

9.5 ADVERTISING OF THE DRAFT WILLIAM STREET PLANNING FRAMEWORK

- Attachments:**
- 1. Draft William Street Planning Framework**
 - 2. Review of Central Perth Design Policies and New Northbridge Design Guidelines**

RECOMMENDATION**That Council**

- 1. PREPARES the draft William Street Planning Framework as included in Attachment 1, for the purpose of community consultation, pursuant to Schedule 2, Part 2, Clause 4(1) of the *Planning and Development (Local Planning Schemes) Regulations 2015*;**
- 2. AUTHORISES the Chief Executive Officer to advertise the draft William Street Planning Framework in accordance with Schedule 2, Part 2, Clause 4(1) of the *Planning and Development (Local Planning Schemes) Regulations 2015*;**
- 3. PREPARES a notice of proposed revocation of the New Northbridge Design Guidelines and Central Perth Development Policies, for the purpose of community consultation pursuant to Schedule 2, Part 2, Clause 6 of the *Planning and Development (Local Planning Schemes) Regulations 2015*; and**
- 4. NOTES that any submissions received during the advertising period would be presented to Council for consideration.**

PURPOSE OF REPORT:

For Council to approve the draft William Street Planning Framework (WSPF, included in Attachment 1) and the proposed revocation of the New Northbridge Design Guidelines (NNDG) and Central Perth Development Policies (CPDP) for the purposes of community consultation.

DELEGATION:

In accordance with Clause 4 of the *Planning and Development (Local Planning Scheme) Regulations 2015* (the Regulations) a local government may prepare a local planning policy. In accordance with Clause 6 of the Regulations, a local government may revoke a local planning policy.

In accordance with the *Local Government Act 1995* the term 'local government' refers to the elected Council.

Council has not provided any delegation to Administration for adopting and revoking local planning policies and/or Place Plans.

BACKGROUND:William Street Planning Framework

The State Planning Framework currently sets density targets for the City which includes:

- Accommodating an additional 11,500 dwellings across the City by 2050 in accordance with [Perth and Peel @ 3.5 Million](#); and
- Achieving a density of 25–35 dwellings per hectare within town centres, consistent with [State Planning Policy 4.2 – Activity Centres \(SPP4.2\)](#).

The City's Local Planning Strategy (Strategy) was endorsed in 2016 and sets out the long-term planning direction for the City so that it is consistent with the State Planning Framework.

The Strategy takes a place-based planning approach and outlines that higher-density development should be focussed in town centres, urban corridors, and strategic growth areas. This approach helps minimise density increases within established residential areas.

This approach of the Strategy informs the City's Local Planning Scheme No. 2 (LPS2) as well as its local planning policies.

Consistent with SPP4.2 and the Strategy, the draft WSPF is a local planning policy that would provide guidance to ensure that redevelopment can be achieved in a manner that aligns with community expectations and respects the unique context of William Street. It also functions as a Place Plan to guide the City's resources and investment in the public realm.

Overview of the William Street Planning Framework Area

The draft WSPF area includes the current town centre located between Newcastle Street and Brisbane Street. The boundary of the draft WSPF also expands beyond this to include the wider area bound by Newcastle Street to the south, Lake Street to the west, Bulwer Street to the north and Lindsay Street/Baker Avenue to the east as shown in **Figure 1**.

This boundary reflects feedback from the community engagement and input from the Design Review Panel (DRP) that highlighted the strong connection of the traditional town centre and surrounding areas including the Brookman and Moir Precinct that contributes towards the identity and sense of place of the locality.

The boundaries of the draft WSPF also reflects the commercial core of William Street and includes the surrounding neighbourhood of the Brookman and Moir precinct and adjacent residential areas that are integral to the vibrancy of the area.



Figure 1 – Draft WSPF Boundary and Sub-Precincts

William Street Planning Framework Process to Date

The WSPF project commenced in October 2023 with Administration undertaking detailed context analysis of the planning framework area. This analysis included:

- Engagement with business owners and tenants along William Street engaged to understand their vision for the area and future intentions for their property;
- Desktop research to review existing informing strategies and plans;
- Context mapping to identify existing urban structure, land use, built form heritage and character, and movement patterns were analysed along with economic and demographic data to understand performance of William Street; and
- Identifying strengths, weaknesses, opportunities and threats.

A copy of this context analysis is linked [here](#).

Preliminary Community Engagement

Following the context analysis, Administration undertook a two-phase preliminary community engagement program to inform the preparation of the Draft WSPF. This program was communicated through a combination of online surveys, face to face workshops, letters and contact to key landowners of the precinct.

Phase One captured open-ended community feedback on the future of the town centre to inform the next stage of engagement. 113 responses were received on the online survey and 60 people attended a workshop that was held at Hotel Northbridge on 18 April 2024.

Phase Two focussed on feedback on specific planning controls and Place Plan actions which informed the draft WSPF. 49 responses were received on the online survey, with 30 people attending a workshop that was held at Hotel Northbridge on 30 May 2024, 11 people attending a 'walkshop' on 8 June 2024, and five people attending a pedestrian and safety audit on 13 June 2024.

Key insights from the preliminary community engagement include:

- Community concerns highlighted issues relating to the need for cleaning and activation of the area, due to there being a high amount of graffiti and long-term vacant sites.
- There are challenges in managing the affordability, appeal and growth of William Street due to threats including economic shifts, gentrification, and traffic congestion.
- There are opportunities for the precinct to accommodate higher density and promote alternative transport modes, leveraging its vibrant hospitality and retail scene.

The Community Engagement Report is linked [here](#).

Design Review Panel Feedback

Building heights, street setbacks, building transitions, land use, and public realm elements of the draft WSPF were reviewed by the City's DRP. The DRP's feedback is summarised below:

- Support for appropriate building heights that respect the area's heritage and character, provided that there is a suitable transition to mitigate the impact on surrounding residential and heritage areas. A key feature of increasing building height should be to secure community benefits.
- Support for potential additional building height on key strategic sites that align with the framework's objectives. This would include increased height on the City Toyota site which is a key opportunity because there are no other examples of landholdings of this size in close proximity to the City.
- Support for encouraging the redevelopment of long-term vacant sites, activating frontages, and preserving the precinct's character.
- Prioritise traffic and transport improvements, including:
 - Introducing pedestrian crossings to improve safety.
 - Calming traffic speeds to create a safer environment.
 - Advocating for public transport upgrades to enhance connectivity.

This feedback was incorporated into the draft WSPF.

New Northbridge Design Guidelines and Central Perth Development Policies

In 2010 the East Perth Redevelopment Authority (now DevelopmentWA) established a planning framework to guide the redevelopment of the Central Perth area. This framework included a redevelopment scheme, the NNDG and CPDP, and a Heritage Inventory. The NNDG and CPDP applies to the Lindsay Street Precinct as shown in **Figure 2**, between William, Newcastle and Beaufort Streets.



Figure 2: Lindsay Street Precinct

LPS2 was amended on 24 December 2020 to return planning control of the Lindsay Street Precinct from DevelopmentWA back to the City. As part of this DevelopmentWA's policies and guidelines were retained and continue to apply. This means that the City's Policy No. 7.1.1 – Built Form (Built Form Policy) does not apply to the Lindsay Street Precinct.

DETAILS:

William Street Planning Framework

Overview of the Draft William Street Planning Framework

The draft WSPF comprises of six parts:

- Parts 1-3 describe the William Street area, set the vision and objectives for the draft WSPF.
- Part 4 is the statutory planning provisions that outlines the development controls for privately owned land.
- Part 5 establishes the framework for community benefits which offers height bonuses in exchange for the provision of community benefits.
- Part 6 is the William Street Place Plan which guides the City to deliver a range of place-based initiatives and to effectively support and coordinate improvements in the public realm.

The draft WSPF has three appendices:

- Relationship of the draft WSPF to the Residential Design Codes (R Codes) which sets out which clauses of the R Codes are amended and/or replaced by the acceptable outcomes of the framework.
- Community Benefit Procedural Guide which guidance on how the community benefit framework operates, information for proponents to address in submitting a proposal that proposes development incentives, and how funds collected would be used by the City.
- A glossary of defined terms.

Key Elements of the Draft William Street Planning Framework

The sub-precincts of the draft WSPF are shown in **Figure 1** and are described below:

- William Street Core – This section of William Street is located between Newcastle Street and Robinson Avenue and includes the commercial area that is the vibrant heart of the area. This sub-precinct is envisioned to continue to thrive with hospitality, retail, and cultural activities, complemented by diverse housing and commercial uses. Future development would enhance walkability, respect the precinct's cultural history, and manage transitions to adjacent areas.
- Newcastle Street – This sub-precinct is located to the west of the William Street Core, between Newcastle Street, Lake Street and Forbes Road. This sub-precinct offers opportunities for taller, denser developments with integrated public spaces while protecting and celebrating nearby heritage sites including the Brookman and Moir Precinct. Future development would support Forbes Road to transform into a pedestrian-friendly shared street and increase activation in the area.

- Urban Frame A – This sub-precinct is located to the east of the William Street Core, between Newcastle Street, Lindsay Street and Brisbane Street. This area is envisioned to be a medium-density precinct that successfully balances increased activation and vibrancy from new mixed use developments with existing residential and heritage properties.
- Urban Frame B – This sub-precinct is separated into two areas, being along Brisbane Street between Lake Street and Lindsay Street, and on the corner of Lake Street and Bulwer Street. This sub-precinct would encourage a ‘village feel’ that blends existing heritage and character features with new medium density low-rise developments. These new developments would improve the public realm by prioritising walking and providing alfresco dining opportunities.
- William Street North – This sub-precinct is located along William Street to the north of the Core sub-precinct, between Robinson Avenue and Bulwer Street. As the northern gateway to the area, this sub-precinct is identified for medium-to-large-scale residential and mixed-use redevelopment to occur. Public realm improvements would support increased activity in this sub-precinct through the creation of vibrant street environments, implementation of traffic calming measures, and improved access to Tu Do Park.
- Residential – This sub-precinct is separated into three areas that are located between the various other sub-precincts. This sub-precinct would increase the diversity of housing options in a manner that blends seamlessly with existing homes. Non-residential uses may also occur within these areas where they do not impact on the existing amenity.

Part 4 of the draft WSPF provides for the statutory planning standards that would apply to developments in the area. These standards would replace the City’s current Built Form Policy which currently provides for the planning controls for the area. The General Standards of the WSPF are consistent with the existing standards of the Built Form Policy. More specific standards are provided for each of the sub-precincts.

Part 5 of the draft WSPF provides for the Community Benefit Framework. This provides the opportunity for additional height to be proposed in exchange for community benefits such as public amenities or affordable housing. This community benefit would be delivered through a 3 percent contribution made by the proponent for each additional storey above the acceptable height and up to the maximum height.

Part 6 of the draft WSPF provides for a new William Street Place Plan which contains 20 actions that seek to deliver improvements to the public realm, improvements to active and public transport, and increased activation within the town centre. These actions were developed through the context analysis and preliminary community engagement processes. Each action is aligned with one of the six priority areas of the Strategic Community Plan and includes indicative timeframes, budgets and project leads.

Key Themes from Preliminary Community Engagement

The key themes from the preliminary community engagement and how this is addressed in the draft WSPF is summarised below.

Key Theme	Detail
<u>Building Height</u> The opportunity exists for greater density and building height to take advantage of the inner-city location.	The draft WSPF proposes the following building heights <u>William Street Core and Newcastle Street</u> Acceptable – 8 storeys Maximum – 9 storeys <u>William Street North</u> Acceptable – 5 storeys Maximum – 7 storeys <u>Urban Frame A</u> Maximum – 6 storeys <u>Urban Frame B</u> Maximum – 4 storeys

Key Theme	Detail
	<u>Residential</u> Maximum – 2 storeys for R25 coded properties, and 3 storeys for R50 coded properties. William Street is an inner-city centre adjacent to the Perth CBD and has strong public transport links. Increasing building heights in targeted locations with the WSPF area would reduce the need for height increases elsewhere in the precinct. This would encourage redevelopment to occur and would increase the availability of housing and result in economic benefits through increased patronage of businesses.
<u>Strategic Development Sites</u> The size of the City Toyota site and the neighbouring lots present an opportunity to redevelop into a large mixed-use development.	The draft WSPF proposes to include City Toyota as one of two Strategic Development Sites which allow for greater height up to 15 storeys. The other site is the William Street Carpark which would allow for greater height up to 12 storeys. The size of these sites can accommodate greater density and suitably manage the transition to lower density areas.
<u>Heritage & Character</u> The existing heritage and built form character of the broader area should be retained and protected from new significant developments.	The draft WSPF provides for building setbacks to manage the transition between high density redevelopment and existing heritage areas and heritage-listed properties. The City's suite of heritage policies would also continue to apply to new developments to mitigate any impacts. Existing heritage and character streets within the draft WSPF would remain at their current density to minimise the extent of any change to their built form character.
<u>Car Parking</u> The location of the area, typical land uses and current building stock provide opportunities to reduce car use and support greater alfresco dining options.	The draft WSPF proposes to remove non-residential car parking requirements. This is to be replaced by an 'open' option. This would be consistent with the City's Accessible City Strategy (ACS) which encourages a mode shift towards alternative forms of transport. The proximity of William Street to public transport options would support this.
<u>Land Use</u> More opportunities should be provided for diverse businesses and temporary uses for vacant shops (such as pop-ups, markets). There is a unique mix of businesses in the area that should be maintained as redevelopment occurs.	The William Street Place Plan proposes actions to investigate opportunities to encourage temporary uses to activate vacant properties and improve the quality of lighting. Temporary activation of long-term vacant shops and properties would deter anti-social behaviour and improve the streetscape appearance until long-term redevelopment can occur. Improved lighting along with activation would improve the perception of safety.
<u>Lighting & Safety</u> Residents feel unsafe at night and want better lighting and more passive surveillance to address safety concerns.	
<u>Tree Canopy</u> Greening and tree planting is the most important streetscape improvement and should be integrated into future developments and public spaces.	The draft WSPF would provide landscaping and water sensitive urban design standards that are consistent with the current standards of the Built Form Policy. On-site tree planting for residential and mixed use developments would also be subject to the acceptable outcomes of the R Codes Volume 2. The William Street Place Plan proposes an action to develop and implement an Urban Greening Strategy to improve the tree canopy in the town centre. The William Street Town Centre has less than 10 percent tree canopy and limited public land for expanding the existing tree

Key Theme	Detail
	canopy. An increased and consistent urban canopy would improve the walkability and comfort of a place encouraging people to linger longer and use active transport options.
<u>Traffic, Cycling & Walkability</u> William Street is dangerous to cross and would benefit from more pedestrian-friendly crossings. Dedicated north-south and east-west cycling routes to enhance walkability and reduce reliance on cars are also needed.	The William Street Place Plan proposes actions to investigate opportunities to provide traffic calming measures and safe places for pedestrians to cross William Street. Implementing actions to calm traffic, improve walkability, and encourage mode shift aligns with the ACS, which aims to enhance accessibility and support more sustainable transport options.
<u>Streetscape Improvements</u> Footpaths should be less cluttered and more high-quality public spaces should be provided for gathering. Consistent streetscape furniture and placement should be provided.	The William Street Place Plan proposes actions to improve the pedestrian experience by developing streetscape guidelines to consolidate infrastructure.

Central Perth Development Policies and New Northbridge Design Guidelines

The draft WSPF will incorporate most of the Lindsay Street Precinct in the area that is located between Newcastle Street, William Street and the western side of Lindsay Street. The properties on the eastern side of Lindsay Street and fronting Beaufort Street would be outside of the draft WSPF area.

Central Perth Development Policies

The CPDP provides for performance-based standards to guide new development proposals.

Administration proposes to revoke the CPDP as its provisions are generally addressed through existing state planning policies and the City's local planning policies. A detailed assessment of the CPDP is included in **Attachment 2** and summarised below.

Key Theme	Detail
<u>Sustainability</u> Details the requirements for new buildings to be achieve certain Green Star ratings.	This is addressed by the draft WSPF which seeks for new developments to achieve a 5-star Green Star rating consistent with the current Built Form Policy standards. The R Codes Volume 2 also provides for environmentally sustainable design outcomes to be achieved.
<u>Heritage</u> Provides performance standards to guide the assessment of development applications.	This is addressed by City's Local Planning Policy: Development Guidelines for Heritage Places and Local Planning Policy: Heritage Area Guidelines . These policies would continue to remain and apply in addition to the WSPF.
<u>Public Art</u> Outlines the requirement for a public art contribution equal to 1 percent of construction costs for new developments.	This is addressed by the City's Local Planning Policy: Percent for Art which includes a requirement for a 1 percent contribution of the estimated cost of development to be provided for public art.
<u>Affordable and Diverse Housing</u> Outlines the requirements for delivering affordable and diverse housing in residential and mixed-use developments, including a minimum of 20 percent studio or single-bedroom dwellings and 10 percent with three or more bedrooms.	These are addressed by the R Codes Volume 2 which provides acceptable outcomes for dwelling mix diversity and universal design. These include for 20 percent of apartments to be of differing bedroom numbers, and for 20 percent of apartments to be designed in accordance with the Silver Level standards of the Liveable Housing Design Guidelines.
<u>Adaptable Housing</u>	The draft WSPF proposes that the provision of affordable housing and special purpose housing would be acceptable as a Development Incentive for Community Benefit.

Key Theme	Detail
Outlines the requirement for a minimum of 20 percent adaptable housing in residential and mixed-use developments.	
<u>General Building Design</u> Includes elements such as facades, outdoor living areas, landscaping and site planning.	This is addressed by the R Codes Volume 2 and the draft WSPF which would be consistent with the Built Form Policy.

New Northbridge Design Guidelines

The NNDG provides site-specific standards for properties within the various precincts, including those within the Lindsay Street Precinct. These standards include site coverage, street and boundary setbacks, building height, building design and vehicle and pedestrian access.

Administration proposes to revoke the NNDG as the Lindsay Street Precinct has been largely developed. The exception to this is No. 195 Beaufort Street, which received approval from the Metro Inner-North Joint Development Assessment Panel in May 2024. A detailed assessment of the NNDG is included in **Attachment 2**.

CONSULTATION/ADVERTISING:

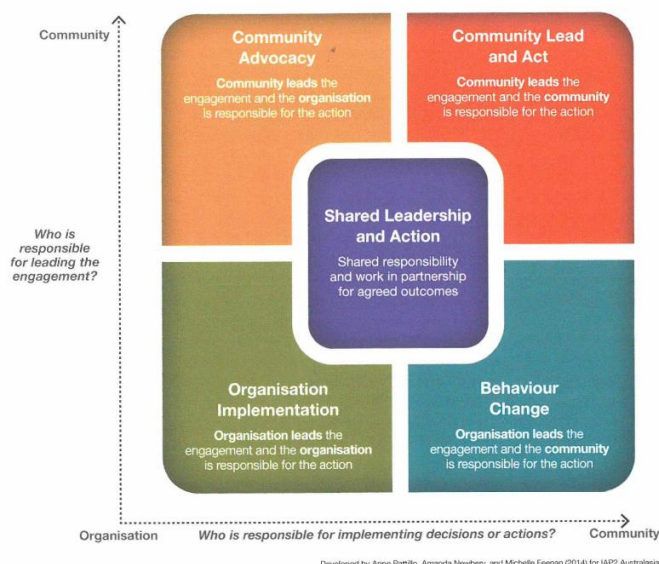
In accordance with the Regulations, public notice of a new local planning policy and the proposed revocation of a planning policy must be published in the local newspaper and on the local government's website.

Consultation would align with the City's [Community and Stakeholder Engagement Policy](#) that sets out for public consultation to occur for a minimum period 21 days in the following ways:

- notice published on the City's website;
- notice posted to the City's social media;
- notice published in the local newspaper;
- notice exhibited on the notice board at the City's Administration and Library and Local History Centre;
- letters distributed to owners and occupiers, relevant local businesses and community groups within and abutting the proposed WSPF area;
- emails to past community engagement participants;
- notice provided to the City of Perth as the abutting local government;
- notice provided to state government agencies including the heritage section of the Department of Planning, Lands and Heritage (DPLH), Department of Transport, Public Transport Authority and Main Roads WA; and
- notice provided to landowners and occupiers within the City of Perth who border the WSPF area.

Prior to the commencement of community consultation the draft WSPF would be designed and formatted to be consistent with the City's suite of corporate documents, plans and strategies. This would ensure that the document is more accessible and user-friendly for the purposes of consultation.

The outcomes of community consultation, including any submissions, would be presented at a future Council meeting for consideration of any submissions and whether to approve the draft WSPF. The proposed revocation of the NNDG and CPDG would only be considered by Council should any submissions be received.



Organisation Implementation

Engagement is used to both inform the community about the proposed policy, project or propositions, and to provide some input to the shape or execution of the policy, project or proposition.

Tension: People feel forced leading to an unresponsive process.

Mitigation: Increasing the level of influence, and implementing a transparent, robust process.

Required under regulations/legislation

A robust process to engage with the community and stakeholders

LEGAL/POLICY:

Planning Framework

The *Planning and Development Act 2005* and Schedule 2, Part 2, Clauses 4 and 6 of the Regulations provides the procedure for making a new local planning policy and revoking an existing local planning policy.

The purpose of the draft WSPF is to provide a comprehensive framework to guide the redevelopment of properties in the precinct through statutory planning provisions and to inform the City's investment in public realm improvements through the Place Plan.

The draft WSPF and remaining state and local planning policies would provide for a contemporary planning framework for the area and mean that the CPDP and NNDG are no longer necessary and can be revoked.

The draft WSPF would be the principal document in the local planning framework and provides detailed guidance for future development in the area for properties that fall within it. Part 4 which contains the statutory planning provisions would be required to be given due regard in the assessment of any future development application in accordance with the Regulations.

The draft WSPF augments the R-Codes Volume 1 and Volume 2 with new deemed-to-comply standards and acceptable outcomes, along with local housing objectives to support site-specific design. For non-residential developments, these development standards apply and do not need approval from the Western Australian Planning Commission (WAPC).

The WAPC's approval would be required for these development standards to be enforced for residential and mixed use developments. The draft WSPF encourages residential and mixed-use developments to meet these acceptable outcomes.

If ultimately approved by Council, a future administrative amendment to the Built Form Policy would be undertaken to remove the draft WSPF area from this.

The City's suite of other local planning policies would continue to apply to developments within the draft WSPF as relevant.

Administration has prepared the draft WSPF having regard to relevant state planning policies, including [State Planning Policy 7.0 – Design of the Built Environment](#) and [State Planning Policy 7.2 – Precinct Design](#). This would allow it to be converted into a precinct structure plan in the future should there be a need to do so.

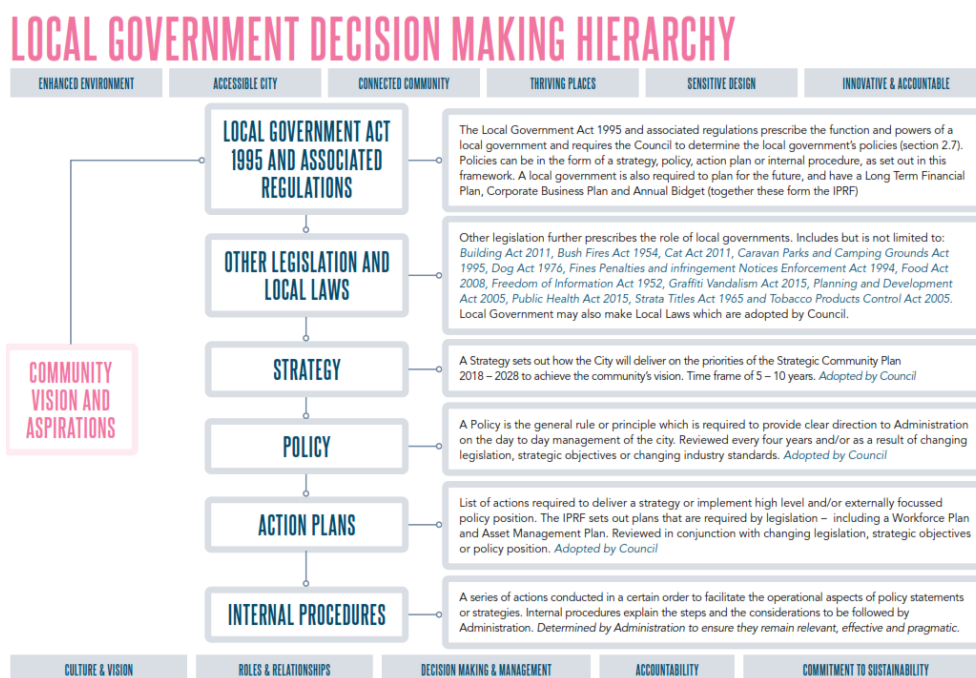
Policy Development and Review Policy

Section 2.7(2)(b) of the *Local Government Act 1995* provides Council with the power to determine policies.

The City's [Policy Development and Review Policy](#) sets out the process for the development and review of the City's policy documents.

In accordance with section 2.3 of the Policy Development and Review Policy:

The purpose of a policy is to provide a general rule or principle to guide Administration and the community on the City's decision making and advocacy.



RISK MANAGEMENT IMPLICATIONS

Low: It is low risk for Council to undertake community consultation of the draft WSPF as it has been prepared in accordance with the [Policy Development and Review Policy](#) and has been developed following an extensive community consultation program.

It is also low risk for Council to undertake community consultation on the proposed revocation of the NNDG and CPDP as the elements contained within these policies are largely duplicated across the current planning framework. Revocation of these policies would reduce duplication in assessing new developments.

STRATEGIC IMPLICATIONS:

The proposed objectives of the draft WSPF would align with the City's Strategic Community Plan 2022-2032 as follows:

Enhanced Environment

*Our urban forest/canopy is maintained and increased.
Our parks and reserves are maintained, enhanced and accessible for all members of the community.
We have minimised our impact on the environment.*

Accessible City

*Our pedestrian and cyclist networks are well designed, connected, accessible and encourage increased use.
We have better integrated all modes of transport and increased services through the City.*

Connected and Healthy Community

*We have enhanced opportunities for our community to build relationships and connections with each other and the City.
Our community facilities and spaces are well known and well used.*

Thriving Places

*Our town centres and gathering spaces are safe, easy to use and attractive places where pedestrians have priority.
We are recognised as a City that supports local and small business.
We encourage innovation in business, social enterprise and imaginative uses of space, both public and private.
Efficiently managed and maintained City assets in the public realm.*

Sensitive Design

*Our built form is attractive and diverse, in line with our growing and changing community.
Our built form character and heritage is protected and enhanced.
Our planning framework supports quality design, sustainable urban built form and is responsive to our community and local context.
More people living in and working in or enjoying town centres.*

Innovative and Accountable

*We deliver our services, projects and programs in the most inclusive, efficient, effective and sustainable way possible
Our decision-making process is consistent and transparent, and decisions are aligned to our strategic direction.
We embrace good ideas or innovative approaches to our work to get better outcomes for Vincent and our community.*

SUSTAINABILITY IMPLICATIONS:

This directly aligns with the sustainability goals of the City's Sustainable Environment Strategy 2019-2024; by focusing redevelopment within existing activity centres helps reduce urban sprawl, make better use of land and infrastructure, and support sustainable practices like active transport and mixed-use development. The WSPF also provides specific standards around Environmentally Sustainable Design for all development within the precinct.

PUBLIC HEALTH IMPLICATIONS:

While it does not directly contribute to any public health outcomes in the *City's Public Health Plan 2020-2025*, the draft WSPF supports broader community wellbeing by encouraging vibrant, accessible and walkable spaces that promote physical activity, social interaction and local economic activity.

FINANCIAL/BUDGET IMPLICATIONS:

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

The Place Plan includes actions proposing changes to the streetscape and/or transport networks upon further investigations. Investigating and producing designs for these actions would be met through the City's operational budget.

The implementation and delivery of these actions would require capital budget which the City would seek from sources including but not limited to external grants, developer contributions, appropriate cash-in-lieu reserves and municipal funding.

The approval of the expenditure will be considered by Council at the appropriate stage through future annual budgeting processes.

COMMENTS:

Draft William Street Planning Framework

Building Height and Strategic Development Sites

Administration's comments on the proposed building heights are included below:

- Consistency with Local Planning Strategy – The building heights proposed in the WSPF aim to balance community expectations with opportunities for redevelopment in line with the City's Local Planning Strategy as well as SPP4.2 and Perth and Peel @ 3.5 Million, which seeks to locate density to established activity centres to avoid development in residential areas.

The increase in building height would contribute towards the City meeting its infill targets by encouraging high density redevelopment of underutilised land. It would also assist in minimising higher density infill development from occurring within established residential areas

The increase from 4 and 6 storeys in William Street Core, Newcastle, Urban Frame A and William Street North sub-precincts to 8 storeys and 6 storeys respectively would be in acknowledgement of there being limited development occurring in the area despite its close proximity to the CBD and advantages of active transport. This lack of activity highlights the need for the height standards to be reviewed to encourage redevelopment to occur in the area.

- Location of Building Height – The tallest building heights would be located along William and Newcastle Streets, within the William Street Core, William Street North and Newcastle Street sub-precincts, as well as on larger sites such as the City Toyota and William Street Carpark. These areas are strategically positioned at the centre and to the south of the WSPF, ensuring high-density development is concentrated in locations that can sustain activity and achieve a suitable transition to lower density development in the surrounding areas.

Building heights have been considered in relation to the precinct's topography with the taller buildings located in lower areas and vice versa to manage and adverse impacts on the current and future character of the surrounding area.

Building heights in the Urban Frame B and Residential sub-precincts would be between 2 and 4 storeys in height, consistent with the current heights of the Built Form Policy and the R Codes. This would mean that there is minimal change to these established residential areas.

- Transition to Lower Density Areas – The WSPF manages the transition between high density and low-density development through setbacks and transition areas.

Within the William Street Core and Newcastle Street sub-precincts the proposed street setbacks would be greater than the Built Form Policy which allows nil setbacks to the street for all levels. Nil setbacks would be maintained for the first four storeys to provide a strong urban edge and would increase to between 3 metres and 4 metres above. Greater setbacks of 10 metres would apply where development abuts the Brookman and Moir Heritage Area to ensure that adequate separation is provided to minimise bulk and scale impacts on this precinct.

The lot boundary setbacks of these sub-precincts would also be consistent with and greater than the current Built Form Policy. This includes a nil setback to adjoining Commercial zoned and R80 coded properties for the first four storeys, increasing to 3 metres up to 8 storeys and 5 metres up to 12 storeys.

The proposed setbacks of the Urban Frame A sub-precinct would exceed the setbacks of the Built Form Policy which allows nil setbacks to all levels. A nil setback is proposed for the first four storeys increasing to 4 metres for the storeys above this.

The proposed boundary setbacks of the Urban Frame B and William Street North sub-precincts would also be consistent with this. Where development adjoins the Residential sub-precinct, a nil setback for the first two storeys which would align the R Codes which allows for two storey boundary walls on the adjoining properties. Setbacks above the second storey are generally consistent with the Built Form Policy and increases to 6.5 metres and 12.5 metres for the storeys above.

Within the Residential sub-precinct boundary setbacks would remain in accordance with the R Codes Volume 1.

These setbacks are supported by existing laneways and roads which would provide a further physical separation between low and high density developments.

Any development would also need to demonstrate the relevant acceptable outcomes of the R Codes Volume 2 in relation to building separation and visual privacy are met. This would ensure that new developments are designed to reduce the impact of building bulk and scale and to maintain visually privacy and access to adequate sunlight on adjoining properties.

- Strategic Development Sites – The City Toyota and William Street Carpark have been identified as Strategic Development Sites based on the Strategy and guiding principles such as current land use, built form, potential for urban renewal, lot ownership, and location.

The proposed building heights of 12 and 15 storeys has been informed by feedback received during the preliminary engagement that these two sites had the potential for greater height provided that it is sensitively designed where it abuts the Brookman and Moir Heritage Area.

This has also been informed by the feedback from the DRP which noted that both of these sites could be increased to the proposed building heights. This is because the sites are large landholdings of 23,915 square metres and 5,261 square metres respectively which provides the opportunity for larger setbacks and opportunities for landscaping to mitigate off-site impacts from bulk and scale on the adjacent properties and achieve a sensitive transition.

There are also additional requirements applicable to these sites. For the City Toyota site a local development plan or precinct structure plan would be required to address how the future development would be coordinated across the various lots. For the William Street Carpark 50 public car parking bays would be required to ensure there is no reduction in the supply of public parking within the WSPF area.

- Community Benefits – To achieve a maximum height of 10 storeys developments would need to provide benefits which would ensure that there is a positive contribution to the public realm and community. This contribution would be at a rate of 3 percent of the construction cost of each additional storey above the acceptable height. This is detailed further below.

This would apply to properties within the William Street Core, Newcastle Street and William Street North sub-precincts that have a minimum lot area of 1,000 square metres and are not identified as a Strategic Development Sites. This is in recognition of the fragmented land ownership of William Street and amalgamation of lots would allow opportunities for consolidated redevelopment.

Development Incentives for Community Benefits

Administration's comments on the proposed development incentives for community benefit are included below:

- Type of Community Benefits – The development incentives would be consistent with the R Codes Volume 2. This sets out that increased development potential through additional height can be offered in exchange for community benefit which could include public amenities, cultural/recreation facilities, or affordable/accessible housing.

The R Codes Volume 2 outlines that incentives should reflect local priorities and be clearly defined and measurable. The draft WSPF identifies several items based on feedback through the preliminary community engagement which could be provided as development incentives, including:

- Affordable housing in partnership with an approved housing provider or not-for-profit organisation recognised by the Department of Communities.
- Specific purpose housing such as student accommodation or accessible housing.
- Public facilities and amenities such as spaces for non-profits or public toilets.
- Public carparking to be managed by the City.
- Items identified in the Place Plan such as projects associated with increasing tree canopy, improving the pedestrian environment, slowing traffic, and landmark wayfinding opportunities.
- Public open space.

Any community benefit proposed by a proponent would need to be supported by a Community Needs Analysis which demonstrates that it would positively address a need for the community.

- Contribution Amount – The 3 percent figure is consistent with the South Perth Activity Centre Plan that was approved by the WAPC, and the work undertaken by the City and the DPLH as part of the draft Leederville Precinct Structure Plan. This contribution amount would be generally viable for proponents while also providing a reasonable return to the community.
- Form of Contribution - The community benefit would be secured through imposing a condition of development approval for either a monetary contribution to the City, the delivery of a project on-site by the proponent, or a combination of both. Any monetary contributions received through this process would be held in a reserve account and would be used by the City to fund upgrades to the draft WSPF area.

Open-Parking Option

The City's [Local Planning Policy: Non-Residential Parking](#) (Parking Policy) sets minimum parking requirements for non-residential uses. The draft WSPF proposes to remove minimum carparking requirements for non-residential development by providing an open-parking option.

Administration's comments on the removal of parking minimums are included below.

- Accessible City Strategy – The open-parking option would moderate the provision of on-site parking to be only where necessary to meet the demands of a new business consistent with the ACS. The draft WSPF area is in a highly accessible location that is in close proximity to the Perth CBD and has strong public transport connections. Removing the requirement for on-site parking to be provided would encourage a mode shift towards alternative forms of transport. This would result in a gradual reduction in the use of private vehicles on the roads in the area that would improve the safety and experience for pedestrians and cyclists.
- Support for Businesses – The open-parking option would reduce red-tape for small business intending on opening or expanding in the area. This is because existing buildings are typically repurposed for use new tenants and businesses. The retention of existing built form contributes towards the established character, but also means that there is little to no space for on-site parking to be retrospectively provided.

The removal of the need to provide on-site parking would make it easier for new businesses to open or existing businesses to expand. It would also give the opportunity for existing on-site parking spaces that are no longer required to be repurposed into outdoor or alfresco areas that would contribute to the vibrancy of the area.

- Impact on Public Parking – The open-parking options would place a greater emphasis on the management of public and on-street parking in the area to ensure that adequate parking is available to support businesses without impacting on surrounding residential areas. The City's [Precinct Parking Management Plan](#) (PPMP) guides the management of public and on-street parking within each of its town centre's, including William Street.

The PPMP identifies a staged approach to interventions to encourage the turnover of parking bays as demand for public parking increases. This includes monitoring until parking occupancy rates reach 85 percent, and then a graduated response to reducing parking times and increasing paid parking fees.

An occupancy survey was undertaken in March 2023 of the 191 public carparking bays currently available in the William Street Town Centre. This identified that the occupancy rate was 74 percent, meaning that there was 50 parking bays available. This indicates that there would be adequate capacity in existing public parking to successfully implement the open-parking option noting that there may need to be further reviews of time limits and parking fees as demand increases in the future consistent with the PPMP.

- Residential Car Parking & Bicycle Parking – The open-option car parking would only apply to non-residential developments. Parking for residential developments or apartments in mixed use developments would be required to provide parking for residents and visitors in accordance with the acceptable outcomes of the R Codes Volume 2.

Non-residential developments would still be required to provide bicycle parking and end-of-trip facilities in accordance with the minimum's set out in the Parking Policy. This would ensure that alternative modes of transport are catered.

Place Plan

Administration's comments on the key actions of the William Street Place Plan are below.

- Increase Tree Canopy – The City would develop and implement an Urban Greening Strategy to improve the tree canopy through the town centre over the next 15-20 years. This would take a holistic approach to maximising tree canopy in the public realm with consideration of species selection, footpath space allocation and sub-soil infrastructure among other elements. Funding to implement this would be sought from the State Government's Urban Greening Grants Program.
- Improve the Pedestrian Environment – The City would investigate improvements including installing pedestrian crossing facilities across William Street and tactile pavers at all crossings on William Street and Brisbane Street to improve the pedestrian experience.
- Traffic Calming – The City would investigate the improvements to William Street and Brisbane Street to address traffic speed and volume, improve pedestrian connectivity throughout the William Street Core and William Street North sub-precincts, and better integrate with Tu Do Park. Opportunities to be investigated includes the redesign of the William Street and Brisbane Street intersection, removal of clearways, a reduction in speed limit and the redesign of the street to be one lane in each direction.
- Activation of Vacant Sites and Shopfronts – The City would engage with landowners of long-term vacant land and shop fronts to facilitate interim use and activation until redevelopment occurs. The existing Business Enhancement Grant program would continue to support small-scale improvements.
- Improve Lighting on William Street and Money Street – The City would undertake a Lighting Audit and develop a Lighting Improvement Plan with consideration of footpath lighting on William Street and Money Street to improve pedestrian safety.
- Improve Safety through CPTED – The City would explore grant funding opportunities to install CCTV, educate business owners and commercial landowners on CPTED principles to reduce the risk of crime and vandalism and address existing CPTED issues through the Mural Co-Funding Program and Business Enhancement Grant.

New Northbridge Design Guidelines and Central Perth Development Policies

Administration proposes to revoke both the CPDP and NNDG because the respective elements of each are adequately addressed across the existing state and local planning framework and within the draft WSPF.

The retention of both of these would unnecessarily duplicate planning requirements. The revocation of each would provide for a clearer framework for future developments to be assessed against.

The lot specific design standards of the NNDG would also no longer be required as all of the lots within the Lindsay Street Precinct have all been developed, with the exception of one lot which received development approval in May 2024. The R Codes Volume 2 would apply to this property and guide any further redevelopment proposal should this development not proceed.