

CITY OF VINCENT

WEST PERTH PLANNING FRAMEWORK

MAY 2023



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.

CONTENTS

01.	POLICY	5
02.	CONTEXT	8
03.	WHERE DO WE WANT TO BE?	25
04.	THE PRIVATE REALM - BUILT FORM	28
05	THE PUBLIC REALM - PLACE	49
06	APPENDICES	60

HOW TO READ THIS DOCUMENT

The West Perth Planning Framework (WPPF) is structured around five Key Focus Areas:

POLICY

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

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

CONTEXT

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

WHERE DO WE WANT TO BE

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

THE PRIVATE REALM

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

THE PUBLIC REALM

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

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

VISION

High level goal for the area.

OBJECTIVES

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

THE PRIVATE REALM

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

THE PUBLIC REALM

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

01 POLICY

1.1 PRELIMINARY

1.1.1 INTRODUCTION

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

This is supported by the six strategic pillars of:

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

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

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

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

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

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

1.1.2 POLICY DEVELOPMENT

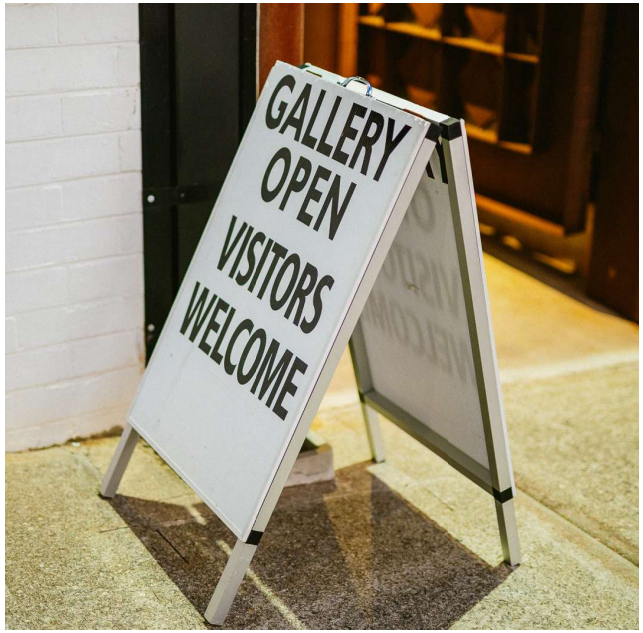
This Precinct Policy is a Local Planning Policy that hass been prepared under the provisions of schedule 2, Part 2, Clause 4 of the Planning and Development (Local Planning Schemes) Regulations 2015.

1.1.3 RELEVANT DELEGATIONS

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

1.1.4 PURPOSE

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



1.1.5 RELATIONSHIP TO OTHER INSTRUMENTS

R-Codes VOLUME 1

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

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

R-Codes VOLUME 2

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

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

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

Development may satisfy these objectives by alternative means or solutions.

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

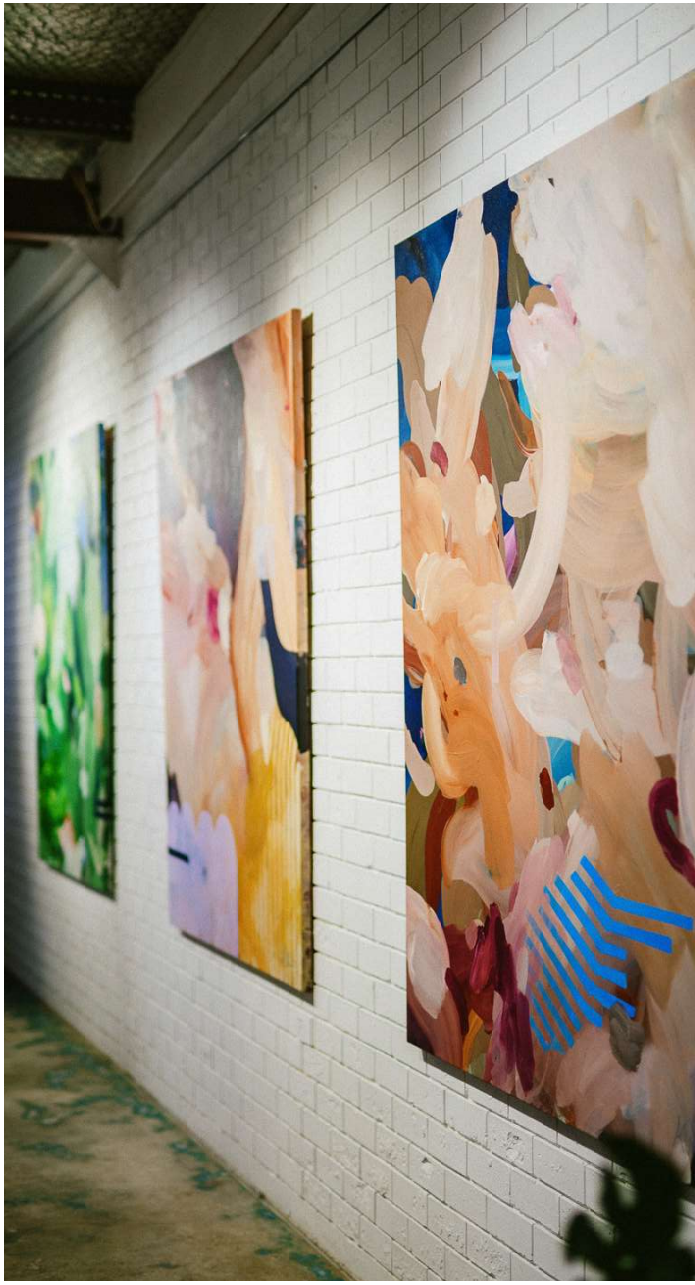
OTHER LOCAL PLANNING POLICIES

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

1.2 POLICY PROVISIONS

1.2.1 DEFINITIONS

Active Frontage	A ground floor space where there is visual and physical engagement between those in the street and those 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 6m in width.
Articulation	Architectural composition in which elements and parts of the building are expressed logically, distinctly, and consistently, with clear joints. For the purposes of this Policy articulation refers to points within a dwelling that clearly distinguish one part of the dwelling from another, such as setback between the ground and upper floors and indentations or 'breaks' within building walls.
Awning	A roof like structure attached to a building to provide shelter.
Building Height	As per the R-Codes Volume 1.
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 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.
Dedicated Road	A road which has been committed to public use in accordance with the *Land Administration Act 1997*.
Deemed Provisions	Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015.
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.



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.
R-Codes Volume 1	Refers to State Planning Policy 7.3: Residential Design Codes Volume 1 (as amended).
R-Codes Volume 2	Refers to State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments (as amended).
Secondary Street	As per the R-Codes Volume 1.
Skillion Roof	A mono-pitch roof form.
Soft Landscaping	An area with a minimum soil depth of 300mm that contains in-ground planting, excluding removable planter boxes/pots, artificial turf, green walls and porous paving areas.
Solar Absorptance	The proportion of incident solar radiation that is absorbed by an external surface when exposed to the sun.
Stall Riser	The material installed between the windowsill and the ground in a shop front window.
Storey	That portion of a building which is situated between the top of any floor and the top of the floor next above it and, if there is no floor above it, that portion between the top of the floor and the ceiling above it but excludes any portion of a building used solely for car parking that is at least 50 percent below ground level.
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	As per the R-Codes Volume 1 and Volume 2.

02 CONTEXT

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

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

2.1 BACKGROUND

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

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

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

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

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

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

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

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

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



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



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

2.1.1 PRECINCT BOUNDARY

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

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

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

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



LEGEND

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

Figure 1: Precinct boundary of the WPPF area

2.1.2 DEMOGRAPHICS

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

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

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

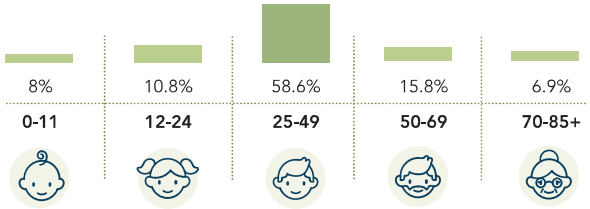
West Perth residents have more environmentally sustainable transport behaviours than residents of Greater Perth. A high number of residents do not own a car, and travel using public transport or active modes of transport.



Community

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

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



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

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

In City of Vincent from 2016 to 2021:

- **44.6%** of people did not change address;
- **41.2%** moved from elsewhere in Australia; and
- **8.5%** moved from overseas.

Of those who moved within Australia, **20.9%** moved within City of Vincent.

Dwellings

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

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

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

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

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

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

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

Transport

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

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

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

2.2 KEY STAKEHOLDERS

The future of the West Perth Precinct is influenced by several different stakeholders including external agencies, the City and the community.

2.2.1 WHAT IS THE ROLE OF EXTERNAL AGENCIES?

DEPARTMENT	RESPONSIBILITIES	RELEVANT STRATEGIES & PLANS
Federal Government	Grants and infrastructure funding	N/A
Department of Planning Lands and Heritage (DPLH)	State level land use planning and management, and oversight of Aboriginal cultural heritage matters	**Perth and Peel @ 3.5 million** sets out an overarching framework for the Perth and Peel region to shift to a more sustainable development pattern to accommodate a population of 3.5 million people by 2050. The City of Vincent is located within the Central Sub-Region of the framework. The framework indicates that there will be an additional 11,490 dwellings and 25,270 people in the City of Vincent by the year 2050. **Metropolitan Region Scheme (MRS)** broadly guides the distribution of land use throughout the Perth metropolitan region by designating 'zones' and 'reserves'. The northern side of Newcastle Street is zoned 'Urban' and the southern side of Newcastle Street is zoned 'Industrial'. An amendment to the MRS to rezone the land from 'Industrial' to 'Urban' is required. **State Planning Policy 4.2: Activity Centres for Perth & Peel** (SPP 4.2) specifies requirements for the planning, design and development of new activity centres, and the redevelopment and renewal of existing centres in Perth and Peel. The section of West Perth that is south of Newcastle Street forms part of the Capital City. The main role of the Capital City is to provide the most intensely concentrated development in the region. It has the greatest range of high order services and jobs, and the largest commercial component of any activity centre. **State Planning Policy 5.4: Road and Rail Noise** (SPP 5.4) seeks to minimise the adverse impact of road and rail noise on sensitive land uses or developments within a specified distance of significant freight and traffic routes. The WPPF area is significantly affected by 'Other significant freight or major traffic route', 'Strategic freight or major traffic route' and the 'Metropolitan passenger railway'. **State Planning Policy 7.3: Residential Design Codes** (R-Codes) control the design of most residential development throughout Western Australia. The R-Codes aim to address emerging design trends, promote sustainability, improve clarity and highlight assessment pathways to facilitate better outcomes for residents. **State Register of Heritage Places** is a statutory list of places that represent the story of Western Australia's history and development. Places included in the State Register include buildings, structures, gardens, cemeteries, memorials, landscapes and archaeological sites. There are no state registered heritage places within the WPPF area.
Main Roads WA (MRWA)	Management of Primary Distributor roads across the state of Western Australia. This includes Charles Street, the Mitchell Freeway and Graham Farmer Freeway	• Central Area Transport Plan; • Perth and Peel @ 3.5 Million; • Transport @ 3.5 Million; and • Policy for Cycling Infrastructure (2000). For further context, refer to Vincent's Accessible City Strategy.

Department of Transport (DoT)	Working collaboratively with local government to develop strategic cycling networks for the region and providing grant funding for implementation of Western Australian Bicycle Network (WABN) routes	• Central Area Transport Plan; • Perth Parking Management Area (PPMA); • Public Transport for Perth in 2031; • Perth and Peel @ 3.5 Million; • Transport @ 3.5 Million; and • WA Bicycle Network.
Water Corporation WA	Management of water supply in Western Australia.	• State Planning Policy No.3 – Urban Growth and Settlement; and • Review of Local Planning Schemes and Strategies as they are amended.
Neighbouring Local Government Authorities	Working collaboratively to ensure strong connections between localities	• Various Planning Schemes; • Transport and Urban Design plans and policies; and • Parking approaches.



2.2.2 WHAT IS THE ROLE OF THE CITY?

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

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

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

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

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

STRATEGIC CONTEXT

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

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

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

GUIDING PRINCIPLE	SCP INTENT	APPLICATION TO THE WPPF
ENHANCED ENVIROMMENT	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, or cash-in-lieu of public open space. • Seek opportunities in the public realm for planting.
ACCESSIBLE CITY	We want to be a leader in making it safe, easy, environmentally friendly and enjoyable to get around Vincent.	• Enforce maximum parking ratios in line with the Perth Parking Policy. • Analyse and improving cycle routes. • Improve pedestrian experience through built form and canopy coverage.
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.	• We engaged with the local community, businesses and the Town Team throughout the development of this framework. • Encourage community spaces within new development. • Encourage inclusive and accessible development beyond the minimum requirements of the Building Codes 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 provisions encourage attractive and diverse development in line with the community vision. • Built form character and heritage is protected and enhanced. • Support quality design, sustainable urban built form and is responsive to the community and local context. • Encourage more people living in, working in, or enjoying the area.
INNOVATIVE & 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.	• Engage with the community so they are involved in the development of this framework. • Enable consistent and transparent decision making in line with its strategic vision.

INTEGRATED PLANNING AND REPORTING FRAMEWORK:

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

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

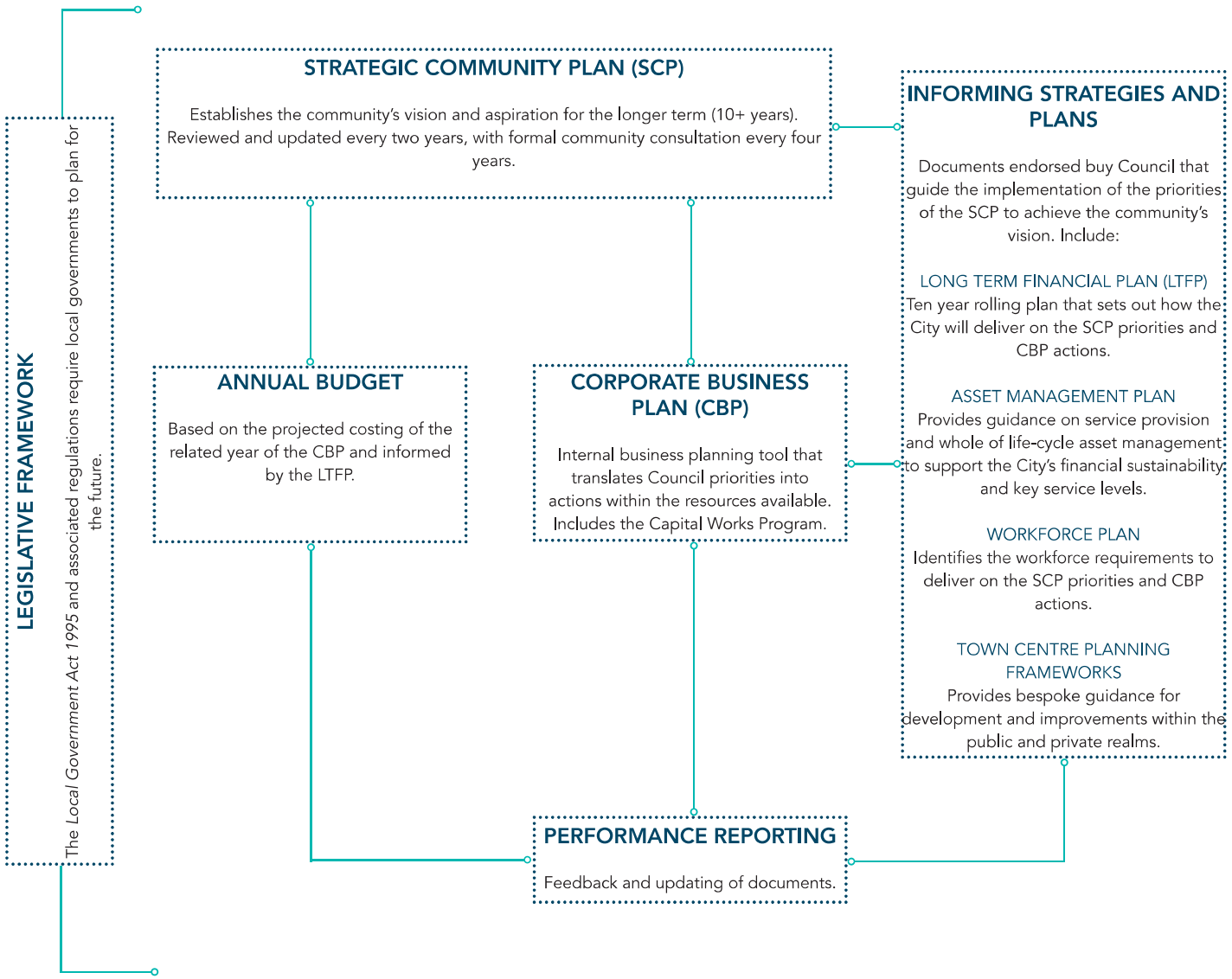
The CBP is an internal business planning document that translates the Council's priorities, as set out in the SCP, into outcomes within the resources available to the City. The CBP is a rolling four-year plan that informs the annual budget and is reviewed and updated annually in order to ensure it aligns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

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

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

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

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



2.2.3 WHAT IS THE ROLE OF THE COMMUNITY?

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

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

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

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

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

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

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





2.3 WHERE ARE WE NOW?

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

This includes:

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

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

2.3.1 ENHANCED ENVIRONMENT

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

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

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

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

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

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



LEGEND

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

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

2.3.2 ACCESSIBLE CITY

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

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

The area provides cycle access via:

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

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

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

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

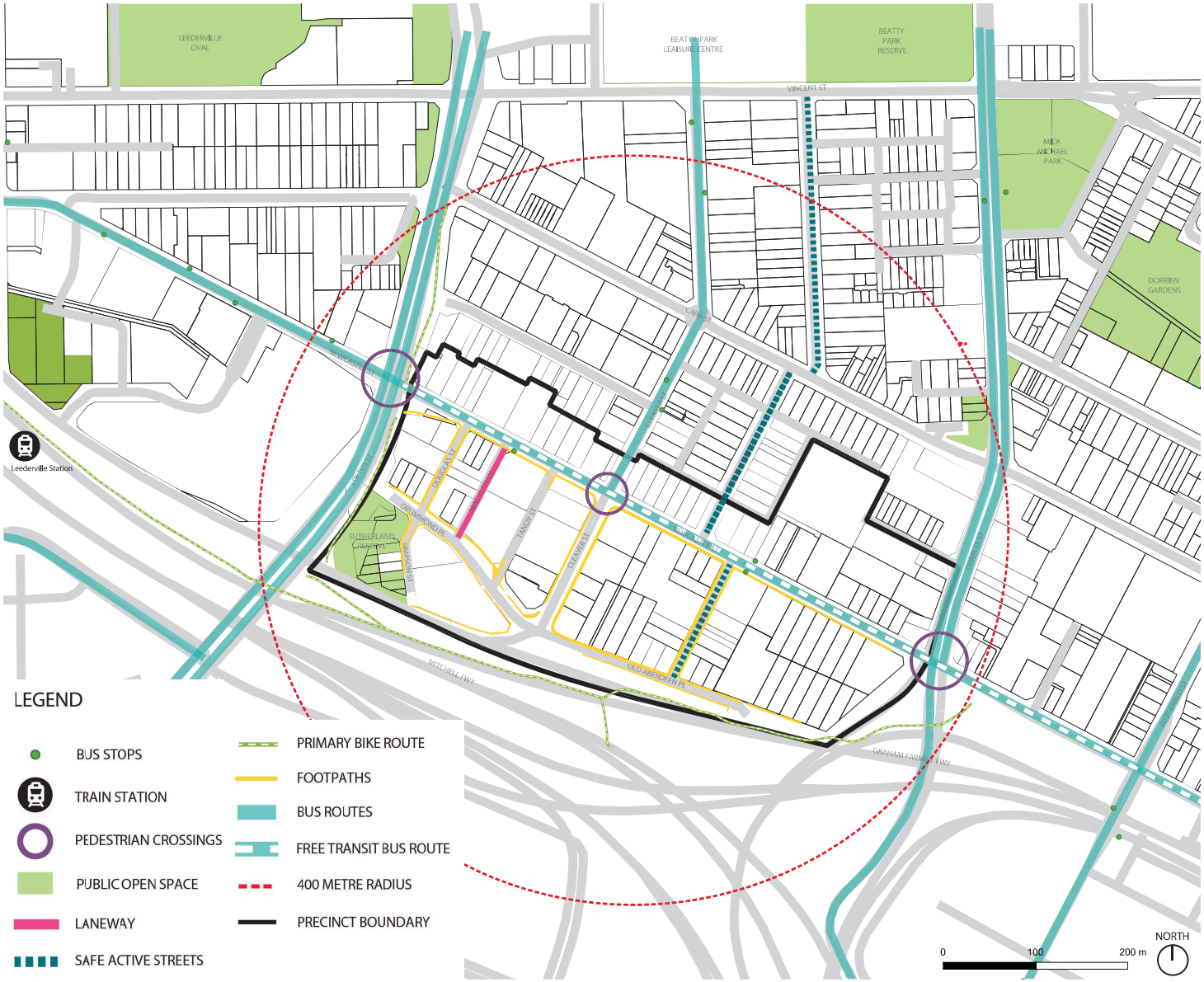


Figure 3: Accessibility within and throughout the WPPF area

2.3.3 CONNECTED COMMUNITY

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

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

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



2.3.4 THRIVING PLACES

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

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

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

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

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

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

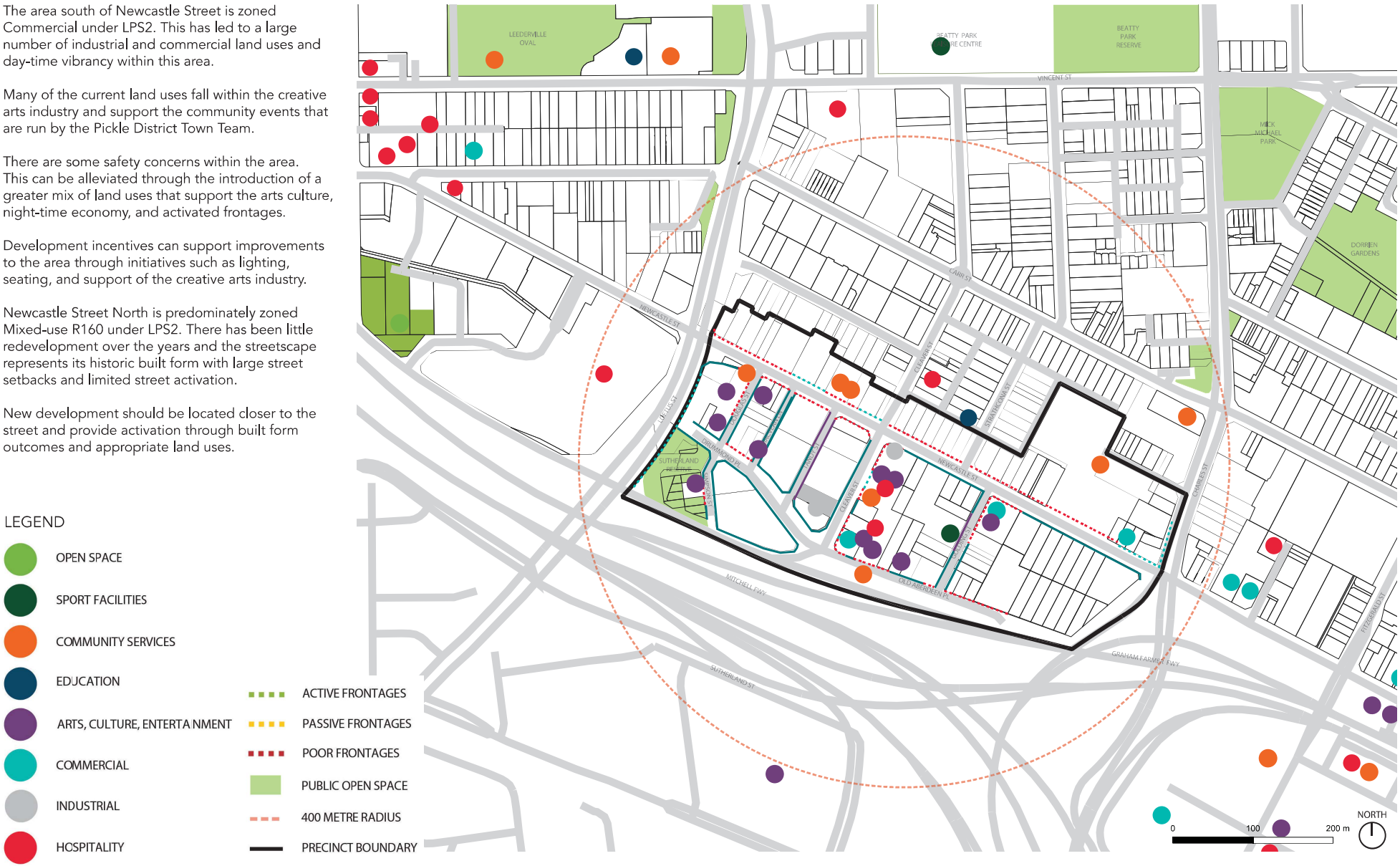


Figure 4: Activation and places of interest within and adjacent to the WPPF area

2.3.5 SENSITIVE DESIGN

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

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

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

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

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

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



LEGEND

- 8 STOREYS
- 6 STOREYS
- 3 STOREYS
- 2 STOREYS
- 1 STOREY
- V VACANT
- PUBLIC OPEN SPACE
- SOLE OWNERSHIP LOT
- 400 METRE RADIUS
- PRECINCT BOUNDARY

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

2.3.6 INNOVATIVE AND ACCOUNTABLE

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



2.4 STAKEHOLDER ENGAGEMENT

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

2.4.1 COMMUNITY ENGAGEMENT

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

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

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

What the community wants to see:

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

What the community doesn't want to see:

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

Where height should be located:

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

What the public and private realm should look like:

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



2.4.2 TECHNICAL STAKEHOLDER ENGAGEMENT

The following comment was provided from various technical stakeholders:

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

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

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

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

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

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

For further information, see Appendix 2.



2.4.3 DID WE GET IT RIGHT?

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

03 WHERE DO WE WANT TO BE?

3.1 VISION

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

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

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

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

3.2 DEVELOPMENT OBJECTIVES

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

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

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

3.3 SUB-PRECINCT STATEMENTS OF INTENT

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

1. NEWCASTLE STREET NORTH

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

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

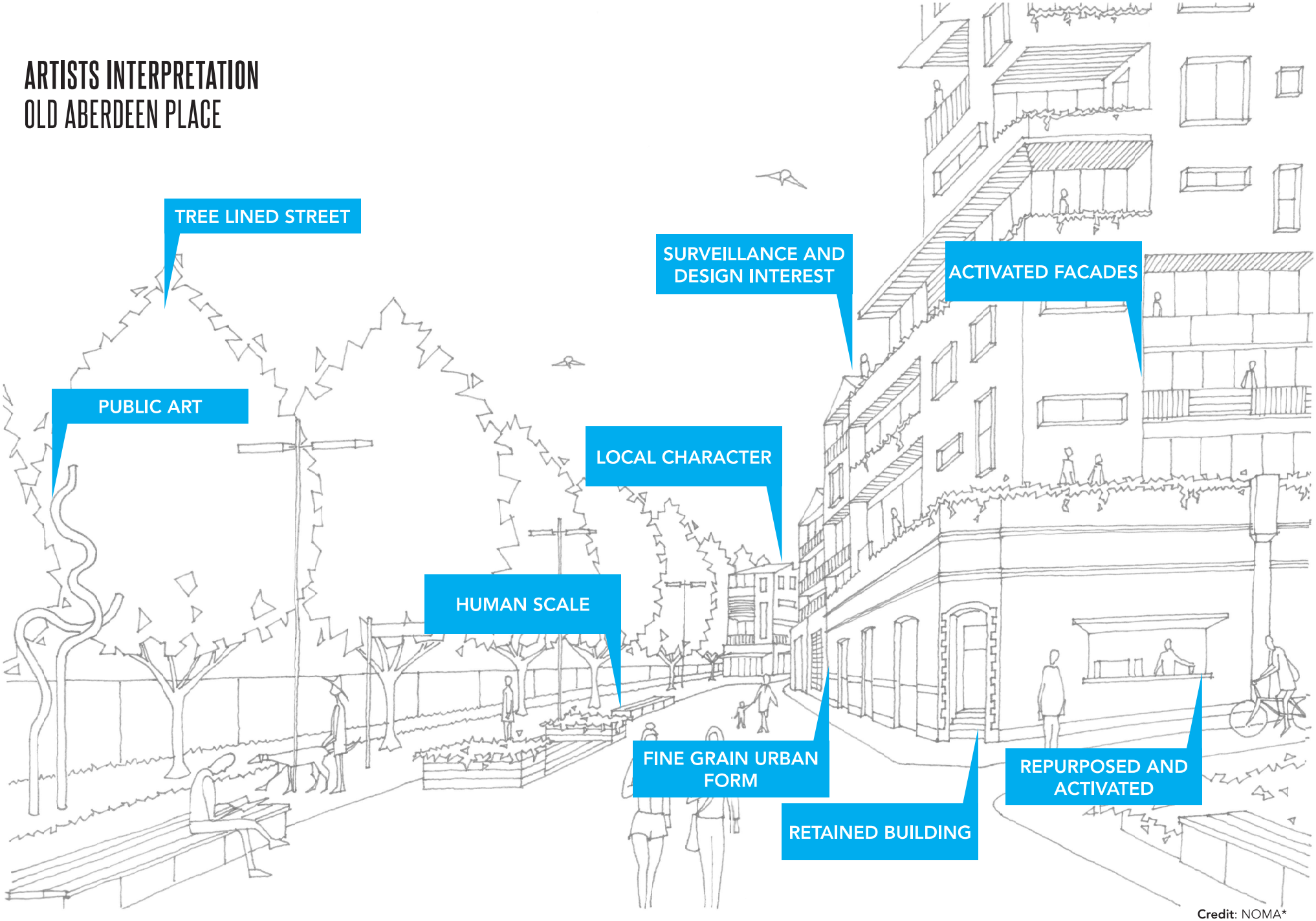
2. CITY MOTORS SITE

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

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

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

ARTISTS INTERPRETATION
OLD ABERDEEN PLACE



Credit: NOMA*

3. NO. 1 & 15 DRUMMOND PLACE

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

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

4. SIMPSON STREET

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

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

5. ALL OTHER AREAS

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

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

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

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



LEGEND

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

Figure 6: Sup-precinct areas

04 THE PRIVATE REALM

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

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

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



TEN PRINCIPLES OF GOOD DESIGN

Context and Character – Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.

Landscape Quality – Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.

Built Form and Scale – Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.

Functionality and Build Quality – Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.

Sustainability – Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.

Amenity – Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.

Legibility – Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.

Safety – Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.

Community – Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.

Aesthetics – Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.

4.1 LAND USES

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

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

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

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

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

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

PRECINCT	PREFERRED USES	CONTEMPLATED USES
All Precincts south of Newcastle Street	• Art studios and galleries • Civic and community use • Creators and makers • Design and architecture firms • Dining and entertainment • Fashion and textile workshops and showrooms • Film and television production facilities • Industry (light and cottage) • Markets • Microbrewery • Museums and cultural centres • Performance spaces, such as theaters and music venues • Recreation - Private • Retail (up to 100sqm) • Small bar • Small businesses and start-ups	• Child Care • Industry (general) • Medical centre • Motor vehicle repair • Office • Retail (greater than 100sqm) • Permanent residential • Transient Residential (hotel, short stay)
Newcastle Street North	As per the Zoning Table of Local Planning Scheme No. 2.	





4.2 SUBDIVISION

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

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

4.3 NOTIFICATIONS ON TITLE

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

The notification is to state as follows:

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

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

4.4 GENERAL PROVISIONS

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

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

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

4.4.1 URBAN DESIGN STUDY

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

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

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



4.4.2 STREET SETBACKS

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

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

4.4.3 PUBLIC DOMAIN INTERFACE

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

4.4.3.1 Exposed boundary walls visible to the street are to incorporate the following design features:

- Indentations;
- Varying heights;
- Varying materials, colours and textures; and/or
- Public artwork.



4.4.4 PEDESTRIAN ACCESS AND ENTRIES

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

4.4.4.1 Pedestrian access which is identifiable from the street and visitor car parking areas and other public area.

4.4.4.2 Access for pedestrians which directly fronts the primary street.

4.4.4.3 Internal ground floor level to be at grade.

4.4.4.4 Design of balustrades to be integrated into the design of the development.

4.4.4.5 Ramps are not to exceed 50 percent of the active frontage.

4.4.5 VEHICLE ACCESS

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

4.4.5.1 Service areas and vehicular access shall be:
- a. Taken from the rear laneway or secondary street in the first instances; or
- b. Collocated where taken from the primary street to maximise the width of active frontages;

4.4.5.2 Access to onsite car parking spaces to be provided:
- a. Where available, from a right of way available for lawful use to access the relevant lot and which is adequately paved and drained from the property boundary to a dedicated road; or
- b. From a secondary street where no right of way exists; or
- c. From the primary street frontage where no secondary street or right-of way exists.

4.4.5.3 Access to a right of way is required to be trafficable to the nearest dedicated road. The cost to upgrade a right of way to make it trafficable is to be borne by the applicant.

4.4.5.4 Where vehicular access is provided from a street, all vehicles are required to enter and exit the site in forward gear.

4.4.5.5 Roller shutters, doors and screens are to be visually permeable.

4.4.5.6 Onsite parking for a development shall be located beneath or at the rear of buildings.

4.4.5.7 In a mixed-use development, car bays should be clearly signposted differentiating between the residential car bays and the commercial car bays.

4.4.5.8 Where on-site parking provided for customer/client use is not directly visible from the adjacent street, adequate signage is to be provided to promote public knowledge of and direction to the car park. This signage is to comply with the requirements of the City's Policy relating to Signs and Advertising.

4.4.5.9 Existing trees must not be removed to provide for vehicle access.

4.4.5.10 Each lot is to provide a maximum of one crossover.

4.4.5.11 The maximum width of a single crossover is 3m. The maximum width of a double crossover is 5m.

4.4.6 FACADE DESIGN

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

4.4.6.1 Development which fronts the public realm shall provide active frontages including glazing, openings and operable windows to ensure activity, interaction and surveillance of the street.

4.4.6.2 Ground floor spaces shall have a finished floor level to finished ceiling level height of a minimum of 3.5m.

4.4.6.3 Identify key design elements in the local area and streetscape through an Urban Design Study and integrate the design elements into building facades visible from the public realm. Developments shall:

a. Integrate high-quality, durable and diverse materials and finishes into the façade, avoiding reflective or glaring materials, and cosmetic or superficial attachments to the building;
b. Design appropriately scaled buildings, considering rhythm, proportion, and height;
c. Incorporate vertical articulation by using tall and narrow facade treatments;
d. Provide ground floor facades that balance human scale design by providing obvious and entrances, fine grain development and active facades;
e. Not present a blank, monotonous, repetitious or dominant building treatment, unless it is in keeping with the streetscape character;
f. Incorporate architectural or functional elements integrated into the façade, rather than cosmetic or superficial attachments to the building;
g. Incorporate articulation such as doorways, windows, seating ledges, sills, stall raisers and other three-dimensional detailing;
h. Integrate fire boosters, mail boxes and external fixtures into the building design or screen them so they appear as part of the facade; and
i. Signage is to be minimal and integrated into the design of the building on the ground floor.



4.4.6.4 Ground floor glazing and/or tinting shall have a minimum of 70 percent visible light transmission to provide unobscured visibility.

4.4.6.5 Security measures shall be:

a. Located and installed internally behind the glazing line or recessed between elements in the facade such as columns or doorway recesses; and
b. Transparent and visually permeable to allow views inside the building and enable internal light sources to be seen from the street.

4.4.6.6 Verandahs and colonnades are only permitted where they are constructed wholly within the lot boundaries of development site.

4.4.6.7 Development incorporates good passive solar design principles that reduce the reliance on mechanical systems for heating and cooling when designing the building facade.

4.4.6.8 The design, activation and materials of a building on a corner site should be articulated and expressed volumetrically, addressing both primary and secondary streets. In particular, the quality of the primary and secondary façade of the ground floor should be of similar quality.



4.4.7 PROJECTIONS AND AWNINGS

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

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

a. The weather protection will be integrated with the building design;
b. The weather protection shall be permanently fixed and shall be constructed of durable materials that provide sun and rain protection;
c. The weather protection shall project a minimum horizontal depth of 2.4m over the adjacent footpath; and
d. Awnings shall have a consistent clear height from footpath level between 2.75m and 3.5m;

4.4.7.2 Minor projections as defined by the R-Codes are excluded from the maximum building height calculation.

4.4.7.3 Balconies may project into the setback area, provided that such a projection complies with privacy requirements of the R-Codes.

4.4.8 MATERIALS AND FINISHES

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

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

4.4.9 ROOF DESIGN

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

4.4.9.1 Flat roof structures shall have a maximum solar absorptance rating of 0.4.

4.4.9.2 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.

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

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

4.4.10.1 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 to the public view.

4.4.10.2 Lift over-runs and rooftop plant rooms must not exceed 3.5m above the applicable maximum building height.

4.4.11 FUTURE REUSE

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

4.4.11.1 New buildings must be designed with a minimum 3.5m floor to ceiling height on the ground floor and all levels of parking to allow future adaptation in use. This could include ground floor tenancies being adapted from office to restaurant or parking structures being converted to habitable spaces in the future.

4.4.11.2 All developments (residential and non-residential) shall have regard to the following:

a. The structure of the building including the design of the elevation and location of openings designed to allow use for habitable purposes in the future; and
b. Ground floor commercial tenancies shall be designed with space for infrastructure such as grease traps, exhaust ducts and power supply to allow future adaptation into other uses which require these services such as restaurants and cafes.

4.4.12 LANDSCAPING

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

4.4.12.1 A landscape plan, prepared by a suitably qualified consultant, must be provided with all multiple dwellings, commercial and mixed-use development applications. The landscaping plan must include a species list and irrigation plan and is to be in accordance with the Residential Design Codes.

4.4.12.2 Development applications for commercial development must satisfy the following:

a. A minimum of 12 percent of the site area shall be provided Deep Soil Area (DSA). The Deep Soil Area shall have a minimum dimension of 1sqm (1m x 1m);
b. A minimum of 3 percent of the site area shall be provided as Planting Area. The Planting Area shall have a minimum dimension of 1sqm (1m x 1m);
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 percent of that area at ground level must be provided as canopy cover at maturity; and
e. Existing trees on a property must be retained where they meet the following criteria:
    i. Healthy specimens with ongoing viability;
    ii. Species is not on the State or local weed register;
    iii. Height of at least 4m, or trunk diameter of 160mm measured 1m from the ground, or average canopy diameter of at least 4m;
f. The proposed removal of any tree that meets clause 4.4.9.2 (above) is to be provided with an arboriculture assessment;
g. Where removal is deemed appropriate by the arboriculture assessment the trees must be replaced;
fh The proposed removal of any native vegetation is to be supported by a flora and fauna assessment; and
g. Uncovered car parking at ground level must be provided with canopy cover at maturity of at least 60 percent.

4.4.13 SERVICING AND FUNCTIONALITY

4.4.13.1 Waste storage facilities are to be provided on site and in accordance with City of Vincent waste guidelines for new developments;

4.4.13.2 Waste storage facilities are to be screened from direct public view.

4.4.13.3 Residential Waste storage areas must be separated from non-residential storage areas.

4.4.13.4 A Waste Management Plan is required for all residential properties over two dwellings, Mixed Use Developments, Commercial, Industrial and other non-residential developments.

4.4.14 HERITAGE AND CHARACTER MANAGEMENT

4.4.14.1 New buildings adjacent to character buildings, identified through the Urban Design Study, shall have an architectural character that respects and complements the existing surrounding character buildings. This character should draw from prominent materials and colours of the area and shall express and strengthen the intended place identity.

4.4.14.2 Contemporary architectural styles are acceptable provided they are designed manner that creatively interprets materials, forms, and patterns of the locality.



4.4.15 ENVIRONMENTALLY SUSTAINABLE DESIGN

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

4.4.15.1 Development that considers the whole of life environmental impact of the building and incorporates measures to reduce this impact;

4.4.15.2 Development shall incorporate:

a. Site planning principles that maximise solar passive design opportunities for both summer and winter; and
b. Recovery and re-use of rainwater, storm water, grey water and/or black water for non-potable water applications.

4.4.15.3 Development is encouraged to achieve the environmental performance standards shown in the below table, or their equivalent*.

4.4.15.4 A variety of Water Sensitive Urban Design (WSUD) principles are encouraged to be incorporated into every development within the precinct. These include:

a. On site storm water retention and detention for the 1 year, 1 hour ARI event;
b. Water and nutrient wise landscaping;
c. Permeable paving and ground covers;
d. Rain gardens, bio filters, tree pits, green walls and vegetated soak wells; and
e. Rainwater tanks, either for garden use or plumbed back into a building for reuse.

ACCEPTED RATING FRAMEWORK	SPECIFICATION/COMPLIANCE REQUIREMENTS	MINIMUM REQUIREMENTS TO BE ACHIEVED	EVIDENCE
Green Building Council of Australia's Green Star Rating System.	Current design and As-built rating tool.	5-star Green Star rating.	Preliminary Sustainable Design Report prepared by a Green Star Accredited professional using the current Green Star Design and As-built rating tool scorecard to demonstrate eligibility for 5-star Green Star rating.
Life Cycle Assessment in accordance with EN15978 - Sustainability of Construction Works – assessment of environmental performance of buildings – calculation method.	System boundary must include all Life Cycle Modules (A1-2, B1-7, C1-4 and D) in addition to non-integrated energy (plug loads).	Global Warming Potential and Net Fresh Water Use performance reduction as per Table *** below.	Independently reviewed EN15978 compliant target setting LCA with a 20 percent factor of safety applied to improvement strategies.

BUILDING TYPE	PERFORMANCE UNIT	
	GLOBAL WARMING POTENTIAL	NET FRESH WATER USE
Suburban Frame	<2,250 kgCO2e/occupant/year (50 percent saving against Perth statistical average residences).	<57m3 /occupant /year (50 percent saving against Perth statistical average residences.
Commercial Office (BCA Class 5)	<104 kgCO2e/m2 net lettable area/year (30 percent saving against Perth statistical average office).	<1.25m3/m2 net lettable area/year (25 percent saving against Perth statistical average office).
All Other Building Types	30% saving against code-compliant design.	25% saving against code-compliant design.

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

4.4.16 SAFETY, LIGHTING AND CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

4.4.16.1 All areas of the private and public realms, especially places with lower volumes of foot traffic, must be adequately lit and designed to ensure that sightlines are provided from areas of high pedestrian traffic.

4.4.16.2 Lighting is provided to all areas that can be accessed by pedestrians.

4.4.17 PAVEMENT IN LIEU OF PUBLIC OPEN SPACE RESERVES

4.4.17.1 Pursuant to s.153(1)(b) of the *Planning and Development Act 2005*, all subdivision of land that creates three or more lots must be subject to a condition requiring that the owner of the land to cede up to 10 percent of that land for the purpose of public open space, or make a payment equal to 10 percent of the value of that land to the local government.

4.4.17.2 Sub-clause '4.4.16.1' applies to all subdivision types including strata, survey strata, freehold, and community title. If a portion of land is subject to multiple eligible subdivisions, that portion of land will only be required to contribute once.

4.4.18 ROAD RESERVES, LANEWAYS AND PEDESTRIAN LINKS

4.4.18.1 Construction of a laneway or pedestrian link provided in accordance with Clause 6.1 is to be constructed by the owner/applicant.

As a condition of development or subdivision approval, properties affected by a road reservation are required to vest that portion of road reserve to the Crown as a condition of development or subdivision approval, whichever occurs first.

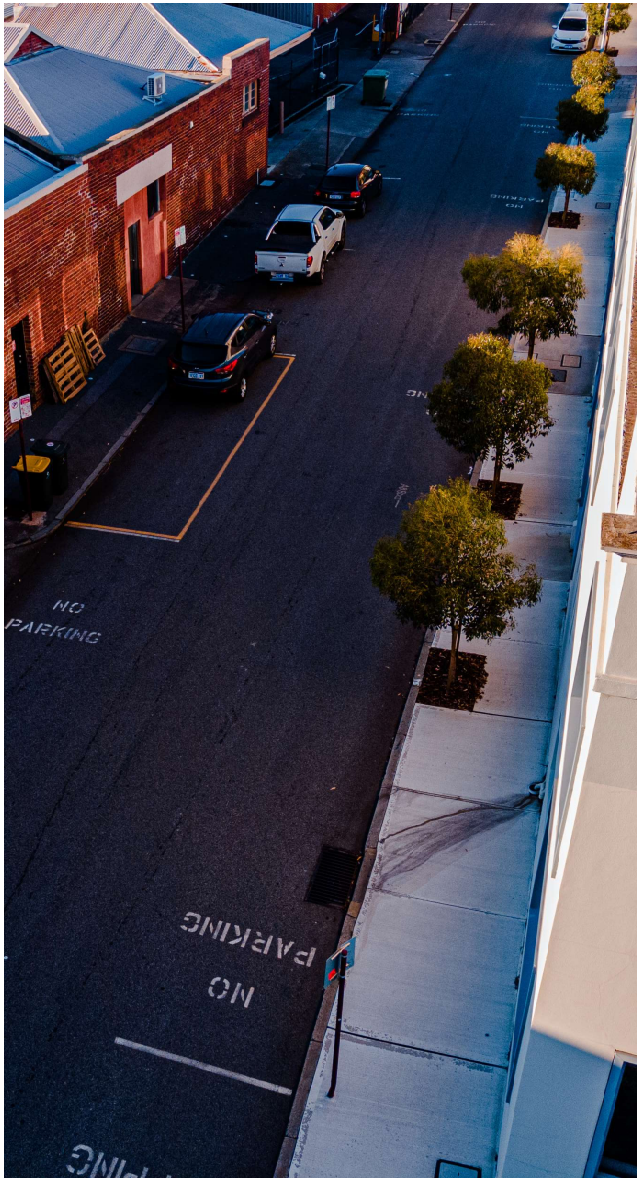
The City will provide technical advice on the detailed design.

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

4.4.19 PARKING

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

Note: The Perth Parking Policy 2014 prevails over the Local Planning Policy: Non-Residential Parking, and the R-Codes.



4.5 SPECIFIC DEVELOPMENT PROVISIONS

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

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

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



4.5.1 NEWCASTLE STREET NORTH

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

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

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

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

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

PROJECTIONS AND AWNINGS		
R-Codes	**Replace**	**Remain**
	Clause A 1.12 of this Policy applies in addition to Acceptable Outcome A 4.10.1 to A 4.10.6 of the R-Codes Volume 2.	Acceptable Outcome A 4.10.1 to A 4.10.6 of the R-Codes Volume 2 remains and applies.
Acceptable Outcomes		
A 1.12	Provide protective continuous awnings over the pedestrian footpath are provided, which shall: • Awnings shall have a consistent clear height from footpath level between 2.75m and 3.5m. • Be setback a minimum of 600mm from the face of kerb; • Respond to any existing and/or proposed verge trees; • Respond to the height, depth and form of existing awnings on the subject and adjoining buildings; • Respond to the slope of the site; and • Integrated with the design of the facade.	

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





4.5.2 CITY MOTORS SITE

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

STREET SETBACKS		
R-Codes	**Replace**	**Remain**
	Clause A 2.4 to A 2.6 of this Policy replaces Acceptable Outcome A 2.3.1 of the R-Codes Volume 2.	-
Acceptable Outcomes		
A 2.4	Podium (up to four storeys): nil	
A 2.5	Tower (up to 8 storeys) (29.5m) • Graham Farmer Freeway: Minimum 4m • Mitchell Freeway/Charles Street: Minimum 4m • Golding Street: Minimum 6m • Newcastle Street: 6m	
A 2.6	Tower (9 storeys and above) • Graham Farmer Freeway: Minimum 6m • Mitchell Freeway/Charles Street: Minimum 6m • Golding Street: Minimum 12m • Newcastle Street: 12m	

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

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

4.5.3 NO. 1 & 15 DRUMMOND PLACE

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

STREET SETBACKS		
R-Codes	**Replace**	**Remain**
	Clause A 3.4 to A 3.6 of this Policy replaces Acceptable Outcome A 2.3.1 of the R-Codes Volume 2.	
Acceptable Outcomes		
A 3.4	Podium (up to four storeys) (15.5m): • Drummond Place: nil • Simpson Street: 3m • Leederville Parade / Graham Farmer Freeway: Nil	
A 3.5	Tower (up to 8 storeys) (29.5m) • Drummond Place: 5m • Simpson Street: 5m • Leederville Parade / Graham Farmer Freeway: 4m	
A 3.6	Tower (above 9 storeys) • Drummond Place: 7m • Simpson Street: 7m • Leederville Parade / Graham Farmer Freeway: 6m	

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

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



4.5.4 SIMPSON STREET

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



4.5.5 ALL OTHER AREAS

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

STREET SETBACKS		
R-Codes	**Replace**	**Remain**
	Clause A 5.4 to A 5.9 of this Policy replaces Acceptable Outcome A 2.3.1 of the R-Codes Volume 2.	-
Acceptable Outcomes		
A 5.4	Podium (up to 3 storeys) (12m) • Primary setback: nil	
A 5.5	Tower (up to 8 storeys) (29.5m) • Primary setback: 5m	
A 5.6	Tower (9 storeys and above) • Primary setback: 7m	

SIDE AND REAR SETBACKS		
R-Codes	**Replace**	**Remain**
	Clause A 5.7 to A 5.9 of this Policy applies in addition to Acceptable Outcome A2.4.1 and A2.4.2 of the R-Codes Volume 2.	Clause A 2.4.1 and 2.4.2 of the R-Codes Volume 2 remains and applies.
Acceptable Outcomes		
A 5.7	Podium (up to 3 storeys) (12m) • Side setback: 3m • Rear/other setback: 3m	
A 5.8	Tower (up to 8 storeys) (29.5m) • Side setback: 4m • Rear/other: 4m	
A 5.9	Tower (9 storeys and above) • Side setback: 6m • Rear/other: 6m	



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



4.6 DEVELOPMENT INCENTIVES FOR COMMUNITY BENEFIT

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

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

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



MANDATORY CRITERIA	
1.	A transport analysis supports the additional vehicular movements generated by the proposal. The analysis also includes enhancement of pedestrian and cycle movement within and to the development.
2.	The development meets the energy efficiency requirements as set out in clause 4.4.15 of this Policy.
3.	The additional height mitigates adverse impacts to adjoining properties with regard to solar access of outdoor living areas, major openings, solar collectors or spaces such as alfresco areas, outdoor dining and pedestrian arcades.
4.	A servicing analysis supports the additional demand on infrastructure.
5.	Retention and enhancement of places of heritage significance (Aboriginal or European) that may be located on the development site or immediately adjacent.
6.	Provision of landscaping beyond the requirements of this Policy. This includes: • Providing 5 percent more deep soil area above what is required under clause 4.4.12 of this Policy; or • Providing 10 percent more on structure planting above what is required under clause 4.4.12 of this Policy; and • Providing double the amount of trees required by Clause A3.3.5 of the R-Codes Volume 2. The additional landscaping is to feature advanced planting on both the podium as well as the storeys above, with evidence of the ability for this to grow and be sustained.

	Additional Criteria - Priority One	Points
1.	Provide a pedestrian laneway at a minimum width of 4m. The provision of a pedestrian laneway is to provide links between the streets listed below and is to be supported by active ground floor uses. Additional Criteria 1 is only available to the lots: • Bounded by Newcastle Street, Golding Street, Old Aberdeen Place and Charles Street; • Between Golding Street and Cleaver Street; • Between Cleaver Street and Tandy Street; • Between Tandy Street and Macvean Lane; and • Between Macvean Lane and Douglas Street. The location of the pedestrian laneways shall be creatively designed by the applicant, with the support of the Design Review Panel. Laneways shall: • Be designed with pedestrians in mind. • Provide comfortable seating to encourage people to stop and stay awhile. • Include landscaping to soften the urban environment and create a more pleasant atmosphere. • Provide lighting to enhance safety and create an inviting atmosphere. • Consider artwork and murals to make the laneway more interesting and engaging. • Include active land uses that address the laneway. • Support the ability to host events and activities.	50
2.	Character buildings, identified through the Urban Design Study, are retained integrated and celebrated within the development, with the support of the Design Review Panel. The applicant is to demonstrate why a particular building is significant and should be retained.	50

3.	Applicant has entered a contract proving commercial space with peppercorn leasing for no less than 5 years for a registered enterprise within the creative arts and cultural industries. The creative arts industry includes: • Arts and crafts • Designers, makers, and fabrication • Designer fashion • Education and civic • Film • Galleries • Interactive leisure software • Music • Performing arts • Publishing • Social enterprise • TV and radio At the discretion of the City, applicants can justify other sectors that focus on producing and promoting creative works, products, and services that are designed to entertain, educate, and inspire people.	50 points
Additional Criteria - Priority Two		**Points**
4.	Public or Community infrastructure improvements in the form of streetscape improvements, transport improvement, public open space enhancement, community space and contribution to individual infrastructure item with evidence that the infrastructure is needed and supported within proximity to the development, at the discretion of the City. Forms of evidence include a developer led Community Needs Assessment, Appendix X - Context Analysis Report, or similar. The applicant is advised to refer to 05 The Public Realm - Place Plan to understand which actions are applicable.	10 points per action delivered
Additional Criteria - Priority Three		**Points**
5..	Applicant has entered into a contract to deliver a minimum 10 percent affordable dwellings in partnership with an approved housing provider or not-for-profit organisation recognised by the Housing Authority.	50
6.	Providing universal access dwellings as follows: • 15 per cent of all dwellings, across a range of dwelling sizes, meet Gold Level requirements as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia); or • 8 per cent of dwellings are designed to Platinum Level as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia). Or A dwelling type identified as a priority by the local government, such as aged and dependent dwellings, one-bedroom apartments, key-worker dwellings or other innovative housing models with evidence that the dwelling type is needed and supported.	30



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



05 THE PUBLIC REALM - PLACE PLAN

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

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

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

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

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

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

- Action
- Rationale
- Delivery

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

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

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

These include:

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

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

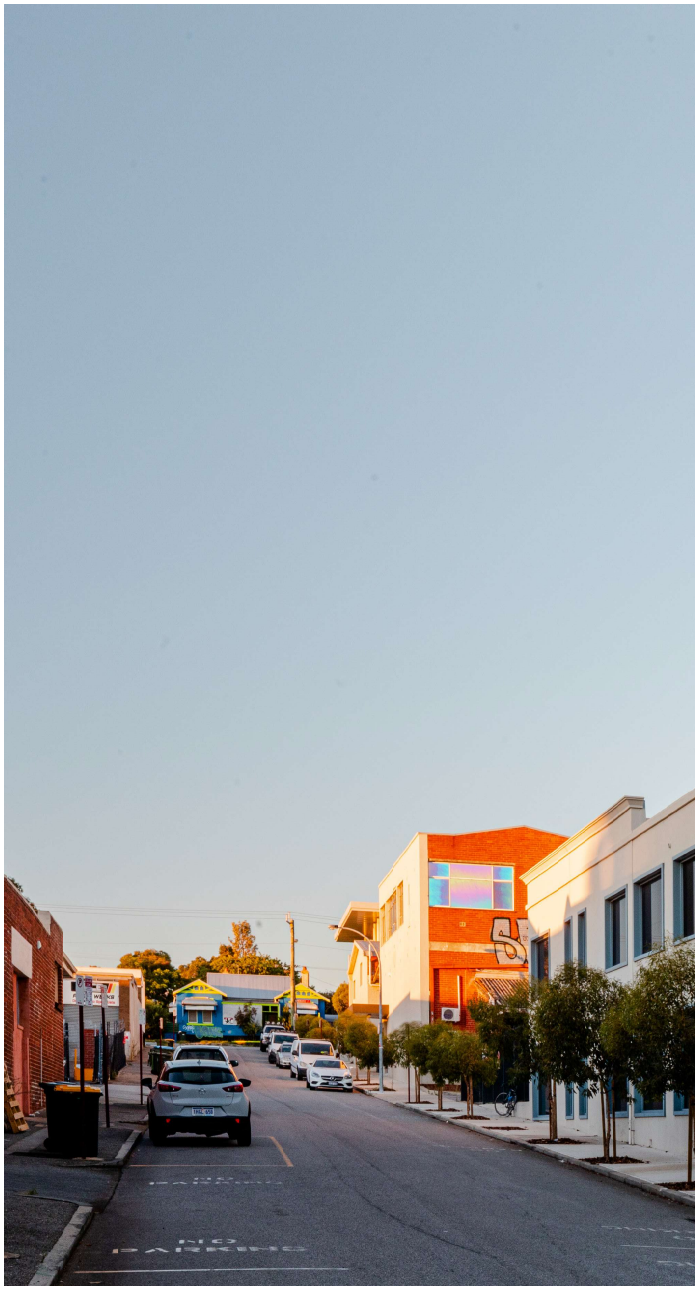
The Implementation Framework sets out the actions, and the delivery of these.

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

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

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

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



5.1 ENHANCED ENVIRONMENT

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

ACTION 5.1.1 DESIGN AND IMPLEMENT IMPROVEMENTS TO THE PICKLE PARK.

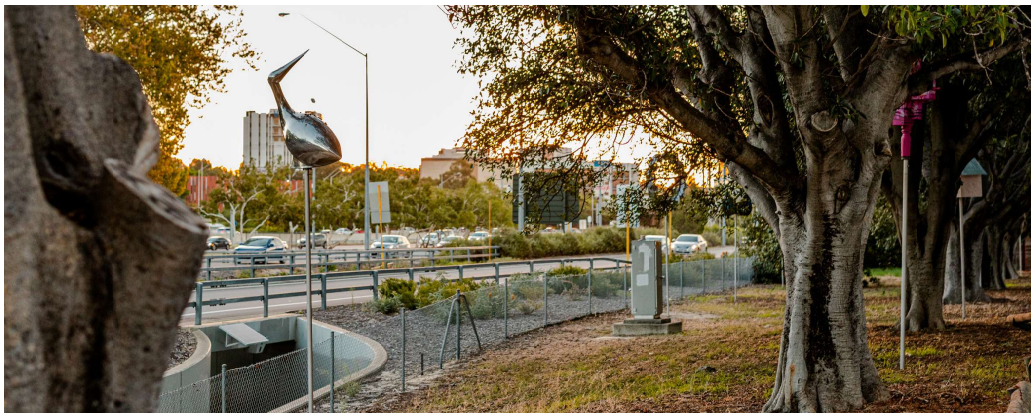
Rationale	The verge along Old Aberdeen Place is in close proximity to the Graham Farmer Freeway and features a number of established trees and shrubs, but is not maintained to a high standard consisting of weeds and loose rocks. This presents the opportunity to improve the design, planting and maintenance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

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

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

ACTION 5.1.3 INCREASE USABILITY OF SUTHERLAND RESERVE.

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





ACTION 5.1.4 IMPROVE URBAN CANOPY.				
Rationale	Canopy cover plays an important role in creating walkable and liveable neighbourhoods and encouraging people to linger longer. The Pickle District's urban canopy is very low. Some mature trees can be found around the perimeter, particularly at Sutherland Reserve and the Old Aberdeen Place verge, but the streets throughout are severely lacking. Some young trees were recently planted along Cleaver and Golding Streets as part of the street upgrades. The Pickle District is included in Western Power's Vincent Underground Power Project, West Perth Project Area 1190, where the remainder of the district will be under grounded. Detailed design is anticipated to occur in 2025 and construction in 2027. This will present opportunities to allow additional street tree planting and for trees to mature and canopy to without the restriction of power lines. The City will develop an Urban Forest Plan for the WPPF area that will: • Review existing challenges in establishing mature trees with canopy coverage in the built environment; • Recommend suitable tree species; and • Identify tree planting opportunities in median strips, verge, footpath and parking areas.			
Delivery	The City will develop and implement an Urban Forest Plan to improve the tree canopy in the Pickle District and surrounding residential streets. It is anticipated that actions identified in the Urban Forest Plan will be delivered by developers seeking development incentives for community benefit.			
	Development Incentives for Community Benefit, Additional Criteria 4 - Priority Two Developers will have the opportunity to contribute towards actions in the City's Urban Forest Plan for the WPPF area.			
	Timeframe:	2026/27	Lead:	City
	Budget:	$20,000 (Plan)	Source:	Internal

5.2 ACCESSIBLE CITY

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



LEGEND

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

ACTION 5.2.1 DEVELOP AND IMPLEMENT MAIN STREET UPGRADES.

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

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

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

ACTION 5.2.3 DEVELOP AND IMPLEMENT A PLAN TO IMPROVE PEDESTRIAN EXPERIENCE.				
Rationale	The walkability of the area is poor due to inconsistent path widths and a severe lack of shade. Improvements to the pedestrian experience will create a sense of place and identity, encourage people to linger longer and support the local businesses and growing economy. With the undergrounding of power anticipated to be completed in 2028 (West Perth Project Area 1190 in Western Power's Vincent Underground Power Project), this will allow opportunities to reduce footpath clutter and upgrade lighting, improving the walkability of the Pickle District. Improvements to the pedestrian experience should address paths, tree planting and shade.			
Delivery	The City will dentify required improvements to the pedestrian experience and develop a plan for delivery. It is anticipated that improvements identified can be delivered by developers seeking development incentives for community benefit.			
	Development Incentives for Community Benefit, Additional Criteria 4 - Priority Two Developers will have the opportunity to contribute towards pedestrian experience upgrades from the City's plan.			
	Timeframe:	2025/26	Lead:	City / Private
	Budget:	$50,000 (Plan)	Source:	Internal / External



ACTION 5.2.4 INVESTIGATE FEASIBILITY OF DRUMMOND PLACE UNDERPASS.				
Rationale	Loftus Street is a major impediment to pedestrian movement, particularly between Leederville Town Centre and the Pickle District. An underpass for pedestrians and cyclists would provide a safe route without the interruptions of heavy traffic and intersections. It would also leverage the vibrant and active Leederville Town Centre by encouraging patrons to walk across to the Pickle District.			
Delivery	Investigate the feasibility of an underpass to connect Drummond Place to Leederville for pedestrians and cyclists, and advocate for exploration of opportunities to State Government and other relevant organisations.			
	Timeframe:	2025/26-2026/27	Lead:	City
	Budget:	$0	Source:	FTE

ACTION 5.2.5 IMPLEMENT VINCENT WAYFINDING SIGNAGE PLAN.				
Rationale	Wayfinding is a critical component to the legibility and walkability of a place. It helps people determine how to move through spaces, guided by architecture, urban design, landmarks and views. Wayfinding in Vincent has significant room for improvement. An over proliferation of signage and styles competes for attention and can result in confusion. The Vincent Wayfinding Signage Plan has been prepared and will be implemented to: • Create a comprehensive, clear and consistent visual communication system with concise messaging; • Only include the information that is relevant to the space, location and navigation path; and • Focus on active transportation mode users, particularly pedestrians and cyclists.			
Delivery	Implement the Vincent Wayfinding Signage Plan in the Pickle District and investigate additional branding opportunities.			
	Development Incentives for Community Benefit, Additional Criteria 4 - Priority Two Developers will have the opportunity to contribute towards the delivery of the City's Wayfinding Signage Plan.			
	Timeframe:	2023/24	Lead:	City / Private
	Budget:	$50,000	Source:	Internal / External

5.3 CONNECTED & HEALTHY COMMUNITY

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

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



5.4 THRIVING PLACES

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



Arts, Culture and Activation

LEGEND

- ACTION 5.4.1 ARTLET LOCATIONS
- ACTION 5.4.4 DISTRICT GATEWAYS
- ACTION 5.4.2 PEDESTRIAN LANEWAY
- PUBLIC OPEN SPACE
- 400 METRE RADIUS
- PRECINCT BOUNDARY
- ART STUDIO
- ART GALLERY
- CINEMA
- EVENTS
- CAFE
- LIVE MUSIC VENUE

ACTION 5.4.1 COLLABORATE WITH THE PICKLE DISTRICT TOWN TEAM TO IMPLEMENT ART FOR ARTLETS.				
Rationale	The arrival of creative businesses and their involvement in the local town team over recent years has seen the Pickle District organically emerge as an inner city arts precinct. The town team are well placed to define the artistic vision for the area and contribute towards curation and delivery of public artworks. There is an opportunity to work with the town team to curate and deliver public artworks on concrete nib 'artlets' located along Cleaver Street. This action aligns with the Pickle District Town Team's Action Plan (Proposition Two, Actions 6 and 12), which identifies the opportunity to experiment with design and art ideas to improve Cleaver Street.			
Delivery	The City will collaborate with The Pickle District Town Team to curate and deliver public artworks for the Cleaver Street artlets. Developers will have the opportunity to contribute funding towards the public art project through the development incentives for community benefit and through the percent for art scheme.			
	Development Incentives for Community Benefit, Additional Criteria 4 - Priority Two Developers will be have the opportunity to contribute towards the public art projects for artlets.			
	Timeframe:	2023/24	Lead:	City / Community
	Budget:	$120,000	Source:	Internal / External

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

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



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

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



5.5 SENSITIVE DESIGN

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

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



5.6 INNOVATIVE AND ACCOUNTABLE

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

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



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

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

5.7 IMPLEMENTATION FRAMEWORK

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

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



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