructure or adjust the nature and level of provision.

It is important to note 'community' is not limited to the local residential population but also includes local workers, business owners, students and visitors.

6.1 William Street Planning Framework – Community Benefit Framework

There is an existing discretionary requirement (clause 1.1.1 of **Part 4** and **Part 5**) within the draft WSPF that applies where a development is seeking additional height above the acceptable standard outlined in Part 4).

It aims to manage public opt-in contribution for developers at the two Strategic Development Sites, or other sites which provide for additional height. It will be required when additional development potential is proposed above the acceptable height listed in **Part 4** of the WSPF.

Part 5 specifies what must be achieved should a proponent be grant additional 'community benefit height'. This can be met via:

- a monetary contribution to the City which can only be expanded on identified projects within the WSPF area;
- an onsite contribution which can be provided by the proponent; or
- a combination of the two.

The procedural guide for the benefit program is included in Appendix 3.

7. CONCLUSION AND NEXT STEPS

This analysis affirms the community's aspirations for a vibrant, revitalised town centre.

Table 2 – Local Infrastructure Review of the Perth Locality

The analysis below compares the existing provision of services and facilities within the WSPF to the 'PLAWA Guidelines' recommended base provisions for community facilities. The additional requirement is then calculated based on the forecasted population growth to determine whether additional facilities would be required in 2046.

SERVICE/FACILITY		RATE OF PROVISION AND TOTAL NEED AT CURRENT POPULATION (POP. 6,190)	EXISTING PROVISION	ADDITIONAL FACILITIES NEEDED BY 2046 (POP.8,168)
CHILDCARE AND YOUTH				
1	Play group	1:4,000–6,000 (Local) Total: 1	Total: 0	0
2	Outside school care	1:4,000–6,000 (Local) Total: 1	Total:1 YMCA Sacred Heart Outside School Hours Care (within 1km of town centre)	0
3	Childcare	1:4,000–9,000 (Local) Total: 1	Total:2 Buttercup Childcare & Early Learning Centre Highgate (within 1km of town centre) Buttercup Childcare & Early Learning Centre Northbridge Perth CBD (within 1km of town centre)	1
COMMUNITY AND CIVIC SPACE				
4	Neighbourhood community centre	1:7,500 Total:0	Total: 0	
PLAYGROUNDS				
5	Play space	1:2,000 (Neighbourhood) 1:8,000-10,000 (District)	Total: 3 Hyde Park Playground/water play area Stuart Street Reserve Playground Birdwood Square Playground	
PUBLIC OPEN SPACE				
6	Regional Open Space	1:250,000 Total: 0	Total: 1 Hyde Park	0
7	District Park	1:15,000-20:000 Total: 0	Total: 1 Robertson Park	0
8	Neighbourhood Park	1:5,000 Total: 1	Total: 4 Birdwood Weld Square Loton Park* Mick Micheal/ Royal Park	0
9	Local Open Space	1:1,000 Total: 6	Total: 2 Stuart Street Reserve Tu Do Park	1**
10	Sports Space	1:4,000-5,000 Total:1	Total: 2 Dorrien Garden Birdwood Square (currently being refurbished)	1

*Loton Park is included minus HBF park as a publicly accessible open space.

** Need for additional Local open Space has been calculated including higher order POS. This is due to the over provision at the Regional, District, and Neighbourhood POS level's

Table 3 – Local Infrastructure Review without standards of provision

The following table outlines services and facilities which are not included in the PLAWA standards of provision but were raised through stakeholder conversations or the literature review. The following community benefit items and are identified as appropriate for the WSPF area.

SERVICE/FACILITY		EXISTING PROVISION	SOURCE/REFERENCE	OUTCOME
CHILDCARE AND YOUTH				
1	Pocket park or plaza	None in catchment	Public Open Space Strategy	The WSPF area has adequate access to large open space, however these need to be upgraded to meet the demand of an increased population.
COMMUNITY AND CIVIC SPACE				
2	1. Streetscape upgrades at: <ul style="list-style-type: none"> Brisbane Street William Street Forbes Road Newcastle Street 2. New Pedestrian links through strategic development sites	N/A	<ul style="list-style-type: none"> Strategic Community Plan Draft Link and Place Guidelines Accessible City Strategy 	<p>Urban streets are a valuable resource and how they are designed and managed has a significant impact on the safety, legibility, and aesthetic quality of the public realm.</p> <p>Demographic and contextual analysis suggests the WSPF area has a high proportion of pedestrians, cyclists and public transport users. Movement networks for these users should be prioritised with any new development.</p> <p>The review highlighted the opportunity for greater cycling connections, improved pathways and safer crossing points across the WSPF area.</p> <p>It is recommended any future development consider pedestrian connections and opportunities to enhance streetscapes.</p>
3	Cycling infrastructure upgrades	Bulwer Street cycling boulevard		<p>Movement can be enhanced through the provision of safe, connected, convenient, continuous, easily navigated, and attractive links with functional and highly visible infrastructure.</p> <p>With a high proportion of cyclists in the precinct and the vicinity to the PSP, it is recommended the City explore providing continuous and functional cycle lanes for daily travel within the precinct and improving connections to other commercial centres within the Vincent and the City of Perth.</p>
COMMUNITY AND CIVIC				
4	1. Affordable Housing 2. Key worker accommodation 3. Aged and Dependent Dwellings 4. Student Accommodation 5. Social Housing	N/A	<ul style="list-style-type: none"> Strategic Community Plan Local Planning Strategy (Current and Draft) Affordable Housing Strategy Thriving Places Strategy 	<p>The review has highlighted that the WSPF and Perth locality is becoming increasing unaffordable.</p> <p>Ensuring for a wide range of housing for a range of incomes is essential in creating a thriving community and meeting the objectives of the WSPF.</p> <p>The state planning framework acknowledges the housing issued in Perth by allowing applications to qualify for the Part 11b Significant Development Pathway should they incorporate a minimum 5% community housing.</p>

Table 4 Key Findings from Community Engagement

SERVICE/FACILITY		COMMUNITY FEEDBACK	CITY ANALYSIS	OUTCOME
CHILD CARE AND YOUTH				
1	Pocket park or plaza	High	High	The community engagement program and gap analysis identified the lack of open space in the area and the need for greater provision should density increase.
COMMUNITY AND CIVIC SPACE				
2	1. Streetscape upgrades at: <ul style="list-style-type: none"> Brisbane Street William Street Forbes Road Newcastle Street 2. New Pedestrian links through strategic development sites	High	High	<p>Engagement highlighted that whilst the area is highly walkable, improvements were required to ensure for pedestrian safety. This included items such as safe pedestrian crossing points and more street lighting.</p> <p>These engagement items were reiterated in the gap analysis and advertised Place Plan.</p>
3	Cycling infrastructure upgrades	High	High	Community and the gap analysis identified the lack of safe bike infrastructure.
COMMUNITY AND CIVIC				
4	1. Affordable Housing 2. Key worker accommodation 3. Aged and Dependent Dwellings 4. Student Accommodation 5. Social Housing	Low	High	<p>Whilst commentary from the community highlighted the need for a greater variety of housing and increased residential population, many believed that social and affordable housing could negatively affect the areas safety and character, potentially leading to increased crime.</p> <p>The Gap Analysis noted that the area was becoming increasingly unaffordable to many and references existing City strategies which seek to increase housing and affordable housing.</p> <p>Acknowledging this, it is recommended that this community benefit item be updated to ensure for a diverse range of housing typologies, not just limited to social or affordable. This could include key worker accommodation, aged and dependent dwellings and student accommodation.</p> <p>In line with recent changes to the state planning framework, it is recommended that a minimum 5% of these forms of dwellings be included as part of a community benefit contributions.</p>



APPENDIX 2: RELATIONSHIP OF THE WILLIAM STREET PLANNING FRAMEWORK TO THE RESIDENTIAL DESIGN CODES

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

Low density standards (R Codes Volume 1 Part B)

Applications for development approval of single houses within areas of the Residential sub-precinct coded Residential R25, shall be in accordance with the City's Policy No.7.1.1 Built Form, Local Planning Policy: Development Guidelines for Heritage Places and Local Planning Policy: Heritage Area Guidelines (as amended).

Medium density standard (R Codes Volume 1 Part C)

Applications for development approval for single houses and grouped dwellings within all precincts and multiple dwellings within the Residential sub-precinct shall be assessed in accordance with Part C of the R Codes Volume 1.

In assessing applications for development approval and local development plans the City shall have regard to the Policy Objectives of the WSPF, the vision statement of each sub-precinct and the general standards.

In accordance with Clause 3.2 of the R Codes Volume 1, the WSPF contains provisions that amend or replace the deemed-to comply provisions set out in Part C of the R Codes. Additional Local Housing objectives have been included for several provisions. The Design Principles of the R Codes Volume 1 remain and apply. Table 1 details which deemed to comply provisions of Part C of the R Codes Volume 1 have been amended (clarified) or replaced (provide new) by deemed to comply provisions of the WSPF.

TABLE 1: MODIFICATIONS FOR STATE PLANNING POLICY 7.3 RESIDENTIAL DESIGN CODES VOLUME 1 (PART C)

R-CODE VOLUME 1 ELEMENT	APPLICABLE CLAUSE	APPLICABLE DEEMED-TO COMPLY STANDARD
Part 3 Neighbourliness		
3.2 Building height	5.1 Building height	Clause 3.2.1 remains and applies
3.3 Street setbacks	5.2 Setbacks of buildings	Clause 5.2.1-5.2.7 replaces C3.3.1 & C3.3.2. C3.3.6 remains and apply.
	5.3 Setbacks of garages and carports	Clause 5.3.1-5.3.7 replace C3.3.4 & C3.3.5. C3.3.6 remains and apply.
3.6 Streetscape	5.3 Setbacks of garages and carports	Clauses 3.3.4 – 3.3.6 remain and apply.
	5.4 Addressing the street	Clauses 5.4.1 – 5.4.3 replaces Clauses 3.6.3 and 3.6.5. Clauses 3.6.1, 3.6.2, 3.6.4 and 3.6.6 remain and apply.
	5.5 Street walls and fencing	Clauses C3.6.7 – C3.6.9 remain and apply.
	5.6 Access	Clauses C3.7.1 – C3.7.13 remain and apply.

Multiple dwellings and mixed-use development (R Codes Volume 2)

In assessing applications for development approval and local development plans the City shall have regard to the Policy Objectives of the WSPF, the vision statement of each sub-precinct and the general standards.

In accordance with the Clause 1.2.2 of R Codes Volume 2, the WSPF contains provisions that amend or replace the Acceptable Outcomes set out in Part 2, 3 and 4 of the R Codes Volume 2. The Element Objectives of the R Codes Volume 2 remain and apply. Table 2 details which Acceptable Outcomes of the R Codes Volume 2 have been amended or replaced by Acceptable Outcomes within WSPF.

In assessing applications for development approval and local development plans the City shall have regard to the Policy Objectives of the WSPF, the vision statement of each sub-precinct and the general standards of the WSPF.

TABLE 2: MODIFICATIONS FOR STATE PLANNING POLICY 7.3 RESIDENTIAL DESIGN CODES VOLUME 2					
R CODES VOLUME 2 DESIGN ELEMENT	APPLICABLE SUB-PRECINCT CLAUSE NUMBER				
	William Street Core	Newcastle Street	Urban Frame (A and B)	William Street North	Applicable Acceptable Outcomes
Part 2 – Primary controls					
2.2 Building height	1.1	2.1	3.1	4.1	Clause 1.1 – 4.1 replaces Acceptable Outcome A2.2.1 of the R Codes Volume 2.
2.3 Street setbacks	1.2	2.2	3.2	4.2	Clause 1.2 – 4.2 replaces Acceptable Outcome A 2.3.1 of the R Codes Volume 2.
2.4 Side and rear setbacks	1.3	2.3	3.3	4.3	Clause 1.2 – 4.2 replaces Acceptable Outcome A 2.4.1 of the R Codes Volume 2. Clause A 2.4.2 of the R Codes Volume 2 remains and applies.
2.5 Plot ratio	Not Applicable				Plot ratio is not applicable within WSPF.

APPENDIX 3: WILLIAM STREET PLANNING FRAMEWORK COMMUNITY BENEFIT CONTRIBUTION PROCEDURAL GUIDE

1. Purpose

1.1 The purpose of the Community Benefit Contribution Procedural Guide is to outline the process associated with the proposition and delivery of community benefit contributions in accordance with the WSPF. The Procedural Guide addresses:

- Information to be submitted with a development application seeking building height above the acceptable height standards.
- Calculation and payment of community benefit contributions.
- Conditions and advice notes to be applied to development that enable building height above the acceptable height standards.
- Management of the Community Benefits Contributions Fund by the City of Vincent.
- Delivery of the benefit items by a proponent or the City.
- Review and reporting requirements for the Community Benefits Contribution Fund.

2. Community Benefit Contribution Requirements

2.1 A community benefit contribution, is:

- a. paid to the City of Vincent, and held in trust, to be expended in accordance with the WSPF; or
- b. delivered onsite in accordance with the WSPF to the satisfaction of the City of Vincent

3. Community Benefit Contribution Offer

3.1 As part of a development application which proposes building height above the acceptable height shall, a written offer of a community benefit contribution shall be made to the City. The offer shall be made using the following procedure:

- 3.1.1 Together with a development application, a document shall be submitted specifying whether the community benefit contribution is to be:
 - A monetary offer; or
 - Delivered onsite; or
 - Delivered in-part as an onsite contribution and in-part as a monetary offer.

- 3.1.2 To the extent that the applicant's proposal comprises or includes a monetary offer, this will be conditioned as part of development approval. Payment of figure should be made prior to the issuing of an Occupancy Permit application.
- 3.1.3 To the extent that the applicant's proposal comprises or includes a community benefit contribution(s) proposed to be delivered onsite, the document shall include the following details and be accompanied with associated supporting documents to demonstrate the following:
 - Describing what the onsite contribution(s) is/are proposed to comprise, including drawings, artist's impression and any other information that the City may require to enable an understanding of what the contribution will comprise.
 - Describing how the proposed onsite contribution(s) aligns with the WSPF.
 - A statement acknowledging that in the event that the final value of the proposed onsite contribution(s) is assessed as less than the contribution amount required as a condition of development approval, following a final valuation, then the balance must be paid by the applicant as a monetary contribution prior to the issuing of an occupancy permit application. The final valuation is determined prior to issuing of an Occupancy Permit application.

3.2 Acceptance of the offer, described above, is at the discretion of the local government and will form part of its broader consideration of the development application.

3.3 The City shall reject any offer to deliver a community benefit contribution on site that is deemed to be inconsistent with the WSPF or is unable to be maintained by the City. Where a proposal is deemed to be inconsistent with the WSPF the application may be recommended for refusal.

4. Management of funds

4.1 Community Benefits Fund

- **4.1.1** The City will establish and maintain a dedicated **William Street Planning Framework Contribution Fund** and all community benefit contributions shall be deposited into this fund.
- **4.1.2** The William Street Town Centre Community Benefit Contribution Fund is a reserve account in accordance with the *Local Government Act 1995*. All community benefit contributions within the WSPF area shall be paid

from it. The purpose of this reserve account and the use of money in it is limited to the application of funds for delivery of community benefits within the WSPF area and in accordance with the provisions of the WSPF.

- **4.1.3** Interest earned on contributions credited to the William Street Planning Framework Contribution Fund reserve account may only be applied in the WSPF area.

4.2 Projects funded from the Community Benefits Fund

- **4.2.1** All projects funded from the Community Benefits Fund are to be located within the WSPF area and should be identified via the Place Plan.
- **4.2.2** Projects will be selected to be funded and approved by Council as part of the City's Capital Works Program and annual budgeting process from time to time.

4.3 Projects funded from multiple sources

- **4.3.1** Projects may be funded entirely from the Community Benefits Fund or by co-funding from multiple sources.
- **4.3.2** Sources of funding for individual projects will be decided on a case-by-case basis depending on the availability of funds and the needs of the project. Wherever possible the City will identify complementary funding sources to leverage the Community Benefit Contribution

Fund to deliver the maximum possible community benefit.

- **4.3.3** For projects that have established funding sources, the Community Benefits Fund is not intended to replace that established funding source(s). For example, the City funds streetscape renewal (like for like replacement) through the City's Capital Works Program. Therefore, the extra cost for supplementary upgrades such as improved materials, kerb realignment, additional or improved lighting, planting and/or landscaping could be funded by the Community Benefits Contribution Fund.

5. Period of operation

5.1 Funds received as community benefit contributions should be expended as soon as practical.

APPENDIX 4: DEFINITIONS

Active frontage	A ground floor space where there is visual and physical engagement between people in the street and people on the ground floors of buildings.
Adjoining property	Any lot which shares a boundary or portion of a boundary with a lot on which there is a proposed residential development site or is separated from that lot by a right-of-way, vehicle access way, pedestrian access way, access leg of a battleaxe lot or the equivalent not more than 6 metres in width.
Affordable housing	The 30/40 rule has been the generally accepted rule of housing affordability. This means that the bottom 40 per cent of income earners should pay no more than 30 per cent of their income on housing and/or accommodation, be it rental accommodation or by way of a mortgage. Dwellings provided to eligible occupiers as either Affordable Owner Occupier Housing or Social Housing.
Articulation	Architectural composition in which elements and parts of the building are expressed logically, distinctly, and consistently, with clear joints. For the purposes of this Policy articulation refers to points within a dwelling that clearly distinguish one part of the dwelling from another, such as setback between the ground and upper floors and indentations or 'breaks' within building walls.
Awning	A roof like structure attached to a building to provide shelter.
Building Footprint	Indicates the intended maximum extent of development for a site, defined by a combination of standards for building height and the setbacks from street, side and rear boundaries.
Canopy coverage	Land area covered by tree crowns (branches, leaves, and reproductive structures extending from the trunk or main stems) from trees located within the subject site, excluding any area that falls within an adjoining privately-owned lot.
Character	The defining features of a property and/or place, including scale, materiality, style or repetition.
Climate moderation devices	A structure or element which provides suitable control of internal temperature and air conditions, but does not include air conditioners.
Colonnade	A sequence of columns, covered or open, free-standing or part of a building.
Community Benefit Height	Additional height above the acceptable height standard with the provision of community benefits in accordance with Part 5 of the WSPF.
Cultural infrastructure	The buildings, places, spaces, people and technology necessary for arts and cultural education, creation, production, engagement, collaboration, sharing and contribution. It includes public art infrastructure, as referenced in the City's Local Planning Policy Percent for Art.
Dedicated road	A road which has been committed to public use in accordance with the <i>Land Administration Act 1997</i> .
Deep soil area	As per the R Codes Volume 2.
External fixtures	As per the R Codes Volume 1.
Fine grain	Detailed urban elements including: spacing of facades distinguishing uses; and detailed materials in a facade or streetscape.
Heritage protected place	As defined by the <i>Planning and Development (Local Planning Scheme) Regulations 2015</i> .
Landscaping	As per the R Codes with additional clarification on "any other such area approved of by the decision-maker as landscaped area" to be defined as: Landscaped areas which are available for the use and enjoyment of the occupants, can include common and/or private open areas and recreational areas but does not include covered portions of driveways, hard paved driveways and parking areas, open air porous parking areas and driveways, or green walls.
Natural ground level	As per the R Codes Volume 1 and Volume 2.
Permanent structure	Building or development which is not temporary and cannot be easily removed, this includes but is not limited to development with footings.
Planting area	An area, with a minimum soil depth and dimension of 1m that supports growth of medium to large canopy trees.
Podium	The base of a building upon which taller (tower) elements are positioned.

Primary street	As per the R Codes Volume 1.
Public facilities	Where development results in the provision of, or improvement to, public facilities or amenities (such as schools, early childhood, community hubs, libraries, health centres and recreation facilities) agreed as a priority by the decision-maker.
R Codes Volume 1	Refers to Residential Design Codes Volume 1.
R Codes Volume 2	Refers to Residential Design Codes Volume 2 – Apartments.
Secondary street	As per the R Codes Volume 1.
Significant existing tree	<ul style="list-style-type: none"> • healthy specimens with ongoing viability; and • species is not included on a State or local area weed register; and • height of at least 4 metres; and/or • trunk diameter of at least 160 millimetres, measured 1m from the ground; and/or • average canopy diameter of at least 4 metres.
Skillion roof	A mono-pitch roof form.
Social housing	Social housing is housing owned by the State Housing Authority or not-for-profit housing providers, and rented to eligible people, with eligible tenants determined by the relevant housing provider. This can be specific purpose housing and key worker housing that accommodates eligible people.
Soft landscaping	An area with a minimum soil depth of 300 millimetres that contains in-ground planting, excluding removable planter boxes/pots, artificial turf, green walls and porous paving areas.
Solar absorptance	The proportion of incident solar radiation that is absorbed by an external surface when exposed to the sun.
Specific purpose housing	Means a dwelling or collection of dwellings designed and/ or set aside for a specific or special accommodation need usually of a permanent nature, including but not limited to aged persons, students, care takers dwelling, communal living, disability living and designated affordable housing.
Stall riser	The material installed between the windowsill and the ground in a shop front window.
Storey	<p>The portion of a building which is situated between the top of any floor and the top of the floor next above it and if there is no floor above it, that portion between the top of the floor and the ceiling above it but does not include:</p> <ul style="list-style-type: none"> • a basement; • a space that contains only a lift shaft, stairway or meter room; • roof top terrace with no permanent impervious roof structure; • a mezzanine; or • a loft. <p>Double height floors greater than 5m floor to ceiling are counted as two floors.</p>
Streetscape	The collective elements that contribute to a street, including architectural styles, front yards, car parking structures and access, infrastructure, footpaths, signage, street trees and landscaping and fencing and front boundary treatment.
Verandah	As per the R Codes Volume 1.
Visible light transmission	Light passing directly through glass.
Visually permeable	<p>In reference to a wall, gate, door, screen or fence that the vertical surface, when viewed directly from the street or other public space, has:</p> <ul style="list-style-type: none"> • continuous vertical or horizontal gaps of 50 millimetres or greater width occupying not less than one third of the total surface area; • continuous vertical or horizontal gaps less than 50 millimetres in width, occupying at least one half of the total surface area in aggregate; or • a surface offering equal or lesser obstruction to view.
Wall height	As per the R Codes Volume 1.



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