CITY OF VINCENT

BEAUFORT STREET

TOWN CENTRE 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.

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 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 its town centres and precincts through informing strategies and plans, specifically, the Local Planning Strategy and Town Centre Planning Frameworks.

The Beaufort Street Town Centre Planning Framework will function as the Local Planning Policy and Place Plan with the option to be adapted into a Precinct Structure Plan in future if needed.

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FIGURE 1 CITY OF VINCENT TOWN CENTRES

FIGURE 2 INTEGRATED 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 Beaufort Street Town Centre Planning Framework (BSTCPF) is structured around six Key Focus Areas:

PART 1 – POLICY

This outlines the legislative requirements of the BSTCPF, including relevant delegations, related policies, procedures, and supporting documents. It also defines the policy's purpose, objectives, operation, scope and key definitions.

PART 2 – CONTEXT

This outlines the precinct's history, demographics, and the background of policy development, including community engagement.

PART 3 – WHERE DO WE WANT TO BE?

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

PART 4 – THE PRIVATE REALM – BUILT FORM

This framework sets out rules to guide private development now and into the future. It should be read alongside Local Planning Scheme No. 2 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

This framework's place-based actions aim to enhance outcomes and amenity in the public realm. These will be achieved through capital works, strategic projects, advocacy, and partnerships 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.

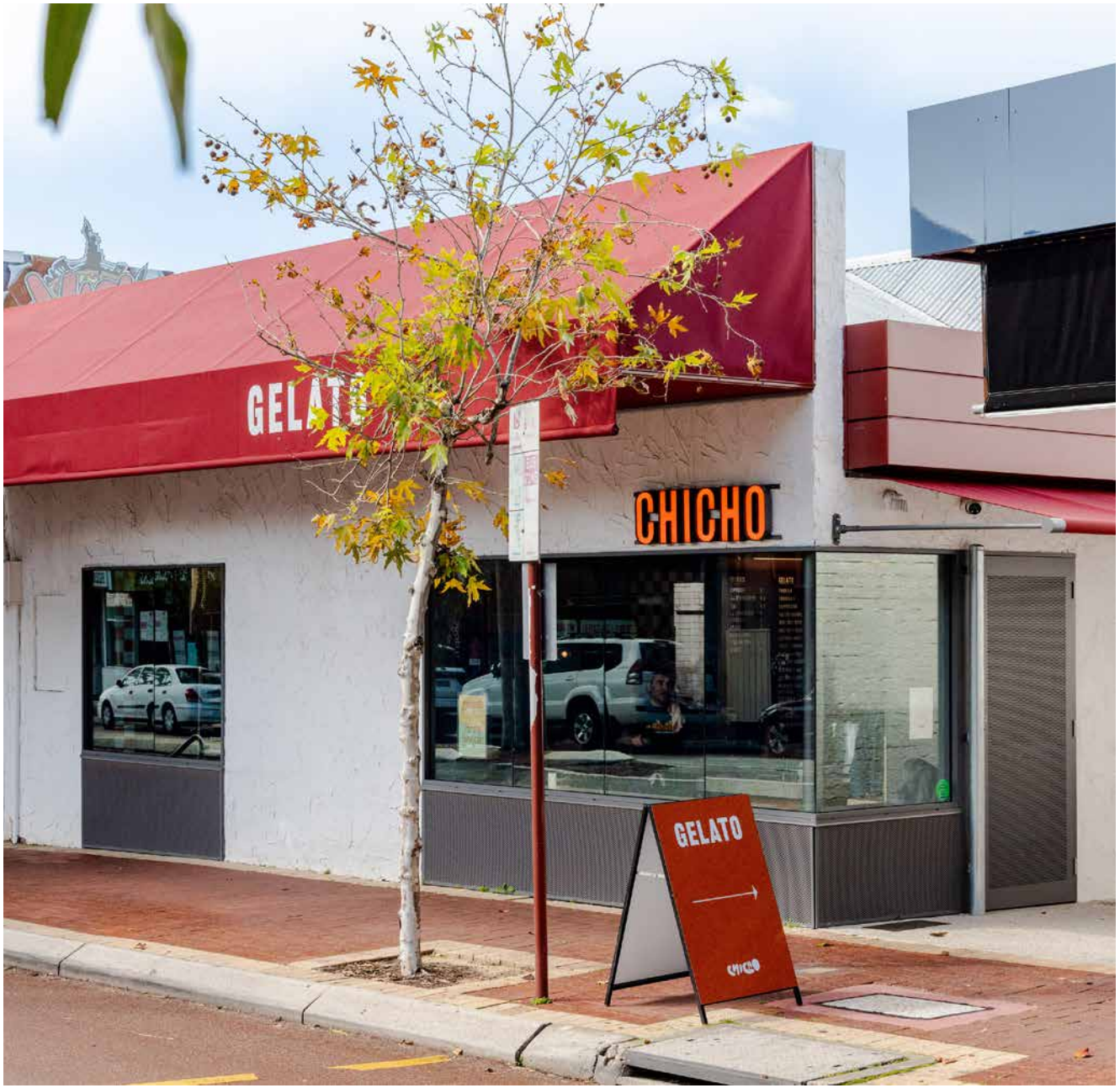
THE PRIVATE REALM – BUILT FORM

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

THE PUBLIC REALM – PLACE PLAN

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

PART 1 POLICY



PRELIMINARY

The Local Planning 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 standards within the local government area.

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

- The City has taken a place-based planning approach in preparing the Strategy to inform LPS2. The key elements of the place-based approach to planning included the following:
- Planning to achieve a holistic view and integrated outcomes for an area.
- Creating sustainable outcomes specific to particular areas and their communities.
- Creating community commitment and capacity.
- 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 Scheme, in particular the Precinct Policies for each of the place-based areas of Vincent.

POLICY DEVELOPMENT

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

RELEVANT DELEGATIONS

16.1.1 Determination of various applications for development approval under the City's LPS2.

PURPOSE

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

RELATIONSHIP TO OTHER INSTRUMENTS

R Codes Volume 1

Where there is an inconsistency between the BSTCPF and the R Codes Volume 1, the BSTCPF 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 BSTCPF replace or augment the equivalent deemed-to-comply standards and augment the design principles of the R Codes Volume 1.

Appendix 1 summarises the relationship between specific design elements addressed in the BSTCPF and the R Codes Volume 1.

R Codes Volume 2

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

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

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

Development may satisfy these objectives by alternative means or solutions.

Appendix 1 summarises the relationship between specific design elements addressed in the BSTCPF 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 BSTCPF, the **vision statement** and **built form standards** of each sub-precinct, the **general standards** included in **Part 4.0**.

OTHER LOCAL PLANNING POLICIES

Other than heritage-listed places, where there is conflict between this Policy and any other local planning policy of the City, this Policy prevails to the extent of any inconsistency.

PART 2 CONTEXT

PLANNING FRAMEWORK BOUNDARY

The BSTCPF is located between Walcott Street and St Albans Avenue and directly abuts the City of Stirling to the north.

It is home to a diverse mix of businesses, supported by a strong sense of place and unique, thriving hospitality scene.

Its established character and brand, synonymous as a premier hospitality centre, contribute to its distinct sense of identity.

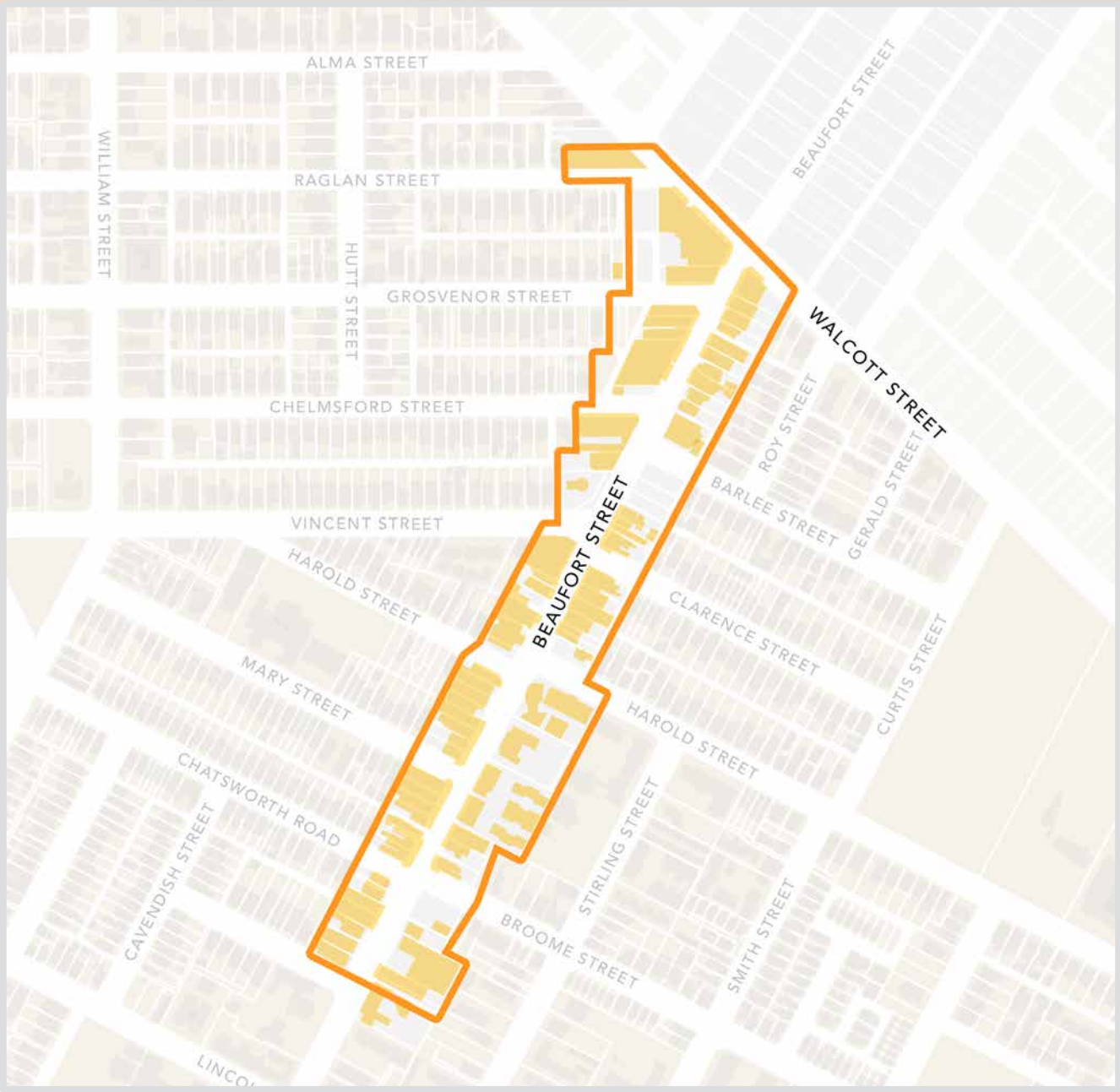


FIGURE 4 BEAUFORT STREET TOWN CENTRE

FRAMEWORK BOUNDARY

HISTORIC CONTEXT

Beaufort Street is part of the land traditionally belonging to the Whadjuk people of the Noongar nation, who have deep cultural and spiritual connections to the area. This region, rich in former wetlands and close to the Swan River, served as an important resource for Whadjuk communities, supporting traditional camping and food-gathering activities. Aboriginal people, especially Noongar, lived, traded, and socialised here well before European settlement, and the area's lakes and rivers held special spiritual significance. Despite colonisation pressures and restrictions, the Noongar people have retained a strong connection to this land, reflected today through ongoing cultural recognition and engagement in planning and development processes.

European settlement began in 1829, with the Beaufort Street area transitioning from a collection of early service buildings to a hub of residential and commercial developments by the 1890s. Landmark establishments such as the Queens Hotel and Beaufort Street Commercial Precinct brought both residential and business interests to the area, gradually transforming it into a more lively hospitality destination. Today, this mix of heritage buildings and new development maintains the area's identity as a cultural and social precinct.

DEMOGRAPHICS

The BSTCPF, encompassing Mt Lawley and Highgate, has a distinct demographic profile reflective of its urban character:

Population growth and household size: From 2011 to 2021, the population increased by 8.7 per cent, reaching 4,587 residents, while the number of dwellings rose by 17.4 per cent. The average household size is relatively small at 1.83 people, pointing to a trend of smaller household compositions.

Transport and mobility: Residents of Mt Lawley and Highgate are more inclined to use public transport, cycling, or walking to work compared to the broader Perth area. In 2021, 16 per cent of local workers used active transport modes, though there was a slight decline in walking and cycling rates, partly due to increased remote work trends.

Age and workforce: A significant portion of the population is comprised of "young workers" aged 25 to 34, with around 1,366 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: The area is notable for its high percentage of lone-person households, which increased by 5.2 per cent from 2011 to 2021. Lone-person households made up 36.1 per cent of all households, significantly higher than Greater Perth's 22.4 per cent .This is complemented by a substantial number of 'group share' households, reflecting the area's popularity among younger, independent residents.

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 25.3 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 increased density housing.

This demographic snapshot highlights Beaufort 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 BSTCPF.

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!"

GOODS
BATCH
BREW

The relationship between the Guiding Principles of the SCP and BSTCPF are highlight below:

	GUIDING PRINCIPLE	SCP INTENT	APPLICATION TO THE BSTCPF
	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.	• Provide guidance to maximise on-site landscaping. • Identify opportunities for public open space. • Improve sustainable built form outcomes through environmentally sustainable design standards over the minimum legislated requirements.
	Accessible City	We want to be a leader in making it safe, easy, environmentally friendly and enjoyable to get around Vincent.	• 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.	• 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.	• 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.	• Built form standards 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.	• Engagement with the community so they are involved in the development of this framework. • Enable consistent and transparent decision making in line with the strategic vision of both the SCP and BSTCPF.

STAKEHOLDER AND COMMUNITY ENGAGEMENT

To inform the development of the BSTCPF, Vincent conducted a community engagement program in two phases (visioning and design) between 25 March 2024 and 16 June 2024.

The community engagement program was communicated through:

- A project page on Imagine Vincent from 25 March 2024.
- 1,633 letters sent to all residents and ratepayers within the Beaufort 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 owners, managers and key stakeholders within the area.
- Three social media posts each on Facebook, Instagram and LinkedIn.
- Advertising on RTRFM and through the Beaufort Street Network.

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

- A survey hosted on Imagine Vincent which 108 people completed.
- An in-person workshop hosted at The Elford which 35 people attended.

The **design phase** was prepared to capture the community's opinion on specific planning controls including building heights, land uses and transition zones and public realm initiatives such as transport and streetscape improvements. This phase included three opportunities to engage:

- An in-person 'walkshop' on Beaufort Street which four people attended.
- An in-person workshop hosted at The Beaufort which six people attended.
- A survey hosted on Imagine Vincent which 63 people completed.

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

- A lack of public spaces.
- High vehicle traffic volumes on Beaufort Street.
- Poor pedestrian experience.
- Poor community comfort and safety.

Participants expressed a desire for the BSTCPF and Place Plan to deliver:

- A better-balanced transport system that prioritises walking, cycling and public transport.
- Streetscape and public realm improvements.
- High quality development that is compatible with the existing residential context.
- Increased business diversity.

PART 3 WHERE DO WE WANT TO BE?

VISION:

The Beaufort Street Town Centre Planning Framework area is home to a variety of unique, independent businesses and development that respects the existing neighbourhood character. Our streets are active, green and accessible, and our public spaces make the most of limited space.

POLICY OBJECTIVES

The objectives are based on feedback from the community input and reflect the vision and preferred outcomes of the BSTCPF. Where a development does not meet the acceptable outcomes, it would be assessed against and need to demonstrate consistency with these objectives:

1. **Encourage mixed-use development** that integrates commercial, residential, and hospitality spaces to create a vibrant and active precinct.
2. **Foster economic growth** through strategic redevelopment that diversifies business types, increases residential density, and balances the nighttime economy with neighbourhood amenity.
3. **Preserve the area's unique character** while allowing for new developments that complement and positively contribute towards its built form identity.
4. **Enhance walkability and cyclability** by improving pedestrian infrastructure, encouraging mode shift, and integrating public spaces that promote social interaction.
5. **Promote sustainable design** by incorporating green infrastructure, energy efficiency and climate-resilient building practices in new developments.
6. **Encourage housing diversity** by promoting a range of affordable and well-designed housing options that meet community needs.
7. **Create attractive public spaces** that contribute to a safe and vibrant public realm and are accessible by enhanced pedestrian and cycling pathways activity.
8. **Ensure the population is well-serviced** by essential amenities such as shops, healthcare, and public services within walking distance.
9. **Enhance public safety** by ensuring that all new development is designed in accordance with 'Crime Prevention Through Environmental Design' principles.

SUB PRECINCTS

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

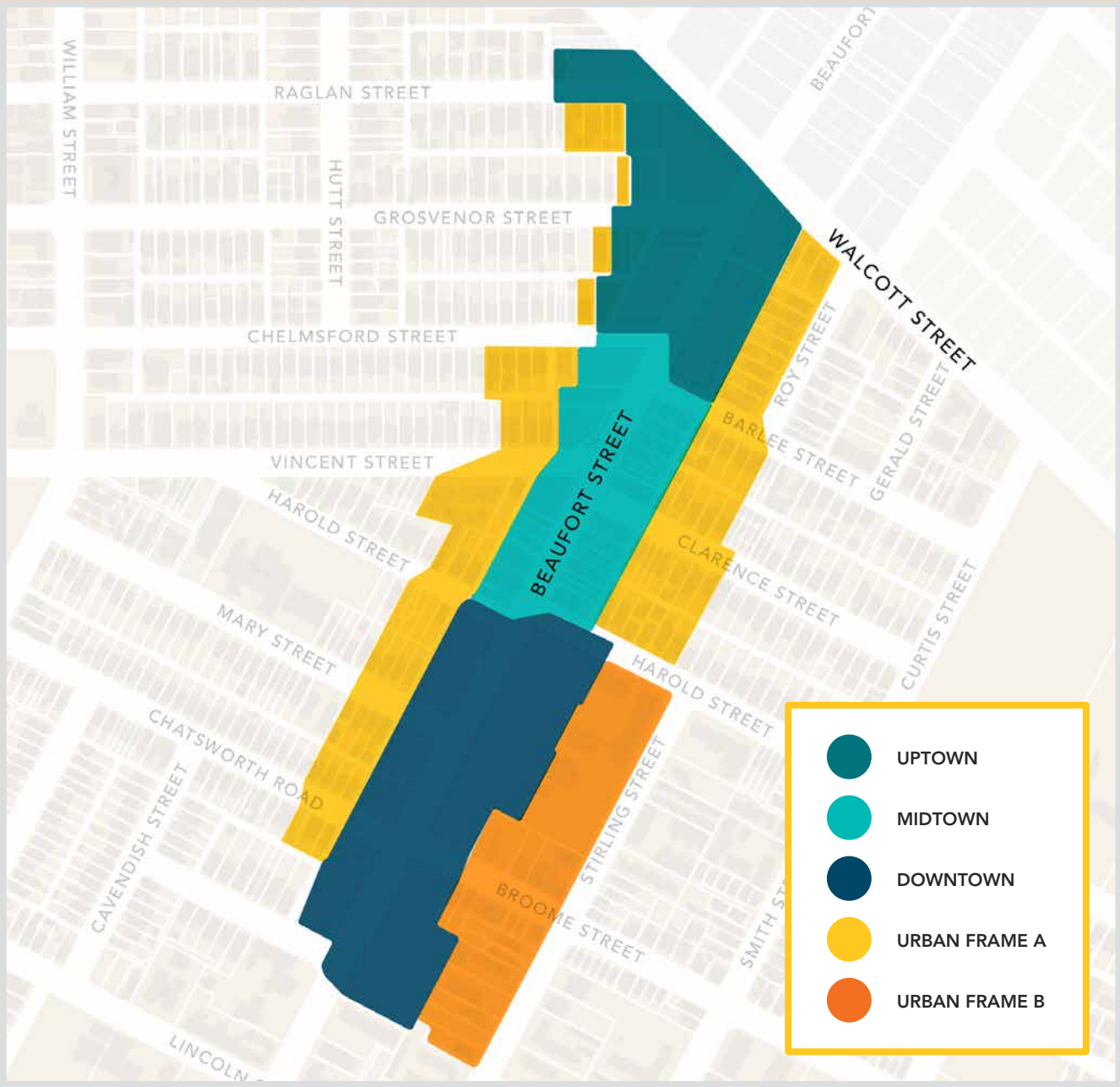


FIGURE 5 TOWN CENTRE SUB-PRECINCTS

Uptown

Uptown will continue to serve as a vibrant hub for entertainment, hospitality and culture, anchored by landmark venues such as The Elford and RTRFM. Its elevated position offers views across the surrounding suburbs, reinforcing its role as a destination for locals and visitors. Future development will build on the existing character, enhancing street-level activity and creating a dynamic atmosphere.

Midtown

Midtown is nestled between Clarence and Harold Streets and will maintain its character as a mixed-use area with smaller, more intimate shopfronts. This central location will enhance connectivity with the surrounding sub-precincts, creating a seamless transition between residential and commercial areas. The slightly sloping topography towards the south will be used to create tiered public spaces, increasing walkability. Midtown will focus on activating the street, supporting local businesses, and enhancing pedestrian movement by addressing traffic congestion and improving the public realm.

Downtown

Downtown is located closest to the Perth CBD and will evolve as an extension of the City's hospitality and entertainment district. With its proximity to major green spaces like Hyde Park and Forrest Park, Downtown will act as a gateway between the city's urban fabric and its natural surroundings. Development will leverage the flatter topography to create accessible, large-scale venues, enhancing its reputation as a hospitality and nightlife destination will still managing offsite amenity impacts on surrounding residents, such as light, noise and traffic concerns. Streetscape improvements will prioritise sustainable transport and pedestrian movement, reducing reliance on private vehicles.

Urban Frame A

The existing low density residential areas around Beaufort Street are an integral part of its growth. To accommodate future population increases, there is scope for new medium-density residential development in the form of townhouses and low-rise apartments. These should be designed to integrate seamlessly with the existing streetscape character. Improving walkability and cycling connections to the centre will encourage mode shift to active transport, reducing reliance on cars and enhancing liveability. Development within this precinct should provide a transition in bulk, scale and land use between the busier commercial activity along Beaufort Street.

Urban Frame B

The residential area between Harold and Stirling Streets sits lower topographically than other parts of the BSTCPF, making it ideal for increased building height as it transitions closer to the CBD. This location is suited for medium to high-density housing, with multi-storey developments that complement the area's urban character. The increase in building height will support residential growth while maintaining development which accords with the building bulk of the surrounding area, enhancing the centre's proximity to the city.

BUILDING HEIGHTS AND SUB-PRECINCTS

Community benefit height (CBH) is achieved through **Part 6 Development Incentives for Community Benefit**.

Strategic development sites not shown in the above map are considered in line with the development incentives for community benefit.

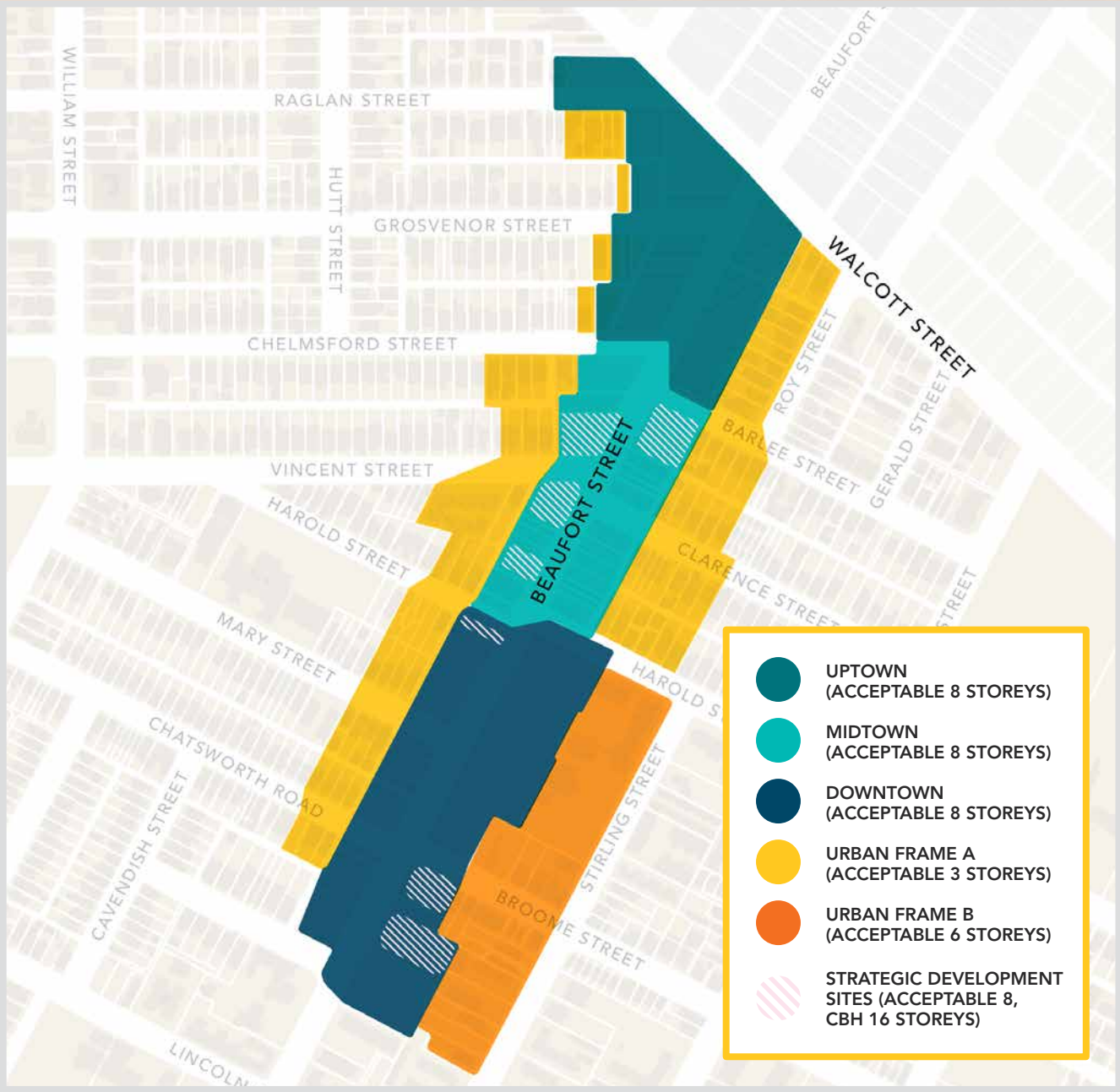


FIGURE 6 **TOWN CENTRE BUILDING HEIGHTS**

PART 4 THE PRIVATE REALM

(LOCAL PLANNING POLICY STANDARDS)

This section articulates the preferred design outcomes for the BSTCPF 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 this policy.

LAND USES

Development within the BSTCPF through the **Uptown, Midtown and Downtown** sub-precincts should prioritise a diverse mix of uses that support both day and nighttime activity. A mix of 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.

Urban Frame A and **Urban Frame B** provide a transition from Beaufort Street. These sub-precincts should provide a buffer between the high-activity centre and surrounding neighbourhoods, allowing for lower-impact non-residential uses like small offices, boutique retail, or cafes 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 BSTCPF and the City's LPS2.

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.

These are:

- Hungry Jacks Mt Lawley (corner Vincent and Beaufort Streets)
- The Barlee Street Car Park (corner Barlee and Beaufort Streets)
- Commercial premises at 565-567 Beaufort Street (corner Vincent and Beaufort Streets)
- Commercial premises at 555 Beaufort Street
- Commercial premises at 527 Beaufort Street
- Wilson Car Park at 462 Beaufort Street (corner Broome and Beaufort Streets)
- Aboriginal Legal Services Complex at 450 Beaufort Street

For sites not included as a SDS in Figure 6 increased building height may be considered in line with the community development framework of part 5 if a development can demonstrate the following:

1. Alignment with policy objectives, general standards and relevant sub-precinct statement of intent.
2. The lot/s are located within the Uptown, Midtown and Downtown sub precincts; and
3. A minimum land size of 1,000m2.

NOTIFICATION ON TITLE

All lots within the BSTCPF 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**.

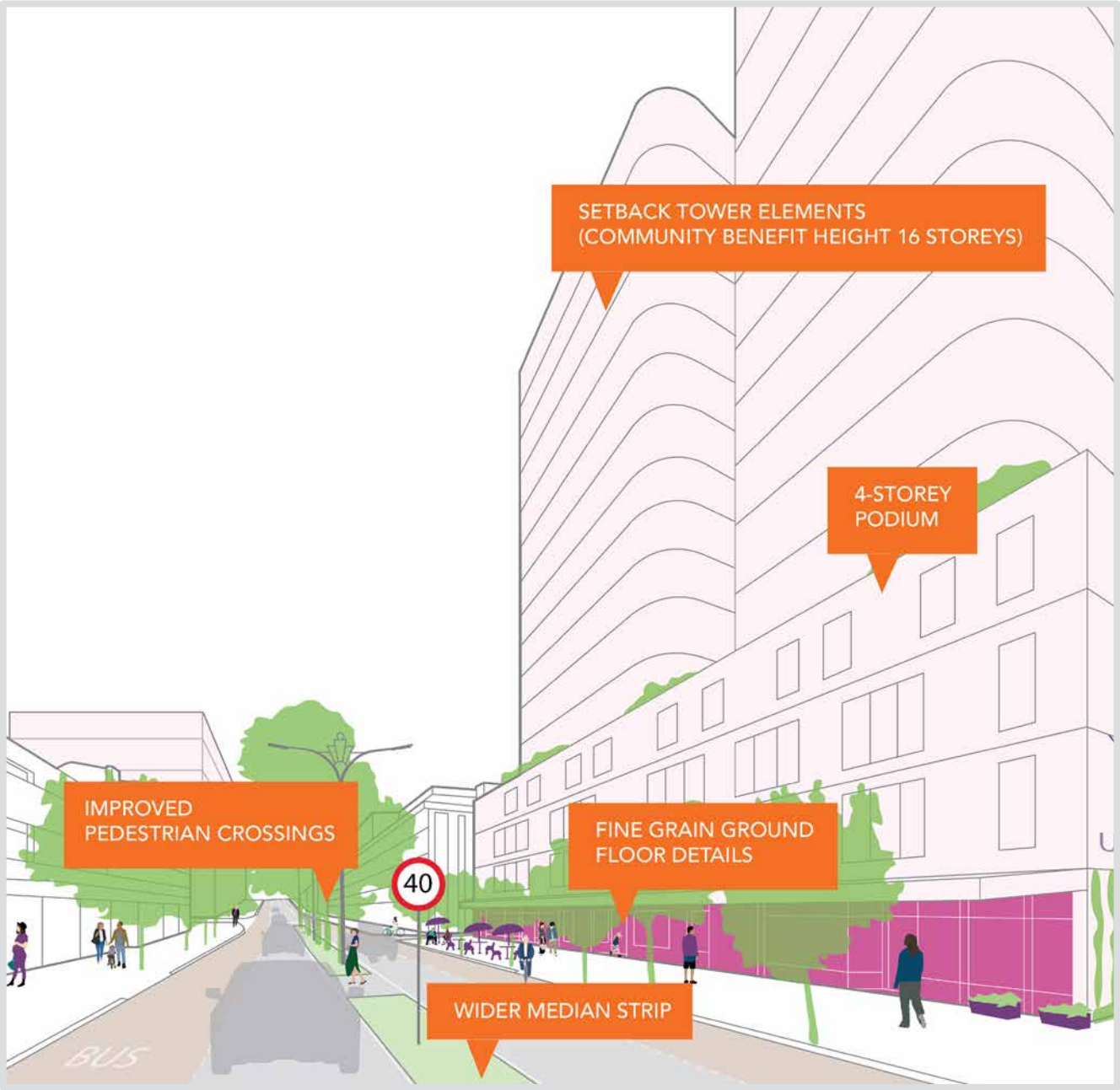


FIGURE 7 BARLEE STREET CAR PARK STRATEGIC DEVELOPMENT SITE
(Note: This is indicative only and does not reflect future development)

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. 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 local housing objectives:

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 town centre.

1.1.2 Street Setbacks

(Applies in addition to Acceptable Outcomes of Section 2.3 of R Codes Volume 2)

1. Where minimum street setbacks are identified, the setback area shall be used for landscaping, alfresco seating or other amenities that contributes towards activation of the public realm.

1.1.3 Heritage and Character Management

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

1. Development to or adjoining heritage places are also subject to the standards of Local Planning Policy: Development Guidelines for Heritage Places.
2. Existing heritage and character buildings identified in an Urban Design Study should be retained and incorporated into any new development proposal.
3. New buildings adjacent to character buildings, identified through the Urban Design Study, shall have an architectural character that respects and complements the existing surrounding character buildings. This character should draw from prominent materials and colours of the area and shall express and strengthen the intended place identity.
4. Contemporary architectural styles are acceptable provided they are designed in a manner that creatively interprets materials, form and patterns of the locality.

1.1.4 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 facades with large openings to the street or clear glazing, fenestration, parapet treatments and other detailing and materials that respect and complement the established character of the precinct.

1.1.5 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 as Deep Soil Area (DSA). The DSA shall have a minimum dimension of 1sqm (1m x 1m).
   b. A minimum of 3 per cent of the site area shall be provided as Planting Area. The Planting Area shall have a minimum dimension of 1sqm (1m x 1m).
   c. Where the required deep soil area cannot be provided due to site constraints, planting areas are to be provided within structures at a rate of double the shortfall in deep soil area.
   d. Where a lot boundary setback applies, 80 per cent of that area 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 ratio of two new trees for every one existing to be removed.
   g. The proposed removal of any native vegetation is to be supported by a flora and fauna impact assessment.
   h. Uncovered car parking at ground level must be provided with canopy cover at maturity of at least 60 per cent.

1.1.6 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 done through the design of the building rather than with a screening device that is visible from the public realm.
2. Lift over-runs and rooftop plant rooms must not exceed 3.5 metres above the applicable maximum building height.

1.1.7 Projections and Awnings

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

1. Weather protection along footpaths adjoining proposed 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. Be setback a minimum of 600 millimetres from the face of the kerb.
   d. The weather protection shall project a minimum horizontal depth of 2.4 metres over the adjacent footpath.
   e. Awnings shall be a minimum height of 3.5 metres and a maximum height of 4 metres 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 open on at least three sides with minimal solid balustrading and comply with acceptable outcomes of the R Codes Volume 2 in relation to visual privacy.

1.1.8 Façade Design

The following objective applies to all commercial development:

1. To balance security needs with visual and community amenity, alternative window treatments may be considered based on the site context, business type and safety requirements. The design of these treatments should minimise visual impact, encourage pedestrian engagement and opportunities for surveillance, and uphold the aesthetic integrity of the public realm.

(In addition to Clause A 4.10 of R Codes Volume 2 the following apply)

2. 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.
3. Ground floor spaces shall have a maximum width of 9 metres and a finished floor level to finished ceiling level height of a minimum of 3.5 metres.
4. Identify key design elements in the local area and streetscape through an Urban Design Study and integrate the design elements into building facades visible from the public realm.

   Developments shall:
   a. Integrate high-quality, durable and diverse materials and finishes into the facade, 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 area's 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.
5. Where provided, doorways shall have a depth between 500 millimetres and 1500 millimetres to clearly articulate entrances to commercial buildings and tenancies.
6. Where provided, windows, seating ledges, sills, stall risers and other detailing shall have a minimum depth of 300 millimetres.
7. Where provided, stall risers shall be a minimum height of 450 millimetres.
8. Ground floor glazing and/or tinting shall have a minimum of 70 per cent visible light transmission to provide unobscured visibility.

9. 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.
10. Verandahs and colonnades are only permitted where they are constructed wholly within the lot boundaries of development site.
11. Building facades should include passive solar design principles that reduce the reliance on mechanical systems for heating and cooling.
12. The design, activation and materials of a building on a corner site should be articulated, addressing both primary and secondary streets.

1.1.9 Public domain interface

(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)

1.1.10 Roof Design

(In addition to the Acceptable Outcomes of Section 4.11 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.

1.1.11 Servicing and Functionality

(In addition to Clause 4.17 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. Residential waste storage areas must be separated from non-residential storage areas.

1.1.12 Environmentally Sustainable Design

The following applies to all commercial 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 stormwater retention and detention for the 1-year, 1-hour Average Recurrence Interval (ARI) event.
   b. water and nutrient wise landscaping
   c. permeable paving and ground covers
   d. rain gardens, bio filters, tree pits, green walls, and vegetated soak wells
   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	• Preliminary Sustainable Design Report prepared by a Green Star • Accredited Professional using the current Green Star Design and As-Built rating tool scorecard to demonstrate eligibility for 5-star Green Star rating.
Life Cycle Assessment in Accordance with EN15978- Sustainability of construction works – Assessment of environmental performance of buildings – Calculation method.	System Boundary must include all Life Cycle Modules (A1-2, B1-7, C1-4 and D) in addition to non-integrated energy (plug loads)	Global Warming Potential and Net Fresh Water Use Performance Reduction as per Table *** below.	• Independently Reviewed EN15978 Compliant Target Setting LCA with a 20 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)	< 2,250 kgCO2e / Occupant / Year (50 per cent saving against Perth statistical average residences)	< 57m3 / Occupant / Year (50 per cent saving against Perth statistical average residences	
Commercial Office (BCA Class 5)	< 104 kgCO2e / m2 Net Lettable Area / year (30 per cent saving against Perth statistical average office)	< 1.25 m3 / m2 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.*

1.1.13 Safety, lighting and crime prevention through environmental design

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

1. All areas, especially places with lower volumes of foot traffic, must be adequately lit and designed to ensure that sightlines are provided from areas of high pedestrian traffic.
2. Lighting is provided to all areas that can be accessed by pedestrians.
3. Development shall address the principles of Safer Placed by Design: Crime Prevention through Environmental Design Planning Guidelines.

1.1.14 Parking – non-residential

Given the proximity of the BSTCPF 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 is to be provided in accordance with the City of Vincent's Local Planning Policy: Non-Residential Parking applies. The R Codes applies to all residential development.

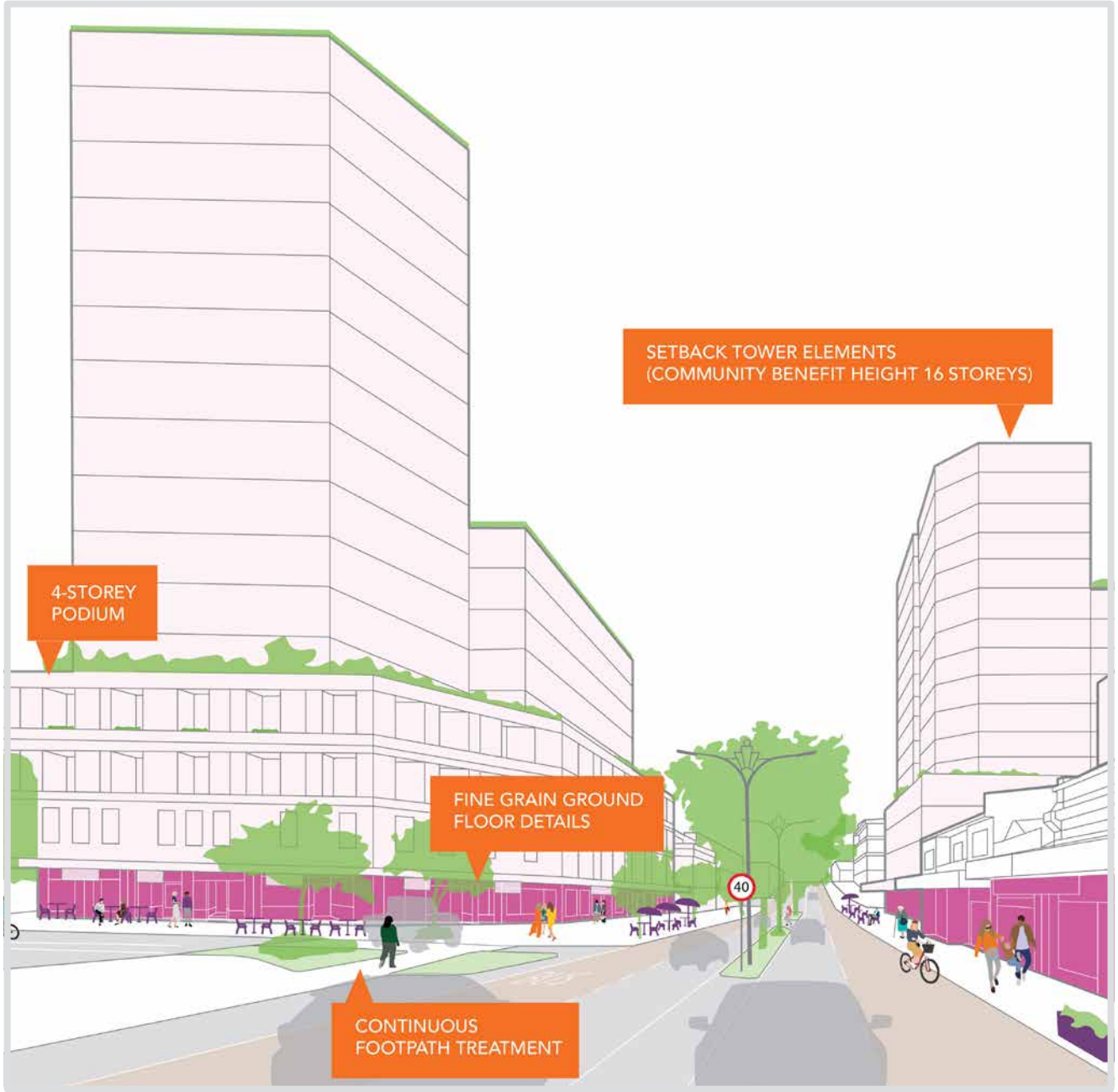


FIGURE 8 **CORNER VINCENT AND BEAUFORT STREETS (STRATEGIC DEVELOPMENT SITE)**
(Note: This is indicative only and does not reflect future development)

CHATSWORTH
FLOWERS
475
FLOWERS

1.0 UPTOWN, MIDTOWN & DOWNTOWN

1.1 Heights

R CODES	REPLACE	REMAIN
	Clause 1.1 replaces Clauses 3.2.1 of Part C of the R Codes Volume 1. *Clause 1.1 replaces Acceptable Outcome A 2.1.1 of the R Codes Volume 2.*	-
	Acceptable Outcomes	
A1.1.1	Podium height is to be an acceptable height of four storeys.	
A1.1.2	Acceptable height for tower development is to be eight storeys.	
A1.1.3	Community benefit height of tower development is to be 16 storeys for strategic development sites subject to compliance with the Development Incentives for Community Benefit Framework within this Policy.	
A1.1.4	External fixtures may extend beyond the acceptable height in Figure 2 where they are not visible from the street or neighbouring properties	

1.2 Street setbacks

	REPLACE	REMAIN
R CODES	*Clause 3.3.6 remains and applies.* *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 setbacks 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	Ground and first floor primary and secondary street setback: 2 metres Floors above the first-floor setback: nil	
Tower	Primary street and secondary setback 5 metres.	

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**.

1.3 Side and rear setbacks

	REPLACE	REMAIN
R CODES	*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	
Adjoining Property	Ground, first, second and third floor	Fourth floor and above
R40	6.5m	12.5m
Rm50	6.5m	12.5m
R80	R Codes Volume 2 Table 2.1	R Codes Volume 2 Table 2.1
No R-Code/ R-AC3	R Codes Volume 2 Table 2.1	R Codes Volume 2 Table 2.1
	Development Adjoining Rights of Way	
A1.3.2	Where development adjoins a right of way the setback shall be measured from the midpoint of the right of way.	
A1.3.3	Development must address adjoining rights of way by providing passive surveillance and openings to the right of way.	
A1.3.4	Developments addressing Beaufort Street and adjoining the following rights of way are to cede a minimum of 2 metres of the development site land, to accommodate future lane widening: 1. Lois Lane 2. Kaadadjiny Lane	

1.4 Pedestrian Access and Entries

	REPLACE	REMAIN
R CODES	*Clause 1.4 applies in addition to Clauses A 3.7.1 to A 3.7.6 of R Codes Volume 2.*	*Clauses A 3.7.1 to A 3.7.6 of R Codes Volume 2 remain and apply.*
	Acceptable Outcomes	
A1.4.1	Pedestrian access which is identifiable from the street and visitor car parking areas and other public areas.	
A1.4.2	Access for pedestrians which directly fronts the primary street.	
A1.4.3	Internal ground floor level to be at grade.	
A1.4.4	Design of balustrades to be integrated into the design of the development.	
A1.4.5	Ramps are not to exceed 50 per cent of the active frontage.	

1.5 Vehicle Access

	REPLACE	REMAIN
R CODES	*Clause 1.5 applies in addition to Clause A 3.8.1 – A 3.8.7 of R Codes Volume 2.*	*Clauses A 3.7.1 to A 3.7.6 of R Codes Volume 2 remain and apply.*
Acceptable Outcomes		
A1.5.1	Service areas and vehicular access shall be: (a) Taken from the rear laneway or secondary street in the first instances; or (b) Collocated where taken from the primary street to maximise the width of active frontages.	
A1.5.2	Access to on-site car parking spaces to be provided: • 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; • From a secondary street where no right of way exists; or • From the primary street frontage where no secondary street or right-of way exists.	
A1.5.3	Access to a right of way is required to be trafficable to the nearest dedicated road. The cost to upgrade a right of way to make it trafficable is to be borne by the applicant.	
A1.5.4	Where vehicular access is provided from a street, all vehicles are required to enter and exit the site in forward gear.	
A1.5.5	Onsite parking for a development shall be located beneath or at the rear of buildings.	
A1.5.6	Where on-site parking provided for customer 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.	
A1.5.7	Existing trees must not be removed to provide for vehicle access.	
A1.5.8	Each lot is to provide a maximum of one crossover.	
A1.5.9	The maximum width of a single crossover is 3 metres. The maximum width of a double crossover is 5 metres.	

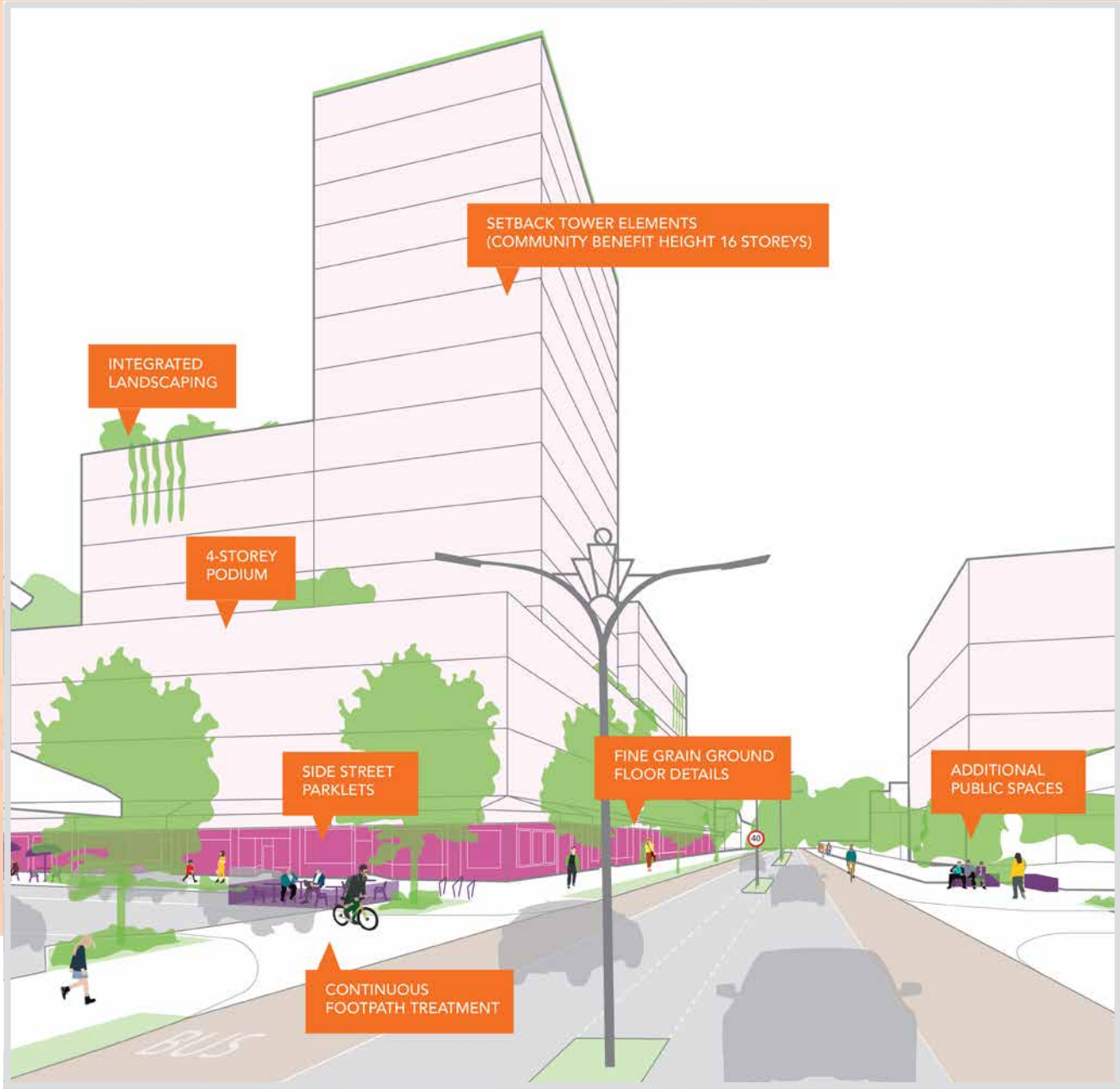
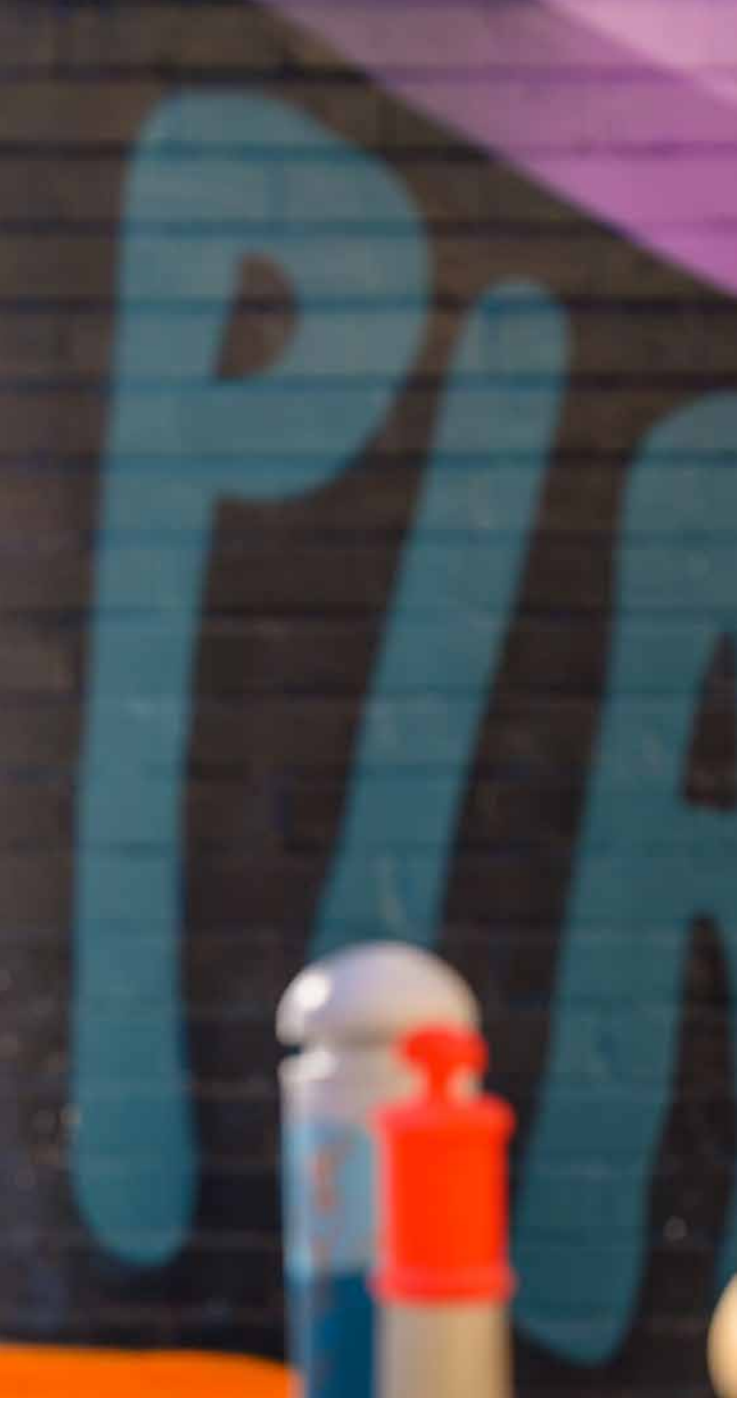
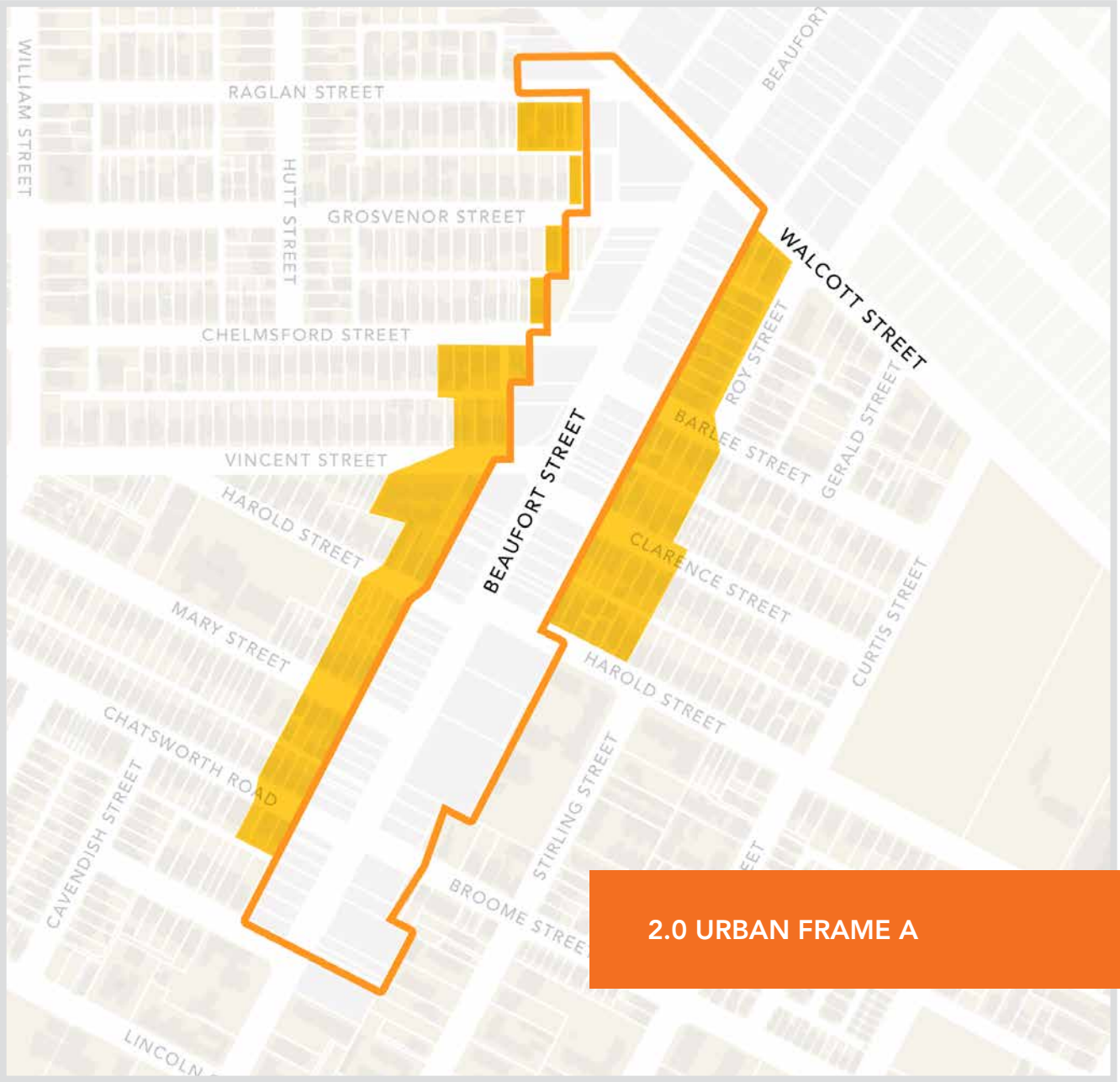


FIGURE 9 CORNER BROOME AND BEAUFORT STREETS STRATEGIC DEVELOPMENT SITE
(Note: This is indicative only and does not reflect future *development)*

FRENCH
ACCENT
RIBS LANE
RTR
FM 92.1
SATURDAY OCTOBER 28
Legal





2.0 URBAN FRAME A

2.1 Heights (Deemed to Comply provisions of the R Codes to apply)

	LOCAL HOUSING OBJECTIVE	DEEMED-TO-COMPLY	
R CODES	*P2.1.1 – P2.1.5 augment P6 of Part B and P3.2.1 and P3.2.2 of Part C of the R Codes Volume 1.*	*Clause 5.1replaces Clause 2.1.6 of Part B of the R Codes Volume 1.* *C2.1.1 replaces Clauses 3.2.1 of Part C of the R Codes Volume 1.*	
P2.1.1	Development which incorporates predominant features of the streetscape.	**C2.1.1**	Acceptable development height is to be in accordance with the Table 1 Part B R Codes Volume 1 and Table 3.2a Part C of the R Codes Volume 1.
P2.1.2	Height that is situated on a site to minimise amenity impacts to neighbouring properties, heritage places and the streetscape.		
P2.1.3	Development that incorporates design measures to reduce the impact of height, bulk and scale in neighbouring properties and the streetscape.		External fixtures may extend beyond the acceptable height where they are not visible from the street or neighbouring properties.
P2.1.4	Development that considers and responds to the natural features of the site and requires minimal excavation or fill.		
P2.1.5	Design which minimises overlooking and overshadowing where it impacts residential development.		

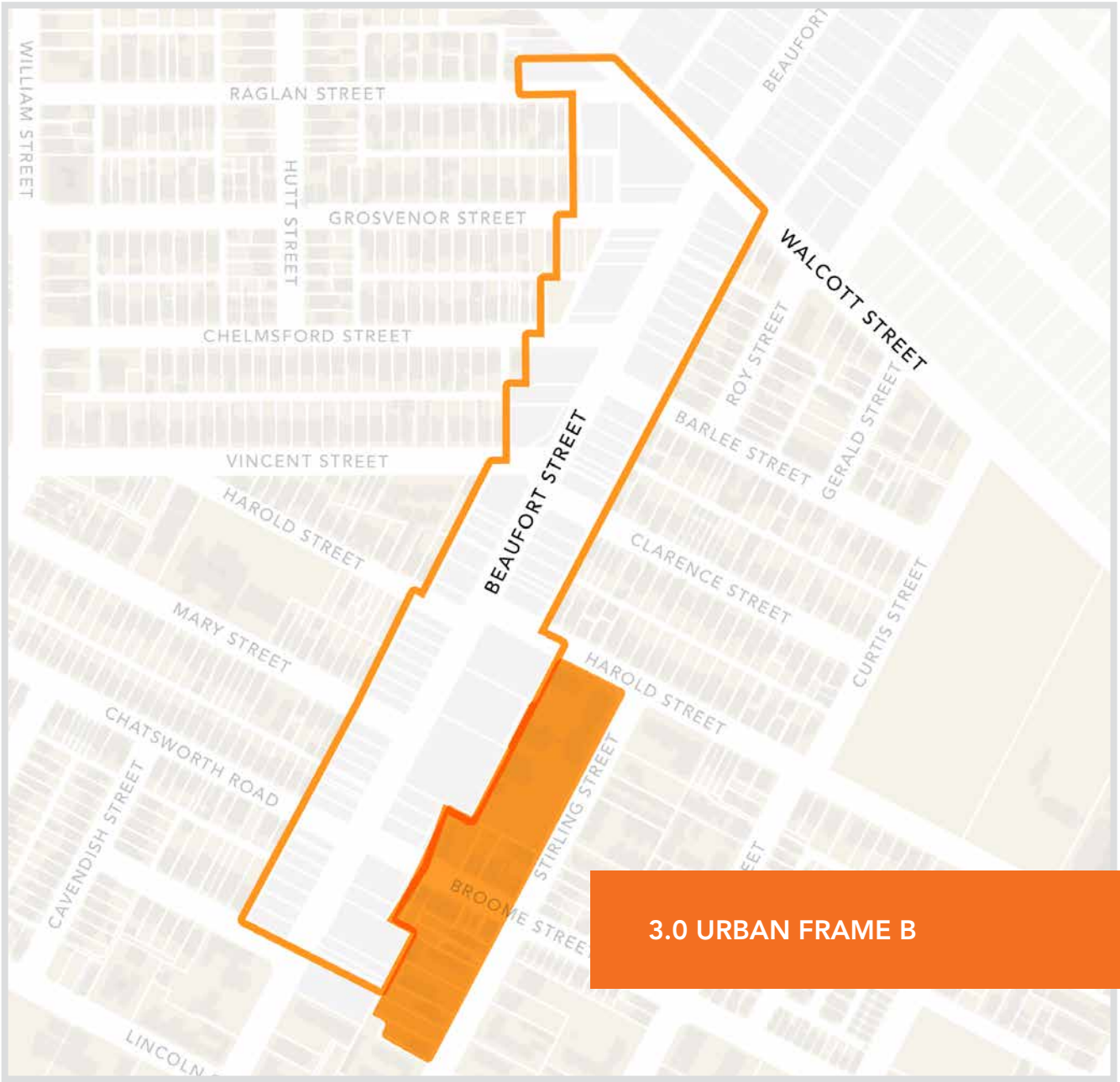
2.2 Setbacks of Buildings

R CODES	LOCAL HOUSING OBJECTIVE	DEEMED-TO-COMPLY	
	P2.2.1 – P2.2.4 augment P3.3.1 – P3.3.2 of Part C of the R Codes Volume 1.	*Clause 3.3.3 and 3.3.6 remains and applies of Part C of the R Codes Volume 1 remain and apply.*	
P2.2.1	Development which incorporates predominant features of the streetscape.	**C2.2.1**	The primary street setback is to be calculated by averaging the setback of the five adjoining properties, either side of the proposed development. Note: 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.
P2.2.2	Development which clearly distinguishes all upper floors from lower storeys to clearly distinguish the parts of the dwelling.		
P2.2.3	Development which minimises the visual bulk of the buildings through articulation of larger wall lengths and the stepping back of upper storeys walls.	**C2.2.3**	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.
P2.2.4	Development which activates and addresses rights of way.	**C2.2.4**	Walls on upper floors setback a minimum of 2 metres behind the ground floor predominant building line (excluding any porch or verandah), as determined by the City.
		C2.2.5	Balconies on upper floors setback a minimum of 1 metre behind the ground floor predominant building line (excluding any porch or verandah), as determined by the City.
		C2.2.6	The ground floor secondary street setback is to be as per the R Codes.
		C2.2.7	Secondary street setbacks for upper floors is to be 1.5 metres behind each portion of the ground floor setback.

2.3 Setbacks of Garages and Carports

R CODES	LOCAL HOUSING OBJECTIVE	DEEMED-TO-COMPLY	
	Augments Clause 3.3 P3.3.3 of Part C of the R Codes Volume 1.	*Clause 5.2.1 C1.3 of Part C of the R Codes Volume 1 remains and applies.*	
P2.3.1	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.	**C2.3.2**	Garages are to be setback a minimum of 0.5m behind the dwelling alignment (excluding any porch portico verandah or balcony or the like).
P2.3.2	Development which preserves and enhances the visual character of the existing streetscape by considering building bulk, scale, setbacks, and design.	**C2.3.3**	Carports shall be setback in accordance with Clause C6.3.1 and C6.3.2 of this Policy. This setback may be reduced in accordance with C3.3.5 of Part C R Codes Volume 1.
		C2.3.4	Garages and carports must match the existing developments predominant colour, scale and materials and must be complementary and subservient to the dwelling.
		C2.3.5	Carports must provide an unobstructed view to major openings of the dwelling from the street, right of way or equivalent. Gates or doors to carports are required to be visually permeable.
		C2.3.6	The total width of any carport within the street setback area is not to exceed 50 per cent of the frontage (including strata lots) of the lot or six metres whichever is the lesser.

Beaufort
STUD



3.0 URBAN FRAME B

3.1 Heights

R CODES	REPLACE	REMAIN
	Volume 2, Clause 3.1 replaces Acceptable Outcome A 2.2.1 of the R Codes Volume 2.	-
	Acceptable Outcomes	
A3.1.1	Development is to be an acceptable height of six storeys.	
A3.1.2	External fixtures may extend beyond the acceptable height in Table 5.1.1 where they are not visible from the street or neighbouring properties.	

3.2 Street setbacks

R CODES	REPLACE	REMAIN
	Volume 2, Clause 1.2 replaces Acceptable Outcome A 2.3.1 of the R Codes Volume 2.	-
	Acceptable Outcomes	
A3.2.1	The primary street setback is to be calculated by averaging the setback of the five dwellings adjoining properties, either side of the proposed development. *Note: 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.*	
A3.2.3	Walls on upper floors setback a minimum of 2 metres behind the ground floor predominant building line (excluding any porch or verandah), as determined by the City.	
A3.2.4	Balconies on upper floors setback a minimum of 1 metre behind the ground floor predominant building line (excluding any porch or verandah), as determined by the City.	
A3.2.5	The ground floor secondary street setback is to be as per the R Codes.	
A3.2.6	Secondary street setbacks for upper floors are to be 1.5 metres behind each portion of the ground floor setback.	

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.	*Clause A 2.4.2 of the R Codes Volume 2 remains and applies.*
	Acceptable Outcomes	
A3.3.1	Side and rear setbacks in accordance with R Codes Volume 2 Table 2.1	
	Development Adjoining Rights of Way	
A3.3.2	Where development adjoins a right of way the setback shall be measured from the midpoint of the right of way.	
A3.3.3	Development must address adjoining rights of way by providing passive surveillance and openings to the right of way.	

3.4 Public domain interface

R CODES	REPLACE	REMAIN
	Clause 3.4 replaces C3.6.7 - 3.6.9 of Part C of R Codes Volume 1. *Clause 3.4 applies in addition to Clauses A 3.6.1 – A 3.6.9 of R Codes Volume 2.*	-
Acceptable Outcomes		
A3.4.1	Street walls, fences and gates are to be of a style and materials compatible with those of the development on site and/or walls, fences and gates of the immediate surrounding area excluding fibre cement.	
A3.4.2	Street walls, fences and gates within the primary street setback area, including along the side boundaries, and front walls and fences to new dwellings fronting a right of way or dedicated road to be as follows: • Maximum height of 1.8 metres above the natural ground level. • Maximum height of piers with decorative capping to be 2 metres above the natural ground level. • Maximum height of solid portion of wall to be 1.2 metres above adjacent footpath level and are to be visually permeable above 1.2 metres. • Posts and piers are to have a maximum width 400 millimetres and a maximum diameter of 500 millimetres. • The distance between piers should not be less than the height of the piers except where pedestrian gates are proposed.	
A3.4.3	Street walls, fences and gates to secondary streets, behind the primary street setback line, or walls, fences and gates to the primary streets where those streets are district distributor roads to be as follows: • Solid portion of wall may increase to a maximum height of 1.8 metres above adjacent footpath level provided that the wall or fence has at least two significant appropriate design features (to the satisfaction of the City of Vincent) to reduce the visual impact – for example, significant open structures, recesses and/or planters facing the road at regular intervals and varying materials, finishes and/or colours. • Maximum height of piers with decorative capping to be 2 metres above adjacent footpath level. *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.*	
A3.4.4	Walls, fences and gates on the side boundaries within the primary street setback area, constructed from metal sheeting are permitted provided they meet all other requirements relating to height, provide adequate sight lines and are not a side boundary fence facing a secondary street.	

A3.4.5	Walls, fences and other structures truncated or reduced to no higher than 0.75 metres within 1.5 metres where walls, fences, or other structures adjoin a driveway that intersects a street, right-of-way, communal street; and a right-of-way or communal street that intersects a public street; and two streets that intersect with the exception of:
	• One pier/pillar with a maximum width and depth of 0.4 metres and 1.8 metres height above NGL, or 2.0 metres tall to the top of decorative capping above the NGL.
	• Fence slats or infill higher than 0.75 metres above NGL that provides a clear sight line.
	• If a gate is proposed across a vehicle access point where a driveway meets a public street and where two streets intersect, the gate must provide:
	  • When closed: a minimum of 50 per cent unobstructed view.
	  • When open: a clear sight line from 0.75 metres above the NGL within 1.5 metres of where the vehicle access way joins the street.	

A3.4.6	Walls and fences on the side boundaries, only within the primary street setback area, constructed from metal sheeting are permitted provided they meet all other requirements relating to height, provide adequate sight lines and are not a side boundary fence facing a secondary street.	

For the purposes of this clause a clear sight line means:

- Continuous horizontal or vertical gaps that constitute a minimum of 50 per cent of the total surface area.
- A minimum gap size of 40 millimetres.
- If slats are orientated to be deeper than they are wide – the distance between the slats must be no less than two-times the depth of the slat.
- Clear non-reflective glass.

3.5 Vehicle access

R CODES	REPLACE	REMAIN
	Clause 3.4 applies in addition to Clauses A 3.6.1 – A 3.6.9 of R Codes Volume 2.	*Clauses A 3.6.1 – A 3.6.9 of R Codes Volume 2 remain and apply.*
	Acceptable Outcome	
3.5.1	Clause 4.6 applies to development in the Urban Frame A and B.	

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 Beaufort Street Town Centre 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. Recently, the Department of Planning, Lands and Heritage (DPLH) has provided guidance to ensure the frameworks for community benefits are suitably comprehensive, and legible to proponents, stakeholders and the community.

2.0 OBJECTIVES

The objectives of this framework is to:

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

3.0 APPLICATION OF COMMUNITY BENEFIT

Additional height stated in Part 4 the Private Realm, and Clause 1.1 may be considered depending on the extent of community benefit provided by a proposed development.

The BSTCPF proposes that three per cent of the pro-rata construction cost of additional height above the acceptable standard would be required as a costed benefit. This is in line with the development feasibility study undertaken by the City and DPLH.

This is calculated as:

(3 per cent x total contract sum) x (number of storeys above the acceptable height ÷ total number of storeys)

This figure is calculated at the point of lodgement of the Building Permit.

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 responsible authority and supported by a Community Needs Analysis.

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

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

A community benefit must have a minimum monetary value calculated in accordance with the **Beaufort Town Centre Planning Framework Community Benefit Contribution Procedural Guide (Appendix 2)**.

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

This is discretionary and would only apply when the development achieves the development requirements set out below. Where a proponent is requesting additional discretionary height, the following is undertaken:

- The proposal should make a unique contribution to the built form of the TCPF area in support of the vision and objectives of the TCPF and the relevant sub-precinct statement of character.
- If identified as a strategic development site, the proposal is also to satisfy the requirements of Part 4 The Private Realm, strategic development sites.
- 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 TCPF area.
  - Does not relate to a commercial tenancy (including cafe, childcare centre or gym etc.).
  - The community benefit is publicly accessible with no membership or entry fees.
  - Supported by a Community Needs Analysis (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 BSTCPF area for the proposed contribution item.
  - The proposal is means-tested against the City's Long Term Financial Plan to ensure that the City is financially capable of supporting the whole-of-life costs of the proposed new or upgraded community infrastructure item.
  - Compliance with the criteria as set out in this clause is at the City's discretion.

The City has identified the following items, which include:

- **Affordable or social housing** provided in partnership with an approved housing provider or not-for-profit organisation recognised by the Department of Communities.
- Provision of **specific purpose housing** such as student accommodation, key worker accommodation, aged care and special disability accommodation.
- **Public facilities and amenities** such as spaces for not-for-profits, libraries, and public toilets. These are to be agreed as a priority by the decision maker.
- **Public car parking** to be managed by the City.
- **Streetscape and public realm** upgrades identified in the Part 6 Place Plan.
- **Additional public open space** above the 10 per cent requirement.
- **Movement network and transport infrastructure;** including upgrades to Forbes Road and Forbes Lane identified in the **Part 6 Place Plan**.

4.0 SUPPORTING DOCUMENTATION

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

- A Community Needs Assessment to demonstrate and provide evidence for the existing or future need within the BSTCPF area for the proposed contribution item.
- Management plan demonstrating how any community benefit will be maintained and operated in perpetuity or ceded to the City free of cost.
- A valuation of the proposed contribution in the context of the formula outlined in the **Beaufort Street Town Centre Planning Framework Community Benefit Contribution Procedural Guide (Appendix 2)**.

5.0 MANAGEMENT AND EXPENDITURE OF COMMUNITY BENEFIT CONTRIBUTIONS

The City will establish and maintain a dedicated BSTCPF Community Benefit Contribution Fund and all monetary community benefit contributions shall be deposited into this fund.

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 Community Benefit Contribution Framework contained within the Beaufort Street Town Centre Planning Framework Community Benefit Contribution Procedural Guide.

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 the **Beaufort Street Town Centre Planning Framework Community Benefit Contribution Procedural Guide (Appendix 2)**.

PART 6 THE PUBLIC REALM

BEAUFORT STREET TOWN CENTRE PLACE PLAN

The City of Vincent's 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 town centres and districts. The Place Plans direct service units to deliver a range of place-based initiatives and enable the City to effectively support and coordinate change.

The Place Plan highlights the broad range of projects and initiatives in the City is undertaking to support and improve the BSTCPF 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 BSTCPF area are listed as 'actions'. Each action is explained using a three step process:

- action
- rationale
- delivery

All actions identified in the Place Plan align with outcomes from the extensive community engagement program undertaken during the drafting of the BSTCPF.

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 Beaufort Street Town Centre.

ACTION 1.1 EXPLORE OPPORTUNITIES FOR ADDITIONAL PUBLIC SPACES				
Rationale	The town centre lacks activation due in part to narrow footpaths on Beaufort Street and a lack of public civic spaces such plazas and piazzas. The presence of the bus priority lane (and associated clearway) and the variable speed limit on Beaufort Street does not allow for eatlets or parklets to be installed in the carriageway. Feedback received during community engagement showed public spaces for people to congregate and spend time are very important to the community. There is a strong desire to see more outdoor dining, events and markets to activate the streetscape. There are opportunities for the provision of high-quality public places on public land – particularly in midtown and uptown areas of the town centre. There are several key strategic sites within the town centre that contain uses that are not desired by the City and do not present the best use of their respective sites. There are opportunities for these sites to be redeveloped and incorporate public spaces for the town centre. The BSTCPF provides development incentives to encourage the appropriate redevelopment of strategic sites. It also incorporates development standards with ground floor setbacks. The setbacks on private land will work in conjunction with public land to create high-quality small urban public spaces. In addition, the City will investigate the following: • Opportunities to deliver parklets, eatlets and expanded verges on side streets between Beaufort Street and the rear laneway network. • The feasibility of delivering a plaza at the end of Barlee Street outside the carpark.			
Delivery	Investigate opportunities for the provision of high-quality public open space in the BSTCPF area.			
	Timeframe	2025/26 – 2026/27	**Budget source**	Internal resourcing

ACTION 1.2 INCREASE TREE CANOPY				
Rationale	Vincent understands the importance of canopy cover and its role in creating walkable and liveable neighbourhoods and encouraging people to linger longer. The Beaufort Street Town Centre has a tree canopy of five to 10 per cent. This is predominately provided from street trees within the road reserve. There are limited public open space or green spaces directly within the town centre to support mature trees. Tree planting efforts within the road reserve have been hindered by insufficient deep soil areas, inappropriate choice of tree species and poor planting locations. Recent developments on private land have not incorporated a sufficient level of tree planting. Beaufort Street has limited public land for expanding the existing tree canopy. Tree planting within the road reserve has been hindered by narrow footpaths and median, resulting in insufficient deep soil areas and poor planting locations. Recent developments on private land have not incorporated a sufficient level of tree planting. Feedback from community engagement showed a strong desire for more greening and tree planting throughout the town centre, including as part of significant development projects. Areas such as Mary Street are well liked public spaces due to the abundance of mature trees.			
Delivery	Develop and implement urban greening to improve the tree canopy in the BSTCPF area.			
	Timeframe	2026/27 – 2029/30	**Budget source**	Operational Budget and external grant funding (design) Capital Budget and external grant funding (delivery)

ACTION 1.3 IMPROVE ACCESSIBILITY TO NEARBY PUBLIC OPEN SPACE				
Rationale	The Beaufort Street Town Centre is identified in Vincent's Local Planning Strategy as an area capable of accommodating extra homes and population. With increases in density proposed as part of the BSTCPF, access to public open spaces will become integral to ensuring the area is liveable and desirable place to live, work and visit. The town centre is serviced by Forrest Park, Brigatti Gardens and Jack Marks Reserve to the east and Hyde Park to the west. Hyde Park is difficult to access due to a lack of dedicated pedestrian infrastructure across William Street. There are few small urban public open spaces in the town centre itself. The town centre is serviced by playgrounds located in Forrest Park, Brigatti Gardens, Jack Marks Reserve, Hyde Park and Birdwood Square. The playgrounds in Forrest Park, Jack Marks Reserve and Brigatti Gardens, and the accessible playground and water playground in Hyde Park are situated on the farthest side of their public open space from the town centre. To improve access to public open space and playgrounds, Vincent will: • Improve pedestrian connections between the BSTCPF area and Hyde Park, Jack Marks Reserve and Forrest Park. • Investigate the relocation of playgrounds at Hyde Park, Forrest Park and/or Brigatti Gardens to be closer to projected densification of the BSTCPF, at the time of asset renewal.			
Delivery	• Improve walkability to Hyde Park and Forrest Park. • Investigate relocation of playgrounds at Hyde Park, Forrest Park and/or Brigatti Gardens to be closer to projected densification of the BSTCPF, at the time of asset renewal.			
	Timeframe	2026/27 – 2029/30	**Budget source**	Capital Budget

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 Beaufort Street Town Centre.

ACTION 2.1 DELIVER THE BEAUFORT STREET NODES PROJECT				
Rationale	Beaufort Street has a variable speed limit of 40km/h through the town centre at the following times: • Sunday to Thursday – 7.30am – 10pm • Friday and Saturday – 7.30am – 1am (the following day) Outside of these hours, the signs revert to 60km/h. 84 per cent of the traffic volume occurs during the hours of the variable speed limit. Bus priority lanes operate in each direction during peak times and on-street parking is located in certain locations in off-peak times. High traffic speeds and volumes makes it difficult to cross Beaufort Street and significantly impact on the street environment The presence of the variable speed limit restricts Vincent's ability to make design changes to the street environment to slow speeds on Beaufort Street. There are numerous vehicular crashes on Beaufort Street due to high traffic volumes and speed and frequent turning movements. The mix of pedestrian activity, parked cars, and limited visibility at intersections contributes to unsafe driving conditions, particularly for pedestrians and drivers turning right from or onto side streets. Between January 2014 and December 2018, the Beaufort Street and Harold Street intersection has recorded a total of six crashes, with two requiring hospitalisation or medical treatment. A report on Beaufort Street Precinct Area Road Safety Treatments was considered by Council in May 2024. At this meeting, Council supported the development of a six-year Road Safety Implementation Plan to design and deliver the Beaufort Street Nodes project and other road safety projects identified within the precinct. The draft plan is to be presented to Council by May 2025. During community engagement, the volume and speed of traffic along Beaufort Street was a major safety concern and was found to be a root cause of many other issues that discourage visitation to the town centre. To lower the speeds through the town centre, design changes are required. Changes to be investigated include: • Redesign Beaufort Street and all of its intersections with a design speed of 40km/h to reduce risk of vehicle-on-vehicle crashes and vehicle-on-vulnerable road users. • Advocate to Main Roads WA to permanently reduce the speed on Beaufort Street to 40km/h at all hours of the day.			
Delivery	• Deliver the Beaufort Street Nodes project with a design speed of 40km/h. • Advocate to Main Roads WA to permanently reduce the speed on Beaufort Street to 40km/h at all hours of the day.			
	Timeframe	2025/26 – 2029/30	**Budget source**	Operational Budget (plan) Capital Budget and external grant funding

ACTION 2.2 IMPROVE THE PEDESTRIAN ENVIRONMENT WITHIN THE TOWN CENTRE				
Rationale	As a four-lane main road and major vehicle thoroughfare, Beaufort Street presents a significant barrier to pedestrian movement throughout the town centre. The distance between the formal, signalised crossings at Walcott Street and Bulwer Street is approximately 800m. Beaufort Street has many businesses that service the daily needs of residents and attract heavy visitation from outside Vincent. To visit businesses, pedestrians are required to cross Beaufort Street at multiple unsignalised pedestrian crossings throughout the town centre. Median strips in the town centre are narrow providing little refuge for pedestrians and no refuge for those on bikes, with prams or in wheelchairs or other mobility devices. Crossing side streets off Beaufort Street is also dangerous with cars travelling at speed off Beaufort Street, often around corners with poor sight lines for drivers and pedestrians. Feedback from community engagement showed widespread concern about poor pedestrian safety throughout the town centre. There is an opportunity through good urban design to reduce the dominance of cars on Beaufort Street and improve the ability of pedestrians to negotiate and enjoy the town centre. Improvements to be investigated include: • Increasing the width of the median strip on Beaufort Street to provide safe refuge for pedestrians and those on bikes, with prams or in wheelchairs and other mobility devices. • Installing continuous footpath treatments at pedestrian crossings on side streets. • Installing tactile paving at all pedestrian crossings.			
Delivery	Improve the pedestrian environment on Beaufort Street Town Centre.			
	Timeframe	2026/27 – 2029/30	**Budget source**	Operational Budget (plan) Capital Budget and external grant funding

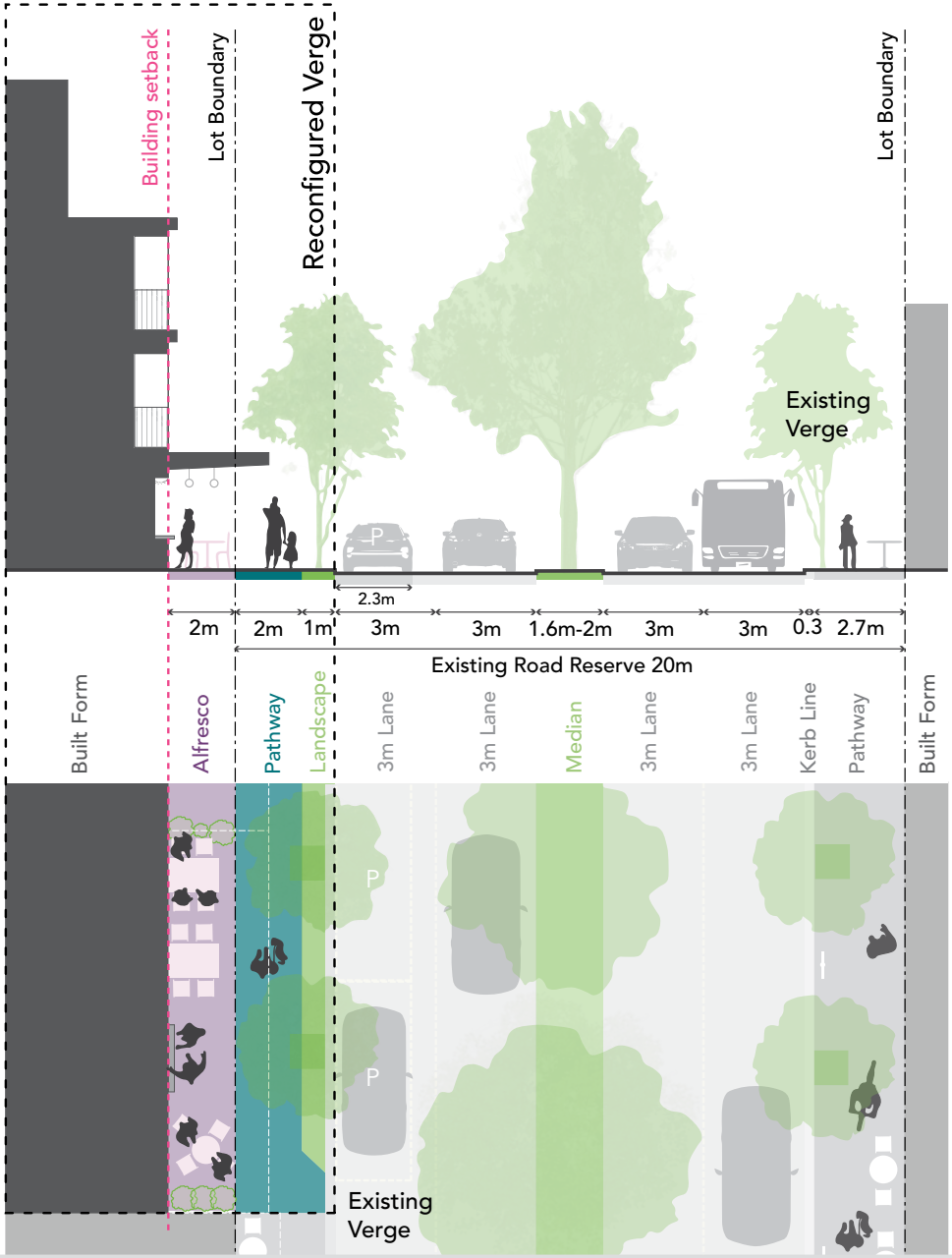


FIGURE 10 FUTURE BEAUFORT STREET TOWN CENTRE STREET SECTION
(Note: This is indicative only and does not reflect future *development)*

BARLEE ST
VINTAGE MARKET
ANTEP MANGAL
Turkish Charcoal Shish Kebab
presotea
40

ACTION 2.3 ADVOCATE FOR IMPROVED PUBLIC TRANSPORT SERVICES				
Rationale	A high frequency bus service runs along Beaufort Street connecting residents and visitors to the Perth Busport and Elizabeth Quay Bus Station (67) to the south (950) and Mirrabooka Bus Station (67) and Morley Bus Station in the north (950). There are currently no east-west public transport services that connect the North Perth Town Centre with other parts of Vincent. A dedicated bus priority lane and associated clearway is in operation on Beaufort Street during the following peak periods: • Morning peak (6.30 – 9am) in a southbound direction. • Afternoon peak (4 – 6.30pm) in a northbound direction. During peak periods, it is illegal for private vehicles to drive in the bus priority lanes. This law is often not complied with by motorists. This non-compliance results in frequent delays for buses and has artificially inflated the capacity of Beaufort Street during peak periods. In addition, the State Government are planning to connect the heavy rail network to the broader community through improved bus services and undertaking broad network planning with local governments for mid-tier transit solutions on high-frequency public transport corridors like Beaufort Street. Vincent understands that improved public transport infrastructure and services will improve the town centre experience for visitors and residents. Feedback from community engagement showed the bus routes along Beaufort Street are well utilised by residents and improving public transport is a key component of the community's vision for Beaufort Street. Vincent will advocate for: • Authorities to enforce compliance of the bus priority lane. • Short-term improvements to the public transport infrastructure and services including upgrading existing bus stops. • The introduction of an east-west bus route between the Beaufort Street Town Centre and other town centres and destinations in Vincent and beyond. • The development of Beaufort Street as a mid-tier transit route (light rail, bus rapid transit) with one or two stations to be located in the Beaufort Street Town Centre.			
Delivery	Advocate for improvements to existing public transport services within the Beaufort Street Town Centre and improved public transport services including mid-tier transit.			
	Timeframe	2025/26 – 2029/30	**Budget source**	Operational Budget

ACTION 2.4 AMEND CLEARWAY HOURS OF OPERATION OF ON-STREET PARKING TIMES ON BEAUFORT STREET				
Rationale	In the afternoon peak period, the timings of the dedicated bus priority lane, the clearway and on-street parking are not aligned with: • The bus priority lane operational between 4pm and 6.30pm. • The clearway operational between 4pm and 6pm only. • On-street parking available from 6pm onwards. In late 2023, Public Transport Authority requested that Vincent extends the clearway times and on-street parking times from 6 – 6.30pm to align with the times of the bus priority lanes. This has been considered in Vincent's draft Precinct Parking Management Plan.			
Delivery	Change hours of operation of the clearway and parking times as per the recommendations of Vincent's draft Precinct Parking Management Plan.			
	Timeframe	2025/26	**Budget source**	Operational Budget

ACTION 2.5 DEVELOP A PLAN TO CALM RESIDENTIAL STREETS				
Rationale	The road network around the Beaufort Street Town Centre is a grid pattern. In recent years, Vincent has received a number of complaints and petitions to create safer and calmer streets in Mt Lawley and Highgate – particularly on local access roads running east to west between William Street, Beaufort Street and Lord Street. Traffic volumes and speeds on Harold Street have been highlighted as major issue for residents. Previous efforts to address this issue were not well received due to a perceived lack of community engagement and concerns that addressing the issue on Harold Street would push the issue onto other nearby residential streets. In June and July 2024, all local access roads in the precinct have become 40km/h. There is increasing traffic on local streets, particularly in east-west corridors between major roads. As the population of the Beaufort Street Town Centre and the wider Perth Metropolitan Area grows, congestion is likely to increase. With increases in density proposed as part of the BSTCPF, the City will develop a considered holistic plan for North Perth and Mt Lawley bound by Charles Street, Vincent Street, William Street and Walcott Street. Changes to the local road network are often contentious making ongoing community engagement integral to the success of this project.			
Delivery	Develop a considered holistic plan for addressing traffic speed and volume on local access roads between William Street, Bulwer Street, Lord Street and Walcott Street.			
	Timeframe	2025/26 – 2029/30	**Budget source**	Operational Budget

ACTION 2.6 IMPROVE THE CYCLE NETWORK				
Rationale	In the Mt Lawley/Highgate neighbourhood, there are no dedicated cycling routes for residents of broader Vincent and beyond to safely access the town centre; or for current and future residents of the Beaufort Street Town Centre to safely access other destinations in Vincent and beyond. The closest north-south cycling routes to the Beaufort Street Town Centre are: • The proposed Norfolk Street Safe Active Street which requires the crossing of four lanes of William Street without any dedicated pedestrian or cyclist refuge areas; or • The Midland Line Principal Shared Path (PSP) which requires crossing four lanes of Lord Street without any dedicated pedestrian or cyclist refuge points; and crossing the rail reserve to access the PSP on the eastern side of the railway. The only crossing point across the railway is at East Perth Station which is not direct or convenient for cyclists. Beaufort Street between Queens Crescent and Bulwer Street is identified as a Local Route on the Department of Transport's Long Term Cycling Network (LTCN) although it has not yet been realised. During community engagement, many cyclists said Beaufort Street is unsafe to ride on due to the dominance of private motor vehicles and lack of dedicated cycling infrastructure. There is a desire for an east-west cycling route and a north-south cycling route that runs parallel to Beaufort Street. With additional dwellings coming to Beaufort Street in the future, investment in cycling infrastructure is required to encourage mode shift. Improvements to be investigated in the Beaufort Street Town Centre and surrounds include: • The prioritisation of a north-south cycling route parallel to Beaufort Street to service the densifying Beaufort Street corridor. • The prioritisation of an east-west cycling route to encourage cross-Vincent travel. • Safe cyclist crossings for cyclists of Beaufort Street at its intersections with Mary Street, Broome Street and Harold Street.			
Delivery	Plan and deliver improvements in line with the LTCN in the Beaufort Street Town Centre and surrounds.			
	Timeframe	2025/26 – 2029/30	**Budget source**	Capital Budget External grant funding

ACTION 2.7 IMPROVE ACCESS TO LANEWAYS AND ARCADES				
Rationale	Beaufort Street Town Centre has a unique and quirky laneway network. Recent efforts have been made to improve laneways and side streets that intersect with Beaufort Street to create quality public spaces using the limited supply of public land within the town centre. Feedback from community engagement showed that Vincent's recent upgrades to Kaadadjiny Lane, Lois Lane and Grosvenor Road have been generally well-received. It also showed that privately owned arcades including Beaux Lane and Alexander Arcade provided the best pedestrian experience and were well-liked. Vincent will continue to improve access to laneways and arcades by: • Investigating the pedestrianisation of Kaadadjiny Lane between Beaufort Street and Mereny Lane. • Encouraging the development of pedestrian-friendly places on private property including arcades and laneways.			
Delivery	Investigating the pedestrianisation of Kaadadjiny Lane and encourage the development of pedestrian-friendly places on private property.			
	Timeframe	2025/26 – 2026/27	**Budget source**	Operational Budget (pedestrianisation) Capital Budget and external grant funding (delivery)

ACTION 2.8 INCREASE PARKING EFFICIENCIES				
Rationale	Vincent's Accessible City Strategy 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 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. 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. During community engagement, we heard rideshare and taxi services outside popular night time venues such as the Queens Hotel and The Beaufort are poorly coordinated and disrupt the flow of traffic. 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 BSTC.			
Delivery	Implement changes to on and off-street parking as per recommendations of the Parking Management Plan.			
	Timeframe	2025/26 – 2029/30	**Budget source**	Accessible City Cash-in-Lieu Reserve

3.0 CONNECTED AND HEALTHY COMMUNITY

Sets out the actions and projects which contribute to the Beaufort 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 TOWN CENTRE ACTIVATION				
Rationale	Events and activations 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 local town team, 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**	Operational Budget

4.0 THRIVING PLACES

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

ACTION 4.1 INVESTIGATE GATEWAY ARTWORK OPPORTUNITIES				
Rationale	Gateways are often the first thing that visitors arriving into 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. The Beaufort Street Town Centre currently does not have any discernible gateways or large-scale public artworks. 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. Locations for proposed gateways for the North Perth Town Centre include: • Public artwork at the intersection of Beaufort Street and Walcott Street. • Public artwork on Vincent Street on the approach to Beaufort Street. • Public artwork at the intersection of Beaufort Street and St Albans Avenue. Currently there is no detail beyond the location of the proposed gateways. 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. 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.			
Delivery	Investigate curatorial themes, locations and artwork typologies for public artworks for the two 'Town Centre Gateway and Landmark Artwork Opportunities' in the Beaufort Street Town Centre.			
	Timeframe	2025/26 – 2029/30	**Budget source**	Public Art cash-in-lieu fund External grant funding

ACTION 4.2 IMPROVE LIGHTING				
Rationale	Street lights within the Beaufort Street Town Centre are located in the median strip north of Broome Street, and on above ground power poles south of Broome Street. Street lights in the residential areas surrounding the town centre are a mixture of standalone street lights locate on verges and street lights located on above ground power poles. Street lights located on the median strip of Beaufort Street do not provide adequate lighting onto the footpaths. The town centre's laneway network and carparks are generally inadequately lit. Feedback from community engagement showed that the town centre is generally poorly lit, particularly in the downtown area and laneway network, leading to anti-social behaviour and feelings of discomfort. The BSTCPF includes development provisions to ensure all future developments adequately lights all areas that can be accessed by pedestrians within the public and private realm. Beaufort Street south of Broome Street and many of the local access roads adjoining the town centre are included in Project Area 347 (North Perth/Mt Lawley) and Project Area 348 (Perth/ Highgate) of Western Power's Vincent Underground Power Project. These local access roads include Raglan Road, Grosvenor Road, Chelmsford Road, Vincent Street, Harold Street, Chatsworth Street, Broome Street and St Albans Avenue. Construction is scheduled for late 2025 and late 2026/early 2027 respectively. There is an opportunity to work with Western Power to ensure lights located on power poles are replaced with streetlights that provide sufficient lighting to the streetscape. Lighting has been added to the ROW network in Arnold, Danker and Boodja Lane. The remainder of the ROW network has little or no lighting. The City will continue to improve lighting in the ROW network where appropriate.			
Delivery	Develop and implement a Lighting Improvement Plan with a particular focus on Beaufort Street south of Broome Street and rear rights-of-ways that have not been subject to lighting improvements.			
	Timeframe	2025/26 – 2027/28	**Budget source**	Capital Budget

5.0 SENSITIVE DESIGN

Sets out the actions and projects which assist the City to encourage unique, high quality developments that respect and respond to the character and identity of the Beaufort Street Town Centre.

ACTION 5.1 DEVELOP STREETSCAPE GUIDELINES FOR BEAUFORT STREET TOWN CENTRE				
Rationale	There are competing demands for the footpaths in Vincent's town centres including street furniture, street trees, road signage and business-related uses of the footpath including alfresco dining, goods display and A Frame signage. The streetscape of the Beaufort Street Town Centre has evolved on an ad hoc basis and the footpaths are narrow cluttered with poorly placed A Frame signs and street furniture including benches, bus stops, bike racks, street signs and tree pits significantly restricting pedestrian flow. Whilst e-scooter companies regularly check their fleet and move them to correct parking locations, e-scooters are still commonly parked haphazardly on the narrow footpaths. Feedback from community engagement showed a strong desire to see pedestrian access on footpaths improved, whilst maintaining an appropriate amount of alfresco seating and street furniture. The BSTCPF incorporates development provisions that enforce additional primary setbacks on the ground floor – effectively widening the footpath. As the BSTCPF area 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. The Streetscape Guidelines will ensure future investment in the public realm is consistent through: • 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 BSTCPF. • 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. In addition to the Streetscape Guidelines, Vincent will ensure a cohesive pedestrian clear zone of 2 metres through the effective management of: • Business activation including A frame signage and alfresco dining through the Vibrant Public Spaces Policy and Trading in Public Places Local Law. • E-scooters through working with e-scooter providers to identify better e-scooter parking locations and increasing the level of service in town centres including the Beaufort Street Town Centre.			
Delivery	• Develop and implement streetscape guidelines for the Beaufort Street Town Centre. • Ensure a cohesive pedestrian clear zone by effectively managing business activation through the Vibrant Public Spaces Policy and Trading in Public Places Local Law. • Work with e-scooter providers to better manage e-scooters impact on footpaths.			
	Timeframe	2025/26 – 2026/27	**Budget source**	Operational Budget Capital Budget

6.0 INNOVATIVE AND ACCOUNTABLE

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

ACTION 6.1 IMPLEMENT THE BUSINESS ENHANCEMENT GRANT PROGRAM				
Rationale	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. 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. 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.			
Delivery	Implement the Business Enhancement Grant program across Vincent including the Beaufort Street Town Centre.			
	Timeframe	2025/26 – 2029/30	**Budget source**	Operational Budget

ACTION 6.2 IMPLEMENT THE MURAL CO-FUNDING PROGRAM IN THE BEAUFORT STREET TOWN CENTRE			
Graffiti is a significant problem in the Beaufort 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 has the ability to 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.			
Implement the Mural Co-Funding Program across Vincent including the Beaufort 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 Beaufort 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	2025/26	**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	Explore opportunities for additional public spaces.	S&D		✓				
1.2	Increase tree canopy.	S&D	I&E		✓	✓	✓	✓
1.3	Improve accessibility to nearby public open space.	I&E	S&D		✓	✓	✓	✓
ACCESSIBLE CITY								
2.1	Deliver the Beaufort Street nodes project.	I&E	S&D	✓	✓	✓	✓	✓
2.2	Improve the pedestrian environment.	S&D	I&E		✓	✓	✓	✓
2.3	Advocate for improved public transport.	S&D	I&E	✓	✓	✓	✓	✓
2.4	Amend clearway hours of operation and on-street parking times on Beaufort Street.	I&E	S&D	✓				
2.5	Develop a plan to calm residential streets.	I&E	S&D	✓	✓	✓	✓	✓
2.6	Improve the cycle network.	I&E	S&D	✓	✓	✓	✓	✓
2.7	Improve access to laneways and arcades.	S&D	I&E	✓				
2.8	Increase parking efficiencies.	I&E	S&D	✓	✓	✓	✓	✓
CONNECTED AND HEALTHY COMMUNITY								
3.1	Facilitate community-led activation and placemaking.	S&D	C&BS	✓	✓	✓	✓	✓
THRIVING PLACES								
4.1	Investigate gateway artwork opportunities.	S&D	I&E	✓	✓	✓	✓	✓
4.2	Improve lighting on Beaufort Street.	S&D	I&E	✓	✓	✓		
SENSITIVE DESIGN								
5.1	Develop streetscape guidelines for Beaufort Street.	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)

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APPENDICES

APPENDIX 1: BEAUFORT STREET TOWN CENTRE PLANNING FRAMEWORK BUILT FORM STANDARDS

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 for single houses within the Urban Frame A sub-precinct shall be in accordance with the City's Built Form Policy, with the exception of building height which is augmented to an acceptable height of three storeys within this framework.

Medium Density Standards (R Codes Volume 1 Part C)

Applications for development approval for single houses and grouped dwellings within all precincts and multiple dwellings within the Urban Frame A and B sub precincts 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 this policy the vision statement of each precinct and the general standards included in **part 4.0** of this Policy.

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

TABLE 2: 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 5.3 Setbacks of garages and carports	Clause 5.2.1-5.2.7 replaces C3.3.1 & C3.3.2. C3.3.6 remains and apply. 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.

Multiple Dwellings and Mixed-Use Development:

In accordance with the Clause 1.2.2 of R Codes Volume 2, this Policy contains standards 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. The table below details which Acceptable Outcomes of the R Codes Volume 2 have been amended or replaced by Acceptable Outcomes within the Local Planning Policy.

In assessing applications for development approval and local development plans the City shall have regard to the Policy Objectives of this policy the vision statement of each precinct and the general standards included in part 4 of this Policy.

TABLE 1: MODIFICATIONS FOR STATE PLANNING POLICY 7.3 RESIDENTIAL DESIGN CODES VOLUME 2 (APARTMENTS)			
R CODES VOLUME 2 DESIGN ELEMENT			**APPLICABLE SUB- PRECINCT CLAUSE NUMBER**
	Uptown, Midtown and Downtown	**Urban Frame B**	**Applicable Acceptable Outcomes**
Part 2 - Primary controls			
2.2 Building height	1.1	5.1	Clause 1.1 & 5.1 replaces Acceptable Outcome A2.2.1 of the R Codes Volume 2.
2.3 Street setbacks	1.2	5.2	Clause 1.2 & 5.2 replaces Acceptable Outcome A 2.3.1 of the R Codes Volume 2.
2.4 Side and rear setbacks	1.3	5.3	Clause 1.2 & 5.2 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.
Part 3 - Siting the development			
3.6 Public domain interface	Nil	5.4	For the Urban Frame B Clause 5.4 apply in addition to Clauses A3.6.1 – A3.6.9 of R Codes Volume 2
3.7 Pedestrian access and entries	1.4	Nil	For Uptown, Midtown and Downtown Clause 1.4 applies in addition to Clauses A3.7.1 to A3.7.6 of the R Codes Volume 2.
3.8 Vehicle Access	1.5	5.5	Clause 1.5 and 5.5 applies in addition to Clause A 3.8.1 – A 3.8.7 of the R Codes Volume 2.
Part 4 – Designing the building			
4.11 Roof design	1.8	Nil	For the Uptown, Midtown and Downtown Clause 1.9 applies in addition to Clauses A 4.11.1 – A4.11.3 of 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 BSTCPF, the vision statement and built form standards of each sub-precinct, the general standards included in Part 4.0.

APPENDIX 2: BEAUFORT STREET TOWN CENTRE 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 **BSTCPF**. 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 the acceptable height standards.
- Management of the Community Benefits Contributions Fund by the City.
- 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, calculated in accordance with 2.2, is:

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

2.2 The method for calculating public benefit contributions as follows:

Where a public benefit contribution is to be paid to the City in accordance with 8.2.4(a), the amount payable shall be in accordance with the following formula:

(3 per cent x total contract sum) x (number of storeys above the acceptable height ÷ total number of storeys)

3. Contract sum

3.1 For the purposes of Clause 2.1, the contract sum shall include all contractors' preliminaries, fees, overhead and profit, trade contract values, provisional sums and contingency/risk amounts. The contract sum shall be inclusive of all contracts including early, forward, enabling, third party works and/or subsequent contracts required to complete the development.

3.2 Notwithstanding Part 4.1, the contract sum must not include the monetary value of any community benefit contribution provided onsite as part of a development. In this regard, valuation of any onsite community benefit contribution does not include the valuation of land (including for development of a mid-block links or pocket parks).

4. Community Benefit contribution offer

4.1 As part of a development application which

proposes building height above the acceptable height standard, a formal submission of a community benefit contribution shall be made to the City. The offer shall be made using the following procedure:

- **4.1.1** Confirmation of whether the community benefit contribution is to be:
  - A monetary offer in accordance with clause 2.1(a) or (b); or
  - Delivered onsite in accordance with clause 2.1(b); or
  - Delivered in-part as an onsite contribution and in-part as a monetary offer.
- **4.1.2** To the extent that the applicant's proposal comprises or includes a monetary offer, payment shall be made by prior to issuing of an occupancy permit application.
- **4.1.3** To the extent that the applicant's proposal comprises or includes a community benefit contribution(s) to be delivered onsite, the following details and associated supporting documents are 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 BSTCPF.
  - the applicant's forecast of what the development's contract sum will be, in accordance with Part 5 of this Procedural Guide, reconciled against a valuation of the proposed onsite contribution(s) by an appropriately qualified Quantity Surveyor.
  - a statement acknowledging that in the event that the final value of the proposed onsite contribution(s) is assessed as less than the required contribution amount, following a final valuation, then the balance must be paid by the applicant as a monetary contribution prior to issuing of an occupancy permit application. The final valuation is determined prior to issuing of a building permit application.

Should the community benefit contribution(s) be delivered on site, this must be delivered prior to the issuing of an occupancy permit.

4.2 Acceptance of the community benefit contribution is at the discretion of the City and will form part of its broader consideration of the development application when considering building height above the acceptable standards. A community benefit contribution must be consistent with the objectives, intent and vision of the BSTCPF.

5. Process for a monetary Community Benefit contribution

5.1 Following development approval and prior to submission of a building permit application, the applicant shall provide information to the City to verify the contract sum in accordance with clause 4 of this Procedural Guide. The contract sum should be evidenced by submitting the executed construction contract including contract sum breakdown.

5.2 In reviewing the valuation of the contract sum, the City may seek the services of an independent third party to verify its value. In such cases, all costs and expenses will be borne by the applicant. Following the review, the City will issue the applicant with a letter confirming the provisional community benefit contribution amount.

5.3 At the time of submitting of a building permit application, the applicant shall submit information to the City to verify the final contract sum. Such information may include the final account statement between the applicant/owner and the contractor. The City will consider the information provided by the applicant and issues the applicant with the final community benefit contribution amount.

5.4 The contract sum may exclude non-residential tenancy fit out costs and variations to the contract associated with purchaser/owner upgrades/changes.

5.5 Payment of the contribution shall also be made to the City prior to the issuing of an occupancy permit application.

6. Forecast contract sum and valuation of onsite Community Benefit(s)

6.1 Where a community benefit contribution is proposed to be delivered onsite, a forecast contract sum is required to be submitted as part of the development application to determine the monetary contribution which would otherwise be required

6.2 Where the proposed onsite item(s) is of a lesser value than the total required community benefit contribution calculated, the balance must be provided as a monetary contribution, paid prior to issuing of an occupancy permit.

6.3 A 'forecast contract sum' is an estimate of the amount that the contract sum will ultimately be, having regard to clause 4 of this guide.

6.4 The forecast contract sum and onsite community benefit item(s) proposed must be accurately valued, to the satisfaction of the City by an appropriately qualified Quantity Surveyor, registered with the Australian Institute of Quantity Surveyors, or with demonstrated equivalent qualifications.

6.5 The City, as part of the review of the valuation of the forecast contract sum, may seek the services of an independent third party to verify its value. In such cases, all costs and expenses borne by the City in determining the value of the contract sum will be paid for by the applicant.

6.6 The City, as part of the review of the valuation of the final contract sum and valuation of delivered onsite benefits, may seek the services of an independent third party to verify its value. In such cases, all costs and expenses will be borne by the applicant.

6.7 Where the proposed onsite item(s) is of a lesser value than the total required community benefit contribution, the balance of the final community benefit contribution amount is to be paid to the City prior to issuing of an occupancy permit application.

7. Management of funds

7.1 Community Benefits Fund

- **7.1.1** The City will establish and maintain a dedicated BSTCPF Contribution Fund and all community benefit contributions shall be deposited into this fund.
- **7.1.2** The BSTCPF Community Benefit Contribution Fund is a reserve account in accordance with the Local Government Act 1995. All community benefit contributions within the BSTCPF 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 BSTCPF area in accordance with the standards of the BSTCPF.
- **7.1.3** Interest earned on contributions credited to the Beaufort Street Town Centre Community Benefits Fund reserve account may only be applied in the BSTCPF Area.

7.2 Projects funded from the Community Benefits Fund

- **7.2.1** All projects funded from the Community Benefits Fund are to be located with the BSTCPF area and should be identified via the Place Plan.

7.3 Projects funded from multiple sources

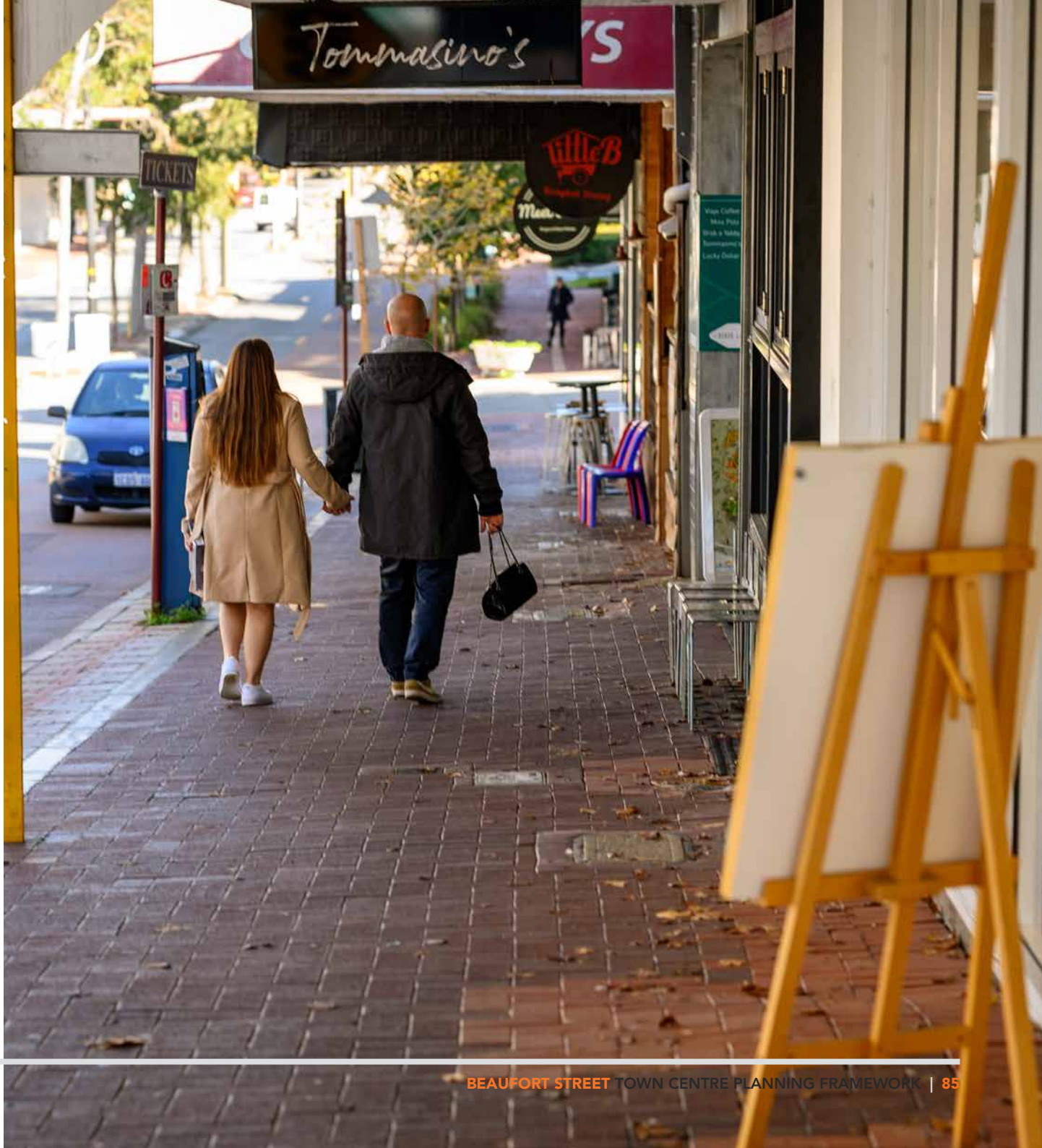
- **7.3.1** Projects may be funded entirely from the Community Benefits Fund or by co-funding from multiple sources.
- **7.3.2** Sources of funding for individual projects will be decided on a case-by-case basis depending on the availability of funds and the needs of the project. Wherever possible the City will identify complementary funding sources to leverage the Community Benefit Contribution Fund to deliver the maximum possible community benefit.
- **7.3.3** 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.

7.4 Criteria for investment

- **7.4.1** The timing and amount of community benefit contributions depend on development, making them irregular and uncertain. The BSTCPF is structured to manage the Community Benefits Contribution Fund flexibly, with regular reviews and updates forming an integral part of both major and minor document evaluations over time.
- **7.4.2** The BSTCPF has identified several project areas which can be delivered by community benefit contributions. Projects outside of this are to be accompanied by a community needs analysis.

8. Period of operation

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



APPENDIX 3: 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.
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 BSTCPF.
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 Land Administration Act 1997.
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 place	A place listed on either the City's Local Heritage Survey, Heritage List or part of a Heritage Area.
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 (as amended).
R Codes Volume 2	Refers to Residential Design Codes Volume 2 – Apartments (as amended).
Secondary street	As per the R Codes Volume 1.
Significant existing tree	• 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	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: • 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 Double height floors greater than 5m floor to ceiling are counted as two floors.
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	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: • 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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