

LOCAL PLANNING STRATEGY - ATTACHMENT 2 - Schedule of Response to Submissions

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
1	Resident/ Business owner	East Perth	Encourage great street activation around Adelaide terrace/Hay Street. The area is lifeless.	<p>The Strategy promotes the activation of the town centre located on Hay Street and mixed use centred along Adelaide Terrace, with a greater emphasis placed on residential development which will improve activation and liveliness of the neighbourhood.</p> <p>A new action has also been added in the East Perth Neighbourhood to include the enhancement of the Neighbourhood Place Plans to address neighbourhood priorities and public realm improvements.</p>	Introduce an Action for all Strategy neighbourhoods to expand the City's Neighbourhood Place Plans to address neighbourhood priorities and public realm improvements.
2	Resident	East Perth	<p>Overall good draft strategy.</p> <p>We need to focus on retaining our beautiful green spaces and local wildlife which have been critical to those of us city dwellers living through lock-downs and Covid. Also, important to push developments to think more about the environment with electric car charging, solar energy etc.</p> <p>There is also clear need for a school + supermarket in the East Perth area if you want to service that big of a population.</p> <p>Need to retain / enhance the community and sporting establishments such as Tattersals Bowling club, the proposed public pool / gym in the WACA etc.</p> <p>Please get on with the plan, it's good to talk and consider but I think we now need to spend some tax dollars and get some work done. The Waterbank area has sat idle for 3-4 years.</p>	<p>The submission comment is noted.</p> <p>The City's established public open spaces will be retained, and the Strategy provides actions to enhance urban greening within both the public and private realms.</p> <p>The Local Planning Strategy establishes the introduction of built form provisions and investigation of plot ratio incentives to promote Environmentally Sustainable Design by achieving higher green star ratings.</p> <p>This will encourage the provision of design elements such as solar panels, water efficient fixtures, natural ventilation, heating and cooling as well as electric charging stations being implemented in all new developments.</p> <p>The Neighbourhood Planning Directions and Actions for the East Perth Neighbourhood identify the need to:</p> <ul style="list-style-type: none"> Investigate incentives to encourage the delivery of a full-line supermarket within or well connected to the Hay Street Neighborhood Centre; and Advocate to the State Government for the provision of a new public primary and secondary school in the neighbourhood. <p>The Strategy identifies the need to work with State Government for the delivery of recreational and community facilities to support the residential community.</p> <p>The City is also commencing work to identify City assets and facilities which could be better utilised to address gaps in the provision of community infrastructure.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>
3	Resident	Crawley-Nedlands	Please limit high-rise and incorporate more open green spaces into developments of all types.	The City's Local Planning Strategy is required to achieve, and where appropriate exceed the population and dwelling infill targets set out by the State Government's <i>Perth and Peel at 3.5million Sub-Regional Planning Framework</i> .	Nil

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
				<p>In this regard, the distribution of density across the city will be based off urban consolidation principles (as outlined within Part Two - 4.2.1 of the Strategy) as follows:</p> <ol style="list-style-type: none"> Consolidate development to make better use of land around: <ul style="list-style-type: none"> The Central Perth Capital City Office area along St Georges Terrace to reinforce its primacy; Neighbourhood centres and nodes; Train stations and public transport nodes; and Open spaces. Protect the following: <ul style="list-style-type: none"> Environmental values and assets; Character and heritage value and quality; Comfortable microclimates within key pedestrian areas and open spaces; Comfortable intensity/scale of development in neighbourhood centres; and A gradation of intensity/scale of development down to the river. <p>Building heights in Crawley-Nedlands will be determined as a component of the UWA-QEIIIMC Specialised Centre Precinct Plan, which is currently being prepared and will be advertised for public consultation.</p>	
4	Resident	East Perth	No comment	The submission comment is noted.	Nil
5	Resident / Business owner / Community group member	Crawley-Nedlands	Put Perth at the forefront of sustainability and environmental conservation. This will solve many of our problems and induce people to come to our beautiful city.	<p>The City's Sustainability Strategy (2022) seeks to ensure the City leads by example by understanding the impact of its operations by setting targets and implementing measures to improve the organisation's performance.</p> <p>The City will also encourage and support the broader community to assist in delivering the City's sustainability objectives through various Strategy's (including the Local Planning Strategy) and plans.</p> <p>The Local Planning Strategy has been prepared to set out the land use planning direction and actions that need to occur within the City's control. The objectives and initiatives of Strategies prepared by the City recognise the need to advocate and partner with others to achieve sustainability outcomes in areas the City does not directly control.</p>	Nil
6	Resident	East Perth	A bike path going down Bennett street through Langley park is a terrible idea. Langley park has a rich history and the park, in its current state, should be protected. Not to mention the safety issue of cyclists coming down the	The submitters concern is noted.	Remove cycle paths from Figure 9 and add a new Action to investigate and confirm bike path routes

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			Bennett street hill only to cross 2 x intersections (on Terrace road and riverside drive). Would it not make more sense to use the existing intersection controls on either side of the park (Plane Street or Victoria Ave).	The City will prepare a new Cycle Plan to consider the cycle network in greater detail, having due regard to the State Government's Long-Term Cycle Network and other transport priorities. As a result, the indicative cycle routes depicted on Figure 9 have been removed from the Local Planning Strategy. Public consultation will take place in preparing the Cycle Plan where residents and stakeholders can provide feedback for the City's consideration.	through a bicycle path plan, having due regard to the Department of Transport's Long-Term Cycle Network.
7	Business Owner / Non-residential landowner - Rep. Curtin Business School	Central Perth	<p>I would like to highlight that we appreciated the structure, legibility and consistency of your documents as it made them both easy to access and review.</p> <p>We also support your vision to strategically re-invigorate the growth and economic, social and cultural opportunities offered by Perth City. We support your medium intensification in targeted nodes, strengthening connectivity and city legibility across the various modalities, strengthening our City's connection to the Swan River, and encouraging development in character areas whilst also protecting the traditional fine grain of the heritage buildings. This strategy is particularly relevant to Curtin University as we have been part of the city landscape for 15 years and have recently invested in four CBD heritage locations.</p> <p>We understand that a Local Planning Strategy in a city context is complex and multilayered, and we appreciated our inclusion in the Draft Local Planning Strategy Part 1 in figure 4 and 4.2.6 Perth City Deal. However, we were disappointed that Curtin University is absent from your Draft Local Planning Strategy MAPS when CQ University, the future ECU University, TAFE and Mercedes College are all included. Curtin's Law School is included in 4.4 Economy and Employment, but the Graduate School of Business (across the road) is omitted as are the St George's Terrace locations.</p> <p>Central Perth 5.1 Table 14 identifies the key character areas. The Historic Heart (Murray Street East) is absent from this scheme. Given the agglomeration of a plethora of heritage buildings, recent investment by the Westin, the presence of Royal Perth Hospital as a major CBD employment and visitation generator, and the presence of a WA University in this location, the omission seems to</p>	<p>The submission comments are noted.</p> <p>The submission comments are noted.</p> <p>The submitters concern is noted. Figure 4 - <i>Local Planning Strategy Map</i> has been updated to include Curtin University assets. Additionally, Figure 7 – <i>Economy and Employment Map</i> has also been updated to reflect this change.</p> <p>The City has engaged consultants to undertake a 'Character & Heritage Area Study' to inform the new Local Planning Scheme and Local Policy Framework.</p> <p>The 'Murray Street East' area is included under investigation as an expanded heritage precinct. It is important to note that heritage and</p>	<p>Nil</p> <p>Nil</p> <p>Amend Figure 4 and Figure 7 to articulate Curtin University assets.</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>be a gap in the planning strategy. Could this please be reconsidered?</p> <p>We have previously been told that a future Royal Perth Hospital site is identified. We speculate that whilst it would be relevant to include in a planning strategy, you may be under instructions to retain this confidentiality of this location. If not, could this be included in the Section 4.4 Economy and Employment?</p> <p>We accept that you will have deep patronage/economic data underpinning the rationalisation of Mclver and Claisebrook train stations but we also rely on this data supporting the customer experience in as much the rationalisation does not extend the journey times of employees in the health and education sectors in that area of the city.</p> <p>We understand that issues associated with homelessness and vagrancy are deeply problematic and difficult. However, a strategy to address this seems essential when contemplating the reactivation of the city. Our Law School is currently dealing with a vagrancy issue that is causing our staff and students concern. I have been told – anecdotally – of design firms seeking to relocate out of the city because of this issue. However, I would like to reiterate that we sympathize with the City of Perth’s predicament and the myriad of challenges associated with resolving this matter at a City and State Government level.</p>	<p>character areas are different, as detailed in the Local Planning Strategy (Part 2).</p> <p>The submitters concern is noted.</p> <p>Any future planning for the Royal Perth Hospital will be led by the State Government. The City acknowledges that previous master planning for the site has been undertaken and should be considered in any future redevelopment plans. Action CP7 of the Local Planning Strategy has been modified in this regard.</p> <p>The Strategy provides an action to work with State Government to undertake a detailed study of Mclver and Claisebrook station. The Study will seek to consider the rationalisation of the Stations to:</p> <ul style="list-style-type: none"> • Unlock opportunities on underutilised land; • Improve connectivity and address severance issues; and • Seek to better capitalise on key transport infrastructure. <p>The City notes that this study would need to consider the impacts on the existing public transport system.</p> <p>The City is committed to working with the State Government to significantly reduce homelessness.</p> <p>As component of this work, the City adopted a Rough Sleeper Plan in 2021. The plan has 6 key priority areas to assist with this issue including:</p> <ul style="list-style-type: none"> • Advocate for resources and services to support people experiencing rough sleeping in the City of Perth; • Coordination of services in the public realm; • Improving connection of people sleeping rough to support services; • Improving the health and wellbeing of people sleeping rough; • Understanding rough sleeping trends in the City of Perth; and • Improve the community’s understanding and awareness of homelessness, particularly rough sleeping. 	<p>Amend Action CP7 to include reference to the role of the Royal Perth Hospital as a significant medical and research facility and a major employer for Perth and include considerations for any future redevelopment.</p> <p>Nil</p> <p>Nil</p>
8	Resident	East Perth	<p>Putting a cycle way down Bennett Street and across Langley Park, doesn't make sense and will result in an increase of car / cycle / pedestrian accidents in Bennett Street - see section 4.6.3 Servicing and page 48 of part 1 of the draft plan for the proposed route. This option is:</p> <ol style="list-style-type: none"> 1. dangerous for local residents and public accessing Langley park - both walking residents and those 	<p>The submitters concerns are noted.</p> <p>The City will prepare a new Cycle Plan to consider the cycle network in greater detail, having due regard to the State Government’s Long-Term Cycle Network and other transport priorities.</p> <p>As a result, the indicative cycle routes depicted on Figure 9 have been removed from the Local Planning Strategy. Public consultation</p>	<p>Remove cycle paths from Figure 9 and add a new Action to investigate and confirm bike path routes through a bicycle path plan, having due regard to the Department of</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>driving too and from their residences or work buildings along Bennett street.</p> <p>2. contravenes the zoning of Langley Park as an airstrip and possibly its Heritage listing;</p> <p>3. will limit the use of Langley park for public functions optimally requiring the use of the full park.</p> <p>The obvious alternative is to use Plain Street, which is much wider than Bennett Street and has significantly fewer residential and business premises along the street and links better from Claisebrook Cove to the Swan foreshore.</p> <p>A key issue is all the cycle traffic coming up and down Bennett Street from Adelaide Terrace to Terrace Road, will create un-necessary hazards for residents & commercial occupants, driving in or out of their buildings onto Bennett Street. As well many locals walk around Langley Park every morning and will have to contend with large numbers of bikes as well as vehicles when walking across Bennett street. Many residents and business workers situated along Terrace Road also regularly drive and walk up and down Bennett road along this route. To make it worse, a range of buses come down Bennett Road every 10-15 minutes during the day. These factors, in aggregate, will also make it more dangerous for cyclist contending with local traffic in Bennett street and travelling across Terrace Road.</p> <p>In summary, this proposal for the cycle path is short sited, will increase accidents in travelling up and down and across Bennett street close to Langley Park. There is a better alternative to use Plain Street which will support cyclist more easily accessing the foreshore route.</p>	<p>will take place in preparing the Cycle Plan where residents and stakeholders can provide feedback for the City's consideration.</p>	<p>Transport's Long-Term Cycle Network.</p>
9	Resident	East Perth	<p>I refer to the proposed cycle path across Langley Park from Bennett Street to Riverside Drive and wish to register my strongest opposition to the proposal:</p> <p>The termination of the proposed path at Riverside Drive is particularly short sighted because it will cause cyclists to attempt to join traffic on a major vehicle artery without traffic lights.</p> <p>It makes more sense to run the cycle path along Terrace Road for one block to Plain Street where at the junction of Riverside Drive, there are already installed traffic</p>	<p>The submitters concerns are noted.</p> <p>The City will prepare a new Cycle Plan to consider the cycle network in greater detail, having due regard to the State Government's Long-Term Cycle Network and other transport priorities.</p> <p>As a result, the indicative cycle routes depicted on Figure 9 have been removed from the Local Planning Strategy. Public consultation will take place in preparing the Cycle Plan where residents and stakeholders can provide feedback for the City's consideration.</p>	<p>Remove cycle paths from Figure 9 and add a new Action to investigate and confirm bike path routes through a bicycle path plan, having due regard to the Department of Transport's Long-Term Cycle Network.</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>lights. A much safer option with the added bonus of not having the expense of providing a path across Langley Park.</p> <p>Furthermore, every future event held on Langley Park will mean that the cycle path will become unusable for the duration of the event as well as the set up and break down time. Langley Park is already heritage listed. Honour the listing and leave it as is. Route cyclists around the Park along Plain Street.</p>		
10	Resident	East Perth	<p>The cycle lane down Bennett St and across Langley Park is not thought through. The park is used by multiple events that will need to close the cycle path for events like T-Ball, AFL girls and other. Also many residents carpark entrances on Bennett Street could cause accidents when the cars exit. Please rethink where this cycle path goes.</p>	<p>The submitters concerns are noted.</p> <p>The City will prepare a new Cycle Plan to consider the cycle network in greater detail, having due regard to the State Government's Long-Term Cycle Network and other transport priorities.</p> <p>As a result, the indicative cycle routes depicted on Figure 9 have been removed from the Local Planning Strategy. Public consultation will take place in preparing the Cycle Plan where residents and stakeholders can provide feedback for the City's consideration.</p>	<p>Remove cycle paths from Figure 9 and add a new Action to investigate and confirm bike path routes through a bicycle path plan, having due regard to the Department of Transport's Long-Term Cycle Network.</p>
11	Resident	Crawley-Nedlands	<p>Our interest in this City of Perth planning strategy lies in the fact that we own property at Hill St in East Perth and in Mounts Bay Rd in Crawley, since 1961, in both a commercial capacity and a residential capacity. Whilst we understand this is a "Strategic" draft document and is deliberately broad in its principal effect, thereby permitting evolving planning flexibility, we also note that in some particular instances and precinct locations more prescriptive planning approaches are taken, West Perth precinct, being one such example. We make the point, we concur that such a strategic approach through the recognition of "strategic flexibility" allows for continuing review and changing city circumstances, given that past planning cycles are so long, this approach permits the city to move forward as time and circumstance demand.</p> <p>Twenty five year, fixed planning schemes should be a thing of the past if the city is to grow and take its place in the future. Indeed even 15 year cycles, as mentioned in the current planning outline, may be too long. If anything the past planning scheme, being prescriptively inflexible, has caused the city to be stuck in past planning eras, infrastructure, built form and landforms, no longer relevant to today's vision and capital city demands. The</p>	<p>The submission is noted.</p> <p>The Western Australian Planning Commission's <i>Local Planning Strategy Guidelines (2021)</i> stipulates Local Planning Strategy's provide a 15-year outlook to respond to its local context and requirements.</p> <p>The long-term nature of the Local Planning Strategy is to ensure that planning and actions specified in can be achieved. The Guidelines provide for the ability to amend a Local Planning Strategy from time</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>past city planning scheme has held the city in a stagnating planning cycle for too long.</p> <p>The impact and consequence of a past inflexible planning strategy from the City's position has forced other WA State Government planning authorities like DAPs and State Development agencies, together with emergency planning contingency legislation, to usurp the role of the City of Perth in moving the city into contemporary expectations of delivering better planning outcomes for a growing capital city. That is not to criticise the current CoP planning regime but simply to acknowledge that unimaginative, inflexible planning schemes in the past have restrained the city from maximizing its growth opportunity.</p> <p>Indeed 10 year planning cycle reviews are probably more relevant than ever in a rapidly developing state such as Western Australia. As if to emphasise this fact, one only needs to note the nearby competing hinterland suburbs of South Perth, Subiaco, Victoria Park, Applecross, and Melville to observe competing suburban planning visions now outpacing Perth with multi-rise mixed residential development that is now surrounding Perth city. Perth's doorstep suburban hinterlands are growing their populations and rate base, almost trapping Perth city in a low or no growth regime. It's not just about Perth looking inward at itself but at what other competing municipalities are planning also. Perth city, regardless of if it recognises it or not, is in a competing land use and built form race.</p> <p>Instead of Perth city being at the top of the spatial visual hierarchy and built form, it has become a medium visual bowl like City within a surrounding high-rise hinterland. That is a problem of the City's own making and if nothing else comparing this current strategy review should also be designed to regain the lost competitive attraction the city once commanded. To that extent then we note the Capital City Vision wheel (Fig 4), acknowledging the City of Perth as the prime economic social cultural and civil centre in WA.</p> <p>Turning more specifically to the Crawley /Nedlands document our area of particular interest (Fig 5) we have several major concerns. Our particular interest in this</p>	<p>to time to adapt to changing circumstances and allow for flexibility and innovation in future planning across the city.</p> <p>The submission comments are noted.</p> <p>The City's existing Local Planning Scheme allows for a range of development to occur across the city, with many development requirements able to be varied dependent on the applicable circumstances. The City's intent, as outlined by the Strategy, is to adopt a flexible approach to the new planning framework to allow for innovation and adaptation to meet changing social, economic, and environmental circumstances.</p> <p>Urban consolidation throughout the Perth metropolitan area is a core planning principle set out by the Western Australian Planning Commission's <i>Perth and Peel at 3.5million</i> Strategic Plan.</p> <p>That said, the City of Perth is one of the fastest growing populations in WA, with a growth rate of 7.1% in 2020 compared to a national average of 1.3%. According to Australian Government - Centre for Population, the City of Perth has had one of the greatest population growth rates over a 10-year period, comparable to the City of Swan, City of Armadale, City of Kwinana, and the City of Rockingham. It is also higher than other local governments such as City of Fremantle, City of Wanneroo, City of Joondalup, and City of Melville.</p> <p>A key action within the Local Planning Strategy is to further increase its residential population base, as well as attracting visitors and businesses into the city.</p> <p>The plot ratio and density of land within Crawley-Nedlands will be determined through the detailed planning being undertaken as part of the UWA-QEIMC Specialised Centre Precinct Plan and will align</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>component of the document is the fact that we own the last piece of significant englobo undeveloped single residential land of some 3000sqm in Crawley which also makes us the largest individual residential ratepayer within the actual Crawley precinct. Our property is the most significant piece of land within the Crawley precinct and its future is critical to creating a statement building consistent with a capital city vision. It's current zoning and plot ratio contained in a planning regime of past era does not permit its potential to be fulfilled, nor to meet the vision articulated in the capital city vision wheel (Fig4).</p> <p>Firstly, we make the point the strategy document has grouped the locations of Crawley and Nedlands as one and the same, but they are not!! (See 5.6.4). The delineation spatially between Nedlands and Crawley is defined by the interdiction of the University of WA campus site seen in Fig3 LPSM, and it's associated residential component. Crawley, spatially and geographically, has historically been part of the City of Perth's planning jurisdiction, abounded by Mounts Bay Road, Park Avenue, and Crawley Avenue and abutted by Kings Park, whereas the areas around Hampden Road, including the areas west of the Hospital precinct and south along Hampden Rd, were a part of the City of Subiaco jurisdiction, referred to as Hollywood, they exhibit little, if anything, geographically, spatially or characteristically in common with Crawley per se.</p> <p>Furthermore, the rateable properties share no common base, with the CoP traditionally levying greater rates than the former municipality, the City of Subiaco levied. We also note Fig3 local planning strategy map, which is the overarching document, executing the capital city vision and other associated documents, following from these two core foundations. The Hampden Road area now excised from Subiaco and contained within the CoP jurisdiction, referred to as Nedlands (East Nedlands), exhibits mixed characteristics of single residential, educational, commercial, retail, and industrial areas, being in land and built form, completely distinct from Crawley per se, which is a tightly held exclusive piece of</p>	<p>with the vision, neighbourhood priority and planning directions articulated in the Crawley-Nedlands Neighbourhood.</p> <p>The Crawley-Nedlands neighbourhood aligns with draft <i>State Planning Policy 4.2 – Activity Centres</i>. The Policy shows the whole neighbourhood as a 'Specialised Centre'.</p> <p>A Specialised Centre requires further detailed planning in the form of a Precinct Plan, as noted in Table 35 of the Local Planning Strategy.</p> <p>The Precinct Plan will consider the contextual differences across the neighbourhood, particularly in terms of their existing character (refer to Table 34 within Part 1 which identifies the different character areas in Crawley-Nedlands Neighbourhood).</p> <p>The UWA-QEIIIMC Specialised Centre Precinct Plan will introduce planning controls to respond to its existing and future intended context.</p> <p>Noted, refer to above response.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>mixed residential land only, devoid of any serious commercial development whatsoever. From a planning perspective to propose that actual or real Crawley and Nedlands East more correctly have common characteristics that may establish common planning disciplines and characteristics limits the potential future opportunities available through acknowledgement of the existing locational differences.</p> <p>Moreover, unlike Real Crawley which has existing high rise residential apartments and developments of up to 24 storeys Nedlands East has no existing buildings comparable, indeed a few around 3 storeys is at best not comparable with Crawley. Whilst Nedlands West is now under its recent new planning scheme within the City of Nedlands and experiencing some redevelopment its considered low rise with 6 storeys maximum, but even then that is not comparable to the existing 39 metre height limit and 12 storeys currently possible in real Crawley. It is therefore difficult strategically to reconcile that Real Crawley and Nedlands East should be considered one in the same for planning purposes. The reason Crawley has existing high rise residential characteristics that share nothing in common with Nedlands East lies in the fact that historically Perth city a ,capital city had a different capital city vision planning wise than the City of Subiaco ,a suburban residential area with a low rise suburban planning vision. Our concern in attaching actual Crawley to Nedlands East in future precinct planning, as has been done, will not confirm the obvious difference and trap real Crawley in a time warp, now evident in the past suburban mindset of the former Subiaco single residential area and common to Nedlands East ratepayers.</p> <p>To confirm that anecdotal observation, it's clear from the public forums that there is a lobby group comprised of ageing Nedlands East residents, under the misleading guise of City of Perth Ratepayers Association, that continue to vigorously resist any planning proposals for increased density and landform intensification whatsoever, particularly Crawley, despite the CoP</p>	<p>Noted, refer to above response.</p> <p>Future planning for the area will need to balance the vision and objectives of the Local Planning Strategy together with the State Planning Framework with the community's aspirations.</p> <p>As referenced above, the Strategy identifies the different character areas in the Crawley-Nedlands neighbourhood.</p> <p>Future land uses, built form, public realm and infrastructure response will be determined through the detailed planning required</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>population density objectives and the fact that Crawley is already a multi-storey residential precinct.</p> <p>These Nedlands East residents dominate the voice and views of the City Rate Payers Association and originally vigorously resisted East Nedlands being excised from Subiaco and cojoined to the City of Perth. This current strategic proposal document does not recognise the differences in existing land use, indeed characterises Nedlands East and Real Crawley as common to each other. They are not, and the merging of Nedlands East and Real Crawley in the term "neighbourhood" is misleading and strategically flawed thus leading to a strategically flawed precinct plan.</p> <p>As if to confirm these two areas are distinct and not ""common neighbourhoods", the land values alone exhibit the distinction with Real Crawley being in the City of Perth always commanding higher land values than Nedlands East or "Faux Crawley", as it is often referred to. Our concern in not recognising such locational distinction is to affect the future "Urban Form and Character" found in the "Future Directions" recommendations for Crawley itself. This future direction proposal prejudices the inherent planning opportunities that may be released in a Real Crawley specific planning proposal.</p> <p>In that respect we have continuing concern:</p> <p>As if to contrast that approach of locational distinctiveness, we note that it is not consistent in respect of the other "neighbourhoods", such as the West Perth precinct (Fig 5.5), where a "prescriptive" land use and urban form hierarchy (Table 31) is established, being high scale mixed use >16 storeys to medium/high scale mixed use <16 and medium scale mixed use <12 storeys being noted and that these are only guides subject to further investigation. It's apparent this prescriptive approach in West Perth contrasts to the approach taken in the Nedlands /Crawley future directions approach. The Nedlands /Crawley approach simply recognizes "two activity centres" being south of Stirling Highway around Broadway and north of Stirling Highway being in and around Hampton Rd. The document referred to (CN1) 5.6.4 states the planning intent as (v) ""Character</p>	<p>for the UWA-QEIMC Specialised Centre Precinct Plan, which is currently being prepared.</p> <p>Noted, refer to above response.</p> <p>The approach to the Crawley-Nedlands neighbourhood is different to other neighborhoods because it is subject to a separate planning process to prepare a Precinct Plan as required by <i>State Planning Policy 4.2 – Activity Centres</i>.</p> <p>The Specialised Centre Precinct Plan is currently being prepared by the City and its parameters are set out in Part 5.6 of the Local Planning Strategy.</p> <p>The Precinct Plan will address the detailed planning requirements (such as density, land use and public realm) for the neighbourhood and respond to the various character areas identified in the Strategy.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>ensuring buildings positively contribute to public realm and enhance the desired build form character of the neighbourhood.</p> <p>This "intent" statement seems to confirm the "existing planning status quo", rather than explore the planning potential and opportunity, further in 5.6.4 (iv). Neighbourhood priorities refers to ""refinement of existing" and/or the introduction of bonus plot ratio provisions to incentivise delivery. This also seems somewhat contradictory in that its intent is to confirm "refinement of the existing built form", but then talks about plot ratio bonuses to do what? Presumably "refine what exists".</p> <p>It does nothing to encourage new built form? It focusses on the existing status quo. Surely that is not delivering, nor encouraging planning change in the Nedlands /Crawley precinct to deliver the objectives of the Capital City Vision (Fig 4). It's our observation that in respect of existing buildings it is simply an "enhancement proposal", not a "regeneration strategy" and that is very concerning if the CoP is to advance it's planning scheme to meet tomorrows needs of a truly great city. Urban land use and built form in a future city planning scheme should be about setting a "regeneration agenda" but it appears to us it's more about an "enhancement agenda". Whilst we are not advocating planning revolution this "enhancement agenda", is extremely conservative. The problem with this "enhancement agenda", it traps existing built form condemning ageing property to its former planning schemes.</p> <p>Moreover, that does not meet the objective of the state government's infill principles, nor does it permit the growth in rateable property numbers to contribute to the City's need for a larger volume of properties to be able to levy it's rates upon a greater number of ratepayers. It simply relies as an economic model on levying higher rates on existing properties, which is a "pricing model", rather than a "pricing and volume model" which would maximize the City's income. The issue therefore is not just about planning per se but about the potential release of income generation opportunities in a greater number</p>	<p>The Local Planning Strategy provides an action to refine the City's existing planning controls or standards. The City acknowledges that while there are existing planning provisions which address this matter, there is a need and opportunity to review, improve or adjust provisions where necessary.</p> <p>The City's intent, as outlined by the Strategy, is to adopt a flexible approach to the new planning framework to allow for innovation and adaptation to meet changing social, economic, and environmental circumstances.</p> <p>Together with a review of the City's established planning controls and standards, the Local Planning Strategy establishes the introduction of built form provisions and investigation of plot ratio incentives to promote Environmentally Sustainable Design by achieving higher green star ratings.</p> <p>This will encourage the provision of design elements such as solar panels, water efficient fixtures, natural ventilation, heating and cooling as well as electric charging stations being implemented in all new developments.</p> <p>The Local Planning Strategy aims to exceed the State Governments infill residential development target (refer, 4.2.1 of the Strategy).</p> <p>Part 4.2.1 of the Local Planning Strategy stipulates that <i>"more people living as well as working and visiting Perth city will bring life to the city and improve its vibrancy. Increasing Perth city's resident base, will also provide greater economic support for local businesses especially at night and on weekends and help the city become more self-sustaining and resilient."</i></p> <p>The aspirational targets for each neighbourhood were determined by a capacity analysis, considering land availability, potential</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>of rateable properties through built form and landform intensification.</p> <p>It's clear the days of booming city office developments are over, that as a rate-base prospect and economic contributor, city office expansion is now far more constrained. If the future city scheme does not encourage a greater number of residents residing in the whole of the city precinct, including Crawley (ideally suited for redevelopment) the City's rate base is limited, and if for no other reason, this is why a "regeneration agenda", not an "enhancement agenda", is so critical to this planning strategy.</p> <p>As if to underscore the strategic principle of "regeneration" rather than "enhancement" there is no precinct more effected than Real Crawley. The facts are Real Crawley is now a precinct of "Stranded Assets" being trapped in an old planning scheme that limits buildings to 59 metre height limit (12 storeys), and a very restrained plot ratio in combination, such that even an ""enhancement agenda"", at best, is limiting the regeneration of existing built form and land redevelopment.</p> <p>The recent planning reapproval of No. 20 Mounts Bay Road (the first in some 25 years), confirms that even an "Enhancement" of the existing built form is economically unviable, with the project in its second planning incarnation, finding its first design very difficult to attract interest. The facts are buyers have a range of competitive residential product, in areas such as Applecross, Melville and South Perth, that have waterfront views, with greater height and plot ratio amenity, that offers greater appeal than Crawley, confirming the "trapped asset" status of which we refer. Our concern is, unless this Crawley precinct plan is not more strategically ambitious, indeed about "Regeneration" in strategic principle, than "Enhancement", it will simply confirm a static rate base and remain with trapped assets, until the existing aged built form have a condemned status enforced upon them. The facts are properties built in the late 60s being some 50 years old, are now at the end of their useful life.</p> <p>Nothing is more obvious than considering the existing built form in real Crawley. The "stranded assets" now</p>	<p>redevelopment sites and the unique character and context of each individual neighbourhood.</p> <p>Dwelling and population growth targets for Crawley-Nedlands will be reconsidered as part of the planning for the UWA-QEIIIMC Specialised Centre Precinct Plan.</p> <p>This plan will consider how growth and redevelopment across a range of land uses can occur that supports a thriving medical, research, knowledge, and education precinct.</p> <p>The UWA-QEIIIMC Specialised Centre Precinct Plan will determine the building heights and the proposed density for the area. The Precinct Plan will be advertised for public comment as a component of the Plan's preparation.</p> <p>Noted. Refer to above response.</p> <p>Noted. Refer to above response.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>identified include Illinois Apartments built in 1967, Crawley House built in 1969/70, Strathearn built in 1973 (24 storeys), Mayfair built in 1981(17 storeys), to name just a few medium to high rise residential properties facing a “trapped asset” status. These aged properties are trapped, confirmed by the fact that they:</p> <ol style="list-style-type: none"> 1. command little to no capital growth, 2. struggling to maintain capital growth, 3. have outdated built form appeal and amenity, and 4. have no potential for redevelopment in a future planning strategy that places greater emphasis on “Enhancement” than encouraging “Regeneration” through a higher and better land use approach. <p>Real Crawley as a built form precinct is now trapped as “stranded assets”. Lacking economic potential for property owners and residences and ultimately for the City’s economic ratepayer growth. Thus promotion of “enhancement” of buildings clearly at their end of life is not practical and lacks planning vision.</p> <p>The ageing Crawley buildings, in some cases have upkeep costs greater than their annual capital growth, which further confirms their “Stranded assets” status. For that reason we remain unconvinced the City’s planning strategy, in respect of maximizing it’s opportunities in Crawley, serves the city as it is designed to do. In contrast we see West Perth being couched in “prescriptive planning language”, talking about height and plot ratio, the bread and butter of planning, we see Crawley being couched in motherhood statements such as "Enhancement".</p> <p>It is difficult to reconcile these contrasting approaches in the document suffice, to say the capital and population will be encouraged to West Perth, it will grow whilst the enormous, trapped opportunity for capital and people attraction in Real Crawley will continue to stagnate. With respect, and in summary, we believe further work must be done on the review of the Real Crawley precinct within the City of Perth strategy review. This should recognise that real Crawley is distinct from Nedlands East.</p> <p>A "Regeneration" strategy, with an "intent" statement, together with some more prescriptive planning</p>	<p>The approach to the Crawley-Nedlands neighbourhood is different to other neighbourhoods because it is subject to a separate planning process to prepare a Precinct Plan as required by <i>State Planning Policy 4.2 – Activity Centres</i>.</p> <p>The City is currently preparing the Specialised Centre Precinct Plan, using the parameters set out in Part 5.6 (Refer to Action CN1) of the Strategy, to address the detailed planning requirements (such as density, land use and public realm) for the neighbourhood.</p> <p>The Precinct Plan will also respond to the various character areas identified in the Strategy.</p> <p>Refer to above response.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>guidelines must be added to the neighbourhood strategy guidelines for Crawley. This in principle would take away the ""hope"" approach in an "Enhancement" intent and give the strategy an "Action" approach with "Regeneration" intent as the underlying driving planning principle. It would ensure a more focussed approach to releasing.</p>		
12	Resident	West Perth	<p>I have read the Local Planning Strategy (LPS) proposed for both of these areas and note that there is no additional Sports Space (playing fields) and other necessary infrastructure such as primary schools being added for foreshadowed large increases in minimum population infill numbers.</p> <ul style="list-style-type: none"> West Perth adds a minimum 6,767 residents or a 337% increase from 2016 population levels recorded of 2,858. Crawley- Nedlands Neighbourhood adds 2,159 residents or 142% increase from 2016 population levels recorded of 5,141. <p>In addition neighbouring sections of Local Government Areas (LGAs) which the City of Perth is relying on to meet their residents' needs in West Perth & Crawley- Nedlands are also facing large increases in new residents. Specifically:</p> <ul style="list-style-type: none"> Subiaco East (City of Subiaco) which is adding in a minimum 6,000 new residents in the Subiaco East redevelopment area. West Leederville (Town of Cambridge) which is adding in a minimum 4,000 to 5,000 new residents in the area immediately opposite the Subiaco East redevelopment area along Railway Parade. <p>In total that is an addition of a minimum 17,000 to 18,000 new residents only in the 35ha Subiaco East redevelopment and the West Perth and West Leederville neighbourhoods. Put another way that is basically doubling the whole City of Subiaco population of 17,448 as per 2020 estimates. Subiaco is already the second densest inner city council with a population density of 3,103 persons per square km and is also foreshadowed to double by 2050."</p>	<p>The submitters concerns are noted.</p> <p>The City notes there is limited available land to provide new active sporting reserves. The Local Planning Strategy sets out priorities to protect established reserves and seek improved utilisation of sporting facilities operated by government institutions and private landowners.</p> <p>The City notes that there are open space projects identified for West Perth and Crawley Nedlands, which include the following initiatives to improve the provision of active open space at the neighbourhood scale. These include:</p> <ul style="list-style-type: none"> Preparation of Design Concept for J H Abrahams Reserve to support an upgrade to increase the amenity of this space including a focus on integration of City of Nedlands' active open spaces. It is noted that further work is required to confirm the scope and timing for this project through the finalisation of the Open Space Framework in 2023. Advocate with UWA to improve accessibility of active open space located on the Main University Campus as part of UWA Masterplan. <p>The City has prepared a draft <i>Open Space Framework</i> to support the provision of active open space at the city scale in the following manner:</p> <ul style="list-style-type: none"> Protect existing active recreational space; Investigate the potential to partner with State Government to create a new BMX track or similar facility on vacant Main Roads managed land within the Mitchell Freeway interchange; Collaborate with key external stakeholders to improve accessibility and connections to active open space outside the City's ownership (i.e. State Government, adjoining Local Authorities and institutional landowners); and Implement yet to be completed elements of the Wellington Square Masterplan including tennis courts, clubrooms, sports oval and lighting to maintain a focus on active recreation. 	Nil

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>"Please consider the funded and published report by the Department of Sport and Recreation titled 'Active Open Space (playing fields) in a growing Perth-Peel (January 2013). The report is a summary of a research report prepared by Curtin University's Centre for Sport and Recreation Research (CSRR) and the Department of Urban and Regional Planning, Curtin University.</p> <p>Worryingly the report concluded:</p> <ul style="list-style-type: none"> • If the provisions of the support facilities is taken into account, the total shortfall of open space required for active sport by 2031 is around 495 hectares. • Without a change to the relevant planning policies and without State-Government stepping in to provide additional active open space as Regional open Space, this shortage can only get worse" <p>"According to this report an adequate amount of active open space is:</p> <ul style="list-style-type: none"> • For infill development and greenfield developments that are much denser than typical, 6.5sqm of active open space per resident should be set aside as active open space. <p>In general, at least double that again needs to be set aside to allow for supporting infrastructure such as club rooms, spectator areas, parking etc.</p> <p>The benefits of access to playing fields in terms of residents physical and mental health and wellbeing has been clearly established in many research papers and must be a responsibility of all levels of government. This must be addressed via orderly and proper planning to ensure adequate supply and funding to provide sufficient playing fields in the public realm of the City of Perth LPS. Regretfully the West Perth Neighbourhood is relying on the City of Subiaco to meets its residents' playing field needs which is fatally flawed. There is no excess of playing fields in Subiaco East or Subiaco. There is actually a significant shortfall. The City of Subiaco Agenda which considered the City of Perth Local Planning Strategy and was adopted by Council this week and stated:</p> <p>City of Perth is encouraged to consider the provisions of sport space, including active playing fields, for these new</p>	<p>The draft <i>Open Space Framework</i> recognises that parts of West Perth are located within proximity of active recreation spaces within the City of Subiaco and proposes improved connections to its active open space.</p> <p>The City will engage with the City of Subiaco through the upcoming community consultation process, anticipated to commence in 2023.</p>	

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>residents. The City of Subiaco's active sports spaces are at or over capacity and would not be able to accommodate a significant increase in demand generated by new residential development in adjoining local governments.</p> <p>The City of Subiaco recently commissioned an update to the Future Sport Space Requirements – Subiaco Sport Space by GHD (February 2022) which did include full availability of the 1.97ha of Subiaco Oval. Unfortunately the community and local sporting groups have very limited availability as the needs of the new high school (Bob Hawke College – BHC) and WA Football Commission (WAFC) also have to be met. Whilst there is a small improvement in available playing fields (1.97ha) when you take the foreshadowed infill (Subiaco East) and the actual access time allocated to local Subiaco junior sports clubs and the community into consideration a serious undersupply of Sport Space (playing fields) results in Subiaco. Council reports and comments from local sporting codes illustrate they are over capacity and some children are being turned away at current Subiaco population levels.</p> <p>Further the City of Subiaco GHD updated Future Sport Space Requirements report represents the best case scenario for community use. It provides ONLY 11 hours of access to Subiaco/BHC/WAFC Oval from Monday to Friday for junior and senior local sporting groups and the community during peak season. That is only a meagre 17% of all available hours from 8am to 9pm during any school week.</p> <p>In addition local Governments across Australia plan for 25 hours as an optimum capacity for playing surfaces otherwise surfaces become unsafe. Given the extremely high usage proposed for Subiaco Oval one wonders how planned usage will be sustainable and safe.</p> <p>Once the significant shortage in playing fields for Subiaco is known one can also quickly established that the City of Perth must provide for its on residents. Best practise developed for denser infill under Perth and Peel at 3.5 million defines all should use the minimum 6.5m2 per resident of playing fields. For the anticipated 2036 West Perth Neighbourhood minimum population level that is equivalent to 6.3ha of playing fields. Personally I would</p>		

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>hope all local government planners are actually planning out to 2050 not just 2036 as per the Perth and Peel at 3.5million plan.</p> <p>Can the City of Perth assist with turning around the unhealthy and unsustainable situation in our inner city suburbs? I believe so. In my opinion this can be achieved via reviewing draft plans and articulating the lack of sufficient playing fields in West Perth and other neighbouring local government areas. Lobbying and advocating for funding and additional playing fields from State and Federal governments is a must. If this is not successful we will put at risk our vital and most loved parks like Kings Park and Mueller Park and other bush forever sites which already have defined roles and play an important role in our overall health and wellbeing. Also given climate change and the lessons learned from the pandemic protecting and adding to our public open spaces/playing fields must be factored into modern day planning via LPS.</p> <p>The City of Perth can also join with groups like the City of Subiaco, local sporting codes and local groups such as Preserve East Subiaco Reserve (https://www.facebook.com/Preservesubireserve). Many do believe it is essential that the over 100 year old Subiaco recreation reserve much be preserved in full. This recreation reserve was made an 'A' class reserve under the first Labor Premier Henry Daglish in 1904 after a successful 1903 petition. Petitioners at that time thought they had preserved this vital recreation reserve for the peoples' health forever. A petition based on the 1903 petition was launched by four former Mayors who served the Subiaco community for around 50 years. Well over 2,000 people signed this petition in person. This petition is currently being considered by the Legislative Council's parliamentary committee.</p> <p>In 2022 it is appalling that any level of government would consider selling huge chunks of any recreation reserve for possibly 30 storey or more hotels, bars, shops, transient and long term flats. Council, community and school stakeholders are against this poorly thought out plan and all understand there is a safer, healthier and sustainable way to add all required infill in Subiaco East.</p>		

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Preservation of what remains of the Subiaco East recreation reserve for every ones health and wellbeing is vital.</p> <p>What is clear is the City of Perth can't rely on the City of Subiaco or the Town of Cambridge for Crawley-Nedlands or West Perth Neighbourhoods residents' playing fields requirements. Regretfully the draft LPS for the West Perth & Crawley-Nedlands Neighbourhoods fail to illustrate an adequate public realm (including but not limited to playing fields) that is readily accessible within their boundaries or within close proximity for its foreshadowed residents to 2036. It therefore fails to address the issues raised and address the Planning Directions in the document titled 5.5 West Perth Neighbourhood and 5.6 Crawley-Nedlands Neighbourhood.</p>		
13	Advisory Group	City-wide	<p>Following the initial consultation with the Elders in January 2022, the City Planning team are returning to hear any feedback the Elders have after the last meeting.</p> <p>Feedback from the January meeting was to add 'Aboriginal spirituality' and consider how to incorporate inclusion of 'protecting Aboriginal sites, people and heritage in developments' to Action CUG5 "Investigate ways to reflect Whadjuk Nyoongar culture and history in new development.</p> <p>EAG members want to see sustainable outcomes so visitors are aware of the past when they visit these places.</p> <p>Ideas included:</p> <ul style="list-style-type: none"> • Use plaques or commemorative signage on buildings to showcase the ancient connection to the dwelling. • Focus on previously identified sites and new sites to recognise racism, oppression and destruction. • Reflective spaces incorporated into building for recognition and reflection. • Truth telling survey like heritage survey. • Naming things with original Nyoongar names. • Artwork. • Elder Margaret mentioned a building site is where Mitcherigoo was executed and this should be 	<p>The submitter's comments are noted.</p> <p>Action CUG5 relating to the conservation and respect of cultural heritage, has been amended.</p> <p>Whilst the City supports the protection of Aboriginal sites and heritage, this is addressed separately under Aboriginal heritage legislation and is beyond the remit of the City's Local Planning Strategy and Local Planning Scheme.</p> <p>The City will consider the submitter's ideas in implementing Action CUG5.</p>	Amend Action CUG5 to include reference to Aboriginal spirituality.

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			memorialised in some way and the importance of acknowledging a person, place and/or event.		
14	Advisory Group	City-wide	<p>Refer to City's LGBTQIA+ strategy action: Incorporate social outcomes in relevant legislation that are applicable to major developments (Including how the project will improve LGBTQIA+ indicators).</p> <p>Currently there's no legislation that dictates that developments deliver on social outcomes. The City can influence this through the process of the Local Planning Strategy > Scheme > Development approvals.</p> <p>Rationale: Development approvals for major development is informed by the Strategy. This document was recently reviewed and comments were provided about capturing the unique needs of the LGBTQIA+ community in that document. This document informs the Local Planning Scheme, and therefore the major development approvals. All-gender bathrooms could be a consideration to include, however that's also dependent on the NCC being updated.</p>	<p>The City supports the inclusion of reference to inclusive design principles, which are intended to be considered through the preparation of the built form provisions of the new Local Planning Scheme.</p> <p>Section 4.2.4 - <i>Building Design</i> has been updated to include reference to 'inclusive built form design'.</p> <p>An action has also been included in CUG2 to refer to inclusive built form design which will consider issues around LGBTQIA+ and universal design.</p>	Introduce a new dot point to Section 4.2.4 <i>Built Environment – Building Design</i> to promote inclusive building design and amend Action CUG3 to consider the role of inclusive and universal design in creating functional built form environments.
15	Community Group	City-wide	<p>Environmental Policy</p> <p>Stronger wording in the strategy that is clear and specific, and addresses the need for carbon negative or neutral developments (both in construction and operation), rather than the more ambiguous wording of 'environmentally conscious'."</p> <p>Reduction of cars use in the city</p> <p>A stronger position on car use, so that rather than simply enabling developers to reduce the number of parking bays in a building, the city is actively encouraging car free/low car buildings, including investigating the potential of incentives (eg. plot ratio bonuses) for car free/low car developments.</p> <p>Residential Targets</p>	<p>The City supports the strengthening of wording in the Local Planning Strategy to better align with the City's adopted Sustainability Strategy.</p> <p>The City will investigate Environmentally Sustainable Design options as development incentives to achieve higher green star rating (or the equivalent) buildings. This may include to reduce vehicle parking within developments.</p> <p>Action CUG4 seeks to ensure high quality, functional and attractive development with high standards of environmentally sustainable design. This action addresses the broad intent of the submission comment. As such, no change is required to the Strategy to address this matter.</p> <p>The population forecasts in the Local Planning Strategy are based on a business-as-usual scenario and indicate that Perth city's population will grow to approximately 43,000 people by 2036 (Forecast.id,</p>	<p>Introduce new text into Section 4.2.5 to refer to the City's aspiration to be a driver of environmentally sustainable design and accelerate the delivery of net zero emissions. Amend Action CUG4 to investigate how built form can help achieve this aspiration.</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Bolder residential targets - both in terms of total population increase and timeframes, so that the anticipated increase in retail/hospitality space can be supported by a local population and so a diverse range of inner city workers can get to work without commuting.</p> <p>Increased Emphasis on Stirling and McIver Precinct Design</p> <p>Increased emphasis on the detailed design of the Stirling precinct and McIver precinct and commitment of delivery in a shorter timeframe. These are both significant opportunities to be the catalyst for a large volume of development in areas which are very low density, in a hyper-central location and in close proximity to developments.</p> <p>Community Facilities in Stirling Precinct</p> <p>A focus on investing in a community facility in the Stirling precinct, which will be a community space for all community members, in particular the young students and professionals who wish to live in central, high density locations.</p>	<p>2021). This trajectory of growth would exceed the State Government targets set by <i>Perth and Peel @3.5million</i>.</p> <p>The City is seeking to achieve a more ambitious population of approximately 55,000 residents by 2036. This growth trajectory would result in a population of approximately 90,000 residents by 2050.</p> <p>As noted in Section 4.3 of the Local Planning Strategy, increasing Perth city's resident base, will provide greater economic support for local businesses especially at night and on weekends and help the city become more self-sustaining and resilient.</p> <p>The Local Planning Strategy recognises this precinct requires more detailed consideration to what can be contained within a Local Planning Strategy. The Strategy specifies an action to work with State Government and other stakeholders to develop an appropriate planning framework to capitalise on key transport infrastructure and optimise development opportunities.</p> <p>The Northbridge Neighbourhood Priority encourages the support of the emerging residential population in the eastern portion of the neighbourhood with services and amenities that meet its diverse needs.</p> <p>Action NB6 relating to the Northbridge Neighbourhood priorities aims to focus on the delivery of bonus plot ratio provisions to incentivise the delivery of neighbourhood priorities where the market is not delivering.</p>	<p>Nil</p> <p>Nil</p>
16	Community Group	Crawley-Nedlands	<p>General</p> <p>The COPWR questions how much of this document is a reflection of the OUTCOMES of the Citizens Advisory Panel (CAP) workshops. Section 9 of this Engagement Report details items that were raised by the CAP and the community that will need to be considered as part of the development of the planning framework in mid 2023. It will be essential that the values and principles established during this engagement are carried forward into the future stages of planning for this area. It is recommended that there be continued opportunities for the CAP to be involved in the precinct plan's development to ensure continuity and accountability to this process.</p> <p>Specialised Centre –</p> <p>Encourage the growth of the precinct planning area as a</p>	<p>The Local Planning Strategy is a high-level document that informs the preparation of the new Local Planning Scheme.</p> <p>The outcomes of the Citizens Advisory Panel workshops will directly inform the UWA-QEII MC Specialised Centre Precinct Plan, which is a separate planning process required by State Government that is currently being prepared.</p> <p>The UWA-QEII MC Specialised Centre Precinct Plan will consider parking, traffic and transport matters as outlined in Section 5.6.4</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>thriving medical, research and education precinct supporting intellectual property generation and commercialization in recognition of its role as a Specialised Centre under the State’s strategic planning framework <i>Response: Also need adequate planning for parking, traffic and transport.</i></p> <p>Residential Community – Create a thriving residential community and provide for a diversity of housing. An earlier draft also spoke of ‘protecting local liveability, character and riverside and parkside environment. <i>Response: Explanation of ‘diversity of housing’.</i></p> <p>Neighbourhood Centres – Support the neighbourhood centres and ensure that they thrive and meet community needs <i>Response: What is meant by neighbourhood centres?</i></p> <p>Kings Park and Swan River - Improve access and use of Kings Park and Swan River. <i>Response: What sort of access and use is envisaged? Ferry terminal? Will existing amenity be protected for public enjoyment of foreshore areas? (See ii above) ‘protecting local liveability, character and riverside and parkside environment.</i></p> <p>Character - Ensure buildings positively contribute to the public realm and enhance the desired built form character of the</p>	<p><i>Crawley-Nedlands Neighbourhood Planning Directions and Action CN1 of the Local Planning Strategy.</i></p> <p>Housing diversity is about ensuring housing choice and preventing a mismatch between housing provision and housing needs. It can:</p> <ul style="list-style-type: none"> • Provide for greater lifestyle choice; • Accommodate a more diverse range of people and avoid potential negative social issues from clustering certain groups into one area; • Enable people to remain in the local area as their housing needs change; • Reduce travel times by providing options to live near their work place; and • Improve housing affordability by providing a range of options. <p>Neighbourhood centres are detailed in Table 6: <i>Activity Focus Areas</i> of the Local Planning Strategy and reflects the terminology adopted by the State Government under <i>State Planning Policy 4.2 – Activity Centres</i>.</p> <p>Neighbourhood centres provide for a range of goods and services to support the daily and weekly needs for local residents of a neighbourhood. They can also serve the needs of visitors and workers that come into the local area. Neighbourhood Centres generally comprise of an anchor supermarket, supporting retail, services, food, and beverage providers.</p> <p>The suitability and future growth of Broadway and Hampden Road neighbourhood centres will be informed by the UWA-QEIMC Specialised Centre Precinct Plan.</p> <p>The City is proposing to prepare a masterplan for the Swan River foreshore (refer, Action E2(b) and CN2) and is intended to balance the needs of diverse stakeholder groups, connect the key elements and places along the waterfront and present a world class destination.</p> <p>In addition, Kings Park is major natural city asset and where possible improving connection and interface to it is important so that it can be easily accessed and enjoyed by residents, workers, and visitors.</p> <p>Yes. The consideration of character will be guided by the matters set out by <i>State Planning Policy 7.2 – Precinct Design</i> and Table 34:</p>	<p>Nil</p> <p>Nil</p> <p>Amend Action E2(b) to articulate the parameters and key considerations of the City’s Foreshore Masterplan.</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>neighbourhood. <i>Response: Does character include leafy nature of the area, built form and appropriate setbacks</i></p> <p>Transition – Provide for a sensitive development transition between the Specialised Centre and surrounding areas to minimize any adverse impacts <i>Response: Will this require Code changes to residential streets such as Light Commercial</i></p> <p>Public Realm – Enhance the public realm to create an attractive, comfortable and safe environment which encourages walking and cycling. <i>Response: Will this mean traffic calming, traffic restrictions, public parking restrictions to create pedestrian/cycle friendly streets AND the amenity of residents?</i></p> <p>Connectivity - Create a connected and accessible place particularly between UWA and QEII and back into Central Perth by a range of transport modes <i>Response: No local consultation as to the route for the Purple Cat Bus leaving Crawley High Rise still without transport connection and an oversupply of buses to QE2 and UWA leaving the area with increased bus/traffic congestion. Has a circle route been investigated rather than replication of existing routes?</i></p> <p>Neighbourhood Priorities - Identify neighbourhood priorities (land uses, built form, public realm and infrastructure) and investigate the refinement of existing and/or the introduction of bonus plot ratio provisions to incentivize their delivery <i>Response: Does ‘bonus plot ratios’ translate as ‘infill’ as this would severely impact the existing leafy character of the area, its retention identified as NUMBER 1 priority by the CAP. The current draft 5.6.2 Neighbourhood Priority mentions social and economic priorities, but no mention of any environmental priority. The previous draft stated that the “Strategy will support the City in fulfilling its role to recognise, promote and enhance the social, environmental, economic and cultural setting of the city for the community...</i></p>	<p><i>Crawley-Nedlands Neighbourhood Character Areas</i> within the Strategy. The Strategy seeks to reinforce the consideration of character in new development.</p> <p>Planning for the growth of all neighbourhoods seeks to ensure that growth and development can occur in a manner that is in keeping with the future desired character of an area.</p> <p>The UWA-QEII MC Specialised Centre Precinct Plan will determine land use, density and other built form matters.</p> <p>Traffic and transport interventions will be addressed as part of the preparation of the UWA-QEII MC Specialised Centre Precinct Plan.</p> <p>As a component of the preparation of the UWA-QEII MC Specialised Centre Precinct Plan, the City is liaising with the State Government, Department of Transport and the Public Transport Authority to consider the provision of any new transport routes.</p> <p>Through the process, the City will also consult with the community as part of this process.</p> <p>The provision of plot ratio bonuses is a method used to incentivise the development or redevelopment to achieve certain planning objectives.</p> <p>The UWA-QEII MC Specialised Centre Precinct Plan will address the land use, built form and bonus plot ratio characteristics of this locality.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			With the character of the CBD ruined by poor planning policy in the past, driven by fiscal outcomes, let's not make the same mistakes in the old inner city residential areas. Historical values, character and beauty are especially important in our area with 100 year old streetscapes, riverside, the University and Kings Park.	<p>The Local Planning Strategy outlines the new Scheme address the protection and planting of more trees and vegetation on private land, with priority given to the hot spot areas and priority green links and strengthening the relationship between the private and public realm.</p> <p>A change to the Local Planning Strategy is proposed to consider public realm improvements for all City neighbourhoods that assist in delivering the neighbourhood priorities and aspirations through revisions to the City's Neighbourhood Place Plans.</p>	Introduce an Action for all Strategy neighbourhoods to expand the City's Neighbourhood Place Plans to address neighbourhood priorities and public realm improvements.
17	Landowner	West Perth	<p>Australian Capital Equity (ACE) and its subsidiaries are the proprietors of several properties across the CBD as well as the following affected West Perth properties:</p> <ul style="list-style-type: none"> • 12, 28, 30, 32 Kings Park Road, West Perth • 1 Altona Street, West Perth • 13-15 Rheola Street, West Perth <p>ACE has undertaken a review of the document regarding its properties above. As a key stakeholder, ACE is generally supportive of the direction to increase the residential population within the West Perth area. Further, the investigation of intensification of development along Kings Park Road is also supported.</p> <p>Plot Ratio and Built Form Changes The City's direction of increasing the residential population in West Perth is supported. Further, the removal of plot ratio and built form controls out of the local planning scheme and into a policy document is strongly supported. This will support a flexible approach that can consider variations for well-designed development within different contexts. The draft LPS seeks to promote residential development within West Perth through a review of the plot ratio and built form controls. This action is supported.</p> <p>In particular, regarding the subject sites, the increase in the maximum height controls along Kings Park is welcomed as it will enable a development form that is appropriate in the context and attract the resident population due to the obvious amenity benefits. However, it should be acknowledged that height provisions should reflect the intended built form outcomes over the long term. In that regard, it is requested that the height controls for the area along Kings Park Road be increased to allow for buildings above 30 storeys.</p>	<p>The matters of support are noted.</p> <p>The submitters request is noted.</p> <p>The density and height requirements for 'Intensification Investigation Areas' will be investigated through the preparation of the new Local Planning Scheme, considering the neighbourhoods objectives and priorities identified in the Local Planning Strategy.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>The proposal to investigate the exclusion of basement car parking from the plot ratio area is supported. This will provide greater opportunities for active frontages at street level, however, car parking above ground level (where it does not compromise the integration with the ground floor should also be excluded from the plot ratio). The ability to transfer plot ratio between properties should be maintained.</p> <p>Plot Ratio Bonus Criteria The principle of offering plot ratio bonuses is supported. However, these bonuses must be founded by market analysis to ensure they are feasible and will be successfully implemented. The governance arrangements for some of the bonuses also needs to be carefully considered.</p> <p>Cultural and Entertainment Land Use The draft LPS broadly recognises the importance of cultural and entertainment land uses. This has been reflected in recent liveability surveys, which identified that Perth's liveability ranking could be improved with additional focus on this area.</p> <p>In this regard, the promotion of cultural land uses through a plot ratio bonus is supported. The 'Gallery' and 'Exhibition Centre' land use activities should be considered as part of such bonuses.</p> <p>Affordable and Diverse Housing The plot ratio bonus for affordable and diverse housing is supported in principle. However, the details of this arrangement require careful consideration. Attention should be paid to the definition of 'affordable housing' and the proposed tenure arrangements. Existing affordable housing requirements applied in Development WA's Central Perth Redevelopment Area have struggled with implementation due to the lack of an agreed governance framework, dated definitions, and the uncertainty associated with the Department of Communities or other housing providers participating.</p> <p>It is suggested that plot ratio bonuses for affordable and diverse housing should be progressively tiered to link set proportions of affordable and diverse housing to different percentages of bonus plot ratio. Further, the City should encourage the delivery of build-to-rent and affordable sale projects and establish a mechanism for affordable housing to be delivered through different tenure types. Significant engagement with industry and</p>	<p>The submitters support is noted.</p> <p>As a component of the preparation of the new Local Planning Scheme, the City will consider the community benefit sought to be achieved, incentives to encourage identified development outcomes, governance consideration and a qualification of feasibility.</p> <p>The submission is noted.</p> <p>The submitters support is noted.</p> <p>The City's approach to the application of bonus plot ratio is being investigated in detail as part of the preparation of the new Local Planning Scheme. Consideration will be given to the amount of bonus plot ratio offered in relation to the value of the community benefit provided. The impact the bonuses will have on achieving neighbourhood priorities will be tested and evaluated to ensure they are practical and effective.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>market testing should be undertaken as part of the development of the mechanism to support this direction.</p> <p>Green Building The proposal to introduce a plot ratio bonus for urban greening is supported and should be expanded to include sustainable building design. Plot ratio bonuses for sustainable buildings could be progressively tiered to offer greater bonuses for more sustainable buildings.</p> <p>Pedestrian Links The potential plot ratio bonus proposal for the provision of pedestrian links, public open space, community infrastructure and cultural infrastructure is supported in principle. However, careful consideration should be given to implementation, including ensuring there is a clear, consistent and transparent approach to weighing up the level of amenity provided against the plot ratio bonuses. Significant engagement with industry and market testing should be undertaken as part of the development of the mechanism to support this direction.</p> <p>Developer Contributions The proposals to investigate developer contributions for public open space, community infrastructure and cultural infrastructure is not supported (pending further details). In particular, the inclusion of cultural infrastructure would be inconsistent with State Planning Policy 3.6 - Infrastructure Contributions.</p> <p>The cost of redeveloping existing properties within the City is considerable, and further imposts are likely to act as a disincentive. It is considered that plot ratio bonuses and other mechanisms such as discretion to vary built form controls are likely to be more effective. These could be supplemented by the ability to deliver such amenities off-site at more appropriate locations or where an identified gap exists.</p> <p>If developer contributions plans are pursued, careful consideration should be given to the impact on project feasibility. Further, relief from developer contribution liabilities should be provided in exchange for the delivery of affordable housing, public amenity, green buildings, etc. This will ensure that new development does not contribute 'twice' for the same elements.</p> <p>Land Use Permissibility The review of land use permissibility throughout the City of Perth is supported. In particular, the current land use system, which uses the 'Preferred/Contemplated'</p>	<p>Development incentives and planning provisions to implement sustainable building design will be investigated as part of preparation of the new Local Planning Scheme. The investigation will consider mechanisms to improve Environmentally Sustainable Design outcomes in buildings and spaces on private property.</p> <p>The City's approach to the application of bonus plot ratio is being investigated in detail as part of the preparation of the new Local Planning Scheme. Consideration will be given to the amount of bonus plot ratio offered in relation to the value of the community benefit provided. The impact the bonuses will have on achieving neighbourhood priorities will be tested and evaluated to ensure they are practical and effective.</p> <p>The submitters concern is noted.</p> <p>The Local Planning Strategy provides an action to investigate the mechanisms to assist the delivery of community and cultural infrastructure. No decision has been made through the Local Planning Strategy to implement this approach.</p> <p>In preparing the new Local Planning Scheme, the City will carefully consider the feasibility and implications of any changes to the current approach to development in the city and the cost/benefit of any Developer Contributions.</p> <p>The structure and terminology for land use in the zoning table will generally align with the Model Scheme Text.</p>	<p>Nil</p> <p>Nil</p> <p>Introduce a new Action to CUG5 to undertake a Social Needs Analysis to inform a future Community Infrastructure Plan.</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>approach, presents significant issues regarding change of use proposals. Under the current system, all change of use proposals require approval regardless of whether a use is changing from a 'Preferred' use to another 'Preferred' use. This presents a particular issue for mixed use development, which often relies on a flexible, adaptable and agile approach to commercial, food and beverage, and retail tenancies. The land use permissibility framework should adopt the approach under the Model Scheme Text. This will also ensure consistency with the broader approach taken throughout the state.</p> <p>Car Parking</p> <p>The proposed review of parking controls is noted. It is appreciated that commercial tenant and public car parking control is primarily controlled via the Perth Parking Policy, however, caution in relation to any review is encouraged. Regarding residential car parking, the proposal to remove minimum parking requirements and allow for the unbundling of car parking bays from individual apartments is supported. These two proposals will provide for far greater flexibility on the number and location of car parking bays throughout a development. We believe that there will be a significant shift in how car parking is delivered over the next decade as Perth matures and intensifies, as well as other technology becomes available (e.g. new car share, rideshare services as well as autonomous vehicles).</p> <p>The proposal to lower maximum car parking bay numbers is not supported. While the City's desire to reduce car dependency is acknowledged, the link between car parking numbers and car dependency is often misunderstood. General market testing has shown that regardless of public transport options and even the regular use of public transport, residents retain the desire for car parking bays to provide greater flexibility in how they travel. In particular, this relates to travel outside of work hours for recreation, holidays, etc. The number of car bays does not directly result in more vehicle trips, however, it does have a significant impact on the demographic that would consider living in an apartment in the CBD. We believe that there is a need to enable the widest possible demographic to have the biggest positive benefit on our capital city. Significant engagement with industry and market testing should be undertaken to inform any changes to maximum car parking bays. Importantly, an avenue and appropriate parameters should be developed to support flexibility in the number</p>	<p>The Strategy seeks to ensure flexibility is being built into the Scheme to allow for wide a range of land uses that can promote innovation and adaptation to meet changing social, economic, and environmental circumstances.</p> <p>The submitters support is noted.</p> <p>Any changes to car parking rates will be tested to ensure they are effective and practical.</p> <p>The submitters concerns are noted.</p> <p>The City appreciates the complexities and often conflicting objectives to achieve sustainable transport options.</p> <p>Table 11 – <i>Infrastructure Planning Directions and Actions</i> of the Local Planning Strategy recommends the removal of minimum car parking requirements and recommends lower maximum car parking requirements in areas of the city that are well serviced by public transport.</p> <p>Any changes to car parking rates will be tested to ensure they are effective and practical.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			of car parking bays proposed as a part of any development.		
18	Peak Body	City-wide	<p>Conditional Support The Institute conditionally supports the Draft Local Planning Strategy with some suggested improvements around themes of visionary long-term concept/s, city transit system, connectivity and collaboration. The general intent and format of the document is legible, well detailed and well diagrammed. The successful implementation and translation of the document into a Planning Scheme, will be in ensuring a well-articulated long-term vision for the City of Perth, clear value proposition for current and future residents and collaboration across jurisdictional lines to ensure broader application of concepts.</p> <p>Visionary long-term concept The aim of strengthening the City of Perth as the Capital of Western Australia is supported. There is an opportunity for the Local Planning Strategy to explore transformative visionary long-term concepts that challenge the status quo, to refocus the City's identity, transport and connectivity. Precinct plans should demonstrate bold initiatives for the future and highlight new links and identify proposed location of key civic buildings and land exchanges to demonstrate future connection and planning opportunities. Planning for future civic building typologies such as an Indigenous Centre and schools is positive and offers opportunities for associated precinct master plans and review of adjoining land uses, connections and penetrability concepts need to be considered. The key to successful transformative concepts will be collaboration with State agencies and adjoining councils to minimize jurisdictional barriers and create financial opportunities.</p> <p>City transit system and connectivity The walkable transit precincts identified in Figure 5,</p>	<p>The submitters conditional support is noted.</p> <p>The form and content permitted to be contained within the Local Planning Strategy is specified by the State Government. The Strategy has been prepared in accordance with the Western Australia Planning Commission's <i>Local Planning Strategy Guidelines (2021)</i>. The guidelines focus is for strategies to provide the rationale and strategic intent for any changes to land use planning and development outcomes that can be implemented as part of a new or revised Local Planning Scheme.</p> <p>The Local Planning Strategy includes a range of actions requiring City and State Government collaboration and the preparation of detailed planning studies, which could potentially take the form of any future precinct planning initiatives. The strategy identifies the need for future detailed planning Studies at:</p> <ul style="list-style-type: none"> • City West; • Mclver-Claisebrook precinct; • Perth Convention and Exhibition Centre, Elizabeth Quay Train Station and Busport; • Perth Train Station; and • Riverside Precinct Renewal. <p>Together with the Detailed Planning Studies listed above, the Strategy also specifies the preparation of a Precinct Plan for the UWA-QEIIIMC Specialised Centre. The City's focus for future planning of these areas, together with opportunities that may arise outside that identified within the Strategy aim to strengthen and transform the City through the life of the Planning Strategy and beyond.</p> <p>The submitters concerns are noted.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>demonstrate an opportunity in establishing better connectivity. There are substantial gaps in connecting 'neighborhoods' evidenced in the mapping diagram. There is potential for big picture concepts of an underground transit system or tram system, perhaps co-funded by the State and Federal Governments through a future City Deal or Infrastructure WA Strategy.</p> <p>Principles of walkability need to be assessed from beyond the transit system. Medium to higher density residential developments and diverse land use zoning within every neighbourhood will promote the sustainable establishment of shops and recreational areas, thus promoting walkability. Uses such as cafes, alfresco dining, shops and parklets provide pauses along pedestrian journeys and activate streetscapes. It is important to consider whole journey planning when addressing walkability.</p> <p>The City has an opportunity to consider walkability concurrently with accessible and connected environmental corridors that enable not only people, but flora and fauna to have legible connection via continuous pathways through the city scape. The promotion of connection with nature has documented wellness benefits and has transformative potential into the 'Healthy City'. Cities such as Amsterdam, Copenhagen, Helsinki, Zurich, Hamburg and Vancouver have introduced urban design and integrated planning strategies to minimise urban car use and create exclusive pedestrian areas. Cities such as Hong Kong have created safe, highly activated underground walkways for pedestrians safe from traffic and weather.</p> <p>A broader planning and urban design vision is necessary, considering pedestrian prioritisation and potentially pedestrian exclusive areas, beyond the currently considered framework, to ensure activated, comfortable and safe streetscapes. Issues of connectivity to other localities, specifically, Oxford Street, Beaufort Street and Rokeby Road need to be addressed. Encouraging better connectivity will, in turn, encourage better attendance and activation within the City. For example, an overpass or underpass across Loftus Street along Bagot Road / Kings Park Road, would greatly improve walkability between Subiaco, a densely residential suburb, West</p>	<p>The provision of major transit infrastructure is the responsibility of State Government. The City will continue to collaborate with State Government to identify targeted opportunities to improve connectivity across the city.</p> <p>The submitters recommendation is supported.</p> <p>Through implementing the actions contained within Table 11 – <i>Infrastructure Planning Directions and Actions</i> that are contained for each neighborhood, the City intends to promote activation and vibrancy for each Perth city neighbourhood.</p> <p>Public realm improvements will be prioritised at key pedestrian routes.</p> <p>Section 4.4.3 – <i>Urban Greening</i> emphasises the importance of urban greening and green corridors in promoting wellness and a 'healthy city'. The new planning framework will consider how green infrastructure can be innovatively incorporated into new built form.</p> <p>A new action has also been added into each neighbourhood to include the enhancement of the Neighbourhood Place Plans to address neighbourhood priorities, including public realm improvements and the integration of movement and activity.</p> <p>As mentioned above, a new action has also been added into each neighbourhood to include the enhancement of the Neighbourhood Place Plans to address neighbourhood priorities, including public realm improvements and the integration of movement and activity.</p>	<p>Introduce an Action for all Strategy neighbourhoods to expand the City's Neighbourhood Place Plans to address neighbourhood priorities and public realm improvements.</p> <p>Refer to above.</p> <p>Refer to above.</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Perth, a commercial office district, and the leisure and biodiversity area of Kings Park.</p> <p>Neighbourhoods The identification of neighborhoods with specific ‘identities’ presents both opportunities and issues that need to be clearly addressed to ensure diverse, activated and thriving neighborhoods.</p> <p>We identify that all neighborhoods require:</p> <ul style="list-style-type: none"> • Amenity • Accessibility (walkability and penetrability) • Attendance and Activation • Connectivity • Diversity and Inclusion (in terms of diversity of demographic and building typology / land use) • Flexibility within the Town Planning Scheme to allow for innovation / alternate land use <p>Based on walkability distance, we suggest the definition of an additional neighborhood between ‘Central Perth’ and ‘East Perth’. Innovation of building typology, amenity and land use needs to be accommodated within the Planning Strategy. For example, vertical schools with co-share facilities with adjoining amenities, integrated high rise development over railway, and flexibility within town planning scheme for gallery spaces and studios to emerge within all neighbourhoods.</p> <p>Under-utilised zones The Planning Strategy has an opportunity to activate and consider innovative land use in underutilized zones within the City. Specific areas for consideration include:</p> <ul style="list-style-type: none"> • Mount Hospital surrounding area: considering connection to riverfront, divisional impact of freeway, potential site for connection to Country and ecological rejuvenation. • Riverfront: -Between Freeway and Crawley – consider connection, activation, and journey planning. • Langley Park area – consider the carbon footprint and social cost of open, underutilized grasslands compared to environmental and cultural rejuvenation site with strategic activation uses. • Design idea competition – since 1991, multiple design competitions for the Perth riverfront have been held, generating ideas ranging from beachfronts, naturalistic landscapes and extended urbanities. There 	<p>The submitters concerns are noted.</p> <p>The submitter’s suggestion is noted.</p> <p>The current neighbourhood boundaries as identified in the Local Planning Strategy are not considered to impede the walkability of the neighbourhoods.</p> <p>The Local Planning Scheme and associated policies will address building typology, amenity and land use based on each individual neighbourhoods needs. The approach will vary across neighbourhoods to respond to different character areas, precinct, and locality requirements.</p> <p>The submitters suggestion is noted.</p> <p>The draft Local Planning Strategy identifies several areas across the city where connectivity should be improved, this includes the Foreshore Masterplan which would address the riverfront and Langley Park.</p> <p>Action 12 (c), which relates to improving movement to and across Perth city neighbourhoods, refers to the need to work with the State Government to investigate how physical barriers created by major transport infrastructure (i.e. the freeway) and natural assets can be addressed to improve movement to and across the city.</p> <p>This action has been amended to also refer to the better utilisation of land.</p> <p>The City intends to continue to work closely with State Government on various projects, which will assist in aligning stakeholder priorities and commitments for the capital city.</p>	<p>Nil</p> <p>Nil</p> <p>Amend Action 12(c) to address how physical barriers can be reduced to improve the utilisation of State Government land.</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>is a broad database available for assessing frameworks for innovative strategies, based upon the City's priorities.</p> <ul style="list-style-type: none"> • Freeway interface – there is an opportunity of reprioritizing the traditionally infrastructure led City towards livability, culture and environmental sustainability. <p>Collaboration opportunity As noted above, connectivity is key theme to the success of the City's Planning Strategy. We recommend the establishment of an Inner-City Working Group to better collaborate across jurisdictional boundaries and ensure consistent, coherent and connected approach. Proposed membership could consist of:</p> <ul style="list-style-type: none"> • City of Perth Planner and Architect • Representatives from adjoining councils: Vincent, Cambridge and Subiaco • Representatives from relevant State agencies: Development WA, Department of Communities, Department of Planning, Lands and Heritage, Department of Transport, Mainroads • Government Architect <p>The Planning Strategy document is silent on potential future City Deal projects, Infrastructure WA projects and Tourism WA projects. We recommend early engagement and planning through broader co-funded programs to seek broader vision opportunities for the City of Perth.</p> <p>Demographics and Housing The Strategy has identified clear residential population growth targets with proposed increased plot ratio bonus to secure broader housing diversity and affordability. Plot ratio bonuses are generally supported when used for strategic targeted developments. We would suggest broadening use of plot ratio bonuses to target:</p> <ul style="list-style-type: none"> • Housing diversity and affordability • Sustainable / low carbon developments • Adaptive reuse developments <p>Issues of livability need to be addressed within the Planning Strategy to ensure that the plot ratio bonuses are effective in delivering demographic targets, as are already utilized in existing Town Planning Scheme with minimal residential growth, avoid single megadevelopments (as opposed to adaptive reuse and medium density developments) and extensive above-ground car parking.</p>	<p>Previous work undertaken for Perth city (such as design competitions) is considered in City projects, where considered where they add to the process.</p> <p>This recommendation is beyond the scope of matters that can be addressed within a Local Planning Strategy. The purpose of a Local Planning Strategy is to inform the technical detail of the new Local Planning Scheme.</p> <p>The City understands the complexities involved in strategically lead planning for the capital city area and that collaboration with State Government is critical for the successful growth and development of the city and a new section has been inserted into the Local Planning Strategy to acknowledge the role of State and Local Government collaboration in implementing the Local Planning Strategy vision.</p> <p>The WAPC's Capital City Planning Committee is intended to oversee and provide planning direction for planning in the Perth central area. It includes representation from several the organisations suggested by the submitter.</p> <p>The Strategy set outs the City's continued direction to work closely with the State Government on various projects, which will assist in aligning stakeholder priorities and commitments for the capital city.</p> <p>Incentives for sustainable design, housing diversity and affordability will be considered as part of the new Local Planning Scheme.</p> <p>Adaptive reuse of buildings is an important aspect of achieving a more sustainable city. As a component of the new Local Planning Scheme, the City will consider design provisions to align with industry best practice to achieve more adaptable built form outcomes. Action CUG4 has been amended to explicitly refer to adaptive reuse of existing buildings.</p> <p>Section 4.2.5 – <i>Sustainable Buildings</i> of the Local Planning Strategy addresses the importance of non-planning responses to overcome the financial and structural obstacles that have prevented developers and landowners from the repurposing of buildings.</p>	<p>Introduce new text in Section 2.4 – <i>Vision Implementation</i> to acknowledge the need for greater State and Local Government collaboration in delivering major transformational projects and the opportunity to better harness the powers of the <i>City of Perth Act 2016</i> to improve collaboration and governance across stakeholders.</p> <p>Amend CUG4 to investigate the role of planning incentives in encouraging the adaptive reuse of existing buildings.</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Key livability issues that need to be addressed to attract identified demographic trends include:</p> <ul style="list-style-type: none"> • Access to diverse amenity • Environmental comfort – noise, wind tunnel effect, overshadowing, heat island effect, etc. • Safety • Connectivity • The “unique offering” that will compete with surrounding suburbs <p>We encourage partnership with State agencies such as Development WA and Department of Communities to deliver appropriate social and affordable housing stock, beyond incentivization within private developments to provide successful precedent and be the catalyst for change.</p> <p>Building design The adoption of the design principles outlined in SPP 7.0 Design and Built Environment and SPP 3.5 Historic Heritage Conservation, in addition to ten additional principles is supported. The Institute supports the intent of SPP 7.0 in defining ‘good design’ and advocates for improved design quality of the built environment.</p> <p>Sustainable Buildings It is admirable that the City has taken positive steps toward creating frameworks for incentives to encourage sustainable development in its respective local community via the proposed initiatives of:</p> <ul style="list-style-type: none"> • Mandating 4-5 Star Greenstar buildings • Incentives for 6 Star Greenstar buildings and • Encouraged adaptable building design 	<p>The submitter’s suggestions with respect to liveability are noted. Many of these are included in the Local Planning Strategy as objectives.</p> <p>The Local Planning Strategy includes a housing needs assessment which identifies the need to address key gaps in affordable and diverse housing stock to address future demographic trends for the city.</p> <p>The Local Planning Strategy includes ambitious residential population targets beyond business-as-usual forecasts and the targets specified by the Western Australian Planning Commission’s <i>Central Sub-Regional Planning Framework</i>. Given this, the Local Planning Strategy seeks to incentivise rather than mandate the provision of affordable housing within private developments.</p> <p>The Local Planning Strategy also specifies urban consolidation principles and preferred locations for the intensification of development (including residential development).</p> <p>Considering the principles and intent of the Strategy, the City will work with State Government and the private sector to facilitate and range of housing options throughout the City’s neighbourhoods.</p> <p>The delivery of social housing is the role of the State Government, and not Local Government or the private sector.</p> <p>The City will work collaboratively with State agencies to secure the delivery of social, affordable and diverse housing in locations within a walkable distance to high levels of amenity, securing opportunities for unique offerings only found within the city.</p> <p>The submitters support is noted.</p> <p>The submitters recommendation is supported. The Local Planning Strategy has been amended to refer to the aim of achieving net zero emissions in line with the City’s adopted Sustainability Strategy.</p>	<p>Nil</p> <p>Nil</p> <p>Introduce new text into Section 4.2.5 to refer to the City’s aspiration to be a driver of environmentally sustainable design and accelerate the delivery of net zero emissions. Amend Action CUG4 to investigate</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>The Institute, alongside its Climate Action and Sustainability Taskforce (CAST), advocates for a zero-carbon construction industry by 2030, as our built environment accounts for 39% of all carbon emissions globally, with operational emissions accounting for 28%. Members are actively committing to Carbon Neutral practices and the Institute has also embarked on its own “Carbon Neutral” journey. The Institute has called on the Australian Government to establish a national plan towards zero carbon buildings by 2030 that can be supported and led where appropriate by state and local government.</p> <p>We would recommend providing flexibility for use of multiple rating tools comparable with Greenstar. The 2022 National Construction Code (NCC) will be lifting the minimum NatHERS rating to 7 Stars, implementation of which is due to commence 1 September 2022 nationally. There is potential to create additional planning strategies for developments to implement this minimum measurement threshold sooner and incentivise further energy efficiency in developments.</p> <p>The Planning Strategy is silent on carbon / sustainability targets and does not cross reference to an active State or local policy. There is further opportunity for the City to lead by example by:</p> <ul style="list-style-type: none"> • Incentivisation of adaptive reuse of existing underutilised building stock within the City; • Requirement for life cycle assessments all new buildings at Planning Approval; • Incentivise zero carbon (or low carbon) construction methodology (including waste) and materials (which connects to other incentivisation of new material industry e.g. green concrete, cross-laminated timber, and others); • Urban design and master planning focused on higher density urban and suburban development to reduce urban sprawl, manage the heat island effect, respond to stormwater, address transport and improve connectivity. • Reduction of car parking ratios and minimums for new developments. 	<p>The submitters recommendation is addressed by the Local Planning Strategy.</p> <p>A range of options and tools will be considered for improving Environmentally Sustainable Design outcomes in buildings and spaces on private property as part of the preparation of the new Local Planning Scheme. Action CUG4, which relates to ensuring high quality, functional and attractive development with high standards of environmentally sustainable design, addresses the intent of the submission comment. As such, no change is required to the Strategy to address this matter.</p> <p>The submitter’s recommendation is noted.</p> <p>The Local Planning Strategy has been amended to refer to the aim of achieving net zero emissions in line with the City’s recently adopted Sustainability Strategy.</p> <p>A range of options and tools will be considered for improving Environmentally Sustainable Design outcomes in buildings and spaces on private property as part of the preparation of the new Local Planning Scheme.</p>	<p>how built form can help achieve this aspiration.</p> <p>Nil</p> <p>Introduce new text into Section 4.2.5 to refer to the City’s aspiration to be a driver of environmentally sustainable design and accelerate the delivery of net zero emissions. Amend Action CUG4 to investigate how built form can help achieve this aspiration.</p>
19	Consultant on behalf of landowner	Crawley-Nedlands	Element is pleased to present this submission on behalf of the landowner, Brankstone Investments		Nil

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Pty Ltd, of Number 40 Broadway, Crawley. The comments contained herein are provided in relation to the City of Perth (the City) Draft Local Planning Strategy (the Strategy). The subject site is located in Crawley, proximate to the University of Western Australia (UWA), QEII Medical Centre and the Swan River.</p> <p>CUG1(a), CUG2(a), CUG3(g), CUG4(b), EE1(a), E3(c)</p> <p>The principles outlined above are generally supported, with the following comments provided for the City's consideration during future precinct structure planning and the preparation of the new Scheme. It is critical that either the new Scheme or Specialised Centre Precinct Plan prescribe a plot ratio that is of sufficient size to provide the density commensurate with the subject sites level of amenity and proximity to major activity, employment and recreational hubs (i.e. UWA, QEII Medical Centre, Swan River and the Perth Central Business District (CBD)). To encourage good design, the City must give consideration to allowing considerable flexibility or incentives for developers to gain bonus plot ratio where certain objectives are met. Such a framework will in turn facilitate project viability as land value should be determined based on the base plot ratio allowing for developers to increase yield and viability where certain objectives are met.</p> <p>In determining a density that is commensurate with the area, the new Scheme and Specialised Centre Precinct Plan should recognise that the subject site affords itself to high-density mixed-use development opportunities, as reflected in the Central Sub-Regional Planning Framework (the Framework), which identifies the subject site as being within an 'Urban Corridor'.</p> <p>The location of the subject site along an 'Urban Corridor' and its proximity to major nodes of activity, employment and recreation (i.e. UWA, QEII Medical Centre, Broadway Neighbourhood Centre and the Swan River) affords itself to significant opportunities for accommodating much higher densities than that currently permitted under the existing planning framework (i.e. R50).</p> <p>It is noted that the 5-storeys and density shown in Figure 4 is significantly lower than the intensity of development that should exist in this area. In fact, the density shown, is less than the R-AC3 density currently permitted on Broadway's east side (within the City of Nedlands municipal area), even though such land is on the higher side of the road and further from amenities such as UWA and the Swan River. Recent development approvals granted by the Metro Inner-North Joint Development</p>	<p>The City's approach to the application of bonus plot ratio is being investigated through the preparation of the new Local Planning Scheme and the UWA-QEII MC Specialised Centre Precinct Plan. Consideration will be given to the amount of bonus plot ratio offered in relation to the value of the community benefit provided.</p> <p>The impact the bonuses to achieve neighbourhood priorities will be tested and evaluated to ensure they are practical and effective.</p> <p>Noted. Refer to above comment.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Assessment Panel (JDAP) along Broadway’s east side have permitted developments ranging in heights from 5-storeys to 7-storeys.</p> <p>However, as the subject site benefits from being closer to UWA and the Swan River, it is expected that the density and building height will be considerably higher than that which is currently permitted within the City of Nedlands to facilitate the delivery of development outcomes that are commensurable to the amenities of the area and proportional to the population growth rates and targets of Perth city. Situated on a corner site, 40 Broadway lends itself to establishing a landmark mixed-use development on the corner of Broadway and Clark Street. Approximately 200 metres south of Stirling Highway and less than 100 metres west of UWA, the subject site is best placed to accommodate student and other specialist co-living housing, with supplementary ground floor tenancies to deliver vibrancy and street activation. The below figure series illustrates the intensity of density and building height that is considered commensurable for the subject site and its immediate surrounds.</p> <p>Establishing appropriate primary development controls that are certain to accommodate residential growth rates and targets correctly the first time, will be critical in delivering desired streetscape outcomes. Should the primary development controls found to be inadequate (i.e. too low) after redevelopment has commenced, there is a risk that streetscapes become ‘imbalanced’ with significant variances in density as authorities seek to retrospectively accommodate population growth and targets.</p> <p>Considering the above, it is critical that the City, the State government and the City of Nedlands, when preparing the new Scheme and the Specialised Centre Precinct Plan, adopt primary development controls which permit a density commensurate with the high levels of service and amenity and allows the Crawley-Nedlands Neighbourhood to reach its full development potential to accommodate residential growth rates and targets across Perth city.</p> <p>Consistent with the vision for ‘Urban Corridors’ under the Framework, high-density mixed-use development is considered suitable for the subject site and the broader ‘Urban Corridor’. This vision is also supported by the findings contained within Appendix B Neighbourhood Profiles and Analysis of the Strategy which states – There is pressure for redevelopment of current residential sites</p>	<p>The UWA-QEIIMC Specialised Centre Precinct Plan will consider the land use, density and built form response based on the neighbourhood priorities and precinct directions as articulated in CN1 of the Local Planning Strategy (Refer, Table 35).</p> <p>The City acknowledges and supports the submission recommendation. These matters are intended to be address through the preparation of the UWA-QEIIMC Specialised Centre Precinct Plan.</p> <p>The City acknowledges the submission comment. The implementation of outcomes to address the matters specified within the <i>Central Sub-Regional Planning Framework</i> will be a component of the preparation of the UWA-QEIIMC Specialised Centre Precinct Plan.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>to accommodate alternative uses, including student housing, and higher density apartment buildings, particularly between UWA and Broadway.</p> <p>The above should be reflected in the City's new Scheme and future Specialised Centre Precinct Plan and as a minimum allow for significant density and height to occur. Pursuant to Table 2.1 of State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments (R-Codes Vol. 2), it is considered that a density code of a minimum of R-AC1 or higher is reflective of the high-density mixed-use development streetscape and character outcomes inferred by the vision set out for 'Urban Corridors' under the Framework. It is therefore expected that the Scheme and future Specialised Centre Precinct Plan will appropriately reflect this density range, with additional development bonuses afforded by design excellence, particularly in areas proximate to Stirling Highway, the identified Neighbourhood Centres (Broadway) and UWA (i.e. 40 Broadway, Crawley).</p> <p>The proposed introduction and investigation of various development bonuses which seek to support design excellence are recognised and strongly supported. Basement car parking, for example, is recognised as a superior design outcome for residents and streetscape amenity. However, the cost of delivering basement car parking can be cost prohibitive in some instances. Recognising this, the City's action to investigate the exclusion of basement parking in the plot ratio definition is strongly supported and the City is encouraged to pursue this and other innovative incentive-based solutions.</p> <p>In investigating further development incentives, the City is encouraged to consider the cost to the developer(s) and ensure that the design incentive is proportional to the design outcome sought. In this regard, we respectfully request that the City provide on-going opportunities for comment to be provided throughout the preparation of the new Scheme and the Specialised Centre Precinct Plan.</p>	<p>The UWA-QEIIMC Specialised Centre Precinct Plan is intended to provide the planning rationale and technical basis for any land use and density changes within the Precinct Plan boundary. Once complete, the City will consider the manner the outcomes reflected within the Precinct Plan should be reflected within the new Local Planning Scheme.</p> <p>The City acknowledges the support for bonus plot ratio and understands the issues associated with the feasibility of basement car parking.</p> <p>The City's approach to the application of bonus plot ratio is being investigated through the preparation of the new Local Planning Scheme and the UWA-QEIIMC Specialised Centre Precinct Plan. Consideration will be given to the amount of bonus plot ratio offered in relation to the value of the community benefit provided.</p> <p>The impact the bonuses to achieve neighbourhood priorities will be tested and evaluated to ensure they are practical and effective.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Land Use Diversity It is recognised that the Strategy identifies the following actions as a means in which to deliver land use diversity throughout the city (amongst others). The above actions are generally supported, with the following comments provided for the City's consideration during future precinct structure planning and the preparation of the new Scheme. The new Scheme and Precinct Plan should recognise that the subject site affords itself to mixed-use development opportunities. In particular, the subject site's proximity to Stirling Highway and UWA, is suited to accommodate commercial tenancies on the ground-floor which will deliver street activation and increased opportunities for passive surveillance. It is noted that this is consistent with the current zoning of the site (i.e. 'Neighbourhood Mixed Use'). Considering this, in reviewing land use permissibility's along the 'Urban Corridor', the following land uses should be capable of being contemplated as either a permitted or discretionary use.</p> <p>Alternative Transport It is recognised that the Strategy identifies the following actions as a means in which to promote the delivery of alternative transport methods. The above actions are supported in-part. Whilst the City's aspirations to mitigate reliance on private vehicles are supported, market realities and consumer behaviour do not support reduced car parking requirements, especially where public transport is reliant on an often circuitous and lengthy bus network, especially where non-city bound journeys are required.</p> <p>Considering this, the City is encouraged to investigate transitional provisions, which allow time for sustainable consumer behaviours to advance and develop further.</p> <p>The above actions [I1(b), I1(d)] are supported in-part. Whilst the City's aspirations to mitigate reliance on private vehicles are supported, market realities and consumer behaviour do not support reduced car parking requirements, especially where public transport is reliant on an often circuitous and lengthy bus network, especially where non-city bound journeys are required. Considering this, the City is encouraged to investigate transitional provisions, which allow time for sustainable consumer behaviours to advance and develop further.</p>	<p>The UWA-QEIIIMC Specialised Centre Precinct Plan is intended to provide the planning rationale and technical basis for any land use and density changes within the Precinct Plan boundary.</p> <p>The City appreciates the complexities and often conflicting objectives to achieve sustainable transport options.</p> <p>Table 11 - <i>Infrastructure Planning Directions and Actions</i> of the Local Planning Strategy recommends the removal of minimum car parking requirements and recommends lower maximum car parking requirements in areas of the city that are well serviced by public transport.</p> <p>Any changes to car parking rates will be tested to ensure they are effective and practical as part of the detail in preparing the Local Planning Scheme.</p> <p>Refer to above.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>
20	Consultant on behalf of landowner	West Perth	As a significant commercial landowner within West Perth, Calardu and Gerry Harvey are encouraged by a number of the strategies and actions in the draft LPS, noting the	The submitters comment is noted.	Nil

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>intent for these to ultimately inform the preparation of a new Local Planning Scheme to replace the current City Planning Scheme No. 2 in due course. In particular, Calardu and Gerry Harvey support enabling the City of Perth to grow to its full potential using a sufficiently flexible planning framework to allow for innovation, adaptation and multi-purpose outcomes at the same time as safeguarding the economic and employment future of the Capital City.</p> <p>Calardu and Gerry Harvey also strongly supports the need to consolidate the intensity of development around transit stations such as the City West Train Station and for the subject site to be included in an 'Intensification Investigation Area' noting that the draft LPS indicates that "Plot ratio increases will be investigated in these areas as part of the preparation of the new Scheme taking into consideration built form outcomes". In this respect the subject site has significant capacity for additional plot ratio, above that which is currently provided for in City Planning Scheme No.2 (CPS2) due to its size and strategic location.</p> <p>Community and Urban Growth In relation to the Community and Urban Growth Planning Directions and Actions, the landowners wish to make the following submissions:</p> <p>The landowners support a review of the existing plot ratio controls, including residential bonus plot ratio provisions (as applies to the subject site currently¹) as per Action CUG1. In this respect the landowners would like to see the plot ratio controls support not only the capacity to accommodate forecast growth across Perth city, but also to provide sufficient incentives to develop the subject site for a broad range of land uses. It is submitted that the plot ratio controls that currently apply to the site under CPS2 do not reflect the capacity of the site to accommodate development and/or are not sufficient in the current market to incentivise the development of the subject site.</p> <p>The landowners support the use of built form modelling to determine the appropriate level of plot ratio increase that can be accommodated on the subject site, as included at Action CUG3. The landowners are confident that this modelling will demonstrate the ability of the subject site to accommodate increases in plot ratio of at least 6:1 (if not greater), consistent with other strategic landholdings in Perth's CBD fringe. The landowners would welcome the opportunity to work with the City on</p>	<p>The submitters support is noted. The intensification areas have been identified based on those areas which meet the 'City Urban Consolidation Principles' as outlined in Section 4.2.4 – <i>Built Environment</i> of the Local Planning Strategy. Plot ratio increases will be investigated in these areas as part of the preparation of the new Local Planning Scheme.</p> <p>The City's approach to the application of bonus plot ratio is being investigated through the preparation of the new Local Planning Scheme. Consideration will be given to the amount of bonus plot ratio offered in relation to the value of the community benefit provided.</p> <p>The impact plot ratio bonuses may have on achieving neighbourhood priorities will be tested and evaluated to ensure they are practical and effective.</p> <p>In addition, the new Local Planning Scheme will contemplate a range of land uses to encourage land use diversity across the city. The specific land uses eligible for bonus plot ratio need to be considered and regularly reviewed against strategic land uses priorities and market delivery.</p> <p>The submitter's comments and invitation are noted.</p> <p>Consultation on the draft new Local Planning Scheme will be undertaken in accordance with the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>this built form modelling for the subject site to ensure that any new plot ratio controls can be tested and ascertained before the new Local Planning Scheme is drafted.</p> <p>The landowners support the investigation of bonus plot ratio potentially being awarded where a competitive design process is pursued to achieve design excellence, as outlined under CUG4. Noting the suggested preconditions of “prominent sites and for large developments and projects of strategic importance”, these are strong attributes held by the subject site.</p> <p>The landowners strongly support a review of the plot ratio provisions to allow for minor variations to maximum plot ratio to enable refurbishment of an alterations to existing buildings, as outlined under CUG4. Whilst not directly relevant to the subject site this is nonetheless considered to be good practice to provide an incentive to encourage additions, alterations, refurbishment and redevelopment of existing assets.</p> <p>The subject site is included in a ‘Open Space Gap’ area on Figure 6 in the LPS. We understand that planning mechanisms for the delivery of new public open space are likely in the new Scheme as identified under Action CUG6. The landowners strongly encourage that any such mechanisms are flexible and performance based in their approach so that public open space requirement can be delivered in bespoke and potentially unconventional ways where the required outcomes are nevertheless achieved. This may include the ability to retain open space in private ownership, whilst providing 24 hour public access, to facilitate private development over/under the public open space. It may also allow the public open space to be delivered at different levels, including podium and/or roof top level depending on the use and scale of the proposed development that it is being delivered with. Performance based, flexible approaches to these controls will ensure that innovation is not inappropriately stifled by rigid planning controls.</p> <p>The landowners also respectfully request that any plot ratio bonus provided for the delivery of new public open space on the subject site reflects not only the quantum of space needed for the public open space but also the costs of delivery. There needs to be sufficient incentives to ensure the delivery of high quality, functional, open spaces that provide a long term legacy for the City.</p>	<p>The submitter’s comments are noted.</p> <p>The submitters support is noted.</p> <p>The City will investigate options through the preparation of the new Local Planning Scheme. The intent is to ensure community needs identified are effectively and equitably delivered.</p> <p>The submitters concern is noted. The City will be seeking to ensure that the amount of bonus plot ratio offered relates to the value of the community benefit provided and is sufficient to attract developers to take up any incentive.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>The landowners support the establishment of a bonus plot ratio to assist in the delivery of community infrastructure within the City, comparable to the current provisions that affect the subject site in Special Control Area 16.0 (Hamilton) (SCA16) under CPS2. However, it is noted that the current plot ratio bonus is not considered to adequately compensate for the quantum of public infrastructure/facilities that are sought from the subject site under SCA16. The provision of community infrastructure affects the efficiency of site design, necessitates additional car parking and access/circulation requirements, not to mention construction costs. Accordingly, the bonuses on offer have to satisfactorily incentivise the provision of this infrastructure or the planning incentives will fail to deliver.</p> <p>Economy and Employment In relation to the Economy and Employment Planning Directions and Actions, the landowners wish to make the following submissions:</p> <p>The draft LPS correctly notes that whilst the new Scheme can influence what land uses emerge through land use permissibility and by offering bonus plot ratio for specific land use outcomes, it has limited ability to attract specific industries. The landowners support broad land use permissibility across the City of Perth as per Action EE3 to facilitate future change of use for existing assets and/or to provide flexibility to respond to a new land use demand that may not currently be anticipated by the City, such as development proposal that may be of international, national, state or regional significance that cannot be planned for at the present time. Therefore, it is submitted there also needs to be flexibility in the application of bonus plot ratio such that any bonus' can be flexibly applied to a new or emerging land use where appropriate, so as to not cut across and diminish the attractiveness of these unanticipated opportunities. It is noted that the current bonus provisions in CPS2 lack this flexibility, for example under the provisions of SCA 16, Residential or Special Residential uses are promoted at the expense of all other uses.</p> <p>The landowners supports a reduction in regulation by placing the majority of development controls within local planning policies to enable high levels of discretion to consider innovative design outcomes across the urban environment and support and attract business growth as identified at EE5.</p>	<p>The submitters concern is noted. The City will be seeking to ensure that the amount of bonus plot ratio offered relates to the value of the community benefit provided and is sufficient to attract developers to take up any incentive.</p> <p>The City agrees that the planning framework needs to have rigor to achieve the neighbourhood priorities identified under the Local Planning Strategy whilst maintaining flexibility to adapt to change.</p> <p>The submitters support is noted.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Infrastructure In relation to Infrastructure Planning Directions and Actions, the landowners wish to make the following submissions: The landowners supports the City in working with the State Government to investigate how key public transport nodes, such as the City West Train Station can be better capitalised on and land use and transport integration improved in this area as per Action I1.</p> <p>The landowners support the City's review of existing residential car parking provisions to remove minimum car bay requirements in areas of the city which are well serviced by public transport as per Action I2.</p> <p>The landowners do request that flexibility is maintained on the maximum car parking provision in areas of the city which are well serviced by public transport and that this is not lowered as identified at Action I2 so as to not disincentivize the provision of larger, premium, residential product which requires higher than normal rates of parking.</p> <p>West Perth Neighbourhood The landowners supports the need for further detailed planning on the subject site as identified in the draft LPS for the area of West Perth north of the railway line, which includes the subject site. The landowners also supports the intensification of residential land uses as well as retail and office uses on the subject site. More specifically in relation to the Planning Directions and Actions for the West Perth Neighbourhood it is submitted that:</p> <p>The landowners supports the ongoing support for commercial land uses on the site. Whilst there is no current opportunity afoot, the subject site may in the future be able to provide a campus style office facility that may be sought in the market by a particular tenant and the opportunity for the site to provide an important commercial office area should not be lost. It is noted that the current provisions under SCA16 incentivise residential land uses at the expense of retail and commercial land uses, when this site has the potential to deliver a significant mixed use development that delivers a multitude of land uses across the site. Bonus plot ratio provisions needs to be carefully devised and sufficiently flexible so as to allow for innovation, adaptation and multi-purpose outcomes as promoted in the draft LPS.</p>	<p>The submitters support is noted.</p> <p>The submitters support is noted.</p> <p>Table 11 – <i>Infrastructure Planning Directions and Actions</i> proposes to remove minimum car bay and lower maximum car bay requirements in areas of the city which are well serviced by public transport.</p> <p>Any changes to car parking rates will be tested to ensure they are effective and practical through the preparation of the Local Planning Scheme.</p> <p>The submitters support is noted.</p> <p>Land use permissibility will be reviewed in preparing the new Local Planning Scheme to ensure it aligns with neighbourhood priorities. A key aim in developing the new Local Planning Scheme is ensuring flexibility so that development can adapt and respond to changing circumstances and new opportunities where it aligns with the long-term neighbourhood priorities.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>The landowners supports Action WP6 which provides for a detailed planning study to be undertaken for the area north of the City West train station, identified as the 'City West Precinct Planning Area'. The planning directions identified for the site in WP6 include the following:</p> <ul style="list-style-type: none"> • creating a thriving residential community • capitalizing on opportunities around the City West train station; • optimizing opportunities on underutilized land; • improving interfaces with surround roads; • enhancing the public realm; and • creating a connected and walkable place that is easily accessible, <p>These planning directions are all consistent with the landowners' aspirations for the subject site. It is however essential that there is a sufficiently increased plot ratio for the subject site (considered to be at least 6:1) to ensure that these opportunities can be realised. The landowners welcome the opportunity to continue to engage with the City on these opportunities and the timing and approach to the detailed planning study such that it can occur prior to the drafting of the new Local Planning Scheme. As noted previously in this submission, the identification of the site within an 'Intensification Investigation Area' is strongly supported.</p> <p>As highlighted elsewhere in this submission, the landowners support the refinement and/or introduction of bonus plot ratio provisions to incentivise the delivery of neighbourhood priorities as per Action WP7, however continues to submit that these need to be carefully devised and sufficiently performance based and flexible so as to allow for innovation, adaptation and multi-purpose land use outcomes as promoted in the draft LPS.</p> <p>Conclusion In conclusion, the landowners supports a significant number of the identified actions in the draft LPS and welcomes the opportunity to work collaboratively with the City to pursue significantly increased plot ratio and greater land use flexibility for the subject site as part of the preparation of a new Local Planning Scheme. These changes will be crucial in supporting the identified vision for the West Perth by encouraging redevelopment of the subject site.</p>	<p>The Intensification Investigation Areas have been identified based on those areas which meet the 'City Urban Consolidation Principles' as outlined in Section 4.2.4 of the Local Planning Strategy. It is noted that the City West Precinct is located within an Intensification Investigation Area. Plot ratio increases will be investigated in these areas as part of the preparation of the new Local Planning Scheme taking into consideration-built form outcomes and planning directions identified under the Local Planning Strategy.</p> <p>The City's approach to the application of bonus plot ratio is being investigated through the preparation of the new Local Planning Scheme. Consideration will be given to the amount of bonus plot ratio offered in relation to the value of the community benefit provided. The impact that bonuses will have on achieving neighbourhood priorities will be tested and evaluated to ensure they are practical, flexible and effective.</p> <p>The submitters support is noted.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>
21	Consultant on behalf of landowner	Crawley-Nedlands	<p>SUBMISSION ON CITY OF PERTH DRAFT LOCAL PLANNING STRATEGY element is pleased to present this submission on behalf</p>		Nil

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>of the landowner, Mr Hayden Smith, of Unit 12, 18 The Avenue, Crawley. The comments contained herein are provided in relation to the City of Perth (the City) Draft Local Planning Strategy (the Strategy).</p> <p>The subject site is located in Crawley, abutting JH Abrahams Reserve overlooking the Swan River and proximate to the University of Western Australia (UWA) and QEII Medical Centre.</p> <p>The Strategy provides a range of planning directions and actions at a city-wide and neighbourhood level that seek to create a liveable, sustainable, and prosperous city. At a city-wide level, it is recognised that several actions seek to introduce development provisions and incentives to encourage the delivery of increased density and housing choice, land use diversity, urban greening and enhance alternative transport options.</p> <p>At the neighbourhood level, it is recognised that the land uses, built form and desired character of Crawley-Nedlands Neighbourhood will be determined with further detailed planning through the preparation of a Specialised Centre Precinct Plan as required by State Planning Policy 4.2 Activity Centres for Perth (SPP4.2). It is understood that this process will be undertaken in partnership between the City, the State government and the City of Nedlands. It is recognised that a Riverfront Masterplan will encompass Crawley-Nedlands between the Narrows Bridge and JH Abrahams Reserve to improve pedestrian accessibility, activation and public realm improvement of the foreshore and spaces leading to it.</p> <p>Submission Precinct Structure Planning As previously identified, it is recognised that the Crawley-Nedlands Neighbourhood will be subject to the preparation of a Specialised Centre Precinct Plan. However, the subject site is distinct from the remainder of the Neighbourhood, as evidenced by:</p> <ul style="list-style-type: none"> • proximity to the areas of natural amenity and recreation (i.e. tree-lined streets, Swan River and JH Abrahams Reserve); • landmark location, terminating the vista Fairway; • lot size and shape, which will facilitate stepped building heights; • accessibility to high-frequency bus stops connecting residents to the Perth Central Business District (CBD); 		<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<ul style="list-style-type: none"> proximity to existing and planned (i.e. Riverfront Masterplan) cycle/pedestrian networks connecting residents to the Perth CBD. <p>Considering the above, the City is encouraged to prepare a separate Precinct Plan which appropriately responds to its unique precinct-based context and conditions of this high amenity riverfront area. Preparing a separate Precinct Plan for The Avenue will ensure a consistent design outcome and accommodate growth population growth which is proportionate to the development potential offered by this prime riverfront location.</p> <p>Increased Housing Density and Diversity</p> <p>It is recognised that the Strategy identifies the following actions [CUG1(a), CUG2(a), CUG3(g), CUG4(b), EE1(a), E3(c)] as a means in which to deliver increased housing density and diversity throughout the city.</p> <p>The principles outlined above are generally supported, with the following comments provided for the City's consideration during future precinct structure planning and the preparation of the new Scheme. The subject site's riverfront location presents a unique opportunity to accommodate population growth proportional to the development potential of the subject site as afforded by its riverfront views and proximity to activity nodes and services. Intersecting with the southern extent of Broadway, The Avenue lends itself to becoming a landmark development within the Crawley-Nedlands Neighbourhood which provides a luxurious book-end to the southern extent of a strategic 'Urban Corridor'. The subject site is capable of accommodating population growth at a scale much greater than the density code currently afforded to it (i.e., R80). Comparable high amenity areas within Crawley include Kings Park Avenue, which has delivered high-quality apartment buildings in excess of 15-storeys.</p> <p>The Avenue has a high degree of natural amenity and access to services and employment opportunities, making it suitable for development comparable with an R-ACO density. The below figure series illustrates the intensity of density and building height that is considered commensurable for the subject site and its immediate surrounds.</p> <p>It is critical that the City prepare a new planning framework which facilitates a development outcome that facilitates a density and development intensity consistent with comparable high amenity areas in Crawley. This</p>	<p>The UWA-QEIIIMC Precinct Plan will identify separate character areas within its boundary and will apply different and appropriate built form and design outcomes to each sub-precinct.</p> <p>The UWA-QEIIIMC Precinct Plan will consider this area in conjunction with its amenity and existing development characteristics and density will be addressed through this process. The City acknowledges the unique character of this area.</p> <p>Refer to above.</p> <p>The UWA-QEIIIMC Specialised Centre Precinct Plan will address the details regarding land use, built form, density and other matters on relevant sites in accordance with <i>State Planning Policy 7.2 – Precinct Planning</i>.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>includes establishing development provisions which allow for a standard building mass (i.e., shape, form and size), complemented by discretionary provisions which permit additional massing upon demonstration that the proposed development will deliver high-quality built form outcomes and community benefits (amongst other deliverables).</p> <p>The proposed introduction and investigation of various development bonuses which seek to support design excellence are recognised and strongly supported. However, in investigating development incentives, the City is encouraged to consider the cost to the developer(s) and ensure that the design incentive is proportional to the design outcome sought. In this regard, we respectfully request that the City provide on-going opportunities for comment to be provided throughout the preparation of the new Scheme and subsequent precinct planning. Establishing appropriate primary development controls that are certain to accommodate residential growth rates and targets correctly the first time, will be critical in delivering desired streetscape outcomes. Should the primary development controls found to be inadequate (i.e. too low) after redevelopment has commenced, there is a risk that streetscapes become ‘imbalanced’ with significant variances in density as authorities seek to retrospectively accommodate population growth and targets.</p> <p>Land Use Diversity It is recognised that the Strategy identifies the following actions [EE1(c), EE3(a), EE5(a) E2(a)] as a means in which to deliver land use diversity throughout the city.</p> <p>The above actions are generally supported, with the following comments provided for the City’s consideration during future precinct structure planning and the preparation of the new Scheme. The new Scheme and Precinct Plan should recognise that the subject site affords itself to luxury apartment development opportunities. Situated on the Swan River doorstep and considering the development of a Riverfront Masterplan, the subject site is suited to accommodate high-rise luxury apartments which provide the necessary critical mass to support the commercial/retail activities of the Specialised and Neighbourhood Centres.</p> <p>Alternative Transport It is recognised that the Strategy identifies the following actions [I1(b), I1(d)] as a means in which to promote the</p>	<p>The City is considering the provision of incentives that may be delivered through the new planning framework will focus on the delivery of community priorities established in the Local Planning Strategy. The City will carefully consider the feasibility and implications of any changes to the development provisions and incentives.</p> <p>Stakeholder engagement will occur for the new Local Planning Scheme in accordance with the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>.</p> <p>The City acknowledges the unique character of this area. The UWA-QEIMC Specialised Centre Precinct Plan will consider the locality’s amenity, existing development characteristics and densities as a component of establishing the future development outcomes through this process.</p> <p>The City appreciates the complexities and often conflicting objectives to achieve sustainable transport options.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>delivery of alternative transport methods.</p> <p>The above actions are supported in-part. Whilst the City's aspirations to mitigate reliance on private vehicles are supported, market realities and consumer behaviour do not support reduced car parking requirements, especially where public transport is reliant on an often circuitous and lengthy bus network, especially where non-city bound journeys are required. Considering this, the City is encouraged to investigate transitional provisions, which allow time for sustainable consumer behaviours to advance and develop further.</p> <p>Summary and Conclusion We thank the City for the opportunity to provide comment and would appreciate any further opportunities to collaborate on modifications to the Strategy and subsequent precinct structure planning for the Crawley-Nedlands neighbourhood. We respectfully request that the City keep us informed of the progress of the Strategy and the new Scheme and ensure that the density permitted is reflective of the lands proximity to areas of significant amenity, employment, education, transport and where there is a general community acceptance that density should be provided.</p>	<p>Table 11 - <i>Infrastructure Planning Directions and Actions</i> of the Local Planning Strategy recommends the removal of minimum car parking requirements and recommends lower maximum car parking requirements in areas of the city that are well serviced by public transport.</p> <p>Any changes to car parking rates will be tested to ensure they are effective and practical through the preparation of the Local Planning Scheme.</p> <p>The new Local Planning Scheme will be advertised for public comment in accordance with the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>.</p>	<p>Nil</p>
22	Consultant on behalf of landowner	Central Perth	<p>SUBMISSION ON BEHALF OF ST MARTINS CENTRE PTY LTD</p> <p>As a significant commercial landowner within the Perth city centre, St Martins are encouraged by a number of the strategies and actions in the draft LPS, noting the intent for these to ultimately inform the preparation of a new Local Planning Scheme to replace the current City Planning Scheme No. 2. In particular, St Martins is encouraged by the stated intent to:</p> <ul style="list-style-type: none"> • Enable the growth of Perth city as a globally competitive destination and a preferred location for business, by bolstering development opportunities in key locations; • Consolidate the Capital City Office Area along St Georges Terrace as the centre of commerce and administration for the State, with a primary focus on office land uses and ensuring sufficient development capacity to accommodate office growth • Review existing plot ratio controls to ensure that there is sufficient capacity to accommodate forecast growth in the Central Perth area; 	The submission is noted.	Nil

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<ul style="list-style-type: none"> • Investigate new plot ratio bonus categories that can further support commercial growth within the Central Perth area, with a focus on facilitating large developments on prominent sites and projects of strategic importance, including potential bonuses for landscaping, green roofs, sustainability outcomes and high quality design; • Reduce regulation by placing the majority of development controls within local planning policies to enable high levels of discretion to consider innovative design outcomes across the urban environment and support and attract business growth; and • Work with the State Government to review the Perth Parking Policy to remove existing barriers to redevelopment. <p>Similarly, St Martins are also encouraged by the identification of the St Georges Terrace frontage of the existing St Martins Centre site as an 'Intensification Investigation Area', noting that the draft LPS indicate that "Plot ratio increases will be investigated in these areas as part of the preparation of the new Scheme taking into consideration built form outcomes.</p> <p>The above statements indicate a clear intent to pursue a continued increase in the density of commercial development within the Capital City Office Area. This intent is supported by St Martins, and we look forward to seeing this implemented through more generous plot ratio allowances for the sites within the identified Capital City Office Area as part of the preparation of a new Local Planning Scheme.</p> <p>This outcome will be particularly important in ensuring commercial growth in the city centre and facilitating the continued evolution of major city centre commercial developments. In particular, more generous plot ratio allowances and a more appropriate bonus plot ratio system that supports commercial land use provision will provide an incentive to encourage additions, alterations, refurbishment and redevelopment of existing commercial assets in the Capital City Office Area over time. This in turn will assist in maintaining and enhancing the prestige of St Georges Terrace as the centre of business and commerce in the State, by creating opportunities for continued design evolution.</p> <p>The need for an increase in plot ratio for commercial uses within the Capital City Office Area is also evidenced by the employment floorspace analysis in Part 2 of the draft LPS. In particular, Figure 10 in Part 2 of the draft LPS demonstrates that many sites fronting St Georges</p>	<p>The submission is noted.</p> <p>The submission is noted.</p> <p>The submitters comment is noted.</p> <p>The Local Planning Strategy acknowledges the need to protect the primary office area as the primary centre of business within Perth Metropolitan Area and the State. Section 4.3.1 of the Local Planning</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Terrace are at, or close to, full utilisation of available plot ratio floor area for commercial land uses. This has the potential to sterilise commercial growth opportunities in the Capital City Office Area by undermining the commercial viability of redeveloping or adding to existing commercial assets, which would be contrary to the growth principles that underpin the draft LPS.</p> <p>We therefore trust that appropriate increases in plot ratio limits within the Capital City Office Area will be implemented as part of the preparation of a new Local Planning Scheme, along with modified plot ratio bonuses to incentivise high quality commercial development in the city centre.</p> <p>The intent to work with the State Government to review the Perth Parking Policy will also be important in removing barriers to redevelopment in the Capital City Office Area. The current redevelopment provisions in the Perth Parking Policy provide a major disincentive for redevelopment, with the requirement to substantially reduce existing tenant car parking upon redevelopment undermining the commercial benefits of pursuing significant upgrades to existing commercial assets. We would therefore strongly encourage the City to pursue this identified action as a matter of priority.</p> <p>Conclusion In conclusion, St Martins is supportive of a number of the identified actions in the draft LPS, and encourages the City to pursue increased plot ratio and greater tenant car parking flexibility within the Capital City Office Area as part of the preparation of a new Local Planning Scheme and a review of the Perth Parking Policy. These changes will be crucial in supporting the identified vision for the Capital City Office Area by encouraging commercial floorspace growth and continued repositioning of major commercial assets, such as the St Martins Centre. We also look forward to the opportunity to review and comment on a draft of the new Local Planning Scheme and any planned changes to the Perth Parking Policy in due course.</p>	<p>Strategy states: <i>“this means ensuring there is sufficient capacity within the plot ratio density controls under the new Scheme to accommodate office growth.”</i></p> <p>The consideration of plot ratio increases will be investigated through the preparation of the new Local Planning Scheme taking into consideration the built form outcomes and neighbourhood priorities identified under the Local Planning Strategy.</p> <p>The Local Planning Strategy acknowledges that the requirements of the policy currently have inadvertent implications that may be limiting redevelopment in the city. The Perth Parking Policy should not unnecessarily restrict positive redevelopment opportunities but ensure that parking can be managed to reduce congestion in Central Perth.</p> <p>The submitters support is noted.</p>	<p>Nil</p> <p>Nil</p>
23	Consultant on behalf of landowner	West Perth	Hatch Roberts Day has prepared this submission on the draft City Planning Strategy on behalf of Australasian Property Investments (APIL), the owners of 50 Kings Park Road, West Perth.		

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>The property represents a strategic landholding in West Perth, being over 2,500sqm in single ownership, with 50m frontage to Kings Park Road, 43m frontage to Walker Avenue and rear laneway access. More broadly, we see Kings Park Road as an exciting proposition for the future of our City, with a number of unique aspects, including:</p> <ul style="list-style-type: none"> • The major Western Gateway into the Perth Central Area, connecting the Western Suburbs with Parliament and St Georges Terrace; • Directly adjacent to Kings park, one of the largest central metropolitan parklands in the southern hemisphere and attracting 5-6 million visitors per year; and • An elevated area offering exceptional opportunities for views, minimal direct neighbours and limited overshadowing impacts. <p>The purpose of this submission is to ensure recognition of these unique aspects and:</p> <ul style="list-style-type: none"> • Support the broader intent to increase the residential population within the Central City and the flow on benefits relating to street life and vibrancy in West Perth; • Support the identification of Kings Park Road as an 'Intensification Investigation Area' and request a 'High Scale Mixed Use' notation on the plan; and <p>Request recognition of the gateway role of Kings Park Road and prioritisation of improvements within the adjacent public realm including:</p> <ul style="list-style-type: none"> • Streetscape works to Kings Park Road 'Boulevard'; • Public realm investment to allow easier access north-south across Kings park Road; and • Improved access into Kings Park, as the key defining piece of amenity providing identity to the West Perth Neighbourhood. <p>These changes will assist in providing certainty around the role of Kings Park Road and the adjacent private landholdings in the future and help to ensure the area can reach its full potential as an iconic western entry boulevard into central Perth.</p> <p>Increased Residential Population West Perth has a high current vacancy rate with aging building stock, but a high level of amenity and accessibility is offered by the neighbourhood. The intent and vision for the West Perth Neighbourhood to enhance its residential population and modernise commercial</p>	<p>The subject sites details are noted.</p> <p>The submitters support is noted.</p> <p>The City also acknowledges the opportunities that exist along Kings Park Road for greater intensification and contribution to the locality as an iconic boulevard. The Local Planning Strategy has been amended to increase the indicative height from 'Medium-High Scale Mixed Use' to 'High Scale Mixed Use' abutting Kings Park Road to recognise its locational amenity and redevelopment opportunities.</p> <p>Kings Park Road has been identified in the Local Planning Strategy as a Character Area and the importance of protecting and enhancing the unique character elements of this area into urban renewal.</p> <p>A new action has also been added into each neighbourhood to include the enhancement of the Neighbourhood Place Plans to address neighbourhood priorities and public realm improvements and how an integrated approach can be taken to improve issues of connectivity.</p> <p>Action E2(c) relating to increasing access and use of Perth city's natural assets, addresses engagement with the Botanic Gardens and Parks Authority to investigate opportunities to improve access and use of Kings Park.</p> <p>West Perth is an important secondary location for office development and opportunities to accommodate future growth have been accounted for in the new planning framework.</p>	<p>Nil</p> <p>Amend Figure 15 – <i>West Perth Neighbourhood Map</i> to identify Kings Park Road as 'High Scale Mixed Use'.</p> <p>Introduce an Action for all Strategy neighbourhoods to expand the City's Neighbourhood Place Plans to address neighbourhood priorities and public realm improvements.</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>floorspace through plot ratio increases and bonuses is therefore fully supported.</p> <p>However, the traditional role of West Perth as a Secondary Office presents some significant challenges to achieving this intent due to:</p> <ul style="list-style-type: none"> • the substantial office buildings and floorspace already developed within West Perth; • the ongoing reinvestment in these buildings through maintenance and upgrades to attract tenants; • the high percentage of buildings that have been strata titled over time; and • the competition from recently created Kings Square and Elizabeth Quay, alternate office and mixed use precincts adjacent to the CBD and Subiaco East, all of which offer significant plot ratios and flexible planning frameworks. <p>These unique characteristics will inhibit the feasibility of redevelopment to occur and should be considered in the upcoming scheme review.</p> <p>It follows that unless the planning framework in West Perth encourages development and adds to the financial viability in the area it languish until areas such as EQ, Kings Square and Subiaco precincts are fully developed.</p> <p>In addition, the location of where 'Intensification Investigation Areas' and the associated 'Indicative Land Use and Urban Form' notations are directed needs to be fully considered in relation to marketability and market acceptance. Areas of highest amenity should be prioritized for increased height and plot ratio, allowing planning controls to work with market fundamentals to facilitate mixed-use redevelopment over time.</p> <p>In this regard, Kings Park Road is considered a key priority for additional height and plot ratio bonus as it represents a highly marketable, landmark address offering exception views and parkside amenity. It is also the current 'prime office address' within West Perth.</p> <p>Additional height in this location also has limited overall impact on amenity within the neighbourhood, due to:</p> <ul style="list-style-type: none"> • landholdings adjacent Kings Park Road being generally accessed via rear laneways; • a number of high-frequency bus routes utilising the street providing excellent public transport accessibility; • limited impact on overshadowing due to being on the northern side adjacent to bushland; and 	<p>The City notes the complexities involved in the redevelopment of sites across West Perth (and the city more broadly). The Local Planning Strategy considers the need for the planning framework to encourage and support redevelopment and growth opportunities where it aligns with Neighbourhood Priorities.</p> <p>The submitters concern is noted, and the City agrees that it is important that the planning framework does not add unnecessary planning regulation.</p> <p>The Intensification Investigation Areas are based on the 'City Urban Consolidation Principles' as outlined in Section 4.3.4. Kings Park Road is identified as an Intensification Investigation Area and the new planning framework will investigate a potential increase to plot ratio in this area.</p> <p>The Local Planning Strategy has been amended to increase the indicative height from 'Medium-High Scale Mixed Use' to 'High Scale Mixed Use' to recognise its amenity and redevelopment opportunities.</p> <p>Noted, refer to above comments.</p>	<p>Nil</p> <p>Amend Figure 15 – <i>West Perth Neighbourhood Map</i> to identify Kings Park Road as 'High Scale Mixed Use'.</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<ul style="list-style-type: none"> do not impact on the amenity or enjoyment of Kings Park itself. <p>Kings Park Road Character Area Kings Park Road has also been identified as a ‘character area’ described as: “Tree lined boulevard to the city fronted by prestigious residential and office buildings set in high quality in ground landscaping with views between them and to the sky.” We support the identification of Kings Park Road as a unique area within the city, and see significant potential for it to act as a key landmark and western gateway to the Perth Central Area. The enhancement of the surrounding public realm and streetscape environment, together with incentivized private redevelopment through flexible built form and plot ratio controls, we believe has the potential to transition the street into an area akin to Domain / Hyde Park in Sydney or St Kilda Road, Melbourne. To achieve this intent requires the consideration of both the public and private realms concurrently, and a coordinated approach to reinvestment over time.</p> <p>Requested Changes to Draft Local Planning Strategy Based upon our unique understanding of West Perth and its significant potential outlined above, the following changes are requested to the Figure 15: Neighbourhood Map:</p> <ol style="list-style-type: none"> The properties adjacent Kings Park Road be identified as High Scale Mixed Use (>16 Storeys), acknowledging their unique potential to facilitate increased commercial and residential population within West Perth due to their high amenity and accessibility; The Kings Park Road Character Area boundary be extended across the road itself and incorporating a small proportion of Kings Park, acknowledging the role that buildings, street design and the landscape setting contribute to character; and Identifying Kings Park Road as a key Western entry boulevard into central Perth, acknowledging it as an important civic, wayfinding and structural element for Perth City. <p>In addition to the above changes to Figure 15: Neighbourhood Map, it is also recommended that Kings Park Road be identified as an Issue / Opportunity within Table 31: West Perth – Planning Directions and Actions Table including the following initiatives:</p> <ol style="list-style-type: none"> Investigate the introduction of bonus plot ratio provisions to encourage the delivery of diverse and affordable housing provision, sustainable building design and enhancement of local character; 	<p>The submitters comments are noted. A new action has also been added into each neighbourhood to include the enhancement of the Neighbourhood Place Plans to address neighbourhood priorities, public realm improvements and projects such as Main Street Refresh.</p> <p>The Local Planning Strategy has been amended to increase the indicative height from ‘Medium-High Scale Mixed Use’ to ‘High Scale Mixed Use’ to recognise its amenity and redevelopment opportunities.</p> <p>The Kings Park character Area has not been extended over a portion of Kings Park as the City does not have jurisdiction over this land. The Local Planning Strategy does note the important contribution Kings Park plays in defining the character of the area. The City has outlined an action to collaborate with the Botanical Gardens and Parks Authority to improve access to Kings Park.</p> <p>Whilst the City notes the strategic importance and development potential of the Kings Park Road, the draft Local Planning Strategy has not been updated to identify any specific landmark sites, noting that there are a vast range of sites across the city which are unique and have significant potential to contribute positively to the city.</p> <p>Kings Park Road has not been added as Issue/Opportunity in Table 31 of the Local Planning Strategy as Table 5 - <i>Community and Urban Growth – Planning Directions and Actions</i> already acknowledges the need for plot ratio bonuses to be investigated to deliver certain built form, land use and sustainable outcomes. The detail of how this will be delivered and in what locations is being considered as part of the preparation of the new Local Planning Scheme.</p>	<p>Introduce an Action for all Strategy neighbourhoods to expand the City’s Neighbourhood Place Plans to address neighbourhood priorities and public realm improvements.</p> <p>Amend Figure 15 – <i>West Perth Neighbourhood Map</i> to identify Kings Park Road as ‘High Scale Mixed Use’.</p> <p>Introduce an Action for all Strategy neighbourhoods to expand the City’s Neighbourhood Place Plans to address neighbourhood priorities and public realm improvements.</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>2. Enhance the street design and adjacent public realm to slow traffic movements, facilitate connections north-south across Kings Park Road and increase street tree planting;</p> <p>3. Develop planning provisions to ensure that important elements of built and landscape character are reinforced and enhanced in new development;</p> <p>4. Work collaboratively with Kings Park Authority to improve access into and use of Kings Park.</p> <p>Summary + Next Steps Given the structural changes to West Perth and a renewed push for inner city living, the time is right to reconsider the role the neighbourhood plays in the future of our City. We believe Kings Park Road and its adjacent private landholdings hold significant potential to achieve the overall intent of the Draft Local Planning Strategy whilst enhancing an iconic and important element of Perth City's structure. The incorporation of these proposed amendments and actions to the Draft City Planning Strategy will provide certainty as to the future role of Kings Park Road and allow the area to reach its full, city shaping potential in the future. We thank you for your consideration of this request and would welcome the opportunity to discuss this matter with you in further detail during your assessment period.</p>	<p>A new action has also been added into each neighbourhood to include the enhancement of the Neighbourhood Place Plans to address neighbourhood priorities and public realm improvements and how an integrated approach can be taken to improve issues of connectivity.</p> <p>Built form and landscape character will be addressed as an element of the 'Heritage and Character Area Study' which is being undertaken in accordance with SPP 3.5 to inform the new local planning framework. Further detail is not considered necessary under Table 31 - <i>West Perth – Planning Directions and Actions</i></p> <p>The submission comment is addressed in Table 10 - <i>Environment – Planning Directions and Actions</i> of the Local Planning Strategy which states: 'Work with the Botanic Gardens and Parks Authority to investigate opportunities to improve access to and the use of Kings Park'.</p>	Nil
24	Consultant on behalf of landowner	West Perth	<p>SUBMISSION ON BEHALF OF PROPERTY BANK AUSTRALIA/ OUTRAM</p> <p>The site [LOT 50 (1297) HAY STREET, WEST PERTH] represents a strategic landholding within West Perth, with 1,461sqm in single ownership, accessed via a rear laneway and located at the heart of West Perth at the intersection of Hay and Outram Street. Since PBAs purchase of the site, the West Perth neighbourhood has been in transition. Its role as a secondary office area diminishing, which is resulting in significant office vacancy rates and flow on impacts on the vibrancy of the Hay Street local centre. Given this context, the intent and vision for West Perth identified within the Draft LPS to</p>	The submitters support is noted.	Nil

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>enhance its residential population and modernise commercial floorspace through incentivised planning controls and plot ratio bonuses is fully supported. The Strategy also identifies the site as "Neighbourhood Frame" with "High Scale Mixed Use (>16 storeys)" Indicative Land Use and Urban Form. This increase in development potential is considered appropriate for the site due to its location and central role in supporting the Hay Street Neighbourhood Centre. To reinforce this role, we also advocate for:</p> <ol style="list-style-type: none"> 1. The site to be identified on Figure 5- Urban Growth Map; and 2. The Strategy to identify potential plot ratio increases and advise on new/additional criteria for achieving bonus plot ratio. <p>To enhance the prospect of redevelopment within West Perth, it is also considered appropriate for the Strategy to identify key areas of public realm enhancement to be delivered by the City. This would reinforce the Neighbourhood Priorities Action WP7 and better align with the 21/22 commitments identified in the City of Perth Neighbourhood Place Plan 2021-2022, being: "Strengthening Hay Street's community heart Recognising Hay Street's role as West Perth's social and economic heart, a range of public realm improvements will be delivered to distinguish it as the neighbourhood's primary activity centre.</p> <p>In summary we fully support the additional development potential on the site and within West Perth generally, and request that the City supports the vision for West Perth through targeted investment in public realm and amenity upgrades.</p>	<p>The Neighbourhood Frame and Neighbourhood Core has been removed from the Local Planning Strategy given that its roles are not clearly defined.</p> <p>Figure 5 – <i>Urban Growth of the Local Planning Strategy</i> has been modified to include the properties fronting Hay Street (between Thomas Street and Havelock Street) within West Perth within the Intensification Investigation Area. This aligns with the High Scale Mixed Use (>16 storeys) designation of these properties. Plot ratios will be investigated in these areas as part of the preparation of the new Scheme taking into consideration the built form outcomes.</p> <p>The Local Planning Strategy identifies the need to investigate a range of plot ratio bonuses and incentives to deliver strategic and Neighbourhood Priorities. The way plot ratio will be applied will be investigated as part of the preparation of the new Local Planning Scheme.</p> <p>The submitters comments are noted. A new action has also been added into each neighbourhood to include the enhancement of the City's Neighbourhood Place Plans to address neighbourhood priorities and the relationship between public realm and built form objectives.</p> <p>The submitters support is noted.</p>	<p>Remove Neighbourhood Frame and Neighbourhood Core from all Neighbourhood Plans and references throughout the document.</p> <p>Extend 'Intensification Investigation Area' to the south of Murray Street and Hay Street in West Perth neighbourhood.</p> <p>Introduce an Action for all Strategy neighbourhoods to expand the City's Neighbourhood Place Plans to address neighbourhood priorities and public realm improvements.</p> <p>Nil</p>
25	Consultant on behalf of landowner	West Perth	<p>By virtue of position, scale and program 1260 Hay Street is the most significant redevelopment site in West Perth. It has the potential to symbolise the City's vision for the transition of West Perth from an office focussed secondary CBD and restore its eminence as a distinctive and thriving city neighbourhood.</p> <p>The property can deliver the key retail and hospitality amenity in the heart of the Hay Street Neighbourhood Core, A Grade campus style office space, residential population at scale and evolve parking facilities into a broader mobility facility and/or comprehensive</p>	<p>The subject site details and attributes are noted.</p>	<p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>redevelopment adding further residential population. Gallop Investments is a long term investor in the site and is committed to re investment and staged redevelopment of the property in support of the City's vision for the West Perth neighbourhood and the overall City and as a mark of this commitment has recently invested in a comprehensive Place Strategy for the site.</p> <p>Undertaken with key stakeholders, the Strategy outlines the context for future growth of evolution of West Perth, local resident and worker workshop input into the potential role of 1260 Hay Street and a detailed Place Strategy that identifies the key characteristic of future reinvestment and redevelopment. (refer Attachment 1). The purpose of this submission is to highlight the key findings of the Place Strategy and identify the supporting refinements to the City Planning Strategy that will enhance and accelerate reinvestment of this key catalyst site.</p> <p>Context 1260 Hay Street comprises a series of contiguous landholdings across Hay, Malcolm and Outram Streets totalling approximately 6500m2. There are three core components being the original retail, food court and office complex to Hay and Outram, decked carpark to Outram and Malcom and the heritage terraces to Outram and Murray.</p> <p>The site enjoys the benefits of being located at the walkable centre of West Perth, with direct high frequency public transport connections to the CBD and walkable metro wide rail connections as well as substantial carparking on and adjacent to the site with extensive freeway and highway connections. Pre GFC West Perth enjoyed a very strong office market with 0% vacancy driven by mining and professional services demand. In recent years this has fallen dramatically to record 22% vacancy driven by aging office stock and a resurgence interest in CBD office relocation supported by additional supply, moderating rents and workforce preference for the higher amenity levels on offer.</p> <p>The residential population of West Perth has grown approximately 50% over the last decade from a low base of approximately 2000 residents to an estimated 3000 residents. The residential population provides a very strong base for increased local amenity and residential growth given the concentration of young, well educated, multicultural, high income earning residents with a strong pattern of high rental values and local employment accessed by walking or public transport.</p>	<p>The submission is noted.</p> <p>The subject sites context is noted.</p> <p>The submission is noted.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>In addition to residential growth West Perth has also experienced significant growth in new hotel accommodation. This has assisted the afterhours population which is starting to return as covid border restrictions cease and interstate and overseas travel recovers. Notwithstanding, the reduced workforce levels and low level emerging residential and visitor population still leave West Perth and the Hay Street Neighbourhood Core as a relatively dormitory precinct outside of the core working week business hours. On the positive over the last decade retail diversity and vacancy has remained relatively stable compared to the CBD and inner retail neighbourhood retail precincts.</p> <p>Stakeholder Engagement With the benefit of this contextual research a workshop session was held with a cross section of local residents, workers and business operators. The objective was to test interpretation of the contextual analysis and gain specific local insights of the opportunities for 1260 Hay to fill key gaps in the local market that would enhance its central role in evolving the wider character and appeal of West Perth.</p> <p>The analysis tested the role of the site at a public, communal and private level with the following key findings: Public: the site fulfills a vital role in the pedestrian activation of West Perth with significant opportunity to reposition retail tenancies towards a more artisan fresh produce and hospitality offer anchored by upgrades public lanes and spaces within the site; Communal: the public offer could leverage greater communal amenity above the core public spaces in the upper atrium levels of the building with bespoke co-working, health, wellness, mobility and business services amenity; and Private: with the benefit of enhanced public and communal facilities the site would support a range of workspace and accommodation with strong support for boutique office, mid-market build to sell apartments and build to rent apartments.</p> <p>Place Vision The research and consumer demand testing proved a strong confidence in the evolution of West Perth and the associated opportunities for 1260 Hay. It particularly highlighted the key strategic role of the site and the</p>	<p>The findings of the analysis are noted.</p> <p>The owner/consultant vision for the site is noted.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>considerable increase in the quality, quantity and diversity of use that could be delivered in a redevelopment scenario.</p> <p>The resultant Place Vision is as follows: 1260 Hay Street will showcase the best of West Perth - embedding daily needs and destination uses around a network of public spaces, and providing the amenity to drive an iconic urban address in Perth's parkside neighbourhood.</p> <p>The key supporting place elements being:</p> <ul style="list-style-type: none"> • Future Focused - with a range of contemporary working and living environments; • Public and Connected - anchored around a highly activated public domain; Bespoke and artisan focusing on quality destinational operators providing unique and high quality amenity; • Shared and Flexible - recognising the significant demand for communal amenities and services that enhance commercial sustainability and drive resident and workforce attraction; and • Green and Breezy - leveraging the neighbourhood character, elevated position and contemporary consumer focus on environmental sustainability and wellness. <p>The specific development opportunities identified for the site were:</p> <ul style="list-style-type: none"> • Redevelopment of ground floor retail, public space and connections through the site including leverage of colonnade and rooftop spaces; • Repositioning of existing office with potential long term high rise redevelopment; • Repositioning and/or redevelopment of carpark site in potential association with the adjoining City carpark; and • Integrated refurbishment and high rise redevelopment behind the existing heritage terraces. <p>Local Planning Strategy The Place Vision and development opportunities for 1260 Hay have been created in close collaboration with the City, local residents, workers and business operators. It provides a thorough and creative long term vision for 1260 Hay that is closely aligned to the wider City ambition for West Perth and the City as a whole. In order to enable Truway to optimise and accelerate its</p>	<p>The redevelopment intentions of the site are noted.</p> <p>Whilst the City notes the strategic importance and development potential of the subject site, the Local Planning Strategy has not been updated to identify any specific landmark sites, noting that there are many sites which are unique and have significant potential to contribute positively to the city.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>investment in this key asset we seek the following key refinements to the Local Planning Strategy:</p> <ol style="list-style-type: none"> 1. Designation as a landmark site that recognises its unique attributes, public benefit opportunities and the elevated height and plot ratio controls that should be attributed as the Planning Strategy progresses towards the new Planning Scheme and associated policy controls. 2. Expand the "Neighbourhood Frame" over the wider Outram, Murray and Havelock Street block to recognise its strategic position directly adjacent to the Neighbourhood Core and within the walkable catchment of the West Perth Station. 3. Elevate the expanded "Neighbourhood Frame" and adjoining areas to the north of Murray Street to "High Scale Mixed Use (> 16 storeys)" (refer Attachment 2) in recognition of the strategic walkable location and character and capacity of the various landholdings, particularly to ensure no reduction in the existing development potential; 4. Identify the entire site on Figure 5 - Urban Growth Map; and 5. To enhance the prospect of redevelopment within West Perth, it is also considered appropriate for the Strategy to identify key areas of public realm enhancement to be delivered by the City. This would reinforce the Neighbourhood Priorities Action WP7 and better align with the 21/22 commitments identified in the City of Perth Neighbourhood Place Plan 2021-2022, being: <i>"Strengthening Hay Street's community heart Recognising Hay Street's role as West Perth's social and economic heart, a range of public realm improvements will be delivered to distinguish it as the neighbourhood's primary activity centre."</i> <p>In summary 1260 Hay has significant potential to enhance the Neighbourhood Core amenity, provide major increases to resident and workforce population and increase the after hours activation and vibrancy of</p>	<p>The Neighbourhood Frame has been removed from the Local Planning Strategy given that its role is not clearly defined.</p> <p>There is no intention to reduce the existing development potential of any sites.</p> <p>The High Scale Mixed Use (>16storeys) areas generally align with the boundaries of the neighbourhood centres. These may be refined through the preparation of the new Local Planning Scheme.</p> <p>Figure 5 – Urban Growth of the Local Planning Strategy has been modified to include the properties fronting Hay Street (between Thomas Street and Havelock Street) within West Perth within the Intensification Investigation Area. This aligns with the High Scale Mixed Use (>16storeys) designation of these properties. Plot ratios will be investigated in these areas as part of the preparation of the new Scheme taking into consideration the built form outcomes.</p> <p>A new action has also been added into each neighbourhood to include the enhancement of the Neighbourhood Place Plans to address neighbourhood priorities, including public realm improvements and projects such as Main Street Refresh.</p> <p>The submitters support is noted. Whilst the City notes the strategic importance and development potential of the subject site, the Local Planning Strategy has not been updated to identify any specific</p>	<p>Remove Neighbourhood Frame and Neighbourhood Core from all Neighbourhood Plans and references throughout the document.</p> <p>Nil</p> <p>Extend 'Intensification Investigation Area' to the south of Murray Street and Hay Street in West Perth neighbourhood.</p> <p>Introduce an Action for all Strategy neighbourhoods to expand the City's Neighbourhood Place Plans to address neighbourhood priorities and public realm improvements.</p> <p>Introduce an Action for all Strategy neighbourhoods to expand the City's Neighbourhood Place Plans</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			West Perth in support of its long term evolution. We fully support the general vision and approach of the Local Planning Strategy and respectfully request specific landmark recognition of the entire precinct landholdings owned by Gallop Investments to enhance and accelerate re-investment and redevelopment in the properties. We also request that the City supports the vision for West Perth through targeted investment in public realm and amenity upgrades to further promote re-investment in the wider precinct.	landmark sites, noting that there are many sites which are unique and have significant potential to contribute positively to the city. With respect to public realm investment, please refer to the above comment.	to address neighbourhood priorities and public realm improvements.
26	Consultant on behalf of landowner	East Perth	<p>About Holcim Holcim has been delivering construction materials since 1901, originally serving the industry under the well-known Readymix and Humes brands. In Perth, we have been delivering concrete for over 60 years. Today, Holcim continues to supply essential construction products such as aggregates, sand, premixed concrete, concrete pipe and precast concrete products, to help Australia build roads, bridges, rail, homes, schools, hospitals and much more. Holcim operates across the Australian continent supplying construction materials from a network of more than 150 concrete plants, 900 mixer trucks, 60 operating quarries (an additional 25 nonoperating quarries), 12 manufacturing plants and mobile and on site project facilities. Holcim directly employs almost 3,000 people in Australia along with many more contractors and local service businesses where we operate.</p> <p>Our mobile and on-site batching operations service major mining and infrastructure projects as well as provide much needed access to construction materials in remote rural communities – giving us the ability to go anywhere construction materials are needed. Holcim is part of LafargeHolcim, a global leader in construction materials created by the 2015 merger of Lafarge and Holcim. LafargeHolcim has operations in over 80 countries and employs over 90,000 people worldwide. This global network and support provides Holcim in Australia with access to world class best practices in operations, innovation, technical expertise and sustainability.</p> <p>Holcim within Western Australia and Perth CBD Holcim is a key player within the construction materials market within Western Australia and operates 15 operating quarries and 36 premixed concrete plants. Holcim has its head office in the City of Perth located at Level 4, 233 Adelaide Terrace, Perth and also operates its East Perth Concrete Batching Plant located at 120 Claisebrook Road, East Perth.</p>	<p>The submitters comments are noted.</p> <p>The submitters comments are noted.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>The East Perth Concrete Batching Plant is a very important supply of concrete to the Central Business District (CBD) given its proximity adjacent to the City of Perth.</p> <p>Considerations <i>Need for Concrete Supply in Proximity to the City of Perth</i> The Local Planning Strategy is identified as one of the key guiding documents for the growth of Perth city of the next 10-15 years. It lays the foundation for “Liveable, Sustainable and Prosperous” growth to support increased population with world-class transport, infrastructure, facilities, open space and higher density residential areas aligned with Perth & Peel 3.5M. Specific examples include the recent announcement of the Perth City Deal to bring university access into the Perth CBD, development of the Capital City office, retail, entertainment, civic and cultural areas, improved use of train stations as activity centres (McIver, Claisebrook, City West, Perth and Elizabeth Quay), construction of a public primary school and high school, further development at UWA & QEII MC, Mass, Metro and Esplanade transits, Perth City Link Busport and the connection of neighbourhoods and land uses through the Capital City Spine linking Elizabeth Key to Northbridge. Sustainability is a key focus with ensuring that the Perth city can enable its community, buildings, spaces and infrastructure, to adapt to future economic, social and environmental changes including adverse climate change impacts. All of these developments will be heavy users of concrete as a medium to create great spaces to live, work and connect with our communities. Given the complex nature of these connections and investments in infrastructure, the concrete is usually of a highly technical nature, requiring very tight time lines for install. Critical to supporting this desire is the need for proximate supply of basic raw materials and concrete supply that will allow the City of Perth to build its vision.</p> <p>Holcim wishes to draw attention to our East Perth Concrete Batching Plant located in the adjacent precinct to where the development will occur. The East Perth Concrete Batching Plant is a very important supply of concrete to the Perth CBD given its proximity adjacent to the City of Perth. On 10 October 2018, Minister Saffioti in her capacity as Minister for Planning delivered a decision which sees the Hanson and Holcim exit their sites by June 30, 2024. Subsequently, acknowledging the importance of concrete supply to the Perth CBD, the Minister has requested the establishment of a Working Group which</p>	<p>The submitters comments are noted.</p> <p>The submitters comments are noted.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>has a purpose to develop and share advice on measures to ensure the ongoing sustainability of the supply of concrete to the central metropolitan area. The findings of this group are available and should be an important consideration for the City of Perth.</p> <p>In addition, State Planning Policy 2.4 Basic Raw Materials identifies Concrete Batching Plants as important however given the lack of batch plants that would be available to service the CBD area post 2024, this is an important consideration for the City of Perth to be mindful of with respect to delivering on the aspirations listed in the strategy. The WAPC's Economic and Employment Land Strategy (EELS) also expressly recognises the importance of protecting the retention of the batching plants into the future because of the important role they provide in supplying concrete to the Perth CBD and inner metropolitan Perth as well as for significant State Government Infrastructure projects (April 2012).</p> <p>Recommendations: Concrete Supply In other cities around Australia the importance of proximate concrete batching plants to service the city supply requirements has been identified and protected. Many major cities and towns permit concrete batching plants to locate close to town and construction activity centres to ensure the sustainable development of their communities. This is a strategic approach to protecting jobs, future construction and the infrastructure needs of cities and towns, particularly in capital cities or cities of high density. Holcim note the following considerations for the City of Perth regarding concrete supply to support the Local Planning Strategy:</p> <ul style="list-style-type: none"> • Concrete batching plants need to be located close to markets (construction activity). The formation of concrete is a time dependent chemical reaction, with the chemical composition of pre-mixed concrete determining that it can only be transported for relatively short distances (from time of batching concrete cures within 60 to 90 minutes depending on strength). As such, existing metropolitan batching Plants need to be protected and retained to secure concrete supply for the housing and infrastructure necessary to accommodate Perth's projected population growth and to facilitate job creation and employment. Relocation or development of new 	<p>The submitters comments are noted.</p> <p>The submitters comments are noted.</p> <p>The submitters comments are noted.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>plants encounters significant Local Council resistance, resulting in uncertain, costly and lengthy planning applications.</p> <ul style="list-style-type: none"> ● The impact of delayed concrete delivery due to poorly located plants needs to be measured not only by the product delivery time, but also by its impact on delaying the construction program of an entire project, the cost of which can be substantial to the developer or State infrastructure project. ● Concrete plant location requires a strategic approach to secure WA's economic development and to facilitate efficient construction, recognising that concrete plants need to be close to known long term development nodes, such as the Perth CBD and other growth centres. ● Transportation costs are a significant component of the cost of concrete. The further the batching plant is from its market the higher the cost to consumers and developers, including the West Australian Government which undertakes significant ongoing infrastructure development. ● Increased truck traffic results from concrete plants being remote from construction hubs. If the distance travelled increases, it equates to more frequent and longer trips taken by concrete agitator trucks, which increases the amount of carbon dioxide they produce and increases the wear and tear on local roads. ● Possible negative environmental impacts associated with the production of pre-mixed concrete, such as storing of cement, water management, noise and dust control can be managed with best technology and management practices. ● The advantages to sustainable development associated with having a well-managed, efficient and competitive heavy construction materials industry located in close proximity to its market far outweigh any possible negative impacts. <p>Sustainability</p> <p>Holcim can assist the City of Perth meeting its sustainability objectives for the Local Planning Strategy through the supply of sustainable concrete and aggregates.</p> <p>Holcim approaches sustainability seriously having signed the Net Zero Climate Pledge globally and is among the first companies worldwide to have its near and long term CO2 targets validated by the Science Based Targets</p>	<p>The submitters intent to continue to work with the City is acknowledged and supported.</p>	<p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>initiative for all scopes, setting the reference for our industry. Holcim has the following ranges:</p> <ul style="list-style-type: none"> • ViroDec concrete and aggregates with an Environmental Product Declaration which independently verifies relevant environmental data about the life-cycle impact of a product allowing users to make informed decisions regarding the environmental impact. • EcoPact concrete which reduces embodied carbon by 30-60%. <p>As a land owner in an adjacent precinct, Regional Office Holder and supply of goods and services for the State of Western Australia and in particular, the City of Perth, Holcim looks forward to ongoing dialogue to advocate strongly for proximate concrete supply to service the future needs of the City of Perth.</p>		
27	Consultant on behalf of landowner	Central Perth	<p>Perron Investments Pty Ltd (Perron) and APF Management Pty Ltd (APF) thank the City of Perth for the opportunity to comment on the draft City of Perth Local Planning Strategy (draft LPS). Perron and APF are the registered proprietors of 152-158 St Georges Terrace, Perth (Central Park).</p> <p>Perron and APF have reviewed the draft LPS regarding its property above. As key stakeholders, we generally support the clear intent to retain the importance and primacy of the Capital City Office Area. The high-level actions focused on improving the public realm and pedestrian linkages, particularly along William Street, are strongly supported.</p> <p>Plot Ratio The City's direction of reviewing the plot ratio limits within the Capital City Office Area is supported. The potential removal of the plot ratio and other built form criteria such as height from the local planning scheme to a local planning policy or other subsidiary planning instrument is also supported. This will allow for a far more flexible approach to the redevelopment, alteration or addition to existing properties. Regarding Central Park, this will allow for a more flexible approach to the potential redevelopment or alteration of the Hay Street frontage to add additional floor space with an appropriate interface with the surrounding public realm.</p> <p>The proposal to exclude basement car parking from the plot ratio area is supported. In the context of Central Park, this would free up plot ratio area for utilisation as</p>	<p>The submitters support is noted.</p> <p>The submitters support is noted.</p> <p>The submitters support and suggestions are noted. The transfer of plot ratio between properties will be a consideration through the preparation of new Local Planning Scheme.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>additional productive floor space, increasing the property's contribution to the local economy. Plot ratio has several purposes, however, there is no practical reason to include basement car parking in plot ratio calculations. The ability to transfer plot ratio between properties (as currently facilitated via clause 30 of City Planning Scheme No.2) should be maintained.</p> <p>Changes to the plot ratio provisions as part of any new planning framework should be informed by significant engagement with commercial property owners.</p> <p>Plot Ratio Bonus Criteria The principle of offering plot ratio bonuses is supported. However, these bonuses must be founded by market analysis to ensure they are feasible and will be successfully implemented, including encouraging property owners to refurbish and alter existing properties to ensure that the City of Perth continues to have world-class commercial property.</p> <p>Green Building The proposal to introduce a plot ratio bonus for urban greening is supported. This bonus should be expanded to include sustainable building design and the adaptation of existing buildings. Plot ratio bonuses for sustainable buildings could be progressively tiered to offer increased rewards for better sustainability outcomes.</p> <p>Public Realm and Community Infrastructure The potential plot ratio bonus proposal for the provision of pedestrian links, public open space, community infrastructure and cultural infrastructure is supported in principle. However, careful consideration should be given to implementation, including ensuring a clear, consistent and transparent approach to weighing up the level of amenity provided against the plot ratio bonuses. Regarding existing buildings such as Central Park, there should be provision for the credit of plot ratio bonus for amenities delivered as a part of previous development proposals where it has not been used to achieve a bonus in the past.</p>	<p>The submitters support is noted. The incentives and plot ratio bonuses being investigated as part of the new Local Planning Scheme will focus on achieving the objectives and neighbourhood priorities identified in the Local Planning Strategy. The impact the bonuses will have on achieving neighbourhood priorities will be tested and evaluated to ensure they are practical and effective.</p> <p>The submitters suggestion is noted. Adaptive reuse of buildings is an important aspect of achieving a more sustainable city. As part of the preparation of the new Local Planning Scheme the City will be investigating design provisions which align with best practice to achieve more adaptable built form outcomes. The City will also investigate bonus plot ratio incentives for environmentally sustainable development. Consideration will also be given to how this could be utilised to encourage the retention and adaptation of existing buildings.</p> <p>It is also important to note that Section 4.2.5 – <i>Sustainable Buildings</i> of the Local Planning Strategy highlights the importance of non-planning responses to overcome the financial and structural obstacles which have prevented developers and landowners from repurposing their buildings to date.</p> <p>The various options available to the City's approach to in the application of bonus plot ratio bonuses is being investigated in detail as part of the preparation of the new Local Planning Scheme. Consideration will be given to the amount of bonus plot ratio offered in relation to the value of the community benefit provided. The impact the bonuses will have on achieving neighbourhood priorities will be tested and evaluated to ensure they are practical and effective.</p> <p>The submitters suggestion is noted, however, the City cannot apply new planning provisions retrospectively. The City will consider bonus plot ratio incentives as part of a new development approval, for current amenities which in the City's opinion provide a significant</p>	<p>Nil</p> <p>Introduce a new action to CUG4 to investigate if planning incentives should be used to achieve environmentally sustainable design outcomes in new developments and encourage the adaptive reuse of existing buildings.</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Developer Contributions The proposals to investigate developer contributions for public open space, community infrastructure and cultural infrastructure is not supported (pending further details). In particular, the inclusion of cultural infrastructure would be inconsistent with State Planning Policy 3.6 - Infrastructure Contributions. The cost of redeveloping, altering or adapting existing properties within the City is considerable, and further imposts are likely to act as a disincentive. A preferred model would be where the City identifies the gaps, and mechanisms such as bonus plot ratio or discretion to vary built form controls are utilised to encourage filling these gaps. These could include the ability to deliver such amenities off-site at more appropriate locations or where an identified gap exists.</p> <p>We urge caution in terms of seeking developer contributions and recommend careful consideration should be given to the impact on project feasibility. If developer contributions are pursued, there should be a clear view on the benefit when considered against the potential alternative in terms of the impact of renewal, investment and population/intensification of the City.</p> <p>Balancing developer contributions and bonus plot ratio (giving with one hand and taking away with the other) is incredibly difficult and would inevitably fall out of balance.</p> <p>Land Use Permissibility The review of land use permissibility throughout the City of Perth is supported. In particular, the current land use system, which uses the 'Preferred/Contemplated' approach, presents significant issues regarding change of use proposals. Under the current system, all change of use proposals require approval regardless of whether a use is changing from a 'Preferred' use to another 'Preferred' use. This presents a particular issue for mixed use development, which often relies on a flexible, adaptable and agile approach to commercial, food and beverage, and retail tenancies, for both speculative development and renewal of existing stock.</p> <p>The land use permissibility framework should adopt the approach under the Model Scheme Text. This will also ensure consistency with the broader approach taken throughout the state.</p>	<p>community benefit and which were not previously awarded bonus plot ratio.</p> <p>The submitters concern is noted. A prerequisite of any investigation of development contributions will be the preparation of a Community Infrastructure Plan which will provide details of the various infrastructure needed and associated costs of delivery. Schedule 2 of <i>State Planning Policy 3.6 – Infrastructure Provision</i> includes cultural infrastructure/facilities and the details of any future developer contributions will be consistent with the Policy.</p> <p>Refer to above.</p> <p>The structure and terminology of land use in the zoning table will generally align with the Model Scheme Text, with flexibility being built into the Scheme to ensure land use can adapt and respond to change over time.</p>	<p>Introduce a new Action to CUG5 to undertake a Social Needs Analysis to inform a future Community Infrastructure Plan.</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Car Parking We acknowledge that commercial tenant and public car parking control is primarily controlled via the Perth Parking Policy. The action included under the draft LPS to work with the State Government to review the Perth Parking Policy and remove barriers to redevelopment is supported.</p> <p>Under the existing provisions, redevelopment proposals especially concerning sites developed some time ago, are subject to maximum car parking requirements of zero bays. While it is acknowledged that there is discretion under the Perth Parking Policy to allow for variations in these instances, those variations are never guaranteed. The establishment of greater flexibility for the provision of commercial car parking in a redevelopment scenario is strongly supported. Any future joint review of the Perth Parking Policy should encompass significant engagement with commercial landowners. It is also urged that the money collected from the Perth Parking levy is spent in a timely manner to achieve the benefits on the ground.</p>	<p>The submitters support is noted.</p> <p>The submitters suggestion is acknowledged. Stakeholder engagement will occur through the preparation of the new Local Planning Scheme in accordance with the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>.</p> <p>The City also anticipates that stakeholder engagement as a component of any review with the State Government with respect to the Perth Parking Policy.</p>	<p>Nil</p> <p>Nil</p>
28	Peak Body	City-wide	<p>Support with Improvements PIA WA supports the Draft Local Planning Strategy's vision. Indeed, it is consistent with PIA's principles on good planning.</p> <p>The document provides an appropriate framework for character precincts and built form outcomes and provides for infill residential and mixed-use development across most areas of the city. It also supports a raft of social, economic, and environmental outcomes. PIA WA commends the City of Perth for its sustainability vision. In 2020, PIA nationally declared a climate emergency, recognising that there was insufficient action being taken to alleviate the negative and harmful effects of climate change on the natural and built environments. The sustainability principles of the draft strategy could be strengthened and PIA WA therefore recommends:</p> <ul style="list-style-type: none"> Setting carbon reduction targets that require new buildings to meet best practice carbon and greenhouse gas performance standards, above and beyond NatHERS standard ratings. <p>The City of Perth is in a prime position to be a leader in this field and should set an aspirational example for other local governments to follow.</p>	<p>The Local Planning Strategy has been amended to refer to the aim of achieving net zero emissions in line with the City's recently adopted Sustainability Strategy.</p>	<p>Introduce new text into Section 4.2.5 to refer to the City's aspiration to be a driver of environmentally sustainable design and accelerate the delivery of net zero emissions. Amend Action CUG4 to investigate how built form can help achieve this aspiration.</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
29	Institution/Landowner	Crawley-Nedlands	<p>This submission relates to Lot 8235 (22) Gordon Street, Nedlands (Nedlands site) and Lot 8 (40) Mounts Bay Road, Crawley (Crawley site).</p> <p>Background Planning Process On 17 November 2021, UWA publicly announced its intention to start a planning process to investigate potential future uses of the Nedlands and Park Avenue sites.</p> <p>The process will focus on developing a master plan for the future use of each site with the purpose of delivering benefits to the community, while optimising the value of these important assets for UWA. Master planning and engagement processes will inform future planning of the sites. It is important to note that UWA has made no decision regarding the future use or investment of the two landholdings. The process is focused on optimising the sites for greater University and community benefit.</p> <p>Both the Nedlands and Park Avenue site are reserved as Public Purpose (University) under the Metropolitan Region Scheme (MRS). The Nedlands site is also, in part, subject to a Primary Regional Road reserve. The Park Avenue site is contained within the area subject to the City Planning Scheme No.2 (CPS2).</p> <p>The Nedlands site is contained within the area subject to the City of Nedlands Town Planning Scheme No.2 (TPS2). The City is administering TPS2 as the Nedlands site is now contained within the Local Government area of the City. UWA has liaised with the City since 2019, when the planning process for the UWA-QEII Precinct Structure Plan (PSP) area commenced. Due to a range of factors, the City's planning previously ceased and then restarted again in 2021. The City recommenced the first stages of the Precinct Planning process in collaboration with the Department of Planning, Lands and Heritage (DPLH) in 2021 with the establishment of its Technical Reference Group (TRG) and Citizens Advisory Panel (CAP).</p> <p>Engagement and Master Planning UWA recognises and respects the level of public interest in its landholdings and is committed to providing ongoing information and engaging local communities and relevant stakeholders as planning progresses.</p> <p>Site master planning will be informed by substantial community engagement along with the consultant</p>	<p>The submitters intentions and the subject sites attributes are noted.</p> <p>The submission comments are noted.</p> <p>The submission comments are noted.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>studies being undertaken. This will build upon the engagement work already undertaken by the City's Citizens Advisory Panel (CAP) associated with the preparation of the PSP. UWA has reviewed the City Community Engagement Outcomes Report derived from the CAP and has used the findings to help inform the engagement process for future site-specific planning for the Nedlands and Crawley sites.</p> <p>Following the announcement of the University's intentions to undertake planning of the site in late 2021, stakeholders and the community were invited to register to be involved in future engagement activities to help inform the future planning of these sites. Community engagement activities actively commenced on 12 February 2022. Community engagement activities are being undertaken by digital means due to restrictions associated with the COVID 19 Pandemic.</p> <p>UWA-QEII Precinct Structure Plan The Department of Planning, Lands and Heritage (DPLH) and the City are progressing the preparation of the PSP. UWA and its representatives are engaging with the DPLH and City on the progression of the PSP. The PSP is anticipated to largely inform land use and development outcomes. Both Nedlands and Crawley sites are contained within the PSP area.</p> <p>Submission Our submission on the LPS is as follows relative to the Nedlands and Crawley Sites. The submission is made in reference to the various parts of the LSP. Section 3 - Figure 3. This figure designates the Nedlands and Crawley sites as being used for Education. Noting the University's intent to investigate uses beyond education for these sites the University requests the map be updated to reflect this.</p> <p>Part 4.2.3 - UWA-QEII Specialised Centre for Education and Health Part 4.2.3 of the LPS outlines that a precinct plan is required for the UWA-QEII Specialised Centre. The precinct plan is recommended for the Specialised Centre to support activity synergies and the clustering of like uses. Preparation of the precinct plan referenced in the LPS has commenced with the DPLH and City leading this process (i.e. the PSP). Further discussion on the precinct plan is provided later within this advice.</p> <p>Part 4.2.6 - Perth City Deal The Federal and State Government announced in 2020 a partnership to invest over \$1.5 billion to deliver</p>	<p>The submission comments are noted. The City intends to continue to work with key stakeholders in the preparation of the UWA-QEII Specialised Centre Precinct Plan.</p> <p>The submission comments are noted. Figure 4 - <i>Local Planning Strategy Map</i> (formerly Figure 3) has been updated to remove the depiction of the sites for Education.</p> <p>The submission comments are noted.</p> <p>The City agrees that the UWA-QEII Specialised Centre Precinct Plan presents an opportunity to foster and deliver economic and development opportunities within the Crawley-Nedlands</p>	<p>Nil</p> <p>Amend Figure 4 - <i>Local Planning Strategy Map</i> to remove the depiction of the subject sites as 'Education', allowing the UWA-QEII Specialised Centre Precinct Plan to determine future land use.</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>economic stimulus within Perth City’s Neighbourhoods. Various projects are identified to be funded under the Perth City deal in accordance with the LPS as follows:</p> <ul style="list-style-type: none"> • A new Edith Cowan University Cultural and Creative Industries Education CBD Campus. • The Murdoch University’s Vertical Inner-City Campus. • Investment in the Curtin University’s Historical Heart Cluster. • Investment in Perth’s cultural attractions, including the Perth Cultural Centre rejuvenation, the Perth Concert Hall Redevelopment and the WACA redevelopment. • Investment towards the celebration of the States rich Aboriginal culture. • The CBD Transport Plan. <p>The projects listed above are largely associated with the Central Business District (CBD). It is noted that the PSP further offers the opportunity for strategic investment for landholdings that were formerly in the City of Nedlands and Subiaco, but now included within the City. It is important to foster and acknowledge the potential for development and economic opportunities within the PSP area in addition to a centralised focus on the CBD.</p> <p>Part 4.3 - Community, Urban Growth and Settlement</p> <p>Part 4.3 of the LPS outlines that the City is seeking more ambitious population growth targets than are outlined in the Western Australia Planning Commission’s (WAPC) Central Sub-Regional Planning Framework. The City is seeking a residential target of 55,000 residents by 2036 (in lieu of 42,500 by 2036) and 90,000 residents by 2050, (in lieu of 53,320 persons).</p> <p>For the Crawley Nedlands Neighbourhood, to which the sites are contained, this equates to 6,800 to 7,300 persons by 2036 and 2,400 to 2,600 dwellings by 2036. The dwelling targets for each neighbourhood are derived from the neighbourhood population forecasts and targets and capacity analysis.</p> <p>The assumptions around population growth and residential dwellings do not consider the potential for the Nedlands and Crawley Sites to accommodate residential dwellings should that use be considered appropriate following engagement and master planning processes. The Nedlands and Crawley sites have the potential to assist in delivering additional residential population and dwellings consistent with targets outlined within the LPS.</p>	<p>neighbourhood, however, Section 2.3.6 – <i>Perth City Deal</i> (formerly Section 4.2.6) of the Local Planning Strategy is specifically focusing on Federal/State announced Perth City Deal projects.</p> <p>The City acknowledges the ability for the subject sites to contribute towards the population growth targets. It is important to note that this is a ‘minimum’ target and where appropriate the City will be proactively seeking to support the growth of the city that goes above and beyond this target.</p>	<p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Part 4.3.3 - Housing Diversity and Affordability Part 4.3.3 of the LPS considers housing diversity and affordability. The LPS comments that a housing needs assessment was undertaken by the Department of Communities and the City 2020. The needs assessment identified the need for increasing the following housing types within Perth City at an affordable price point:</p> <ul style="list-style-type: none"> • Apartments with at least three bedrooms, particularly to accommodate families and intergenerational households. • Specialist housing to cater for senior residents and those living with disabilities. • Alternate dwelling types and tenure models such as co-living (including student housing), dual-key and build-to-rent options to cater to a diverse population seeking alternate housing needs and lifestyles. As per previous comments depending on land use outcomes for the Nedlands and Crawley sites, determined via engagement and master planning processes, the sites could present an opportunity to diversify and provide for different dwelling types and thus facilitate the implementation of the LPS. <p>Part 4.3.4 – Built Environment City urban consolidation principles are set out under the heading of Built Environment at Part 4.3.3 of the LPS. The LPS advises that the WAPC’s Perth and Peel @ 3.5 Million planning framework has been refined and adapted for the City as follows: Consolidate intensity development to make better use of land around:</p> <ul style="list-style-type: none"> • The Central Perth Capital City Office area along St Georges Terrace to reinforce its primacy; • Neighbourhood centres and nodes (200m walkable catchment); • Transit station/precincts (bus and rail) and public transport (400m walkable catchment); and • Open spaces. <p>Protect the following:</p> <ul style="list-style-type: none"> • Environmental values and assets; • Character and heritage value and quality; • Comfortable microclimates within key pedestrian areas and open spaces; • Comfortable intensity/scale of development in neighbourhood centres; • Buffers that assist in mitigating the impact of bushfire and flood; and 	<p>The City acknowledges the ability for the sites to contribute to population diversification and growth of the neighbourhood in the future. Land use and built form outcomes to deliver these type of housing priorities will be investigated through the preparation of the UWA-QEII MC Specialised Centre Precinct Plan.</p> <p>The submission comments are noted.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<ul style="list-style-type: none"> • A gradation of intensity/scale of development down to the river. <p>It is considered that urban consolidation further needs to be considered around employment centres within the City's Local Government area beyond those listed above. More specific reference should be made to consolidation opportunities within the PSP area noting the future development outcomes will be guided by the PSP. This is acknowledging that there are already transit / stations (bus and rail) precincts identified as areas for urban consolidation within the PSP area.</p> <p>Part 4.3.6 - Public Open Space Part 4.3.6 of the LPS discusses public open space (POS) and future requirements. Further requirements for POS will be considered through the preparation of an Open Space Framework. It is requested that UWA being consulted in preparation of the Open Space Framework given UWA's significant landholdings through the City.</p> <p>Part 4.3.8 Community and Urban Growth Part 4.3.8 Table 5 of the LPS provides for community and urban growth – planning directions and outcomes. The planning directions and actions listed in Table 5 are generally supported. With respect to provision of additional POS and community infrastructure the use of development incentives to deliver such infrastructure is appropriate. The identification of additional requirement for POS and community infrastructure (over and above the minimum 10% POS requirement for instance) needs to be derived from gap and needs analysis.</p> <p>Part 4.5 - Environment Part 4.5 of the LPS addresses environmental matters associated with the LPS. Investigations to date note that there are no significant environmental constraints identified on either of the Nedlands or Crawley sites. There remains however vegetation on site worthy of retention and of amenity value across both sites. This vegetation is being review as part of the master planning process. The LPS at figure 8 confirms that the Crawley site is in part subject to a bush fire prone area with the fire risk emanating from Kings Park. A BAL assessment was completed for the Crawley site with no part of the site being contained within BAL – FZ and only a minor portion of the site subject to BAL – 40.</p> <p>Part 4.4 - Economy and Employment</p>	<p>Consolidation opportunities within Crawley-Nedlands will be considered in further detail through the preparation of the UWA-QEIMC Specialised Centre Precinct Plan.</p> <p>Consultation was open for the City's draft Open Space Framework from 7 February to 7 March 2022. Further consultation will be undertaken in detailed design phases.</p> <p>A prerequisite of any investigation of development contributions will require the preparation of a Community Infrastructure Plan. This will provide outline the infrastructure needed and its associated costs of delivery. Any Development Contribution Plan will be consistent with <i>State Planning Policy 3.6 – Infrastructure Contributions</i>.</p> <p>The submission comments are noted.</p> <p>The submission comments are noted.</p>	<p>Nil</p> <p>Nil</p> <p>Introduce a new Action to CUG5 to undertake a Social Needs Analysis to inform a future Community Infrastructure Plan.</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>This section of the LPS recognises the UWA-QEII Specialised Centre as the focus of regionally significant economic and institution activities and knowledge-based industries. Hampden Road is further recognised as a Neighbourhood Centre with an acknowledgement that the suitability of the Hampden Road Neighbourhood Centre will be informed by the PSP. An additional 6,250 additional jobs are targeted within the UWA QEII Specialised Centre by 2050 as set out within the Central Sub-Regional Planning Framework. Also of note is an additional floorspace demand for Perth City of 1.56 million square metres of floorspace with 80% of this being required for office use. Whilst the engagement and master planning process are yet to be completed the Nedlands Site, in particular, its well positioned to deliver additional employment floorspace.</p> <p>It is noted in this regard Part 2 Table 12 of the LPS identifies a deficiency of commercial floorspace to 2036 based on existing planning frameworks. Planning Directions and Actions for the economy and employment are outlined at Part 4.4.5 of the LPS. Action EE1 (c) and (d) aim to limit retail floorspace outside of the Capital City Retail Area and Neighbourhood Centres, and in addition introduce planning provisions for significant retail development outside of the afore-mentioned areas. It is unclear whether it is intended that the actions outlined above are consistent with Statement of Planning Policy 4.2 Activity Centres (SPP4.2) and draft Statement of Planning Policy 4.2 Activity Centres (draft SPP4.2). Such limiting provisions should be consistent with SPP4.2 and associated draft SPP4.2. Retail floorspace within the PSP area, for instance, should be derived from a retail needs assessment and given such retail floorspace will serve the surrounding catchment it is considered unlikely to compete with the Capital City Retail Area. That is, retail floorspace within the PSP area is likely to be convenience based and this is an important distinction. Further to the above, it is important to note on the matter of land use diversity that part 5.1.1 (2) of SPP4.2 acknowledges the opportunity for the development of complementary uses within Specialised Centres.</p> <p>Part 4.6 - Infrastructure Sustainable transport outcome initiatives are considered at Part 4.6.1 of the LPS. The LPS notes that Crawley-Nedlands parking provisions and transport in general will be addressed as part of detailed planning for the UWA-QEII Specialised Centre. Part 4.6.2 of the LPS</p>	<p>Action EE1(b) (formerly EE1 (c) and (d)) seeks to ensure the primacy of the Capital City Retail Area and Neighbourhood Centres for major and anchor retail activities. The City wants to ensure these areas are protected and proposed retail development outside the centres does not undermine their primary role. The preparation of an Impact Test will ensure that major retail floorspace expansions outside of these areas are warranted.</p> <p>An Economic Development Strategy is currently being prepared as a component of the UWA-QEII Specialised Centre Precinct Plan. This strategy will include the assessment of commercial and non-residential floorspace needs for the Specialised Centre.</p> <p>The submission comments are noted.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>acknowledges that the Department of Transport is preparing phase two of the Perth Greater CBD Transport Plan and the City is preparing an Integrated Transport Strategy.</p> <p>Given the increase in development density likely to flow from the PSP, the LPS should foreshadow opportunities and increased demand for long term, strategic public transport solutions and sustainability initiatives to ensure an appropriate servicing and model split. This is acknowledging that separate transport analysis and reporting is required to support the PSP, and traffic assessment will be undertaken relative to UWA's master planning process.</p> <p>Part 5.6 - Crawley-Nedlands Neighbourhood Under the LPS both sites are contained within the Crawley-Nedlands Neighbourhood (CNN). The indicative target for residents within the CNN is 6,800 to 7,300 persons with an additional 2,400 to 2,600 dwellings. These populations and dwelling targets are caveated by the PSP process being undertaken. That is, these targets may be subject to change depending on the land use outcome derived from the PSP. The Nedlands and Crawley sites engagement and master planning process will inform future land uses for the sites. This may include residential land use outcomes which would assist in meeting the dwelling and resident targets set out within the LPS. Part 5.6.3.2 provides character descriptions for three existing character areas, noting that the urban form and desired character of the CNN will be informed through detailed planning. In terms of the character areas the Nedlands and Crawley sites are not contained within specific character areas. However, the Crawley site is adjacent to the Mounts Bay Road Character Area. The engagement and master planning processes being undertaken by UWA for both sites will assist to inform future character.</p> <p>The Nedlands site is located at the corner of Stirling Highway and Hampden Road. Hampden Road is in the vicinity of Stirling Highway and is identified as a 'strategic connection'. The strategic connection signifies the importance of the Nedlands site within the CNN, and the PSP.</p> <p>Discussions with the City and DPLH confirm that the Nedlands site is strategically important to the future development of the PSP. The connection between the Nedlands site and QEII Medical Centre is recognised by</p>	<p>The submission comments are noted.</p>	<p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>UWA given the existing and likely future synergies. Further reinforcing this relationship is a key matter for the engagement and master planning process being undertaken for the sites.</p> <p>The strategic significance of the Nedlands site, notwithstanding the PSP process to be undertaken, should be identified through the LPS. Part 5.6.4 of the LPS sets out specific planning directions and actions for CNN. Table 35 of the LPS contains planning directions and actions for the 'Specialised Centre' to which the sites are contained. The planning direction for the 'Specialised Centre' is as follows: Support the growth of the area as a thriving medical, research and education precinct. It is considered that the planning direction could be construed as being limited given the reference to only medical, research and education precinct. Whilst these are key elements of the 'Specialised Centre' consideration of important uses such as residential, commercial and retail facilities should be foreshadowed. The actions under CN1 of Table 35 do recognise residential use and neighbourhood centres, notwithstanding, as the LPS is a strategic document (and planning is to be strategically lead) other appropriate land uses should be foreshadowed in the LPS.</p> <p>As referenced above Table 35 outlines specific actions under CN1 relative to the Specialised Centre. These actions include:</p> <ul style="list-style-type: none"> i. Specialised Centre – Encourage the growth of the precinct planning area as a thriving medical, research and education precinct supporting intellectual property generation and commercialisation in recognition of its role as a Specialised Centre under the State's strategic planning framework. ii. Residential Community – Create a thriving residential community and provide for a diversity of housing. iii. Neighbourhood Centres – Support the neighbourhood centres and ensure that they thrive and meet community needs. v. Character - Ensure buildings positively contribute to the public realm and enhance the desired built form character of the neighbourhood. vi. Transition – Provide for a sensitive development transition between the Specialised Centre and surrounding areas to minimise any adverse impacts. vii. Public Realm – Enhance the public realm to create an attractive, comfortable and safe environment which encourages walking and cycling. 	<p>Planning for the UWA-QEIIMC Specialised Centre is to protect the primary land use, particularly knowledge industries such as health and tertiary education. There is also potential that these centres accommodate significant growth in jobs and housing. Action CN1 of the Local Planning Strategy articulates the need for the UWA-QEIIMC Specialised Centre Precinct Plan to address the primary land use role of the centre, whilst also recognising the opportunities for residential growth and the role of the neighbourhood centres.</p> <p>In addition, the City of Perth and the DPLH are currently procuring a consultant for an Economic Development Strategy for the UWA-QEIIMC Specialised Centre Precinct Plan. This strategy will also include the assessment of commercial and non-residential floorspace needs for inclusion in the Precinct Plan.</p> <p>An Economic Development Strategy is being prepared for the UWA-QEIIMC Specialised Centre Precinct Plan. This strategy will also include the assessment of commercial and non-residential floorspace needs for inclusion in the Precinct Plan.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>viii. Connectivity - Create a connected and accessible place particularly between UWA and QEII and back into Central Perth by a range of transport modes.</p> <p>In respect to the actions listed above, identification of the Specialised Centre for medical/health, research and educational uses is supported but should recognise other predominate land uses e.g. residential which already exist and are expected to be expanded in the future. Consistent with the broader objectives of the LPS to increase resident population and number of dwellings the Specialised Centre should recognise the opportunity to promote residential development within an educational and employment centre. This is particularly important having regard to the availability of amenities within the precinct e.g. Kings Park, Swan River and medical services which would service residential land use outcomes.</p> <p>In terms of Neighbourhood Centres the precinct should accommodate retail and commercial facilities to support future non-residential and residential populations. Demand for such facilities should be determined through a retail needs analysis which is expected to be undertaken as part of the PSP. Notwithstanding, it is evident that the CNN lacks substantive retail facilities to support a growing population. The only significant facilities serving Crawley south of Stirling Highway is the Broadway Fair Shopping Centre on Broadway, and to the north of Stirling Highway Farmer Jacks on Bagot Road.</p> <p>With respect to the actions relative to character, transition and public realm, UWA is undertaking an engagement and master planning process for the Nedlands and Crawley sites. The engagement and master planning will inform character, transition and public realm relative to these site and surrounds. The engagement and master planning process will not only inform planning for the site, but also the PSP being prepared.</p> <p>Conclusion and Summary As advised UWA is reviewing future uses of the sites through an engagement and master planning process. Active community engagement commenced on 12 February 2022. In respect to the LPS the following comments and recommendations are made:</p> <ul style="list-style-type: none"> The LPS should reinforce and recognise the opportunity for strategic investment in the UWA-QEII 	<p>An Economic Development Strategy is being prepared for the UWA-QEII Specialised Centre Precinct Plan. This strategy will address commercial and non-residential floorspace needs for the Precinct Plan.</p> <p>The City acknowledges the work being done by UWA and will continue to work closely with stakeholders in preparing the UWA-QEII Specialised Centre Precinct Plan.</p> <p>The submission comments are noted. The role of the UWA-QEII Specialised Centre Precinct Plan is to undertake the detailed strategic planning for the area, and therefore many of the recommendations fall outside of the remit of the Local Planning Strategy.</p> <p>Action CN1 has been amended to include reference to the role of the UWA-QEII Specialised Centre to identify strategic investment opportunities.</p>	<p>Nil</p> <p>Nil</p> <p>Introduce a new Action to CN1 to ensure the UWA-QEII Specialised Centre Precinct Plan identifies strategic investment opportunities.</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Specialised Centre and future PSP given the strategic significance of this asset for Perth City.</p> <ul style="list-style-type: none"> • Part 5.6 of the LPS relevant to the Crawley and Nedlands Neighbourhood should identify that the Nedlands and Crawley sites are subject to an engagement and master planning process to investigate future uses beyond the current Public Purpose (University) reservation under the MRS. • The strategic significance of the Nedlands site relative the UWA-QEII Specialised Centre and future PSP should be recognised within the LPS. That is, subject to engagement and master planning processes the site presents a significant brownfields redevelopment opportunity located at the intersection of Stirling Highway and Mounts Bay Road. The size of the landholding, being 3.53ha, offers opportunity for the site to accommodate a variety of land uses and development intensity. • Having regard to the PSP and future engagement and master planning processes being undertaken by UWA the sites in general: <ul style="list-style-type: none"> - Have the potential to deliver additional dwellings to accommodate an increase in residential population for the CNN as foreshadowed in the LPS. - Offer the opportunity for urban consolidation in proximity to significant employment and educational facilities. Part 4.3.3 of the LPS should be amended to recognise the opportunity for urban consolidation within the UWA-QEII Specialised Centre. - Could assist in delivering additional employment floorspace to meet the 1.56 million square metre target identified at Part 4.4 of the LPS. - Provides the opportunity, especially the Nedlands site, to provide a variety of land uses and activities consistent and complementary to the UWA-QEII Specialised Centre. • Table 35 of the LPS should be updated to reflect that uses complementary to medical/health, research and education are appropriate within the UWA-QEII Specialised Centre and should be considered for inclusion within, and facilitated by, the future PSP. This is to ensure an appropriate mix of uses to capitalise on the UWA-QEII Specialised Centre. • The requirement for additional community facilities and open space to meet population growth should be derived from gap and needs analysis. Development incentives to provide additional community 	<p>The Local Planning Strategy does not refer to the subject site's engagement and master planning processes as it is not a function of the City's planning framework.</p> <p>The submission comments are noted and the City trusts that the above response to comments sufficiently addresses the matters raised.</p> <p>The matters raised by the submitter for the inclusion of complementary uses to medical/health, research and education is captured within the Local Planning Strategy under Action CN1 and the proposed amendment to identify strategic investment opportunities.</p>	<p>Nil</p> <p>Introduce a new Action to CN1 to ensure the UWA-QEII Specialised Centre Precinct Plan identifies strategic investment opportunities.</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			infrastructure via development incentives is considered appropriate.		
30	Institution/landowner	Crawley-Nedlands	<p>The University's 2030 strategy, and the associated Strategic Plan 2020-2025 and Crawley Campus Masterplan provide directions which confirm the synergies between the University's priorities and those of the City, including:</p> <ul style="list-style-type: none"> • Invest in our physical and digital environment (UWA 2030) and Establish new campus capabilities (2020 Masterplan) • Be recognised as a vibrant, sustainable and connected hub that blends our heritage with our future and welcomes our partners, the community and the wider world and preserve and enhance our distinct and vibrant campus identity (UWA 2030) • Create a more green, clean and sustainable campus (UWA 2030) • Activate the campus as a vibrant destination for students and the community (2020 Masterplan) • Develop a connected campus (UWA 2030) and Build strong linkages between Crawley, QEII MC and the City (2020 Masterplan) • Broaden and intensify the presence of industry, enterprise and other partners on campus (2020 Masterplan) • Maximise the unique and culturally-significant setting alongside Matilda Bay and the Swan River (2020 Masterplan) • Create opportunities for collaboration and partnerships (UWA 2030) • Be the pre-eminent partner for industry, government and the community (UWA 2030) <p>More specifically, in helping deliver Perth's Local Planning Strategy, the University, and the land of which it owns, has a key role to play in:</p> <ul style="list-style-type: none"> • Facilitating additional diverse housing. • Supporting greater sustainability and liveability in both urban and building design, technological innovation and operation. • Continuing to provide quality facilities and open spaces available in many instances for public access. • Facilitating improved relationships with and connections to the river. • Exploring our relationships with the land and with its Traditional Owners through meaningful engagement and reconciliation. 	<p>The submission comments are noted.</p> <p>The submission comments are noted.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<ul style="list-style-type: none"> Supporting improved active transport connections and more balanced modal split. Acting as an important employment and collaboration hub. Attracting investment and facilitating research which supports innovation and social and economic development. Developing cultural and creative opportunities through the Festival of Perth, arts and performance facilities and alumni, museums and the proposed development of a Cultural Precinct along the Stirling Highway frontage (refer Campus Masterplan 2020). <p>Whilst many of these opportunities fit within the framework and direction proposed by the Strategy, the City might like to consider greater recognition of the role of the University and the opportunity presents. The University is strongly supportive of the recommendations to:</p> <ul style="list-style-type: none"> Develop a Precinct Plan for the University – QEII Medical Precinct <i>to support the growth of the area as a thriving medical, research and education precinct</i> within a mixed use environment. Inclusion of additional residential accommodation and neighbourhood amenities within this area to support and complement the primary uses is considered critical to a successful outcome. Improve connectivity to and through the Precinct, including via future Mass Transit. Improved crossing facilities and urban design to facilitate pedestrian and cycle movement through the area is also considered important. <p>Prepare a foreshore plan for the Swan River (including the long section abutting the University’s campus).</p> <ul style="list-style-type: none"> Promote a stronger focus on sustainability. Work in partnership with the state government and other agencies. <p>We would encourage the City to consider:</p> <ul style="list-style-type: none"> Illustrating greater connection across Hackett Drive to the river on the Strategy plans (eg Figure 3, Figure 9) as an opportunity to enhance accessibility to the foreshore, improve community access to and utilisation of the campus, and establish a more nuanced and responsive treatment to this culturally, environmentally and recreationally important area. Including explicit reference to the role of the University (including the Cultural Quarter illustrated on the Campus Masterplan) to supporting 	<p>The submitters comments are noted.</p> <p>The submitters comments are noted.</p> <p>The City agrees that there is an opportunity to improve connectivity across Hackett Drive towards the Swan River.</p> <p>Section 2.3.5 – <i>Celebrate our Cultural Uniqueness</i> of the Local Planning Strategy has been updated to acknowledge the role of universities and schools in contributing to the culture of the city.</p> <p>Pedestrian priority areas have been identified where new development should have regard to the public realm and immediate pedestrian environment. Action CUG3h refers to minimising</p>	<p>Nil</p> <p>Introduce new ‘Strategic Connections’ to all relevant Figures to acknowledge the desire to improve connectivity from UWA across Hackett Drive to the Swan River foreshore.</p> <p>Update Section 2.3.5 to acknowledge the role educational establishments</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>development and delivery of the City's Cultural Strategy.</p> <ul style="list-style-type: none"> • Designating the campus a pedestrian priority area on Figure 9 and including connections across Hackett Drive between it and the river foreshore as per the 2020 Campus Masterplan. • Making greater reference to the longer term potential for an additional ferry route connecting Elizabeth Quay with UWA and Canning Bridge. • Maintenance of a strategically driven planning framework which provides clear guidance but incorporates sufficient flexibility to adapt to change and opportunities as they arise around the University is also recommended. 	<p>overshadowing of pedestrian priority streets and key public spaces. Given the role of pedestrian priority areas, it is not considered necessary to identify the UWA campus on Figure 9.</p> <p>The planning for ferry routes largely sits outside the remit of the local planning framework, however Action I2 (b) of the Local Planning Strategy identifies the need to work with State Government to investigate opportunities to facilitate the growth of water ferry services.</p> <p>The Local Planning Strategy references to the need to reduce planning regulation where possible and practical and improve flexibility.</p>	<p>in contributing to the culture of the city.</p>
31	Institution	Crawley-Nedlands	<p>QEII/UWA SAC - Precinct Plan QEIIIMC is part of the QEII/UWA SAC which is the largest tertiary health and education precinct in Western Australia. Since 2010, QEII/UWA was identified as SAC by the Western Australian Planning Commission although a Precinct Plan has not been developed (a consequence of this has been ad hoc planning of this regionally significant tertiary health, research and education precinct). The draft State Planning Policy 4.2. Activity Centres (May 2020) states that planning for specialised centres should aim to protect the primary land use (for QEIIIMC this relates to tertiary health, education and research) while improving the growth and clustering of business activity of State and regional significance. The Trust welcomes the development of a Precinct Plan for the QEII/UWA SAC and the future initiatives that support Campus growth and development.</p> <p>QEII/UWA SAC - Connectivity and Sustainable Transport The draft State Planning Policy 4.2. Activity Centres states that specialised centres require excellent transport links to the regionally significant centres. QEII/UWA SAC is lacking the recommended "excellent" safe, walkable, pedestrian-oriented high quality transit system and sustainable transport options. Improved access and connectivity to QEIIIMC is crucial for sustainable future growth of the Campus, the QEII/UWA SAC and the Crawley-Nedlands neighbourhood. The Trust looks forward to meaningful ongoing engagement and collaboration with the City, State planning and other various government agencies to ensure cohesive and coordinated planning of the SAC which is supported by improved access to, from and around the QEIIIMC/UWA Specialised Centre.</p>	<p>The submitters comment and support are noted.</p> <p>The City acknowledges the need for the UWA-QEIIIMC Specialised Centre Precinct Plan to address connectivity issues.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Suggestions</p> <p>Part 1 - The Strategy</p> <ul style="list-style-type: none"> • P.6. Inclusion of an additional bullet point noting "To support and enable the growth of the QEII/UWA Specialised Activity Centre as a leading tertiary education, research and health precinct for the state". • P.9. The Trust's preferred MRT route is to operate continuously along Winthrop Ave with a transit stopping location near the Kids' Bridge rather than intersecting through QEIIMC. The Trust notes that collaboration with City of Perth is essential in supporting the establishment of a MRT (or alternative transport system) to provide improved access for both staff and visitors to the QEIIMC/UWA Specialised Centre which has been highlighted in both the Perth Central Area Transport Plan 2025, the Perth CBD Transport Plan 2020-2024 and draft State Infrastructure Strategy. The Trust notes that the Kids' Bridge design plans cater for an MRT/Bus Stop in the Winthrop Avenue median strip below the Kids' Bridge. • P.9. Inclusion of a strategic connection arrow at crossing between Aberdare Road and KPBG. This is an important crossing point for the area. • P.12. Figure 4. Change QEII to QEIIMC. • P.13. Section 4.2.3. Change QEII to QEIIMC • P.26. Table 6. UWA/QEII - Role section change to: "The focus for regionally significant economic and institutional activities as well as knowledge-based industries supporting health, research and tertiary educational activities". • P.36. Figure 8. The Trust is keen to understand the City of Perth's proposal to create 2 x secondary links from KPBG to QEIIMC. • P.40. There is no mention of improving connectivity of QEII/UWA with the Perth CBD. P.42. Figure 9. The Trust's preferred MRT route is to operate continuously along Winthrop Ave with a transit stopping location near the Kids' Bridge rather than intersecting through QEIIMC. • P.43. Table 11. Sustainable Transport. Action - include transit stations (bus or rail) and public transport (400m walkable catchment) in close proximity to QEIIMC to support and reduce private vehicle usage and improve sustainable transport to and from the Campus. • P.46. Change QEII to QEIIMC. 	<p>Section 2.2 – <i>Planning Direction</i> (formerly Section 2.0 – <i>Vision</i>) of the Strategy does not intend to identify individual projects. Supporting the growth of UWA-QEIIIMC is addressed in the final dot point - "<i>Facilitating major city transformations through strong State-City partnerships to guide complex land use planning, funding and delivery of key infrastructure.</i>"</p> <p>The City acknowledges the preferred route for the mass-rapid transit is to align with Winthrop Avenue. Relevant figures in the Local Planning Strategy have been updated to reflect this.</p> <p>The recommendation is noted, and a new strategic connection has been included across Aberdare Road to Kings Park.</p> <p>The terminology in the Local Planning Strategy has been amended to reflect the QEIIIMC acronym.</p> <p>The terminology in the Local Planning Strategy has been amended to reflect the QEIIIMC acronym (refer to above comment).</p> <p>Action CN1 (i) has been updated to reflect the terminology of the draft <i>State Planning Policy 4.2 – Activity Centres</i> and include reference to knowledge-based industries.</p> <p>Section 4.5.2 – <i>Connectivity</i> recognises the connectivity issues across the city more broadly, noting the opportunity to improve movement across Perth city neighbourhoods.</p> <p>The City acknowledges the preferred route for the mass-rapid transit is to align with Winthrop Avenue. Relevant figures in the Local Planning Strategy have been updated to reflect this (refer to above comment).</p> <p>The actions within 'Sustainable Transport' under Table 11 - <i>Infrastructure – Planning Directions and Actions</i> do not identify individual project requirements. The actions under the Crawley-Nedlands neighbourhood identify the need to improve connectivity</p>	<p>Amend all references throughout the document to QEIIIMC.</p> <p>Amend the indicative route identified for the mass-rapid transit to align with Winthrop Avenue.</p> <p>Introduce new 'Strategic Connections' to all relevant Figures to identify improved connectivity across Aberdare Road to Kings Park.</p> <p>Amend CN1(i) to add in reference to knowledge-based industries.</p> <p>Amend the indicative route identified for the mass-rapid transit to align with Winthrop Avenue.</p> <p>Amend all references throughout the document to QEIIIMC.</p> <p>Introduce new 'Strategic Connections' to all relevant Figures to identify improved connectivity</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<ul style="list-style-type: none"> • P.82. Figure 16. Include Strategic Connection arrow for Aberdare and KPBG crossing. <ul style="list-style-type: none"> • P.82. Figure 16. The Trust's preferred MRT route is to operate continuously along Winthrop Ave with a transit stopping location near the Kids' Bridge rather than intersecting through QEIIMC. • P.83. Change Table 35 - Issues/Opportunity to: 'As one of the largest specialised health, research and education centres in the southern hemisphere it is important to maintain primacy and enhance opportunities for growth'. Research is an essential function of the QEIIMC. <p>P.93. The Trust supports the inclusion of additional Themes in the Crawley-Nedlands section. There is currently only one theme in comparison to other Neighbourhoods with five or more. The Trust has identified additional key themes including:</p> <ul style="list-style-type: none"> • Connectivity • Sustainable Transport • Community Infrastructure • Heritage and Character <p>The Trust identifies access as a significant issue regarding any future short- and long-term developments at the Specialised Centre. In particular, the Trust and City of Perth collaboration is essential to identify and support key strategies to encourage both alternative modes of</p>	<p>within the precinct and this will be dealt with in more detail in the UWA-QEIIMC Specialised Centre Precinct Plan.</p> <p>The submission recommendation is supported. The terminology in the Local Planning Strategy has been amended to reflect the QEIIMC acronym.</p> <p>The submitters support for urban greening is noted. Action E3 focuses on increasing the greening and expanding tree canopy across all neighbourhoods. This includes a review of existing planning provisions and policy to consider landscaping on private property, significant tree protection, bonuses for urban greening and strengthening and enhancing green links via the City's Urban Forest Plan.</p> <p>The submitters recommendation is noted, and a new strategic connection has been included across Aberdare Road to Kings Park. The City acknowledges the preferred route for the mass-rapid transit is to align with Winthrop Avenue. Relevant figures in the Local Planning Strategy have been updated to reflect this.</p> <p>The submission recommendation is supported. Table 35 has been amended to include reference to research.</p> <p>The requirement to prepare the Specialised Centre Precinct Plan for the entire neighbourhood, has resulted in less themes being represented for Crawley-Nedlands. This is unique and does not apply to any other neighbourhood. The planning for the precinct will be comprehensive and will involve consideration of connectivity, sustainable transport, community infrastructure, built form, heritage, and character etc. Generally, these themes have been captured under Action CN1. Notwithstanding, there are grounds for highlighting the opportunity for the Precinct Plan to capture sustainable transport and community infrastructure.</p> <p>The City notes the need for collaboration in the preparation of the UWA-QEIIMC Specialised Centre Precinct Plan.</p>	<p>across Aberdare Road to Kings Park.</p> <p>Amend the indicative route identified for the mass-rapid transit to align with Winthrop Avenue.</p> <p>Amend the text within Table 35 - <i>Crawley Nedlands- Planning Directions and Actions</i> to acknowledge the role of 'research' as an essential function of QEIIMC.</p> <p>Amend Action CN1 to identify additional planning directions for the UWA-QEIIMC Specialised Centre Precinct Plan, including –</p> <ol style="list-style-type: none"> 1. Sustainable Transport – support sustainable transport modes as the primary method of travel to and within the QEIIMC Specialised Centre. 2. Community Infrastructure – support the provision of community

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>transport and improved public transport to, from and around the QEIIIMC/UWA Specialised Centre.</p> <p>Part 2 - Background Analysis Report</p> <ul style="list-style-type: none"> P.94. The Trust has noted there is no mention of improved connectivity and sustainable transport in the summary of Crawley-Nedlands. The neighbourhood is the third largest neighbourhood based on dwelling population and the largest health, medical and education precinct in Western Australia. The Trust would be please to collaborate with the City of Perth to advocate for improved connectivity and sustainable transport options from the QEIIIMC to the Perth CBD and beyond. 	<p>The Strategy provides actions to address connectivity in a holistic manner and as such, specific reference has not been referenced to the Crawley-Nedlands neighbourhood summary. Further detailed consideration of this matter will be addressed through the preparation of the UWA-QEIIIMC Specialised Centre Precinct Plan.</p> <p>The City notes the need for collaboration in the preparation of the UWA-QEIIIMC Specialised Centre Precinct Plan.</p>	<p>infrastructure to meet the needs of residents, workers and visitors.</p> <p>Nil</p>
32	Peak body	City-wide	<p>Summary of Submission</p> <p>The Property Council of Australia welcomes the opportunity to respond to and assist in elevating the outcomes produced by the City of Perth Local Planning Strategy ("the Strategy"). As our city and state grows, we must focus on delivering high quality, innovative and connected communities. To do this, we must effectively utilise space to deliver higher density opportunity hubs and transport corridors to meet the needs of current and future residents of Perth.</p> <p>We recognise that the City of Perth prepared the Strategy; however, through WAPC and Ministerial endorsement, it also represents a commitment by the state government. To this end, the Strategy is an opportunity to crystalise and confirm commitments by both state and local governments for the future of the City of Perth. It is, therefore, an opportunity for alignment.</p> <p>As acknowledged in the Strategy, "Perth city is a focal point of economic activity in Western Australia. It provides services, facilities, and development opportunities to a broad range of stakeholders including residents, businesses, workers, students and local, national and international visitors"¹. Enabling, supporting, and encouraging the private sector to continue to develop new property assets is essential to ensuring that Perth can meet its potential as a global destination city with a thriving residential population.</p> <p>The submission identifies welcome opportunities within the Strategy to provide an adaptive framework and</p>	<p>The submission comments are noted.</p>	<p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>structures to deliver a vision for Perth that successfully curates a thriving residential community, drives investment, and sets Perth apart as a world-class capital city economy. The submission also highlights critical challenges concerning governance and connectivity.</p> <p>Delivering a thriving Perth CBD A strategic vision for Perth, which sets the CBD and its surrounding precincts apart as the capital city of WA is crucial to driving business investment. While the Strategy in its current form is not objectionable, the Property Council believe a bolder vision for Perth with a more robust strategic focus is needed to ensure Perth is a "prosperous, globally competitive economic, social, cultural and civic centre"².</p> <p>As the peak planning document in the most important economic centre of the state, our capital city planning strategy should demonstrate how it coordinates and aligns the various influences on our city and delivers a compelling vision that attracts prosperity, investment, and liveability. Strategies for capital cities have an obligation to be exceptional – even bold - in normal circumstances, and more so in abnormal circumstances. The impacts of COVID-19, border closures and the economic hardship felt by the conclusion of the mining boom are strongly reflected in the current CBD economy.</p> <p>Similarly, it should be recognised that Perth is in a moment of generational opportunity. Perth is exceptionally well-positioned to recover from COVID with a significant, create a positive legacy and an elevated position nationally and internationally, with the Perth City Deal agreed and under implementation, the state government finances exceptionally buoyant, and commodity prices high. All parties need to align with a shared vision to generate shared prosperity.</p> <p>Perth finds itself in the position of competing for investment against strong regional centres and development hubs. In the absence of a compelling vision supported by well-understood actions and commitments, the current plan appears to reflect the existing state of play in Perth rather than a compelling plan or growth for the future, which should include competing with other major cities in Australia and South-East Asia.</p> <p>The Property Council does not believe the current Strategy is sufficient or ambitious enough to set the City of Perth apart as the capital of WA and a global city.</p>	<p>The submitters comments are noted, and it is agreed that the capital city should provide a bold vision for the future, supported by a robust strategic plan, which coordinates and aligns the various stakeholders, governing bodies and influences.</p> <p>The City held extensive discussions with the Department of Planning, Lands and Heritage (Department) to address the City's desire to prepare a Local Planning Strategy which extends beyond the normal remit as prescribed by the Western Australian Planning Commission's <i>Local Planning Strategy Guidelines</i>, however, it was reinforced by the Department that this is not the role of the Local Planning Strategy.</p> <p>The form and content permitted to be contained within the Local Planning Strategy is specified by the State Government to provide a rationale for land use planning requirements sought to be implemented through the local planning framework. Notwithstanding, the City agrees that the Strategy should provide a bolder vision. In this regard, the City is recommending amendments of Section 2.0 of the Local Planning Strategy to further address the vision for Perth.</p>	<p>Amend Section 2.0 – <i>Vision</i> to reintroduce text around the vision for the City, including the characteristics which have helped to understand the desired future for the city and inform the planning directions required to be achieved within the next 15-years and beyond.</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Attracting Private Sector Investment Private sector investment is essential to achieving the infrastructure, development, business attraction, and population targets outlined in the Strategy. In its current form, the Strategy does not set a clear plan for private sector investment or provide a vision for the infrastructure needed to achieve the ambitions of the neighbourhoods within the municipal area.</p> <p>The Property Council proposes the Strategy include a clear plan for investment attraction and a list of clearly identifiable essential public infrastructure items desired to be delivered. It would also assist in investment attraction to identify a date by which it is hoped the infrastructure will be delivered, acknowledging that many of the items will rely on partnering with state government (and, for the Perth City Deal, the Commonwealth government) to be realised.</p> <p>Leveraging the Perth City Deal The current economic settings in Perth, including the tri-partisan investment in the city through the Perth City Deal, represents an intergenerational opportunity. The Strategy should more clearly articulate the opportunities and investments detailed in the City Deal and align opportunities with the visions for the neighbourhoods.</p> <p>Additionally, the Strategy should speak to the opportunities for private and public sector investment adjacent to the City Deal investment and provide a vision to best leverage and coordinate interlinking neighbourhoods and sites to achieve the highest and best use outcomes.</p> <p>Supporting a residential population in the CBD Over many years, the Property Council has championed the importance of the Perth CBD as both a thriving, connected, experience centre and a highly desirable location for a robust residential community, including through its research report 'Project 90k'3.</p> <p>A consistent theme in the research is the intrinsic link between amenity and residential population attraction. This necessary link is highlighted by significant price</p>	<p>The City acknowledges that there are gaps in the Strategy for the identification and delivery of major infrastructure projects. This is due to the limitations imposed for what the Local Planning Strategy can address and inform. The City has received submissions from State Government requesting that any detail in this regard be removed from the document.</p> <p>The City agrees there needs to be a collaborative State and Local Government approach to the delivery of transformative infrastructure. The City will continue to work closely with State Government on various projects which will assist in aligning stakeholder priorities and commitments for the capital city. New text to reflect this is proposed to be inserted into new Section 2.4 – <i>Vision Implementation</i>.</p> <p>The City has adopted its <i>Economic Development Strategy</i> in April 2022, which addresses business and development attraction. This Strategy focuses on creating a vibrant and resilient economic environment that facilitates growth and opportunity through direct delivery, partnering and advocacy. Where possible, the Strategy is proposed to be amended to reflect key outcomes of the <i>Economic Development Strategy</i>, which impact future land use planning.</p> <p>The form and content permitted to be contained within the Local Planning Strategy is specified by the State Government. The Strategy has been prepared to in accordance with the Western Australia Planning Commission's <i>Local Planning Strategy Guidelines (2021)</i>. The guidelines focus is for Strategies to provide the rationale and strategic intent for any changes to land use planning and development outcomes. This rationale is then required to be implemented as part of a new or revised Local Planning Scheme.</p> <p>The land use, built form, public realm and infrastructure responses detailed in the new Local Planning Scheme and policy framework will consider how the City Deal investment can achieve the neighbourhood priorities.</p> <p>The submitters comments to encourage a significant increase to the City's resident population are noted.</p>	<p>Introduce new text to Action EE2 to acknowledge the desire to work with key stakeholders to support objectives of the City's Economic Development Strategy to:</p> <ol style="list-style-type: none"> 1. Support the establishment, expansion and relocation of major health, innovation, research and institutions in the city; 2. Leverage knowledge economy opportunities; and 3. Ensure the planning framework is adaptable to leverage opportunities that arise through State and/or Federal funding programs. <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>variation in the average apartment price when comparing the Perth CBD to surrounding precincts.</p> <p>What the below table (refer to original submission) also demonstrates that affordability is not a significant enough trigger to stimulate buyer investment in the CBD. Consequently, as the cost of development increases, as has been witnessed over the past two years, ensuring that CBD residential projects are feasible, has become more challenging.</p> <p>Engagement with state government and Development WA A substantial portion of Perth's growth will be accommodated within Development WA's redevelopment areas. The Strategy is silent on how Development WA specific site objectives align and are to deliver a coordinated strategic approach with the strategic basis of the proposed Local Planning Strategy and, importantly, how it will interplay with the development ambitions of the City of Perth.</p> <p>Improving the legibility of the CBD More broadly, the Strategy should acknowledge and engage with adjacent state government development assets and leverage the opportunities arising from these redevelopments to enhance the City of Perth by creating a rich and thriving urban fabric surrounding these precincts. In this context, the Strategy should consider how to improve legibility and permeability to improve the engagement of the CBD core with the significant adjacent city features, notably the river and Elizabeth Quay to the south, the Northbridge Link and Cultural Centre area to the north and the Concert Hall and Garden areas to the east and Kings Park to the west.</p> <p>It is recommended that the City of Perth focus on high quality planning and design, rather than introduce further view corridor protections.</p> <p>Readability of the Strategy We recognise that WAPC largely mandates the structure and format of the Strategy, and what can be included in the Strategy is limited due to the streamlining of formatting requirements. However, the Property Council is concerned that the Strategy does not vary significantly from existing conditions in the city and provides a limited vision for future growth in its current form.</p> <p>In general, the Property Council supports the standardisation of strategy documents. However, the</p>	<p>The City notes the concerns raised and agrees that there is a gap in the Local Planning Strategy in terms of how planning will be coordinated across the city. The City has been guided by the Department of Planning, Lands and Heritage regarding the detail that can be included within the Local Planning Strategy.</p> <p>The form and content permitted to be contained within the Local Planning Strategy is specified by the State Government to provide the rationale for any changes in planning direction to the City's local planning framework.</p> <p>The Local Planning Strategy aims to create a more liveable, sustainable, and prosperous city. A component to achieving this aim is to improve connectivity between key attractors and neighbourhoods so that residents, workers, and visitors engage within the city.</p> <p>There are some areas across the city where view corridors remain an important element of the cityscape and are worth protecting to ensure those attractors and key city features remain an important part of the city fabric.</p> <p>The form and content permitted to be contained within the Local Planning Strategy is specified by the State Government to provide a rationale for any planning and development changes which are controlled by the Local Planning Scheme.</p> <p>The Local Planning Strategy includes ambitious residential growth targets, whilst seeking to ensure that commercial floorspace growth can be accommodated. The Strategy also identifies several new heritage and character areas and proposes a wide range of new development incentives.</p>	<p>Nil</p> <p>Nil</p> <p>Introduce new text in Section 2.4 – <i>Vision Implementation</i> to acknowledge the need for greater State and Local Government collaboration in delivering major transformational projects and the opportunity to better harness the powers</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>CBD and the CBD planning framework should be allowed to look beyond standard templates, enabling a clear vision for capital city growth and development and attraction of investment.</p> <p>The Property Council believes the document in its current form lacks the readability to engage all invested stakeholders strongly. Observations by Property Council members included that the Background Materials are more valuable than the Strategy document and highlight concerns that there does not appear to be a strong correlation between the commentary and the actions.</p> <p>Similarly, it is understood that the Strategy is proposed to align with several other strategic plans currently under development. Yet, there is no clear guidance around how the strategies will intersect with these documents or the governance structures that will enable the Strategy's success. A clear nexus is required across documents, and the state government, to ensure alignment towards a shared goal.</p> <p>In summary, the Strategy provides a piecemeal approach (reiterated by the fragmentation and opacity of actions in the Strategy) that does not vary significantly from existing conditions in the city and offers a limited vision for future growth.</p> <p>Noting there may be constraints on this, the City of Perth should strengthen two key elements of the Strategy—more explicit alignment with other state and local policies and strategies, and a schedule of actions, governance arrangements and commitments that provides sufficient clarity and certainty to attract investment to the city.</p> <p>There is a clear need to provide clarity and guidance around how these assets intersect with the Strategy to give confidence to investors. The City of Perth Act 2016 created the City of Perth Committee as a formal means of collaboration. This powerful committee includes the Premier or their delegate, the Minister for Local Government and the Director-General of the Department of Local Government, Sport and Cultural Industries and the City of Perth's leadership team, including the Lord Mayor, Deputy Lord Mayor, and CEO. This committee could provide the leadership needed to drive strong</p>	<p>To inform the preparation of the draft Local Planning Strategy, the City sought feedback from the Department of Planning, Lands and Heritage with respect to the format and detail of the draft documentation. The Department specified that previous draft versions of the Strategy were too comprehensive, and Part 1 of the Strategy should simply include the vision, objectives and actions for the 15-year life of the Strategy and Part 2 is to address the challenges, opportunities and rationale for the planning directions and actions. Therefore, both parts need to be read together to understand the correlation between context and actions.</p> <p>The actions in the draft Local Planning Strategy aim to identify:</p> <ul style="list-style-type: none"> a) Areas which require further investigation/research as part of the preparing of the new Local Planning Scheme. b) Introduce new planning provisions where there is an identified need to be met. c) Identify parts of the existing planning framework which require a review to improve their effectiveness. <p>The Strategy refers to actions that will be addressed through the new Local Planning Scheme, however, due to the Strategy's high-level nature, the detail will be investigated and determined during the preparation of the new Local Planning Scheme.</p> <p>The City acknowledges that there are gaps in the Strategy with respect to the identification and delivery of major infrastructure and is this largely due to the limitations in what the Local Planning Strategy can inform.</p> <p>The City has received previous advice and submissions from State Government requesting that any detail in this regard be removed from the document. Notwithstanding, the City agrees that there needs to be a State/City approach to the delivery of transformative infrastructure and a coordinated approach to the planning for the city and it is proposed that new text be added into the new Strategy to acknowledge this.</p>	<p>of the <i>City of Perth Act 2016</i> to improve collaboration and governance across stakeholders.</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>planning outcomes across the City of Perth and should, therefore, reconvene regular meetings as a priority.</p> <p>2.0 To what extent do you support the content and actions of the 'Capital City' theme (Section 4.2)? The Property Council supports the theme titles in section 4.2. However, it does not believe the content and actions flow into the document. For example, both the Capital City Waterfront and City Deal themes do not appear to be reflected in the Strategy content and do not feature in 4.3.8 Planning Directions and Actions.</p> <p>Section 4.2 appears to include several motherhood statements rather than set out clear actions.</p> <p>3.0 To what extent do you support the content and actions of the 'Community, Urban Growth and Settlement' theme (Section 4.3)? The Property Council supports the focus on population growth and is supportive of the notion of reviewing plot ratios to accommodate residential growth targets.</p> <p>In 2020, the Property Council proposed a vision for the City of Perth at 90,000 people. Project 90K was a "call to action for a series of infrastructure, planning, governance and policy changes required to lay the foundations to ensure the ambitious 90,000 person target becomes a reality".</p> <p>The Property Council supports the City of Perth's ongoing commitment to achieving a residential population of 90,000. This population target should be a minimum goal, with an aspiration for an even more robust population in 2050.</p> <p>To achieve this population target, the Strategy needs to be more aggressive in incentivising residential development and attracting residents to the CBD by focusing on liveability and amenity.</p> <p>While the Strategy focuses on ensuring sufficient volume of housing stock for population targets, it also needs to focus on attracting residents to drive demand for that housing supply, particularly through providing appropriate social, cultural, and civic infrastructure.</p> <p>Currently, the City of Perth has paused consideration of scheme amendments which the Strategy is being developed. This freeze on amendments is highly problematic, as it inhibits the progression of projects that have the potential to support targets outlined in the</p>	<p>The City has amended the Local Planning Strategy (Part 1) to improve the readability of Section 4.2 (refer, new proposed Section 2.0) by bringing it forward in the document as this section was intended to provide a high-level overview of planning in the city as opposed to provide detailed planning responses to issues and opportunities.</p> <p>The submitters support for increasing the city's resident population is noted.</p> <p>The City agrees that providing necessary social, cultural and civic infrastructure is a key driver for increasing population. There are actions within the Local Planning Strategy (refer to Table 5 - <i>Community and Urban Growth—Planning Directions and Actions</i>) which direct the preparation of a future Community Infrastructure Plan and the exploration of developer contributions for the delivery of public open space. Action EE4 includes measures that support the development of cultural institutions and activities. The City acknowledges the need to prepare a Social Needs Analysis ahead of any Community Infrastructure Plan to establish a clear need and nexus for contribution items.</p> <p>The City has not suspended the consideration of Scheme Amendments. It is noted that prior to and at the time of public consultation commencing, the Local Planning Strategy had not sufficiently progressed through the planning approval process for it to be considered a 'seriously entertained document'.</p> <p>The City supports new development opportunities which create investment, growth and prosperity, especially where they align with the general direction of the Local Planning Strategy. In this regard, the City has recently advertised a Council Policy to guide the consideration of unique development proposals, or proposals which have not been contemplated under the Local Planning Strategy or Local Planning Scheme on its merit.</p>	<p>Restructure the document to remove existing Section 4.1 and 4.2 and bring it forward in the document into a new Section 2.0 which introduces new text to better set the scene and articulates the vision for the City.</p> <p>Amend Action CUG7 to explicitly refer to the preparation of a Social Needs Analysis to inform the future Community Infrastructure Plan.</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Strategy for an unknown period. Investment is not static. Opportunities requiring a scheme amendment that do not progress during this period may be lost forever if that capital is reallocated to another project.</p> <p>Given the practical timelines for adopting a new scheme by the City of Perth (based on precedent timelines for this process for the City), a moratorium on amendments is considered premature. There should be no reason why an amendment, aligning with the provisions or objectives of the seriously entertained Local Planning Strategy, should not be initiated. Given the message this sends to prospective investors and rising holding costs, the imposition of a moratorium at a time of generational opportunity is considered harmful to the City of Perth's interests in growth and prosperity.</p> <p>There is significant current momentum in the residential market and prohibiting scheme amendments during this period may have the unintended consequence of diverting residential investment away from the city. The City of Perth needs to provide pathways for scheme amendments to be initiated at least until the new town planning scheme is granted consent to advertise.</p> <p>Planning Directions and Actions - Table 5</p> <p>CUG1 This action alone will be insufficient to support the ambition of residential growth in the city. A clear plan for structured residential densification around key amenity and social infrastructure will have a greater immediate impact on demand. Consideration should be given to removing restrictive plot area ratios in strategic areas to give greater opportunities for high-rise and infill, given residential supply is a key objective of the Strategy.</p> <p>CUG2 The focus on plot ratio bonuses as a methodology for incentivising housing diversity is inherently fraught. Data shows that housing in the City of Perth is already substantially more affordable than in the surrounding suburbs. More focus needs to be placed on how residential communities and typologies of housing typologies fit into different areas. Consideration should be given to how to incentivise first-mover advantage, such as rates or tax relief could be considered.</p> <p>CUG3 The Property Council strongly opposes the idea that the City of Perth has a 'Capital City Activity Spine'. The concept of a spine is not a good reflection of the city now</p>	<p>The City agrees that action CUG1 will not be sufficient in increasing residential growth in the city. This action should be read in concert with other City Strategies and actions contained within the Local Planning Strategy that address:</p> <ul style="list-style-type: none"> • Public realm improvements; • Creation of highly attractive and functional built form environments; • Collaboration with the State Government; and • Investigation mechanisms to deliver improve community and cultural infrastructure etc. <p>The City has identified a lack of diversity in housing stock across its neighbourhoods to cater for the needs of a wider range of residents, such as families and the ageing population.</p> <p>The purpose of the spine is addressed in action CUG3 and further in 5.1.3, and other sections of the Local Planning Strategy (Part 1).</p>	<p>Nil</p> <p>Nil</p> <p>Replace any references in the Strategy to the 'Capital City Activity Spine' with the</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>or a valuable growth plan for the future. The purpose of the spine is not articulated in the document. Instead of a spine, the Strategy should talk about permeability and legibility to the city core, with solid north-south and east-west connectivity. Strengthened connectivity could be achieved through curating a walkable network of destinations, experience and activation mapping, and a clearer vision for engagement with the river.</p> <p>CUG4 The Property Council and the development industry recognise the intrinsic value in supporting more sustainable development. Increased sustainability in built form is already required by State Planning Legislation and various building codes. To maintain the currency for the Strategy, the Property Council proposes the Strategy does not set requirements beyond what is already required by law.</p> <p>CUG5 There is a risk in too strongly regulating heritage and including heritage features out of obligation. Indigenous heritage, in particular, can be an extremely valuable element of the city's fabric and appeal as a destination. However, regulating cultural elements rarely leads to richness and authenticity.</p> <p>CUG6 The Strategy does not appear to provide clear guidance that aligns Public Open Space requirements and infill targets. As such, the Strategy runs the risk of not being able to meet the statement of what it is trying to achieve. The Property Council is concerned this objective is inconsistent with the objective outlined in CUG4. If the City intends to seek private sector contributions towards delivering Public Open Space, an audit demonstrating the need and a clear nexus between the delivery of space and the development site should be established. Alternatively, seeking contribution would merely act as a tax on development and disincentivise future development.</p>	<p>The 'Capital City Activity Spine' sought to connect the city to the river, working to address unique level differences (that aren't experienced east-west) and improve pedestrian amenity around key routes (such as Barrack Street and William Street), which link to key attractors. Notwithstanding, it is proposed that the terminology in the Strategy be amended to remove reference to the Capital City Activity Spine and refer to the intent to improve north-south connectivity between Central Perth and Northbridge.</p> <p>A range of options and tools will be considered for improving Environmentally Sustainable Design outcomes in buildings and spaces on private property as part of the preparation of the new Local Planning Scheme.</p> <p>The protection and management of heritage is important to our social, environmental and economic prosperity. Heritage supports urban amenity by providing familiarity and the presence of landmarks, by underpinning our 'sense of place', and by enhancing the quality of our built environment generally. Protection and interpretation of our heritage is not an obligation, rather a cultural benefit in preserving and passing on our history and culture to future generations.</p> <p>In the same way, interpretation and protection of Aboriginal culture in the city provides depth of understanding of indigenous culture and heritage. Without appropriate regulation and interpretation of these elements, they can be easily lost or damaged. Interpretation with the assistance of Elders Advisory group is a way to raise understanding and respect of indigenous culture in our community. The form of any the Development Contribution Plan(s) has not been determined and will be investigated and explored in detail in preparing the new Local Planning Scheme following the preparation of a Community Infrastructure Plan. The Community Infrastructure Plan will provide details of the various infrastructure needed and associated costs of delivery. Progressing a Social Needs Analysis will assist the City in clearly identifying the need and nexus for the delivery of any contribution items.</p> <p>Should any development contribution plan be pursued, it will be prepared in accordance with State Planning Policy 3.6 and will require further detailed consideration to establish a clear link between the need of the infrastructure and the demand created by new development.</p>	<p>intent to improve north-south connectivity.</p> <p>Nil</p> <p>Nil</p> <p>Amend Action CUG7 to explicitly refer to the preparation of a Social Needs Analysis to inform the future Community Infrastructure Plan.</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>CUG7 The Property Council believes the Strategy has an obligation to be more assertive around the need for greater collaboration with state government on how state-owned assets are managed and therefore accommodated into the Strategy and capitalise on the trilateral Perth City Deal. There needs to be a precise alignment and articulation of what community infrastructure the City of Perth believes needs to be delivered by the state government to ensure the Strategy's success and a timeline for delivery. Limiting the infrastructure in this section of future schools is too restrictive. This action should also speak to the future plans for other significant public infrastructure, such as healthcare and recreational infrastructure.</p> <p>4.0 To what extent do you support the content and actions of the 'Economy and Employment' theme (Section 4.4)? The Perth CBD has faced significant headwinds for several years as general economic conditions, an evolving retail landscape, the COVID-19 pandemic, and challenges with antisocial behaviour have combined to limit growth. Despite challenging conditions, the Perth office market has rebounded in the second half of 2021 and into 2022, with businesses expanding and seeking to cement a more substantial presence in the Perth CBD. Despite this, the substance of Perth's recovery is still unclear. The future economic role of Perth is uncertain. Support of investment should therefore be nimble.</p> <p>The Strategy speaks to several Activity Focus Areas. The purpose of these areas is unclear and the value of the areas as a strategic planning tool, and as they are currently defined, is questionable. In fact, in some instances, the proposed actions to support the Areas are counterproductive to existing uses in adjacent areas and counterproductive to the creation of successful mixed use precincts which lead to the creation of a thriving CBD. For instance, the Capital City Retail zone does not include a number of important and highly successful retail areas, and does not recognise the potential for adaptive re-use of some of the building stock within the precinct for uses other than retail.</p> <p>The Capital City Office zone contains a number of retail uses and may lend itself to a range of alternative potential uses to offices to facilitate extended activation</p>	<p>The City acknowledges that there is a need for greater State and Local Government collaboration in relation to state-owned assets and the delivery of major transformative infrastructure and developments across the city.</p> <p>The City understands the complexities involved in strategically lead planning for the capital city area and that collaboration with State Government is critical for the successful growth and delivery of major infrastructure.</p> <p>The WAPC's Capital City Planning Committee is intended to oversee and provide planning direction for planning in the Perth central area. The City intends to continue to work closely with State Government and the Committee on various projects, which will assist in aligning stakeholder priorities and commitments for the capital city.</p> <p>In response to the impacts of the COVID-19 pandemic, the City acted swiftly and adopted a targeted <i>Economic Rebound Strategy</i> to provide both immediate and long-term support for businesses and residents. This included the development of new support to assist business in the city. Support was provided for events and activations. The City also provided assistance to comply with government directions related to managing the impacts of COVID-19. It has also involved numerous initiatives to further support the city's ongoing recovery from the pandemic.</p> <p>The City has also adopted its <i>Economic Development Strategy</i> in April 2022, which seeks to facilitates growth and opportunity through direct delivery, partnering and advocacy. The <i>Economic Development Strategy</i> identifies a series of initiatives and actions across core focus areas which would likely result in the greatest transformational benefits for the city.</p> <p>These themes and objectives were informed by an in-depth understanding of the City's economy, global and regional influences and comparative advantages and challenges; combined with close engagement with stakeholders.</p> <p>Action EE2 has been amended to include reference to land use outcomes specified by the <i>Economic Development Strategy</i>, which should be supported and promoted in the new Local Planning Scheme and policy framework.</p> <p>SPP 4.2 does not provide guidance around activity centres for the City of Perth and instead depicts the city as one large activity centre. Whilst this is reflective of the City's capital city nature, it disregards the unique aspects of city neighbourhoods. The Activity Focus Areas</p>	<p>Introduce new text in Section 2.4 – <i>Vision Implementation</i> to acknowledge the need for greater State and Local Government collaboration in delivering major transformational projects and the opportunity to better harness the powers of the <i>City of Perth Act 2016</i> to improve collaboration and governance across stakeholders.</p> <p>Introduce new text to Action EE2 to acknowledge the desire to work with key stakeholders to support objectives of the City's Economic Development Strategy to:</p> <ol style="list-style-type: none"> 1. Support the establishment, expansion and relocation of major health, innovation, research and institutions in the city; 2. Leverage knowledge economy opportunities; and 3. Ensure the planning framework is adaptable to leverage opportunities that arise through State and/or Federal funding programs.

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>of the CBD core, particularly in relation to older building stock. The areas also do not recognise the extensive range of cultural and community assets that exist in different parts of the CBD. It is recommended that a more fine grained approach to the definition of areas is applied, and that the terminology applied to the different areas is adjusted to reflect that certain areas may have a predominant use, but that other uses do exist and are permitted depending on the merits of the use proposal in relation to encouraging the development of a thriving city.</p> <p>The Strategy presents an opportunity to bolster existing positive swings in the office population by providing a clear employment creation and curation plan. The keystone of any strategy for boosting office and the residential population is making places attractive and liveable to people.</p> <p>The Property Council proposes the Strategy provides more direction on:</p> <ul style="list-style-type: none"> • The connection between employment areas and infrastructure; • Opportunities to leveraging the Perth City Deal; • Set actions to support employment attraction across the Activity Focus Areas; • Define what is needed in each Activity Focus Area for it to be successful; • Outlines how to leverage major existing infrastructure and economic engines; • Clearly articulates what infrastructure will be required to support developing or future uses; and • An outcomes driven approach to development in the City, specifically more consideration around how the City would respond to unexpected investment opportunities or market led proposals. <p>5.0 To what extent do you support the content and actions of the 'Environment' theme (Section 4.5)?</p> <p>While the Property Council generally supports the content and actions of the theme, we propose more consideration should be given to the linkages of the city with the river and Kings Park. Walkability is one factor that should be prioritised more in the Strategy. Improving walkability requires upgrading linkages and curating points of interest that encourage a more engaging environment for walkability.</p> <p>The appeal of walking is not simply about direct and efficient connections but about the pedestrian</p>	<p>provide guidance to the Scheme in terms of land use forecasting and articulating points of difference across the city.</p> <p>The City acknowledges there are gaps in the Strategy to identify and deliver major infrastructure. This is attributed to the limitations for what the Local Planning Strategy can address and inform.</p> <p>The City supports a State/Local Government approach to the delivery of transformative infrastructure to support growth of the City.</p> <p>A key focus of the Local Planning Strategy is creating a more liveable, sustainable and prosperous city, which includes improving connectivity between key attractors and neighbourhoods so that residents, workers and visitors engage with the city. Walkability is a key aspect of improving this connectivity, and the Strategy includes actions for public realm improvements, the creation of highly attractive and functional built form environments, investigating mechanisms to deliver improved community and cultural infrastructure and more. These elements are intended to work together to make a more safe, legible, attractive walking environment. It is important to note that many other interventions will be undertaken by the City, which sit outside of the remit of the local planning framework.</p>	<p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>experience, points of interest and vitality on the street. These elements need not be provided by the City of Perth but should be supported as part of enriching the pedestrian experience (and thereby improving the liveability and appeal of the city for residents and businesses also).</p> <p>Another opportunity to improve the legibility, accessibility and connectivity of the city is through supporting investigations into mid-tier transport options to create a more extensive transport network, and better service locations that cannot be supported by existing CAT bus networks. Supporting investigations into mini-bus transport, e-scooters and other mid-tier network options would be highly desirable.</p> <p>There appears to be a knowledge barrier around the CAT bus network and utility, and regularly the services do not run at capacity. The Strategy should also consider how development intersect with existing transport offerings and look for opportunities to improve patronage of such services.</p> <p>The Property Council is aware that the City of Perth is currently developing a sustainability strategy. It is not clear from either document how the strategies will intersect. It is vital that the Strategy does not go further than already required by law, as per CUG4.</p> <p>It is also essential that the requirements in both the planning and sustainability strategies are consistent so that no conflicting information could create ambiguity or complicate decision making.</p> <p>One item not noted in the Strategy is healthy buildings. There is an opportunity for the Strategy to take some leadership in promoting healthy buildings. This could be included as a trigger for development bonuses, given it would increase the appeal of Perth as a destination for residential development.</p> <p>6.0 To what extent do you support the content and actions of the 'Infrastructure' theme (Section 4.6)? The Property Council believes the content and actions in the infrastructure theme do not provide a clear strategic direction to support private sector investment and ensure infrastructure services the population.</p>	<p>The City supports development of Mid-Tier Transit Plan in collaboration with other neighbouring Local Governments. The City is also investigating the implementation of a shared e-scooter scheme in collaboration with our adjacent Local Governments, Kings Park and UWA to support improved accessibility and connectivity.</p> <p>The City is investigating options to present to the Public Transport Authority to optimise the use of the CAT network. This includes making necessary changes to the road network to enable changes.</p> <p>The City's <i>Strategic Community Plan</i> has been developed in accordance with the State Government's Integrated Planning and Reporting Framework. The plan guides the City's actions and partnerships with stakeholders as the City works towards vision aspirations and objectives of the identified strategic goals.</p> <p>The <i>Strategic Community Plan</i> specifies the various informing documents and strategies which aim to address the strategic goals. The Local Planning Strategy and the Sustainability Strategy are identified within this document.</p> <p>The Local Planning Strategy and the Sustainability Strategy are in alignment.</p> <p>Healthy buildings will be investigated as part of preparation of the new Local Planning Scheme in considering how to improve environmentally sustainable design outcomes in buildings and spaces on private property. The Green Building Council Australia's green star rating tool for example includes health, nature, people and places categories which address the physical and mental health, as well as social needs of building occupants.</p> <p>The actions within the Local Planning Strategy aim to achieve a balanced mix of land uses, diverse public spaces, housing choice, active public domain, allow for retail offerings and improve the offering to residents and their day-to-day needs.</p> <p>As mentioned previously, the City supports a collaborative approach with the State Government for the delivery of transformative</p>	<p>Nil</p> <p>Nil</p> <p>Introduce new text in Section 2.4 – <i>Vision Implementation</i> to acknowledge the need for greater State and Local Government collaboration</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>The Strategy needs to demonstrate a pathway in the delivery of prosperous residential neighbourhoods if density targets are to be achieved and the Perth city is to be perceived as a true residential offering.</p> <p>Prosperous residential neighbourhoods require a balanced mix of land uses, diverse public spaces, housing choice, active public domain, and retail offerings that provide, not just for activity and entertainment, but look to cater to residents' day-to-day needs.</p> <p>With fragmented land ownership in many of the urban investigation areas identified, the orderly delivery of this social and physical infrastructure should not solely rely on the private sector. Instead, the Strategy should demonstrate the delivery pathway for how these spaces will evolve to promote active development and offer a true residential lifestyle offering.</p> <p>The Property Council proposes the Strategy provides a clear direction for coordination and governance for delivering critical infrastructure.</p> <p>7.0 To what extent do you support the content and actions for the Central Perth neighbourhood (Section 5.1)?</p> <p>The Property Council believes the content and actions for the Central Perth neighbourhood are too simplistic and compromise the ability of the City of Perth to attract strategic development.</p> <p>Secondly, the Property Council opposes the concept of a 'Central City Spine'. This concept is not a good reflection of the city, and it seems there is no point to it. Instead of a spine, the Strategy needs to talk about permeability, with strong north-south and east-west connections.</p> <p>The residential density objective in this neighbourhood is far too low. To achieve the density objectives and population targets, there should be minimal constraints on supply and requires a plot area ratio comparable to Sydney or Melbourne. Notably, the Property Council is not aware of any other city with a maximum plot area ratio of less than 10. As Perth needs residents more than</p>	<p>infrastructure and a coordinated approach to the governance and planning. The WAPC's Capital City Planning Committee is intended to oversee and provide planning direction for planning in the Perth central area.</p> <p>The City will continue to work closely with State Government and the Committee on various projects, which will assist in aligning stakeholder priorities and commitments for the capital city.</p> <p>The role of the Local Planning Strategy is to ensure there is capacity within the planning framework to cater to growth, to ensure it is not restricting strategic development opportunities in the right locations and to indicate to the Local Planning Scheme what type of incentives should be investigated to deliver strategic priorities.</p> <p>The priorities and directions of the City's <i>Economic Development Strategy</i> should be considered together with the Local Planning Strategy when considering the bigger picture for attracting business and development to the city.</p> <p>The 'Capital City Activity Spine' is about connecting north-south land uses, working to address unique level differences (that are not experienced east-west) and improve pedestrian amenity around key routes such as Barrack Street and William Street which link to key attractors. Notwithstanding, it is proposed that the terminology in the Strategy be amended to remove reference to the Capital City Activity Spine and refer to the intent to improve north-south connectivity between Central Perth and Northbridge.</p> <p>The City is projected to exceed the State Government targets with forecasts based on a business-as-usual scenario indicating that Perth city's population will grow to approximately 43,000 people by 2036 (Forecast.id, 2021).</p> <p>The City is seeking to achieve an even more ambitious population of approximately 55,000 residents by 2036. This growth trajectory would result in a population of 90,000 residents by 2050.</p>	<p>in delivering major transformational projects and the opportunity to better harness the powers of the <i>City of Perth Act 2016</i> to improve collaboration and governance across stakeholders.</p> <p>Nil</p> <p>Replace any references in the Strategy to the 'Capital City Activity Spine' with the intent to improve north-south connectivity.</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>most capital cities, the planning systems must not inhibit the supply of residential dwellings.</p> <p>Additionally, the absolute height limit for the CBD should be abolished.</p> <p>8.0 To what extent do you support the content and actions for the Northbridge neighbourhood (Section 5.2)?</p> <p>The Property Council believes the population target set out for Northbridge does not align with the neighbourhood's ambition.</p> <p>The ambition for Northbridge to be an entertainment capital requires a strong and diverse embedded population. The Property Council proposes greater focus could be placed on targeting student accommodation and diversifying the housing typology mix in this neighbourhood.</p> <p>Additionally, there is a need to actively manage expectations of incoming residents to Northbridge, to reduce risk to the important entertainment function of the neighbourhood that may arise from conflict and residents' complaints. Incoming residents should be fully informed about Northbridge's entertainment function and treated as if they are fully informed.</p> <p>9.0 To what extent do you support the content and actions for the East Perth neighbourhood (Section 5.3)?</p> <p>The East Perth neighbourhood content and actions do not appear to address existing concerns regarding vibrancy.</p> <p>The Property Council recommends the Strategy provides a stronger focus on how the East Perth neighbourhood connects with other neighbourhoods and provides stronger guidance on opportunities for activation.</p>	<p>The consideration of plot ratio needs to be balanced with other locational objectives of the Local Planning Strategy (such as the protection of heritage and public realm and appropriate planning responses for character areas).</p> <p>The provision of no constraints on plot ratio renders bonus plot ratio ineffective to incentivise the delivery of other important strategic outcomes, such as additional green spaces, improved public amenity, housing choice, and other community benefits. Building height will be guided by the built form principles and needs to consider the protection of other important aspects of the built environment (i.e. protecting amenity and microclimate of public realm, environmental assets, character areas, view corridors, and heritage).</p> <p>Planning for Northbridge needs to balance the conflicting priorities of increasing resident population whilst also protecting the entertainment capital of the State.</p> <p>The Local Planning Strategy focuses on driving population growth outside the special entertainment precinct located in the east and west of the neighbourhood. An action is included in Table 19 - <i>Northbridge – Planning Directions and Actions</i> of the Local Planning Strategy specifies the diversification of housing typologies and mix in the neighbourhood (see action NB3).</p> <p>The City is aware of the issues surrounding the growth of residential development in Northbridge and has been working closely with the State Government to establish a Special Entertainment Precinct over the Capital City Entertainment Area.</p> <p>The actions identified for East Perth focus on increasing the residential population and diversifying the housing choice. This needs to be supported by improvements to local amenity such as improving the neighbourhood centre, increasing availability of day-to-day needs for residents, and delivering critical community infrastructure.</p> <p>Action EP2 focuses on what land use, connectivity and public realm interventions could be implemented in the new Scheme to improve activation in the neighbourhood. In addition, a new action has been added into each neighbourhood to include the enhancement of the</p>	<p>Nil</p> <p>Nil</p> <p>Introduce an Action for all Strategy neighbourhoods to expand the City's Neighbourhood Place Plans to address neighbourhood priorities and public realm improvements.</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>The Property Council seeks guidance on what the arrows on the neighbourhood map are intended to represent.</p> <p>Concerning the ambitions for commercial floor space, the Property Council proposes more considerable thought be given to what commercial identity is desired in the neighbourhood. Given vacancy rates in the CBD continue to trend higher than in other major capital cities, the Property Council view it is necessary to prioritise reaching a high-capacity state in the CBD before seeking to develop an office market in East Perth.</p> <p>Given the current residential focus over much of the East Perth neighbourhood, there is an excellent opportunity to boost appeal for residential development in this area by improving liveability.</p> <p>Other considerations which could be included in East Perth are:</p> <ul style="list-style-type: none"> • Unlock underused car parks, including through the ongoing review of the Chevron Hilton Act; • Use the Strategy to provide a clear vision for the WACA and Gloucester Park; • Better address the river and interface with major attractions on the Burswood Peninsula; and • Consider indigenous tourism opportunities and experiences on Heirisson Island. 	<p>Neighbourhood Place Plans to address neighbourhood priorities, including public realm improvements and the integration of movement and activity.</p> <p>Section 4.5.2 addresses the importance of improving strategic connections across the city. Major road and rail infrastructure form physical barriers to movement between the City’s neighbourhoods, major attractors, assets, and to adjacent local government areas.</p> <p>The Perth City Link is addressing the severance between Central Perth and Northbridge, and it is acknowledged areas including East Perth require improvements to pedestrian and cyclist connectivity. As discussed in section 4.5.2 of the Local Planning Strategy, annotations on the strategy figures identify areas where the City will continue to advocate for connectivity improvements through future planning and infrastructure works to:</p> <ul style="list-style-type: none"> • Strengthen connections throughout Perth city and between neighbourhoods and key attractions; • Improve existing severance issues; • Improve the pedestrian and cyclist environment; and • Reduce car dependency. <p>Commercial floorspace targets and forecasts have been informed by a retail needs analysis undertaken by Colliers. It is important that the local planning framework allow for growth across many land use types.</p> <p>As detailed in Section 4.3 – <i>Economy and Employment</i> the Local Planning Strategy does not seek to prioritise the development of office space in all circumstances.</p> <p>The neighbourhood priorities are centred around increasing resident population and improving liveability through its neighbourhood identity, public realm, community facilities and connectivity.</p> <p>The review of the <i>Chevron Hilton Act 1960</i> is a matter that will be progressed outside of the remit of the new local planning framework.</p> <p>The Neighbourhood Plan identifies the need to work with the State Government to undertake a detailed planning study of the Riverside precinct, including the WACA and Gloucester Park.</p> <p>Action EP4 also acknowledges the need for the proposed Foreshore Masterplan to improve the river interface, among many other priorities which are articulated in Action E2.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>The existing residential population presents a substantial opportunity for East Perth to be the preferred site for a primary school.</p> <p>10.0 To what extent do you support the content and actions for the Claisebrook neighbourhood (Section 5.4)?</p> <p>The Property Council is concerned that the Strategy identifies Claisebrook as the preferred destination for a primary school. It is essential that the location being considered for the school aligns with the highest density of residential population. It would appear from the population targets set out in the Strategy that East Perth would be a more appropriate location.</p> <p>The actions and content for Claisebrook should have a stronger focus on walkability.</p>	<p>The Local Planning Strategy identifies the need to advocate to the State Government for the provision of a new public school/s in either East Perth or Claisebrook to support a growing population and retention of family households in the city. The City acknowledges that the location of school sites will be determined by the Department of Education.</p> <p>Walkability and cycling in Claisebrook is ranked higher than many other neighbourhoods (as detailed in the Perth City Centres Analysis undertaken to inform the Local Planning Strategy).</p> <p>Key connectivity issues for Claisebrook revolve around public transport outreach and connectivity to other neighbourhoods; due to major infrastructure severance (i.e. road and rail to the north and the Swan River to the east).</p> <p>Notwithstanding, a new action has been added into each neighbourhood to include the enhancement of the Neighbourhood Place Plans to address neighbourhood priorities, public realm improvements and the integration of connectivity.</p> <p>The City notes that office vacancy rates have been increasing, however recent data has shown that demand for office space is on the rise in capital cities. Reporting undertaken by Colliers to support the Local Planning Strategy indicates that West Perth is an important secondary location for office development and opportunities to accommodate growth should be accounted for in the new planning framework.</p> <p>The Local Planning Strategy stipulates the need to diversify land uses in West Perth to support growth outside of the office market (i.e. retail, food and beverage, residential).</p> <p>The submitters comments and suggestions are noted. Clearer action will be provided through the detailed planning being undertaken through the UWA-QEII MC Specialised Centre Precinct Plan.</p>	<p>Nil</p> <p>Introduce an Action for all Strategy neighbourhoods to expand the City's Neighbourhood Place Plans to address neighbourhood priorities and public realm improvements</p> <p>Nil</p> <p>Nil</p>
			<p>11.0 To what extent do you support the content and actions for the West Perth neighbourhood (Section 5.5)?</p> <p>Similarly, to the comments above concerning East Perth, greater consideration needs to be given to the desire to expand the office market in West Perth.</p> <p>The aggressive target for an increased residential population for West Perth is supported, noting the need for supporting land uses and public investment to realise this aspiration.</p>		
			<p>12.0 To what extent do you support the content and actions for the Crawley-Nedlands neighbourhood (Section 5.6)?</p> <p>The neighbourhood of Crawley-Nedlands poses some unique challenges. In particular, there has been a growing resistance from bordering councils to support infill to boost the residential population.</p> <p>The boundary of Crawley-Nedlands means this section of the city is restricted in development and residential population growth.</p>		

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>However, this location has a significant opportunity to promote investment in medical and education sectors – two key exports for Western Australia. Boosting investment could be achieved by using bold concessions to promote investment aggressively.</p> <p>The existing infrastructure, history and riverine setting is highly appealing and should be capitalised upon for substantial economic benefit to Perth and Western Australia.</p> <p>Clearer action is required to encourage more development on state government land and bolster the level of connectivity to East Perth.</p>		
33	Consultant on behalf of landowner	East Perth	<p>We act on behalf of Fullspeed Enterprises Pty Ltd in relation to its landholding at Lot 888 (No. 44) Wittenoom Street, East Perth (the subject site) and provide this correspondence as a submission on the City of Perth (City) draft Local Planning Strategy (draft Strategy).</p> <p>This correspondence explains the context of the subject site and surrounding development, including the existing planning framework. On this basis, an explanation of our concerns with the draft Strategy and a description of the vision for the subject site is provided. Finally, requested amendments to the draft Strategy are proposed which we believe will provide an ability for the traditional town centre of East Perth to be revitalised and properly respond to its locational attributes and amenities and to the broader State and local government goals for the capital of Western Australia.</p> <p>Site Context, Existing Planning Framework and Surrounding Development</p> <p>The subject site includes a land area of 3,252m², with frontage to Regal Place (54m) and Wittenoom Street (54m) and is located within the core of the traditional town centre of East Perth, 200m south of Claisebrook Cove. Single storey warehouse style development exists at the subject site, which is reflective of the historic use of the wider Claisebrook neighbourhood.</p> <p>Surrounding subdivision and development is reflective of the era it was realised and the local planning framework that was established in the mid-1990s. Lot sizes are generally small (approximately 300-400m²) and narrow and have facilitated two (2) to three (3) storey town houses, with the exception of larger lots fronting the south side, or to the west of, Claisebrook Cove where multi-storey mixed-use development is present. Original</p>	<p>The submission comments are noted.</p> <p>The submission comments are noted.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>warehouse style development still exists along Regal Place and Wittenoom Street, as well as further afield, however the properties are still relatively small in dimension and land area (approximately 300-600m²)</p> <p>As the land rises to the south to its apex at Wellington Street, a scattering of grouped or multi-storey development is mixed in with original buildings. As part of this, the Old Perth Girls School (Girls School) site will be subject to a large-scale mixed-use development of up to 36 storeys, with approximately 700 dwellings and greater than 3,000m² of non-residential land uses. This scale of development has been facilitated by Development WA through review of the outdated planning framework in that location. The development on the Girls School site has the potential to draw activity away from the traditional town centre of East Perth which will further reduce the social and economic vitality of the town centre.</p> <p>As can be seen from the above, the subject site represents one of the largest land holdings in the immediate area, and is the largest land holding within the Claisebrook neighbourhood, other than the Girls School, that has yet to be redeveloped. For this reason, the subject site is an anomaly consistent with the Girls School site that should be acknowledged and will require it to be considered differently to the remainder of the street block it is located within. Indeed, it is suggested that redevelopment of the subject site represents a significant opportunity for the East Perth town centre.</p> <p>Draft Local Planning Strategy The draft Strategy identifies the following as it relates to the subject site and to the immediate and wider area:</p> <ol style="list-style-type: none"> 1. The area is identified as part of the Claisebrook Neighbourhood, being an activity centre, with a 200m walkable catchment or neighbourhood frame. 2. The draft Strategy is split into themes. Each of the themes, relevant to the area identified, is detailed below: <ol style="list-style-type: none"> a) The area is identified within the 'Urban Growth' theme as an 'Intensification Investigation Area'. b) Claisebrook Cove is identified as a tourist attraction. c) The area (west of Plain Street, south of Royal Street and north of Wittenoom) would include potential for mixed-use developments up to 8 storeys based on the Claisebrook Neighbourhood 	<p>The submission comments are noted.</p>	<p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>map. If south of Wittenoom, the scale increases to greater than 12 or 16 storeys.</p> <p>3. Planning directions for the Claisebrook area include the following:</p> <ul style="list-style-type: none"> a) Minimum target of 3,516 dwellings, from the current 1,945 existing. b) Minimum commercial target of 223,747m² floor space from existing floor space of 156,821m². c) Daily and weekly shopping needs targeted along with day and night activity. d) Review plot ratio and bonus plot ratio provisions in relation to residential growth targets and to encourage housing diversity. e) Identify neighbourhood priorities and refine plot ratio provisions or introduce provisions to incentivise delivery (e.g. tourism). <p>In view of the above, we understand the City recognises that more height and density is warranted in this location than has historically been achieved, particularly as the site has good access to services and amenities and perhaps, a future school. Importantly, it forms a tourism hot spot given the amenity and land use focus around Claisebrook Cove and its close proximity to Matagarup Bridge, the Swan River foreshore and Optus Stadium. We are however, concerned over the following aspects of the draft Strategy that require further consideration by the City:</p> <p>1. The draft Strategy does not recognise the locational attributes of the traditional town centre, with access to excellent services and amenities, that should be strengthened by enabling greater population and economic vitality within the core area.</p> <p>In this regard, the draft Strategy will have the effect of drawing activity away from the traditional town centre as greater redevelopment potential will be enabled and concentrated further south where more intense development has been proposed by the draft Strategy. While we understand potential community concerns may have influenced this proposed outcome, along with consideration for the potential impact upon the amenity of smaller residential properties, this would be at the expense of the economic and social vitality of the traditional town centre. As can be seen in the core of the central city area of Perth, town centres need people to live within them to bring life and activity, rather than restricting populations to the fringes and forcing</p>	<p>As noted in the submission, the subject site is identified within an Intensification Investigation Area within the draft Strategy. Plot ratio increases will be investigated in these areas as part of the preparation of the new Local Planning Scheme taking into consideration the built form outcomes.</p>	<p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>people to commute, even if this represents a walking distance.</p> <p>In this way, the draft Strategy essentially implements a suburban concept to the central city area that Perth has traditionally followed, with a lack of diversity and number of dwellings in the town centre, which results in a daily commute pattern that draws activity away from where it is needed. While the goals of the draft Strategy appear to acknowledge this, the implementation and reality of what will be delivered is not consistent with this outcome.</p> <p>2. The proposed building height anticipated for the subject site and the immediate street block (up to eight (8) storeys) is not commensurate with its locational qualities and ignores the fact that the subject site represents an opportunity to deliver life and vitality to the town centre. As a concept, it is considered that large landholdings such as the subject site and/or vacant land should be specifically identified as opportunities to meet the overarching population and non-residential floor area targets of the draft Strategy. This could be facilitated by identifying these properties for further investigation to understand how greater height and floor area could be proposed via a specific design solution through the future planning framework to be developed, while also ensuring the local character and amenity is maintained.</p> <p>This is particularly important as the targets for increased population and non-residential floor area would be based on the building heights identified being achieved across the area, which is not representative of what will occur in reality, given the context of contemporary development in the Claisebrook Neighbourhood identified above. For this reason, redevelopment outcomes for land such as the subject site need to be maximised, particularly as they have the ability to accommodate height and density while mitigating amenity impacts.</p> <p>3. We are of the opinion that the continued reliance on plot ratio as a primary development control and the capping of variations in this regard will stifle investment and creativity in the Claisebrook Neighbourhood. While we acknowledge that the local planning framework has been successful in realising good development outcomes across the local government area, plot ratio remains an</p>	<p>Under the current local planning framework a building height of up to 4 storeys is permitted on the subject site.</p> <p>The Local Planning Strategy has identified an indicative building height of up to 8 storeys for the subject site. This is intended to provide a transition between the building heights on the northern side of Royal Street (up to 4 storeys) and the southern side of Wittenoom Street (greater than 16 storeys), whilst providing for a comfortable scale of development within the neighbourhood centre. Notwithstanding this, the scale and number of storeys that have been indicated in the Strategy are intended to be a guide only and will be further considered as part of the new Scheme and planning policies.</p> <p>The large size of the subject site and potential for it accommodate significant development is acknowledged.</p> <p>The identification of specific sites based on their current size and/or vacancy for special treatment is not considered equitable and is not supported. Furthermore, the size of a site and vacancy can vary over time.</p> <p>Plot ratio is a development control which is included in the State Government's planning framework and is commonly used in other Australian capital cities.</p> <p>Plot ratio controls the intensity of development/ activity and are therefore important in guiding infrastructure and business investment.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>outdated standard for built form control, particularly where it is paired with building height and lot boundary setbacks. It also overly complicates the assessment process. It is considered that the simplification of the planning framework should be targeted by the City, consistent with the intent of the State Government, with building envelope controls being implemented as the means through which bulk and scale is managed.</p> <p>Vision for the Subject Site Our client has owned the subject site for many years and has previously sought to develop it with a supermarket and other non-residential land uses. However, due to the planning framework applicable to the site (which still exists for the local area and is applicable to the site) and resulting development outcome that can be achieved, the project was not viable and could not be pursued.</p> <p>The landowner remains committed to the local area and wishes to redevelop the subject site, however to realise the highest and best use, recognise its locational attributes and provide services and amenities that will meet demand for the town centre, a redevelopment proposal of a larger scale than that enabled by the current framework and what is identified within the draft Strategy, is required and is considered appropriate.</p> <p>At this stage, the redevelopment concept includes the following vision:</p> <ol style="list-style-type: none"> 1. A supermarket anchor, with child care, medical consulting and other associated non-residential land uses within a podium built form typology that enables access within and through the subject site, providing a connection between Wittenoom Street and Regal Place; 	<p>The Local Planning Strategy aims to reduce unnecessary planning regulation where possible. The City's approach has been to only put development controls in place where there is a clear need to. In this regard, maximum building heights have only been applied where there is a need to protect public amenity in key pedestrian areas/public spaces or established character areas. Elsewhere greater design flexibility is provided, with maximum building heights being determined by reference to the built form/design objectives, other built form controls (e.g. setbacks and street frontage building heights) and plot ratio controls. This is expected to continue to be the approach taken in the new Scheme.</p> <p>Plot ratio has also been effectively used by the City as a development incentive tool to achieve various important strategic outcomes including heritage conservation, residential development, short stay accommodation and public spaces and facilities. Removing plot ratio as a development control would remove this important development incentive tool and the City's ability to facilitate other important strategic outcomes. These include environmental sustainable design, housing diversity/affordability and other community benefits as identified in the draft Strategy.</p> <p>The submission comments are noted.</p> <p>The subject site is identified within an Intensification Investigation Area within the draft Strategy. Plot ratio increases will be investigated in these areas as part of the preparation of the new Scheme taking into consideration the built form outcomes.</p> <p>The draft Strategy has identified an indicative building height of up to 8 storeys for the subject site. This is intended to provide a transition between the building heights on the northern side of Royal Street (up to 4 storeys) and the southern side of Wittenoom Street (greater than 16 storeys), whilst providing for a comfortable scale of development within the neighbourhood centre. Notwithstanding this, the scale and number of storeys that have been indicated in the Local Planning Strategy are intended to be a guide only and will be further considered as part of the new Scheme and planning policies.</p> <p>The submitters intentions for the subject site are noted.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>2. Aged persons accommodation within a tower(s) form to leverage the subject site’s locational attributes, including views, and to provide opportunities for the community to age in place or have aged persons within close proximity to family living in the immediate area. This would provide an opportunity for a multi-generational precinct, including existing dwellings in the area and the child care and aged persons accommodation within the development. Given the size and dimensions of the subject site, two (2) sculptured towers are capable of being proposed that provide high quality amenity for occupants, while also responding to the amenity of adjoining properties and the surrounding area;</p> <p>An overall building height of approximately 19 storeys with a three (3) to four (4) storey podium that responds to the slope of the subject site from south to north; and</p> <p>While an overall non-residential and residential (aged persons accommodation) floor area is yet to be identified at this early stage, a design led process would be employed to identify a plot ratio area that is appropriate. In this regard, it is observed that the Girls School site has a plot ratio of between 5:1 to 7:1 enabled. It is considered that a plot ratio range of this scale would also be appropriate as a guide for the subject site.</p> <p>Summary and Requested Amendments to Draft Local Planning Strategy We believe the draft Strategy represents a high-quality document and excellent base to work from to develop the wider local planning framework for the capital of Western Australia. However, as this is the draft Strategy for the capital of Western Australia, bold goals and direction are required to facilitate exceptional development outcomes for central Perth and specifically, the Claisebrook Neighbourhood.</p>	<p>The submitters intentions for the subject site are noted.</p> <p>The Local Planning Strategy has identified an indicative building height of up to 8 storeys for the subject site. This is intended to provide a transition between the building heights on the northern side of Royal Street (up to 4 storeys) and the southern side of Wittenoom Street (greater than 16 storeys), whilst providing for a comfortable scale of development within the neighbourhood centre. Notwithstanding this, the scale and number of storeys that have been indicated in the Strategy are intended to be a guide only and will be further considered as part of the new Local Planning Scheme and planning policies.</p> <p>The subject site is identified within the Local Planning Strategy within Intensification Investigation Area. Plot ratio increases will be investigated in these areas as part of the preparation of the new Local Planning Scheme taking into consideration the built form outcomes.</p> <p>The submitters comments are noted, and the City agrees with the importance of a bold vision for Perth, supported by a robust strategic plan which coordinates and aligns the various stakeholders, governing bodies and influences.</p> <p>The City held many discussions with the Department of Planning, Lands and Heritage around the City’s desire to have a local planning strategy which extends beyond the normal remit of a Local Planning Strategy as defined by the State Government’s Local Planning Manual, however, it was reinforced that this is not the role of the Local Planning Strategy. Notwithstanding, the City agrees that greater detail can be provided within the Strategy to articulate a bolder vision.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Amend Section 2.0 – <i>Vision</i> to reintroduce text around the vision for the City, including the characteristics which have helped to understand the desired future for the city and inform the planning directions required to be achieved within the next 15-years and beyond.</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>In this regard, the following amendments to the draft Strategy are proposed for consideration as part of the City's deliberations:</p> <ol style="list-style-type: none"> 1. The subject site and other large landholdings and/or vacant land should be specifically identified as providing opportunities to meet the overarching population and non-residential floor area targets of the draft Strategy. This should be facilitated by identifying the subject site and other such properties for further investigation to understand how greater height and floor area could be proposed via a specific design solution through the future planning framework to be developed. 2. In this regard, the building height of eight (8) storeys anticipated for the subject site should be removed, or if not removed, it be illustrated that this height limit does not apply to the subject site due to the specific opportunities for 'landmark' development that responds to the locational attributes of the site and provides development consistent with the objectives for the wider planning framework, reinforcing the primacy of the East Perth town centre. 3. The simplification of the planning framework should be targeted by the City, consistent with the intent of the State Government, with restrictive plot ratio development controls removed and building envelope controls implemented. As a minimum, and should plot ratio be retained, the capping of plot ratio variations should not be continued. This will ensure greater creativity, innovation and high quality development outcomes can be proposed that cater to site context. 	<p>The form and content permitted to be contained within the Local Planning Strategy is specified by the State Government to provide the rationale for any changes in planning direction to the City's local planning framework.</p> <p>The identification of specific sites based on their current size and/or vacancy for special treatment is not considered equitable and is not supported. Furthermore, the size of a site and vacancy can vary over time.</p> <p>The Local Planning Strategy has identified an indicative building height of up to 8 storeys for the subject site. This is intended to provide a transition between the building heights on the northern side of Royal Street (up to 4 storeys) and the southern side of Wittenoom Street (greater than 16 storeys), whilst providing for a comfortable scale of development within the neighbourhood centre. Notwithstanding this, the scale and number of storeys that have been indicated in the draft Strategy are intended to be a guide only and will be further considered as part of the new Scheme and planning policies.</p> <p>Plot ratio is a development control which is included in the State Government's planning framework and is commonly used in other Australian capital cities.</p> <p>Plot ratio controls the intensity of development/ activity and are therefore important in guiding infrastructure and business investment.</p> <p>The Local Planning Strategy aims to reduce unnecessary planning regulation where possible. The City's approach has been to only put development controls in place where there is a clear need to. In this regard, maximum building heights have only been applied where there is a need to protect public amenity in key pedestrian areas/public spaces or established character areas. Elsewhere greater design flexibility is provided, with maximum building heights being determined by reference to built form/design objectives, other built form controls (e.g. setbacks and street frontage building heights) and plot ratio controls. This is expected to continue to be the approach taken in the new Local Planning Scheme.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
				Plot ratio has also been effectively used by the City as a development incentive tool to achieve various important strategic outcomes including heritage conservation, residential development, short stay accommodation and public spaces and facilities. Removing plot ratio as a development control would remove this important development incentive tool and the City's ability to facilitate other important strategic outcomes. These include environmentally sustainable design, housing diversity/affordability and other community benefits as identified in the draft Strategy.	
34	Local Government	Crawley-Nedlands	<p>The City is supportive of the urban consolidation principles informing the identification of potential intensification areas, as well as the specific actions identified for the Crawley-Nedlands Neighbourhood which borders the City of Nedlands. Noting that this neighbourhood falls within the UWA/QEII Specialised Centre, the City supports undertaking further detailed planning through the Precinct Plan process.</p> <p>The City supports the intention of the Draft LPS to provide housing diversity and affordability to cater for the changing demographic and lifestyle choices within Perth, and the broader western suburbs region.</p> <p>The City also supports Perth's commitment to urban greening, including maintaining and improving their tree canopy. The residents of Nedlands are passionate about the City's abundant tree canopy, and it is a renowned part of the character of the western suburbs region. The retention of this leafy, green character has been identified as a key priority area in community engagement for the Broadway and Hampden/Hollywood precinct local planning policies.</p> <p>The City of Perth's Draft LPS aligns with the City of Nedlands own Local Planning Strategy. The local governments share a significant portion of LGA border, and several unique challenges with the prospect of infill development. The City supports the Draft LPS and welcomes the opportunity to make further comment on this or other future planning documents as they are formed.</p>	<p>The submitters support is noted.</p> <p>The submitters support is noted.</p> <p>The City acknowledges the outcomes of former engagement undertaken by the City of Nedlands.</p> <p>The submitters support is noted, and the City looks forward to working closely with the City of Nedlands on the UWA-QEIIIMC Specialised Centre Precinct Plan.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p>
35	Local Government	Central Perth	<p>Approach</p> <p>The City supports the innovative approach taken by the City in drafting the local planning strategy. In particular how the Strategy shows the interconnectedness of planning strategy themes, land use activities and geographically distinct neighbourhood areas.</p> <p>By connecting planning directions through specific neighbourhood visions, priorities, growth targets, land</p>	The submitters support towards the approach of the draft Local Planning Strategy is noted.	Nil

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>use and urban form intent, the document provides a clear strategic line of sight across the planning framework and will ensure the new local planning scheme is well supported.</p> <p>This approach also connects well with additional actions that fall outside the direct remit of the planning framework such as developing a sustainability strategy, an economic development plan or working with the State Government on its Perth CBD Transport Plan.</p> <p>Transport With regard to the possible east-west mass transit route across The Causeway, the City supports a coordinated approach to transport planning and encourages engagement by the City of Perth with the Local Government Consortium - Mid Tier Transport Project. This Group includes a variety of local governments adjacent to the City of Perth, with the remit to explore and identify opportunities for improved transportation links across the Perth Metropolitan area.</p> <p>Infrastructure The City requests inclusion as a key stakeholder for future investigations into opportunities to facilitate the growth of water ferry services to better link the city to other tourist and activity destinations. The South Perth Foreshore and activity centre is well placed to benefit from, and contribute toward such discussions.</p> <p>Foreshore The City recognises the value of the South Perth Swan River Foreshore, in particular its cultural heritage significance, spaces for recreational activities and for providing high tourism value that responds to views of the Perth CBD and Kings Park. It is committed to the continuing enhancement and management of the South Perth Foreshore as reflected in its South Perth Foreshore Strategy and Management Plan.</p> <p>The draft Local Planning Strategy identifies development of a future Swan River Foreshore Masterplan is 'to balance the needs of diverse stakeholder groups, connects the key elements and places along the waterfront and presents a world class destination~</p> <p>Given the relationship between these two areas of foreshore that includes movement connections (ferry) and visual connections (views), the City requests the City of Perth consider its inclusion as a key stakeholder in development of this masterplan. This will provide both</p>	<p>The City is currently supporting the development of mid-tier transit plan in collaboration with other Local Governments in the Perth metropolitan area.</p> <p>The planning for ferry routes sits outside the remit of the local planning framework, however Action I2(b) of the Local Planning Strategy identifies the need to work with State Government to investigate opportunities to facilitate the growth of water ferry services. The wording of this action has been updated to include working with adjacent local governments.</p> <p>The submitters comments are noted. Table 36 of the Local Planning Strategy has been updated to include adjacent Local Governments as a stakeholder.</p>	<p>Nil</p> <p>Amend Action I2(b) to include reference to working with Local Governments in the establishment of additional ferry routes.</p> <p>Amend text in Table 36 to acknowledge the role of adjoining local governments as a key stakeholder in the preparation of a Foreshore Masterplan.</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>local authorities opportunity to align the planning for and management of both areas of Swan River foreshore. It will also provide opportunity for each organisation to collectively identify 'opportunities to facilitate the growth of water ferry services to better link the city to other tourist and activity destinations: as discussed in the above section.</p> <p>The City of South Perth supports this important document and looks forward to working closely with the City of Perth in its implementation.</p>		
36	Local Government	Crawley-Nedlands/West Perth	<p>Strategic links: The strategic plan and relevant neighbourhood plans show strategic external connections to the City of Subiaco and other neighbouring local governments. This aligns with the City of Subiaco's Local Planning Strategy 2020 and is welcomed.</p> <p>The plan does not show a connection between the UWA/QEII Specialised Activity Centre and the City of Subiaco. This is an important link with regard to transport (car, public transport, active transport) and land use with the supporting medical services located in the City of Subiaco and should be added to the strategic plan and the Crawley/Nedlands Neighbourhood plan.</p> <p>Transport and infrastructure: The City of Subiaco is planning to convert Hay Street and Roberts Road to two-way traffic to align with the City of Perth's conversion of Hay and Murray Street to two-way traffic. It is important that these roads are linked across Thomas Street, including continuation of any pedestrian and cyclist infrastructure to provide for consistency between the City of Perth and City of Subiaco boundaries. The draft Local Planning Strategy should include reference to this.</p> <p>The City of Subiaco Local Planning Strategy includes an action to work with the State Government to sink Thomas Street to provide a through road function below ground and provide a local road at grade to improve connectivity between the Perth CBD, West Perth, Kings Park and Subiaco. The City of Perth is encouraged to include a similar action in its draft Local Planning Strategy. Should the City of Perth not want to include such a specific action, Thomas Street should at least be identified as a significant barrier severing communities requiring further investigation and resolution.</p> <p>Future mass transit is shown on a route along Wellington Street and Thomas Street to connect with the UWA/QEII Specialised Activity Centre. This route would only skirt</p>	<p>The submitters comments are supported. An additional strategic link has been included on all relevant plans to reflect the connection between QEIIMC and the City of Subiaco.</p> <p>The City of Subiaco's plans are recognised and supported by the City, however, no further detail is considered necessary in this regard in the Local Planning strategy.</p> <p>The City does not currently have a position on the sinking of Thomas Street, it would therefore be premature to include this in the Local Planning Strategy.</p> <p>The route shown on the Local Planning Strategy identifies the City's preferred route, however this indicative route has not been determined. The route chosen presents the greatest land use</p>	<p>Introduce new 'Strategic Connections' to all relevant Figures to identify improved connectivity between QEIIMC across Aberdare Road to the City of Subiaco.</p> <p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>along the eastern boundary of the City of Subiaco, missing key connections to the Subiaco Activity Centre without the opportunity to connect workers and visitors with the Rokeby Road and Hay Street main street within the City of Subiaco. It is recommended that the City of Perth amend the future mass transit route to indicatively divert via Hay Street and Rokeby Road within the City of Subiaco.</p> <p>The City of Subiaco Local Planning Strategy includes an action to work with State Government to sink the Perth to Fremantle railway line and provide for appropriate development and open space/green space on the rail reserve. The City of Perth is encouraged to include a similar action to the extent that the Perth to Fremantle railway line is existent within their boundary, to provide for a range of development and land use outcomes along the railway line, including targeted development opportunities and both active and passive open spaces.</p> <p>The City of Perth is encouraged to include an action to work with the State Government to upgrade public transport services, including frequency of train services and infrastructure improvements to support increased capacity, to support the projected population growth. It is considered beneficial for local governments to work together to advocate for appropriate levels of service across local government boundaries.</p> <p>Pedestrian priority: The draft Local Planning Strategy shows a pedestrian priority area on Hay Street in West Perth. This aligns with the City of Subiaco Local Planning Strategy 2020 which also includes a pedestrian priority designation along Hay Street in Subiaco and is welcomed.</p> <p>Green links and open space: The draft Local Planning Strategy shows a green link along Hay Street but not along railway line. The City of Subiaco Local Planning Strategy 2020 includes a green link along the Perth to Fremantle railway line, but not along Hay Street. It is recommended that the green links are aligned if possible to achieve a continuous green link. While it is acknowledged that Thomas Street is a major barrier for movement of fauna, additional green linkages could be created along with improved pedestrian and cyclist connectivity.</p> <p>Given the anticipated increase in population especially within the West Perth and Nedlands/Crawley neighbourhoods, the City of Perth is encouraged to consider the provision of open space, as well as indoor</p>	<p>benefit to the City, including workers, visitors, residents, and businesses. The City notes that this should not be looked at in isolation to the rest of the public transport network and will continue to work closely with the State Government on the <i>Perth Greater CBD Transport Plan</i> to investigate how other interventions can improve connectivity.</p> <p>The City does not currently have a position on the sinking of Thomas Street, it would therefore be premature to include this in the Local Planning Strategy.</p> <p>The Local Planning Strategy provides actions to work with the State Government to improve public transport, including east-west mass transit, and how existing public transport nodes can be better capitalised (refer, Table 11 - <i>Infrastructure – Planning Directions and Actions</i>).</p> <p>The submission comments are noted.</p> <p>The City of Subiaco's proposal to align with the City of Perth's Hay Street Green link is acknowledged and supported.</p> <p>In accordance with recommendations from the City of Perth's Green Infrastructure and Biodiversity Study, the draft Local Planning Strategy has introduced a primary green link along the Mitchell Freeway reserve rather than along the railway line.</p> <p>The freeway reserve option is preferred due to its potential to connect larger regionally significant biodiversity assets, including the Swan River foreshore, Kings Park and Bush Forever Areas outside the city.</p> <p>It also acknowledges the larger green spaces provided within the freeway reserve and the potential for improved planting in this area to support the City's continued partnership with Main Roads to plant</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>and outdoor sport space, including active playing fields, for these new residents. The City of Subiaco's active sports spaces are at or over capacity and would not be able to accommodate a significant increase in demand generated by new residential development in adjoining local governments. Refer to the enclosed report on Future Requirements for Sport Space.</p> <p>Given the anticipated increase in population especially within the West Perth and Nedlands/Crawley neighbourhoods, the City of Perth is encouraged to consider the provision of open space, as well as indoor and outdoor sport space, including active playing fields, for these new residents. The City of Subiaco's active sports spaces are at or over capacity and would not be able to accommodate a significant increase in demand generated by new residential development in adjoining local governments. Refer to the enclosed report on Future Requirements for Sport Space.</p>	<p>more trees and increase native planting as part of its Wildflower Way initiative.</p> <p>Given the restricted amount of space along the railway line the Green Infrastructure and Biodiversity Study recommended the creation of a smaller scale, local pedestrian link at this location. This link will primarily be created via new tree planting as part of the implementation of the City's Urban Forest Plan which is acknowledged in the Local Planning Strategy.</p> <p>Open space projects identified in the Draft Open Space Framework for West Perth and Crawley Nedlands include the following initiatives to help improve the provision of active open space at the neighbourhood scale:</p> <ul style="list-style-type: none"> • Preparation of Design Concept for J H Abrahams to support an upgrade to increase the amenity of this space including a focus on integration of City of Nedlands' active open spaces. Advocate with University of Western Australia (UWA) to improve accessibility of active open space located on the Main University Campus as part of UWA Masterplan. <p>The draft Framework also sets out the following proposals to support the provision of active open space at the city scale:</p> <ul style="list-style-type: none"> • Protect existing active recreational space in the city (Principle 6.1); • Investigate the potential to partner with State Government to create a new BMX track or similar facility on vacant Main Roads land in Mitchell Freeway interchange; • Collaborate with key external stakeholders to improve accessibility and connections to active open space outside the City's ownership (i.e. State Government, adjoining Local Governments and institutional landowners); and • Implement outstanding elements of the Wellington Square Masterplan including tennis courts, clubrooms, sports oval, and lighting to maintain a focus on active space. <p>It is acknowledged that the draft Framework:</p> <ul style="list-style-type: none"> • Recognises that parts of West Perth are within proximity of a range of open spaces in the City of Subiaco; and • Proposes improved connections to its active open space to help improve provision of active open space in West Perth. <p>The City of Perth will hold more detailed discussions with the City of Subiaco on this issue as part of proposed upcoming community consultation on the Draft <i>Open Space Framework</i> which is due to commence in late 2022.</p>	<p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
37	Local Government	Northbridge	<p>The City is generally supportive of the Strategy, acknowledging the parallels between both the City of Perth and City of Vincent have when it comes to liveable and sustainable neighbourhoods, which is supported and enhanced by its local community and visitors. The City's main points of feedback are:</p> <ol style="list-style-type: none"> 1. The format and presentation of the strategy is strongly supported. However due to the overall length of Part 1, it is suggested that where possible information should be rationalised or relocated into Part 2, to help enhance accessibility. 2. The City of Vincent strongly supports the strategy and its focus on heritage and character areas. 3. The City of Vincent suggests review into bike corridors, strategic development sites (i.e. East Perth Power Station), vehicle parking and land use permissibility against the City of Vincent to ensure consistency between the local government areas. <p>General formatting and approach The City of Vincent strongly supports the general format and presentation of the Strategy, splitting each area into neighbourhoods to provide more bespoke provisions to each area of the City of Perth. However, the City of Vincent suggests removal of any information that may be better placed within Part 2, to reduce the overall length of the strategy to increase accessibility and readability.</p> <p>Character and Heritage areas (Generally) The City of Vincent strongly supports the identification and provision of Character Areas within the Local Planning Strategy but would encourage separating 'Heritage' and 'Character' terms to avoid confusion with members of the public.</p> <p>Planning Strategy Map The City suggests updating this map to include bike corridor connections into the City of Vincent. The State Government's Long-Term Cycle Network for Perth and Peel should guide the City of Perth's focus areas for bicycle transit infrastructure and planning.</p> <p>East Perth Power Station Strategic connections into the future East Perth Power Station site are identified but not explained further. The City of Vincent would like to work closely with City of Perth to ensure appropriate and seamless access is provided.</p>	<p>The submitters support is noted.</p> <p>The submitters suggestion is noted. Due to the complex planning issues within the city, removing any further information would result in contextual gaps in Part One of the Local Planning Strategy.</p> <p>The submission comments are noted.</p> <p>The City will liaise and work collaboratively with the City of Vincent to prepare the new Local Planning Scheme.</p> <p>As noted above, due to the complex planning issues within the city, removing any further information would result in contextual gaps in Part One of the Local Planning Strategy.</p> <p>The City acknowledges the importance to distinguish between 'historic heritage significance' and 'urban or neighbourhood character'. Part Two of the Local Planning Strategy separates these two elements and addresses them in detail. Within Part One, they have been combined to keeping this part of the strategy succinct. A 'Heritage and Character Area Study' is being undertaken in accordance with State Planning Policy No.3.5 to inform the new local planning framework and will consider the differences in these areas and provide recommendations as to how each can be addressed. The City notes the connections into the City of Vincent and the State Government's Long-Term Cycle Network Plan. The City will be preparing a Cycle Plan which will consider alignments in more detail. Design work will include multicriteria and risk analysis, which will highlight the concerns for appropriate decision making. Project specific public consultation will also take place where residents and stakeholders can provide their concerns for consideration. Section 4.5.2 - <i>Connectivity</i> addresses the importance of improving strategic connections across the city. Major road and rail infrastructure form physical barriers to movement between our neighbourhoods and major attractors and/or assets, and to adjacent local government areas. The Perth City Link is addressing the severance between Central Perth and Northbridge, and it is</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Perth parking policy The City of Vincent notes that the City of Perth supports a review of the Perth Parking Policy. The City of Vincent would like to invite discussion on Perth’s main issues and potentially be involved in a joint advocacy piece.</p> <p>Public open space The Strategy identifies the potential for development contributions for public open space. It isn’t entire clear if this would be a traditional Development Contribution Arrangement; however, the City of Vincent has recently begun investigating the use of payment in lieu of public open space, which may be a potential option for the City of Perth.</p> <p>Action CUG3(c) This provision is supported. The City of Vincent has introduced built form provisions for character areas and would encourage collaboration with the City of Perth to ensure a consistent approach for the inner-city area.</p> <p>Action CUG5(c) This provision is strongly supported. The City of Perth’s heritage buildings should be a high priority for protection and enhancement through sensitive redevelopment.</p> <p>Part 4.3.3 – ‘The planning framework has a limited role in addressing issues related to homelessness’ The City of Vincent believes that there is a role for planning in this space, such as by being flexible in terms of land use permissibility for short stay and lodging houses, requiring (not just incentivising) a diversity of dwelling types, allowing flexibility in design requirements, and restricting the installation of rough sleeper deterrents around new buildings and public spaces through planning conditions.</p> <p>Action I1(b) This provision is supported. The City of Vincent has drafted parking provisions to the same effect as part of the Leederville Precinct Structure Plan, which is currently being considered by the WAPC.</p> <p>Part 5.2.4. The City of Vincent would support an additional action to work together to ensure land use permissibility of William Street is consistent, and infrastructure provision is seamless.</p>	<p>acknowledged improvements to connections to adjoining local government areas are required. The City welcomes the opportunity to work with the City of Vincent in this regard.</p> <p>The City welcomes the City of Vincent’s input into any future discussions with the State Government on the Perth Parking Policy.</p> <p>The form of any the Development Contribution plan has not been determined and will be investigated and explored in detail through the preparation of the new Local Planning Scheme and following the preparation of a Social Needs Analysis and Community Infrastructure Plan. The City is open to liaising with the City of Vincent to discuss lessons learnt and options moving forward.</p> <p>The City has engaged a consultant to undertake a ‘Heritage and Character Study’ to inform the new planning framework. The City is open to working with neighbouring local governments as a component if finalising the Local Planning Scheme.</p> <p>The submission comments are noted.</p> <p>The City agrees, and the actions to increase diversity of housing will assist (in part) homelessness issues faced across the city. Homelessness (also known as ‘rough sleeping’), is a complex issue that requires a whole of community response and there are many steps beyond the scope of land use planning being taken by the City and various stakeholders to address this issue.</p> <p>The submission comments are noted.</p> <p>The submitters suggestion is noted and Table 36 and 37 has been updated to include Local Government stakeholders in various instances.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Amend text in Table 36 to acknowledge the role of adjoining Local Governments as a key stakeholder for the</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Tables 36 and 37 There are no adjoining local governments listed as stakeholders; however, a number of these items would require or benefit from the input of City of Vincent and others.</p>	Refer to point above.	<p>Business and Employment Diversity theme area.</p> <p>Amend text in Table 37 to acknowledge the role of adjoining Local Governments as a key stakeholder for the Northbridge Capital City Entertainment Area theme.</p> <p>Refer to above Action.</p>
38	Local Government	Northbridge/West Perth	<p>The following comments are provided for your consideration, noting they are comments provided by Town Administration and do not fetter any formal position by the Council of the Town of Cambridge.</p> <p>Despite extensions granted to the submission period, the time afforded to the Town did not allow presentation of the draft Local Planning Strategy to a meeting of the Town's Council.</p> <p>Draft Local Planning Strategy The Town is supportive of City of Perth's proposal for additional medium and high-density developments within their designated Intensification Identification Areas (IIA) as shown on the Urban Growth Map (Figure 5) and in Redevelopment Areas controlled by Development WA.</p> <p>The Town notes that the area around City West train station that abuts the Town of Cambridge LGA boundary falls into an IIA. Increased density in this area is supported as it is consistent with similar levels of development as set out in the Town's draft West Leederville Activity Centre Plan (WLACP).</p> <p>The proposed introduction of bonus plot ratio provisions to encourage a diverse range of housing types is supported. The Town also recognises the importance of increasing the diversity of housing options and the supply of affordable housing, especially in medium to high density developments. The designation of Primary Green Links as shown in the Environment Map (Figure 8) is supported. The Town recognises the importance of urban greening initiatives, particularly in medium to high density areas. Recent consultation within the Town has shown that residents are passionate about ensuring that</p>	<p>The submission comments are noted.</p> <p>The submitters support is noted.</p> <p>The submitters support is noted.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>access to and provision of quality public open space and green infrastructure is prioritised, particularly in areas earmarked for increased density.</p> <p>The Town notes and is supportive of the actions identified in Table 31 for the City West Precinct to better capitalise on key transport infrastructure. It is recommended that Strategic Connections (as shown in Figure 3) are also investigated across the Loftus Street boundary to the City West Precinct.</p> <p>The City's Draft Local Planning Strategy strongly aligns with the Town of Cambridge's own adopted Local Planning Strategy. While the local governments do not share a significant LGA border, both face several unique challenges with the prospect of infill development. The Town welcomes any further opportunity to make comment on the draft Local Planning Strategy or other future planning instruments as they are developed.</p>	<p>An additional strategic connection has been shown on the plans to reflect the need to improve connectivity from the City West Precinct to West Leederville.</p> <p>The submitters comment and support for the draft Local Planning Strategy is noted.</p>	<p>Introduce new 'Strategic Connections' to all relevant Figures to identify improved connectivity between the City West Precinct across Thomas Street to West Leederville.</p> <p>Nil</p>
39	State Government Agency	City-wide	<p>Landgate is generally supportive of the Strategy and highlights that the amended Strata Titles Act 1985 (STA) and the Community Titles Act 2018 (CTA) can help the City of Perth meet the housing growth, diversity, and affordability targets set out in the Strategy.</p> <p>Amendments to the STA have made it easier to terminate strata titles schemes by relaxing the requirement for unanimous lot owner support of a termination and streamlining the termination process in certain circumstances. These amendments make it easier to terminate existing, ageing strata titles schemes and allow land to be freed up for higher density development where appropriate.</p> <p>The STA also now includes provision for leasehold strata titles schemes which are schemes where lots are leased rather than sold. This type of scheme has several uses relevant to the Strategy including the provision of housing for the aged, assisted living facilities, and student accommodation. In addition, the CTA has introduced community titles schemes to WA which allow a single parcel of freehold land to be subdivided into multiple schemes. These schemes make it easier to combine and manage multiple different land uses within a single scheme and can be used to deliver developments that provide a harmonious mix of residential, recreational, and commercial components.</p>	<p>The submitters comments are noted, and the City is conscious of the changes to the <i>Strata Titles Act 1985</i> through the preparation of the new local planning framework.</p> <p>The submitters comments are noted.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
40	State Government Agency		<p>4.3.3 Housing Diversity and affordability: The Department supports the city's aims to encourage a range of housing typologies that will support people across their lifecycle, including aged and disability housing. We urge the city to encourage the use of universal design principles as a method to diversify the housing stock to allow for the elderly and people of all abilities to live in a local area. These principles assist in the provision of housing with high levels of accessibility required by seniors, carers, and families with young children. The consideration of specialist housing including dual key arrangements is supported. The city is encouraged to consider flexible housing opportunities to provide for a range of tenancies including short and long term assisted living and emergency housing. It is understood that housing aims are informed by a Housing Needs Assessment undertaken jointly by the Department of Communities and City of Perth in 2020. The Department supports decision making based on data analysis and to this end will continue to work with the city to ensure that information remains current to consider changing housing needs. It is noted that the new Scheme will introduce bonus plot ratio provisions to encourage the development of identified housing types. To be responsive to local neighbourhood requirements and be able to respond to change, the department would suggest that the scheme provision be flexible and able to respond to change.</p> <p>4.3.4 Built environment The department supports the city's aim to deliver integrated build environment and public realm. It is suggested to include a specific requirement for consideration of access and other requirements of people of all abilities. To ensure inclusive decision making and co-design of spaces, the department would encourage the city to include representatives of various groups in the decision-making process.</p> <p>4.3.7 Community Infrastructure It is noted that a Community Infrastructure Plan will guide the delivery of social/ community infrastructure. The department encourages the city to provide for adaptable multifunctional spaces that could cater for a range of use across all community groups. The department in principle supports the use of incentives, including plot ratio bonuses to encourage the delivery of community infrastructure. The department would encourage the city to ensure that the community infrastructure delivered is available across the</p>	<p>The City agrees that the draft documentation does not include specific reference to universal design principles, which are intended to be considered as a component of the built form provisions for the new Local Planning Scheme. As a result, a new dot point has been added in the <i>Section 4.2.4 – Built Environment - Building Design</i> to ensure this is captured. An action has also been included in CUG2 to refer to inclusive built form design which will consider issues around LGBTQIA+ and universal design.</p> <p>The submission comments are noted. Refer to above.</p> <p>The submitters comment is noted. As noted in the submission, a prerequisite of any investigation of development contributions will be the preparation of a Community Infrastructure Plan which will provide details of the various infrastructure needed to meet the needs of a range of community groups and options in delivering this will seek to achieve maximum community benefit. The City acknowledges the need to prepare a Social Needs Analysis ahead of any Community Infrastructure Plan to establish a clear need and nexus for contribution items.</p>	<p>Introduce new text into Section 4.2.4 – <i>Built Environment</i> to promote inclusive and universal design to ensure buildings are accessible and cater for the whole community.</p> <p>Amend Action CUG2(a) to consider bonus plot ratio provisions to encourage a diverse range of housing types including inclusive and universal design.</p> <p>Refer to above Action/s</p> <p>Introduce a new Action to CUG5 to undertake a Social Needs Analysis to inform a future Community Infrastructure Plan.</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>community, to truly provide the intended service. It is not uncommon for strata developments to restrict access to tenancies or similar, not truly fulfilling the requirement for community infrastructure.</p> <p>4.4.3 Land use diversity The department in principle supports the use of economic development strategies to encourage the delivery of diverse land use. Whilst it is recognised that the planning scheme as an instrument cannot attract or ensure economic uses, it can encourage the delivery of adaptable building and spaces that could respond to changing market conditions and economic trends. To this end, it is suggested that ground levels of building across neighbourhoods are designed to be adaptable.</p> <p>4.5 Environment The department supports the city's efforts to mitigate the risk associated with climate change, including bushfire and foreshore risk assessment and management. A strategic approach to the mitigation of these provides investment confidence and could attract development. The integrated development of open spaces further improves the wellbeing of residents. To this end the city's approach to encourage greening of private land and buildings is supported. It is recognised that the greening of buildings and spaces within the boundaries of privately owned higher density development lots requires innovative responses. The city is encouraged to develop guiding strategies that could see the delivery of desired outcomes.</p> <p>Neighbourhood development strategies. These strategies, in as far as it impacts the assets of the Department of Communities is generally supported. The department will continue to work with the city to deliver more detailed development plans and built form outcome.</p> <p>Heritage areas. The department supports redevelopment principles that would consider local heritage and encourage the consideration of heritage character in redevelopment initiatives. The department encourages the city to progress policy updates to ensure that it remains current. The department in principle supports the city's strategies to encourage heritage bonus plot ratio, including transfer of plot ratio as a mechanism to encourage local heritage preservation.</p>	<p>The City agrees with this statement and the draft Local Planning Strategy captures the importance of adaptable built form in the Building Design Principles in Section 4.2.4 and Section 4.2.5 – <i>Sustainable Buildings</i> with respect to sustainable buildings. Any future planning policy will seek to promote this.</p> <p>The submitters comments are noted.</p> <p>The submitters comments are noted, and the City welcomes the opportunity to continue to work with the Department of Communities in the future.</p> <p>The submitters comments are noted.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p>
41	State Government Agency	City-wide	Section 4.2.4 of the LPS discusses the preparation of a Swan River foreshore masterplan for the capital city waterfront area. DBCA is looking forward to working closely with the City on the development of this	The submitters comments are noted. The Foreshore Masterplan prepared by the City will have due regard to the Perth Water Buneenboro Locality plan.	Amend Section 4.4.2 to acknowledge that the Perth Water Buneenboro

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>important plan. The foreshore masterplan should be consistent with the objectives and values identified in the Perth Water Buneenboro Locality Plan (Locality Plan), which was finalised in 2021, after an extensive stakeholder and community engagement process. The City was a key partner in this process.</p> <p>The Locality Plan seeks to enhance the core cultural, recreational and environmental values of Perth Water while also enabling environmentally sensitive and responsible growth. Future land use and development strategies and actions recommended by the LPS for land within the Locality Plan area should align with the vision and objectives of the Locality Plan.</p> <p>The second paragraph of Section 4.5.2 of the LPS appears to contain an error which may have intended to refer to the importance of the Locality Plan and DBCA's involvement in the preparation of the foreshore masterplan, and should be amended accordingly.</p> <p>The LPS aims to plan for development associated with a substantial increase in population in the Perth City area, and it is understood that much of this growth will be in areas within Development WA scheme areas, and therefore outside the framework of the LPS. The following comments are consistent with the vision and objectives of the Locality Plan and are relevant for consideration of the LPS.</p> <p>Green links DBCA recommends emphasising the value and role of green spaces under action CN1 in benefiting community health and wellbeing. The justification for improving access and use of Kings Park and Botanic Garden (Kings Park) from a health perspective (page 83) is recommended. The inclusion of primary and secondary green links as shown in Map 4.5 Environment Map, are supported; however, DBCA would encourage the green links running north-south towards the river and foreshore to be an appropriate opportunity for primary links, as opposed to secondary. Additional plantings along these links would help connect the City centre with the more natural riverine environment, and DBCA would encourage these plantings to utilise locally native vegetation as far as possible, and be consistent with the objectives of the City of Perth Urban Forest Plan. It is not clear how a primary green link is to be achieved along Riverside Drive as indicated in the plan, unless it was proposed to be removed or realigned. Further, while the</p>	<p>Section 4.4.2 - <i>Swan River/Derbarl Yerrigan and Kings Park/Kaarta Koomba (formerly Section 4.5.2)</i> is proposed to be amended to address anomalies and address the need for any foreshore masterplan to have due regard to the Perth Water Buneenboro Locality Plan.</p> <p>The green links shown under Section 4.4.3 – <i>Urban Greening</i> (refer, Figure 8) aligns with the City's Primary and Secondary links identified in the City's Green Infrastructure and Biodiversity Study.</p> <p>These links have been identified due to their potential to connect larger regionally significant biodiversity assets, including the Swan River foreshore, Kings Park and Bush Forever Areas outside the city.</p> <p>Planting along these links will be consistent with the objectives of the City's Urban Forest Plan.</p> <p>Action E3 focuses on increasing the greening and expanding tree canopy across all neighbourhoods. This includes a review of existing planning provisions and policy to consider landscaping on private property and within the public realm, significant tree protection, bonuses for urban greening and strengthening and enhancing green links via the City's <i>Urban Forest Plan</i>.</p>	<p>Locality Plan has been prepared by the Department of Biodiversity, Conservation and Attractions and the Swan River Trust and for any future City of Perth foreshore masterplan to have due regard to the Locality Plan.</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>principle is supported, it is unclear on the City's intent to incorporate the natural elements of Kings Park into surrounding neighbourhoods through increased urban greening of streets and new developments. DBCA would like to work with the City to plan for the greening of prominent view corridors to Kings Park to promote the use of native species or establish percentage targets for such projects.</p> <p>Foreshore treatment Softer foreshore treatments such as beaches and plantings instead of riverwalls and revetments should be encouraged wherever possible to reconnect Perth Water Buneenboro with the capital City and allow better community access to the river. In this context, the removal or realignment of Riverside Drive would be supported by DBCA as it represents an opportunity to replace the hard river wall with a more interesting, variable, and in parts natural, interface</p> <p>Water sensitive urban design Most of the stormwater from the City's roads, footpaths and property makes its way into the Swan River or the Claisebrook Main Drain via a network of pipes. As part of the LPS, opportunities should be explored for utilising the public open space for improved management and treatment of stormwater from urban hardstand areas through interception using raingardens, living streams, biofiltration and other elements of best practice water sensitive urban design. Any new development should be designed to achieve appropriate water quality treatment in line with current best practice.</p> <p>Public access and connectivity Continued pedestrian and cycle access to and along the public open space foreshore is supported and encouraged. DBCA recommends the City include strategic connections identified in the maps on page 10 and page 42 to highlight:</p> <ul style="list-style-type: none"> • connections between Kings Park and Mount Street; • the pedestrian bridge over Mounts Bay Road connecting Kings Park and John Oldham Park; and • connection links to the Swan River near Narrows/Swan Brewery and Crawley. <p>Activity nodes and activation of public open spaces DBCA supports the encouragement of mixed-use offerings that are contained within existing or identified urban nodes, while local nodes should be low-impact and sensitive to the Swan River foreshore environment. DBCA would also welcome opportunities to improve connections and interfaces between the City and Kings</p>	<p>The City acknowledges the submitters comments and the preparation of a master plan for the Swan River foreshore will look at optimising activation of the foreshore and the consideration of implementing soft edges.</p> <p>The City of Perth has prepared a draft <i>Open Space Framework</i> to improve current and future provision of green open space. The Framework clearly recognises the important role green open space plays in providing a range of environmental/ecosystem services and promoting water sensitive urban design, in addition to providing more traditional recreational opportunities. One of the Framework's key principles for the future planning and design of open space is to strengthen this role.</p> <p>The submission comments are noted. Connectivity to Kings Park from Mount Street and Mounts Bay Road is not considered a major severance issue due to the direct connection these assets have via pedestrian bridges. These arrows aim to identify areas where improved connectivity is required at major severance points.</p> <p>Additional strategic connections are proposed to reflect the need to improve connectivity required between Kings Park and the Swan River due to the severance created by Mounts Bay Road.</p> <p>The submission comments are noted.</p>	<p>Nil</p> <p>Nil</p> <p>Introduce new 'Strategic Connections' to all relevant Figures to identify improved connectivity between Kings Park and the Swan River.</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Park to improve community accessibility and activation of activity nodes.</p> <p>Viewscapes DBCA seeks to ensure the protection of viewscapes in the public realm through the assessment of development applications impacting on the Swan River and adjacent public open space. The LPS should have regard to the provisions of Visual Landscape Planning in Western Australia: A manual for evaluation, assessment, siting and design when considering the potential impact of a proposed development on the landscape, particularly with regard to the character and landscape setting of the Swan Canning River System. Proposals should protect tree lines and not dominate or overshadow public areas or views. DBCA agrees with Kings Park being identified as an environmental asset that could be better utilised for passive and active recreation and cultural uses. Similarly, a key consideration to improve connectivity and interfaces between these assets and surrounding areas, physically, visually and culturally should be paramount in future planning and projects.</p> <p>Public transport DBCA supports the improvement of public transport connectivity from the City to key foreshore activity nodes and better pedestrian and cycle access. DBCA recommends further consultation on action WP5 regarding an integrated approach to transport planning within and around Kings Park. Identifying the Kings Park Road Character Area will require further consultation to ensure planning decisions positively influence the planning and provision of transport systems towards more sustainable patterns in, and around, Kings Park. Similarly, the Crawley Nedlands Precinct section to improve transport modes to and from the Queen Elizabeth II Medical Centre (QEIMC) and the University Western Australia warrants further consultation with stakeholders as it is missing a strategic corridor connection between QEIMC and Kings Park at the Aberdare Road and Thomas Street intersection.</p> <p>Further consultation DBCA will continue to be involved in planning for the QEII Specialised Area Precinct Plan, Swan River foreshore masterplan, Open Space Framework and the City's Urban Forest Plan review.</p>	<p>The submitters comments are noted. Any important view lines will be considered as part of the detailed planning for the new Local Planning Scheme.</p> <p>The submission comments are noted. Table 36 and 37 includes various State Government agencies as key stakeholders for improving connectivity across the city (including to the foreshore), as well as connectivity to Kings Park.</p> <p>A Precinct Plan is being prepared for the UWA-QEIMC Specialised Centre and will consider transport and connectivity issues. Further, additional strategic connections have been identified on relevant plans as a result of submissions.</p> <p>The submission comments are noted.</p>	<p>Nil</p> <p>Introduce new 'Strategic Connections' to all relevant Figures to identify improved connectivity across Aberdare Road to Kings Park.</p> <p>Nil</p>
42	State Government Agency	City-wide	The Department has reviewed the Strategy. The breakdown of population and dwelling growth by neighbourhood precinct is certainly a welcome addition to understand the potential impact that the residential growth may have on the student enrolment demand	The submission comments are noted.	Nil

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>across Highgate, Subiaco, West Leederville, Hollywood and Nedlands Primary Schools, and Bob Hawke and Shenton Colleges.</p> <p>The Department acknowledges that the City’s population projections are higher than the Western Australian Planning Commission’s (WAPC) Perth and Peel @3.5 million projections. If proposed residential growth envisioned by the Strategy eventuates, it will increase accommodation pressure at these inner city schools. This requires careful planning consideration to ensure that the anticipated student demand balances with the provision of public schools in the locality. The Department supports the proposed inclusion of an overarching objective (as part of the delivery of community infrastructure) to recognise the importance of providing adequate public school sites to support the growing student population in the Perth city. Preliminary analysis undertaken by the Department indicates that a new primary school is likely to be required in the East Perth locality over the short to medium term. In addition, a secondary school is also likely to be required in the inner city to meet the student enrolment growth over the longer term. It is noted that the demand for, and timing of, new public schools are dependent on a number of factors including, but not limited to, the rate and extent of residential growth in the Perth city and the preferences of family living arrangements.</p> <p>The Department notes that the Strategy has identified two possible future public school sites in Perth city, each within East Perth and Claisebrook Neighbourhood precincts including the estimated delivery timeframe. Whilst the two possible sites are State owned land, the Department does not support the specific identification of potential sites. This could provide a false expectation to the community and developers of the location of future public school sites and this would adversely impact on the public school planning of Perth city and the broader locality. In light of this, the Department requests any annotations relating to possible future school sites on the relevant neighbourhood precinct maps and the associated estimated delivery timeframe are removed and included in commentary only.</p> <p>Other recommended changes to the Strategy include the following:</p>	<p>The current content discussing the need for various community infrastructure, including public schools is considered appropriate to assist in future planning.</p> <p>The submission comments are noted.</p> <p>BAU stands for ‘Business as Usual’. The Local Planning Strategy has been amended to reflect this.</p> <p>Part Two of the Strategy is proposed to be updated to include reference to the WAPC’s Operational Policy 2.4.</p> <p>The analysis undertaken to inform the Strategy has identified the need for additional public schools within the city, preferably within the East Perth or Claisebrook neighbourhoods due to the existing and forecast residential populations and the desire to retain families in the city. The City acknowledges the complexities involved in planning for major community infrastructure such as schools, and that its role is largely an advocacy role. It is proposed that the Strategy be amended to remove reference to specific site locations for a future school.</p>	<p>Nil</p> <p>Nil</p> <p>Introduce new text into Part Two, Section 2.2 – State Planning Policies to provide an overview of WAPC’s Operational Policy 2.4 and its implications on planning for the city.</p> <p>Amend Action CUG7 to advocate to the State Government in the short term for the provision of a public primary school and secondary school within the city and remove reference in the Strategy to specific locations.</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Clarification on what the abbreviation 'BAU' means in Table 1 and Table 2 of section 4.3 of Part One of the Strategy.</p> <ul style="list-style-type: none"> • Inclusion of the draft WAPC's Operational Policy 2.4 - Planning for School Sites in Table 1 of Part Two - Section 2.2 as being a planning policy relevant to the preparation of the Strategy. • Action EP3 in 'Table 23: East Perth - Planning Directions and Actions' of Part One of the Strategy to be amended to: 'Advocate to the State Government to provide new public school(s) in East Perth.' In addition, the associated timeframe to be adjusted to 'Short to long term'. • Inclusion of a new Action item in Table 27: Claisebrook - Planning Directions and Actions' of Part One of Strategy as follows: 'Advocate to the State Government to provide new public school(s) in Claisebrook.' In addition, the associated timeframe to be included as 'Short to long term'. 		
43	State Government Agency	City-wide	<p>This advice relates only to State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP 3.7) and the Guidelines for Planning in Bushfire Prone Areas (Guidelines). It is the responsibility of the proponent to ensure the proposal complies with all other relevant planning policies and building regulations where necessary. This advice does not exempt the applicant/proponent from obtaining necessary approvals that may apply to the proposal including planning, building, health or any other approvals required by a relevant authority under other written laws.</p> <p>Assessment DFES welcomes the opportunity to provide comment on the Strategy and acknowledges the City's commentary on SPP 3.7 and the Guidelines. The following advice is provided for the City to consider in refining the Strategy:</p> <ul style="list-style-type: none"> - DFES notes the strategy identifies bushfire hazards in Section 4.5.1, and the subsequent application of SPP3.7 in bushfire prone areas. - DFES notes section 4.5.4, Action E1 (b) regarding land use permissibility, related to Figure 8, and subsequent development approval. - DFES supports commentary in 'Part Two Background Analysis Report' regarding SPP3.7. The commentary includes reference to a Bushfire Hazard Assessment, included in Appendix A, and Moderate and extreme hazard levels outlined in Part 1 – Figure 8, discusses in Section 4.4.1.1. 	<p>The submission comments are noted.</p> <p>The City engaged Bushfire Prone Planning in 2017 to prepare a 'Bushfire Risk Management Plan'. The document was prepared in accordance with State Planning Policy 3.7. A copy of this document can be provided to the Department of Fire and Emergency Services if need be.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>- However, it is not clear in the submitted documents regarding the methodology used to determine the Bushfire Hazard Levels. DFES provides the following generic advice regarding the SPP3.7 Policy requirements.</p> <p>Where the Strategy aims to identify suitable land for land use intensification within designated bushfire prone areas, it is important an assessment of the bushfire hazard issues is undertaken that informs the suitability of areas (if any) for urban expansion and/or land use intensification. The minimum requirement to satisfy SPP 3.7 is the preparation of a Bushfire Hazard Level (BHL) assessment and an assessment against the bushfire protection criteria requirements contained within the Guidelines.</p> <p>At this strategic level, it is acknowledged that bushfire management is likely to be only one consideration of the decision maker in determining the suitability of the land for proposed intensification. However, this emphasises the need for an understanding of what the bushfire risks are, so an informed decision can be made as to the suitability of areas for expansion or intensification of land use. Deferring consideration of the bushfire risk to subsequent planning stages may serve to exacerbate the situation through increased expectations from landowners regarding land use change, should the areas identified be unable to achieve compliance with the bushfire protection criteria in the Guidelines. In accordance with our advisory role, we reiterate consideration of the following information prior to the determination of the Strategy.</p>	<p>Bushfire risk has been considered within the Bushfire Risk Management Plan prepared in 2017. Generally, intensification of development is not proposed within the Strategy in any areas subject to bush fire risk, except for Kings Park Road. Kings Park Road has been identified as having a Bushfire Attack Level of 12.5-low and any intensification of development in this area will be able to be compliant with the Guidelines for Planning in Bushfire Prone Areas and AS 3959.</p> <p>The City has updated the text in Part 1 and Part 2 to more specifically state that intensification is not proposed in the bushfire prone areas (except for Kings Park Road as noted above).</p>	<p>Insert new text into Part One, Section 4.4.1 – <i>Natural Assets and Climate Change</i> (formerly Section 4.5.1) to acknowledge that intensification of development within bushfire prone areas is not proposed with the exception of Kings Park Road where the risk is considered minimal.</p> <p>Insert new text into Part Two, Section 4.4.1.1 <i>Natural Environment - Impact of Bushfire on Land Use and Development</i> as follows:</p> <p><i>“The threat of bushfire is an important issue that requires careful planning to reduce risk to both property and the community. Generally, the intensification of development in bushfire prone areas is not proposed. This is apart from Kings Park Road. Any</i></p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>1. Bushfire Hazard Level (BHL) assessment</p> <p>i. A BHL assessment is required subject to Policy Measure 6.3 of SPP 3.7. It provides a ‘broad brush’ means of determining the potential intensity of a bushfire for an area. This assessment assists in determining the suitability of land contained within strategic planning proposals for future subdivision and development. It is a pre-development tool used to inform decision making at subsequent planning stages to ensure a holistic understanding of the bushfire risk. Opportunities and constraints and the presentation of information within a matrix should be considered, where relevant (refer to the tables below);</p> <p>ii. A BHL assessment should be prepared for all areas identified for land use intensification which are designated as bushfire prone within the Strategy, including those areas that have not been previously tested by SPP 3.7 and are yet to be zoned or developed. This assessment can be a stand-alone document that informs the Strategy, or can form part of the document itself.</p> <p>iii. Although not specified in SPP 3.7 or the supporting Guidelines, the City should also consider the following:</p> <ul style="list-style-type: none"> - identification of measures to improve the resilience of those areas that are developed within or adjoining areas with an extreme bushfire hazard; this could be improved vehicular access and egress; increased hazard separation; improved water infrastructure; implementation of fire management strategies and vegetation management. <p>iv. Appendix Two of the Guidelines outlines the methodology for undertaking a BHL assessment.</p> <p>v. Required outcomes of the assessment are to:</p> <ul style="list-style-type: none"> - identify areas of low or moderate BHL that are most suitable for land use intensification; - evaluate the appropriateness of areas identified for intensification of land use; - identify improvements required to the broader road 	<p>The City engaged Bushfire Prone Planning in 2017 to prepare a <i>Bushfire Risk Management Plan</i>. The document was prepared in accordance with SPP 3.7. A copy of this document can be provided to DFES if need be.</p> <p>Refer to above.</p> <p>Refer to above.</p> <p>The submission comments are noted.</p> <p>The submission comments are noted.</p>	<p><i>increase in development in the vicinity of bushfire prone areas needs to address the requirements of SPP 3.7 and the Planning in Bushfire Prone Area Guidelines (as amended)."</i></p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>network to ensure that vehicular access and egress is available and safe during a bushfire event.</p> <p>2. Opportunities and Constraints Assessment It is critical at this level of the planning to connect the spatial understanding of the bushfire threat with strategic decisions about intensification of land use to reduce the vulnerability of people, property and infrastructure to the threat of bushfire. An understanding of the bushfire hazard provides for the identification of opportunities and constraints for the areas proposed for land use intensification. These areas can then be evaluated against each other, as well as each element of the bushfire protection criteria, to highlight the locations where it is unlikely compliance with the criteria can be achieved. An opportunities/constraints assessment can address issues related to the bushfire protection criteria that have arisen following the BHL assessment, including: Element 1, Element 2, Element 3 and Element 4.</p> <p>3. Bushfire Protection Criteria Matrix</p> <p>i. If the BHL assessment is being prepared with multiple development or investigation areas for land use intensification being considered, the assessment should provide a comparison of the areas. In particular, it should consider the likelihood that development in an individual area may or may not comply with the bushfire protection criteria.</p> <p>ii. This can be in the form of a matrix and provide a qualitative assessment identifying if it is considered that the areas proposed for intensification of land use are likely, possibly or unlikely to meet the criteria. It should recognise that compliance may be subject to the subsequent stages of the planning process.</p> <p>Recommendation – insufficient information The bushfire risk should be understood for those areas where intensification of land use is proposed by the Strategy. DFES notes the Strategy contains an ‘assessment’ of bushfire risk. The City should be satisfied that the submitted information regarding bushfire can identify opportunities and constraints for land use intensification, and the ability to achieve compliance with the bushfire protection criteria of the Guidelines. This assessment should also inform bushfire risk management measures for the Strategy to ensure all recommendations for land use intensification avoid any increase in the threat of bushfire to people, property, and infrastructure.</p>	<p>The <i>Bushfire Risk Management Plan</i> articulates several management strategies to address bushfire risk in bushfire prone areas across the city.</p> <p>As mentioned above, generally no intensification investigation areas (as per Figure 5) are proposed within a bushfire prone area. The risk assessment undertaken has determined a BAL 12.5-low for this area with any development in this area likely to comply with bushfire protection criteria.</p> <p>Bushfire risk (specifically to Kings Park Road) will be further considered as part of the preparation of the Scheme. Further, the UWA-QEIIIMC Specialised Centre Precinct Plan will consider the impact of bush fire in accordance with SPP 3.7 and the WAPC <i>Planning in Bushfire Prone Areas</i> Guidelines.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>
44	State Government Agency	City-wide	WA Health is broadly supportive of the Strategy and its direction. Please refer to Attachment 1 for our detailed feedback for your consideration.	The submitters support is noted.	Nil

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>ATTACHMENT 1</p> <p>New Women's and Babies Hospital With the development of the New Women's and Babies Hospital on the QEII site significantly ramping up over the next few years, there will be linkages and interdependencies with the Strategy that will have to be considered and will need to be worked through with the City of Perth.</p> <p>System Manager Presence in the City Centre Ideally the Department of Health (DoH), as the System Manager of the WA health system, would maintain a presence in the CBD as a point from which to interface with central agencies, particularly the Department of Treasury. Furthermore, a presence in the CBD is also essential in responding to disasters, which was evident with the outbreak of COVID-19 pandemic.</p> <p>Land Availability The DoH would appreciate any advice for land availability opportunities that would suit a Health facility or purpose as part of the Local Planning Strategy.</p> <p>Royal Perth Hospital Linkages and Interdependencies It is noted that most of Royal Perth Hospital (RPH) is contained within the Transit Investigation Area due to its links to McIver Station and the planned station precinct renewal projects. There is a mass transit route identified along Wellington Street, which will be further defined in the Perth CBD Transport Plan and the City of Perth's Integrated Transport Strategy aimed at investigating how public transport can be improved. The mass transit solution is not defined (e.g. bus, light rail, etc.), but it should be noted that if major infrastructure or road works are required to Wellington Street this could impact RPH operations, ambulance access, DFEs access and evacuation routes.</p> <p>The RPH site is largely identified as an Urban Heat Island Hotspot. The new Scheme will look to ensure the protection and planting of more trees and vegetation on private land, with priority given to the hot spot areas and priority green links. Innovative approaches to the incorporation of vegetation into high-density inner-city areas will be encouraged. This may also place heavier restrictions on any future planned clearing and could result in developer contributions and the like being applied to future developments if key requirements are not met.</p> <p>The draft strategy identifies UWA-QEII as a specialised Centre for Education and Health, noting these have the potential to be a major centre of knowledge and</p>	<p>The submission comments are noted.</p> <p>The Local Planning Strategy has not identified any landholdings which would be suitable for health facilities. The City will continue to work and collaborate with the State Government to unlock land for various redevelopment purposes. The submitters concerns are noted.</p> <p>The City is not seeking to resolve a mid-tier transit network, rather provide an indicative route through the city which would provide maximum benefit to the city's workers, visitors, businesses, and residents. The objective is to secure the corridor should the mid-tier transit be required to take that route.</p> <p>The submitters concerns are noted.</p> <p>All options available to the City will be investigated in preparing the new Local Planning Scheme, with the intent that built form controls around urban greening maximise benefit to the environment and the community to address climate change and improve sustainability outcomes across the city.</p> <p>The submission comments are noted. UWA-QEII is identified as a 'Specialised Centre' to align with State Planning Policy 4.2.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>innovation and a key driver of economic and employment growth for Perth. Although RPH is not specifically identified as part of the specialised centre for health, the strategy does consider seeking to grow sector Medical Health and Life Sciences particularly around UWA/QEII and RPH. It is unclear how this will be encouraged for RPH.</p> <p>Land Use Planning for Natural Hazards A document 'Land Use Planning for Natural Hazards' can also guide the use of land to effectively reduce risk and enhance sustainability for areas prone to hazards such as flooding (including storm surge), fire, strong wind and erosion. Available for download from: https://knowledge.aidr.org.au/resources/land-use-planning-for-natural-hazardshandbook/</p> <p>Public Health Considerations It is noted within the strategy, that good public health is not specifically recognised as part of the vision. Good public health outcomes require good planning strategies. The aim of the planning Strategy should include a direct reference to 'enhancing the public health of the community' or words to that effect. Although the document focuses on outcomes for the City, it does not address potential issues in relation to disaster preparedness, recovery management or the associated impacts on public health. The document should also consider potential anti-social issues and how the built design can minimise the potential future harm.</p> <p>A risk assessment of each of the potential outcomes/goals should be incorporated into the Strategy. For your reference, consider the Health document 'Risky Business' – A resource to manage environmental health risks specifically tailored for local governments. The document is available for download at: http://ww2.health.wa.gov.au/Articles/F_I/Health-risk-assessment</p> <p>The DoH has a document on 'Evidence supporting the creation of environments that encourage healthy active living' which may assist with planning elements related to planning strategy. A copy may be downloaded from: https://ww2.health.wa.gov.au/Articles/F_I/Health-risk-assessment</p> <p>The City of Perth could also use this opportunity to minimise potential negative impacts of increased density developments such as noise, odour, light and other</p>	<p>The technical reporting undertaken to inform the City's Economic Development Strategy considers the opportunities in the health, medical and life sciences sector and City strategies and influences. As the State Government has not identified Royal Perth Hospital as a Specialised Centre, the City will not be undertaking any detailed planning for this precinct.</p> <p>The submitters comments are noted.</p> <p>The primary purpose of the Local Planning Strategy is to inform the new Local Planning Scheme. The City acknowledges the importance of public health in creating an attractive and liveable city and the Strategy includes a range of actions that will ensure that built form and public realm contributes positively to public health through design and innovation.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>lifestyle activities.</p> <p>To minimise adverse impacts on the residential component, the City of Perth could consider incorporation of additional sound proofing / insulation, double glazing on windows or design aspects related to location of air conditioning units and other appropriate building/construction measures such as ensuring adequate ventilation requirements for wet areas. Further design elements that should be considered include:</p> <ul style="list-style-type: none"> • A range of quality public open spaces should be provided to contribute towards the recreation, physical activity, health and social needs of the community. • Parks and open spaces should be located within walking distance of most residents along well-lit connected routes and be co-located with other community facilities to encourage access by walking or cycling. • The design of parks and open space and the infrastructure provided within them should cater for a variety of users to undertake a mix of activities that increase physical activity, provide access to healthy nutritious foods (through community gardens) and prevent injury. <p>Heatwave Guide to Cities It is extremely important for cities to undertake heat-related risk analyses and to devise plans for reducing and managing risks. The below guide is intended to be a basic introduction to this topic and a resource for cities to start planning for extreme heat. The Strategy should be consistent with Climate change adaption methods to deal with potential health hazards such as extreme heat. The guide Heatwave Guide for Cities is intended to be a basic introduction to this topic and a resource for cities to start planning for extreme heat.</p>	<p>The submitters suggestions are noted. A range of options and tools will be considered for improving Environmentally Sustainable Design outcomes in buildings and spaces on private property and in the public realm/public open space as part of the preparation of the new Local Planning Scheme and policy.</p> <p>The City of Perth has prepared a draft <i>Open Space Framework</i> as set out in Action CUG6(b) in the draft Local Planning Strategy.</p> <p>Using an evidence-based approach, the framework identifies current and future gaps in green open space and proposes a range of projects, at both the city and neighbourhood scale, to help improve provision. The document also sets out objectives and planning and design principles to support the development of a network of accessible open spaces characterised by:</p> <ul style="list-style-type: none"> • An equal distribution of open space across the city • Diverse spaces that provide a range of destinations • Multi-functional spaces that support a variety of different uses • Inclusive spaces that feel safe and welcoming to all • Connected spaces with high quality green links. <p>The detailed allocation of facilities and amenities within open space will be determined at subsequent, more detailed planning and design stages through the development of Masterplans and Design Concepts. These will be informed by a comprehensive context analysis and detailed program of community consultation to help identify those facilities and amenities that best match the current and future needs and expectations of a highly diverse community.</p> <p>The submission comments are noted.</p>	<p>Nil</p> <p>Nil</p>
45	State Government Agency	City-wide	The Department supports the draft LPS as it recognises the importance of tourism and highlights Perth's cultural importance. The LPS also acknowledges the key relationship between the capital city as a major attractor	The submitters support is noted.	Nil

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>of visitors and celebrates the value of this visitation, including that of international students, and by extension the Perth City Deal.</p> <p>In particular, initiatives including the Station Precinct Renewal, Capital City Entertainment Area and Swan River/Derbarl Yerrigan are considered important in supporting tourism, and enhancing the visitor experience in the City. These will augment the Perth Cultural Precinct, improve connectivity and the arrival experience for visitors, and support our tourism and hospitality offering. It is pleasing to note these are recognised in the LPS.</p> <p>Tourism WA, which is part of the Department, has been engaging with the Botanical Gardens and Parks Authority and the City, emphasising the importance of expediting easier walking and cycling access to and through the CBD, Kings Park and around the Perth Water precinct. This work is ongoing and supports opportunities to strengthen cultural and tourism activities within the CBD. It is consistent with the LPS and is important in linking key attractions, the Swan River, Elizabeth Quay and Kings Park as part of the overall tourism offer.</p>	<p>The submission comments are noted.</p> <p>The submission comments are noted.</p>	<p>Nil</p> <p>Nil</p>
46	State Government Agency	City-wide	<p>The proposed draft City of Perth Local Planning Strategy has been considered for its potential impact on heritage places within the Scheme area and the following comment is provided:</p> <ol style="list-style-type: none"> 1. There is a strong consideration of cultural heritage within the draft strategy, including references to heritage in the City's Vision, and the identification of Actions arising from cultural heritage Issues and Opportunities. 2. The proposed review of heritage planning policies to ensure they align with the State legislative framework and represent best practice approach to conservation and enhancement of the city's cultural heritage significance is supported. 3. Consideration of adjustments to the Heritage Bonus Plot Ratio Framework and decision making process is also commendable, and the Heritage Council would like to be consulted where recommendations for improvements to the heritage incentives policy framework impact on any of its processes, such as heritage agreements. 4. It is noted that the City is currently reviewing its Local Heritage Survey, which will subsequently inform the Heritage List under a new Scheme. We would recommend that this review includes information about significant interiors, as internal work not materially affecting the external appearance of a 	<p>The submission comments are noted.</p> <p>The submitters support is noted.</p> <p>The City will continue to liaise and work collaboratively with the Department of Planning, Lands and Heritage (Heritage Development) as required to prepare the new Local Planning Scheme.</p> <p>The <i>Heritage and Character Area Study</i> being progressed for the new Local Planning Scheme is investigating the whole site of places in existing Heritage areas and investigation of Proposed Heritage areas. The study team is aware of the three dimensions of heritage significance and will be developing guidelines that involve protection of the significant parts of buildings in the Heritage area and</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>building is not exempt from the requirement for development approval where it is located in a heritage-protected place and the interior is specified as being of cultural heritage significance in a heritage list (Part 7 Clause 61, no 5(b)).</p> <p>5. It should be noted that the <i>Aboriginal Cultural Heritage Bill 2021</i> replaces the <i>Aboriginal Heritage Act 1972</i> after a transitional period. Please contact the Aboriginal Heritage team on aboriginalheritage@dplh.wa.gov.au for further information.</p>	<p>guidelines for new development that will not result in facadism or poor heritage outcomes.</p> <p>The Local Planning Strategy has been amended to refer to both the <i>Aboriginal Cultural Heritage Bill 2021</i> and the <i>Aboriginal Heritage Act 1972</i>.</p>	<p>Amend Section 4.2.4 – <i>Built Environment – Heritage and Character</i> to reference the <i>Aboriginal Heritage Act 1972/ Aboriginal Cultural Heritage Bill 2021</i>.</p>
47	State Government Agency	City-wide	<p>The Transport Portfolio is generally supportive of the draft strategy. It is noted that until now, much of this document has been developed without specific engagement with the Transport Portfolio agencies. In this regard, I look forward to further engagement opportunities</p> <p>General Comment: The Department of Transport (DoT) supports:</p> <ul style="list-style-type: none"> the City's vision of a 'liveable city' through creating highly walkable environments, reducing car dependency, and promoting use of active and public transport through better connected neighbourhoods; the City's consideration of Mass Transit in the Local Planning Strategy (LPS); however, the depiction of proposed alignments (albeit indicative) in the LPS is not supported by DoT at this point in time. There are a range of stakeholders involved in various mid-tier transit planning activities and there is not currently a consistent view. DoT is leading network planning on this subject and would like to continue to work collaboratively with the City and other key stakeholders to arrive at an agreed position on route alignments; the development of Capital City Activity Spine and neighbourhood connections. Several initiatives and investigations for developing these connections have tangible links to work currently being undertaken by DoT, and DoT requests to be involved in working closely with the City on these initiatives; a Development Plan and Structure Plan for the QEIMC/UWA specialised centre; and 	<p>Significant engagement with key stakeholders has been undertaken to prepare the draft Local Planning Strategy. Of note, a series of workshops were undertaken in 2018 where Department of Transport, Public Transport Authority and Main Roads WA were invited.</p> <p>Written correspondence was also sent to the above stakeholders in 2019 prior to the first draft strategy being presented to Council and informal correspondence occurred again in 2020 to discuss various strategy items. The submitters support is noted.</p> <p>The submission objection to the indicative Mass Transit is noted. The City acknowledges that the Department of Transport is the lead agency responsible for network planning.</p> <p>The City is not seeking to resolve a mid-tier transit network in the Local Planning Strategy, rather provide an indicative route which would provide maximum benefit to the city's workers, visitors, businesses, and residents.</p> <p>The City agrees that continued collaboration for the planning and delivery of major transport infrastructure will be required and acknowledges that further detailed planning is required to determine the agreed route.</p>	<p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<ul style="list-style-type: none"> the implementation of City Urban Consolidation principles relating to walkable catchments and improvement of microclimates to improve pedestrian amenity. <p>4.5 – Environment DoT suggests the City consider the below changes or additions:</p> <ul style="list-style-type: none"> The LPS could go further into how it can mitigate Green House Gas emissions. The draft's main reference to mitigation is in the context of land use planning with another limited reference to resilience (e.g. section 4.5.). Emissions mitigation should form a key part of the rationale for sustainable transport planning and investment. <p>4.2.6 - Perth City Deal Under section 4.2.6 Perth City Deal, reference is made to the 'CBD Transport Plan' this should be amended to read 'Perth Greater CBD Transport Plan'.</p> <p>4.6.1 - Sustainable Transport DoT supports the City's desire to: Sustainable improve land use outcomes around train stations and will work with the City and other key portfolio partners to facilitate these outcomes;</p> <ul style="list-style-type: none"> improve active and public transport usage and will partner with the City where appropriate to assist in facilitating these outcomes; review and reduce residential parking requirements through the local planning scheme amendment process. DoT is keen to work with the city on this matter; and ensure suitable End of Trip (EoT) facilities are provided within new developments and are supportive of this occurring through the local planning scheme development process. <p>The Perth Greater CBD Transport Plan includes an initiative to develop an EoT facilities framework which will commence shortly. DoT will seek input from the City as part of its development and would like to think this framework could bring consistency to related matters across many jurisdictions.</p> <ul style="list-style-type: none"> DoT supports car parking provisions being considered as part of a framework which looks at requirements for new transport technologies such as electric 	<p>The submission suggestion is noted. The Local Planning Strategy has been amended to refer to the aim of achieving net zero emissions in line with the City's recently adopted <i>Sustainability Strategy</i>.</p> <p>The submission comments are noted. The Local Planning Strategy has been modified to update the terminology.</p> <p>The submission comments are noted.</p> <p>Private vehicle growth in the city has been minimal for many years due to constraints on parking supply. Supporting electrification will not change this as bays are converted rather than the number increased. This should encourage conversion to electric vehicles, particularly for country residents visiting the city where range becomes a major issue.</p>	<p>Introduce new text into Section 4.2.5 to refer to the City's aspiration to be a driver of environmentally sustainable design and accelerate the delivery of net zero emissions. Amend Action CUG4 to investigate how built form can help achieve this aspiration.</p> <p>Amend terminology throughout the document to refer to the Perth Greater CBD Transport Plan.</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>vehicles and car sharing. It should be noted that supporting the uptake of electric vehicles, with the stated objective of reducing traffic congestion, could lead to unintended outcomes if not managed correctly. This could lead to increased traffic congestion as a result of increased travel. The LPS should also consider electric vehicle charging infrastructure requirements to support electric vehicle uptake.</p> <ul style="list-style-type: none"> • Electric vehicle provisions in subsequent scheme amendments - DoT recommends that the focus be on provision of off-street recharging capacity, emphasising residential parking facilities. This could be modelled on specifications in use in other jurisdictions such as London. <p>DoT supports car sharing as a travel demand management measure - in particular, combining unbundled car parking with policies that support sustainable or shared travel (such as car sharing). There is also a risk of car sharing adding to demand and kerbside space demand which is an example of the unintended consequences that can be experienced.</p> <p>DoT supports reviewing the Perth Parking Policy (PPP) to alleviate the concerns outlined by the City that the PPP has potential to "..... discourage sustainable upgrades of existing buildings or business investment in Perth city". DoT initiated an independent review of the PPP in 2019 and has been working closely with the City in implementing the recommendations from the review. This includes initiatives and actions that address the concerns raised by the City around the upgrades to existing buildings. To note, these proposed PPP revisions are currently sitting with the City for its advice/comment. It is also pertinent to reference that despite DoT encouraging affected proponents to engage and explain how their proposals are being affected, there has only been one example produced in the past two years. It is noted that e-rideables are not mentioned in this section, but with the recent legislative changes and adoption by the public are considered as a mode with specific characteristics and needs that warrants specific consideration.</p> <p>4.6.2 Connectivity DoT supports:</p> <ul style="list-style-type: none"> • the City's desire to improve active and public transport usage and will partner with the City where appropriate to assist in facilitation of this; • reduction of car dependence in the City; 	<p>The management of kerbside servicing is beyond the scope of matters considered within the Local Planning Strategy.</p> <p>The submission comments are noted.</p> <p>The submission comments are noted.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<ul style="list-style-type: none"> the City's preparation of an Integrated Transport Plan and requests to be engaged as a key stakeholder during its development; the City's intent to improve connectivity at the neighbourhood level; the improvement of pedestrian connectivity through the arcades and laneways and the City's initiatives to allow for public use through various concessions; the City's inclusion of pedestrian priority zones at the neighbourhood planning level; and ensuring easy movement of residents, workers and visitors travelling to and within the city and in reducing barriers to movement. This is of particular importance to active transport modes to assist in the reduction of car dependency. <p>Under section 4.6.2, reference should be made to the WA Long-Term Cycle Network for Perth and Peel - https://www.transport.wa.gov.au/activetransport/long-term-cycle-network.asp. in accordance with the WA Cycle Network Hierarchy https://www.transport.wa.gov.au/mediaFiles/active-transport/ATP_WA_CycleNetwork_Hierarchy.pdf, as endorsed by the City on 25 August 2020. This should also be reflected in the plan depicted on page 42 - at least the 'Primary Route' corridors.</p> <p>4.6.3 - Servicing Management of kerbside space does not appear to be discussed in the draft. This is both a planning and operational issue and DoT recommends this be addressed within the LPS.</p> <p>4.6.4 - Table 11, Action 12 Reference is made to the 'CBD Transport Plan' this should be amended to read 'Perth Greater CBD Transport Plan'.</p> <p>DoT supports:</p> <ul style="list-style-type: none"> action 11 b to remove minimum car bay and lower maximum car bay requirements in areas of the city which are well serviced by public transport; and allow the unbundling of car parking bays from individual apartments; action 11d to increase the minimum requirements for EoT facilities; and action 12a, noting DoT does not recommend detailing alignments prior to planning being completed. DoT supports the action for the City and State Government to investigate opportunities which would 	<p>The City will prepare a new Cycle Plan to consider the cycle network in greater detail, having due regard to the State Government's Long-Term Cycle Network and other transport priorities.</p> <p>The management of kerbside servicing is beyond the scope of matters considered within the Local Planning Strategy.</p> <p>The Local Planning Strategy has been modified to update the terminology.</p> <p>The submitters support is noted.</p>	<p>Remove cycle paths from Figure 9 and add a new Action to investigate and confirm bike path routes through a bicycle path plan, having due regard to the Department of Transport's Long-Term Cycle Network.</p> <p>Nil</p> <p>Amend terminology throughout the document to refer to the Perth Greater CBD Transport Plan.</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>facilitate the growth of ferry services to better link the city to other tourist and activity destinations. Do T's Maritime business unit can provide technical support in relation to outcomes from investigations which leads to further or updated marine infrastructure requirements.</p> <p>5.1 - Central Perth Neighbourhood</p> <ul style="list-style-type: none"> • action CP1 c to improve connection and the public realm relating to the Capital City Spine. DoT requests to be engaged closely with the City in the development of this action; • action CP5a(iii) and requests to be consulted where appropriate to assist with this action; • optimising train stations and transit-oriented development but recommends also considering these in the broader context of travel demand management policies/initiatives given that the land use planning system plays an important role in travel demand by influencing people's transport needs and travel behaviour; and • action CP7a and CP7b and will work with the City and other key portfolio partners to facilitate these outcomes . <p>5.3 - East Perth Neighbourhood DoT is supportive of action EP2b and requests to be engaged as part of the development of this action.</p> <p>5.5 - West Perth Neighbourhood DoT is supportive of action WP4a and would like to work with the City to ensure the City's objectives can be accommodated where Neighbourhood appropriate.</p> <p>5.6 - Crawley - Nedlands Neighbourhood DoT is supportive of action CN1 and is interested in providing strategic transport input into the development of any structure plans for the precinct.</p> <p>6 - Implementation and Review DoT requests specific mention as a key stakeholder in the following Key Actions identified in Table 36:</p> <ul style="list-style-type: none"> • sustainable transport; • connectivity; • Station Precinct renewal; • Riverside Precinct urban renewal; • City West Station precinct renewal; and • Specialised Activity Centre - Crawley-Nedlands . 	<p>It is not considered necessary to include the Department of Transport in the neighbourhood specific actions. Table 36 identifies the role of State Government agencies (which include the Department of Transport) as key stakeholders for the implementation of sustainable transport, connectivity, and servicing themes. Specific reference to the Department of Transport has been included with Tables 36 and 37 where appropriate to provide greater clarity to the Department's role in the Strategy actions.</p> <p>The submission comments are noted.</p> <p>The submission comments are noted.</p> <p>The submission comments are noted.</p> <p>Table 36 and 37 identifies State Government agencies (which would include the Department of Transport) as key stakeholders for the implementation of all these themes. It is not considered necessary to list each separate State Government Agency under each theme, given the number of agencies involved in delivering various theme outcomes and actions.</p>	<p>Amend Table 36 and 37 to specifically acknowledge the Department of Transport as a stakeholder.</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Amend Table 36 and 37 to specifically acknowledge the Department of Transport as a stakeholder where considered appropriate and beneficial.</p>
48	State Government Agency	City-wide	<p>4.5.3 Urban Greening The Urban Greening initiative is supported, noting that it should not come at the expense of efficient movement of on road public transport.</p>	<p>The submission support is noted, and the City acknowledges the need to balance various strategic objectives.</p>	<p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>4.6 Infrastructure - 4.6.1 Sustainable Transport The Perth Parking Policy needs to ensure that any changes proposed do not add to CBD congestion, which would reduce pedestrian activity and delay buses. Changes should consider how parking could be better managed to reduce congestion, e.g., reduce parking in inner core and instead place car parks near to major transport corridors on the edge of the CBD.</p> <p>4.6.2 Connectivity Note that improved pedestrian links to and from public transit hubs and stops benefit public transport and commercial precincts. The aspirations for improved pedestrian links are supported. Decisions made on infrastructure outside the CBD can have a big impact on these, e.g. if road capacity is significantly increased on approach roads this will lead to more congestion in the CBD unless people are directed to car parks on fringe of the CBD, likely undermining desired outcomes.</p> <p>4.6.3 Servicing, Figure 9: Infrastructure Map High frequency bus routes operate to QEII (Hospital Avenue) via Kings Park Road and Thomas Street. The Red CAT route extension to the Matagarup Bridge, Blue CAT route through Northbridge, and the new Purple CAT should be included on updated alignments. The PTA supports the need for a high frequency east-west on-road mass transit route but further work needs undertaking to confirm the preferred alignment, mode and integration with existing and planned networks.</p> <p>4.6.4 Planning Directions and Actions, Issue/Opportunity: Sustainable Transport PTA suggests rewording Action 1 c) to 'Support population growth and congestion reduction by working with the State Government to review the Perth Parking Policy to reduce barriers to redevelopment and to protect future funding required for the FTZ, CAT and public transport capacity increases'.</p> <p>5.14 Central Perth Neighbourhood Planning Directions and Actions, Station Precinct Renewal</p> <p>The rationalisation of Mclver and Claisebrook stations has been investigated as part of the optioneering stage of the PTA's Platform and Signalling Upgrade Program. Unfortunately due to the very significant constraints associated with this part of the rail network a consolidated station is not considered viable.</p> <p>While a range of constraints exist, the most significant issues relate to the ground profile between Claisebrook</p>	<p>The submission comments are noted, and the City agrees that the <i>Perth Parking Policy</i> should not unnecessarily restrict positive redevelopment opportunities whilst ensuring parking can be managed to reduce congestion in Central Perth.</p> <p>The submission comments are noted.</p> <p>Figure 9 – <i>Infrastructure Map</i> has been updated to reflect current CAT services.</p> <p>It is acknowledged that the City is not intending to resolve mid-tier transit options in the Local Planning Strategy. The route represents the City's advocacy position for mid-tier transit which should be investigated through an appropriate planning process. It was selected because it presents the greatest land use benefit to the City and visitors, residents, workers and businesses in the city. It has been shown as an indicative route, acknowledging that further detailed planning is required.</p> <p>No further changes to this action are considered necessary.</p> <p>The action to work with State Government to undertake a detailed study of Mclver and Claisebrook Stations seeks to address the rationalisation of stations to unlock opportunities on underutilised land, improve connectivity and severance issues and to better capitalise on key transport infrastructure. The City notes that this may not include the consolidation of the stations.</p>	<p>Nil</p> <p>Nil</p> <p>Amend Figure 9 - <i>Infrastructure Map</i> to include all CAT routes as 'High Frequency Bus Routes' and CAT.</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>and Mciver. Given the acute downward slope between the two stations and underneath the Lord Street bridge significant works would be required to accommodate a station and ensure it met universal access and other requirements. This would cause major disruption to the existing railway and surrounding land uses to achieve, including impacts to Lord Street and adjoining properties. It would also prevent operationally viable access to/from Claisebrook depot, which is a vital part of the railway and strategically important to its long-term operation.</p> <p>5.1.4 Central Perth Neighbourhood Planning Directions and Actions, Issue/Opportunity: Station Precinct Renewal Action c</p> <p>The planning study should also consider the important role that these facilities play in enabling efficient operation of public transport services.</p> <p>Part 2 - 2.4 Operational Policies, Table 3, DCP1.6 & 4.5.1.1 Sustainable Transport</p> <p>Development can be intensified around major bus stops as well as bus stations.</p>	<p>The City acknowledges the important role these facilities play in the public transport system; however, the action specifies ways the City could work with State Government to capitalise on the opportunities. This infrastructure offers for improved transit-oriented development, in accordance with <i>Perth & Peel @ 3.5million</i>.</p> <p>The submission comments are noted. The wording to Part Two, Table 3 – <i>Operational Policies</i> has been amended to include bus stops as defined by DCP 1.6.</p>	<p>Nil</p> <p>Amend Part Two, Table 3 – Operational Policies to the following:</p> <p><i>The Strategy aligns with the principles of DC 1.6 and will further promote transit-oriented development in Perth city with optimal use of land and development intensity around the city train, bus stations and major bus stops.</i></p>
49	State Government Agency	City-wide	<p>General Comments: Road Planning</p> <p>The Graham Farmer Freeway Tunnel is significant State infrastructure which traverses the City, and Main Roads will actively continue to collaborate with the City to protect the integrity and operation of the tunnel. Main Roads' Development Design Guidelines for Structures above or adjacent to the Graham Farmer Freeway Tunnel Northbridge informs how this asset is to be protected.</p> <ul style="list-style-type: none"> • Further engagement between Main Roads and the City is recommended in relation to the Swan River Foreshore Masterplan to determine its interaction with the Primary Regional Road Reservation and State Road Assets. • Pedestrian access around Primary Regional Roads is an important issue and requires further investigation 	<p>The submission comments are noted. The City will further liaise with relevant State Government agencies as part of any further detailed planning for any projects identified within the Local Planning Strategy.</p>	<p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>regarding how connectivity can be improved when traversing the state road network. Early engagement with Main Roads is encouraged.</p> <ul style="list-style-type: none"> • The proposed Parliament House connection to the CBD over Mitchell Freeway is recognised as a long-standing proposal. Main Roads as an approving agency can provide advice for this to be implemented. • Any changes to the movement network should consider the safety and efficiency of all road users groups. • The Stirling Highway Activity Corridor Study includes some provision for bus queue jump lanes at signalised intersections with particular reference to Broadway/Hampton/Stirling Highway intersections. • Any local area traffic treatments, and modifications to traffic signals, will require further approval from Main Roads under the Road Traffic Code 2000. • Noise sensitive uses located adjacent the Primary Regional Road reservation should implement acoustic attenuation measures, as outlined in State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning, to mitigate potential negative externalities generated by the road environment. <p>Freight Movements</p> <ul style="list-style-type: none"> • Efficient freight movement is essential for city businesses to continue to operate smoothly and for the prosperity and liveability of Perth. Poor freight movement and access restrictions can negatively impact traffic and pedestrian flows since delivery drivers may spend additional time on city roads trying to locate available loading bays. • Whilst the proposed Local Planning Policy includes general transport related actions in relation to parking, pedestrians, cycling and public transport, there is no specific reference to freight. <p>Other Comments</p> <ul style="list-style-type: none"> • Waste removal is another critical service that needs to be well planned for and managed in the inner-city environment, as it can negatively impact on businesses, residents and visitors. <p>Figure 1 The figure shows that this scheme will directly or indirectly impact both Kwinana Freeway and Mitchell Freeway. Together these two freeways form the major north-south transport route within the metropolitan area. They essentially cut through the middle of the planning scheme area. Graham Farmer Freeway - runs</p>	<p>The City completed the <i>Last Kilometre Freight Studies</i> in 2018 and 2019. Both studies indicated the City is not currently facing significant issues around the movement of freight. However, improving the efficiency of the last kilometre could have positive impacts on the economic prosperity, liveability and sustainability of the city as it grows. Freight movement will continue to be addressed through the City's various transport planning projects.</p> <p>The City agrees with this statement and Action I3 of the Local Planning Strategy acknowledges the importance of appropriately planning for waste management in new development.</p> <p>The submitters comment is noted.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>approximately east west from the Mitchell Freeway. Initially it is within the study area but is in a tunnel. For the eastern portion, it forms the northern boundary of the planning area and is constructed at surface level generally, connecting to the eastern and hills areas. Albany Highway starts at the eastern end of the planning area and connects across the Swan River to the south eastern suburbs and Great Eastern Highway and Canning Highway. Stirling Highway starts in central Perth and runs west to Fremantle connects to other western suburbs. Guildford Road starts at the northern boundary of the planning area and connects with eastern suburbs. Initially it is locally known as East Parade.</p> <p>Page 3 If the strategy is for 15 years to 2036, how can it demonstrate that it meets the minimum requirements of Perth and Peel @3.5 for 2050?</p> <p>Vision 2.0 "Creating highly walkable environments" at what impact of Main Roads regional roads?</p> <p>Figure 3 - Local Planning Strategy What strategic connection exists between the residential adjacent to Stirling Highway (Mounts Bay Road) and Kings Park across Stirling Highway?</p> <p>Similarly what strategic connections existing across the Mitchell Freeway within the Narrows Interchange? Two are shown.</p> <p>4.2.4 - Capital City Waterfront The Capital City Waterfront has the potential to significantly impact the transport function of Riverside Drive.</p> <p>4.2.6 - Perth City Deal Dot Point 6 CBD Transport Plan as part of the Perth City Deal - what are the details? How does it fit with Main Roads' Network plans?</p> <p>4.3.8 - Planning Directions & Actions Population and housing growth - the proposed increased population will put additional demands on transport links both internally to the study area and externally. However, as these growth numbers are based on the Perth and Peel @3.5M the transport impacts should already be accounted for in planning.</p> <p>4.4.2 - Employment Growth - Table 7 This table shows an estimated increase in works by 2038 in the study area of 218,165. Table 1 (page 15) only shows an addition population growth of approximately 55,000. This implies an addition inflow to the study area</p>	<p>The timeframe for the Local Planning Strategy is consistent with the State Governments Local Planning Manual and Part 2, Section 2.3 demonstrates how the Local Planning Strategy meets the requirements of <i>Perth and Peel @3.5 million</i>.</p> <p>Improving walkability across the city is an important aspect of the Local Planning Strategy and this is consistent with the initiatives of Phase 1 of the State Government's <i>Perth Greater CBD Transport Plan</i>.</p> <p>The strategic connections are not referring to existing connections, rather they are identifying opportunities to improve pedestrian and cyclist connectivity where there are existing barriers. Any strategic connections would be subject to detailed investigations.</p> <p>Any future master planning for the Swan River foreshore will require detailed planning and stakeholder engagement.</p> <p>The <i>Perth Greater CBD Transport Plan</i> is a project of which Main Roads WA are a project portfolio partner.</p> <p>The submission is noted.</p> <p>The Local Planning Strategy acknowledges the additional pressure placed on infrastructure as the city grows and aims to identify strategic priorities and actions that the City can deliver through its local planning framework.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>of approximately 163,000 workers. These additional workers will travel on a combination of public transport and cars putting additional demands on both public transport and road network.</p> <p>4.4.3 - Land Use Diversity - Figure 7 It is noted that 'Belmont Park Racecourse' is spelt incorrectly on the map</p> <p>4.5.1 - Natural Assets and Climate Change - Paragraph 2 Which parts of the Graham Farmer Freeway reserve inside the study area are considered bushfire prone areas? The adjacent river front reserve is not mentioned as bushfire prone, even though it is more densely vegetated.</p> <p>4.5.1 - Natural Assets and Climate Change It is noted that consideration is given to Bushfire Prone Areas in Part 1 Section 4.5.1. The onus to manage development in Bushfire Prone Areas must be clearly placed on developers and not on adjacent landowners. Developers must mitigate risks on their land independent of and without expectation of modifications to adjacent, existing land uses.</p> <p>4.5.3 Urban Greening - Paragraph 2 Urban Greening - a significant portion of the Urban hotspots are centred on Main Roads assets (the Mitchell Freeway and Graham Farmer Freeway). Increased tree planting has already been proposed and in some areas implemented on these roads. This tree planting will have an adverse impact of the Bushfire prone areas as the density of trees increase. The two sections have opposing impacts, and both will impact Main Roads assets.</p> <p>4.5.3 Urban Greening Outlines measures for the protection and planting of trees on private land. It is recommended that the use of locally-native plant species be maximised to promote local identity and sense of place and to enhance ecological values. It is also important to ensure that plant sizes and building setbacks allow for vegetation, paths and road maintenance.</p> <p>4.5.3 - Urban Greening - Figure 8 Flood Prone areas - Stirling Highway (Mounts Bay Road) is inside the flood area. Green Links - the Mitchell freeway has been included in the green links including through the central Perth area.</p> <p>4.5.4 - Planning Directions and Actions Urban Greening - as noted above this includes sections of Graham Farmer Freeway and Mitchell Freeway.</p>	<p>The submission comment is supported. The spelling error has been corrected.</p> <p>Bushfire prone areas are shown on Figure 8 of the Local Planning Strategy (Part 1).</p> <p>The City supports the management of bushfire prone vegetation in accordance with the State Planning Policy No. 3.7 - <i>Planning in Bushfire Prone Areas</i>.</p> <p>The urban greening proposed by the City as part of the <i>Urban Forest Plan</i> will consider, ongoing management, vegetation spacing and requirements of the WAPC's Planning in Bushfire Prone Area Guidelines to mitigate any bushfire hazards. It is noted that any vegetation planting is unlikely to create a bushfire hazard, due to the scale and nature of planting intended.</p> <p>The City's approach to urban greening will be determined through detailed planning and design and will consider various environmental issues.</p> <p>Figure 8 has been updated to ensure the primary and secondary green links are consistent with the City's existing <i>Green Infrastructure and Biodiversity Study</i>.</p> <p>The submission is noted. Please refer to the above response.</p>	<p>Amend spelling throughout document for the 'Belmont Park Racecourse'</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Update Figure 8 to show primary and secondary green links consistent with the City's existing <i>Green Infrastructure and Biodiversity Study</i></p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>4.6.3 Servicing - Figure 9 This figure shows desired improvement to pedestrian and cyclist connectivity across the Mitchell Freeway, Graham Farmer Freeway and Stirling Highway around UWA. How is this to be achieved?</p> <p>5.1.4 Central Perth Neighbourhood - Planning Directions and Actions</p> <ul style="list-style-type: none"> Action CP6c states "review the existing planning policy provisions that apply to land along Mounts Bay Road west of the freeway". It is recommended that: The City consider the impacts to fauna of any changes to landscaping along Mounts Bay Road/John Oldham Park, particularly investigating ways to deter swan and duck crossings e.g. barriers, and/or limiting lawn foraging areas. The environmental conditions in this location - windy, exposed area, soil profile - need to be considered when determining landscaped treatments/species. The differing maintenance and management requirements of the landscaped area near Swan River compared to those for John Oldham Park need to be referred to. Consideration of the present Principal Shared Path is required in terms of suitable landscaping treatments as maintaining movement/connectivity is key for this area. <p>5.3.3 East Perth Neighbourhood - Planning Directions - Figure 13 Shows a mass transit link over Causeway. How is this envisioned to be fulfilled? What form of mass transit? Currently bus lanes.</p> <p>5.4.3 Claisebrook Neighbourhood - Planning Directions - Figure 14 Pedestrian and Bike connectivity across Graham Farmer Freeway, how is this to be achieved?</p> <p>5.5.3.2 West Perth Neighbourhood - Land Use This section outlines the plan to increase emphasis on residential and commercial/secondary office development between Mitchell Freeway and Havelock and Sutherland Streets. In that regard it is recommended that the City ensures that proposed residential/commercial development:</p>	<p>The ways connectivity could be improved at these points is articulated in the Local Planning Strategy under Action I2 of Table 11 - <i>Infrastructure – Planning Directions and Actions</i></p> <p>Such considerations raised by the submitter would be considered in more detail in the review of the existing policy provisions as part of the new Local Planning Scheme.</p> <p>The route shown on the Local Planning Strategy identifies the City's preferred route, however, this indicative and subject to further planning. The route chosen presents the greatest land use benefit to the City, including workers, visitors, residents, and businesses. The City notes that this should not be looked at in isolation to the rest of the public transport network and will continue to work closely with the State Government on the Perth Greater CBD Transport Plan to investigate how other interventions can improve connectivity across the city.</p> <p>Action I2 of Table 11 - <i>Infrastructure – Planning Directions and Actions</i> addresses recommended locations for improvement to identified strategic connections.</p> <p>It is not anticipated that development on private landholdings would impact on road reserves. Stormwater would need to be managed as ordinarily required at Development Approval stage.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<ul style="list-style-type: none"> • does not impinge upon or impact nearby Wildflower Capital Initiative landscaping by Main Roads, including maintenance access; and • does not impact the stormwater wetland levels, water quality and vegetation at Hamilton Lake 3/City West Compensating Basin located between Sutherland Street and Mitchell Freeway near the Freeway on-ramp. <p>5.5.3 West Perth Neighbourhood - Figure 15 Pedestrian and bike connectivity across Mitchell freeway how is this to be achieved?</p> <p>5.6.3 Crawley-Nedlands - Planning Directions - Figure 16 Pedestrian and bike connectivity across Stirling Highway, how is this to be achieved, especially location to the east of the area to the riverfront?</p> <p>6.0 Implementation and Review - Table 36 Agree with principles and for Main Roads continued involvement in the CBD Transport Plan.</p> <p>Part 2 - 2.2 State Planning Policies It is noted that consideration is given to Bushfire Prone Areas in Part 2 Section 2.2. The onus to manage development in Bushfire Prone Areas must be clearly placed on developers and not on adjacent landowners. Developers must mitigate risks on their land independent of and without expectation of modifications to adjacent, existing land uses.</p> <p>Main Roads supports statements relating to minimisation of noise impacts (Table 1) and managing road and rail noise in accordance with State Planning Policy 5.4.</p> <p>2.3 Regional Planning Context - Figure 3 Does not show Graham Farmer Freeway where it is in tunnel. No other regional road from western end of Riverside Drive to Freeway ramps.</p> <p>3.3 Local Planning Framework - Figure 5 - Does not show Graham Farmer Freeway in Tunnel. - Does not show Stirling Highway. - Primary regional road at western end of causeway different to MRS and Gif 3.</p> <p>3.4 Local Planning Scheme - Figure 6 Does not show Graham Farmer Freeway in tunnel and also near and across Swan River. On a technical note, a small portion of Guildford Road (local name East Parade) is missing south of GFF.</p>	<p>Refer to above comment.</p> <p>Refer to above comment.</p> <p>Planning for bushfire is required to be consistent with the State Planning Policy No. 3.7 - <i>Planning in Bushfire Prone Areas</i> (SPP 3.7).</p> <p>The submitters comment is noted.</p> <p>Figure 3 is consistent with the Department of Planning, Lands and Heritage's mapping.</p> <p>Noted. Figure 5 has been updated to ensure it shows reserves under the City's local planning schemes and the Metropolitan Region Scheme accurately.</p> <p>Figure 6 is consistent with the Department of Planning, Lands and Heritage's mapping.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Amend Part Two – Figure 5 - <i>Planning Schemes within the City of Perth</i> to ensure it accurately shows reserves under the City's Schemes and Metropolitan Region Scheme.</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>4.3.1.3 Perth City Deal Agree with principles and for Main Roads continued involvement in the CBD Transport Plan.</p> <p>4.4.1.3 Urban Greening Urban Greening when applied to major transport infrastructure can have significant implications for safety and efficiency. These need to be taken into account when these policies are being implemented.</p> <p>4.5 Infrastructure The strategy calls for a review of the Perth Parking Policy, and parking in general. It acknowledges that with the expected growth in population is also expected that there will be more cars on the roads. Beyond suggesting this increase in traffic demand should preferably be aimed at public transport and other more sustainable transport modes, it should be acknowledged that potentially not achieving this in the expected timeframes will result in a more congested road network. Any changes in parking policy should be clearly linked to its likely impact on traffic and congestion and the level of acceptable congestion in the CBD and the primary arterials into and out of the CBD should be defined to ensure all related agencies are aware and in agreement with the expectation.</p> <p>Ideally, guidance should be offered in terms of how long the congested peak is expected to extend and what is acceptable, and also what is considered an acceptable level of peak congestion in terms of delay to users at intersection-level, whether this be general traffic, public transport, cyclists or pedestrians.</p> <p>Additional comments: The strategy should consider drop off and pick up for ride sharing services, future increases in uptake of ride sharing as a mode of transport can have a significant impact on high density areas like the Perth CBD and a kerb management strategy should be considered to ensure this practice does not negatively impact on critical traffic movements (such as bus operations). The strategy should consider how the increased use of micro delivery vehicles will be accommodated. This could include light trucks, cars, motorcycles, bicycles, and even autonomous drones and rovers in the medium to long terms. With increased density, the need for service delivery also increases; which should be taken into account.</p> <p>4.5.1.2 Connectivity Segregated cycling/e-scooter infrastructure needs consideration to improve user safety and efficiency.</p>	<p>The submitters comment is noted.</p> <p>The submitters comment is noted. Safety concerns associated with urban greening will be considered at detailed planning stage.</p> <p>The City appreciates the complexities and often conflicting objectives to achieve sustainable transport options. Any changes to car parking rates will be tested to ensure they are effective and practical as part of the detail in preparing the Local Planning Scheme.</p> <p>Car sharing provides a means for reducing car ownership, and therefore is likely to reduce overall traffic volumes. Providing options is key to reduced car ownership.</p> <p>The management of kerbside servicing is dealt with outside of the Local Planning Strategy.</p> <p>The City's <i>Last Kilometre Freight Study</i> indicated there is no immediate need for changes to the freight network. As such, it is not referenced.</p> <p>The City is currently investigating the implementation of a shared e-scooter scheme in collaboration with our adjacent Local Governments, Kings Park and the University of Western Australia. As</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			<p>Support strategy to include pedestrian connectivity through private developments for the general public.</p> <p>4.5 - Changing Technology The strategy is limited on technology and its significance going forward. It is recommended that appropriate commentary is provided on technology within the strategy to link it to Main Roads' ITS Masterplan 2022-2030 (currently in development) which will assist in linking appropriate supporting technology.</p> <p>Appendix A - 1.2.1.3 Table 20 With reference to Table 20, some key amenity designations are considered inadequate:</p> <ul style="list-style-type: none"> Narrows interchange is more than Turf and Trees - it also includes wetlands, native habitat, path network. Heirisson Island is more than Path Network - it is also turf and trees, wetlands, native habitat, Aboriginal heritage. <p>Appendix A - 1.4.1.9 Figure 41 and 46 With reference to Figure 41, land designated as owned by City of Perth at the Narrows includes land owned by Main Roads, but this is not shown. Areas shown as Road Reserve conflict with those shown in Section 1.5.1.1 Figure 46.</p> <p>Appendix A - 1.4.1.9 Figures 42 and 41 With reference to Figure 42, the biodiversity link of the Narrows is missing and does not seem to align with Figure 41. Areas shaded as road network in Figure 42 are instead shown as City of Perth ownership in Figure 41.</p> <p>Appendix A - 1.4.1.10 New tree planting in hot spot areas as depicted in this section that are in the Main Roads road reserve have to comply with Main Roads' safety and vegetation placement guidelines. Species selection and plant positioning need to be protective of Principal Shared Path infrastructure and facilitate pedestrian/cyclist use e.g. adequate foliage offset from the path, limited hazards like large gum nuts, reduced likelihood of root invasion. Furthermore, the new Pedestrian Bridge and planning strategy for the Heirisson Island/East Perth area as outlined in Appendix A needs to be detailed, particularly with the associated Threatened Ecological Community and Aboriginal Heritage Sites.</p> <p>4.5 - Draft LPS - Environment Map Mass Transit, as referred to within the strategy and this map needs definition. The proposed route along the steep section of Plain Street and across the Causeway requires further consideration for major infrastructure</p>	<p>with all plans, detailed design work needs to be completed to understand feasibility. The submitters comment is noted.</p> <p>As the Main Roads WA ITS Masterplan has not been completed, the Local Planning Strategy is unable to have due regard to it.</p> <p>No changes are considered necessary.</p> <p>No change is recommended given the high-level nature of these maps.</p> <p>No change is recommended given the high-level nature of these maps.</p> <p>This section of the City-wide Profile Analysis summarises outcomes of the City's Urban Forest Plan and no further changes are considered necessary.</p> <p>It is unclear what the submitter is referring to as Figure 8 is mapping important environmental considerations. This figure is not intended to map future transport routes.</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p>

REFERENCE	SUBMITTER CATEGORY	NEIGHBOURHOOD	COMMENT	RESPONSE	ACTION
			works/upgrades that should be highlighted in the strategy.		
50	State Government Agency	City-wide	<p>The Department's Swan Avon Region has reviewed the Draft Strategy and is satisfied that the City of Perth's major water and environmental challenges have been suitably identified and appropriate future planning management options have been proposed.</p> <p>The Department has no specific comments to provide and is happy to assist the City of Perth with the progression of specific water and environment actions, including strategies to manage Swan River flood impacts on future development.</p> <p>Please note that all referrals from the City of Perth to the Department should be sent to our Swan Avon Regional office at swanavon.landuse@dwer.wa.gov.au. This will ensure that proposals are received, assessed and responded to as quickly as possible.</p>	The submitters comments are noted.	Nil