

CITY OF VINCENT

PICKLE DISTRICT CONTEXT ANALYSIS

OCTOBER 2022



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.

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ICON EXPLANATION



NOTE: ICONS RELATE TO MAPS WITHIN THIS REPORT

01 INTRODUCTION

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

Under State Planning Policy 4.2: Activity Centre for Perth and Peel (SPP4.2), this area of West Perth forms part of the Perth Capital City. The main role of the Capital City is to provide the most intensely concentrated development in the region. It should have the greatest range of high order services and jobs, and the largest commercial component of any activity centre. The Graham Farmer Freeway separates the boundary between the City of Perth and the City of Vincent, and divides West Perth into two separate areas. Because of this, the subject precinct does not currently function as though it is part of the Capital City as expected by Central Sub-Regional Planning Framework.

West Perth is currently zoned as Industrial under the Metropolitan Region Scheme (MRS) and Commercial under the City's Local Planning Scheme No.2 (LPS2). The areas central location and consolidated land holdings create an important opportunity for targeted infill development.

There is an opportunity to guide this development and ensure that high quality community focused outcomes are achieved.

This report explores the area as it currently stands and compares this to the future needs of the community at a local and state level to support the long term success and viability of the Pickle District.

Desktop and site analysis have been undertaken, as provided in the adjacent list. This includes:

- Site visits with all relevant areas of administration
- Site and context mapping and analysis.
- Review of City Strategies, Plans and Policy.
- Review of relevant Federal and State Planning Frameworks.

The resultant Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis presents a summary of the area and makes key recommendations for future Planning Frameworks and Place improvements for the Pickle District.

GUIDING DOCUMENTS

This report has been prepared with consideration of the following documents within the Western Australian planning framework:

WESTERN AUSTRALIAN STATE GOVERNMENT STRATEGIES AND PLANS:

- Perth and Peel @ 3.5 million
- State Planning Policy 4.2: Activity Centres for Perth & Peel (SPP 4.2)
- Metropolitan Region Scheme
- State Planning Policy 5.4: Road and Rail Noise (SPP 5.4)
- Aboriginal Heritage Places
- State Register of Heritage Places
- Department of Planning, Lands and Heritage, Urban Forrest Mesh Blocks, 2018
- CSIRO, Estimation of Land Surface Temperature and Urban Heat Island Effect for Australian Urban Centres, 2017
- Long Term Cycle Network 2020
- Perth Regional Ecological Linkages

CITY OF VINCENT'S STRATEGIES AND PLANS

- Accessible City Strategy 2020 - 2030
- City of Vincent Local Planning Strategy 2016
- City of Vincent Local Planning Scheme No.2 (LPS 2)
- Waste Strategy 2018 - 2023
- Public Open Space Strategy 2018
- Greening Plan 2018 - 2023
- Sustainable Environment Strategy 2019 - 2024
- Safer Vincent 2019 - 2022
- Disability Access and Inclusion Plan 2017 - 2022
- Reconciliation Action Plan 2022 - 2024 I Innovate
- Aboriginal Heritage Interpretation Strategy 2022 - 2025
- Youth Action Plan 2020 - 2022
- City of Vincent Wetlands Heritage Trails Plan
- Public Health Plan 2020 - 2025
- City of Vincent Heritage List
- Road Safety Commission, 40km/h City of Vincent, 12-month review
- Draft Wayfinding and Signage Plan 2022
- Vincent Significant Tree Inventory Report, 2019
- Pickle District Place Plan



Pickle After Dark, Old Aberdeen Place, West Perth
Credit: Matthew Gedling

02 STRATEGIC ANALYSIS

The Pickle District is situated in West Perth 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.

2.1 BACKGROUND

The Pickle District 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 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 for around 1912. These included R.H. Masikell and CO Ltd sauce, jam and pickle manufacturers, originally located on Golding Street in 1912, later moving to 567 Newcastle Street.

On adjacent Golding Street, Phillip Stevens started a vinegar brewery in 1920. From 1922 until at least the 1950's, 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.

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.

2.2 PLANNED URBAN GROWTH AND PLANNING FRAMEWORK

The development potential for the Pickle District needs to be considered as part of a broader framework. Consideration must be given to State and Local frameworks to ensure that the level of growth proposed strikes a balance between the factors that make a community, from identifying enough land for residential, commercial and industrial development to how to best use proposed and existing social, community and physical infrastructure.

Perth and Peel @ 3.5 million

The WAPC released the *Perth and Peel @ 3.5 million* land use planning and infrastructure framework in March 2018. It 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.

Perth and Peel @ 3.5 million provides guidance on where new urban and infill development should occur over the next 30 years to minimise the negative impacts of urban growth on the environment, areas of heritage significance, land availability, and infrastructure.

As shown in Figure 1, the City of Vincent is located within the Central Sub-Region of the framework, which forms part of the regional implementation strategy for Perth and Peel at 3.5 million. This catchment is forecast to accommodate 468,000 additional people by 2050, bringing the population in this region to over 1.2 million people. An additional 285,840 jobs are also expected to be accommodated in this region, bringing the total number of jobs provided to 831,960.

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.

Local Planning Strategy

The Local Planning Strategy is the principal document for outlining and communicating the future land use planning of the City of Vincent. The Strategy will provide the long term direction to assist future decision making in response to population growth and change.

The Local Planning Strategy responds to the long term strategic direction of the State Government, as well as responding to and planning for local needs such as employment, community and recreation facilities, housing, transport and tourism. A place-based planning approach was undertaken by the City in preparing the Local Planning Strategy and a series of recommendations and actions are included for each place.

As shown in Figure 5, the Local Planning Strategy highlights the study area as a planned growth and urban regeneration area. For this to be achieved, it is recommended the land is reclassified from Industrial to Urban under the MRS.

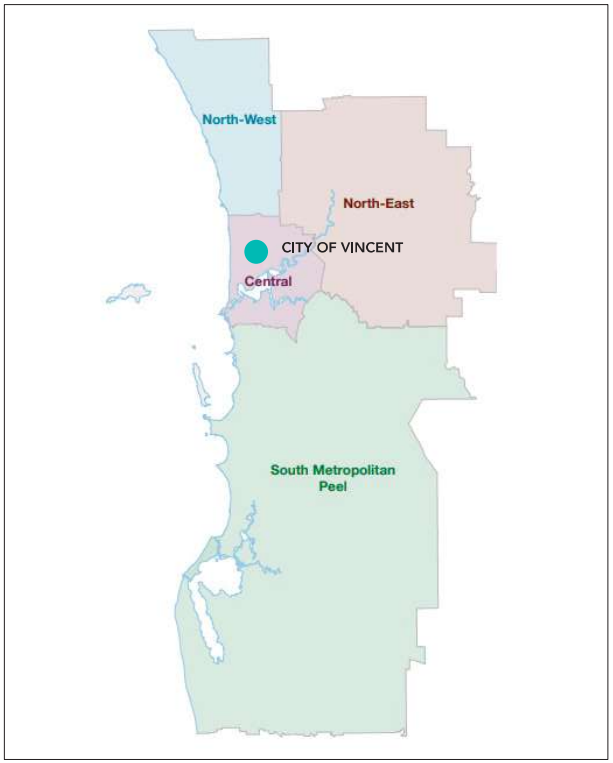


Figure 1: Sub-regional boundaries
Source: *Perth and Peel @ 3.5 million*

STATE PLANNING POLICIES

State Planning Policy 4.2: Activity Centres for Perth and Peel (SPP 4.2)

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.

SPP 4.2 is primarily concerned with the distribution, function, broad land use and urban design criteria of activity centres and coordinating their land use and associated infrastructure planning. Activity centres are community focal points, and can include activities such as commercial, retail, higher-density housing, entertainment, tourism, civic or community, higher education, and medical services.

SPP 4.2 guides the preparation and review of local planning strategies, schemes and structure plans, and development control. SPP 4.2 covers the following types of activity centres:

- Perth Capital City
- Strategic Metropolitan Centres
- Secondary Centres
- Specialised Centres
- District Centres
- Neighbourhood Centres (supplemented by Local Centres)

Figure 2 shows the Pickle District 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.

The Graham Farmer Freeway is the boundary between the City of Perth and the City of Vincent, and divides West Perth into two separate areas. Because of this, the subject precinct does not function as though it is part of the Capital City as expected by Central Sub-regional Planning Framework.

Figure 3 shows activity centres within the City of Vincent and surrounding suburbs, their proximity to the Perth CBD and the major access routes within and outside of the local government area.



Figure 2:
Activity centres hierarchy
Source information:
State Planning Policy 4.2 Activity Centres For Perth and Peel

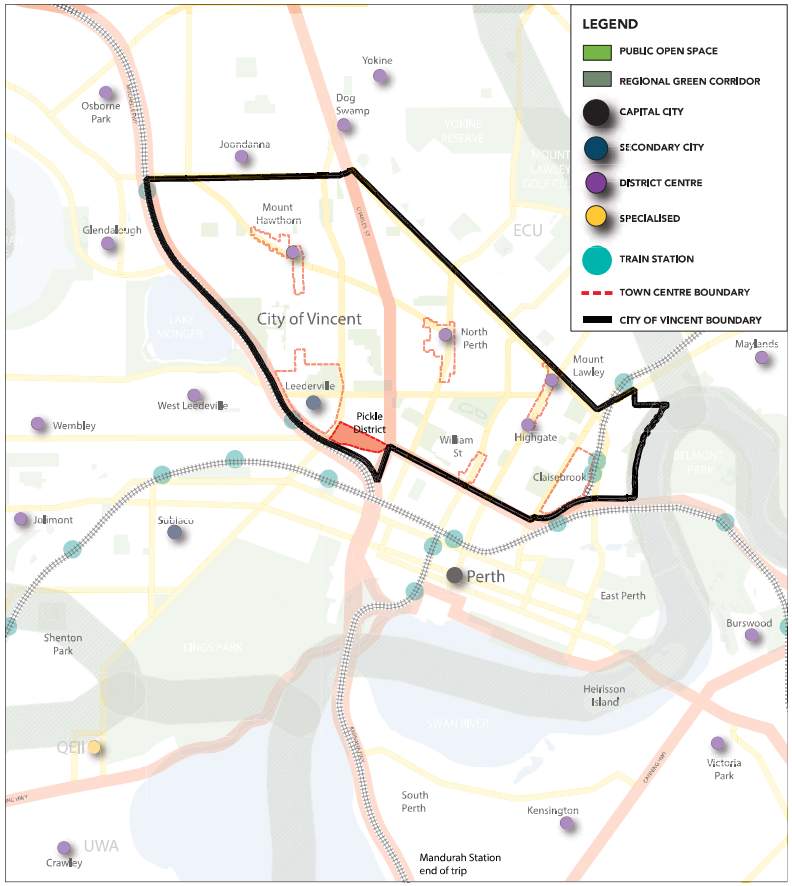


Figure 3:
Activity centres within the City of Vincent
Source information:
Perth and Peel @ 3.5 million
Perth Regional Ecological Linkages

ZONING & RESERVES

Metropolitan Region Scheme

The Metropolitan Region Scheme (MRS) is a statutory State Government planning instrument which broadly guides the distribution of land use throughout the Perth metropolitan region by designating 'zones' and 'reserves'.

The subject portion of West Perth is zoned Industrial under the MRS (Figure 4). The existing development of warehouses and other similar land uses reflect this zoning.

Vincent's Local Planning Strategy identifies West Perth as an area for urban growth and regeneration. The area needs to be rezoned to 'Urban' under the MRS to support the Local Planning Strategies vision for urban growth.

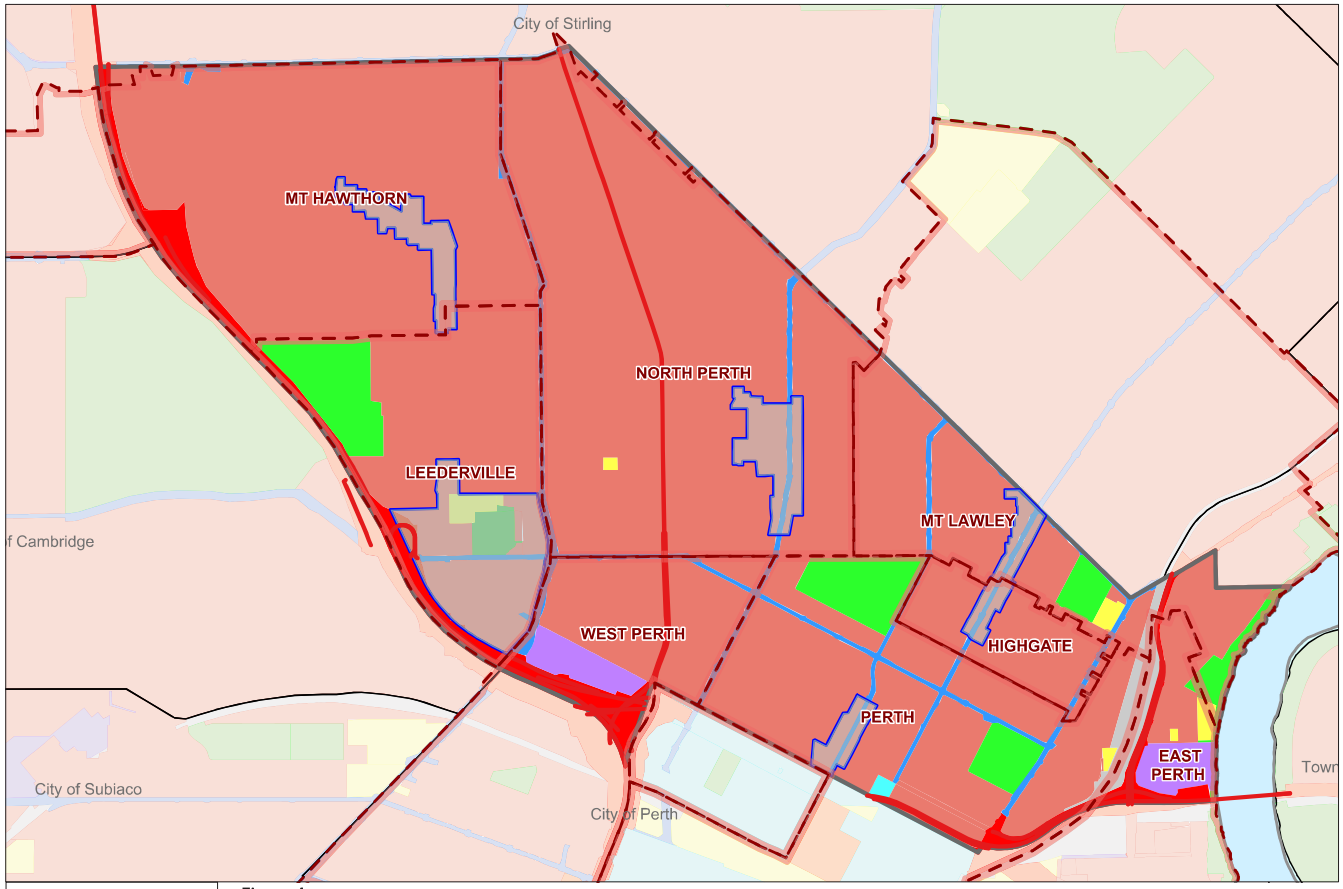


Figure 4:
Metropolitan Region Scheme map
Source information:
Department of Planning, Lands and Heritage

ZONING & RESERVES

Local Planning Scheme No. 2

As shown in Figure 6, the Pickle District is zoned Commercial under the City's Local Planning Scheme No. 2 (LPS2). All land uses listed in LPS2 can be considered in this zone.

The areas of West Perth north of Newcastle Street are zoned Mixed Use R160, Public Purpose, and Residential R50 or R80.

Clause 32(3) of the LPS2 applies to the Pickle District. This clause states that Dwelling (multiple) is not permitted unless the local government has exercised its discretion by granting development approval.

LPS2 should be reviewed to reconsider the land use zoning, and Clause 32(3).

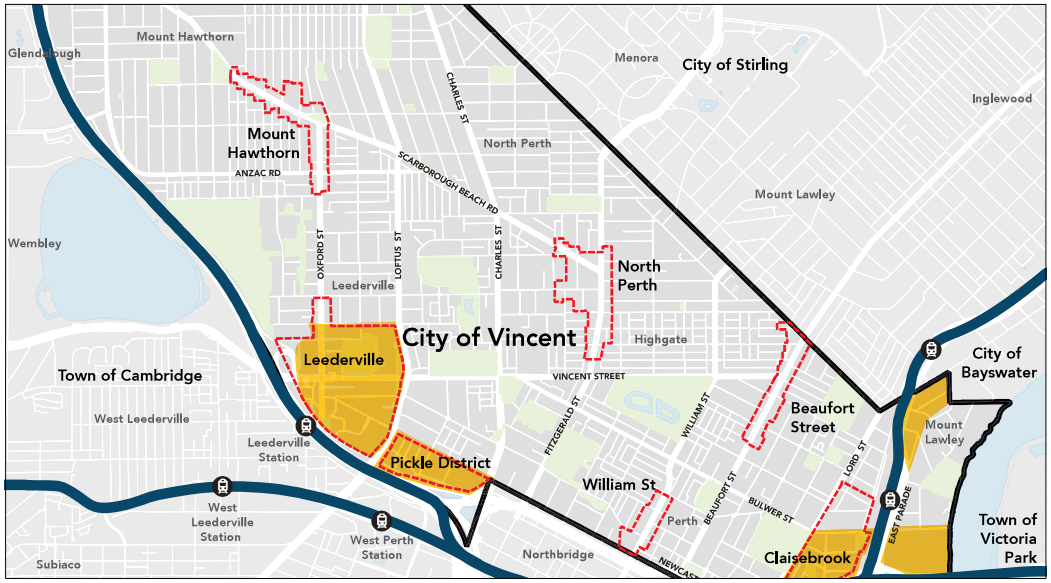


Figure 5:
Planned growth areas
Source information:
Local Planning Strategy

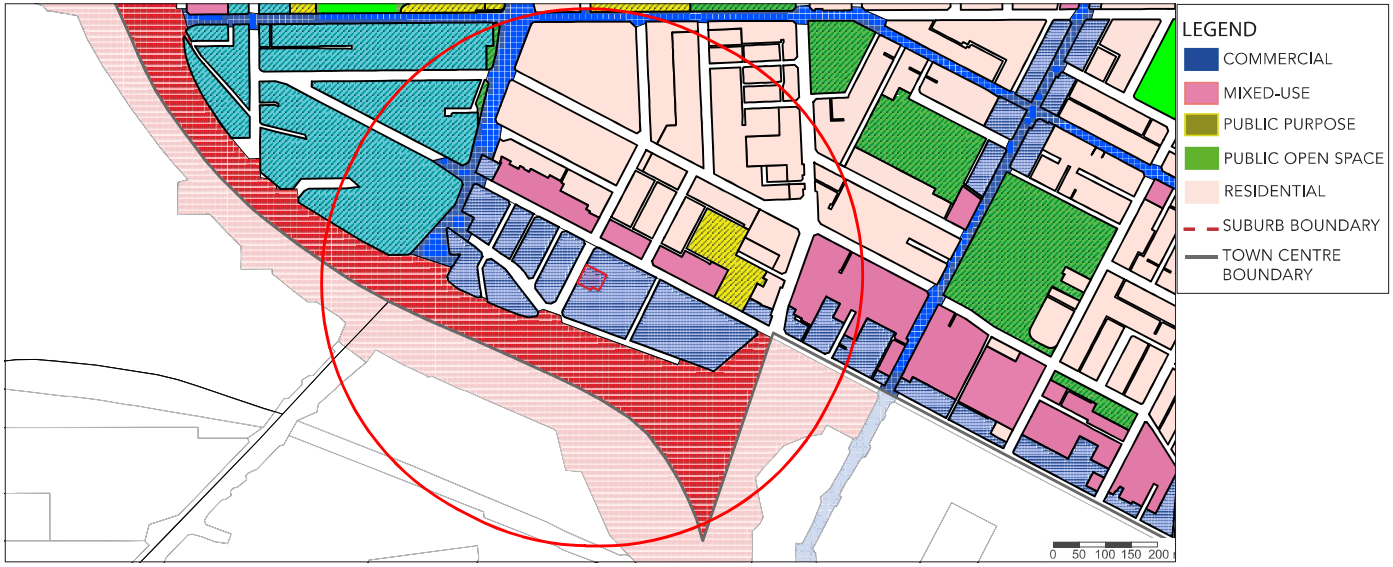


Figure 6: Local Planning Scheme No. 2 zoning map
Source: Local Planning Scheme No. 2

2.3 NOISE PLAN

State Planning Policy 5.4: Road and Rail Noise (SPP 5.4)

The purpose of SPP 5.4 is 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.

SPP 5.4 applies to the preparation and assessment of planning instruments where any of the following are proposed:

- Noise-sensitive land-use within SPP 5.4's trigger distance of a transport corridor.
- New or major upgrades of roads.
- Any other works that increase capacity for rail vehicle storage or movement and will result in an increased level of noise.

SPP 5.4 identifies the State's transport corridors and the trigger distances to which the policy applies. The Pickle District is significantly affected by:

- 'Other significant freight or major traffic route' (Loftus Street, and Charles Street) (Figure 7);
- 'Strategic freight or major traffic route' (Mitchell Freeway) (Figure 8); and
- The 'Metropolitan passenger railway' (Joondalup line) (Figure 9).

The trigger distances should not be interpreted to predict whether land is or is not affected by noise. Instead, where any part of the lot is within the specified trigger distance, an assessment against SPP 5.4 is required to determine the level of transport noise management or mitigation required. This is usually undertaken at the time of development application. The planning framework should include a provision to this effect.

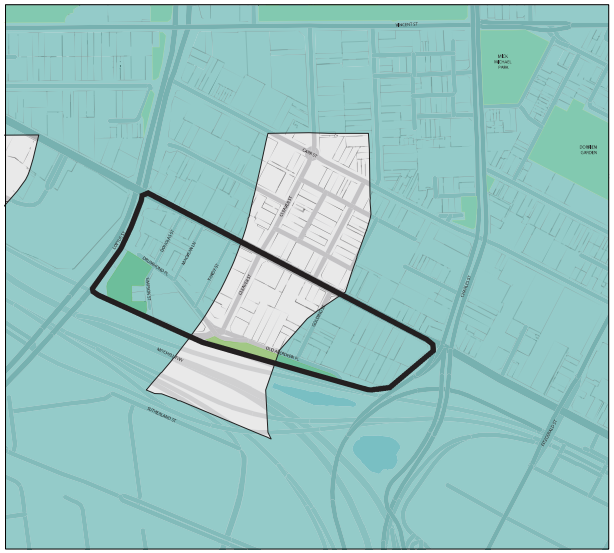


Figure 7:
Other significant freight/traffic route

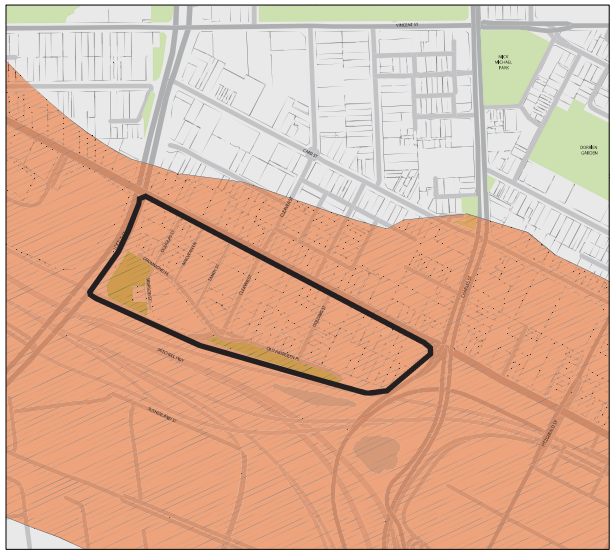


Figure 8:
Strategic freight and/or major traffic route

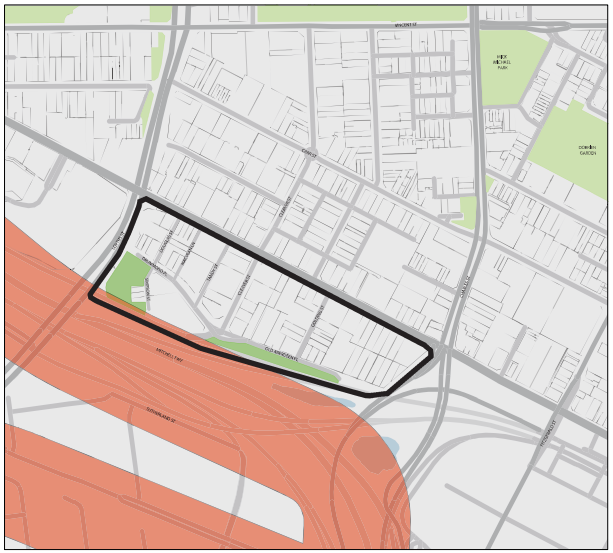
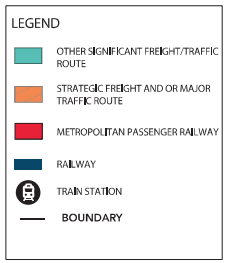


Figure 9:
Metropolitan passenger rail



Source information:
State Planning Policy 5.4: Road and Rail Noise

2.4 MOVEMENT

Transport systems are crucial in creating connection and supporting opportunities for people to access all aspects of daily life, including work, education, shopping, leisure, healthcare and other services.

Analysis of the existing pedestrian, cycle, public transport and private vehicle network has been considered as the growth and development of the Pickle District relies on a well connected movement network.

PEDESTRIAN CATCHMENT

Pedestrian activity and connectivity are factors in the effectiveness and vitality of town centres and activity corridors and Vincent as a whole. The pedestrian environment must be carefully considered, particularly along primary pedestrian routes.

Pedestrian travel is much more localised than other transport modes, and vital for the function of all land use and transport systems. An attractive and safe pedestrian realm results in improved health and social outcomes for residents. Attractive pedestrian environments can also improve economic outcomes attracting more residents and businesses.

The Pickle District is a centrally located inner city suburb. Figure 10 demonstrates the accessibility of the area:

- The eastern edge of the Pickle District is within a 400 metre catchment of Leederville Station.
- The southern edge of the Pickle District is within a 400 metre catchment of City West Station.

These trainlines provide access to Perth City and its connecting lines, and direct access to the Joondalup and Fremantle line.

Though well located, pedestrian access to surrounding destinations is fragmented by the Mitchell Freeway, Newcastle Street and Loftus Street. Pedestrian crossing priority is lacking within key activity areas, with vehicular traffic prioritised. Pedestrian access from both stations is indirect and requires pedestrians to travel along busy high trafficked roads.

Increased amenity along key pedestrian routes is recommended as an increase in the ease of access to public transport makes the location favourable for urban growth.

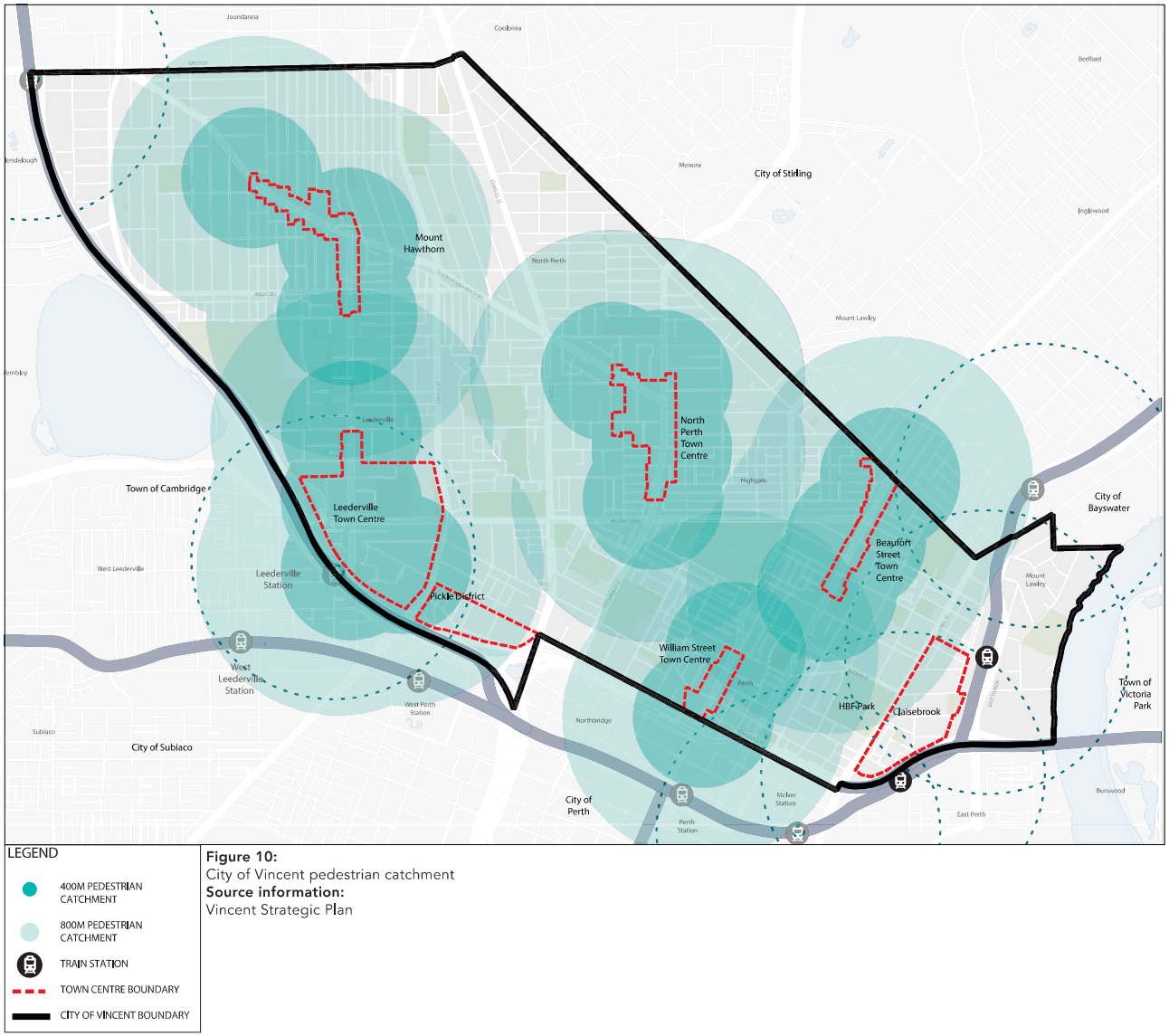


Figure 10:
City of Vincent pedestrian catchment
Source information:
Vincent Strategic Plan

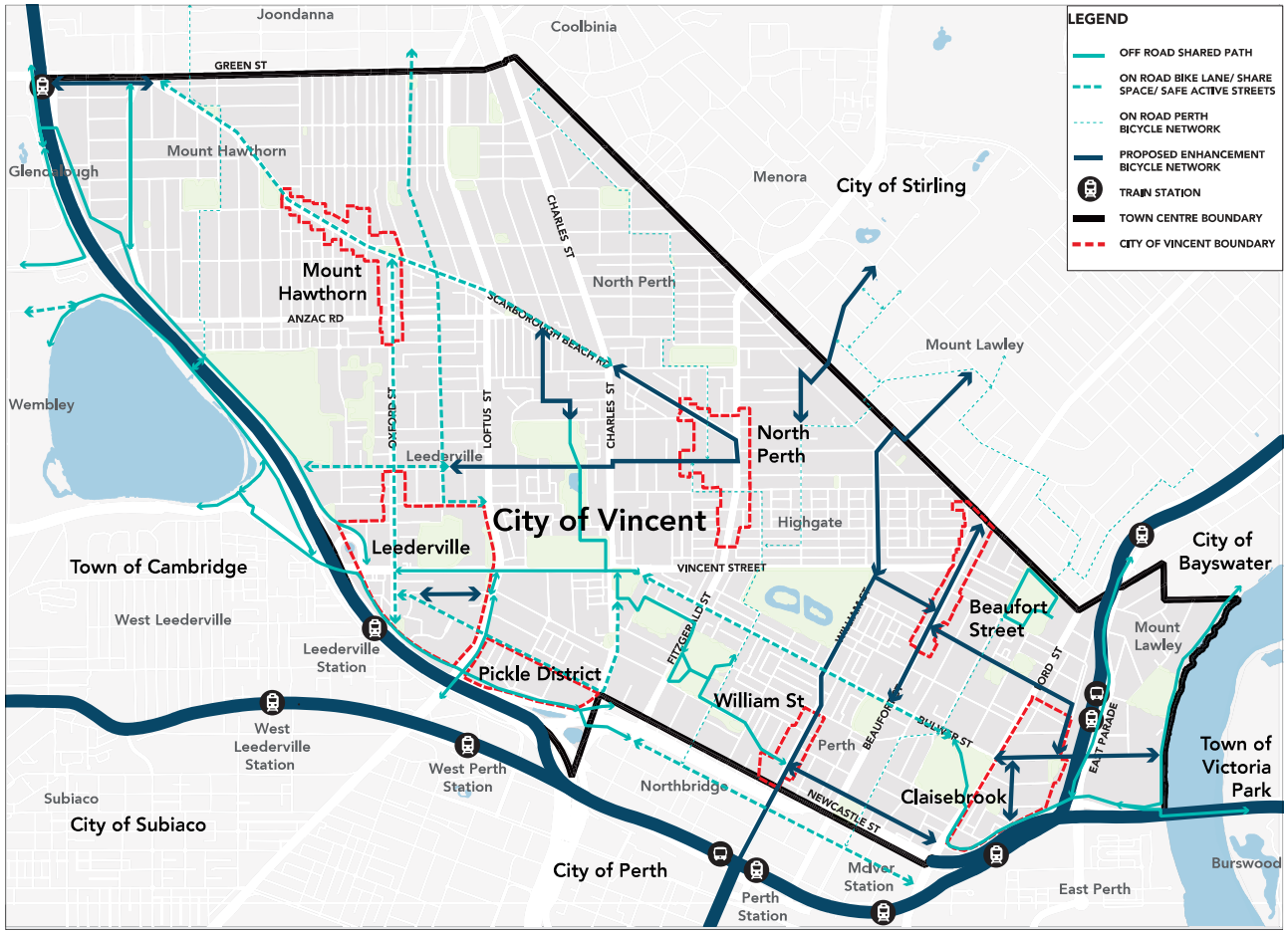


Figure 11:
City of Vincent bicycle network
Source information:
Accessible City Strategy 2020-2030

BICYCLE MOVEMENT

Cycle infrastructure is varied in Vincent and caters to different levels of cycling confidence. The majority of the infrastructure across the City is provided in shared paths of varying widths and quality. These paths tend to give priority to cars, with crossing controls and amenity suitable for small volumes of cyclists only.

From a network perspective, sections of high-quality separated bike lanes and wide shared paths give local access and mobility, but do not connect to each other. This represents the largest deficiency in Vincent's cycling provision.

As shown in Figure 11, the Pickle District is accessible via an off road path/Principal Shared Path (PSP) which runs adjacent to the freeway providing a strong connection to surrounding areas including Leederville and the Perth CBD.

It is also accessible via the following routes which were adopted under the Long term Cycle Network:

- Route 3252: A Local Route along Florence Street between Vincent St and Carr St
- Route 3231: A Local Route along Strathcona Street and Golding Street between Carr St and the Mitchell Freeway PSP adjacent to Old Aberdeen Place
- Route 3247: A Local Route along Carr Street between Loftus St and Fitzgerald St

To support these connections, the City of Vincent has recently delivered a Safe Active Street on Route 3252 (Florence Street) and Route 3231 (Strathcona Street and Golding Street). This project was joint-funded by the City of Vincent and Department of Transport.

The City of Vincent was also awarded $150,000 to construct protected bike lanes on Route 3247 (Carr Street). The City declined to approve the construction of the Carr Street bike network improvements on 17 March 2020 as a COVID-19 budget austerity measure with the renewal of existing Carr Street cycle treatments (Route 3247) to be planned for in the City's Cycling Plan 2022-2027

There are many actions within Vincent's Accessible City Strategy that aim to further improve the way people move around Vincent.

PUBLIC TRANSPORT

Public transport networks are a core component of Vincent's transport network. *Perth and Peel @ 3.5 million* and the Central Sub-regional Planning Framework indicate that there is likely to be extensive growth in development across the City and throughout the entire region.

This growth will likely assign a comparative level of transport demand to a network already approaching capacity. There is insufficient road capacity to accommodate this transport growth under the current paradigm of predominantly peak hour private vehicle trips. The focus on moving cars and trucks in traffic lanes limits the people moving capacity of the corridor. An alternative framework and infrastructure solution should be considered which prioritises the movement of people and goods over traffic. Public transport is an ideal mode, able to provide regional travel for large numbers of people within a relatively small footprint.

Figure 12 demonstrates, that the eastern edge of the Pickle District is within a 800metre catchment of Leederville Station. The southern edge of the Pickle District is within a 400metre catchment of City West Station. These trainlines provide access to Perth City and its connecting lines, and direct access to the Joondalup and Fremantle line.

PRIVATE VEHICLES

Private vehicle access to the Pickle District is via Leederville Parade/ Graham Farmer Freeway on-ramp from the south, or Newcastle Street from the north. All roads within the precinct are local roads or laneways and are not capable of accommodating high volumes of traffic.

The Pickle District sits within the Perth Parking Management Area (PPMA). This is a state level program which regulates and licenses commercial parking in central Perth as part of a policy to provide a balanced transport network, manage congestion and provide an efficient transport system to, from and within the City Centre. Part of this balanced transport network includes the free transit zone which is applicable for services running to and from Perth City along Newcastle Street up until Loftus Street.

There are many actions within Vincent's Accessible City Strategy that aim to improve the way people move around Vincent. Action 2.2.2 is specific to West Perth and requires the City to advocate for use of the Perth Parking Management Area (PPMA) funds for Vincent public transport services, transport studies, and transport infrastructure improvements or a reduction in the levy paid.

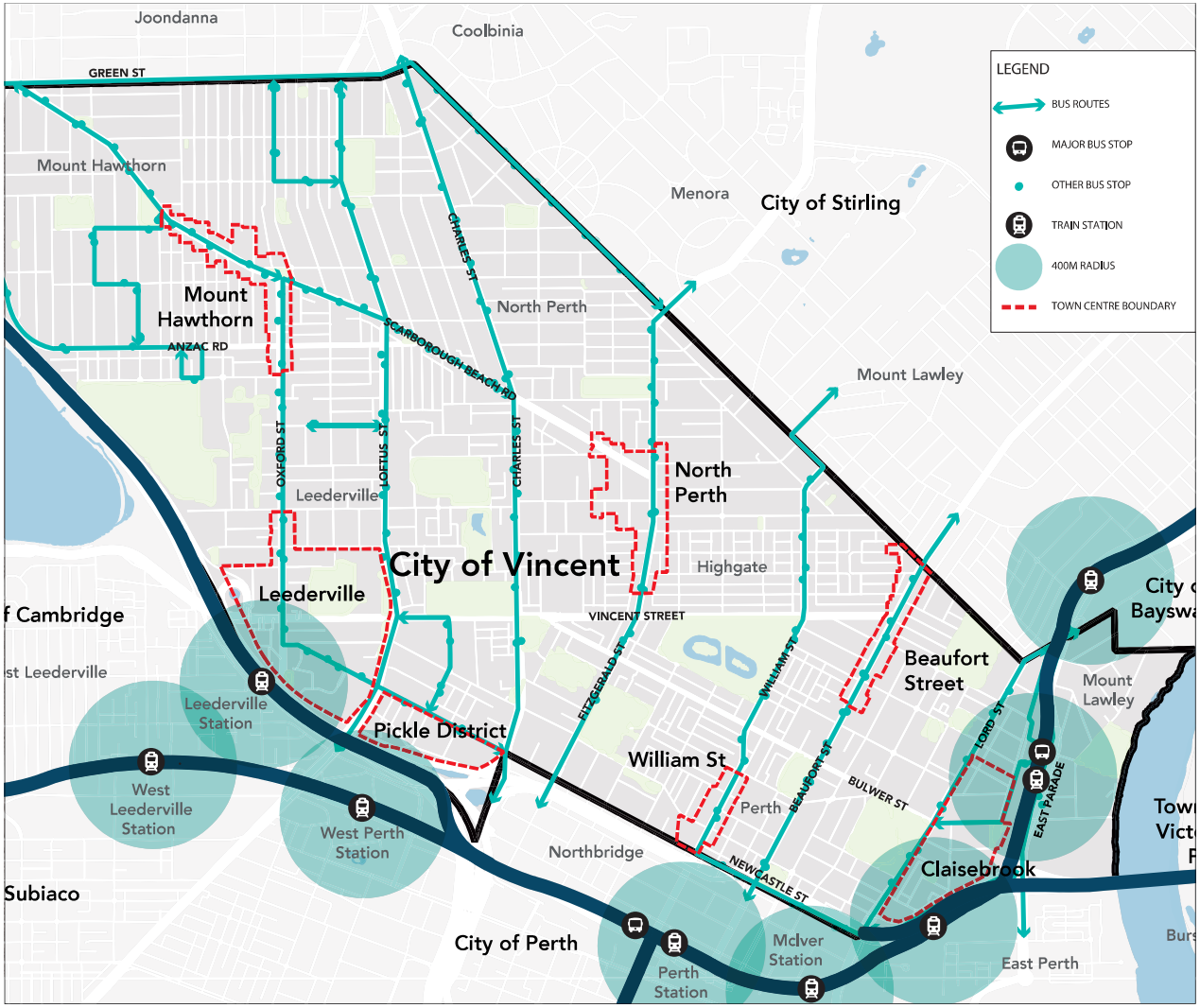


Figure 12:
City of Vincent public transport and private vehicle routes
Source information:
Accessible City Strategy 2020-2030

03 SITE ANALYSIS

3.1 COMMUNITY & VISITORS

CENSUS DATA

URBAN GROWTH

West Perth has seen significant growth in dwellings and population over the last two decades.

	2001	2021	CHANGE
DWELLINGS	1,169	1,369	17.1%
POPULATION	1,840	2,321	26.1%

Source information: Australian Bureau of Statistics

DWELLINGS

West Perth is a dense inner-city suburb with a high percentage of medium and high-density dwellings.

	WEST PERTH	WESTERN AUSTRALIA	AUSTRALIA
SEPARATE HOUSE	20.5%	77.1%	70.3%
MEDIUM DENSITY	36.1%	15.9%	17.3%
HIGH DENSITY	43.5%	4.8%	11.0%

Source information: Australian Bureau of Statistics

DWELLING SIZE

West Perth has a diverse mix of house sizes and has significantly less houses with four or more bedrooms.

	WEST PERTH	WESTERN AUSTRALIA	AUSTRALIA
ONE OR LESS BEDROOMS	24.9%	4.8%	6.0%
TWO BEDROOMS	35.4%	12.1%	18.3%
THREE BEDROOMS	27.6%	35.5%	37.2%
FOUR BEDROOMS	5.8%	36.2%	26.6%
FIVE PLUS BEDROOMS	0.9%	6.0%	6.5%

Source information: Australian Bureau of Statistics

HOUSEHOLD COMPOSITION

West Perth has a high number of lone person households and group households whilst there are relatively few families with children.

	WEST PERTH	WESTERN AUSTRALIA	AUSTRALIA
LONE PERSON HOUSEHOLDS	42.1%	23.8%	24.2%
COUPLES WITHOUT CHILDREN	25.1%	25.4%	25.4%
GROUP HOUSEHOLDS	11.5%	3.2%	3.7%
COUPLES WITH CHILDREN	10.2%	30.2%	29.7%
ONE PARENT FAMILIES	4.9%	10.0%	10.5%

Source information: Australian Bureau of Statistics

HOUSEHOLD COMPOSITION TRENDS

Whilst there are relatively few families with children in West Perth, the percentage of couples with children and one parent families has increased over the last decade.

	2011	2016	2021
LONE PERSON HOUSEHOLDS	38.8%	37.9%	42.1%
COUPLES WITHOUT CHILDREN	21.5%	25.5%	25.1%
GROUP HOUSEHOLDS	13.6%	12.0%	11.5%
COUPLES WITH CHILDREN	6.9%	7.9%	10.2%
ONE PARENT FAMILIES	3.5%	3.7%	4.9%

Source information: Australian Bureau of Statistics

HOUSEHOLD INCOME

West Perth has a lower proportion of high income earners and a higher proportion of low income earners compared to Vincent.

	WEST PERTH	VINCENT	WESTERN AUSTRALIA
UNDER $650	14.8%	13.3%	16.3%
OVER $3000	24.5%	36.0%	25.6%

Source information: Australian Bureau of Statistics

COUNTRY OF BIRTH - AUSTRALIA

Whilst there are relatively fewer West Perth residents born in Australia compared to Western Australia and Australia, the rate is rapidly increasing - a trend that is not reflected in Western Australia or Australia.

	2011	2016	2021
WEST PERTH	43.9%	43.4%	54.9%
WESTERN AUSTRALIA	62.9%	60.3%	62.0%
AUSTRALIA	69.8%	66.7%	66.9%

Source information: Australian Bureau of Statistics

COUNTRY OF BIRTH - EXCLUDING AUSTRALIA

West Perth has a higher rate of residents born in Italy, Ireland, China & Brazil.

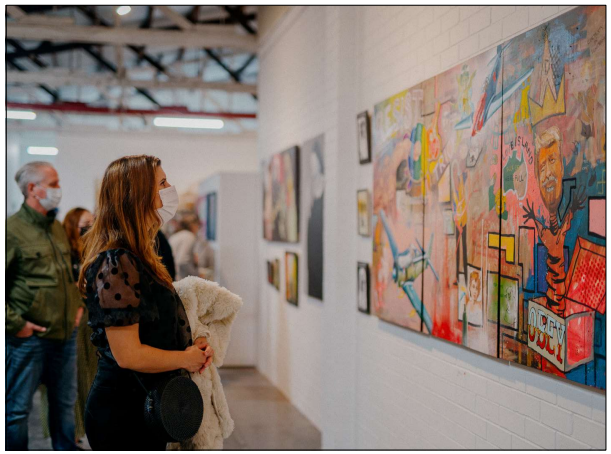
	WEST PERTH	WESTERN AUSTRALIA	AUSTRALIA
INDIA	2.3%	2.3%	2.6%
ITALY	1.8%	0.7%	0.6%
IRELAND	1.7%	0.7%	0.3%
CHINA	1.5%	1.1%	2.2%
BRAZIL	1.4%	0.2%	0.2%

Source information: Australian Bureau of Statistics

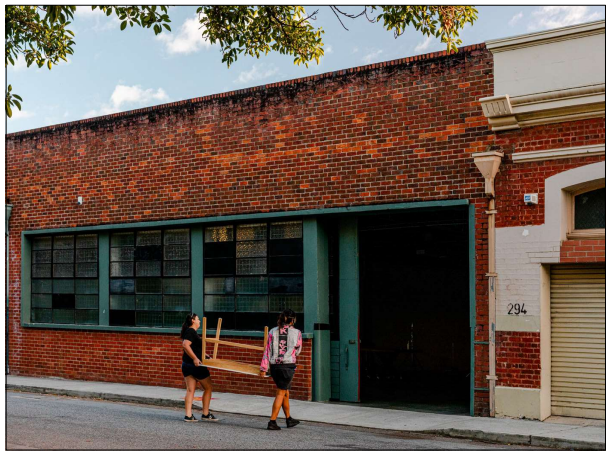
LANGUAGE SPOKEN AT HOME

Over the last decade, West Perth has decreasing linguistic diversity.

	2011	2016	2021
ENGLISH ONLY	60.6%	59.6%	68.7%
NON-ENGLISH LANGUAGE	25.8%	28.5%	25.4%



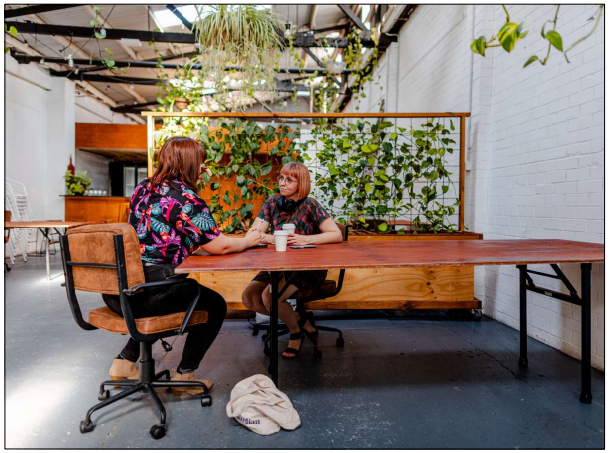
Attracted to the prime location and warehouse urban fabric, the creative arts has emerged as an important industry. A number of art galleries operate here with exhibitions drawing people to the area.
Credit: Matthew Gedling



The presence of studios and event spaces throughout the Pickle District provide a unique opportunity to promote the precinct, attracting a diversity of people to the area for events, workshops and exhibitions.
Credit: D Zuks



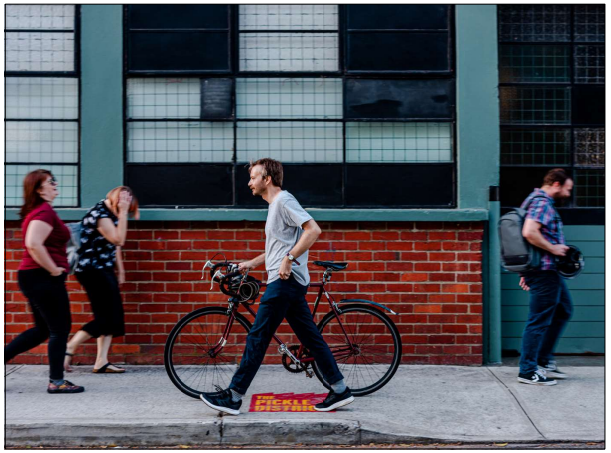
The Pickle District is supported by a strong local community and Town Team who actively engage in promoting the area and its developing creative scene.
Credit: D Zuks



Creative spaces and event venues such as the Cleaver Street Studio & Co. attract a diversity of visitors to the precinct, providing opportunity for collaboration, creativity and inspiration within the community.
Credit: D Zuks



Led by the Pickle District Town Team, events such as Pickle After Dark have drawn visitors to the precinct outside of the usual hours of business, creating new perspectives of the precinct and ways in which to use the space.
Credit: Matthew Gedling



Local promotion and community events organised by the Town Team continue to increase public awareness of the Pickle District, attracting people and businesses to the area.
Credit: D Zuks

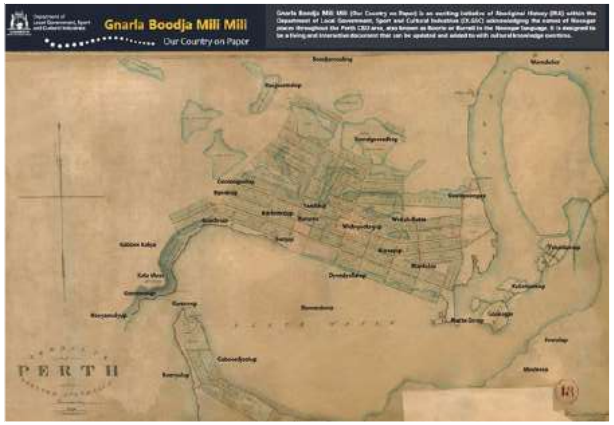
3.2 CULTURAL SIGNIFICANCE & HERITAGE

WHADJUK NOONGAR HISTORY

The area now encompassing the City of Vincent has long provided significant spiritual and physical sustenance to Whadjuk Noongar people.

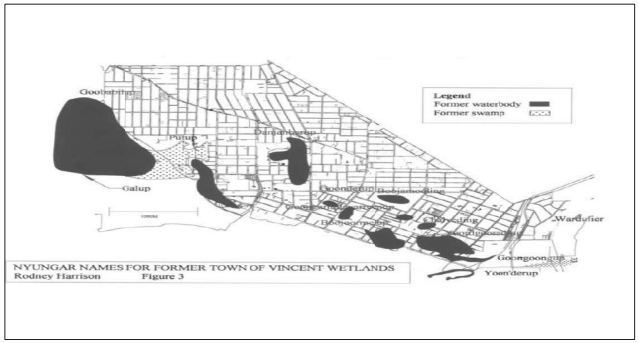
The Vincent area incorporates twelve former wetlands and a stretch of Swan River frontage between the ocean and major water systems which play a vital role in the creation of the world for Whadjuk. They are part of the interconnected movements of the Waugyl as it carried out its task of making of the streams and waterways in the nyittiny (cold times).
- Interview with Cedric Jacobs, 2003

Both Noongar knowledge and archaeology confirm that before and after European contact, Noongar often camped in close proximity to Waugyl sites near water which were abundant in food resources.



Map showing Noongar names of places within Perth.
Credit: SLWA

Wetlands in proximity to the Pickle District area of West Perth include Boodjamooling (Hyde Park), Boojoormelup (Robertson Park), Galup (Lake Monger) and Danjanberup (Smiths Lake). Maps from the 1900s include the Noongar name 'Goongarnanuluyarreenup' for the area around present day Carr Street. The Pickle District area was also in proximity to the former Lake Sutherland and Lake Irwin. Most of these wetland areas were progressively drained from the 1850s and converted to market gardens or parkland.



Noongar names for City of Vincent wetlands.
Credit: Rodney Harrison



Excerpt showing Noongar names overlaid with colonial names.
Credit: SLWA Map 1933

Some of the earliest encounters and relationships between Noongar and wam (outsiders) occurred in these locations. As conflict gradually increased as a result of disputes over resources and access to land, Noongar who survived were pushed further to the limits of the 'settled' areas. However, many Noongar needed to visit the built-up areas such as Perth, camping on the outskirts in the bush with water and sources of food. Lakes around the present-day City of Vincent were ideal for this.

From 1927 to 1954, the Vincent area was on the boundary of the Perth prohibited area in which any Aboriginal person needed a permit to enter the city. Aboriginal employees would be arrested if they were without their permit after the 6pm curfew. Areas in proximity to but outside the prohibited area became important as camping and 'stopping' places for those who worked domestic jobs in and around Perth.

Vincent acknowledges that ongoing engagement with the Birdiya Elders is required to ensure opportunities for Noongar-led sharing of their culture within the future planning framework and public realm.



A map showing the area Aboriginal people were prohibited from entering in Perth between 1927 and 1954.

VINCENT'S HERITAGE LIST

The Heritage List exists according to the Local Planning Schemes and provides statutory protection for heritage places. When a place is entered onto the list, a heritage assessment is undertaken to identify if the place has heritage significance. The council makes the final decision on whether a place is formally included in its Heritage List.

WHAT DOES INCLUSION ON A HERITAGE LIST MEAN?

If a place is on the Heritage List, the does not prohibit or have implications for owners. The places listed are protected under Vincent's Local Planning Scheme and related policies. Hence, identifying heritage places is not about preventing change. Instead, it is about identifying and understanding what is important so it can be managed appropriately.

There are no places within the study area listed on Vincent's Heritage List, but there are properties on other heritage lists. These are described as follows:

- No. 587 Newcastle St, West Perth is an Inter-war California Bungalow constructed from 1945. This property is listed on the Catholic Church Inventory.
- No 28 Drummond Place, West Perth is a Federation Queen Anne single storey residence that was constructed from 1920. It is listed on the Perth Draft Inventory.
- No. 17 – 19 Simpson St, West Perth is a Federation Queen Anne single storey residence that was constructed from 1910. It is listed on the Perth Draft Inventory.
- No. 15 Havelock St, West Perth is a Federation Queen Anne single storey residence that was constructed from 1910. It is listed on the Perth Draft Inventory.

The community interpretations of this character should be investigated through the stakeholder engagement and community consultation process.



No. 17-19 Simpson Street, West Perth, is a Federation Queen Anne residence constructed in 1910.
It is listed on the Perth Draft Inventory.

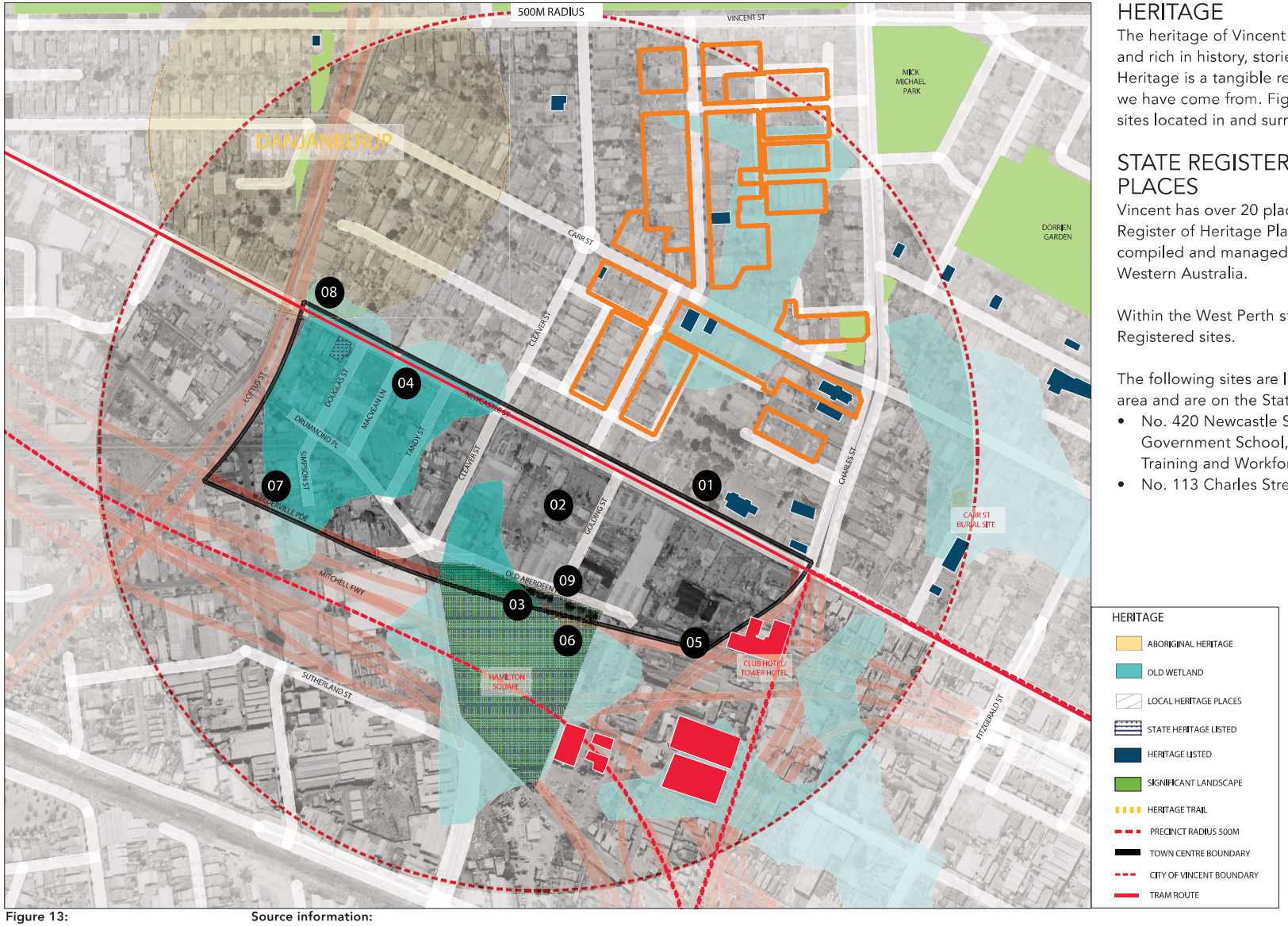


Figure 13:
Old wetlands and heritage listed sites

Source information:
Aboriginal Heritage Information System
City of Vincent Wetlands Heritage Trail
Infomaps, Character Areas City of Vincent Municipal Heritage Inventory
State Records Office of Western Australia SROWA
Heritage Vincent 1953

HERITAGE

The heritage of Vincent is unique, vibrant, complex and rich in history, stories, people and places. Heritage is a tangible reminder of our past and where we have come from. Figure 13 shows the significant sites located in and surrounding the Pickle District.

STATE REGISTER OF HERITAGE PLACES

Vincent has over 20 places registered on the State Register of Heritage Places. The State Register is compiled and managed by the Heritage Council of Western Australia.

Within the West Perth study area, there are no State Registered sites.

The following sites are located just outside the study area and are on the State Register of Heritage Places:

- No. 420 Newcastle Street (former Newcastle Street Government School, now the Department of Training and Workforce Development); and
- No. 113 Charles Street (former Church).



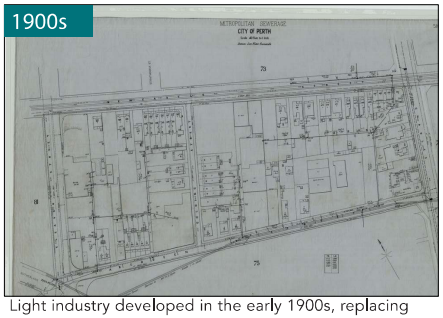
Vincent acknowledges the traditional owners by working with Bridya Elders to learn about culture and Country.
Credit: Dolman's, Boodjar Nakolak Yanginy
Sharing the Knowledge of the Land.

1827



Reconstructed view of Perth in 1827 (looking west from the Claisebrook entry to the Swan River across the lakes of central Perth).
Credit: Edith Cowan University 2014

1900s



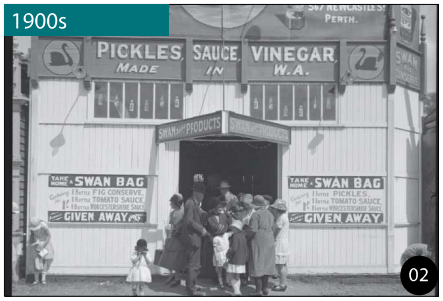
Light industry developed in the early 1900s, replacing market gardens well known throughout the area.`
Credit: SROWA

1890 to 1977



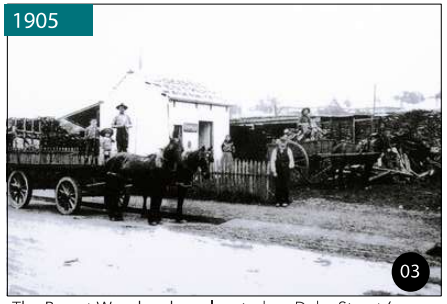
Newcastle Street Government School was a significant site from 1890 to 1977. The site is now used by the Department of Training and Workforce Development.
Credit: City of Vincent Local History Centre

1900s



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

1905



The Bryant Woodyard was located on Duke Street (now Aberdeen Street). The Club Hotel (renamed the Tower Hotel) would later be constructed beside the woodyards.
Credit: Janet McCallum (nee Bryant)

1930s



Aerial view of Swan Brand Products Factory at 567 Newcastle Street, 1935.
Credit: SLWA

1960s



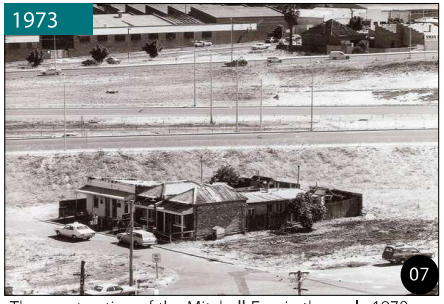
The Tower Hotel (formerly the Club Hotel) was a landmark building, operating from 1896 to 1973 when it was demolished to make way for the Charles St off-ramp.
Credit: City of Vincent Local History Centre

1973



A view of the Mitchell Fwy overpass from Wellington Street showing the Tower Hotel in the background.
Credit: SLWA

1973



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

2007



2007 frontage of Nurse Stockley's Swan Maternity Hospital, which operated from 1913 to 1949 on Newcastle Street.
Credit: Richard Maiorana.

2022



Warehouses and factories have been repurposed for creative spaces such as The Old Pickle Factory on Golding Street.

3.3 EXISTING CHARACTER

The Pickle District does not have a traditional main street and is largely characterised by the former light industrial land uses. It lacks the amenities found in the City's town centres, including greenery, canopy cover, seating and street furniture.

As shown in Figure 14, some improvements made include tree planting and the inclusion of a parklet along Cleaver Street. Other streets cannot be provided with the same amenity due to the road and footpath widths, and nil setbacks of the buildings.

The verge along Old Aberdeen Place is closely bound by the on ramp to the Graham Farmer Freeway. The verge has a number of established trees, but the area closest to Cleaver Street generally consists of weeds and loose rocks and is not maintained to a high standard.

Drummond Place ends as a cul-de-sac where it approaches Loftus Street and there is no continued cycle or pedestrian connection through to Leederville.

The Pickle District's emerging creative and event spaces have many offerings, but surrounding residents and visitors are often unaware of how close the Pickle District is to Leederville Town Centre. Wayfinding would improve access within the precinct and to other areas of Vincent.

KEY ASPECTS

- The area is dominated by warehouse and industrial buildings.
- There is a lack of diverse land uses within the precinct.
- The road network is nearing capacity and will not be able to accommodate additional vehicles. This is further impacted due to freeway entry and exit points located at the Charles and Newcastle Street intersection.



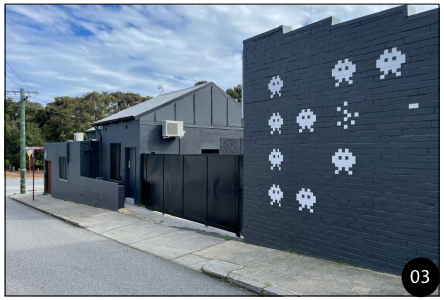
Figure 14:
Pickle District site analysis - existing character



Car yards and commercial businesses are largely lacking in amenity.



Many commercial and light industrial sites remain vacant or underused, adding to the industrial characteristic of the area.



The increasing creative arts presence has encouraged street art and murals, enhancing amenity,



Graffiti on a building bordering Loftus Street adds to the industrial feel of the area.



Public art and seating line the road reserve on Old Aberdeen Place, offering an insight into the areas' growing creative arts scene.



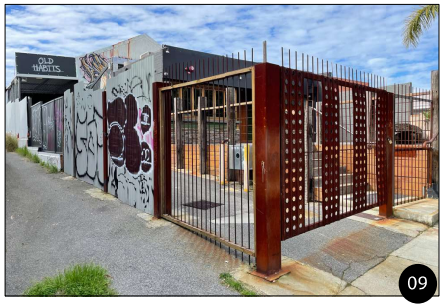
Many buildings have no street setback, providing a unique warehouse characteristic.



An art piece displaying the Pickle District's logo acts as an entrance statement along the Graham Farmer Fwy on-ramp.



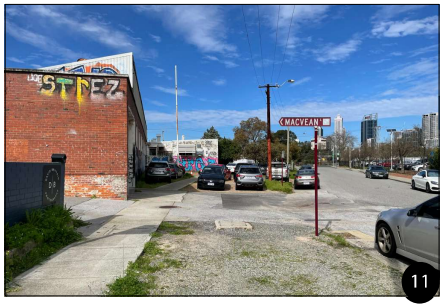
Corner stores and sawtooth roofs feature throughout the area, Enhancing the unique warehouse aesthetic.



A diversity of building materials has helped create a unique character.



Creative arts businesses along Cleaver Street directly address the street, activating this space and enhancing the experience for pedestrians.



Graffitied buildings along Drummond Place help support this precincts' light industrial and warehouse feel.



Character buildings along Old Aberdeen Street add amenity and further support the precincts' unique characteristics.

3.4 SURROUNDING CONTEXT

The West Perth precinct was formerly home to many manufacturing businesses. The construction of the Mitchell Freeway in the 1970s significantly impacted the area, and coincided with the decline in the domestic manufacturing sector. The area 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.

As shown in Figure 15, the area directly north of the Pickle District forms part of West Perth (suburb) and comprises low residential, some of which are character areas (Strathcona Street, Carr Street and Florence Street). There is also an educational establishment (Department of Training and Workforce Development), cafes and an aged care facility.

There is a high level of amenity directly surrounding (within one kilometre) the site. This includes Beatty Park, Loftus Recreation Centre, the City of Vincent Administration Building, Leederville Oval, Leederville Skate Park and the Leederville Town Centre. There are also community facilities including, Royal Park Hall, Robertson Park Tennis Club, education facilities, and two train stations (Leederville and City West).

The Mitchell/Graham Farmer Freeway and Loftus Street are major barriers to accessing places of interest to south and west of the precinct.

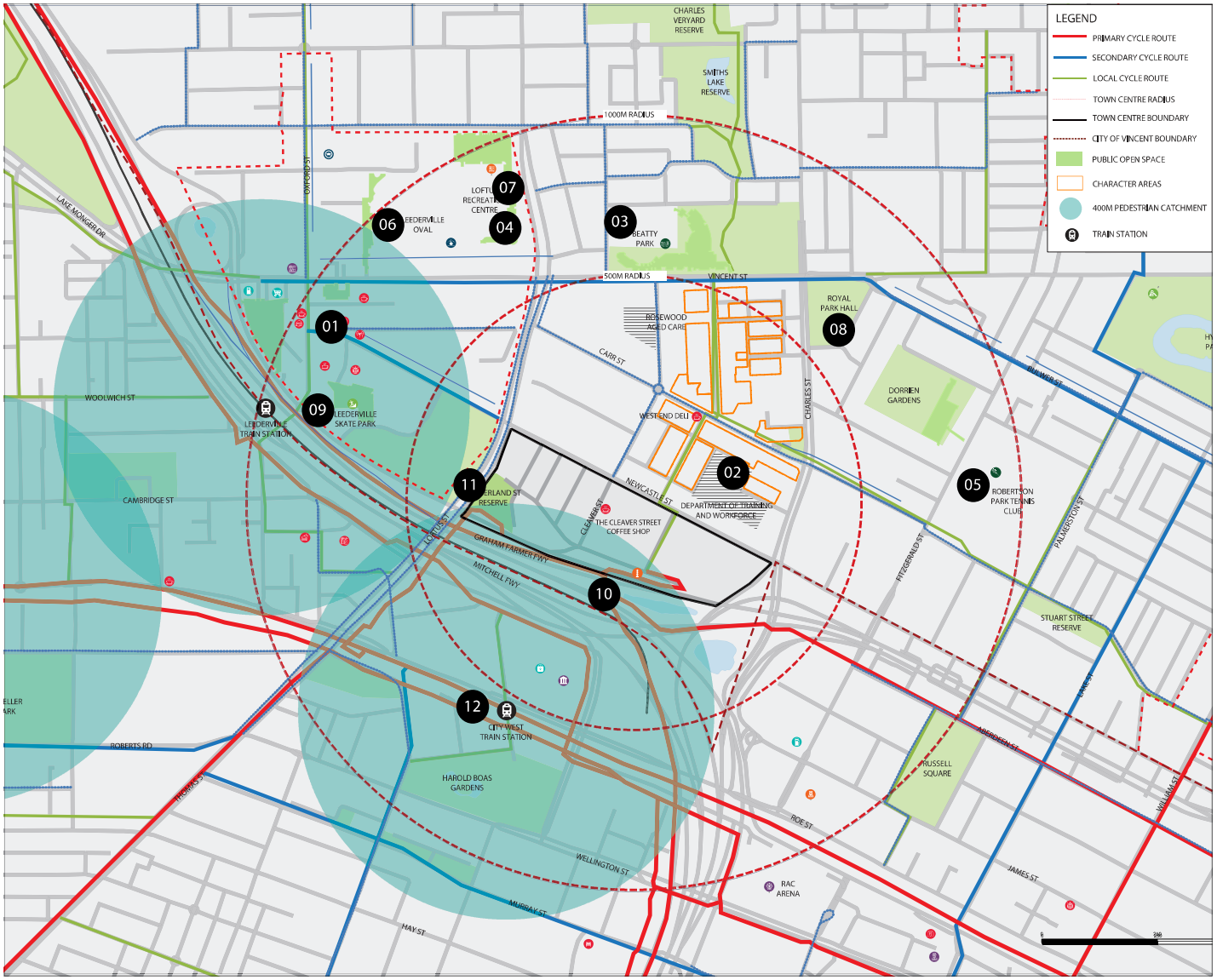


Figure 15:
Surrounding context
Source information:
Long-Term Cycle Network for Perth (arcgis.com)



01

Leederville Town Centre offers a range of food and beverage, retail and entertainment options (Luna Palace Cinema), all less than 1km from the Pickle District.
Credit: Jessica Wyld Photography


02

The Department of Training and Workforce Development is an education service provider and a key development site in Vincent.

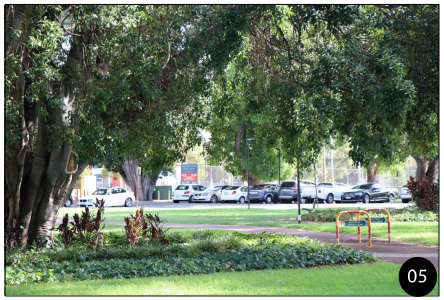


03

Beatty Park is one of Perth's largest leisure centres and offers a wide range of health and fitness activities.
Credit: Jessica Wyld Photography


04

Loftus Recreation Centre is a short distance from the precinct, and offers a range of sports and fitness activities for the community.
Credit: Loftus Recreation Centre


05

Home to the Robertson Park Tennis Club, Robertson Park is a dog friendly recreation area with BBQ's, a playground and park benches.


06

Leederville Oval is home to the Subiaco and East Perth football clubs and hosts regular WAFL games and community events throughout the year.

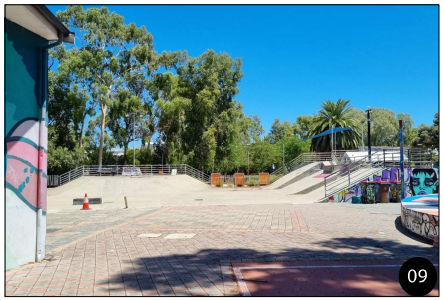


07

The Pickle District is within walking distance of City of Vincent facilities including the Community Centre, Library and Local History Centre.
Credit: D Zuks


08

Royal Park Hall is a community facility within the local area and is available for community groups, events and function hire.
Credit: Jessica Wyld Photography


09

A 24-hour skate park catering for skateboards, BMX, scooters and roller blades is a popular venue in Leederville and less than 1km from the Pickle District.


10

The Graham Farmer Freeway at the southern border of the Pickle District is a significant barrier for movement between the precinct and Perth CBD.


11

Loftus Street on the western border of the Pickle District is a barrier for access between the precinct and the Leederville Town Centre.



12

The Pickle District has moderate access to the City West and Leederville train stations which provide links to other places of interest.
Credit: Nick Shannon

3.5 BUILT FORM

Built form seeks to integrate land use, public space and the form of the built environment to enable attractive, interesting outcomes for people.

PREDOMINANT EXISTING LAND USE

Figure 16 highlights that the Pickle District 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. There are also two gyms, a sporting club, a café, a charity, and a place of worship within the precinct.

The importance of these land uses along with other desired land uses should be investigated with the community.

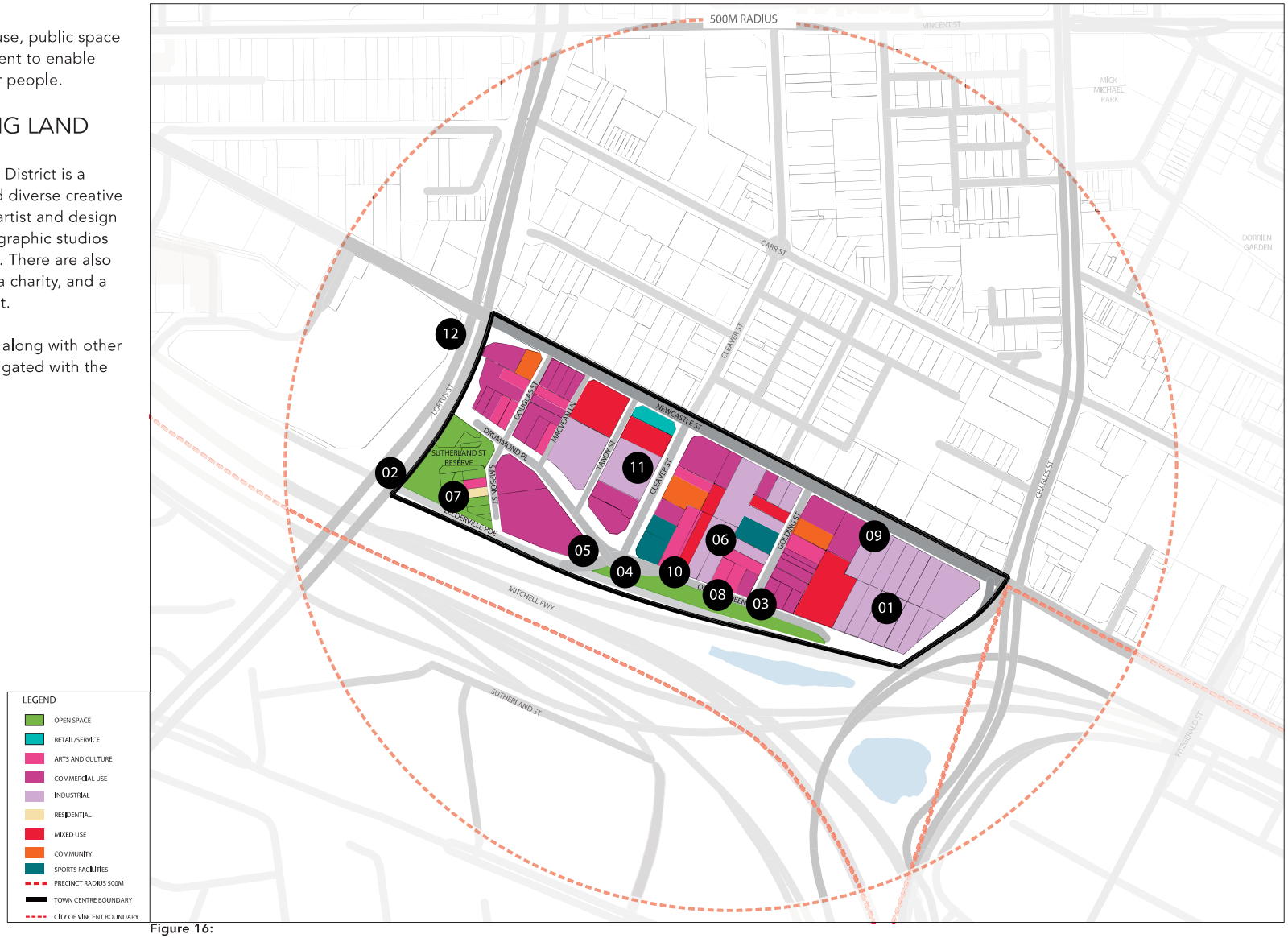
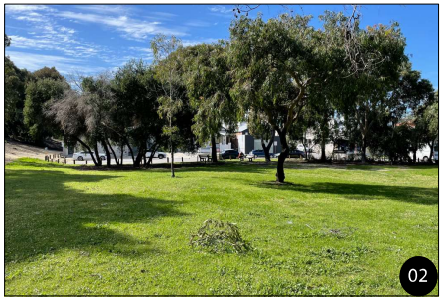


Figure 16:
Predominant existing land uses



The Mitchell Freeway was constructed in the 1970s and forms a physical barrier along the southern edge of the site, restricting accessibility.



Sutherland Street Reserve is located along the border of Loftus Street and is the only public open space within the Pickle District.



Car parking occupies a significant portion of the light industrial and commercial businesses throughout the area.



Former warehouses are increasingly being repurposed by businesses within the creative arts industry.



Former commercial buildings have been repurposed into a large gym and fitness centre on Cleaver Street.



Warehouses and factories are still largely present and operational offering a unique character to the district.



One of the two remaining residential buildings on Simpson Street has been repurposed into an event space and private screening facility, and often hosts local arts and culture events.



Commercial offices feature throughout the site and are predominately used for mixed use commercial and professional services.



Car yards are a prominent feature along Newcastle Street, taking up a significant area of land between Golding Street and Charles Street.



Linton & Kay Galleries is one of a number of art galleries in the Pickle District.



The eastern side of Cleaver Street offers a mixture of creative spaces, a cafe and community facilities offering a stark contrast to the light industrial land uses on the opposite side.



Professional services occupy many of the buildings along the Newcastle/Loftus boundary of the Pickle District.

BUILDING HEIGHT

As shown in Figure 17, the existing development within the Pickle District has a building height of either one or two-storeys.

Policy No. 7.1.1 - Built Form prescribes up to 7-storeys within this area, highlighting this area is significantly underdeveloped.



Figure 17:
Building height



Simpson Street contains a single storey residential building and two story redevelopment which has remained sensitive to its residential character.



Former warehouses along old Aberdeen Street add distinct character to the area, yet offer little passive surveillance.



An example of the warehouses on Drummond Place, offering variances in height and building materials, and little passive surveillance.



A single storey commercial building fronting both Cleaver Street and Old Aberdeen Street.



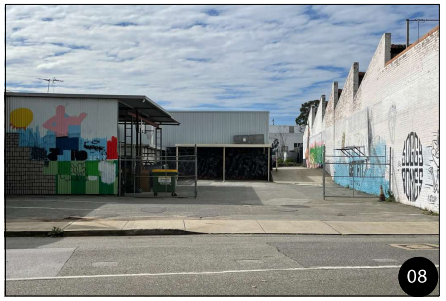
Buildings along Cleaver Street are predominantly single storey brick frontages with no setback. The pedestrian experience has been enhanced through street upgrades and a parklet.



Commercial buildings along Newcastle Street are largely single storey and fronted by car parking.



The absence of setbacks and pedestrian infrastructure along Tandy Street offers little in passive surveillance and pedestrian experience.



A single storey warehouse structure offering mixture of setbacks adds to the industrial characteristic of the site.



Properties along Old Aberdeen street offer a diversity of heights and setbacks creating a unique warehouse charm.



Car showrooms on Newcastle Street are a distinct feature in the landscape, often surrounded by empty car yards.



Policy No. 7.1.1 Built Form prescribes up to 7 storeys within this precinct. No building is greater than two storeys high.



Sawtooth roofing is a distinct characteristic of the warehouses throughout the Pickle District

ACTIVE FRONTAGES

Active frontages can provide informal surveillance opportunities and often improve the vitality and safety of an area. The measures of active frontage can be graded from negative frontage to active frontage.

Figure 18 shows many of the buildings within the Pickle District have vacant frontages. These are typically closed to the street and do not invite pedestrians to interact with the activities happening inside the building or vice versa.

Many buildings also have a positive frontage. These building typically have large glassed windows, which are typical of an active frontage, but are often frosted or tinted, screening the use from the street and preventing a high level of interaction.

The only building with an active frontage is the café located at No. 14 Cleaver Street. This building has a large unobscured glass window, and a parklet on the adjoining verge that increases interaction with the street.

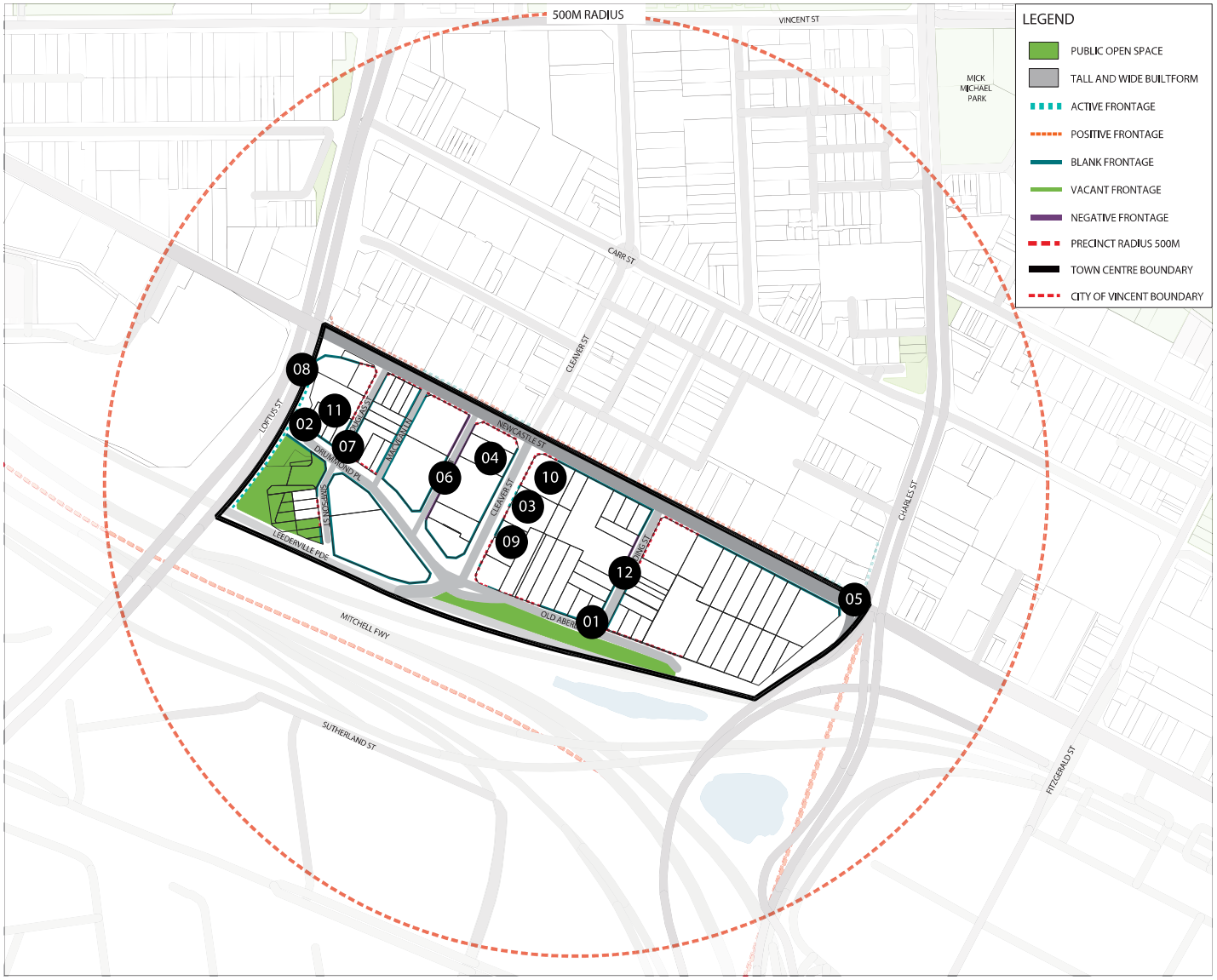


Figure 18:
Active frontages



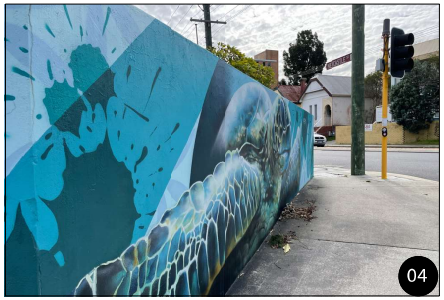
A mixed use building offers limited passive surveillance and street activation.



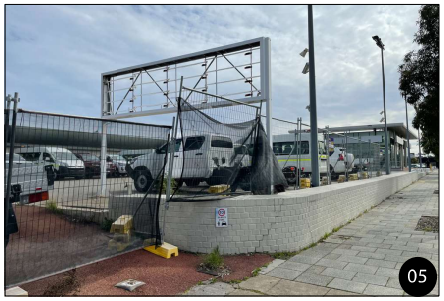
The windowless bulk of many warehouses provides little opportunity for activation and surveillance.



The public realm is enhanced along Cleaver Street through the addition of a parklet and businesses directly addressing the street.



Sight lines are restricted at many areas due to the height and impermeable building materials used in fencing.



Many of the car yards on Newcastle Street lie vacant or fenced off, providing little for the pedestrian experience.



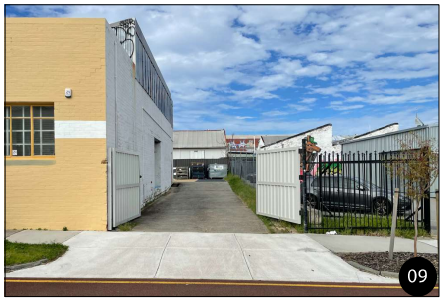
Tandy Street remains largely inaccessible for pedestrians, offering no pedestrian infrastructure and prioritising vehicle parking.



Douglas Street offers limited street activation, flanked by brick warehouses and boarded up windows.



The corner of Newcastle and Loftus Streets is a busy intersection with many barriers to surveillance.



A common feature of many businesses is security gating. This allows for passive surveillance, yet detracts from the pedestrian experience of the area.



A car rental business provides open sight lines through large glass frontages.



Visually permeable fencing offers passive surveillance yet detracts from amenity.



The development of a Safe Active Street on Golding Street prioritises pedestrian and bicycle safety.

DEVELOPMENT POTENTIAL

As shown in Figure 19, the sites highlighted in yellow show adjacent lots owned by one person. Larger lots or the ability to amalgamate lots is favourable as it can result in more cohesive and continual development along a streetscape. There are often fewer constraints for larger lots as they can accommodate minimum site planning requirements (such as lot boundary setbacks) and allow for adequate solar access and landscaping.

Although not highlighted, a Bunnings store is proposed on the lots bound by Newcastle Street, Cleaver Street, Drummond Place, and Tandy Street. If approved, this will be a key development within the area.

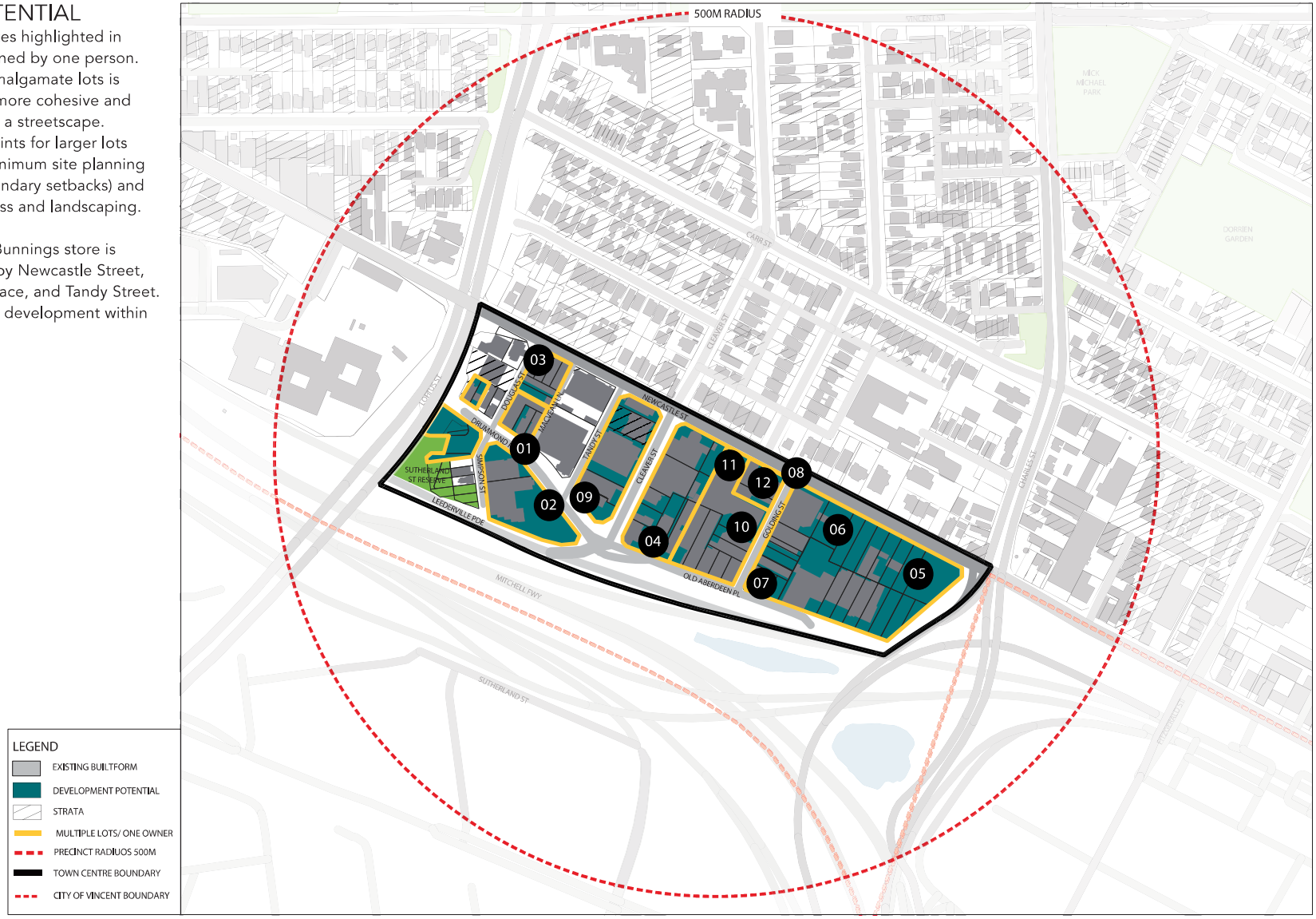
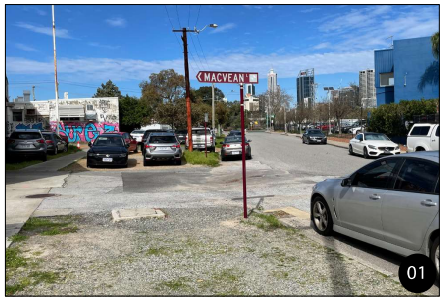


Figure 19:
Development potential



Clear views of Perth are visible from a number of locations on Drummond Place and Newcastle Street and present opportunity for higher density development capitalising on viewpoints.



A number of lots within the Pickle District have single landowners presenting an opportunity for the amalgamation of lots.



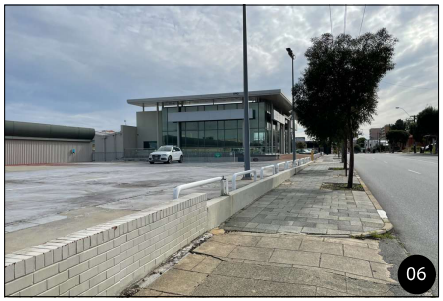
Low density developments along Newcastle Street are in suitable locations to accommodate high density development with access to multiple modes of transport.



Another example of multiple lots owned by one landowner which offer opportunity for lots to be amalgamated.



The block of land bordered by Newcastle Street, Golding Street, Old Aberdeen Street and Charles Street is owned by a single landowner.



This site is largely occupied by car yards, many of which are vacant presenting a poor use of prime inner city space.



Commercial buildings on the site are two storeys in height and present significant opportunity for densification in the area.



The Pickle District is characterised by low density developments of one to two storeys, offering an opportunity for higher density mixed use development.



Many of the lots within the precinct are of considerable size, although the barriers posed by the Mitchell Freeway and Charles Street present an accessibility issue.



An example of a light industrial land use and surrounds owned by a single landowner.



Poor use and activation of land along Newcastle Street presents considerable opportunity for development.



A further example of poorly utilised land along Newcastle Street which provides very little for the area's amenity and the pedestrian experience.

3.6 MOVEMENT & ACTIVITIES

Movement is a key enabler of place. Done well it can enhance and contribute to the place's success by improving connectivity, livability , services and economic success. Designed poorly, movement can diminish places and contribute to their decline.

The Pickle District is bordered by high frequency main roads which provide a high level of access for public transport and private vehicles. The Pickle District is made of local streets which are not heavily trafficked.

As shown in Figure 20, pedestrian access around the site is provided through one or two paths on most roads excluding Tandy Street which provides no access. In some instances, pedestrian access is interrupted by infrastructure such as light poles.

Bicycle access to and around the site is provided by the PSP which runs along the Graham Farmer Freeway and the 'Safe Active Street' on Golding Street which connects through to Strathcona, providing a safe shared environment for cyclists, pedestrians and vehicles.

The Department of Transport is undertaking a network capacity study to understand how people and vehicles are currently moving throughout the West Perth precinct, and to make recommendations to improve the functionality.

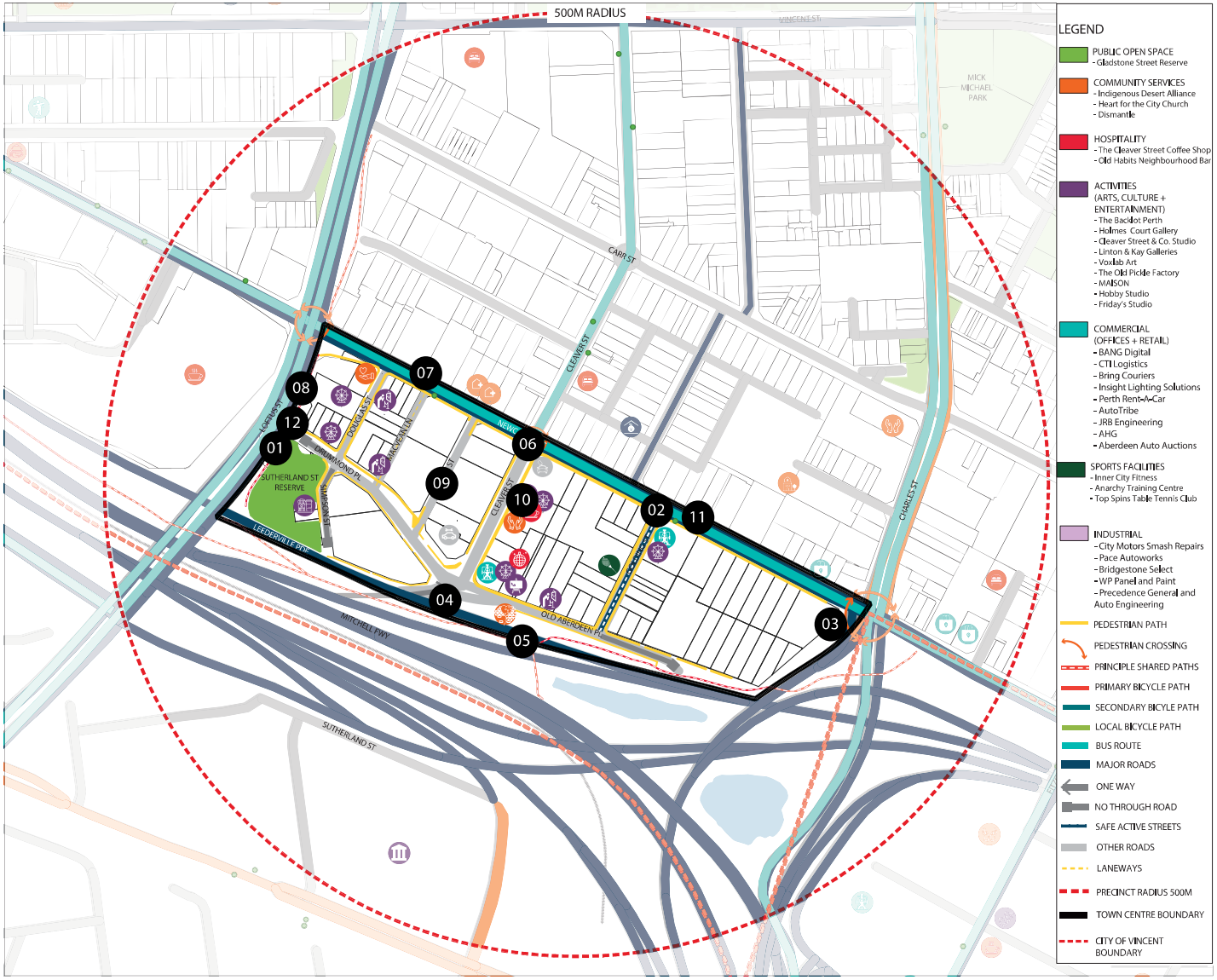


Figure 20:
Movement and activities



Accessibility to and from the area is limited. There is no pedestrian or cycle access to Loftus Street, presenting a considerable opportunity to address this issue.



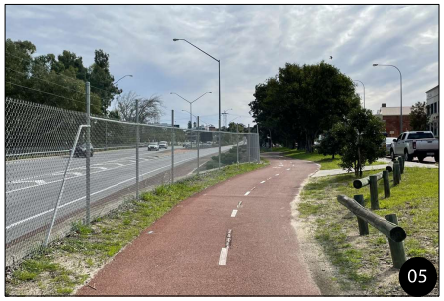
A 'Safe Active Street' has been installed on Golding Street, and is an extension of the 'Safe Active Street' on Strathcona Street. This connects to the PSP along the Mitchell Freeway.



Pedestrian infrastructure is limited in some areas with streets having no or narrow footpaths. The pedestrian crossing at the intersection of Newcastle and Charles Streets fails to connect to adjacent paths.



The off-ramp from the Mitchell Freeway exists as the only vehicular access to the Pickle District at the southern border of the site.



A PSP and underpass borders part of the southern edge of the Pickle District along Old Aberdeen Street.



The Cleaver and Newcastle Street intersection provides a safe crossing for pedestrians.



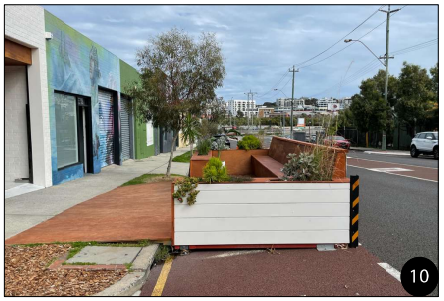
The precinct is regularly serviced by public transport buses along Newcastle Street and is a short walk to bus stops on Loftus Street and Charles Street.



A shared path runs along Loftus Street providing safe transit for pedestrians and cyclists.



Tandy Street offers no pedestrian footpaths, restricting accessibility. All roads within the area are local roads or laneways and not capable of accommodating large volumes of private vehicle traffic.



The upgraded streetscape along Cleaver Street and the provision of a public parklet have added to the amenity and walkability of the area.



Existing pedestrian infrastructure is uneven and acts as a barrier for accessibility within the precinct.



An example of one of the areas with accessibility issues.

LINK AND PLACE

Many of our roads are limited in widths by existing infrastructure which means we need to consider how the function of these roads can be better utilised to meet growing demand. We need a new approach to designing, planning and delivering a modern transport system that meets the increasing needs of people and businesses whilst creating and improving the great places that make up Vincent.

Streets perform multiple functions. Transport links not only move people from A to B, they also serve as key places and destinations. There is a natural tension between these two functions. As a movement corridor, every link aims to minimise travel time and keep people and goods moving. Alternatively, as a place it aims to increase visitor amenity.

The ACS outlines a Link and Place Framework that has been applied to Vincent to develop a road function map to guide the future Vincent transport network. In the Link and Place Framework, streets within the network are categorised according to their specific combined place and link function. The combination of place and link is shown in the matrices on the following pages. This framework recognises that a liveable and successful city needs a variety of street types that serve different roles and functions in different places.

This framework is to be applied to the streets within the area to improve their function. As demonstrated on the adjacent map, most street within the Pickle District are classified as local squares and it is bordered by core roads and high streets.

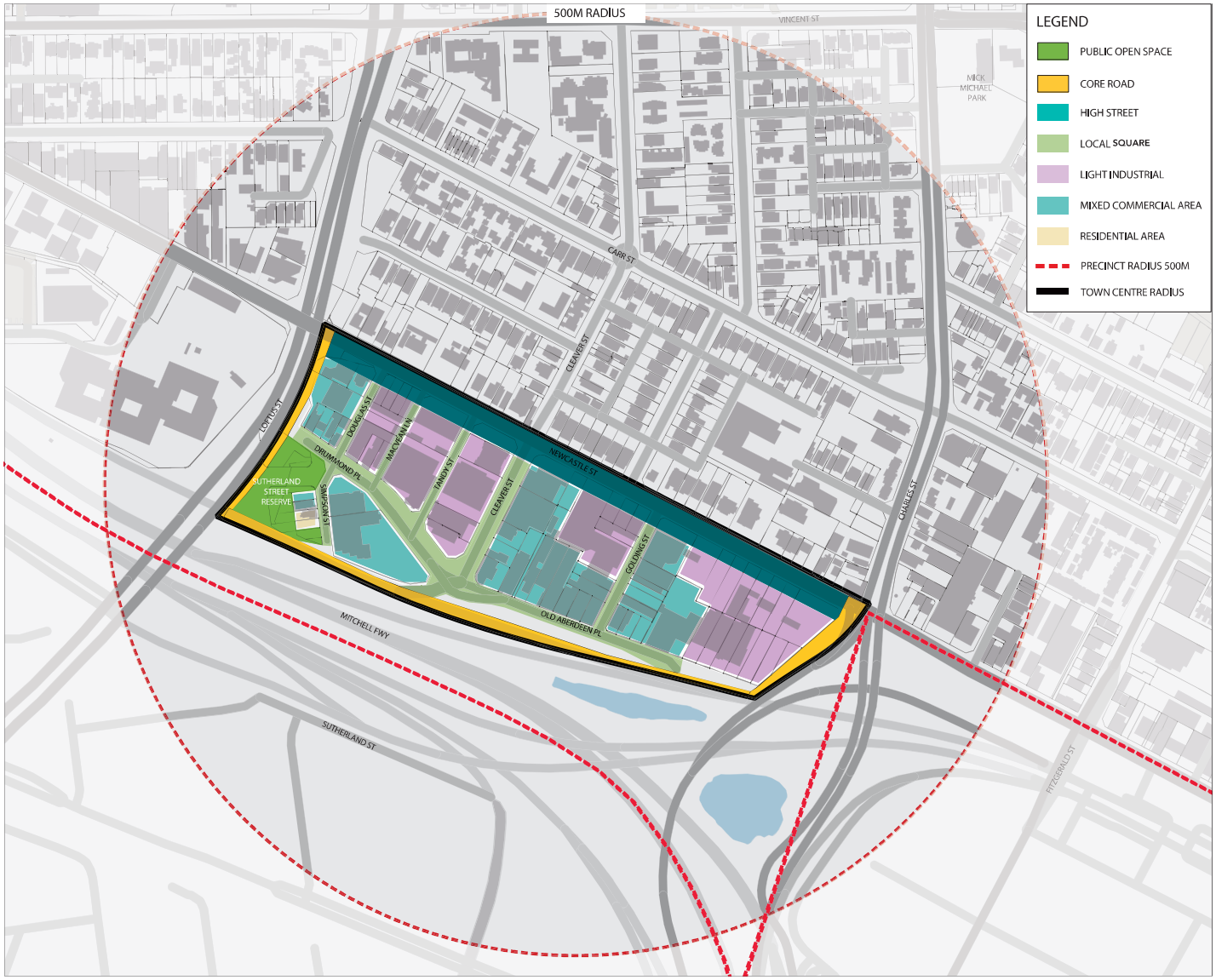


Figure 21:
Streetscape character
Source information:
Accessible City Strategy 2020-2030

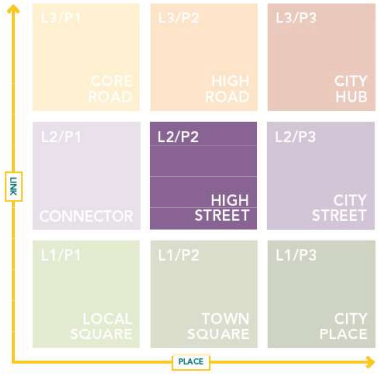
NEWCASTLE STREET

Currently, the northern side of Newcastle Street houses a number of low density residential character homes and the southern side hosts a number of industrial uses. Footpaths are narrow and lack amenity. The carriage way changes between two and four lanes and on street parking is limited. No cycle route is available on the street, though it provides an unprotected connection for the existing safe active street between Strathcona and Golding Street. Newcastle Street provides access to high frequency bus routes running to and from the Perth CBD.

Newcastle Street has been designated as a High Street (L2/P2) and has an equal medium link and place function. It is intended that Newcastle Street will have a moderate level of street-side activity, and a mix of medium density residential, commercial and civic uses.

Newcastle Street is envisaged to be a link providing efficient public transport. It is expected that it will experience traffic peaks in the morning and high levels of pedestrian movement in the evenings. It should provide cycle routes and on street parking, and direct access to local businesses and properties.

Newcastle Street is to be used by a mix of all modes with public transport providing access for people to and from and pedestrians walking to bus stops and local centres.





Newcastle Street heading east toward Loftus Street.

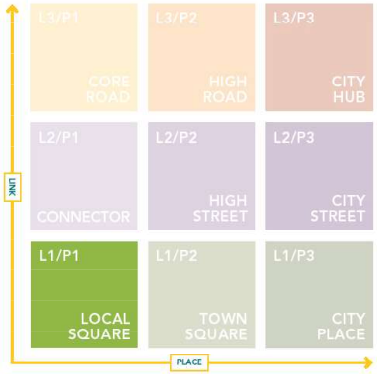
TANDY STREET

Tandy Street currently provides no pedestrian path access. Both sides of the dual carriageway are sleeved by car parking and canopy cover is minimal.

Tandy Street has been designated as Local Square (L1/P1) and is proposed to have an equal function of link and place. It is intended that the residential density is medium to high due to the proximity to public transport and future local shops and mixed use. Increased canopy cover and traffic calming should be a prominent feature of the streets.

This street is intended to be a low speed environment with pedestrian priority around key attractors and is to be used by locals as primary access to residential. The street should also provide quiet routes for cycling and walking.

A mix of all modes are anticipated, pedestrians and cyclists will use the street for local trips and/or commuting. Levels of traffic are anticipated to change over the day.





Tandy Street heading North towards Newcastle Street.

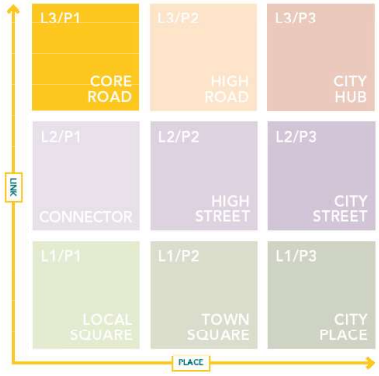
GRAHAM FARMER FREEWAY

The Graham Farmer Freeway is a controlled access road designed exclusively for high speed vehicular traffic. It has a low level of pedestrian activity, should support public transport priority in the peak AM and PM and is a highly trafficked road.

The Graham Farmer Freeway bounds the Pickle District. It is designated as a Core Road (L3/P1) having the highest level of link and lowest level of place. The function of the road is not intended to change.

This type of road can support medium to high density mixed use or big block commercial adjacent.

This type of street accommodates high levels of vehicular through movement, high levels of public transport, and fewer pedestrians and cyclists.





Graham Farmer Freeway heading east.

CLEAVER STREET

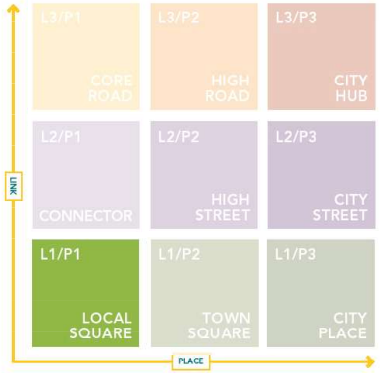
Cleaver Street currently functions as the main street for the Pickle District. The eastern side hosts larger industrial uses such as motor repair and a print factory. The western side hosts smaller scale independent and creative businesses such as Cleaver Street & Co Event Space and Cafe, Stala Contemporary Art Gallery & Projects, and Inner City Cross Fit Gym.

Both sides of the street include a pedestrian path. The Street has the capacity to host 'Artlets' and currently hosts a parklet. Street trees were planted in 2019 and will provide future canopy cover for pedestrians. There is no designated cycle access on Cleaver Street.

Cleaver Street has been designated as a Local Square (L1/P1) and should have an equal function of link and place. It is intended that medium density residential is the predominant use with higher density developing near public transport, local shops and mixed use along Newcastle Street.

Increased canopy cover and traffic calming should be a prominent feature of the street as a way of supporting a low speed environment with pedestrian priority around key attractors.

A mix of all modes is anticipated, pedestrians and cyclists will use these streets for local trips and/or commuting, and public transport will provide access for people on defined routes. Levels of traffic are anticipated to change over the day.





Cleaver Street heading south towards the Graham Farmer Freeway.

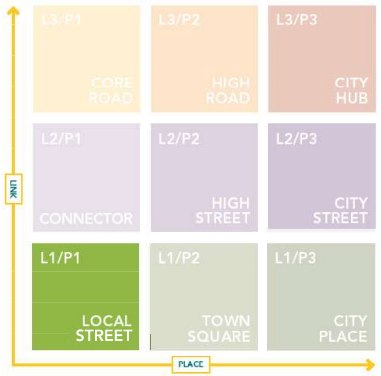
MACVEAN LANE

Macvean Lane currently provides local access to the rear of tenancies facing Tandy Street, Douglas Street, and Drummond Place. Limited private vehicle access is available to and from Newcastle Street. There is no designated bicycle or pedestrian access and no canopy cover has been provided.

Macvean Street has been designated as a Local Square (L1/P1) and is intended to have an equal function of link and place. It is intended that medium density residential is the predominant use with higher density developing near public transport, local shops and mixed use along Newcastle Street.

Increased canopy cover and traffic calming should be a prominent feature of the street as a way of supporting a low speed environment with pedestrian priority around key attractors.

A mix of all modes is anticipated, pedestrians and cyclists will use these streets for local trips and/or commuting.





Macvean Lane heading North towards Newcastle Street.

DRUMMOND PLACE

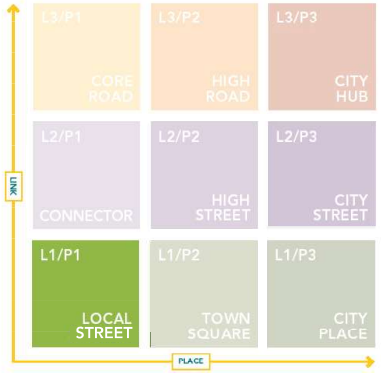
Drummond Place, which meets Old Aberdeen Place to the east provides the key east west link through the Pickle District ending in a cul-de-sac to the west. The street provides a single carriageway in each direction for private vehicles with each side of the road sleeved with on street parking. There is a pedestrian path on each side of the road and the northern side has wide verges. There is a moderate amount of canopy cover.

Drummond Place has been designated as a Local Square (L1/P1) and should have an equal function of link and place. It is intended that medium density residential is the predominant use with higher density developing near public transport and local shops.

Increased canopy cover and traffic calming should be a prominent feature of the street as a way of supporting a low speed environment with pedestrian priority around key attractors.

A mix of all modes is anticipated, pedestrians and cyclists will use these streets for local trips and/or commuting. Levels of traffic are anticipated to change over the day.

There is an opportunity to increase pedestrian and cycle linkage through the creation of a link to Loftus Street. There is also the opportunity to link to the exiting safe active street and PSP.





Residential property on Drummond Place.

3.7 ENVIRONMENT

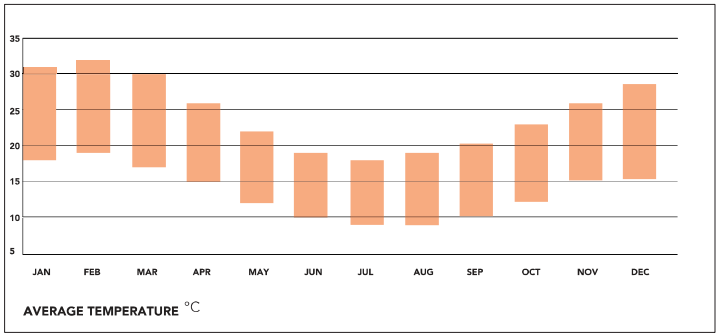
CLIMATE

The climate data is from data collected on Perth, the capital city of Western Australia, which has a Mediterranean climate meaning hot, dry summers and cool, wet winters. As Vincent shares boundaries and is in close proximity to Perth City this information is transferable.

As shown in the adjacent figures, climate statistics for Australian locations, state February is the hottest month of the year, with an average high of 31.6 °C, and July is the coldest month of the year, with an average low of 7.9 °C. 77% of rain in Perth falls between May and September. Perth has an average of 8.8 hours of sunshine per day, which equates to around 3,200 hours of annual sunshine, and 138.7 clear days annually, making it the sunniest capital city in Australia.

CLIMATE CHANGE

Data predictions by Climate projections for Western Australia, that in 2090, rainfall is to fall between 29% and 8% and temperature predicted to rise between 0.9 °C and 4 °C. Perth may see the number of days above 35 °C increase from 28 per year on average to 36 in 2030, and to between 40 and 63 in 2090. While frost days will decrease. Rainfall will increase in intensity while decreasing on average. Drought days in the south west as a whole may increase by as much as 80%.



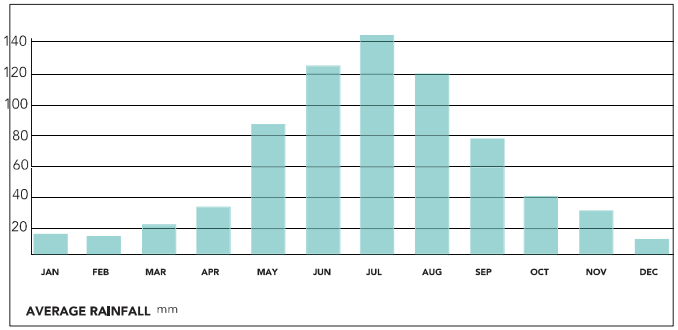


Figure 22 and 23:
Average temperature and average rainfall
Source information:
Bureau of Meteorology

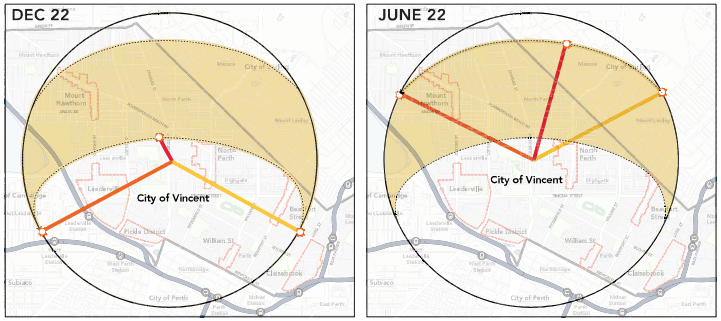


Figure 24:
Solar path
Source information:
sun-direction.com/city

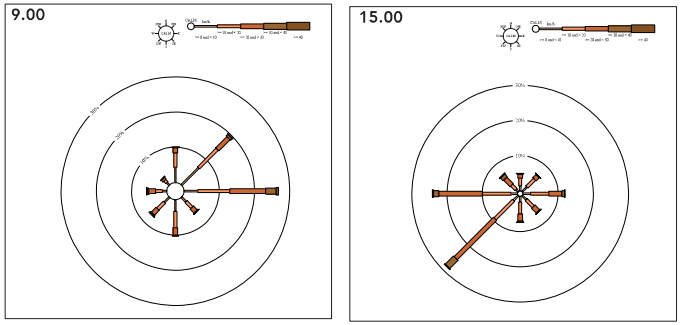


Figure 25:
Solar Path
Source information:
Bureau of Meteorology

HEAT SURFACE

Figure 26 highlights that the areas adjacent to the Mitchell Freeway, Graham Farmer Freeway, Loftus Street and Newcastle Street are hotter than other areas of the precinct. This is caused by the large volumes of asphalt and limited canopy coverage.

The cooler areas are due to the existing mature plantings and resultant canopy cover and wetlands. Other areas experience moderate surface heat. These areas accommodate moderate density development with large building envelopes, which impacts their ability to provide canopy coverage.

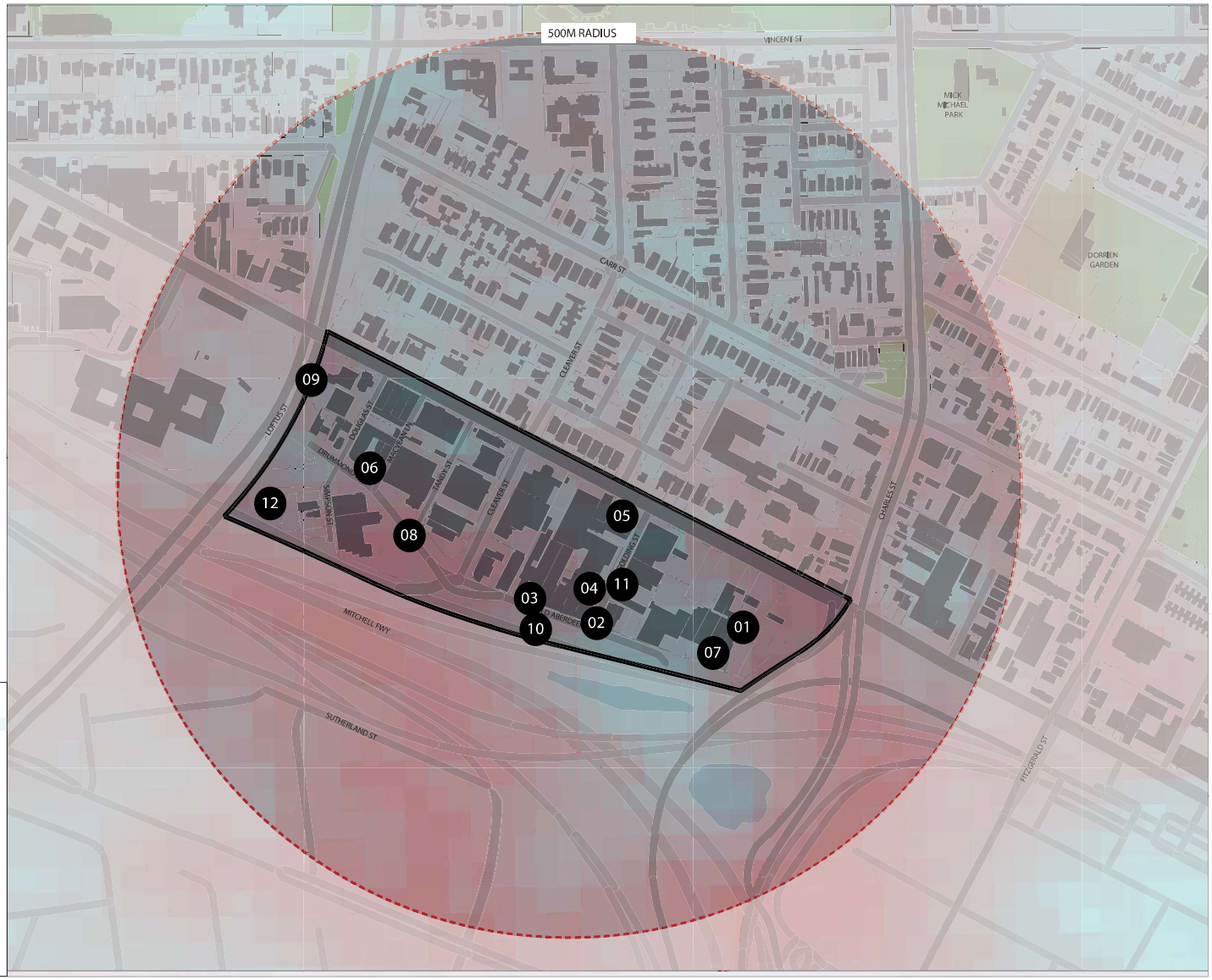


Figure 26:
Surface heat map
Source information:
CSIRO Commonwealth Scientific and Industrial Research Organisation 2017



Car yards and parking spaces take up a considerable portion of the area, acting to increase surface heat considerably.



The limited street trees are small in size limiting their ability to provide shade for pedestrians and reduce surface heat.



Narrow pedestrian infrastructure restricts the opportunity for mature plantings, further impacting issues with heat island effect.



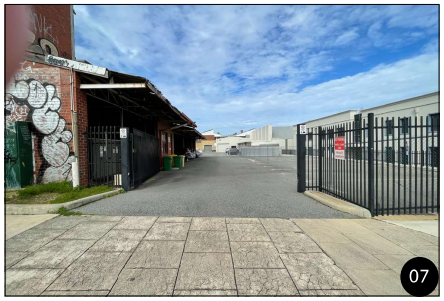
Many of the local roads have no trees or shading at all.



Street trees along Newcastle Street offer very limited shade.



Large gravel verges on Drummond Place are used for parking cars and present an opportunity to mitigate increasing surface heat levels through tree planting.



An example of the considerable portion of land within some lots that is allocated for car parks.



One tree is present on Tandy Street, offering extremely limited canopy to the street.



Significant trees line the border with Loftus Street, acting to reduce surface heat in this area.



Cooler surface temperatures are experienced along Old Aberdeen Street where a number of mature trees provide significant shade.



Golding Street has a number of street trees, however their canopy size limits the reduction of surface heat in the heavily asphalted precinct.



Mature trees planted throughout Sutherland Street Reserve provide plenty of shade in the southern corner.

URBAN CANOPY

Figure 27 shows portions of the area are well planted with the area of public open space adjacent the Mitchell Freeway having the highest level of planting at 30%. Majority of the area has far less levels of coverage (0% to 15%).

The City developed the Greening Plan as a pathway to deliver on its responsibility to protect, enhance and effectively the natural and built environment.

The objectives of Greening Plan 2018–2023 are:

1. Increase canopy cover on public land:
   - Increasing tree canopy cover on land managed by the City of Vincent.
2. Enhance habitat and promote biodiversity:
   - Increasing the diversity and overall height of trees and other vegetation; and
   - Linking areas of existing habitat and biodiversity through new habitat plantings across the City.
3. Greening the town centres:
   - Improving the amenity of the City's town centres and reducing the urban heat island effect through trees and other vegetation.
4. Greening private land and new development:
   - Developing mechanisms to encourage the retention of existing tree canopy;
   - Requiring the incorporation of tree canopy, green infrastructure and vegetation cover in new developments; and
   - Advocating for changes to state planning legislation and policy to facilitate protection of existing tree canopy on privately owned land.
5. Greening the community:
   - Increasing community awareness of the social and environmental benefits of trees and green spaces; and
   - Inviting and supporting community involvement in greening activities.

These objectives need to be considered in the planning framework being developed.



Figure 27:
Urban canopy map
Source information:
Urban Forest Mesh Blocks - 2020 (DPLH-096)



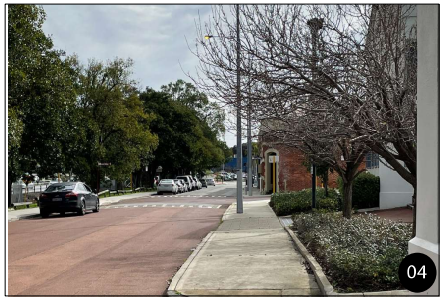
A lone tree on Douglas Street provides some amenity and shade to the street.



A lot on Drummond Place which is surrounded by olive trees.



Upgrades to Cleaver Street have resulted in street tree plantings which will add to the urban canopy when mature.



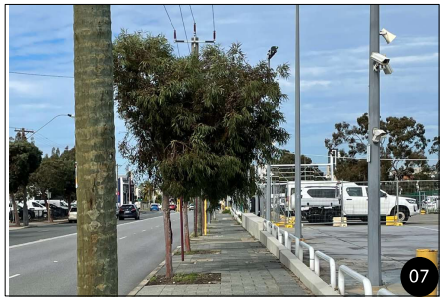
Old Aberdeen Street offers some of the greatest tree canopy coverage within the Pickle District.



Sutherland Street Reserve acts as the only other area within the precinct that provides a significant tree canopy.



Many local streets have only one or two trees along them, and there is limited coverage on private property.



Newcastle Street street trees offer fragmented shade.



Mature trees with significant canopy coverage line the border of the Graham Farmer Freeway.



A number of mature trees provide fragmented shade along the border of the Charles Street off-ramp.



Urban canopy will develop further as street trees continue to mature.



The Safe Active Street on Golding Street provides one of the only shaded thoroughfares within the precinct.



Many of the local streets offer little to no urban canopy, detracting from the amenity and pedestrian experience.

LANDSCAPE & VIEWS

Figure 28 shows the extent of planting within the Pickle District. It highlights there is limited on site planting and moderate levels of on street planting. The Pickle Park (05 on Figure 28) is well planted and contains significant trees that positively contribute towards the urban canopy of the area.

The provision of Neighbourhood Public Open Space is lacking in the southern tip of Leederville and northern portion of West Perth. There is limited access to dog exercise areas and significant gaps in playground access.

An area of green space has been provided at the end of Drummond Place. This is classified as 'Reserve' under LPS 2 and is owned by the West Australian Planning Commission. This has not been classified under the City's Public Open Space Strategy.

The City's Public Open Space Strategy includes the following actions related to the Pickle District:

- Action 4: Repurpose City owned or controlled land as POS in strategic locations where gaps have been identified within the network.
- Action 7: Assess the effectiveness of converting road reserves (or part of) to POS, and identify further opportunities in strategic locations where gaps have been identified within the network.
- Assess the effectiveness of converting underperforming and/or surplus road reserves to POS.
- Identify further sites of unused road reserve and repurpose as POS.
- Establish a high quality civic open space within each Town Centre.
- Identify opportunities within remaining Town Centres.
- Action 30: Identify new parklet development opportunities within the suburbs of West Perth and North Perth.

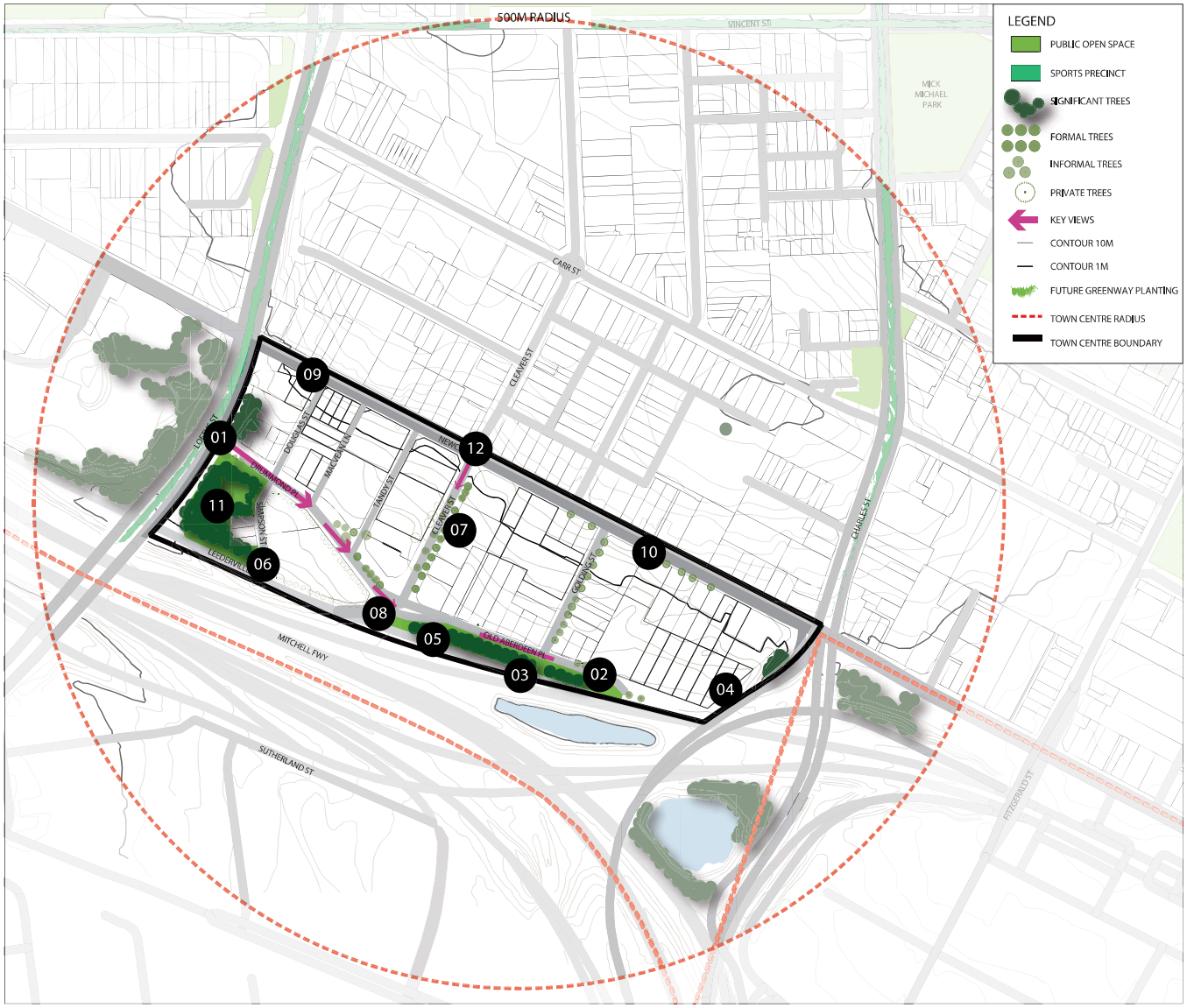
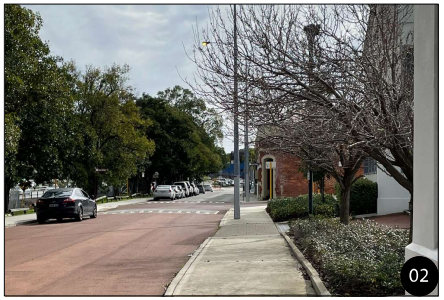


Figure 28:
Planting within the public and private realms

Source information:
Infomaps
Nearmaps 2022
Greenway Planting 2014-2018



Elevation at the north-western area of the site provides city views and an outlook over Sutherland Street Reserve.



A commercial site on Old Aberdeen Place adds to the streetscape through landscaping and trees planted on private



Significant trees line the narrow green space along Old Aberdeen Street, providing shade and amenity to the area.



Large, mature eucalyptus trees provide significant canopy on the corner of Charles Street and Newcastle Street.



Public artworks along Old Aberdeen Place add unique character to the area, highlighting the precinct's burgeoning creative presence.



Vacant land at the end of Simpson Street connects to Sutherland Street Reserve.



A parklet in front of Cleaver Street and Co. Studio adds to the Cleaver Street amenity, providing seating and landscaping.



A public artwork on Old Aberdeen Place acts as an entrance statement to the Pickle District.



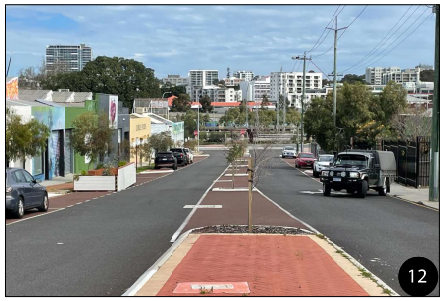
Landscaping on private land outside of the Indigenous Desert Alliance adds amenity to Newcastle Street.



Landscaping along Newcastle Street provides some pedestrian amenity in a space of limited width for significant tree planting.



Sutherland Street Reserve features native landscaping and is bordered by eucalyptus, providing significant shade for the area.



Elevations at the intersection of Newcastle Street and Cleaver Street allow for city views.

04 STRENGTHS, WEAKNESS, OPPORTUNITIES AND THREATS

4.1 ENHANCED ENVIRONMENT

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

STRENGTHS

- There is limited above ground power within the Pickle District that would otherwise affect canopy coverage; and
- The existing public open spaces are planted with significant trees.

WEAKNESSES

- The Pickle District provides little contribution to the Vincent's urban canopy;
- There is limited opportunity to provide additional trees along public footpaths due to the minimum footpath widths and the buildings having a nil setback to the lot boundaries;
- There is one local park within the Pickle District. Access to other public open spaces is limited due to the surrounding road network and limited pedestrian and cycle connections;
- Excluding the north eastern tip of the Pickle District, there are no dog exercise areas within 800 metres;
- There are no public open spaces with playground equipment within the Pickle District; and
- The large hardstand areas and bulky built form affect the ability to provide deep soil zones and landscaping.

OPPORTUNITIES

- To increase the amount of deep soil area throughout the Pickle District;
- To increase canopy coverage within the public and private realms;
- To improve pedestrian and cyclist access to Leederville skate park and other public open spaces;
- Identify opportunities to convert road reserves to accommodate additional public open space and dog exercise areas;
- Require developments to pay cash-in-lieu of public open space. The money acquired would be used to support initiatives that improve public open space within the Pickle District; and
- To reduce surface heat by integrating biophilic green walls and roof gardens to increase connections to nature.

THREATS

- Lack of support from State Government and landowners to include provision for additional canopy coverage on private land;
- Climate change; and
- The Graham Farmer Freeway road reservation (between the freeway and Old Aberdeen Place) has been converted into a local park. This space is not maintained and there is risk of the land being used for road upgrades in the future.

4.2 ACCESSIBLE CITY

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

STRENGTHS

- The Pickle District is within close proximity to Perth CBD, Leederville Town Centre and other places of interest;
- The City of Vincent has partnered with the Department of Transport to undertake a network capacity study;
- The Pickle District is accessible via an off road path/PSP which runs adjacent to the freeway providing a strong connection to surrounding areas including Leederville and the Perth CBD;
- There are three Long Term Cycle Network Routes (3252, 3231 and 3247) and two Safe Active Routes (3252 and 3231) which connect the Pickle District to surrounding areas. Improvements to Route 3247 are planned for under the City's Cycling Plan 2022 - 2027; and
- The Pickle District sits within the PPMA and is provided with free public transit along Newcastle Street up until Loftus Street. This may alleviate some private vehicle and parking pressures as the area is developed.

WEAKNESSES

- Newcastle Street, Loftus Street, the Graham Farmer Freeway and the Mitchell Freeway surround the Pickle District and impact pedestrian and cyclist access to and from the Pickle District; and
- There is limited opportunity to provide public amenity due to footpath widths and nil setbacks of buildings.

OPPORTUNITIES

- To improve pedestrian and cyclist access to the precinct and surrounding areas of interest.
- To advocate for use of the PPMA funds for Vincent public transport services, transport studies, and transport infrastructure;
- Improve pedestrian and cyclist experience by providing public amenity such as greenery and canopy cover, seating and street furniture;
- To partner with the Department of Transport to undertake a network capacity study; and
- The Department of Transport is proposing to improve access to and from the Pickle District 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 which could connect with the existing Principal Shared Path (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.

THREATS

- All roads surrounding the Pickle District are high access roads which prioritise private vehicles. Resultant dominance of private vehicles on local roads or laneways that are not capable of accommodating high volumes of traffic can threaten the viability of the network and limit the opportunity for the provision of pedestrian and cycle access; and
- Lack of funding to improve the active transport network within the Pickle District.

4.3 CONNECTED 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.

STRENGTHS

- There is a strong sense of community within the Pickle District (Pickle District Town Team);
- The Town Team is active in creating community events;
- The Local Planning Strategy already identifies West Perth as a planned growth area; and
- The community wants to be involved of the development of planning framework.

WEAKNESSES

- There are no public purpose or community buildings within the Pickle District.
- The current planning framework allows for development which is not aligned with the existing business community ideals.
- The current planning framework does not promote and provide mechanisms to encourage the retention of the existing creative uses within the Pickle District.

OPPORTUNITIES

- To create a mix residential and non-residential development that is inclusive to all community members.
- To create a mix of residential and non-residential land uses that are connected and coexist in a positive way;
- To collaborate with existing community and implement their ideas on how the Pickle District could be improved;
- Acknowledge and celebrate the history of the Whadjuk Noongar people and develop partnerships with local Whadjuk Noongar organisations and community members; and
- Support and streamline community-led opportunities in public spaces such as 'street parties', community gardens and verge parks.

THREATS

- The community may want the Pickle District and surrounding area to remain as existing; and
- The Local Planning Strategy has identified West Perth as an area for planned growth. If the community does not support this vision, the relationship could be affected (us versus them mentality).

4.4 THRIVING PLACES

Our 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.

STRENGTHS

- There is a day-time vibrancy;
- The Pickle District has organically developed as a creative arts precinct;
- The uses in the Pickle District are unique and increase the diversity of business types within the City; and
- Events hosted have little impact due to the lack of residential development within the area.

WEAKNESSES

- There is a lack of diverse land uses within the Pickle District. This has resulted in:
  - nil night-time activity causing security and safety concerns; and
  - a lack of community services (i.e. super markets) to support residential development;
- The land is currently zoned Industrial under the MRS, which is not aligned with the City's vision for planned urban growth; and
- There is a lack of active frontages throughout.

OPPORTUNITIES

- Establish a mix of land uses that would support the arts culture and a night-time economy;
- Include developer incentives to help improve the public realm (infrastructure, lighting, art, etc);
- Review the Link-Place framework and implement changes based on the needs of the user;
- Require new development to embrace sustainable design principles in the public and private realms;
- Implement elements from the Wayfinding Plan including entry statements;
- Build upon the existing identity and appeal of the town centre; and
- Promote and support further development of the night-time economy.

THREATS

- Approval of future development may change the fabric of the area or deter residential development from occurring; and
- The redevelopment of the area may force the existing art culture out of the area.

4.5 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.

STRENGTHS

- There are many lots under single ownership;
- The Local Planning Strategy has highlighted West Perth as an area for urban growth and regeneration; and
- The industrial character of the existing buildings in the Pickle District create a distinct identity and feel for the area.

WEAKNESSES

- The whole precinct is affected by SPP 5.4 Road and Rail Noise and should include a notice to ensure the relevant noise assessment is undertaken; and
- The entire area is affected by a freeway, major road or railway line. Noise protection measures need to be included in the planning framework to offset the noise impacts that may occur.

OPPORTUNITIES

- To align development requirements with SPP 4.2 and function as a Capital City. Alternatively, function at a smaller scale due to being separated by the Graham Farmer Freeway;
- Rezone the precinct to 'Urban' under the MRS to facilitate urban growth as envisaged by the Local Planning Strategy. The zoning under LPS2 should be reconsidered;
- Review LPS2 to reconsider the land use zoning and Clause 32(3);
- Investigate the interpretations of the character through the stakeholder engagement and community consultation process;
- Encourage amalgamation of lots, particularly those under single ownership;
- Amend the Local Planning Scheme to remove clause 32(3), which prohibits multiple dwellings on the ground floor of developments;
- Redevelopment of No. 420 Newcastle Street (northern side of Newcastle Street) could be used as an opportunity to link the Pickle District with the rest of West Perth;
- Encourage the use of high-quality designs and buildings materials which complement the existing built form and heritage;
- Require sustainable design principles to be embedded into new development;
- Improve active frontages for all new development; and
- Buildings along the southern boundary of the precinct could have additional height as there would be no solar impact to adjoining properties.

THREATS

- Underdevelopment of sites; and
- Loss of existing character of the area.

4.6 INNOVATIVE & ACCOUNTABLE

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

STRENGTHS

- The development of a planning framework for the town centre presents significant opportunity to engage with the community and help realise its vision.

WEAKNESSES

- Recent development applications have been controversial and created tension within the community.

OPPORTUNITIES

- The community in conjunction with the local government can put in place a framework to impact the determination of development applications by decision makers;
- To uphold the provisions established in the local planning scheme;
- Development incentives for community benefit such as affordable housing;
- The community in conjunction with the local government can put in place a framework to impact the determination of development applications by decision makers;
- To uphold the provisions established in the local planning scheme; and
- Development incentives for community benefit such as affordable housing and the provision of creative spaces.

THREATS

- Loss of confidence in the City of Vincent through the approval of developments which do not align with the community's vision; and
- The State Government may override the Local Planning Scheme Provisions.