

City of Subiaco

Local Planning Strategy



Endorsed by the
Western Australian Planning Commission

28th February 2020

Disclaimer

This is a copy of the Local Planning Strategy at the date of endorsement produced from an electronic version of the Strategy held by the Department of Planning, Lands and Heritage. Whilst all care has been taken to accurately portray the current Strategy provisions, no responsibility shall be taken for any omissions or errors in this documentation.

Consultation with the respective Local Government Authority should be made to view a current legal version of the Strategy.

Please advise the Department of Planning, Lands and Heritage of any errors or omissions in this document.

This Local Planning Strategy 2020 will revoke the approved Local Planning Strategy 2014 and has been prepared in conjunction with Local Planning Scheme No. 5

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Part 1: The Local Planning Strategy

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- Future Planning of the City
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Executive Summary

This Local Planning Strategy (the Strategy) provides the framework for integrated and sustainable planning and development for the City of Subiaco over the next 10 to 15 years. The City's first Strategy was adopted and endorsed by the Western Australian Planning Commission in 2014. A process to revise the Strategy commenced in 2017 to reflect changes to the City's boundaries, significant progress with the City's strategic plans, and changes to the Subiaco redevelopment area.

The Strategy combines six focus areas of key local planning considerations:

- Activity centres, economy and tourism;
- Community facilities, recreation and open space;
- Environment and sustainability;
- Population and housing;
- Transport, access, parking and infrastructure; and
- Urban design, character and heritage.

Each focus area is displayed on a map and includes objectives, strategies and actions. The combination of all the focus areas provides a holistic strategic planning vision for the City of Subiaco for the next 10 to 15 years, as shown in Figure 1.

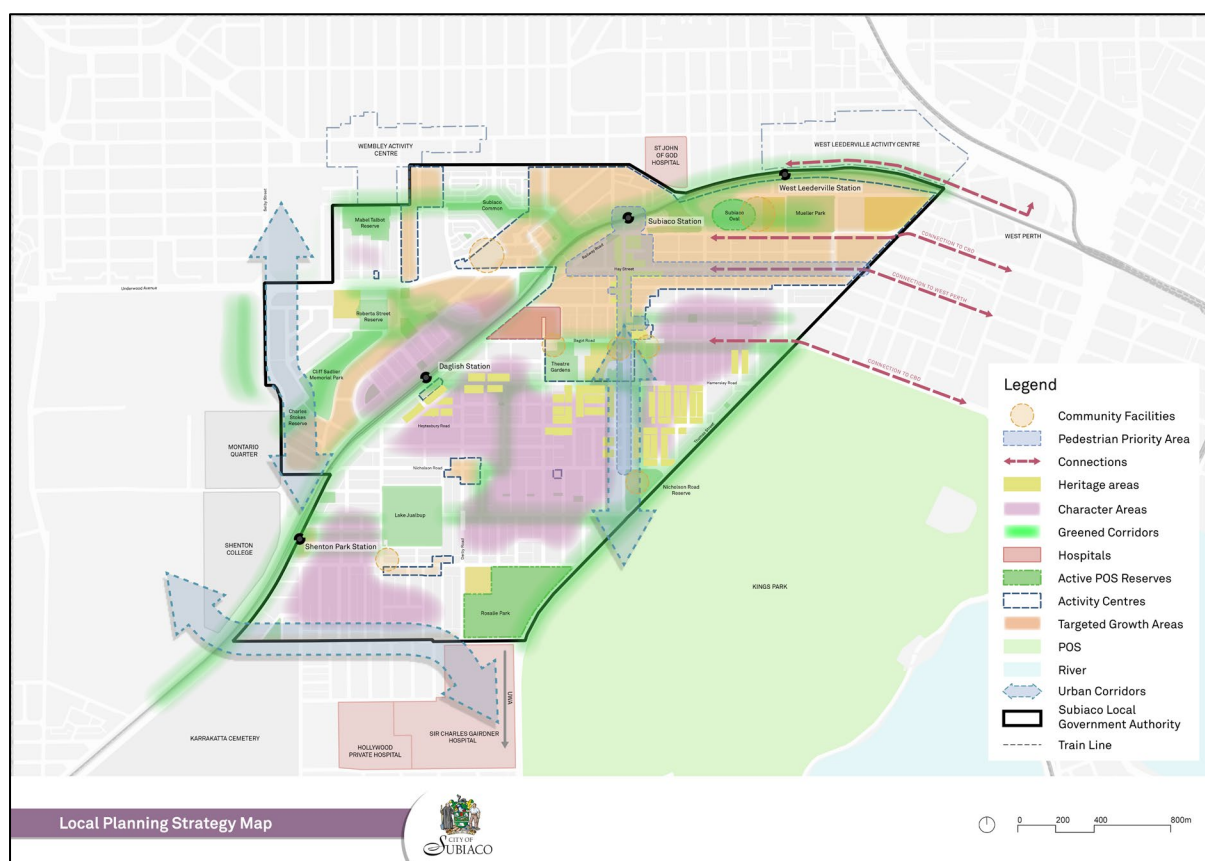


Figure 1: Local Planning Strategy Map

Activity Centres, Economy and Tourism

The Strategy recognises the importance of the role of Subiaco's activity centres as focal points for economic activity and tourism in the City. The Strategy promotes activated streets, urban vibrancy and business opportunity. The activity centres, economy and tourism focus area is detailed in Section 4.1 and Map 1 of the Strategy,

Community Facilities, Recreation and Open Space

The Strategy recognises the importance of the City's many community, recreation and open space facilities. The Strategy encourages the retention and expansion of the urban forest, and requirements for deep soil zones and planting of mature trees for new development. The community facilities, recreation and open space focus area is detailed in Section 4.2 and Map 2 of the Strategy.

Environment and Sustainability

The Strategy seeks to improve the City's sustainability and build upon its existing environmental values through the planning process by encouraging an urban form that does not reduce the urban tree canopy cover and which promotes existing green spaces. New development should contribute to the existing urban forest and environment values and be sustainably designed to mitigate the impacts of urban development. The environment and sustainability focus area is detailed in Section 4.3 and Map 3 of the Strategy.

Population and Housing

The Strategy aims to provide additional housing to accommodate a share of the population growth forecast for the Perth metropolitan area. A targeted growth strategy for Subiaco aims to meet the dwelling targets of the *Central Sub-Regional Planning Framework* in specific areas under the guidance of 10 urban consolidation principles. In addition, the Strategy includes precinct planning areas which require further detailed investigation and the preparation of nuanced and specific planning controls. The population and housing focus area is detailed in Section 4.3 and Map 4 of the Strategy.

Transport, Access, Parking and Infrastructure

The Strategy aims to implement the City's Transport, Access and Parking Strategy (TAPS), recognises the need for improvements to public transport services, and encourages an increased focus on walking and cycling infrastructure. The Strategy acknowledges the need for a coordinated approach by relevant authorities to the upgrade of existing infrastructure and services, particularly with regard to targeted growth areas. The transport, access, parking and infrastructure focus area is detailed in Section 4.5 and Map 5 of the Strategy.

Urban Design, Character and Heritage

The Strategy aims to protect the City's recognised character and heritage. In addition to the existing protection of dwellings of heritage value, the development of character retention policies for precincts is included to protect neighbourhood character. New development should be well designed to respect and positively contribute to existing character and not unduly impact on existing low density residential areas. The urban design, character and heritage focus area is detailed in Section 4.6 and Map 6 of the Strategy.

Reference Documents

There are a number of related strategic documents that this Strategy refers to, which may be referred to for further information. They are available on the City's website and include:

- Subiaco Activity Centre Plan 2017;
- North Subiaco Structure Plan (draft as of July 2018);
- Subiaco Transport, Access and Parking Strategy 2017;
- Economic Development Strategy 2017-2021;
- Sustainability and Resilience Strategy 2016-2021;
- City of Subiaco Strategic Community Plan 2017-27;
- Urban Forrest Strategy 2018;
- Public Open Space Plan 2014;
- Town Planning Scheme No. 4 and draft Local Planning Scheme No. 5;
- Local Planning Policies; and
- Draft Heritage Strategy (under preparation).

State level planning documents outlined below are available from the website of the Department of Planning, Lands and Heritage:

- Directions 2031;
- Perth and Peel at 3.5m and the Central Sub-Regional Planning Framework;
- Relevant State Planning and Development Control policies; and
- The Perth and Peel Transport Plan for 3.5m people and beyond is available from the website of the Department for Transport.

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Part One – Local Planning Strategy

1 Introduction

This Local Planning Strategy (Strategy) provides the framework for long-term (10 to 15 year) planning and development in the City of Subiaco, the area of which is delineated in Figure 2 and forms the strategic basis for the preparation of the City of Subiaco Local Planning Scheme No. 5 (LPS 5).

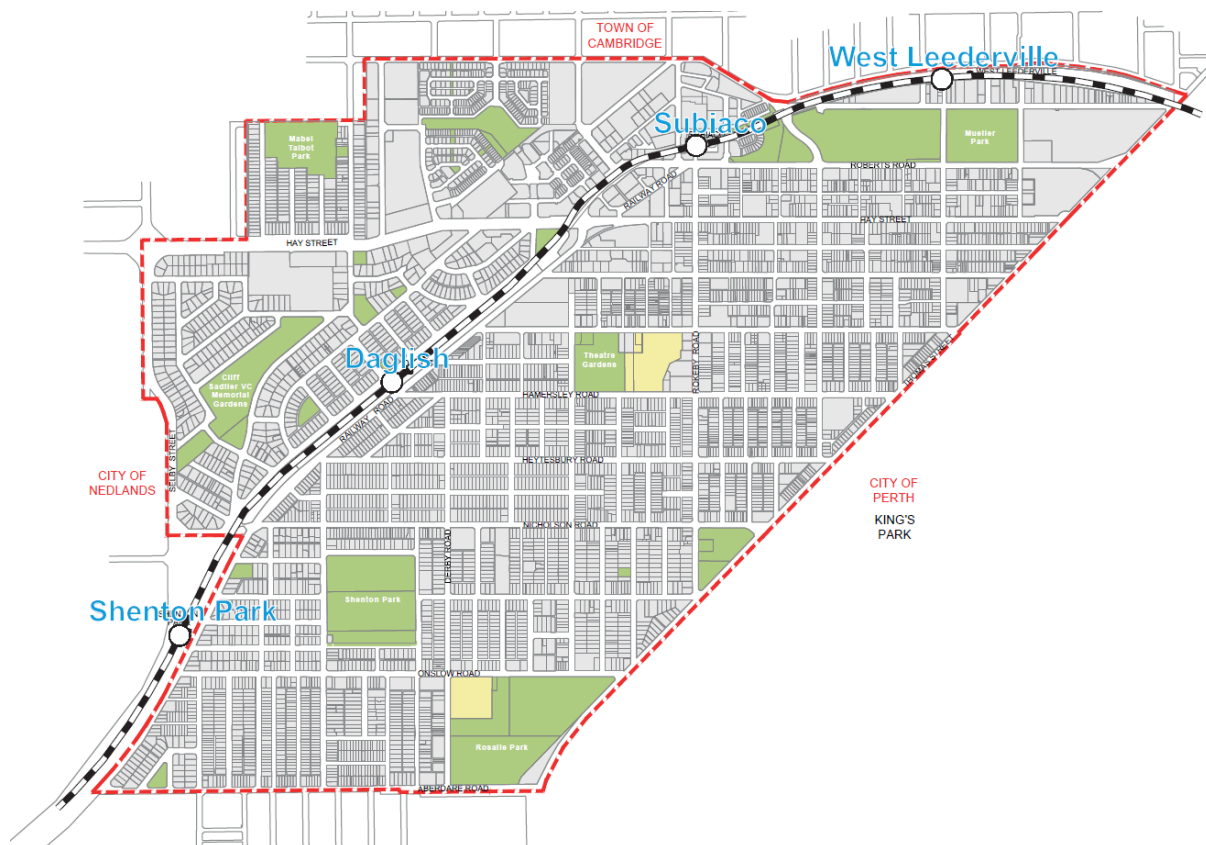


Figure 2: The City of Subiaco Local Government Area

The Strategy forms the interface between regional and local planning, and sets out the City's long-term planning directions and objectives for future planning and development.

The Strategy:

- aligns with recent State Government plans and policies ;
- provides the rationale for the zoning of land and development standards set out in the Local Planning Scheme;
- guides the preparation of Local Planning Policies and other instruments; and
- sets out a work program for future strategic planning projects.

The Strategy considers the interrelationship of a number of planning factors relevant to Subiaco as illustrated in Figure 3. The combination of all these elements forms a holistic planning Strategy for the City.



Figure 3: Strategy elements

The Strategy provides the rationale for the zones and development standards set out in LPS 5. Together, the Strategy and the Scheme guide the content of Local Planning Policies as shown in Figure 4.

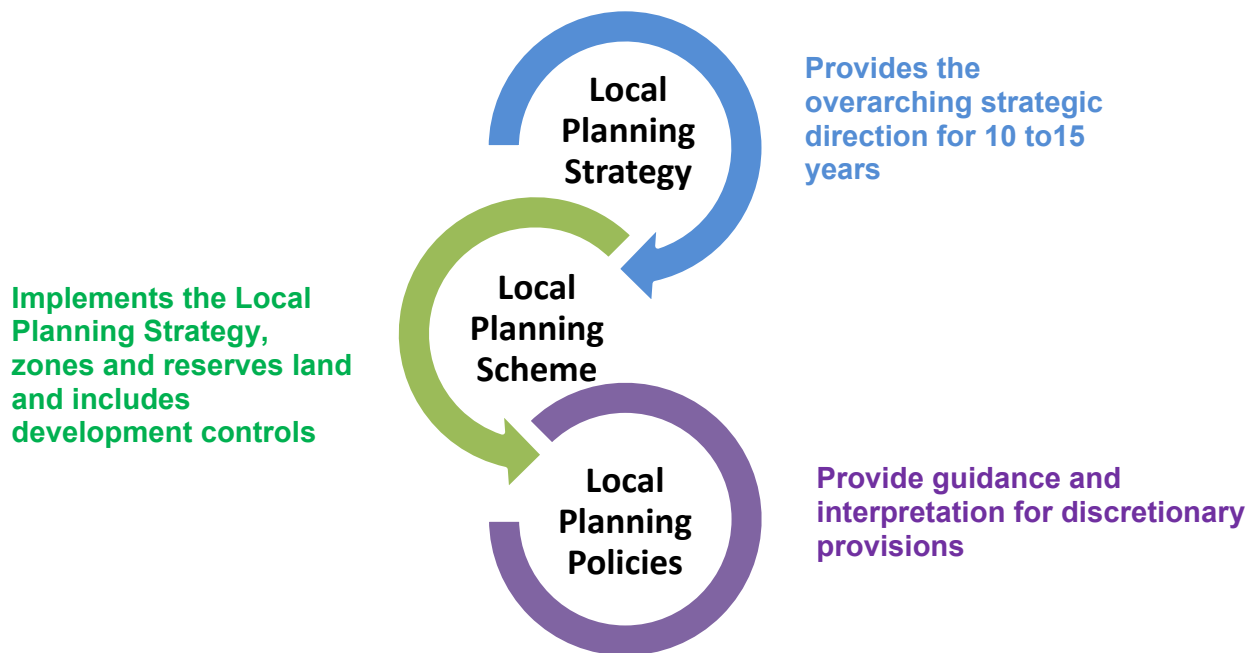


Figure 4: Local planning framework

The Strategy is divided into two parts:

- **Part One** contains the Strategy itself; and
- **Part Two** contains the background, technical information and analysis of issues, which, together with the strategic direction provided by Council, informed the development of the Strategy.

1.1 Where we have come from

The City is situated on the traditional homelands of the Whadjuk Nyungah people who were the custodians of this land long before the first European settlers arrived. The City acknowledges and recognises the continuing cultural connection of the Whadjuk Nyungah people with the land and waterways of Subiaco.

A group of Benedictine monks, whose founder came from Subiaco in Italy, settled in the area now known as West Leederville in 1851. When the Perth to Fremantle railway opened in 1881, the name Subiaco was adopted for the railway station constructed near the monastery. The name was then extended to the cluster of houses and businesses which gradually established around the station, and later became the present-day Subiaco.

The first dwelling by a European settler in Subiaco was built in 1886 on Mueller Road (now Roberts Road), near the railway line. The opening of the railway encouraged settlement, as land was much cheaper in Subiaco than in Perth or West Perth, and this in turn supported retail and industrial development.

Subiaco was shaped by the gold rush and resultant population boom which occurred from the 1880s. This saw residential development, the construction of infrastructure and the introduction of state government services and resulted in Subiaco being proclaimed a municipality in 1897. Rokeby Road and Hay Street were consolidated as the central and commercial spines of the municipality, a light industrial area was created and a distinct character complete with brick houses in the Federation style was formed.

The war and immediate post war periods (1910s – 1940s) were marked by slow and steady growth. This period saw the development of the Daglish Garden Suburb and the advent of Inter-war and Art Deco architectural styles.

The 1950s - 1980s saw the ongoing expansion and modernisation of Subiaco; its services, facilities and landscape. Demolition and redevelopment, high density building, apartment living and contemporary construction materials and techniques were features of Subiaco during this period. This new development resulted in calls for the preservation of a Subiaco identity and sense of place and resulted in the establishment of the City's first heritage policies.

The 1980s through to the 2010s saw the redevelopment of the former industrial lands for residential and commercial purposes, the sinking of the Subiaco railway station and Rokeby Road became a destination point for locals and visitors alike.

1.2 Where we are now

The City of Subiaco has grown from its humble, affordable and working class origins into a modern, diverse, highly desirable and highly accessible inner-City area of 17,109 people (idProfile 2018). The City includes the suburbs of Subiaco, Jolimont, Daglish and Shenton Park.

The City contains a number of major public institutions which either have ceased operating recently or may close in the future including: Princess Margaret Hospital for Children, King Edward Memorial Hospital and Subiaco Oval. Accordingly, these locations represent strong redevelopment potential to absorb the ambitious infill dwelling targets of the State Government. The QEII medical campus, Hollywood Hospital and the University of Western Australian are located to the south of the City of Subiaco and the St John of God hospital is adjacent on the City's northern boundary. The City encompasses and is nearby or adjacent to

these major employment generators, many supporting businesses and institutions are also located within the City of Subiaco. The hospitals and the nearby university employ large numbers of staff and attract large numbers of visitors to the region on a daily basis, which represent a significant opportunity to capitalise on this daily population influx in the region. Professional, scientific and technical services as well as health care, and social assistance, workers make up about one-third of all jobs provided within the municipality.

The City of Subiaco is a major employment centre within the Perth metropolitan region. 20,955 workers are employed within the municipality, compared to a resident population of 17,109 people. This results in a significant range of service requirements and pressures being experienced by the City on a daily basis.

Since 1981 the City of Subiaco has increased its number of dwellings by approximately 50%, and its population by about 47%. The total population of the City divided by its area equates in approximately 31 persons per gross hectare and about 15-16 dwellings per hectare. As of 2016, there were 8,446 dwellings in the City of Subiaco with an average household size of 2.10 persons per dwelling (idProfile 2018).

The City provides a broad range of dwelling types and housing choice including single houses, villas, townhouses, terraces and apartments. The increase in housing stock is primarily due to redevelopment of the old industrial land, known as Subi Centro by the Metropolitan Redevelopment Authority (MRA). Mixed use development, provided in both ground and multiple levels, has become an accepted form of new development within this area, and some other areas. From 2011 until 2016, the City saw an average of about 130 new dwellings constructed each year. In order to achieve its dwelling target of 6,140 by the year 2050, the City needs to see an average of about 190 dwellings constructed each year for the next 32 years.

1.3 Where are we headed?

The City of Subiaco has experienced substantial increases in population over the past 30 years, with the majority being housed in a range of new high quality developments and in a variety of built forms. As a result, the City of Subiaco has become a more vibrant and busy centre of activity in the Perth Metropolitan Region, and now has a diverse range of business, service and entertainment activities. In recent years this vibrancy and local economic activity has been in decline due to poor perception by the broader metropolitan community and the loss of the Subiaco Oval and associated economic support for local businesses. The criteria set out in *Perth and Peel @ 3.5million* and the structure of activity centres in *Directions 2031* indicates that the City will continue to provide for population growth in close proximity to train stations and centres of activity.

The City of Subiaco's rich, diverse and valued heritage is reflected in its buildings, places and streetscapes. The City's program of identifying and providing protection of places and areas of heritage value will ensure that increased population growth can occur without being at the expense of local heritage values and character.

The new Perth Stadium at Burswood has become Perth's major football stadium from the beginning of 2018. This presents the City with a number of opportunities at the Subiaco Oval site. The City has clearly identified that a high degree of active recreation space should be maintained at the oval site. Residential and mixed use development to the north and west of the oval is desirable and is supported.

Princess Margaret Hospital has been closed, will be de-commissioned and is likely to be replaced by a residential and mixed use precinct under the Subiaco Redevelopment Scheme No. 2. Similarly, the King Edward Memorial Hospital is likely to close in the medium term, although a timeframe is unclear. Redevelopment of the KEMH site is likely to be medium-high density residential within an activity centre context

The *Subiaco Activity Centre Plan (SACP)* and *draft North Subiaco Structure Plan (NSSP)* when combined contain planning provisions for the entire Subiaco Secondary Centre and have both been endorsed by the City. The SACP has been approved by the Western Australian Planning Commission (WAPC) and the NSSP, as at November 2018, was deferred by the WAPC. The proposals align with the objectives of the *Perth and Peel @ 3.5million* plan, and *Directions 2031 and Beyond*.

Beyond the activity centre, the *Central Sub-Region Planning Framework* identifies opportunities for further population to be located in close proximity to Daglish and Shenton Park railway stations and along corridors around Rokeby Road, Aberdare Road and Selby Street. Any additional infill for these areas requires a sensitive approach to ensure each area's existing distinct character is maintained and new development occurs in a sensitive and respectful manner. For this reason, as well as the generally small lot sizes and narrow right-of-ways which make redevelopment difficult, a fine-grained approach of precinct planning is envisaged for these areas.

The City of Subiaco understands and accepts its obligations to accommodate growth and change, and welcomes the net benefits these changes can bring to the City and the wider metropolitan region. It is clear that a continued increase in the number of residents, workers, visitors and students will put pressure onto existing infrastructure and services, including transport systems, public open space and recreational facilities, community facilities and servicing infrastructure. The impacts and demands will need to be understood and any expansion planned for and implemented in parallel with population growth.

1.4 Think 2030 review

The City undertook a visioning process in 2011, known as Think 2030. Out of this process, the City prepared and adopted its Strategic Community Plan.

The Strategic Community Plan was reviewed in 2016/2017 and was adopted by the Council in August 2017. The consultation project attracted over 1600 comments which demonstrated the strong interest the community has in the future of their City.

The preliminary engagement mechanisms gave the community and Council the opportunity to provide input into the preparation of the Strategy. This input has been factored into the City's goals and objectives, and has also assisted in identifying the key issues and initial ideas on appropriate strategy responses to these issues.

2 Future planning of the City

The City is valued as a place of diversity with a village character and a cultural mix that ensures a vibrant atmosphere. There is a strong sense of community, and the aesthetics of development in the City contribute to a unique sense of place, with particular areas of the City recognised as having significant heritage and/or character value. It is important that any changes to the City's planning framework respect existing character.

At the same time, the City of Subiaco is cognisant of the need to accommodate inevitable change. *Perth and Peel @ 3.5million* recommends increased residential populations in some areas of the City, and some of the proposed increases are significant. The City understands the intent behind the State Government's policy, and with the benefit of extensive community feedback, knows that change can only be achieved through a co-ordinated and carefully targeted growth strategy supported by fine-grained precinct planning where appropriate. This will ensure the existing highly desirable character of Subiaco is protected and enhanced into the future.

It is also acknowledged that a modest and appropriate increase in population will generate economic benefits and business sustainability, and is a key element that will lead to a more vibrant town centre where local people can work, shop, visit and play.

The City has operated under its existing Town Planning Scheme No. 4 (TPS 4) for seventeen (17) years. TPS 4 was generally found to be adequate as a planning and development control instrument during its first years of operation, the evolving strategy and policy direction of the State Government in particular and legislative change, has highlighted shortcomings in a number of areas.

The City intends to demonstrate that, through the adoption of this Strategy and the proposed LPS 5, it is possible to facilitate appropriate new development that respect and positively contributes to the existing desirable character of the City.

2.1 Vision and Mission

The Strategic Community Plan includes the following vision for the City of Subiaco:

In 2030 the City of Subiaco is a unique, popular and welcoming place. The City celebrates its rich history, while embracing the diversity and vitality of the present. The parks, public spaces, events and recreational opportunities are easily accessible and promote a healthy lifestyle for all. There is a diverse range of local businesses and entertainment that contribute to a lively atmosphere. The City faces the challenges of the future with strong leadership, an innovative approach and emphasis on community values and voices. Sustainability, in all its forms, is at the core of the community and underpins the City's operations.

The Strategy assists in implementing this vision through the following mission statement

To shape the future of the City of Subiaco as a desirable place to live, play and work. The Strategy embraces the City's rich heritage and fosters a best practice approach to population growth, with a focus on achieving positive design outcomes.

2.2 Objectives of the Local Planning Strategy

The objectives of the Strategy are:

- (a) To foster local economic development and employment opportunities;
- (b) To accommodate a reasonable increase in population and housing stock in appropriate locations;

- (c) To maintain and improve the City's excellent provision of housing choices and variety of neighbourhoods;
- (d) To plan for the appropriate redevelopment of major sites which will become available in the short, medium and long-term;
- (e) To foster a 'sense of place' unique to Subiaco and an attractive urban environment;
- (f) To protect and enhance local heritage and character;
- (g) To develop meeting places for the community;
- (h) To maintain and enhance social and recreational opportunities;
- (i) To maintain and enhance natural resources;
- (j) To provide convenient access to goods, services and employment;
- (k) To encourage a reduction in the community's dependence on private motor vehicle use and to promote alternative travel modes;
- (l) To make more efficient use of existing infrastructure and resources such as public transport, land and financial resources;
- (m) To provide necessary services and meet community needs;
- (n) To make the most of emerging technologies and trends; and
- (o) To enhance the public health of the community.

2.3 Key planning matters

The key planning matters addressed by the Strategy include:

- (a) Ensuring activity and vibrancy in the Subiaco Town Centre, underpinned by a focus on economic outcomes and business sustainability;
- (b) Accommodating an increasing population, the identification of housing precincts, and maintenance of a high level of housing quality, choice and diversity;
- (c) The conservation of built heritage and preservation of residential character in appropriate locations;
- (d) Ensuring the population growth of the Subiaco Activity Centre is managed to ensure high quality building design of appropriate form and scale, and minimise impacts on existing development;
- (e) Planning for future use and development of key sites identified in the Subiaco Activity Centre Plan including King Edward Memorial Hospital (KEMH), Homebase, Crossways and other landmark sites;
- (f) Working with the MRA in planning for future use and development of key sites identified in the Subi East Redevelopment Area including the Princess Margaret Hospital (PMH), Subiaco Oval and Kitchener Park, and land between the Oval and the rail reserve;
- (g) Normalisation of the existing MRA areas into the City's local planning framework;
- (h) Consolidation and enhancement of Local and Mixed Use Centres;
- (i) Accommodation of additional population and activity around railway stations in a sensitive and practical manner;
- (j) Protection and enhancement of the City's green credentials;
- (k) Upgrading the extent and efficiency of transport options; and
- (l) Determine the most appropriate means of providing for car parking associated with new developments.
- (m) Working with the State Government to ensure relevant services and infrastructure upgrades are undertaken in parallel with population growth.

2.4 Current planning framework

Planning for the future of the City is guided by a number of planning policies. *Perth & Peel @ 3.5 million* provides the overarching framework for the strategic planning of the City. This document provides further detail with respect to the structure of centres and corridors established under *Directions 2031*. The State Government plans and policies summarised in Table 1 below are additional important documents that will shape the City:

| Plan or policy | Function |
|---|--|
| <i>Central Sub-Regional Planning Framework</i> | Provides a structure of activity centres, station precincts and transport corridors |
| <i>State Planning Policy 4.2 – Activity Centres for Perth & Peel (SPP 4.2)</i> | Provides a hierarchy of activity centres, including for smaller scale local centres |
| Development Control Policy 1.6 – Planning for Transport Oriented Development (DC 1.6) | Provides a framework for development around transport nodes |
| Capital City Planning Framework | Provides a strategy for the structure of the Perth inner City area |
| <i>Perth and Peel @ 3.5 million Transport Network</i> | Sets out the strategy for delivering future transport infrastructure for the metropolitan area |
| <i>Subiaco Redevelopment Scheme No. 2 and associated policies</i> | Guides the redevelopment of the areas under the control of the MRA |

Table 1 - State planning framework

In addition to the above State Government plans, the City has established a framework of statutory controls and strategies that will guide the future planning of the City:

- Town Planning Scheme No. 4 and a draft LPS 5, which are the primary source of development control in the City;
- The SACP and NSSP, which provide detailed development controls for the Subiaco Secondary Activity Centre;
- Adopted Local Planning Policies for each precinct;
- Strategic Community Plan 2016-17;
- Transport, Access & Parking Strategy 2017;
- Economic Development Strategy 2017-2021;
- Heritage Strategy (currently being prepared);
- Sustainability & Resilience Strategy 2016-2021; and
- Urban Forest Strategy 2018.

3 Approach to the Local Planning Strategy

The Strategy intends to provide a comprehensive approach to local planning for the City of Subiaco. In considering a growing population and meeting the housing targets set by the State Government in the *Central Sub-Regional Planning Framework*, the Strategy provides for this to occur in a targeted manner rather than through blanket and ad-hoc density increases.

Sustainable population growth can only occur if the amenity of residents is preserved, including the City's excellent housing choice, access to services, and facilities, recreation and open space and cultural attractions. The Strategy Map demonstrates this comprehensive and layered approach and provides relevant context within neighbouring local government areas.

Where relevant information is not readily available, the Strategy establishes a work program to fill these knowledge gaps through the preparation of relevant strategies, studies and plans. This will assist the City in considering future amendments to the Local Planning Scheme where appropriate, and provides a basis for a future review of the Strategy.

This approach acknowledges that the local planning framework cannot remain static and needs to evolve over time and remain responsive to changing local, regional and national drivers to remain relevant and effective. This is commensurate with the principles of orderly and proper planning, which means to make decisions in a disciplined, methodical, logical and systematic way, not in a manner that is haphazard or unpredictable.

The City favours a strategy whereby the majority of additional population and employment is accommodated in and around selected activity centres and along urban corridors. Further population can also be accommodated in select key under-developed sites or other sites occupied by government institutions.

Additional areas are identified which may be appropriate to accommodate increased development due to their location near station precincts, activity centres and corridors. These areas need fine-grained approach due to their small lot sizes, fragmented land ownership, difficult access arrangements and the age and condition of existing building stock. These areas are proposed to be investigated in detail through precinct planning.

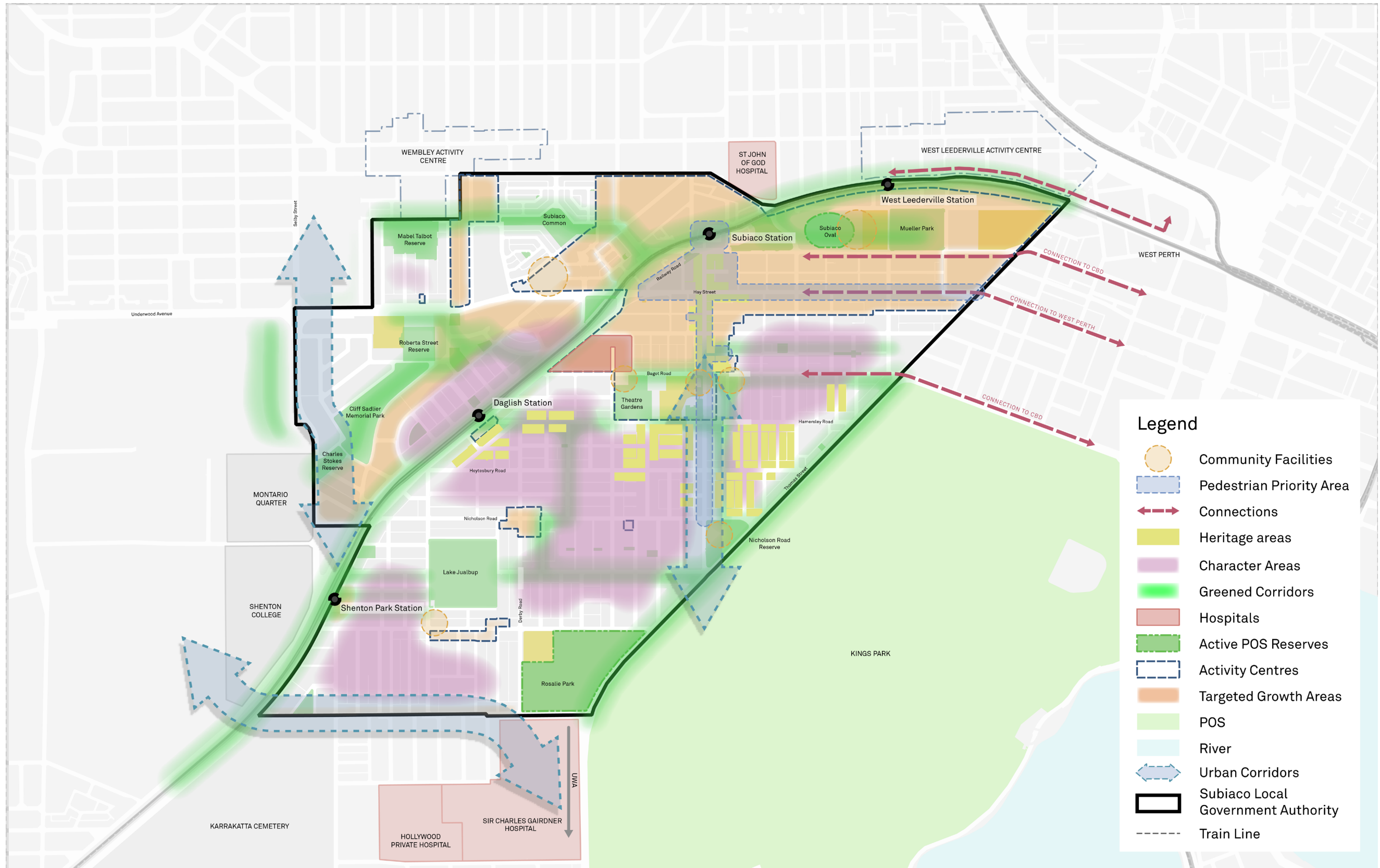
The benefits of this approach are as follows:

- There is controlled and limited impact on existing single dwelling streetscapes and character;
- Additional population and employment is located in areas where access to alternative (to motor vehicles) transport modes and services is greatest; and
- The additional population and employment, being located within and around nominated locations, will contribute to the viability of these locations.

This is referred to as the Targeted Growth Strategy for the purpose of this document and is divided into a number of target areas as shown in Population and Housing section below.

4 Local Planning Strategy (2020)

The Strategy map has been prepared to provide a link between the elements that combine to form the local planning strategy as well as the context outside the City of Subiaco. Each element has been shown on a separate map in addition to the composite Strategy Map. A schedule of objectives, actions and implementation measures follows for each element.



4.1 Activity Centres, Economy and Tourism

Over 20,955 workers are employed in the City of Subiaco or its immediate surrounds, many travelling to or through the City on a daily basis. Subiaco's economic position is well established and the City has the opportunity to convert economic factors into on-street activity, vibrancy and business sustainability. Economic activity should be focussed on activity centres to assist in creating highly active and vibrant focal points.

Activity centres are hubs that attract people for a variety of activities, such as shopping, working, studying and living. These centres mainly consist of a concentration of commercial uses combined with a varying proportion of other land uses such as residential, schools and open space. The role and function of these centres and the diversity of activities within them varies depending on their catchment.

The City has a range of activity centres which fulfil different functions:

Secondary Activity Centre:

- Subiaco

District Activity Centre:

- Jolimont

Neighbourhood/Local Centres:

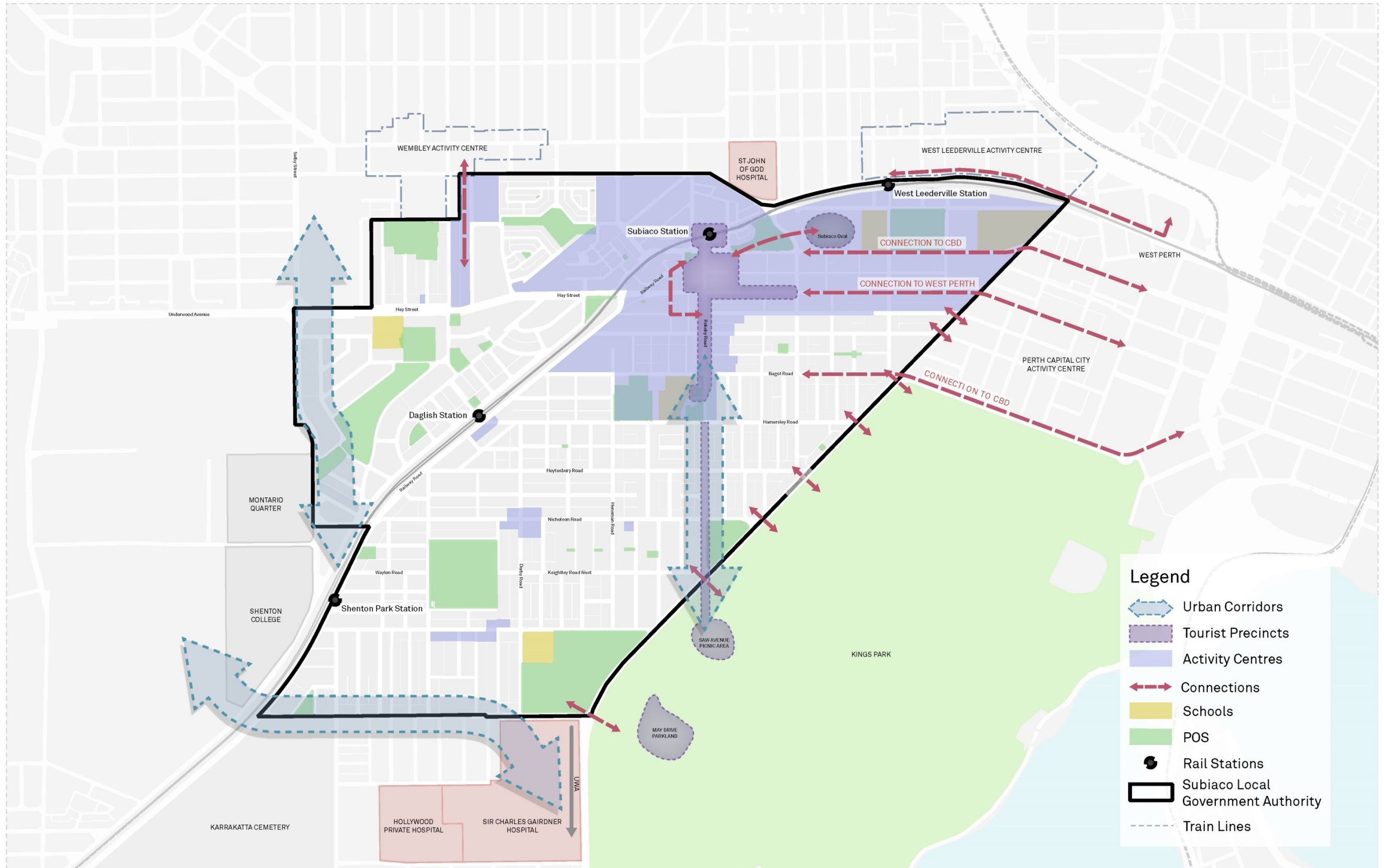
- Nicholson Road
- Onslow Road
- Railway Road
- Cardigan Terrace
- 95-107 Nicholson Rd

The City has the opportunity to further capitalise on its location in close proximity to the Perth CBD and King's Park with good access to public transport, shops, services and cultural attractions to attract tourists and visitors.

| Activity Centres, Economy and Tourism | | |
|---|---|--|
| Objective: | Strategies: | Implementation/Actions: |
| Promote Subiaco as a viable and vibrant City to ensure it becomes a highly desirable location for business and a regional employment hub supported by a growing residential population. | Foster local economic development and employment opportunities. | (1) Continue to identify and remove planning barriers to low impact business seeking to relocate or expand within the City. Measures should, in particular, encourage retention and consolidation of retail, tourism and hospitality industries in the Subiaco Activity Centre. (2) Leverage the City’s proximity to health care services, encourage further opportunities for allied health businesses to be established in the City, in particular in locations close to the QEII medical precinct and along Thomas Street. Planning red-tape could be removed to encourage establishment and retention of these types of businesses. This could be implemented through the policy review and subsequent implementation into the Scheme through an amendment. (3) Limiting the geographic area of non-residential zoned areas under a new LPS 5 in order to focus economic activity within existing centres. (4) Provide greater opportunities for the business community to be involved and provide comment on significant planning initiatives. |
| | Provide convenient access to goods, services and employment. | |

| | | |
|--|--|---|
| | | <ul style="list-style-type: none"> (5) The City will investigate measures (or a reduction in control) to stimulate a greater level of night-time activity. (6) Implement the City's Economic Development Strategy. (7) Prepare an Activity Centres Strategy including a retail needs analysis for the City of Subiaco to consider whether additional non-residential floor space is required in the future to meet the needs of the growing population. (8) Investigate ways to make it easier to retrofit/convert existing buildings to appropriate uses. (9) Investigate appropriate ways in which to permit small scale active and late night uses such as deli, café or similar in residential areas in specific locations, for example in close proximity to Darglish and Shenton Park Train Stations to activate the area, provide a community focal point and improve safety near these station. This could be implemented through the policy review and subsequent implementation into the Scheme through an amendment. (10) Ensure appropriate provisions to protect the function of activity centres to provide a range of local retail, entertainment and services, including small scale medical, office and consulting uses, as well as shops and restaurants in |
|--|--|---|

| | | |
|---|---|---|
| | | <p>accordance with the activity centres hierarchy established in SPP4.2.</p> <p>(11) Investigate changes to the streetscape of Nicholson Road and Onslow Road to improve the existing pedestrian environment and consider future transport infrastructure upgrades.</p> <p>(12) Prepare appropriate planning instruments for the Jolimont District Centre to encourage the centre to realise its potential as providing a supporting function to the Wembley District Centre immediately to the north.</p> |
| <p>Promote the City as a unique, attractive and well serviced destination for visitors.</p> | <p>Foster local economic development and employment opportunities</p> | <p>(1) Offer incentives to new tourist accommodation developments through a new LPS 5 and associated activity centre plans and policies.</p> <p>(2) Support the development of hotels and other accommodation uses and land uses that make Subiaco an attractive place to stay and visit.</p> <p>(3) Investigate means of reducing red-tape for landowners to provide short-term accommodation to tourists.</p> <p>(4) Promote the City's cultural attractions.</p> <p>(5) Investigate ways in which the connections with nearby tourist attractions (eg. King's Park) can be improved.</p> <p>(6) Work with the MRA to implement a cultural space within the Subi East Redevelopment Area.</p> |



Map 1 - Activity Centres, Economy and Tourism



4.2 Community Facilities, Recreation and Open Space

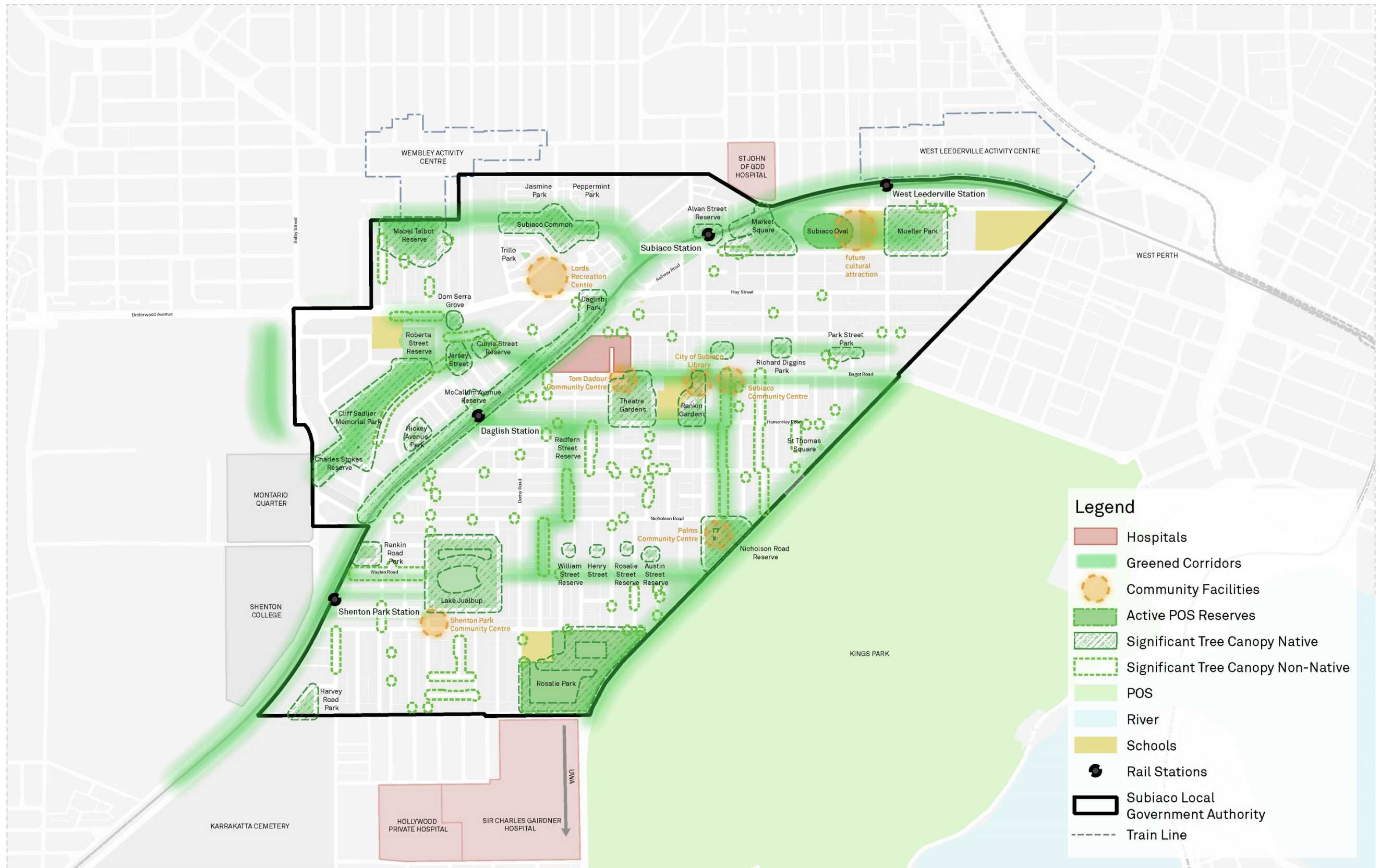
A large number of community facilities, recreation and open space facilities of varying scale, function and local/regional significance are available within the City of Subiaco. In addition, portions of the City's municipal boundary adjoin Kings Park and easy access to this iconic open space provides further opportunities for passive recreation and low-key active recreation to Subiaco residents.

The retention and expansion of the urban forest as well as requirements for deep soil zones and planting of mature trees for new development are encouraged through this Strategy.

The map below highlights existing and proposed green corridors, green spaces, and community facilities. Further studies are required to enable appropriate planning for the expected population growth to ensure appropriate facilities are available into the future.

| Community facilities, Recreation & Open space | | |
|---|--|--|
| Objectives: | Strategies: | Implementation/Actions: |
| Provide a diverse range of high quality community facilities, recreation opportunities, open spaces and public realm that meet the changing needs of the local community. | Develop meeting places for the community | (1) Work with the MRA to ensure the re-use of Subiaco Oval primarily for recreational activities for the community. Provision of community facilities in this precinct is a priority of the City. (2) Prepare and implement a community needs and social infrastructure study taking account the short, medium and long term population forecasts. (3) Implement the Urban Forest Strategy. (4) Review the Public Open Space Plan to take account of the expected population growth and reflect the changes to the City's boundaries and planning framework. (5) Ensure access to the Subi Oval playing surface for a variety of sports is managed. (6) Retain the green link between Subi Oval and Mueller Park. (7) Maintain and enhance the green links shown on the Strategy Map |
| | Maintain and enhance social and recreational opportunities | |
| | Provide necessary services and meet community needs. | |

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| | | <p>(8) Investigate the possibility of establishing additional green corridors and pedestrian spaces to create welcoming and active nodes, in particular within the town centre. This can be investigated through the review of the City's Public Open Space Plan.</p> <p>(9) Investigate ways in which the community can share facilities created for the new Inner City College for community use</p> <p>(10) Work with the MRA to ensure Crime Prevention Through Environmental Design principles are embedded within the MRA's design guidelines, with particular focus on access routes to schools, community infrastructure and railway stations.</p> |
|--|--|--|



Map 2- Community Facilities, Recreation and Open Spaces



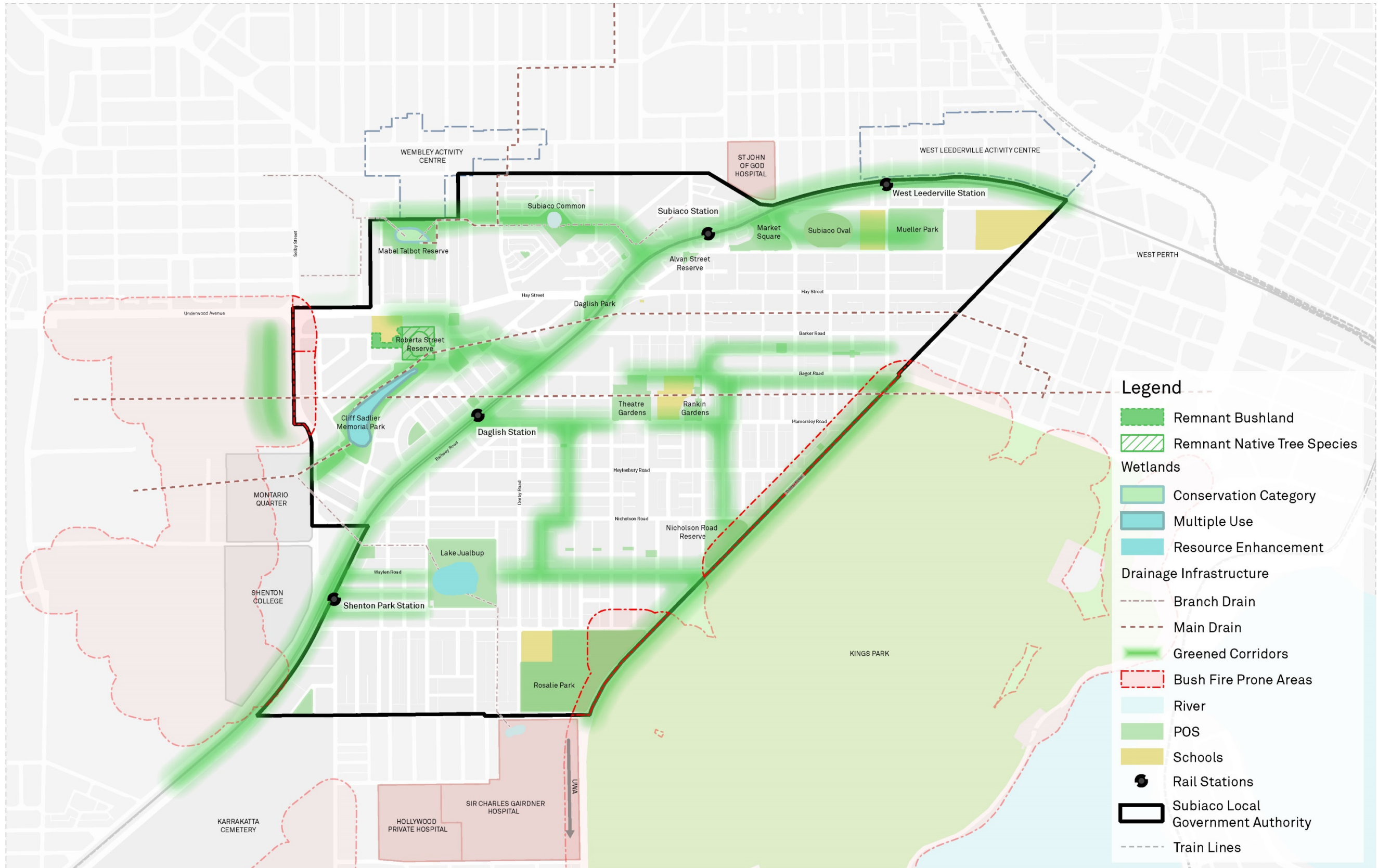
4.3 Environment and Sustainability

The Strategy aims at improving the City’s sustainability through the planning process. A more compact urban environment reduces sprawl, makes better use of existing services, facilities and infrastructure and reduces travel distances to access work, shopping and recreational opportunities. It is important that this does not come at the cost of reducing the urban tree canopy cover and existing green spaces. It is intended that new development will need to contribute to the urban forest to minimise the heat island effect caused by intense urban development and the loss of green space.

The Environment and Sustainability Map shows the major environmental considerations including areas of remnant bushland, bushfire prone areas, wetlands, biodiversity hotspots and corridors.

| Environment & Sustainability | | |
|---|---|---|
| Objectives: | Strategies: | Implementation/Actions: |
| Create a sustainable and resilient City that values and protects its natural resources, encourages the latest technologies and embraces new concepts and ideas. | Maintain and enhance natural resources. | (1) Make the following amendments to the City’s planning framework: <ul style="list-style-type: none"> a. Investigate ways to encourage achievement of minimum environmental design standards, including in relation to tree retention. b. Investigate ways that encourage the retention of existing significant trees and provide opportunities to vary scheme standards where trees are preserved. c. Incorporate appropriate standards to facilitate water sensitive urban design within the City as part of LPS5. d. Require provision of deep soil zones and mature trees, this may be implemented through State Planning Policy 7 (Design WA) or by local planning policies. e. Implement relevant provisions of the Urban Forest Strategy. f. Explore a requirement for green roof tops on commercial buildings. |
| | Make more efficient use of existing infrastructure and resources such as public transport, land and financial resources | |

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| | | <p>g. Investigate the concept of 'green plot ratio' for new developments and how this can be implemented into the planning framework.</p> <p>(2) Seek to protect natural wetlands and remnant bushland where possible and practicable.</p> <p>(3) Implement the management plans adopted for the City's Reserves.</p> <p>(4) Implement specific actions identified in the 'Local Climate Adaptation Action Plan 2013-2017'.</p> |
|--|--|---|



Map 3 - Environment and Sustainability



4.4 Population and Housing

The Strategy aims at providing additional housing to assist in accommodating the population growth forecast for the Perth metropolitan area. The City aims to meet the dwelling targets set for the City of Subiaco under the *Central Sub-Regional Framework* in a number of areas which are suitable for an increase in density. This approach is referred to as the targeted growth strategy.

The Population and Housing map shows the targeted growth areas where additional dwelling density is considered appropriate.

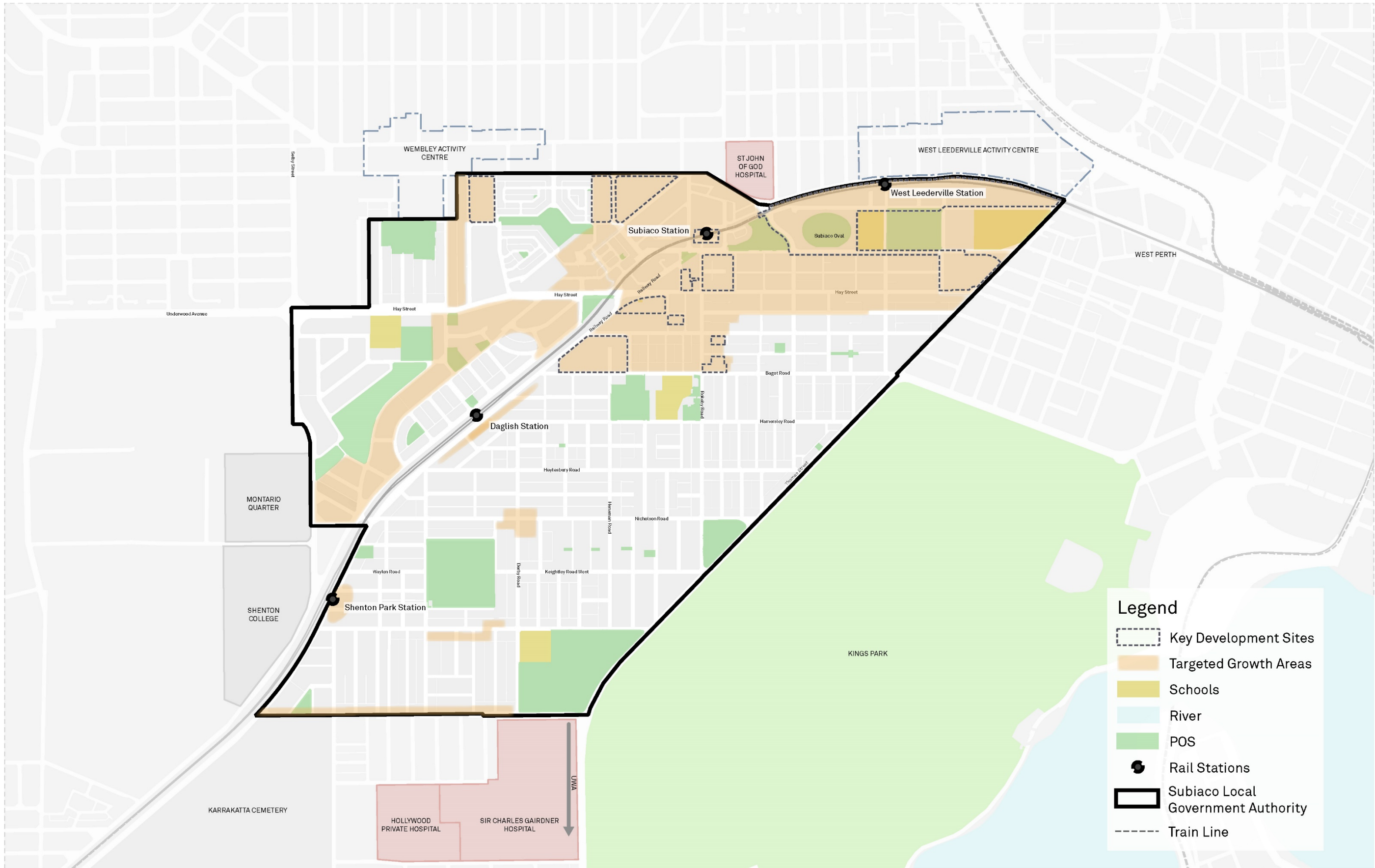
In addition to meeting the City's dwelling target, a number of areas may be considered suitable for density increases subject to further, detailed precinct planning. The precinct planning process allows the City to consider the issues, and provides for a fine-grained approach that ensures desired outcomes can be achieved in a respectful manner in the context of small lot sizes, fragmented land ownership patterns, difficult access arrangements and heritage listed properties and areas. Key development sites are highlighted and warrant further investigation.

| Population & Housing | | |
|--|--|---|
| Objective: | Strategies: | Implementation/Actions: |
| Facilitate the development of a vibrant City that accommodates population growth by providing a wide variety of housing options in locations with a high degree of public transport accessibility, while retaining its valued character. | Accommodate a reasonable increase in population and housing stock in appropriate locations. | (1) The areas identified by the City for accommodating an increased population and housing are: <ol style="list-style-type: none"> a. The Subiaco Activity Centre as outlined in the Subiaco Activity Centre Plan, which includes the following key sites: King Edward Memorial Hospital site, Home Base site, Coles and Crossways site, and Pavilion Markets site. b. The area known as North Subiaco as outlined in the draft North Subiaco Structure Plan. c. The Subi East Redevelopment Area (under MRA control). d. Rokeby Road South Precinct, which is subject to more detailed precinct planning. e. Small targeted areas within the Dalglish and Shenton Park 'Station Precincts' and along Hay Street (West). |
| | Plan for the appropriate redevelopment of major sites that will become available in the short, medium and long-term. | |

| | | |
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| | | <ul style="list-style-type: none"> f. Within Local Centres (Nicholson Road and Onslow Road) Mixed Use Centre (Daglish). g. Within the Jolimont Activity Centre, Hay Street West Precinct, and former TAFE site. h. The 'Australian Fine China' area and 'Self Lock and Storage' site. <p>These will be investigated and implemented through LPS 5.</p> <ul style="list-style-type: none"> (2) Define suitable areas for precinct planning around the Daglish and Shenton Park train stations, Rokeby Road South, local centres, western portion of Daglish and along Thomas Street, and where required, undertake precinct planning for the defined areas. (3) Work with the MRA to provide appropriate densities in Redevelopment Areas to achieve a substantial proportion of the dwelling targets. (4) Work with the relevant State Government authorities and stakeholders (such as the WAPC, DOT and Public Transport Authority (PTA)) to sink the railway line and provide for appropriate development and open space/green space on the rail reserve. (5) Prepare a Right of Way (ROW) Strategy to investigate which ROWs might be suitable to provide vehicular access to properties to support potential small scale density increases and provide for ROW widening in the long term where appropriate. (6) Review the Subiaco Activity Centre Plan and North Subiaco Structure Plan in particularly in regard to key redevelopment sites and within the Hay Street East area. The review should result in a single Activity Centre Plan that encompasses the entire Subiaco Secondary Centre and considers the |
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| | | <p>Redevelopment Areas to allow for the area to be normalised into the City’s local planning scheme into the future.</p> <p>(7) Include appropriate provisions in the planning framework that consider the interface between non-residential and residential zoned land to ensure any negative impacts are minimised.</p> <p>(8) Investigate higher density residential and mixed use development for land fronting and associated with a defined urban corridor through local planning scheme reviews and amendments. More detailed and fine-grained precinct planning is required for Rokeby Road (south) and the area around Selby Street.</p> <p>(9) Promote urban corridors as a transition area between high and low density residential development and as a link between residential areas and activity centres.</p> <p>(10) Implement appropriate planning controls through structure plans, activity centre plans, local development plans and local planning policies as appropriate to manage appropriate built form.</p> |
| | <p>Maintain the City’s excellent provision of housing choices and variety of neighbourhoods.</p> | <p>(11) Investigate a modest housing strategy with the goal of encouraging a greater diversity of new dwellings delivered under a new planning framework, as well as removal of existing planning constraints limiting small scale residential proposals. A particular emphasis on retaining open space and significant vegetation, while delivering additional, affordable housing, should be investigated.</p> <p>(12) Investigate opportunities for the City to become a leader in housing diversity, particularly through new redevelopment projects at City owned sites, such as the Wembley TAFE site.</p> <p>(13) Facilitate a mix of apartment sizes, including those that cater for families.</p> |

| | | |
|--|--|---|
| | | <p>(14) Identify areas of lower residential density to be protected from additional infill development to contribute to housing diversity and provision of family sized, lower density housing is retained within the City of Subiaco.</p> <p>(15) Modify the planning framework (possibly through local planning policies) to identify the existing and desirable neighbourhood character and prepare provisions that ensure that new development positively contributes to the desirable neighbourhood character.</p> <p>(16) Ensure that local planning policies are consistent with Crime Prevention through Environmental Design principles.</p> <p>(17) Work with the MRA to ensure that the normalisation process for land being transferred back from the MRA under the planning control of the City of Subiaco is as smooth as possible.</p> |
|--|--|---|



Legend

- Key Development Sites
- Targeted Growth Areas
- Schools
- River
- POS
- Rail Stations
- Subiaco Local Government Authority
- Train Line



4.5 Transport, Access, Parking and Infrastructure

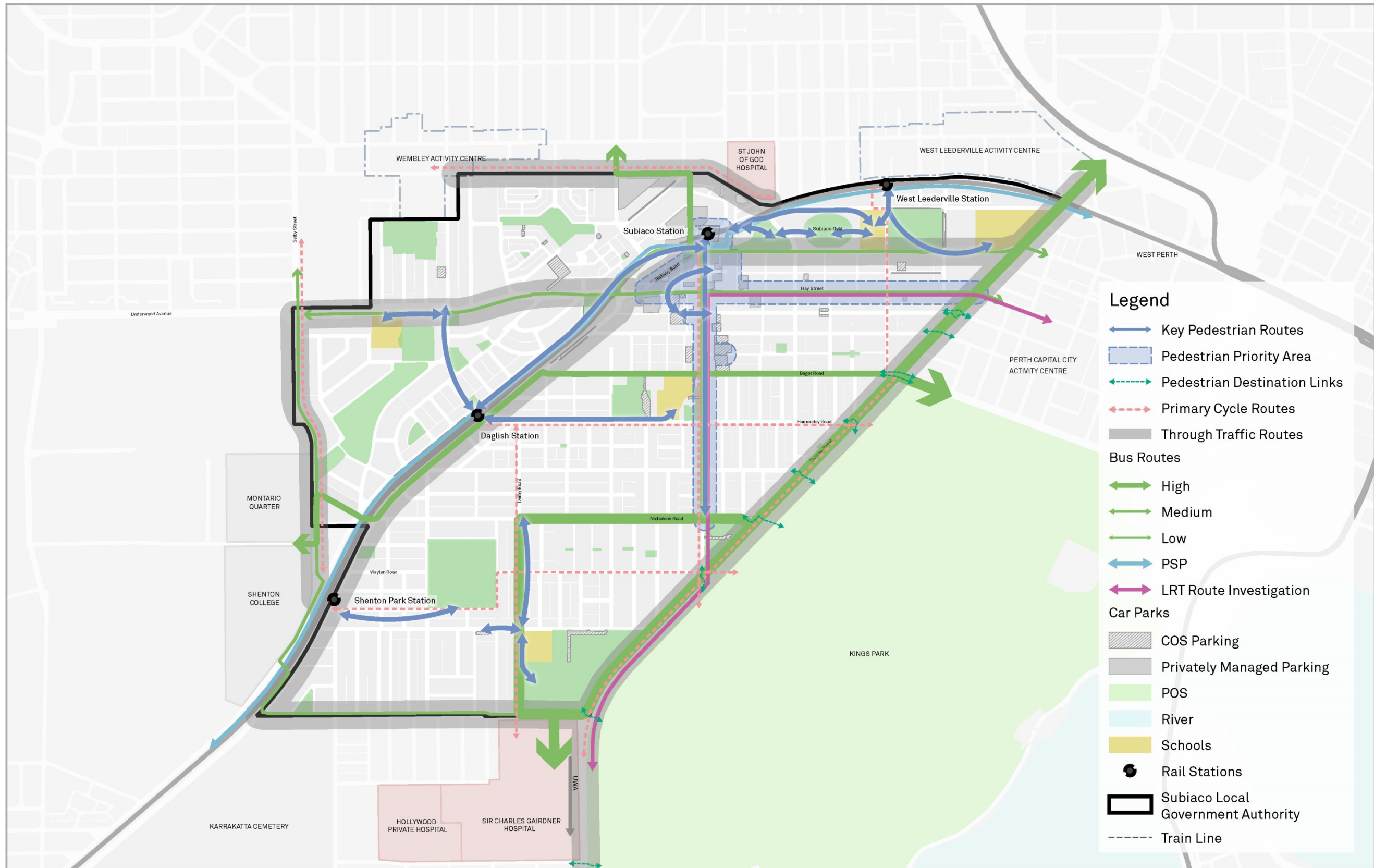
The City has prepared a Transport, Access and Parking Strategy (TAPS) which considers transport and parking matters in further detail. While the public transport system within the City of Subiaco is well established and provides generally appropriate service coverage, there is a need for improvements to encourage a reduction in car use and to cater for the needs of a growing population. Greater focus on walking and cycling infrastructure both in the public realm as well as for private properties can assist in reducing congestion on local streets and parking issues.

The Transport, Access, Parking and Infrastructure map provides an overview of the City's transport system, including the intended function of specific streets, railway lines and stations, major bus routes and pedestrian and cycle routes.

| Transport, Access, parking and Infrastructure | | |
|---|--|--|
| Objectives: | Strategies: | Implementation/Actions: |
| Provide a good network of public transport and cycling infrastructure and a high degree of walkability, supported by appropriate land use and density, to make it easy to get into and around the City. | Encourage a reduction in the community's dependence on private motor vehicle use and promote alternative travel modes. | <ul style="list-style-type: none"> (1) Lobby for further public transport services within the City to accommodate new growth and improve connections to new destinations, particularly after hours. (2) A further high-frequency bus connection between Wembley and the Perth CBD is required in the short term and the City will advocate for this. (3) In the medium term, a light rail connection from the Perth CBD to Subiaco via Hay Street is favoured. (4) In the longer term wishes to work with the State and other local governments to refine the <i>Perth and Peel @3.5million Transport Network Plan</i> in particular the metro concept and the rail infrastructure in the City of Subiaco, noting that the City considers the metro would be the best option for connections to QEII/UWA in the long term, and a line from Subiaco to Stirling is favoured. (5) Ensure new development provides and prioritises pedestrian, cycling and end-of-trip infrastructure over private vehicle use so as to achieve an increase, year-on-year, in active (walking, |

| | | |
|--|--|--|
| | | <p>cycling, public transport) transport mode share compared to private vehicles.</p> <p>(6) Implement the relevant recommendations of the City of Subiaco Transport, Access and Parking Strategy.</p> <p>(7) Apply parking standards and cash-in-lieu standards to a new LPS 5 that differentiate between the nature of the transport network in the Subiaco Activity Centre and North Subiaco, compared to land outside of these centres.</p> <p>(8) Carry out a Transport Impact Assessment for the targeted growth areas of the Strategy, where required.</p> <p>(9) Monitor uptake of new technology and work with state agencies, particularly Main Roads, to implement/facilitate them ahead of the curve.</p> <p>(10) Work with the DOT, PTA and Main Roads to upgrade transport infrastructure corresponding with population growth.</p> <p>(11) Review densities in areas with good transport links such as the Subiaco Activity Centre Plan, draft North Subiaco Structure Plan and especially with regard to key development sites.</p> <p>(12) Implement the Roberts Road and Hay Street two-way project.</p> <p>(13) Work with 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 City and West Perth and King's Park.</p> <p>(14) Work with the WAPC, DOT and Public Transport Authority (PTA) to sink the railway line and provide for appropriate development and open space/green space on the rail reserve.</p> <p>(15) Plan for and promote public transport routes along the defined corridors and allow for appropriate infrastructure upgrades in support.</p> |
|--|--|--|

| | | |
|--|---|---|
| <p>Provide appropriate infrastructure to support the City's growth in residential and worker population.</p> | <p>Provide necessary services and meet community needs.</p> | <p>(1) A State Government co-ordinated, funded and managed approach is required to achieve the necessary upgrades to existing infrastructure and services. There is a clear need to investigate servicing capacities relating to the Targeted Growth Areas. Basic services such as power, water and sewerage are State Government responsibilities.</p> |
|--|---|---|



Map 5 - Transport, Access, Parking and Infrastructure



4.6 Urban Design, Character and Heritage

The City of Subiaco contains a significant number of dwellings with identified heritage value, some of which are protected by the City's Heritage List. Heritage areas are being identified and designated by Council to protect the heritage value of streetscapes.

Consultation on the draft Strategy has highlighted the value the community places on protecting the neighbourhood character and sense of place within the City of Subiaco. Developing appropriate character retention policies for each precinct are considered an appropriate manner in which neighbourhood character can be protected. This would require new development to be respectful of the existing character.

The map below illustrates designated heritage areas and areas with potential for heritage, character areas and areas requiring a more detailed urban design study to ensure new development at higher intensity is respectful to and does not unduly impact on existing low density residential areas.

4.6.1 Definition of Character

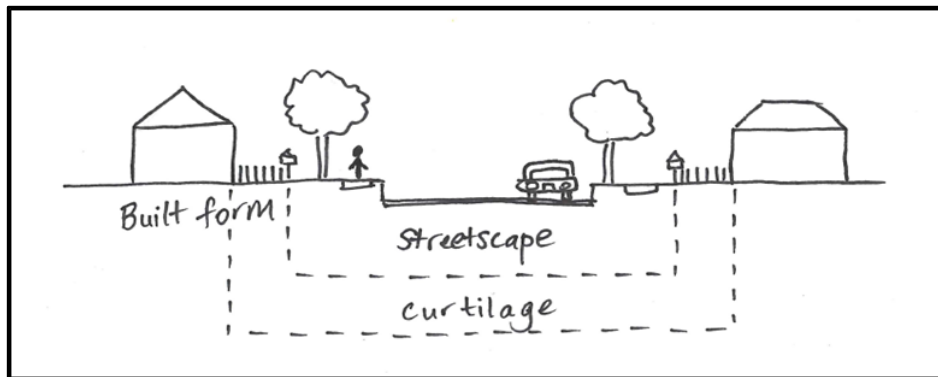
Character reflects the dynamic relationship between built form and its setting. It encompasses key elements in both public and private land and it is the combination of these elements that makes a place unique.

Built form includes:

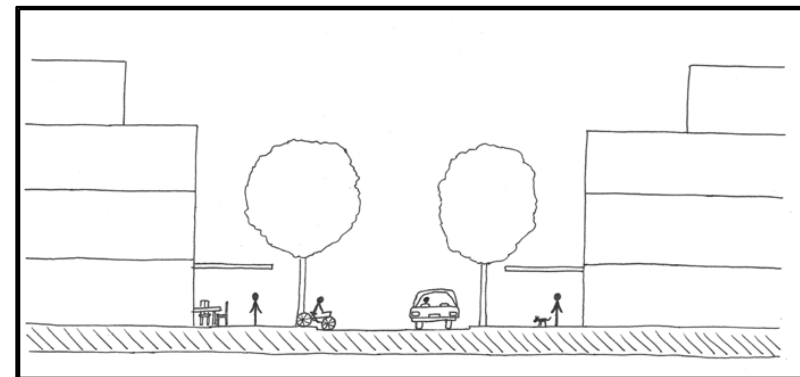
- Bulk, scale, type and form/orientation of buildings;
- Materials, design elements and architectural features; and
- Building setbacks from street and lot boundaries.

Setting includes:

- Lot configuration;
- Streetscape – street trees, road and verge treatments;
- The natural environment – topography, landscaping, waterways;
- Use of buildings, such as residential, commercial or a mixture of both; and
- Curtilage – the elements in the public and private realms between the front facades of buildings on both sides of the street.



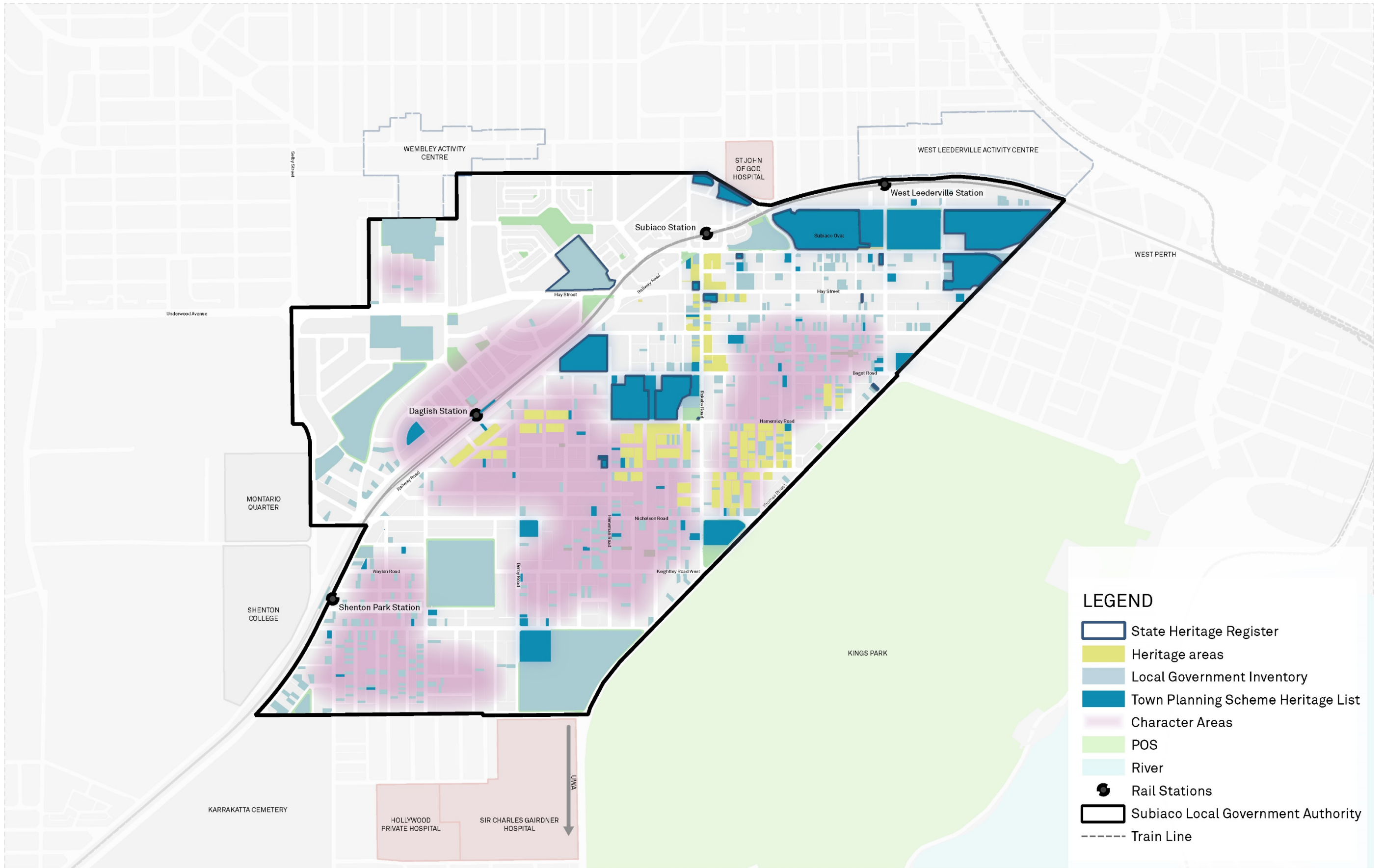
Streetscape character – low density



Streetscape character – medium density and mixed use

The figures above are indicative examples to explain the definition of character. Each area in Subiaco is unique and enjoys its own character. Individual character for precincts in Subiaco can be found in the relevant local planning policies.

| Urban Design, Character & Heritage | | |
|--|---|---|
| Objectives: | Strategies: | Implementation/Actions: |
| Protect and enhance the unique character and built heritage of Subiaco and ensure that new buildings are well designed and of a high standard as well as respectful of and sympathetic to existing heritage and character. | Foster a 'sense of place' unique to Subiaco and an attractive urban environment | (1) Ensure that the City's Local Government Inventory and Heritage List are comprehensive and prepared in accordance with best practice criteria developed by the Heritage Council of WA. (2) Prepare, adopt and implement a Heritage Strategy (3) Identify and remove red-tape relating to development affecting places of cultural heritage significance, particularly as applicable to heritage areas. (4) Identify heritage investigation areas which require further investigation for potential heritage merit. Where warranted by a heritage assessment, commence the process of listing these areas as heritage areas. (5) Develop planning controls through the draft LPS 5 and/or local planning policies to ensure new development is respectful to existing character in terms of built form, appearance and impact on the streetscape and adjoining dwellings. (6) Prepare local planning policies for each precinct that identify and define the area's character and to protect that character where appropriate. (7) Develop planning controls through LPS5 and/or local planning policies to guide the development of high quality and sustainable buildings which promote best practice urban design. (8) Advocate for a change to the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> to include a provision that allows local governments to remove demolition of single houses from the list of development that is exempt from the need to obtain planning approval. |
| | Protect and enhance local heritage and character | |



Map 6 - Urban Design, Character and Heritage



5 Monitoring and review

The Strategy will provide strategic direction for land use planning and development within the municipality over the next ten years, and a review of the Strategy should be undertaken in five to ten years (preceding a review of the Local Planning Scheme).

The work program established under this Strategy will inform amendments to the Scheme and will also underpin the review of the Local Planning Strategy.

CITY OF SUBIACO

Background and Analysis

2020

Prepared in Conjunction with
Local Planning Scheme No. 5

Part 1 – The Local Planning Strategy

- Introduction
- Future Planning of the City
- Approach to the Local Planning Strategy
- Local Planning Strategy (2020)
- Monitoring and Review

Part 2 – Background and Analysis

- Introduction
- Background to Scheme Review
- State and Regional Planning Context
- Adjacent Local Government Authority Planning
- Local Planning Context
- Local Profile
- Analysis
- Opportunities and Constraints on Development

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PART 2 – BACKGROUND & ANALYSIS

1 Introduction

The Local Planning Strategy (Strategy) is the key strategic urban planning document for the City of Subiaco, and is to be read in conjunction with the City of Subiaco Local Planning Scheme No. 5 (LPS 5). The plan is closely linked to the City's Think2030 Strategic Community Plan, which outlines a number of key community aspirations for planning and development into the future.

The preparation of this Strategy included a review of all relevant state and regional plans, policies and strategies and a comprehensive review of the City of Subiaco Town Planning Scheme No. 4 (TPS 4).

The Local Planning Manual (Department of Planning 2010) defines the purpose of a Local Planning Strategy as follows:

- A framework for local planning
- A strategic basis for local planning schemes
- The interface between regional and local planning
- Setting out local government objectives for future planning and development
- The means for addressing, economic, resource management, environmental and social issues and factors that affect and are affected by land use and development.

This Strategy was initially approved in August 2014. Since that time the boundaries of the City of Subiaco have changed, substantial progress has been made on strategic plans and the new Local Planning Scheme, and updated data is available from the 2016 Census.

1.1 Scheme Review Process

A town planning scheme review consists of the formulation of a Local Planning Strategy (Strategy). The Strategy is the framework for local planning and establishes the basis for local planning schemes. It provides the interface between regional and local planning, and is increasingly being seen by other agencies as the best means by which to address economic, resource/infrastructure management, environmental and social issues at a strategic planning level.

The Strategy sets out the local government's objectives for future planning and development and includes a broad framework by which to pursue those objectives. The Strategy addresses the social, environmental and economic factors that affect, and are in turn affected by, land use and development. The Strategy seeks to:

- be consistent with state and regional planning policies, including current strategies, structure plans and strategic development initiatives (or provide the rationale for why it is not);
- provide strategic direction for land use planning and development over the ensuing 10 years or longer as the basis for the Local Planning Scheme;
- set out the strategic direction for sustainable resource management and development in the context of the state and regional planning framework;
- provide the rationale for the zoning and reservation of land and for the provisions of LPS 5 relating to development and development control;
- provide a strategic framework for assessment and decision-making in relation to proposed scheme amendments, subdivision, and development;
- provide the context for co-ordinated planning and programming of physical and social infrastructure at the local level; and
- identify the need for further studies or investigation within a local government area to address longer-term strategic planning and development issues.

1.2 Community Engagement

1.2.1 Strategic Community Plan

Between October 2010 and March 2011 the City of Subiaco undertook a community visioning project called Think2030 to inform the preparation of a Strategic Community Plan (SCP). The SCP is a high level, overarching document that is intended to guide the future direction of the City and its community. The purpose of the SCP is intended to inform specific high level local government strategies, such as this Strategy. The SCP was reviewed in 2016 and adopted by Council in August 2017.

Community and stakeholder engagement was integral to the preparation of the endorsed Local Planning Strategy in 2014. Engagement assisted in identifying the key issues relevant to land use planning and development within the City and facilitated initial discussion on appropriate responses to these key issues.

The SCP is arranged into a series of objectives and corresponding strategies and those of relevance to the preparation of the Strategy are outlined in Table 1 below.

| Focus area | Objectives | Strategies |
|--------------------------------------|--|---|
| Parks, open spaces and places vision | A sustainable environment that is well-maintained, green and leafy | Preserve, enhance and maintain the urban forest. |
| | A wide range of well used parks, streetscapes, open spaces and public spaces | Ensure that parks, streetscapes, open spaces and public places are developed and utilised to maximum benefit for current and future community members. Promote active and passive recreation opportunities |

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| | | for all ages. |
| Subiaco as a destination | A unique, vibrant and diverse City that is welcoming to residents, workers and visitors | Continue to support Subiaco as a hub for arts, culture and entertainment. Work towards establishing the City of Subiaco as a destination of choice. |
| | To develop the economic sustainability of our City | Support community led business groups to drive the vibrancy of neighbourhood centres. Advocate for living, working and playing in the City. |
| The built environment | A built form that is recognised, celebrated and protected | Support the conservation of heritage places. Promote public awareness of heritage places. Identify and protect significant heritage buildings, places and streetscapes. Ensure new developments are respectful of the built heritage and the character of the streetscapes. |
| | A sustainable City that balances the requirements of an increasing population, whilst maintaining its valued character | Identify appropriate locations for increased density, and plan effectively in order to accommodate an increasing population. Work to ensure appropriate infrastructure exists to support increased density. Investigate and consider opportunities for the development of affordable and diverse housing. Collaborate with state government agencies to achieve positive development outcomes for the community. |
| An effective and integrated transport system | A transport management system that meets the needs of all users | Plan and manage our streets to mitigate congestion, while accommodating the increasing population and developments. Design and maintain our streets acknowledging that they are spaces that connect our community. Proactively advocate for enhanced public transport services that provide access to, from and within the City. Manage a range of parking options and the demand for parking supply. |
| | A range of infrastructure to support a sustainable and accessible transport system | The provision of public transport infrastructure to enhance public transport networks within the City. Work to ensure that public transport provides access and benefits the City at all times of the week. Manage parking assets to provide the best |

| | | |
|--|--|---|
| | | <p>economic, social and environmental outcomes for the City.</p> <p>Invest in improved pedestrian and cycle networks.</p> |
|--|--|---|

Table 1: SCP objectives and strategies relevant to the Strategy

1.2.1 Formal Advertising

The draft Strategy was subject to formal community consultation together with draft LPS 5 for 92 days between 13 April and 13 July 2018. During the consultation period a total of 306 submissions were received on the Strategy and 1039 submissions on LPS 5. There was significant overlap between the issues raised on the Strategy and the LPS 5 and a consolidated response has been provided to both documents to ensure they align.

1.2.2 Councillor Workshops

Councillor workshops were integral in informing the preparation of the Strategy. and were held between August 2010 and November 2011. The primary purpose of these workshops was to assist in preparing the Council’s vision for the future growth of the City, and to assist in the identification of the key issues relating to future land use and planning. The workshops also afforded elected members the opportunity to discuss appropriate responses to the key issues.

Following the conclusion of the community consultation period on the draft Strategy, further Councillor workshops were held between August and December 2018, which provided Councillors the opportunity to consider the issues raised in submissions and possible responses. These workshops have guided the preparation of the final draft Strategy.

2 Background to the Scheme Review

The City of Subiaco's current TPS 4 was adopted in March 2001. Since that time the City has considered 37 scheme amendments, of which 28 have been approved and gazetted. Three amendments remain under consideration.

The *Planning and Development (Local Planning Schemes) Regulations 2015* require that Planning Schemes be updated every 5 years, and Schemes such as Subiaco's be reviewed within two years of October 2015. A new Scheme will generally respond to changes in the State's strategic planning framework, and will involve a review of the previous scheme, and updates to land use permissibility, zoning, development requirements, planning instruments and environmental or other provisions. The new Scheme provides a local response to the State's ever evolving strategic planning framework and provides for a more contemporary approach to accommodating future growth and development in the area by utilising modern planning instruments, up to date statistical data and new knowledge about planning practice.

The scheme amendments previously referred to are not by themselves of sufficient magnitude to warrant a re-writing of TPS 4. Rather, several significant planning issues have arisen over the past few years that indicate a complete scheme review is now appropriate. Some of these issues include:

- The gazettal of the Planning and Development (Local Planning Schemes) Regulations 2015;
- The major changes to the State Planning Strategy and Policy Framework, primarily the release of *Perth and Peel @ 3.5 million*, the Central Sub-Regional Planning Framework, and State Planning Policy No. 4.2 – Activity Centres for Perth and Peel, review of the Residential Design Codes (R-Codes), release in draft form of the Design WA suite of documents, and the review of other State Planning Policies;
- Adoption of the Subiaco Activity Centre Plan (SACP) and North Subiaco Structure Plan (NSSP) and appropriate enabling amendments to TPS 4;
- In 2007 the Western Australian Planning Commission (WAPC) approved the QEII Structure Plan that has led to a major expansion of the Queen Elizabeth II Medical Centre (QEII). Consequently, Princess Margaret Children's Hospital (PMH) and King Edward Memorial Hospital (KEMH) have been or are due to be closed, and the future of those two large landholdings needs to be clarified in the local planning framework;
- The State Government developed a new major stadium at Burswood which commenced operations in 2018. Consequently, Subiaco Oval has become a key redevelopment site, and will accommodate a new local intake secondary high school on the adjacent Kitchener Park;
- Several significant town centre developments have been proposed, and some constructed. These projects have shown the existing TPS 4 provisions and

associated urban design guidelines require a thorough review in regard to building heights, setbacks, building design, plot ratio and car parking in order to be consistent with State Government Policy and best planning practice relating to the role of the Subiaco Town Centre as a Secondary Activity Centre; and

- Preparation of a Heritage Strategy to guide the classification and management of heritage places within the City.

3 State and Regional Planning Context

Figure 1 below illustrates where the Strategy sits within the State and regional planning context.

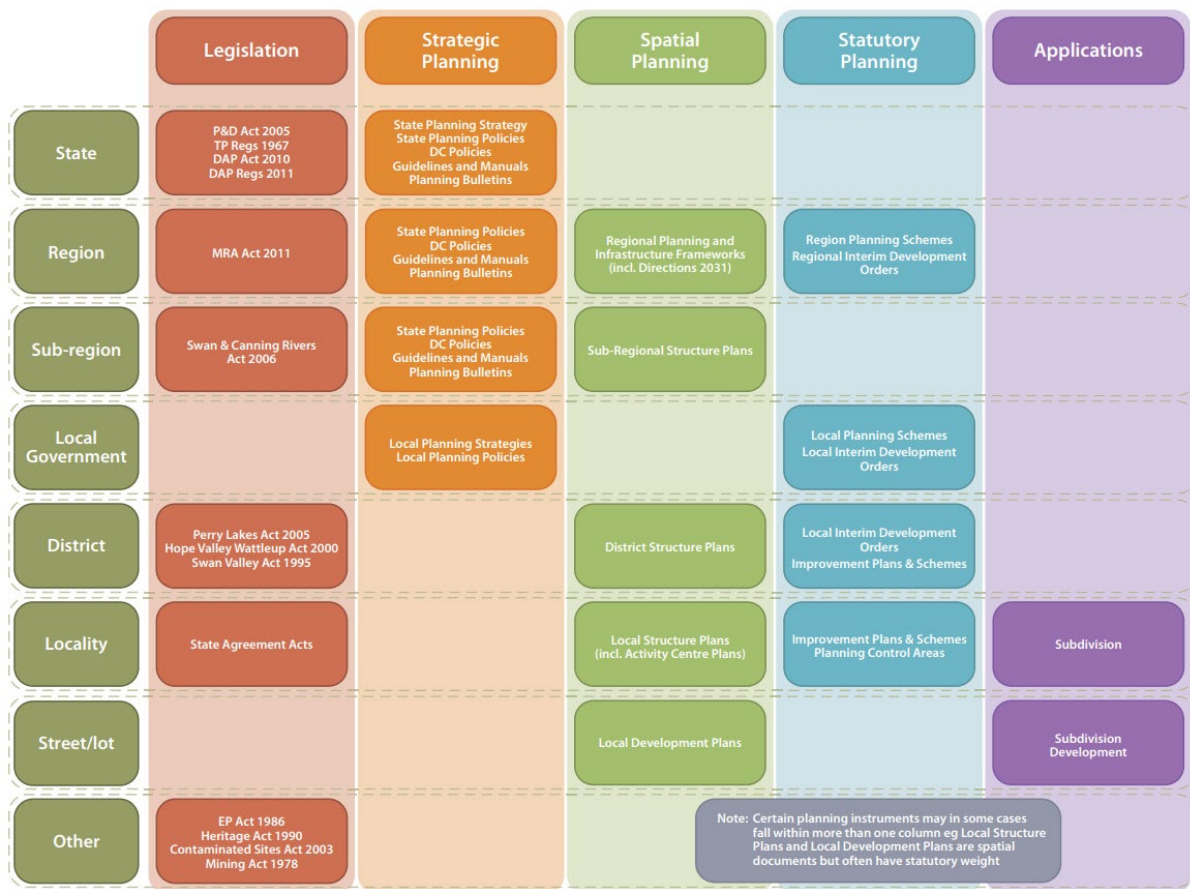


Figure 1: Planning Context

The Local Planning Strategy provides a local response to state planning framework. In turn, the local planning scheme is reviewed and updated in accordance with an adopted local planning strategy. This mechanism ensures that the City’s local planning framework is responsive to, and aligned with the state planning framework.

3.1 State Planning Strategy 2050 (2014) and Relevant Information

The *State Planning Strategy* (SPS) is a broad strategic plan for Western Australia, and includes a vision of co-ordinated and sustainable development of the State, including the sustainable management of natural resources. It includes a set of fundamental principles in relation to the environment, the community, the economy

and infrastructure, which are intended to guide and co-ordinate action at all levels of government and across all agencies. The strategy sets out six inter-related principles that underpin and inform the SPS which apply across all regions, local government areas and communities as follows:

- Community: Enable diverse, affordable, accessible and safe communities;
- Economy: Facilitate trade, investment, innovation, employment and community betterment;
- Environment: Conserve the State's natural assets through sustainable development;
- Infrastructure: Ensure infrastructure supports development;
- Regional development: Build the competitive and collaborative advantages of the regions; and
- Governance: Build community confidence in development processes and practices.

Application of the *State Planning Strategy* Principles to the Strategy:

- The Strategy will protect and enhance the natural and cultural assets of the City and deliver to all residents a high quality of life which is based on environmentally sustainable principles.
- The Strategy anticipates and responds to the changing needs of existing and future generations through the balanced provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities.
- The Strategy will assist in the creation of local wealth, support the development of new employment opportunities and encourage economic activity in accordance with sustainable development principles.

3.2 Capital City Planning Framework (February 2013)

The *Capital City Planning Framework* sets out a spatial strategy for Central Perth, the 12km by 12km area around the city centre.

The framework indicates how the objectives of *Directions 2031 and Beyond* (now superseded) and the *Central Metropolitan Perth Sub-regional Strategy* (also superseded) can be delivered in this focus area. It also provides overarching principles to guide and complement local government plans. The framework aims to deliver a 'robust strategy' to meet the opportunities and challenges for planning the capital City.

The City of Subiaco is encompassed in the framework which emphasises the consolidation of development within the Subiaco Activity Centre and key transport/activity corridors which connect the City with other major destinations of

activity within the metropolitan central region. The framework broadly reinforces the strategic planning guidance of the *Perth and Peel @ 3.5million* document and the Central Sub-Regional Planning Framework outlined below.

3.3 Perth and Peel @3.5 million

Perth and Peel @ 3.5 million is a high level spatial and policy framework that establishes a vision for future growth in the metropolitan Perth and Peel region. It provides a framework to guide the detailed planning and delivery of housing, infrastructure and services necessary to accommodate a range of growth scenarios across the metropolitan region.

The plan responds directly to several of the tasks identified in SPP 1, including detailing the metropolitan structure, determining local population housing and job targets; and managing growth and urban consolidation through the activity centre concept.

Three integrated networks that form the basis of the spatial framework are identified as follows:

- Activity centres network – a network and hierarchy of centres that provide a more equitable distribution of jobs and amenity throughout the city;
- Movement network – an integrated system of public and private transport networks that are designed to support and reinforce the activity centres network. The *Perth and Peel @ 3.5million Transport Network plan* provides more detail in this regard;
- Green network – a network of parks, reserves and conservation areas that support biodiversity, preserve natural amenity and protect valuable natural resources;
- A focus on improving current infill residential development trends by about 50% and sets a target of 47% of new housing as infill development.

The central sub-region, of which the City of Subiaco is a part, has been allocated a target of 215,000 additional dwellings by approximately 2050; when Perth's population is expected to reach 3.5 million.

In applying the principles of *Perth and Peel @ 3.5 million*, the City has reviewed the objectives and intent of the document to ensure that they align with Local Planning Strategy strategies and actions. Additionally, the Strategy conservatively demonstrates that the City of Subiaco will exceed its additional dwelling target of 6,140 by the year 2050, taking into account dwelling growth that has occurred since 2011 and the strategies set out in this document.

3.4 Central Sub-regional Planning Framework

Perth and Peel @ 3.5 million seeks to address population growth scenarios and land use patterns for the medium to long-term increase of more than half a million people

in Perth and Peel by 2031, as well as being prepared to provide for a city of 3.5 million by 2050.

Due to the size and complexity of strategic planning for the metropolitan area, sub-regional planning frameworks have been prepared to provide guidance at a more local level. The *Central Sub-regional Planning Framework* provides a broad framework for delivering the objectives of *Perth and Peel @ 3.5 million*, and identifies a strategic plan of actions, agency responsibilities and delivery timeframes. It provides a crucial link between State and local government strategic planning by establishing clear guidance on the preparation and review of local planning strategies as follows:

- Provides information about the level of growth expected in each local government area through the identified infill dwelling targets;
- Outlines the wide spread development opportunities throughout the sub-region;
- Investigates the development potential of targeted locations in growth areas, such as activity centres, urban corridors and station precincts;
- Prioritises actions to revitalise or create vibrant activity centres and facilitate the supply, affordability and choice of available housing in areas with easy access to public transport and other essential services;
- Supports the planning and delivery of land for employment growth and economic development; and
- Informs all levels of government decision-making on where and when to fund the most efficient roll-out or upgrading of public infrastructure services, such as water, sewerage, gas, electricity and drainage.

The sub-region strategic priorities are identified as follows:

- Identify where urban consolidation needs to occur, being within activity centres, along urban corridors and around railway stations;
- Make better use of existing infrastructure, in particular the public transport network to serve more commuters travelling between home, work, shops and other facilities and amenities; and
- Encourage the distribution of employment across all activity and industrial centres to create the opportunity for people to live closer to where they work.

In applying the content of the Central Sub-region Planning Framework Principles to the Strategy, the City:

- Took into consideration the objectives and priorities contained in the Strategy;
- Modified the projected dwelling yield figures in line with the sub-regional planning framework, and

- Undertook careful investigation into increasing density in specific locations by taking into account critical character and heritage considerations and working closely with other government agencies.

The Targeted Growth Areas in the City and estimated dwelling numbers are included in section 7.4 Population and Housing.

3.5 Perth and Peel @ 3.5 million The Transport Network (March 2018)

Prepared by the Department of Transport (DOT), Main Roads Western Australia (Main Roads WA) and the Public Transport Authority (PTA), this plan sits directly beneath *Perth and Peel @ 3.5 million* and identifies the transport network needed to support Perth's growing population, and links to and between strategic centres. One of the Government's key priorities to achieve moving people efficiently while integrating with land use opportunities is METRONET. METRONET will guide the structural evolution of Perth, linking urban centres together and providing opportunities for greater density and infill development through multiple key suburban centres.

In the Central sub-region, METRONET will define the future of the public transport network. Key transport corridors will be required to transition into multi-functional corridors to achieve a more compact and diverse urban form. Areas around train stations and other major public transport infrastructure have been identified as having potential to accommodate increased development. The future provision of transport and other service infrastructure across Perth and Peel has where possible been planned within shared corridors, contributing to the efficient use of land.

The Central sub-region 2050 Public Transport Network is shown below in Figure 2. The plan identifies two proposed high-priority transit routes, being Aberdare Road and Thomas Street. The Central Sub-regional Planning Framework specifies that the network of transit corridors corresponds with the distribution of key activity centres, urban corridors, station precincts and industrial centres and will integrate with passenger rail and local bus services. They are the priority for improving on-road public transport services, and will support access to, and employment generation in, key centres and the delivery of higher density urban form outcomes.

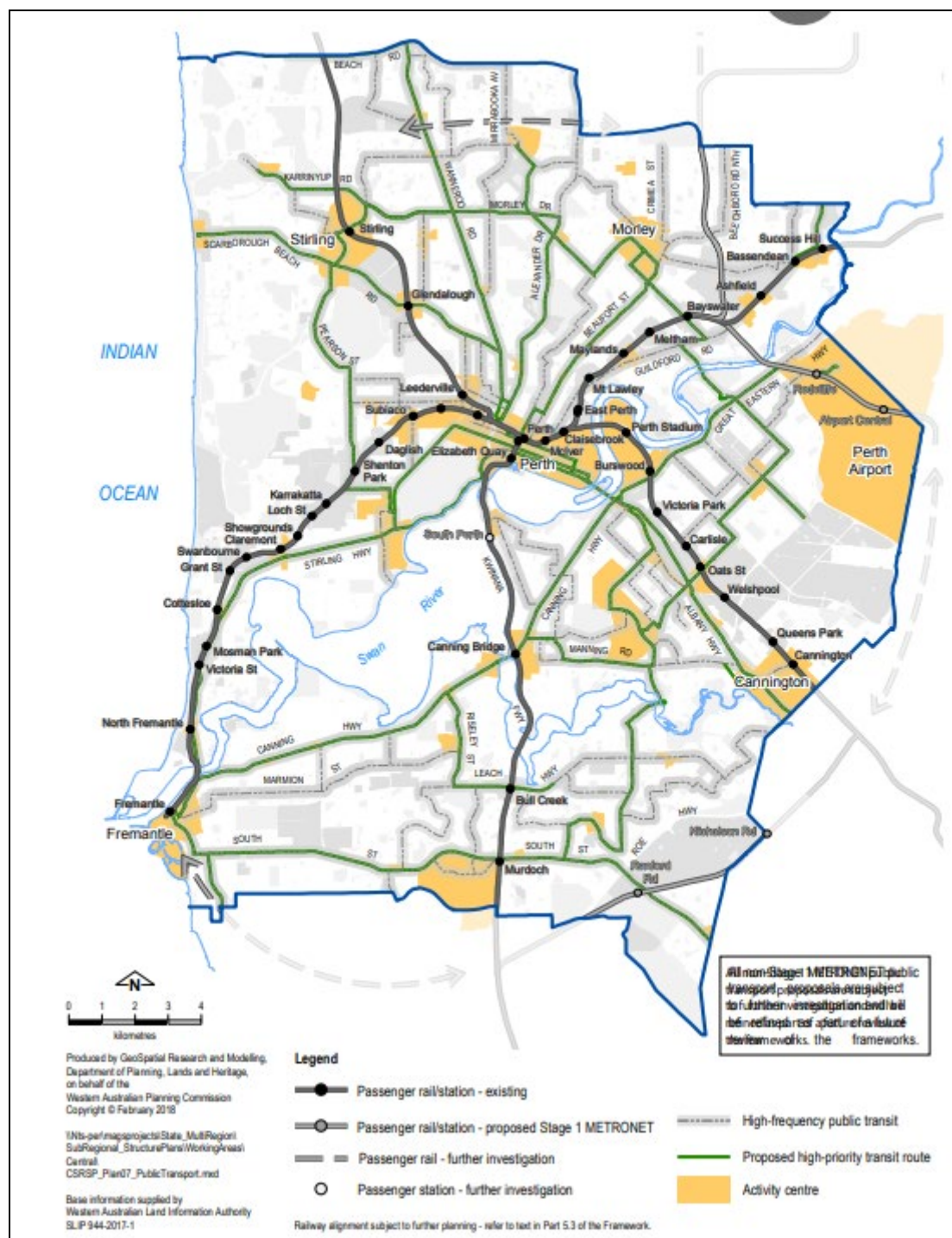


Figure 2: Central sub-region 2050 Public Transport Network

3.6 State Sustainability Strategy (2003)

The *State Sustainability Strategy* is a co-ordinated government approach to delivering a sustainable framework in which implementation actions can be delivered. The *State Sustainability Strategy* forms part of the State Government’s broader commitment to manage urban and regional growth, and advocates initiatives to enhance and revitalise town centres such as Subiaco.

The City's Subiaco Central Development Plan (SCDP) was informed by the sustainability principles set out in the Strategy, such as developing integrated land use policies and promoting housing diversity and alternative transport modes. These principles are now being applied to the SCDP's replacement document – the *Subiaco Activity Centre Plan* –and will also be applied to the wider municipality through the Scheme review process.

3.7 State Planning Policies

The following State Planning Policies have been considered in the preparation of the Local Planning Strategy.

3.7.1 State Planning Policy 1 – State Planning Framework

The *State Planning Framework Policy* is a State Planning Policy (SPP 1) prepared under Section 26 of the *Planning and Development Act 2005*. It provides a framework for decision-making on land use and development with underlying general principles and lists all existing State and regional plans, policies, strategies and guidelines which apply to land use and development in Western Australia. Under the legislation, SPPs have force and effect to be implemented through planning processes, including local planning schemes.

SPP 1 has been updated several times, with the current variation No. 3 Gazetted in 2017.

The primary aim of urban planning is to provide for the sustainable use and development of land. The *State Planning Framework Policy* identifies six key principles which further define this primary aim and describe the considerations which influence good decision-making. Five of these principles are applicable to the City, and were taken into account in the preparation of the Strategy:

- Environment – conserve the State's natural assets through sustainable development;
- Community – enable diverse, affordable, accessible and safe communities;
- Economy – facilitate trade, investment, innovation employment and community betterment;
- Infrastructure – ensure infrastructure supports development; and
- Governance – to build community confidence in development processes and practices.

In response to SPP 1, the City has:

- Reviewed the general principles for land use and development and applied these to desired outcomes;
- Reviewed State and regional provisions and identified initial documents relevant to the Strategy;

- Reviewed the list of initial State and regional provisions and identified the key strategic documents to apply to the Strategy; and
- Reviewed the list of key strategic documents and linked these to the desired outcomes for the City, and applied them to the relevant areas of application in the Strategy.

3.7.2 State Planning Policy No. 2 – Environment and Natural Resources Policy (2003) (SPP 2)

This policy defines the principles and considerations that represent proper and responsible planning in terms of environment and natural resource issues within the framework of the *State Planning Strategy*.

The principles of SPP 2 are incorporated into the Strategy, which aim to protect, conserve and enhance the City's natural environment by maintaining necessary local reservations and continuing to protect these assets from urban infill development.

3.7.3 State Planning Policy No. 3 – Urban Growth and Settlement (2006) (SPP 3)

This policy aims to facilitate sustainable patterns of urban growth and settlement by setting out the requirements of sustainable settlements and communities, and broad policy for accommodating growth and change.

The objectives of the policy are:

- To promote a sustainable and well planned pattern of settlement across the State, with sufficient and suitable land to provide for a wide variety of housing, employment, recreation facilities and open space.
- To build on existing communities with established local and regional economies, concentrate investment in the improvement of services and infrastructure and enhance the quality of life in those communities.
- To manage the growth and development of urban areas in response to the social and economic needs of the community and in recognition of relevant climatic, environmental, heritage and community values and constraints.
- To promote the development of a sustainable and liveable neighbourhood form which reduces energy, water and travel demand while ensuring safe and convenient access to employment and services by all modes, provides choice and affordability of housing and creates an identifiable sense of place for each community.
- To co-ordinate new development with the efficient, economic and timely provision of infrastructure and services.

The City has taken into account the various policy objectives and measures contained within SPP 3 to ensure that new development in Subiaco occurs in accordance with the abovementioned objectives.

3.7.4 State Planning Policy No. 3.1 – Residential Design Codes (R-Codes)

The R-Codes apply to all local governments in WA, and control the density, design and development of housing. The City of Subiaco is required to incorporate the R-Codes into LPS 5. Local variations may be provided for through local planning policies and supplementary provisions contained in LPS 5.

3.7.5 State Planning Policy No. 3.5 – Historic Heritage Conservation (2007) (SPP 3.5)

This policy applies principally to historic cultural heritage including heritage areas, buildings and structures and other places and areas of heritage significance at both the State and local level. This policy does not apply to Aboriginal heritage or natural heritage.

The objectives of this policy are:

- To conserve places and areas of historic heritage significance.
- To ensure that development does not adversely affect the significance of heritage places and areas.
- To ensure that heritage significance at both the State and local levels is given due weight in planning decision-making.
- To provide improved certainty to landowners and the community about the planning processes for heritage identification, conservation and protection.

The issue of residential heritage is very relevant to the City, and is currently being addressed through policy development, namely the preparation of the City's *Strategic Heritage Plan*.

When applying the relevant principles of SPP 3.5 to the Subiaco Strategy, the City has:

- Taken into consideration the objectives and principles contained in the SPP 3.5.
- More recently initiated detailed investigations of heritage and character issues within the municipality, especially relating to the residential areas.
- Modified the projected dwelling yield figures contained in the Central Sub-region Planning Framework after careful consideration of character and heritage issues.

3.7.6 State Planning Policy No. 3.6 – Development Contributions for Infrastructure (November 2009) (SPP 3.6)

This policy sets out the principles and considerations that apply to development contributions for the provision of infrastructure in new and established urban areas, and the form, content and process to be followed. SPP 3.6 was reviewed in 2015 and a draft policy was advertised until 25 November 2016. The revised policy has not been adopted yet.

The current policy provides a system for planning and charging development contributions and provides certainty to developers, infrastructure providers and the community about the charges which apply, and how the funds will be spent.

A fundamental pre-requisite of development contribution plans is that a clear 'need and nexus' linking specific infrastructure requirements to the redevelopment of land must be established. A development contribution plan must be prepared fairly, equitable and transparently prepared and include a programme to identify the infrastructure and facilities required over the next 5-10 years, and the timing cost and revenue sources for this infrastructure.

3.7.7 State Planning Policy No. 4.2 – Activity Centres for Perth and Peel (2010) (SPP 4.2)

The planned network of activity centres in *Perth and Peel @ 3.5 million* aims to provide an even distribution of jobs, services and amenities throughout Perth and Peel.

The main purpose of SPP 4.2 is to specify broad planning requirements for the planning and development of new activity centres, and the redevelopment and renewal of existing centres in Perth and Peel. The policy is mainly concerned with the distribution, function, broad land use and urban design criteria of activity centres, and coordinating their land use and infrastructure planning.

Other functions of the policy include the integration of activity centres with public transport, ensuring they contain a range of activities to promote community benefits through infrastructure efficiency and economic benefits of business clusters and lower transport energy use and associated carbon emissions.

The policy also reflects the WAPC's intention to encourage and consolidate residential and commercial development in activity centres so that they contribute to a balanced network.

When applying the content of SPP 4.2 Activity Centres for Perth and Peel Principles to the Strategy, the City has reviewed the 'policy provisions' and 'implementation' sections of the SPP in the context of the finalised list of strategies and actions.

3.7.8 State Planning Policy No. 5.2 – Telecommunications Infrastructure (2004) (SPP 5.2)

SPP 5.2 provides a framework for the preparation, assessment and determination of applications for planning approval of telecommunications facilities within the context of the planning system of WA.

Separate approval may be required from other government agencies under other legislation.

3.7.9 State Planning Policy No. 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning (September 2009) (SPP 5.4)

SPP 5.4 aims to promote a system in which sustainable land use and transport are mutually compatible. It seeks to minimise the adverse impacts of transport noise

without placing unreasonable restrictions on noise-sensitive residential development, or adding unduly to the cost of transport infrastructure. Additionally, it protects transport infrastructure from the encroachment of residential development. The policy applies to proposals for noise-sensitive development in the vicinity of major transport corridors or freight handling facilities, construction of major roads and railways, redevelopment of major roads and railways, and freight handling facilities. The policy also applies to the development of any of the above transport infrastructure.

The location of transport corridors and railway lines within the City, and planned transit orientated development around railway stations may bring about some noise associated issues within the City. The policy specifies noise criteria which are to be taken into account in schemes, amendments, structure planning, subdivision and development for these types of proposals. The policy also specifies noise management and mitigation measures, and the possible requirement for notifications on certificates of title warning of the potential for noise impacts.

3.7.10 Draft State Planning Policy No. 7: Design of the Built Environment (SPP 7)

Draft SPP 7, otherwise known as 'Design WA' includes a series of documents aimed at improving the quality of design in the built environment. Design WA currently includes a comprehensive design and assessment manual dealing with apartment design and siting, a design review guide and a design skills guide. Once gazetted, the Design WA for Apartments document will replace the existing Part 6 of the R-Codes for land coded R40 and higher and will be the primary document used to design and assess development applications for mixed use and apartment buildings.

Critically, Design WA for Apartments establishes two distinct urban development forms comprising an attached and detached scenario for low, medium and high density apartment formats. Once formally gazetted, the City will undertake necessary modifications to its Scheme to establish this model at a local level by designating specific streets where the attached model will apply. The detached model will apply in all other locations in the scheme by default.

In 2019 SPP 7 will likely output several further documents, include a guideline for undertaking precinct planning and a document to control medium density development, otherwise referred to as the 'Missing Middle'. Finally, towards the end of 2019 and in 2020, a new document for single house residential development will be created under the high level guidance of SPP 7, once gazetted, SPP 7 and the Design WA suite of planning documents will replace the R-Codes in their entirety.

3.7.11 Development Control Policy 1.6 - Planning to Support Transit Use & Transit- Orientated Development (2006) (DC 1.6)

Transit-orientated development refers to the integration of moderate to high intensity commercial, mixed use, community and residential development with train stations and/or high frequency bus routes, to alternative modes of transport of the use private vehicles.

The benefits of transit-orientated development include:

- Improving the attractiveness of, and access to, public transport, cycling and walking;
- Providing communities with interesting and vibrant places where people can interact;
- Reducing the impact of transport on the environment;
- Reducing household travelling expenses; and
- Providing more housing diversity and affordable housing options.

This policy seeks to maximise the benefits to the community of an effective and well used public transit system by promoting planning and development outcomes that will support and sustain public transport use. This policy is closely linked to the SPS and Statement of SPP 3.

When applying the principles of DC 1.6 to the Subiaco Strategy, the City has:

- Referenced the 'policy objectives' to the strategies and actions contained in the Strategy.
- Used the 'policy measures' to inform the adopted Strategy actions.
- Modified the application of the policy principles to ensure consistency with the principles of SPP 3.5, and to have regard for the City's unique circumstances.

3.7.12 Operational Policies

In addition to all the previously mentioned documents, the WAPC has adopted a wide range of operational policies to guide its decision-making on subdivision and development applications. These policies apply when the Commission considers applications for subdivision or development within the City, when the Council comments and recommends upon such proposals to the Commission, and when the Council has regard to them in making its own decisions under its local planning scheme.

The WAPC has also published a series of *Planning Bulletins* as practice notes for local governments, State Government agencies and other parties on planning matters. A list and copies of these policies and guidelines can be obtained from the Department of Planning and through the WAPC website.

4 Adjacent Local Government Authority Planning

4.1 Town of Cambridge

The Town of Cambridge is currently working through a review of their Local Planning Strategy. The draft Strategy was advertised in the second half of 2018.

A number of other planning mechanisms guide development within the Town. One such mechanism is the *West Leederville Activity Centre Plan 2017*. Implementation of the Activity Centre Plan could result in the following changes which would be directly relevant to the City of Subiaco:

- A greater intensification of development and a greater focus on mixed-use, transit orientated development within the two established commercial areas centred on Oxford Close and Cambridge Street,
- Creation of a Cambridge Street ‘high street’ activity corridor to augment development within the Rosslyn Street area, and,
- Improved and safer pedestrian connections to the West Leederville Station and onwards to Subiaco Oval.

The plan is based on sound transit oriented development planning principles and consistent with State government planning policies.

The following matters are considered to impact on the City of Subiaco:

- The expansion and intensification of uses at, and close by, St John of God Hospital, which will see a continued expansion of its work force;
- The intensification of residential and mixed use transit-orientated development within West Leederville, and possibly in the future, some improved pedestrian links to Subiaco Oval;
- The further development of Cambridge Street as an activity corridor, and more specifically as a main street east of Northwood Street, along Oxford Close; and
- Further development of the Wembley Town Centre located on Cambridge Street.

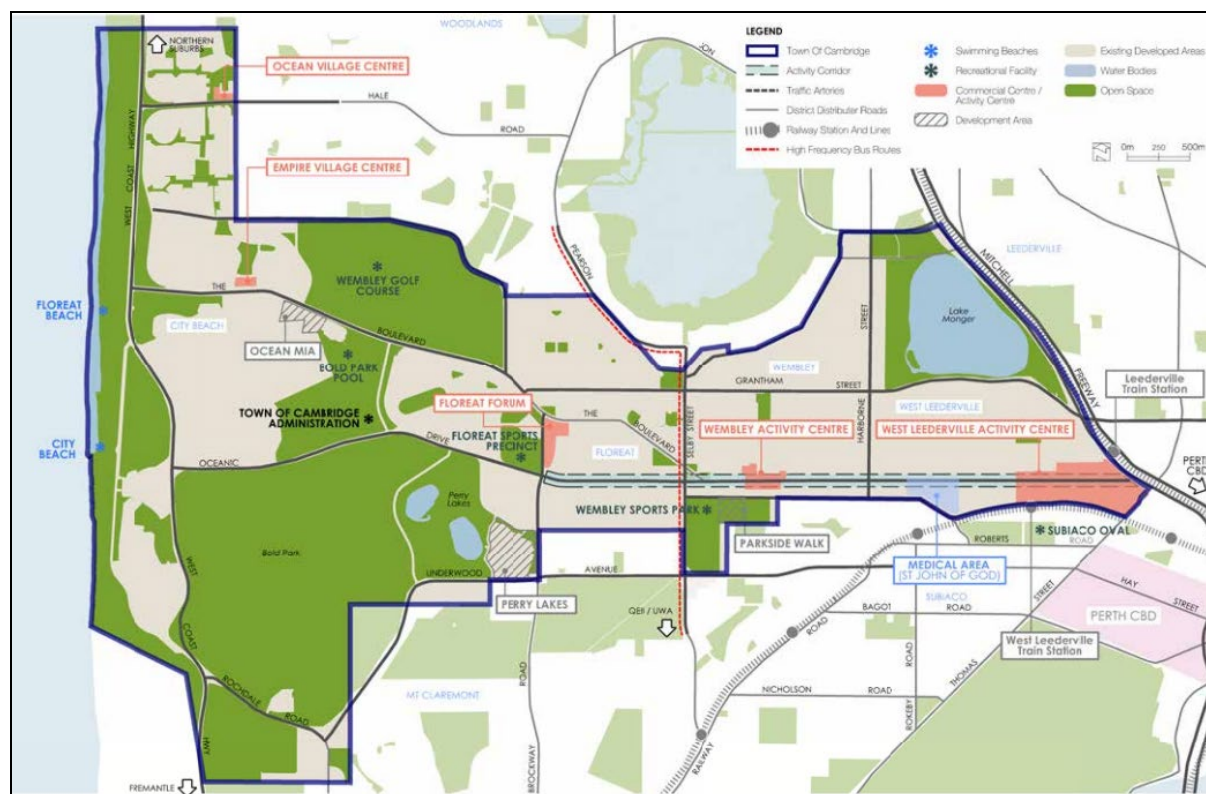


Figure 3: Draft Local Planning Strategy – Local Context Plan for the Town of Cambridge (August 2018)

4.2 City of Nedlands

The City of Nedlands current Town Planning Scheme (No. 2) was gazetted in 1985. The draft Local Planning Scheme No. 3 was advertised in early 2018. The Council resolved in July 2018 to not support the draft Local Planning Scheme 3. The draft scheme is now with the WAPC for consideration.

The City previously had a significant interface with the City of Nedlands scheme area, with boundaries shared along Broadway and Hampden Road. This interface is now less pronounced as the key areas of each City are separated by significant infrastructure, such as the Perth-Fremantle railway and QEII medical centre.

4.3 City of Perth

The City of Perth Local Planning Scheme No. 2 was gazetted on 9 January 2004, and sets out a broadly precinct based local planning framework inclusive of detail height and plot ratio plans that responds to the widely varying levels of existing and intended development intensity throughout the Local Government Area (LGA).

Additionally, the City of Perth comprises land holdings within the jurisdiction of the City of Nedlands and the City of Subiaco, in which case the City of Subiaco TPS 4 applies as does the City of Nedlands Town Planning Scheme No. 2.

The *City of Perth Act* was enacted in 2016 and overrides various provisions of the *Local Government Act 1995* relating to the operation of the Local Government. This includes the establishment of the City of Perth Committee, which aims to facilitate a

greater level of collaboration between the City of Perth and the State Government. The City of Perth Act transferred a portion of land south of Aberdare Road, formerly part of the City of Subiaco to the City of Perth. TPS4 continues to apply to that land until such time as the City of Perth amends its Scheme to include the transferred land within the City of Perth scheme.

City of Perth shares a boundary with the City of Subiaco which comprises the western boundary of West Perth to the north and Kings Park to the south. This boundary comprises a busy district distributor category road known as Thomas Street, the road reserve for which is approximately 20m north of Kings Park Road and 40m South of Kings Park Road.

Kings Park is an important public open space asset that is highly proximate to the City of Subiaco, but is not picked up within its Local Planning Framework. Therefore, it is important that the City of Subiaco local planning framework recognises Kings Park and responds appropriately to this interface.

To the north of Kings Park, along the border of West Perth, land is generally zoned Office/Residential, with Town Centre zoning to Hay Street. The City of Subiaco interface with this area comprises a large multi storey Housing Authority Complex including approximately 300 dwellings and an office block operating under additional use rights.

The block directly to the north comprises a series of single storey federation era dwellings on land zoned Residential R80 with various additional use rights for offices and consulting rooms.

The following block to the north is zoned Commercial/Residential and comprises a mixture of commercial land uses in a low to medium density format.

Beyond this point to the northern boundary of Subiaco, the land comprises the now decommissioned PMH and Perth Modern Academically Select Secondary School (Perth Modern). PMH is now under the jurisdiction of the Metropolitan Redevelopment Authority (MRA) and there are no proposed modifications to the reservation for Perth Modern.

The City of Perth has now commenced work on a new City Planning Strategy, which has been subject to engagement with the community and various stakeholders during 2018. The draft strategy document has not yet been made public.

5 Local Planning Context

5.1 Vision & Mission Statements

The City's 'vision' adopted under its *Strategic Community Plan* states:

'In 2030 the City of Subiaco is a unique, popular and welcoming place. The City celebrates its rich history, while embracing the diversity and vitality of the present. The parks, public spaces, events and recreational opportunities are easily accessible and promote a healthy lifestyle for all. There is a diverse range of local businesses and entertainment that contribute to a lively atmosphere. The City faces the challenges of the future with strong leadership, an innovative approach and emphasis on community values and voices. Sustainability, in all its forms, is at the core of the community and underpins the City's operations.'

The Strategy assists in implementing this vision through the following mission statement:

To shape the future of the City of Subiaco as a desirable place to live, play and work.

The Strategy embraces the City's rich heritage and fosters a best practice approach to population growth, with a focus on achieving positive design outcomes.

5.2 The City's objectives

The City's SCP identifies objectives relevant to the City of Subiaco Strategy as follows:

- A sustainable environment that is well-maintained, green and leafy;
- A wide range of well used parks, streetscapes, open spaces and public spaces;
- A unique, vibrant and diverse City that is welcoming to residents, workers and visitors;
- To develop the economic sustainability of our City;
- A built form with heritage value that is recognised, celebrated and protected;
- A sustainable City that balances the requirements of an increasing population, whilst maintaining its valued character;
- A transport management system that meets the needs of all users; and
- A range of infrastructure to support a sustainable and accessible transport system.

5.3 Town Planning Scheme No. 4 (TPS 4), the Subiaco Redevelopment Scheme 2 (SRS 2) & Local Planning Policies

Development proposals are determined under the guidance of two separate Town Planning Schemes based on two unique geographic areas. The majority of the City's development control is guided by TPS 4, which was gazetted in 2001.

The remaining portion of the municipality located to the north is guided by the SRS 2 (gazetted March 2018), which includes Subi Centro and Subi East.

5.4 TPS 4 Local Planning Policies

TPS 4 aims to achieve a responsive approach to local planning through the use of precinct policies. These policies are designed to guide development and provide an understanding of what the City aims to achieve through the control of development. Planning policies are an essential supplement to TPS 4, and augment its requirements. Clause 27 of the Scheme requires that all development of land is to have regard to the planning policies unless otherwise approved under the provisions of the Scheme. Table 2 lists the policies that are in force.

| | |
|-----------------------------------|---|
| <p>Planning Procedures:</p> | <ul style="list-style-type: none"> • Refunding and Waiving Planning and Building Fees • Public Notification of Planning Proposals • Applications for Review of Town Planning Decisions and Written Directions • Planning Compliance • Amendment and Extension to the Term of Development Approval • Development Approval Exemptions |
| <p>General Planning Policies:</p> | <ul style="list-style-type: none"> • Subdivision • Child day care facilities • Shortfall Cash Payments in Lieu of Car Parking in the Town Centre and Commercial/Residential Zone • End of Trip Facilities • Advertising Signs Policy • Ancillary dwellings – consideration when assessing against the design principles of the codes • Land use in the Town Centre zone and the Town Centre Development zone |
| <p>Conservation and Heritage:</p> | <ul style="list-style-type: none"> • Additions and Amendments to the Local Government Inventory for Subiaco and the Scheme Register of Places of Cultural Heritage Significance • Heritage Incentives • Assessment of Cultural Heritage Significance • Development Guidelines for Residential Conservation Areas • Kershaw Street Heritage Area |

| | |
|------------------------------------|---|
| | <ul style="list-style-type: none"> • Development Guidelines for the Rokeby Road and Hay Street Conservation Area • Union and Redfern Heritage Area • Chesters' Subdivision Heritage Area • Duke Street Heritage Area • Development Guidelines for places includes on the Heritage List • Kings Road Heritage Area |
| <p>Precinct Planning Policies:</p> | <ul style="list-style-type: none"> • Jolimont Precinct • Daglish Precinct • Triangle Precinct • West Subiaco Precinct • Shenton Park Precinct • Hollywood precinct (only applicable to City of Perth) • University precinct (only applicable to City of Perth) • Hampden Road Hollywood Neighbourhood Centre – Built Form Policy and Guidelines (only applicable to City of Perth). |

Table 2: City of Subiaco Planning Policies

Under LPS 5 a precinct based approach will continue to be employed through local planning policies. This will involve reviewing the current Precinct boundaries. It is proposed that LPS 5 will consist of the following precincts:

- Subiaco Activity Centre;
- Jolimont and Centro;
- Daglish;
- West Subiaco;
- Triangle;
- Shenton Park; and
- Civic and Cultural

Local planning policies for each precinct will form the basis for the identification of the existing and/or desirable neighbourhood character and will contain provisions aimed at protection of that character where appropriate. While the precincts cover a larger area within the City of Subiaco, precincts may include focus nodes which will

focus on specific areas such as Rokeby Road (south). Each precinct will be broken down into sub-precincts, which will allow a finer grain of understanding of local character nuances, and more relevant control of development that responds to the established character of each area.

As part of the development of LPS 5, a detailed review of the current suite of policies will be undertaken. The main purpose of this review will be to streamline the policy framework of the City to provide user-friendly policies that are consistent with LPS 5. This could include review of the current precinct policies to more reflect the objectives of the City's targeted infill strategy and include character retention guidelines to ensure new development is respectful to the prevalent neighbourhood character.

5.5 Subiaco Activity Centre Plan (SACP)

Improving Subiaco's growth means attracting more people to it – whether that is for living, working, recreating or spending. SPP 4.2 establishes a 25-35 dwelling per hectare target for designated secondary activity centres, which is equivalent to R-Coding between R60 and R100 and above.

Amongst other objectives, the plan results in up to 2,100 additional dwellings being accommodated within the SACP area and another additional 830 dwellings for the North Subiaco Structure Plan Area. Refer to the SACP document and NSSP document for further details. The MRA's Subi East Redevelopment Area is estimated to accommodate approximately 2,900 dwellings once completed.

The traditional retail environment of the SACP area, with its Rokeby Road 'high street' supported by laneways and secondary streets characterised by good pedestrian connectivity, is integral to its 'sense of place', and must be maintained. The walkable high street character of the Rokeby Road 'village' must be maintained, and its primary retail function preserved.

The SACP recognises that there are certain sites located within the activity centre area that may potentially be able to support greater population, height and activity, compared to other sites due to their strategic location and large size. Concentrating higher density on these strategic sites will assist in achieving the City's dwelling targets, whilst allowing for the predominant character of the area to be maintained. Site-responsive design approaches will be necessary for these strategic sites, given that their locational and physical attributes are vastly different to other sites within the locality. In most instances, sites close to the Subiaco railway station are most suited to accommodating increased building heights, consistent with best planning practice for transit-orientated development.

The new Inner City College which is currently under construction and will commence operation in the 2020 school year. Eventually, the school will cater for up to 2000 high school students.

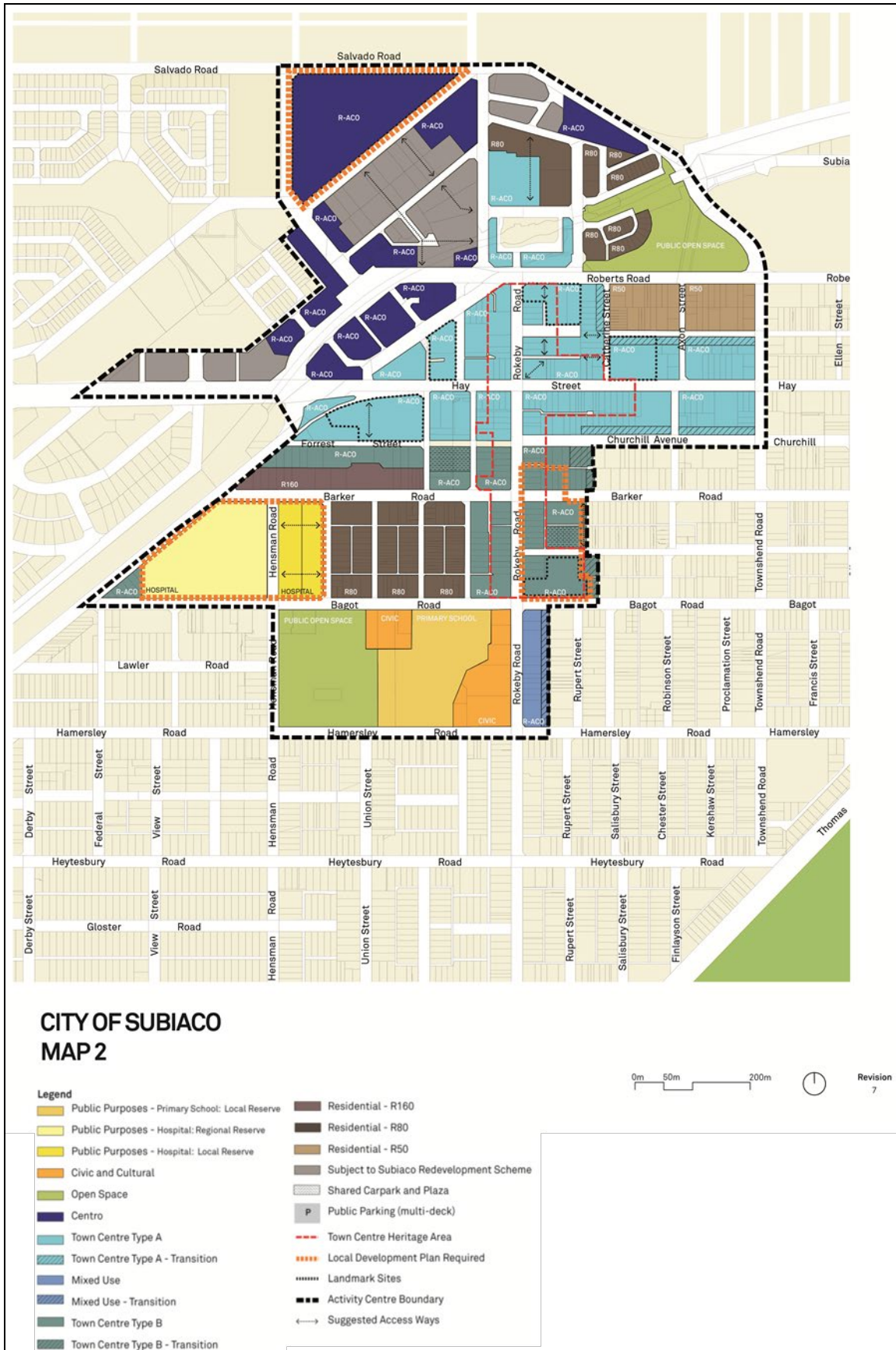


Figure 4: Subiaco Activity Centre - Western Portion

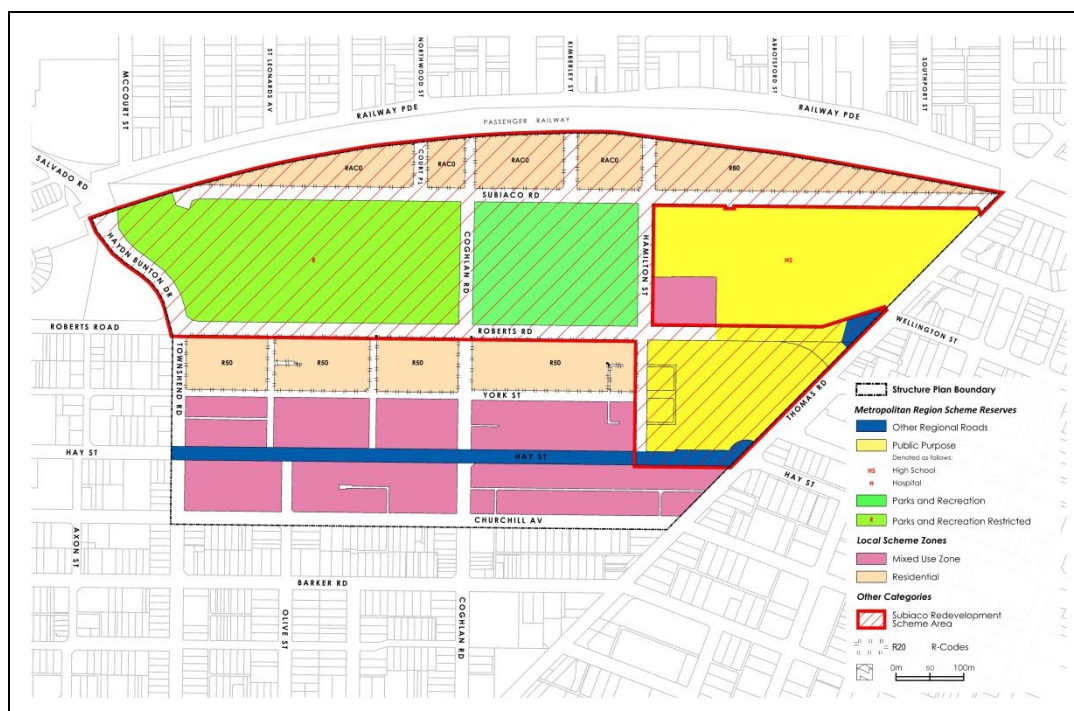


Figure 5: Subiaco Activity Centre - Eastern Portion

5.6 North Subiaco Structure Plan (NSSP)

The Subiaco Activity Centre also includes the area defined as ‘North Subiaco’ to the east of the primary activity centre area, which is centred along Hay Street. The North Subiaco area consists of existing development along Hay Street and includes major institutions such as PMH and Subiaco Oval.

In March 2017 the City adopted the NSSP. Amongst other objectives, the plan results in up to 1,700 additional dwellings being accommodated within the plan area. The NSSP accords with the objectives of the *Central Sub-Regional Planning Framework* and SSP 4.2.

The NSSP encourages a greater level of population and dwellings to be accommodated along the Hay Street corridor, with an emphasis on local retail, entertainment and employment opportunities around the Coghlan Road intersection.

From the beginning of 2018, AFL football games have been relocated from Subiaco Oval to the new Perth Stadium at Burswood. This means a change in the function of the North Subiaco area particularly around game days and major concert events. Local hospitality businesses need to adapt to this change and a modest and appropriate increase in local population and business will go some way to offsetting that.

It also means a change in form as large grandstands for 43,000 people will no longer be necessary. The City would prefer Subiaco Oval and Kitchener Park remain as active recreation spaces to serve the local and regional population which is underserved in active open space. Some football-related infrastructure could be

repurposed for supporting uses or indoor recreation facilities. Redevelopment of land to the north of Subiaco Oval and to the west could integrate into the retained recreation spaces.

The City places high heritage value on the entire Subiaco Oval 'precinct', which consists of the oval, Kitchener Park and Mueller Park. The primary use of the 'precinct' as a hub for recreational purposes is highly valued by the City. The City will continue to advocate for the protection of these important public spaces, including the heritage listing of the Subiaco Oval playing surface and Mueller Park.

Determination of the NSSP by the WAPC has been deferred. The Strategy recommends that the City review all documents relating to the Subiaco Secondary Activity Centre, including the Subiaco Activity Centre Plan and the North Subiaco Structure Plan and to merge them into a single document relating to the entire activity centre.

5.7 Subiaco Redevelopment Scheme 2 (2018) (SRS 2)

The Subiaco Redevelopment Authority (SRA) was established to redevelop blighted industrial land and to revitalise the northern portion of the municipality ('Subi Centro'). The SRA became part of the MRA in 2011.

The MRA holds development control powers over its designated redevelopment areas with the City of Subiaco, which is guided by the provisions of the SRS 2, gazetted March 2018. Notwithstanding, there are various parcels of land that have already been redeveloped and hence the MRA's development control powers have been passed back to the City (these areas are considered to have been 'normalised').

Those parcels of land yet to be developed remain under the development control of the MRA (Figure 6). These include the Australian Fine China Precinct and the Hood Street precinct, the Princess Margaret Hospital Site, Subiaco Oval and the land north of Subiaco Road.

It is important that land developed under the jurisdiction of the MRA is readily able to transition into the jurisdiction of the City of Subiaco. Under Section 58 of the *Metropolitan Redevelopment Authority Act 2011*, a local planning scheme is able to apply provisions to land within a redevelopment area, even prior to land applicable being normalised. Accordingly, land within redevelopment areas should be zoned such that the provisions of LPS 5 would take effect on the day in which the redevelopment scheme ceases to apply.

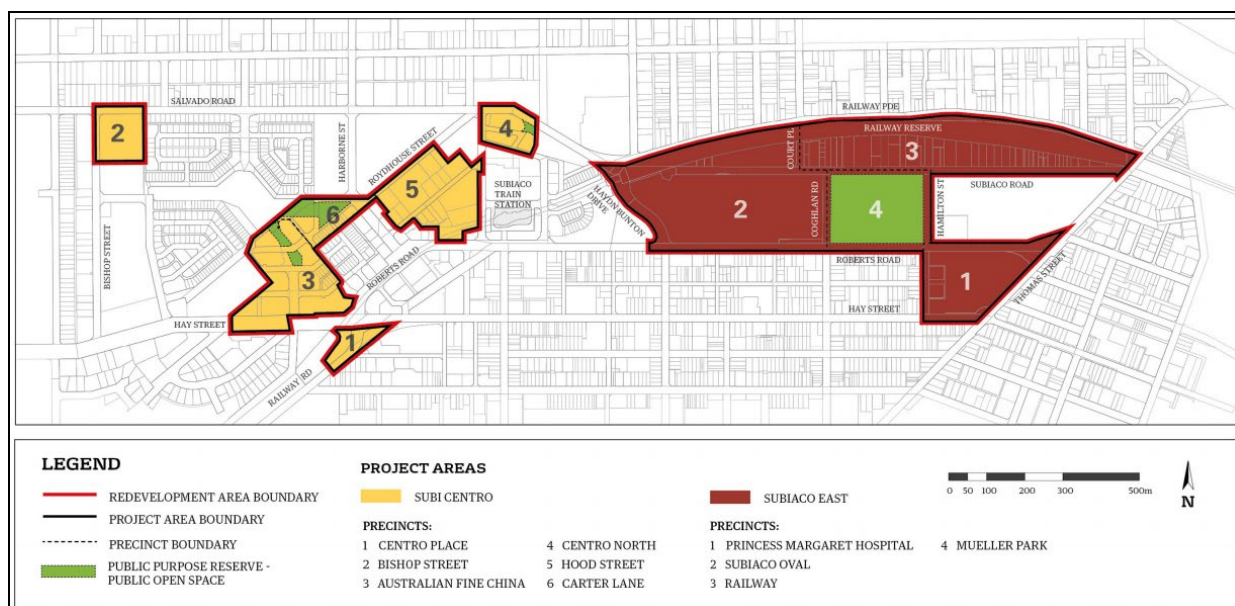


Figure 6: SRS 2 Scheme Map

5.8 Sustainability and Resilience Strategy 2016-2021

The City's *Sustainability and Resilience Strategy 2016-2021* includes activities that the City can influence as both a local authority and a corporate entity. This extends to areas where the City has an identified role to play as an advocate for change amongst both its peer organisations and the wider community.

The Strategy identifies a range of sustainability initiatives across a range of areas including relating to carbon and climate change, waste, sustainable transport and materials, local food, water use, land use and wildlife, culture and community, local economy and happiness. The strategy includes the following matters, as relevant to the City's planning framework:

- Encouraging the introduction (and potential take part in piloting) the use of appropriate emerging energy sources and storage,
- Development of a policy for best practice sustainable design in City owned buildings,
- Development of a policy dealing with water shortage management and mitigation,
- Define minimum standards of development to deal with flood mitigation, urban forest development, urban heat island mitigation, sustainable transport targets, water sensitive design, local food production incentives and construction waste minimisation requirements.

5.9 Economic Development Strategy (2017) (EDS)

The City adopted the EDS on 23 May 2017. The strategy provides four key target areas for economic growth and development within the City:

- Increased marketing, communication and advocacy,
- Improvements to the City's public realm, including place and place activation initiatives,
- Improved business and investment interaction, attraction and retention programs, and,
- Greater leadership by the City in terms of governance and collaboration to strengthen the relationship with the business community.

There are a number of objectives within the EDS that relate to land use planning and development control, namely the desire to remove planning barriers that inhibit the growth of existing businesses or the relocation of businesses to Subiaco. The EDS also encourages the leveraging of Subiaco's proximity to major employers such as medical campuses and UWA.

5.10 Transport, Access and Parking Strategy (2017) (TAPS)

The City will develop a variety of planning initiatives to achieve a better balance in accommodating through traffic and local access traffic. The City will also continue to encourage a reduction in the community's dependence on private motor vehicle use, and promote alternative transport modes. Providing convenient access to goods, services and employment will continue to be a priority objective.

In 2017 the City adopted the TAPS which sets out a number of strategic transport indicatives for the City including:

- Identification of measures to improve cycling and pedestrian access in the City;
- A review of road infrastructure and standards, including a review of speed limits in the City;
- Analysis of the City's vehicle parking standards including providing alternative standards for land within the Subiaco Activity Centre and covered by the NSSP;
- Measures to encourage cash-in-lieu or developer contributions to support infrastructure provision; and
- A review of public transport (in particular rapid bus services) within and throughout the City.

5.11 Urban Forest Strategy

The City has prepared a draft Urban Forest Strategy which aims at preserving and increasing the green spaces and tree canopy within the City. This strategy defines the urban forest as all vegetation growing within the city, which is divided into two categories: the understory such as turf, groundcover, shrubs and hedges up to three metres, and the canopy which is any vegetation above three metres.

The City's urban forest is a vital urban element that transforms the city's streets, parks, reserves and properties to provide numerous environmental, aesthetic, cultural and economic benefits. In the long term, it creates a sense of place and enhances the city.

A number of strategies and actions are intended to improve the urban forest within the City.

5.12

6 Local Profile

The following section outlines the statistics using the most recent census data (2016 ABS census) that has informed the preparation of the Strategy. Note that Figure 7 depicts the relevant precincts utilised in idProfile and idForecast, which differ from the City's local planning precinct areas.

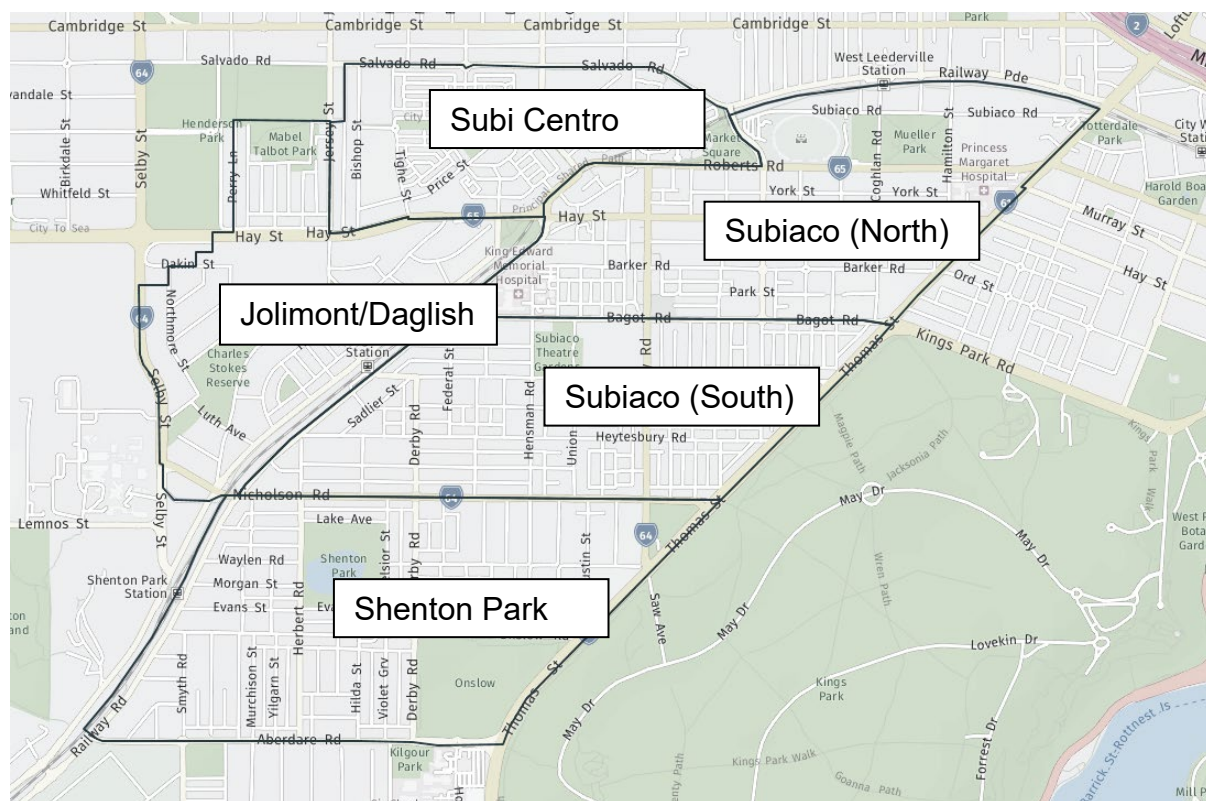


Figure 7: idProfile and idForecast Precinct Areas

Figure 8 provides a snapshot of the City of Subiaco community profile. The Snapshot indicates that Subiaco is generally more affluent, educated, employed and more likely to own their home outright than the comparison regions.

| 2016 | City of Subiaco | Greater Perth | Western Australia | Australia |
|-------------------------------------|----------------------------|---------------|-------------------|-----------|
| Median Age | 39 ◀▶(0) | 36 ▶▶ | 36 ▶▶ | 38 ▲ |
| Median weekly household income | \$2,017 ▲(\$265) | \$1,636 ▲ | \$1,582 ▲ | \$1,431 ▲ |
| Couples with children | 23% ▲(1.9%) | 32% ▲ | 31% ▶▶ | 30% ▶▶ |
| Older couples without children | 9% ▲(1.9%) | 9% ▲ | 9% ▲ | 10% ▲ |
| Medium and high density Housing | 57% ▲(2.1%) | 25% ▲ | 21% ▲ | 27% ▲ |
| Households with a mortgage | 23% ▲(1.9%) | 40% ▲ | 37% ▲ | 32% ▼ |
| Median weekly rent | \$435 | \$372 ▲ | \$348 ▲ | \$339 ▲ |
| Households renting | 38% ▼(-3%) | 26% ▼ | 27% ▼ | 29% ▲ |
| Language at home other than English | 17% ▲(2.4%) | 20% ▲ | 18% ▲ | 21% ▲ |
| University attendance | 8% ▼(-0.8%) | 5% ▶▶ | 4% ▶▶ | 5% ▲ |
| University qualification | 50% ▲(1.9%) | 23% ▲ | 21% ▲ | 22% ▲ |
| Trade qualification (certificate) | 8% ▲(0.8%) | 19% ▲ | 20% ▲ | 19% ▲ |
| Unemployment rate | 5.9% ▲(3.8%) | 8.1% ▲ | 7.8% ▲ | 6.9% ▲ |
| SEIFA index of disadvantage 2016 | 1084 | 1026 ▲ | 1015 ▲ | 1002 ▲ |

▶▶ No significant change since previous Census (less than +/-0.5%)
 ▲ Increased since previous Census
 ▼ Decreased since previous Census

Figure 8: Snapshot of the City of Subiaco

6.1 Settlement History

European settlement dates from the late 1830s. Population was minimal until the 1850s. Residential growth took place in the late 1880s and 1890s, spurred by the construction of the Perth-Fremantle railway line, the gold rush in Kalgoorlie and industrial growth. Significant development occurred during the early 1900s, particularly in the 1920s. The population was relatively stable from the early 1980s to the mid-1990s, and then increased from about 12,000 in 1996 to about 15,000 in

2011. Most of this growth was between 2001 and 2011, primarily from the Subi Centro commercial and residential development on former industrial land.

6.2 Current Residential Population

The Census population of the City of Subiaco in 2016 was 17,018, living in 8,446 dwellings with an average household size of 2.1 persons per dwellings (idProfile 2017).

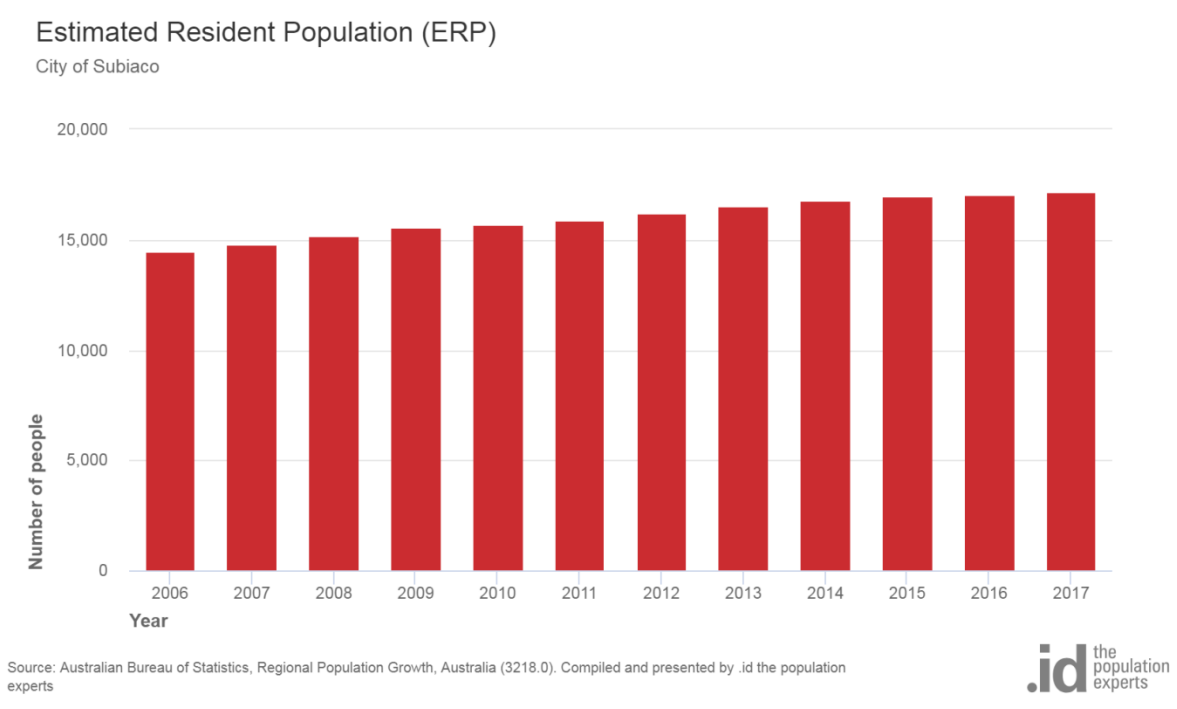


Figure 9: Estimated Number of Residents 2006 – 2017

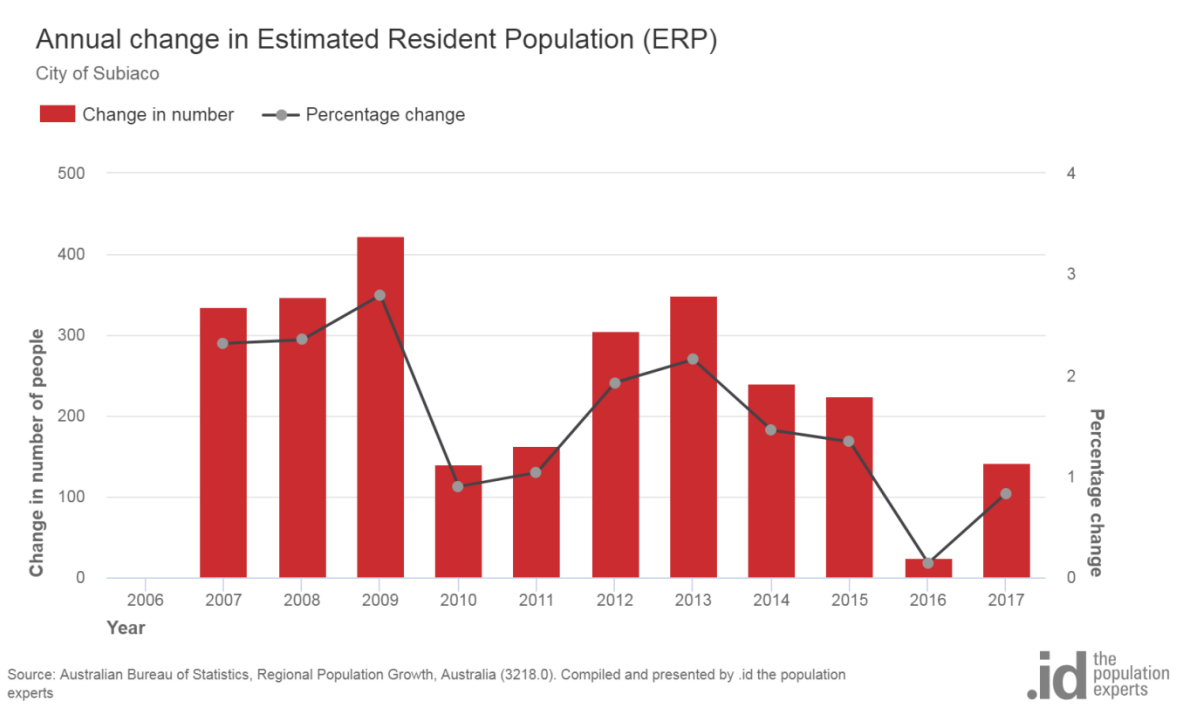


Figure 10: Annual Change in Residents 2006 - 2017**6.2.1 Residential Densities by Individual Areas**

Table 3 lists the population and persons per hectare for each locality in the City of Subiaco. These figures are 'gross' – i.e., the number of people living within the locality divided by the total area of the locality. Each locality contains, in addition to residences, roads, parks, institutions and other non-residential uses, to a greater or lesser degree. Subi Centro is the most densely populated area, followed by Subiaco (South) and Shenton Park.

The localities within the City of Subiaco comprise a significant variation in household sizes, where there are fewer than two persons per dwelling on average within Subi Centro, Subiaco (north) and Jolimont/Daglish, but in Subiaco (south) and Shenton Park tends to comprise greater than two persons per household on average.

| Locality | Population (2016) | Persons/hectare (gross) | Dwellings (2016) | Dwellings/hectare (gross) | Average Household size |
|------------------|-------------------|-------------------------|------------------|---------------------------|------------------------|
| Subi Centro | 2,943 | 42.83 | 1680 | 24.34 | 1.75 |
| Subiaco (north) | 3,298 | 25.59 | 1910 | 14.81 | 1.72 |
| Subiaco (south) | 3,854 | 33.15 | 1667 | 14.37 | 2.31 |
| Jolimont/Daglish | 2,469 | 23.64 | 1284 | 12.34 | 1.92 |
| Shenton Park | 4,662 | 32.36 | 2003 | 13.9 | 2.32 |

Table 3: Residential Densities by Individual Areas - City of Subiaco (2016) (Source: idProfile 2018)

6.2.2 Population Change for Individual Areas (2011 - 2016)

Using new census data, the City is able to consider the level of population growth occurring in a number of smaller areas through the City. Table 4 outlines the average annual percentage change in population for each locality in the city.

| Locality | 2011 | 2016 | Average Annual Change |
|------------------|-------|-------|-----------------------|
| Subi Centro | 2,072 | 2,943 | 8.41% |
| Subiaco (north) | 3,101 | 3,298 | 1.19% |
| Subiaco (south) | 3,853 | 3,854 | 0.005% |
| Jolimont-Daglish | 2,277 | 2,469 | 1.56% |

| | | | |
|--------------|-------|-------|-------|
| Shenton Park | 4,525 | 4,662 | 0.59% |
|--------------|-------|-------|-------|

Table 4: Population Change for Individual Areas - City of Subiaco (Source: idProfile 2017)

The data in the table above illustrates the following:

- The creation of the Subi Centro residential area out of the Jolimont industrial estate has added approximately 871 residents to the Subiaco local government area since 2011. (This figure will increase further when the remaining land within the redevelopment area is developed);
- Relatively little growth has occurred in the remainder of the City during this period.
- Between 2011 and 2016, the City of Subiaco added an average of 132 dwellings each year.

6.3 City of Subiaco Age Structure (2016)

The age structure of the population is an indicator of an area’s residential role and function and how it is likely to change in the future. The age structure of a population is usually indicative of an area’s era of settlement and provides key insights into the level of demand for services and facilities.

Analysis of the five year age groups of the City of Subiaco in 2016 compared to Greater Perth (Figure 11) shows that there was a lower proportion of people in the younger age groups (under 15) and a higher proportion of people in the older age groups (65+). Overall, 16.0% of the population was aged between 0 and 15, and 18.3% were aged 65 years and over, compared with 19.1% and 13.8% respectively for Greater Perth.

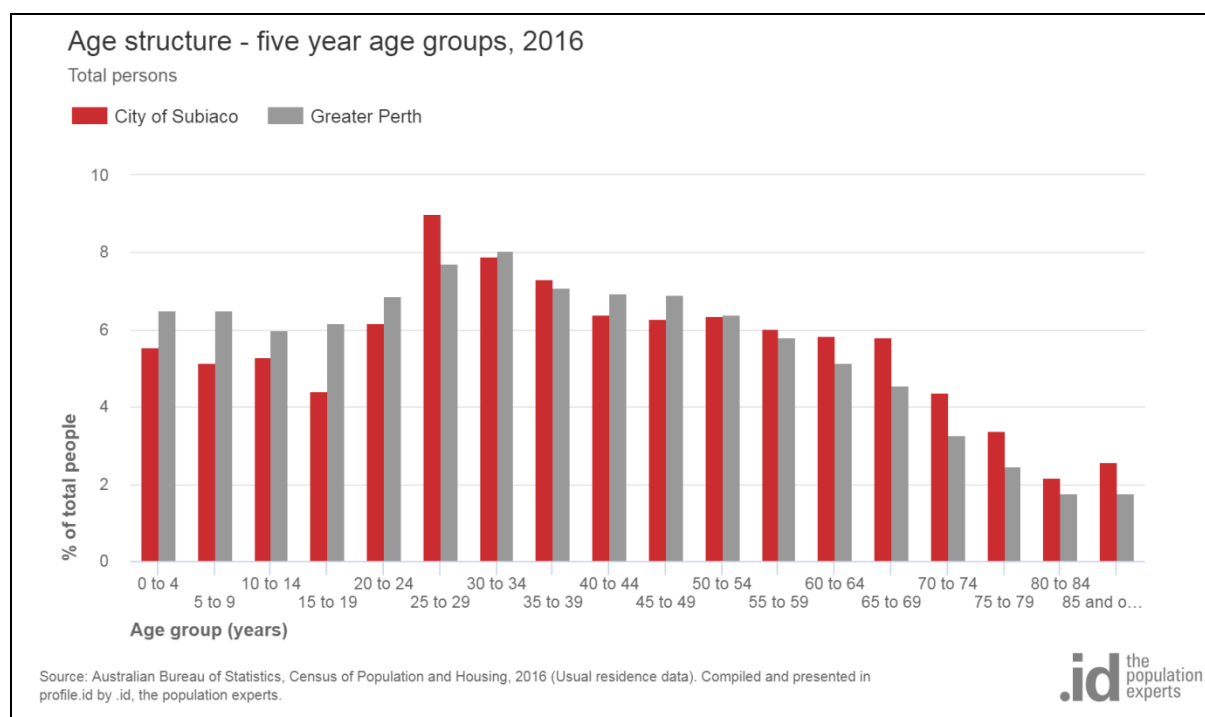


Figure 11: Age Structure

The major differences between the age structure of Subiaco and the Greater Perth region were as follows:

- A *larger* percentage of persons aged 25 to 29 (9% compared to 7.7%)
- A *larger* percentage of persons aged 65 to 69 (5.8% compared to 4.6%)
- A *smaller* percentage of persons aged 15 to 19 (4.4% compared to 6.2%)
- A *smaller* percentage of persons aged 5 to 9 (5.1% compared to 6.5%)

6.3.1 Emerging Groups

From 2011 to 2016, City of Subiaco's population increased by 1,459 people (9.8%). This represents an average annual population change of 1.89% per year over the period. The largest changes were in the 10 to 14, 65 to 69, 75 to 79 and 70 to 74 age brackets (Figure 12).

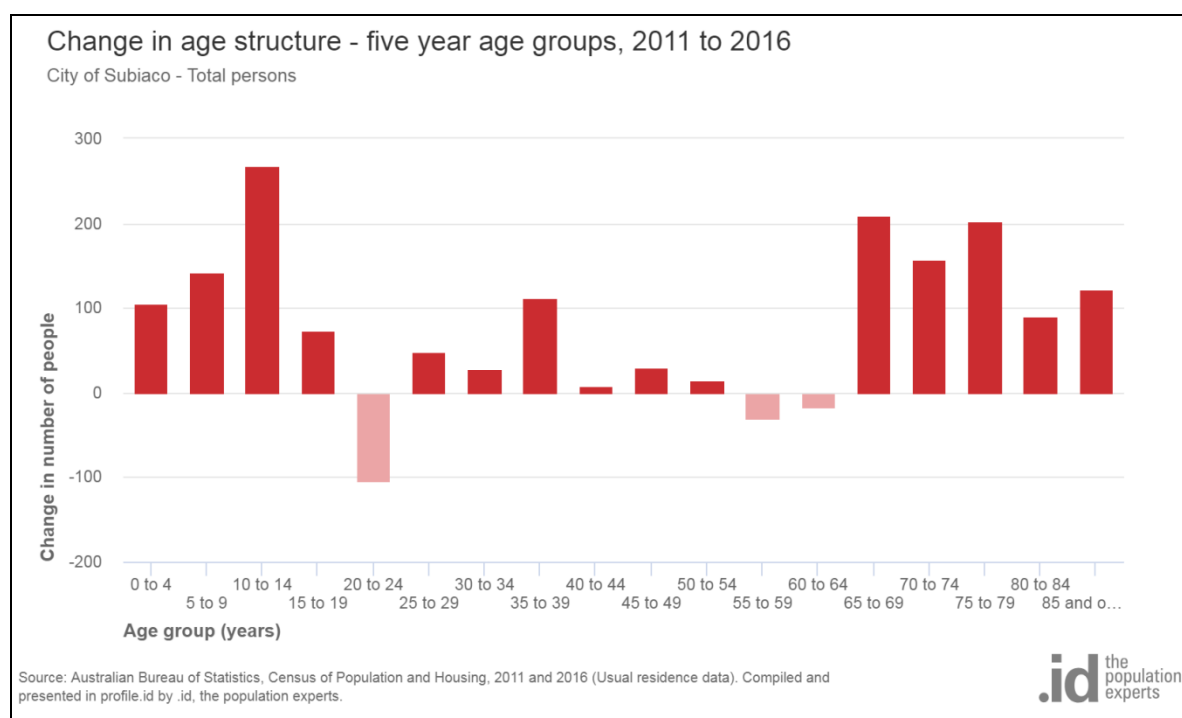


Figure 12: Change in Five Year Age Structure City of Subiaco 2011 - 2016

It can be concluded that compared to the Greater Perth region, Subiaco now has a significantly greater proportion of 25-29 & 65-85 year olds and somewhat less 0-19 and 40-54 year olds. Moving forward, the City must work to accommodate the transition of this age group into their 30s where greater demand for family sized homes will likely occur.

6.4 Household Structure

Analysis of the household/family types in the City of Subiaco in 2016 compared to Greater Perth (Figure 13) shows that there was a lower proportion of couple families

with children as well as a lower proportion of one-parent families. Overall, 22.9% of total families were couple families with children, and 6.1% were one-parent families, compared with 32.3% and 9.8% respectively for Greater Perth.

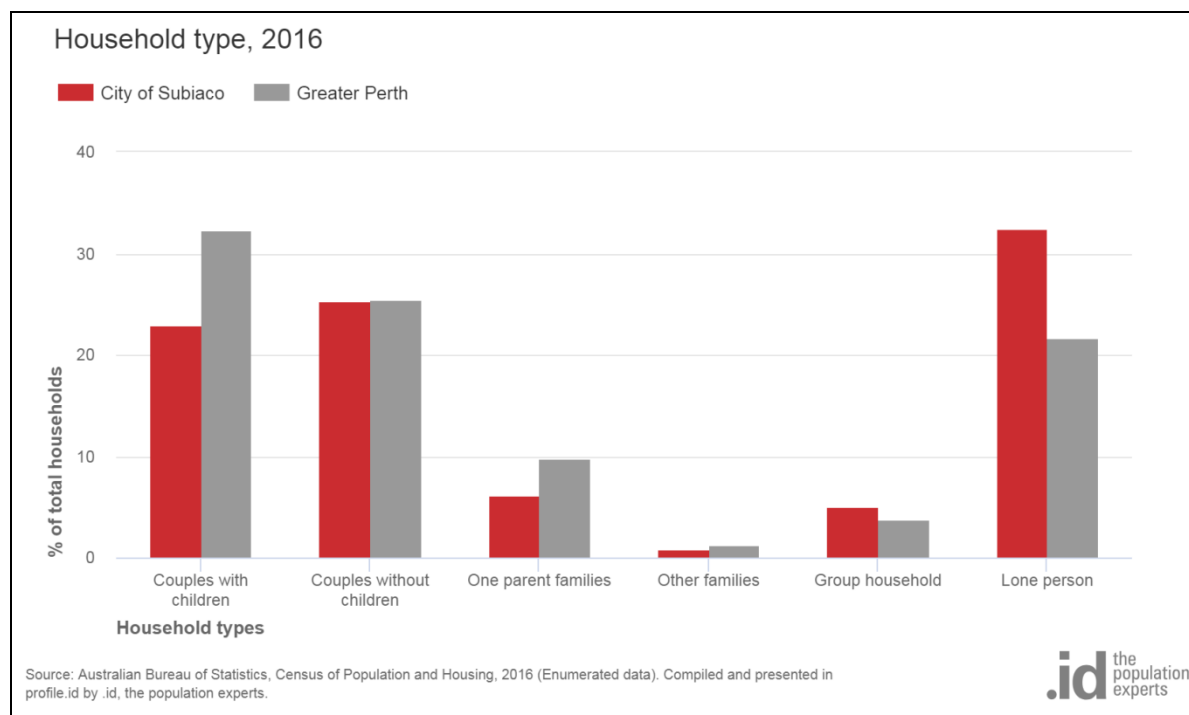


Figure 13: Household Type 2016

There were a higher proportion of lone person households and a similar proportion of couples without children. Overall, the proportion of lone person households was 32.5% compared to 21.7% in Greater Perth while the proportion of couples without children was 25.3% compared to 25.4% in Greater Perth.

6.5 Dwelling Types (2016)

Dwelling type is an important determinant of the City of Subiaco's residential role and function. A greater concentration of higher density dwellings is likely to attract more young adults and smaller households, more often renting. Larger, detached or separate dwellings are more likely to attract families and prospective families. The residential built form often reflects market opportunities or planning policy, such as building denser forms of housing around public transport nodes or employment centres.

In 2016, there were 3,580 separate houses in the area, 2,676 medium density dwellings, and 2,160 high density dwellings.

Analysis of the types of dwellings in the City of Subiaco in 2016 (Figure 14) shows that 42.4% of all dwellings were separate houses; 31.7% were medium density dwellings, and 25.6% were in high density dwellings, compared with 74.6%, 19.6%, and 5.1% in the Greater Perth respectively.

The City of Subiaco has less separate houses, and substantially more medium and high-density dwellings than the Greater Perth region. The differences in each

category are quite pronounced, with Subiaco providing a far more balanced range of housing types than is generally available across the Perth region.

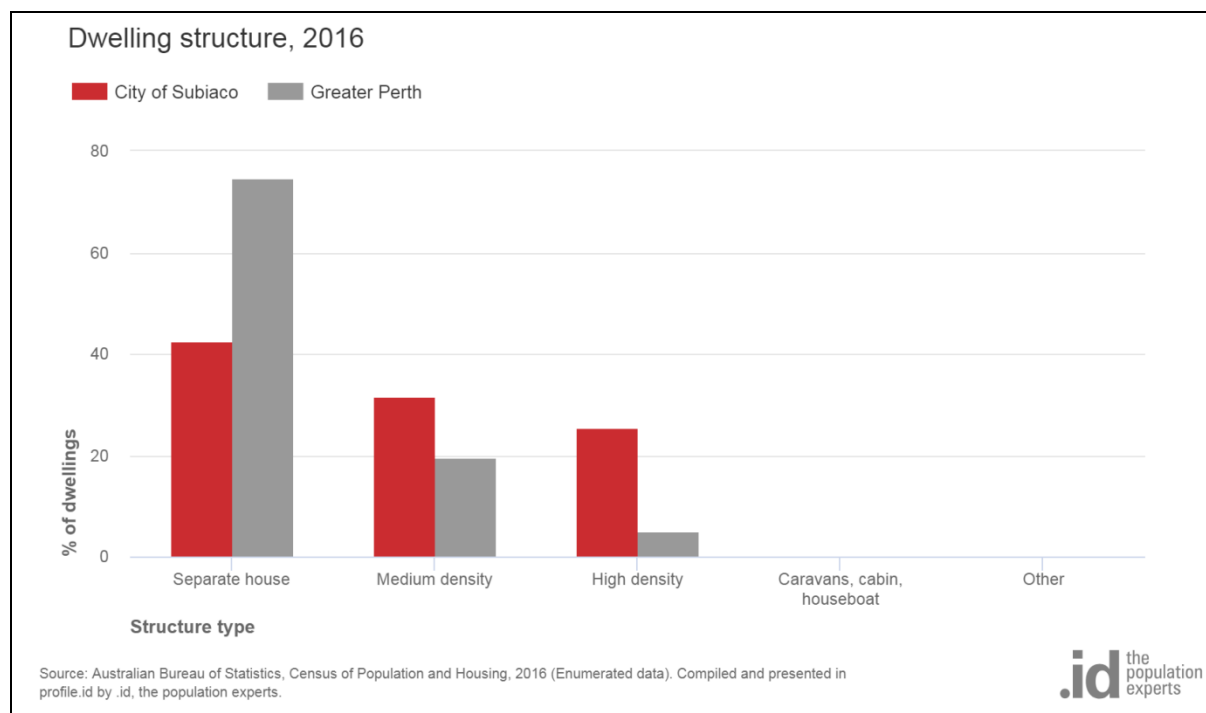


Figure 14: Dwelling Structure - City of Subiaco and Greater Perth 2016

The total number of dwellings in the City of Subiaco increased by 701 between 2011 and 2016.

The change in dwelling structure from 2011 to 2016 in the City is depicted in Figure 15. The largest changes in the type of dwellings found in the City of Subiaco between 2011 and 2016 were:

- High density (+533 dwellings)
- Medium density (+18 dwellings)
- Separate house (+150 dwellings)

The very small growth in medium density housing of 18 dwellings over the 5 year time period indicates that this form of housing needs to be promoted to ensure a good mix of housing choice within the City of Subiaco.

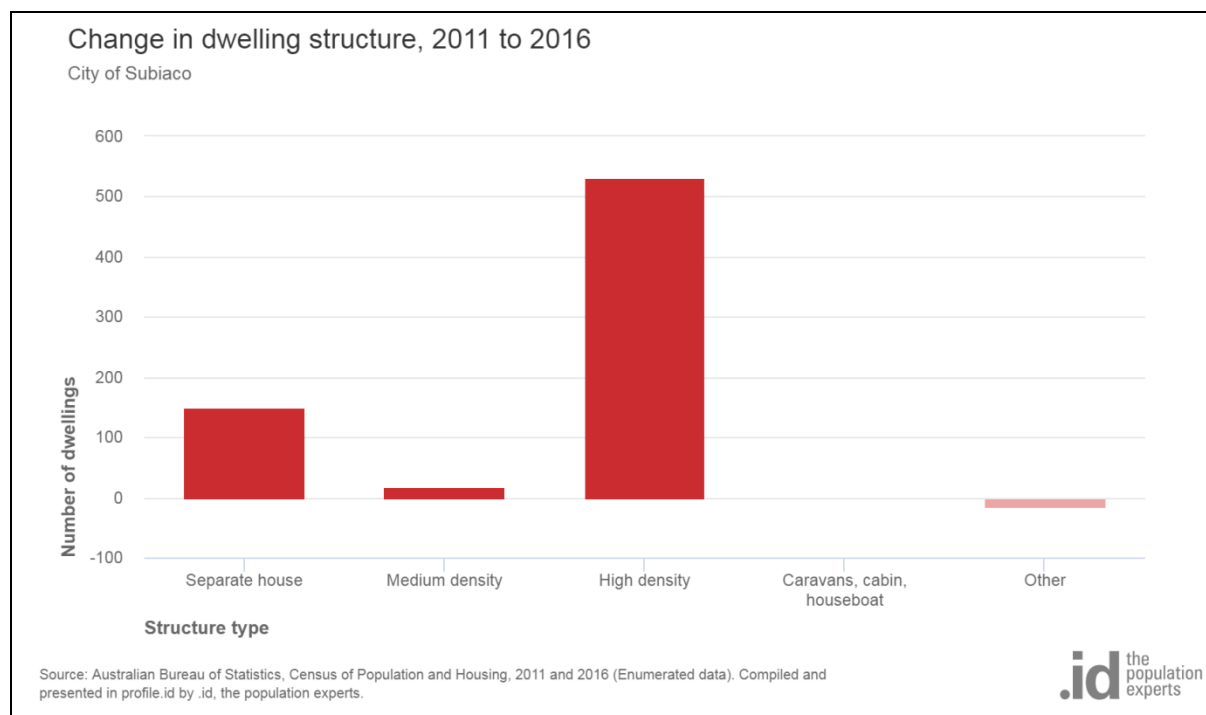


Figure 15: Change in Dwelling Structure from 2011 to 2016

6.6 Building Approvals (2002 - 2017)

The City of Subiaco's building approvals are used as a leading indicator of the general level of residential development, economic activity, employment and investment. Residential building activity depends on many factors that vary with the state of the economy including interest rates, availability of mortgage funds, government spending, and business investment. Large financial changes or shocks, such as the Global Financial Crisis of 2008/09 can be observed in the data. However, the number of building approvals can fluctuate substantially from year to year simply as a result of the short-term nature of many construction projects, and the cyclical nature of the industry.

The graph in Error! Reference source not found. below is notable for the following reasons:

- The strong development experienced during the period 2001-2004;
- The slump experienced in 2008-10 during the GFC;
- The number of 'other dwellings' (semi-detached, townhouse, flats and apartments) exceeded the number of separate dwellings approved during the period 2002-2004, and again in 2011-2016;
- In the period 2007-2011, 250 separate dwellings were approved, while during the same period only 33 'other dwellings' were approved. (This is consistent with metropolitan-wide experience during this period, when land development and apartment construction had slowed considerably.)

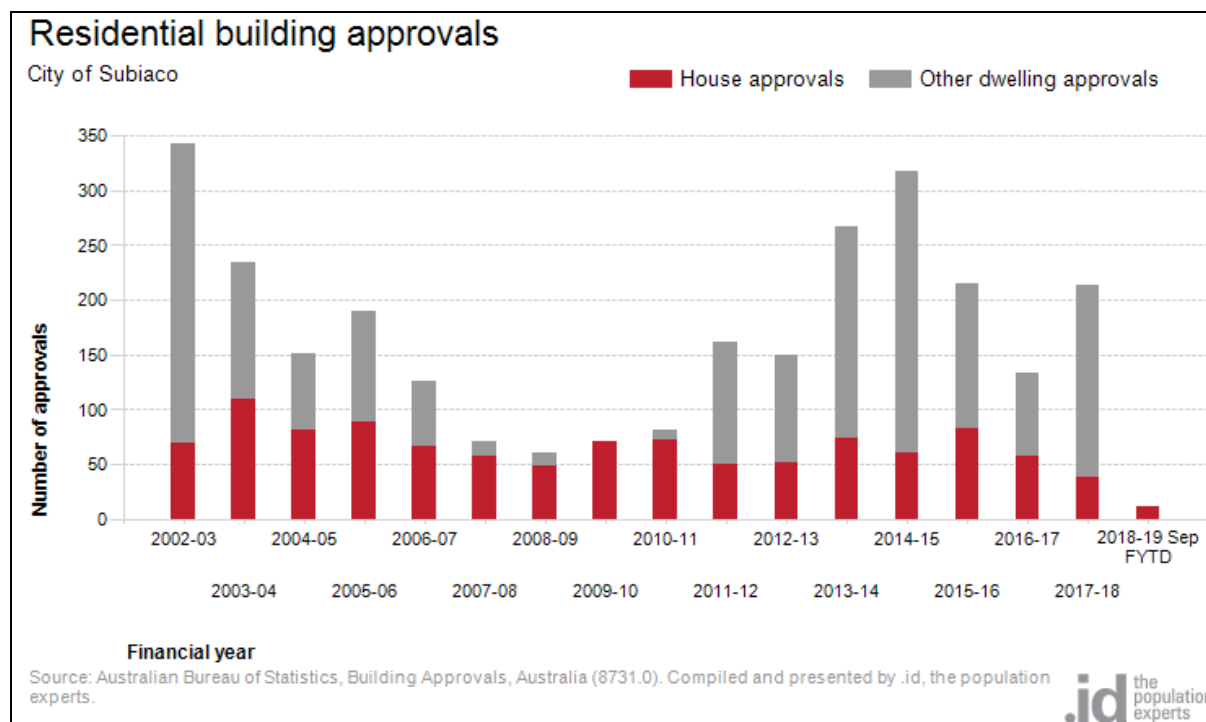


Figure 16: Residential Building Approvals - City of Subiaco, 2002 – 2018-19 (Financial year to date)

Since 2011 a substantial number of dwellings have been approved, generally driven by MRA projects in the City’s north. However, in recent years the number of approvals has reduced substantially in line with the downturn of the mining sector and slowing of the property market.

Depending on market recovery from its recent downturn and any corresponding response to the preparation of the SACP, the NSSP and LPS 5, building approvals are likely to increase in the coming years. Furthermore, recently a number of steps towards the redevelopment of Subiaco Oval and the PMH sites have occurred and this will likely drive building approvals up in the coming years through to 2020 and beyond.

6.7 Population Forecasts and Projections

The City’s estimated resident population in 2016 was 17,109 and the census found that the average occupancy rate in the City of Subiaco was 2.14 persons per dwelling (idForecast 2017).

The below population and dwelling forecast data is drawn from and extrapolated using idForecast. The data indicates that the City will comprise approximately 27,000 people and 14,000 dwellings in the year 2050. This demonstrates that from 2011, the City will provide approximately 6,200 dwellings by 2050, which would satisfy the dwelling density target of 6,140 set out by the *Central Sub-regional Planning Framework for Perth and Peel @ 3.5million*.

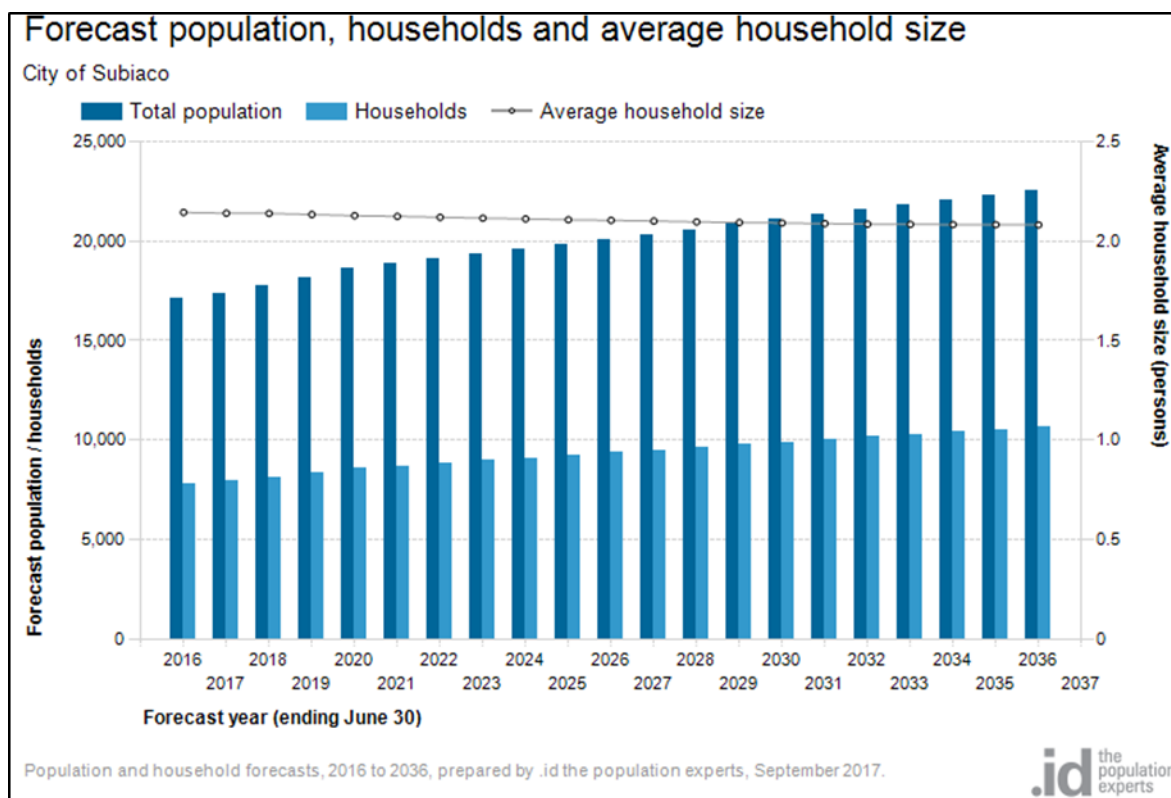


Figure 17: Forecast population, households and average household size

Population and Dwelling Forecast

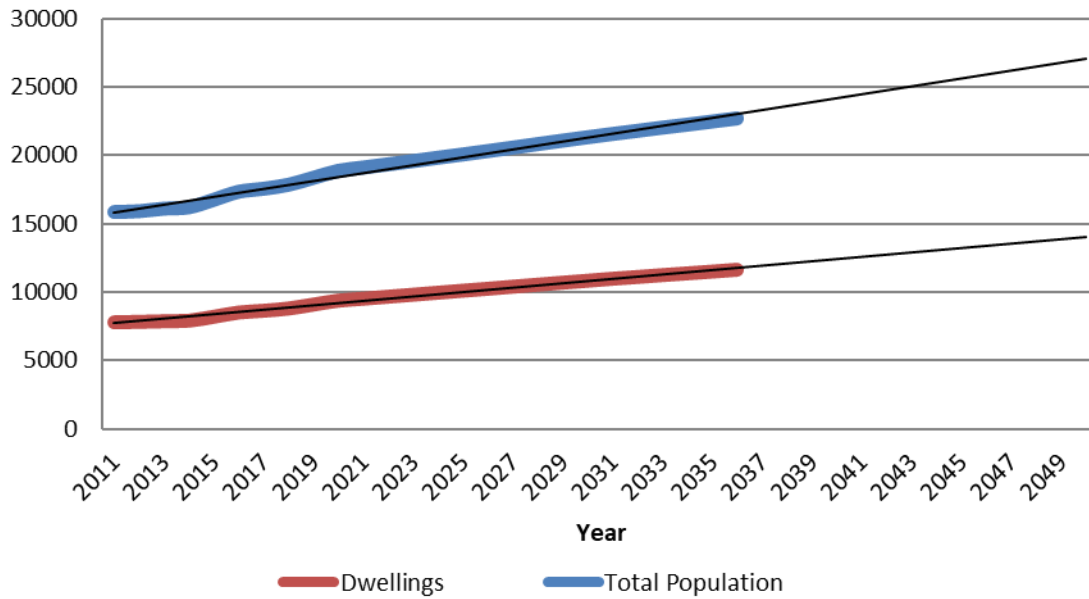


Figure 18: Population and Dwellings Forecast to 2050 (Source: idForecast 2017)

6.8 Employment

The City of Subiaco comprises a total of 8,027 employed residents, of which, 75.2% or 6,036 work outside of the City of Subiaco, 22.7% or 1,822 work within the area, and 2.2% or 173 have no fixed place of work as shown by Figure 19 Employment location of Subiaco residents.

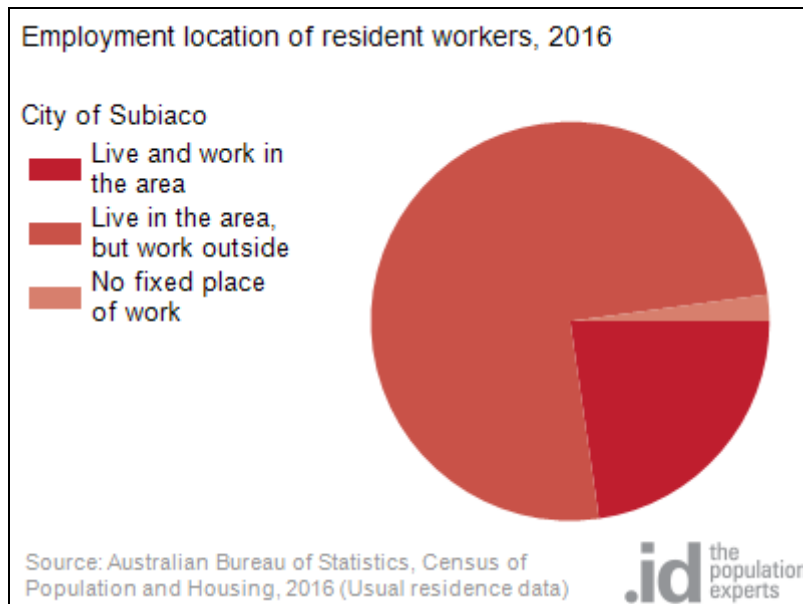


Figure 19: Employment location of Subiaco Residents

Figure 20 shows the areas of the Greater Perth where residents of Subiaco are employed.

This shows a significant number of City of Subiaco residents travel to the City of Perth for work (34.6%), followed by the City of Stirling with 22.7%.

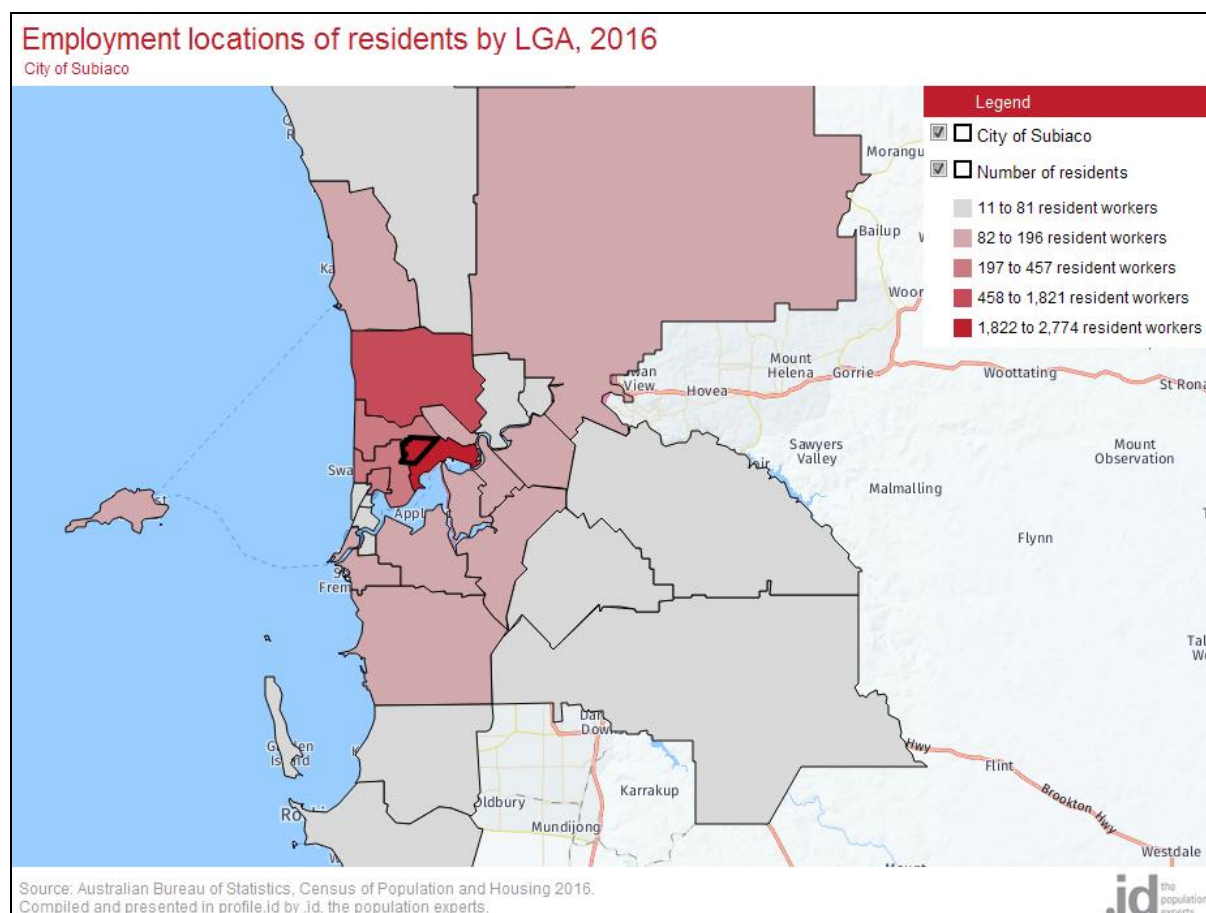


Figure 20: Employment location of Residents by LGA

In 2016, the City of Subiaco comprised 20,955 workers, of which 91.3% came from outside of the City of Subiaco and 8.7% were local residents (Figure 21). The number of workers within the City of Subiaco has been reduced with the loss of the South Ward to the City of Perth as part of the City of Perth Act. This includes the loss of major employment centres of UWA and the QEII medical complex from the City's jurisdiction.

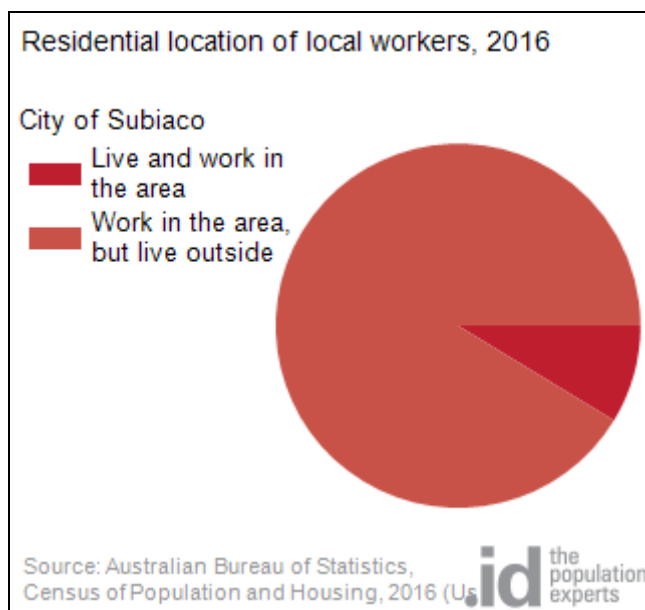


Figure 21: Residential Location of Local Workers

As shown in Figure 22, the majority of workers in Subiaco come from Stirling, Joondalup, Wanneroo and locally.

These figures represent the employment influx of population that occurs each day in Subiaco as people enter and exit the City for employment reasons. While the residential population is 17,109, approximately 6,000 of these exit the City each day and 19,100 enter the City, which takes the daily population influx to approximately 30,500 people (idProfile 2017).

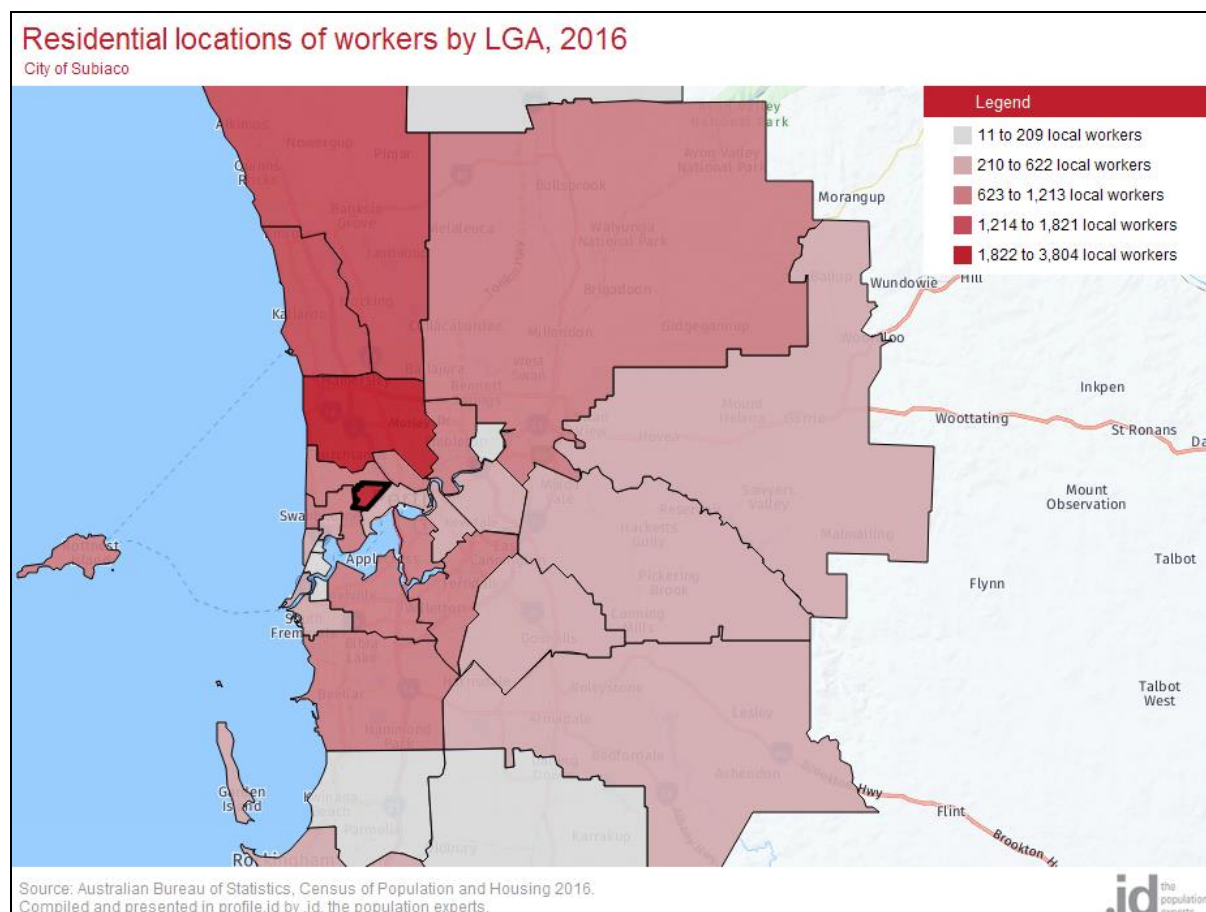


Figure 22: Residential Location of Workers by LGA

6.8.1 Occupation Categories City of Subiaco 2016

Table 5 depicts the number of residents employed in each occupation category, along with a comparison to the Greater Perth area.

| Occupation | Number | Subiaco (%) | Greater Perth (%) |
|--------------------------------------|--------|-------------|-------------------|
| Managers | 1,292 | 16.0 | 11.5 |
| Professionals | 3,773 | 46.8 | 22.2 |
| Technicians & Trades Workers | 525 | 6.5 | 15.6 |
| Community & Personal Service Workers | 623 | 7.7 | 10.8 |
| Clerical & Administrative Workers | 829 | 10.3 | 13.6 |
| Sales Workers | 527 | 6.5 | 9.2 |
| Machinery Operators & | 83 | 1.0 | 6.5 |

| | | | |
|--------------------------------------|-------|-------|-------|
| Drivers | | | |
| Labourers | 310 | 3.9 | 9.0 |
| Inadequately described or not stated | 98 | 1.2 | 1.6 |
| Total | 8,063 | 100.0 | 100.0 |

Table 5: Occupation Categories - City of Subiaco

An analysis of the jobs held by the resident population in City of Subiaco in 2016 (Figure 23) shows the three most popular occupations were:

- Professionals (3,773 people or 46.8%)
- Managers (1,292 people or 16.0%)
- Clerical and Administrative Workers (829 people or 10.3%)

In combination these three occupations accounted for 5,894 people in total or 73.1% of the employed resident population. In comparison, Greater Perth employed 22.2% in Professionals; 11.5% in Managers; and 13.6% in Clerical and Administrative Workers, which make up 47.3% of the employed resident population.

The major differences between the jobs held by the population of the City of Subiaco and Greater Perth were:

- A *larger* percentage of persons employed as Professionals (46.8% compared to 22.2%)
- A *smaller* percentage of persons employed as Technicians and Trades Workers (6.5% compared to 15.6%)
- A *smaller* percentage of persons employed as Machinery Operators And Drivers (1.0% compared to 6.5%)
- A *smaller* percentage of persons employed as Labourers (3.9% compared to 9.0%)

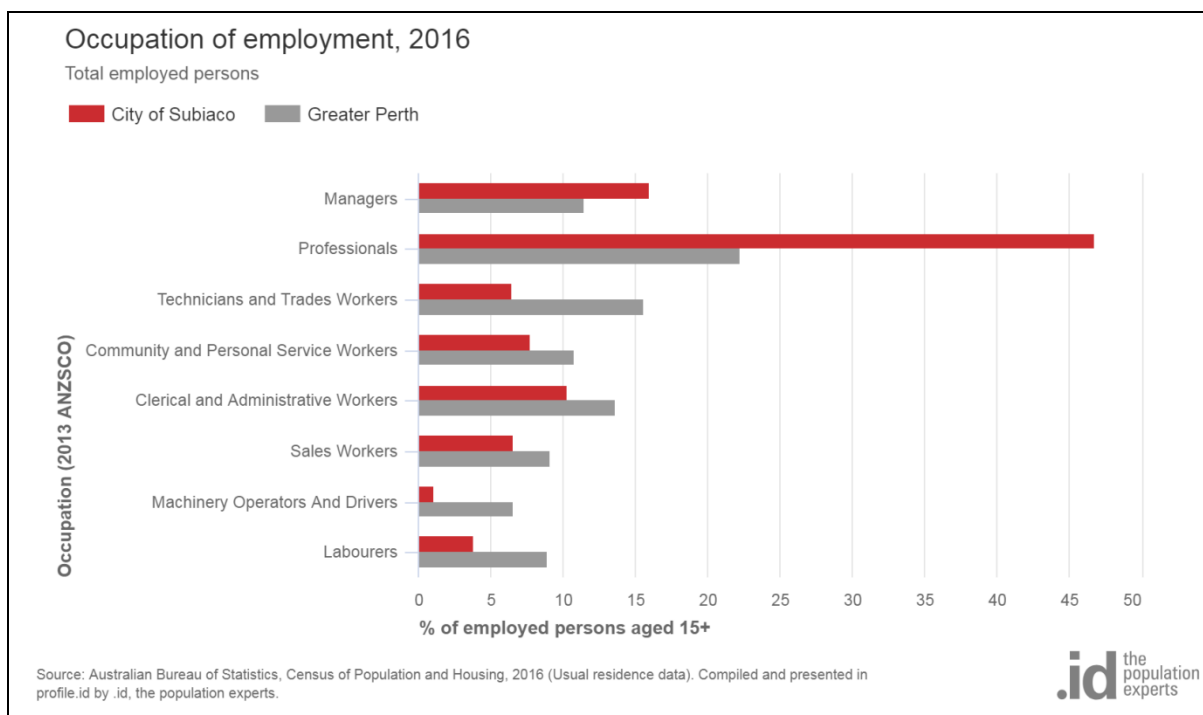


Figure 23: Employment by Occupation - Residents of City of Subiaco and Greater Perth 2016

The number of employed people in City of Subiaco increased by 44 between 2011 and 2016.

The largest changes in the occupations of residents between 2011 and 2016 in the City of Subiaco were for those employed as:

- Clerical and Administrative Workers (-150 persons)
- Managers (+75 persons)
- Professionals (+62 persons)

The change in occupation of employment between 2011 and 2016 in the City is presented below in Figure 24.

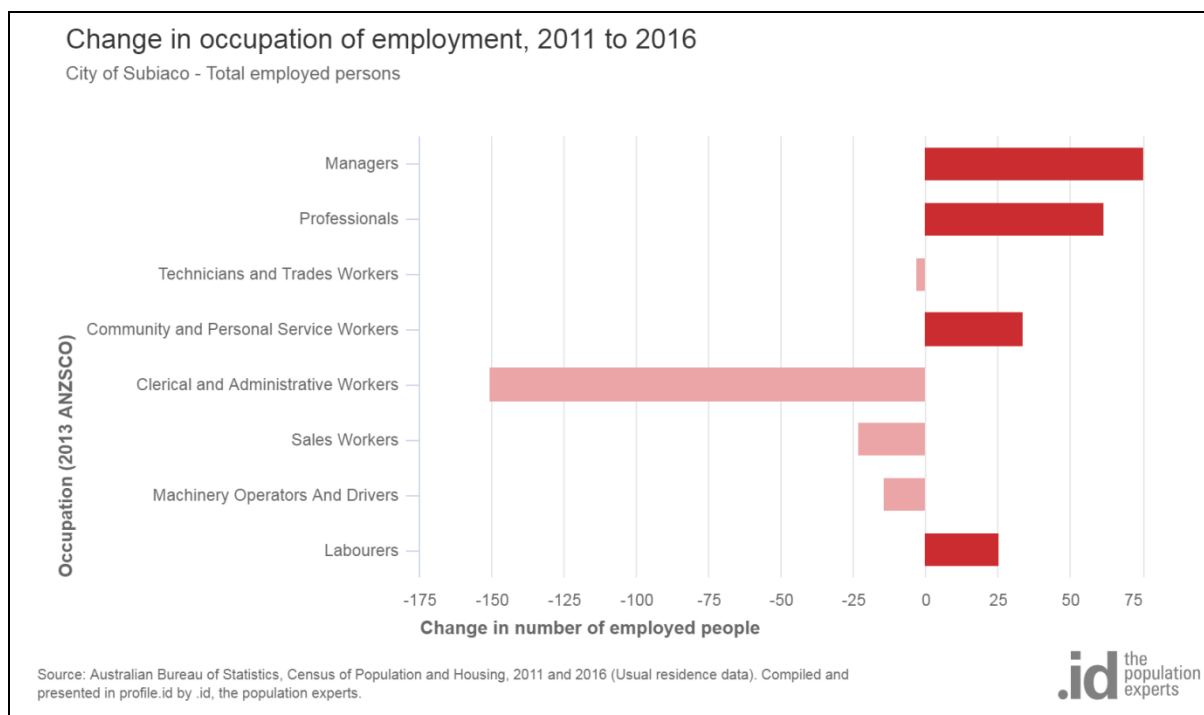


Figure 24: Change in Occupation of Employment, 2011 - 2016

The above figures demonstrate how significant growth in the managers and professional occupation is occurring in Subiaco. Additionally, there is a gradual reduction in sales workers as retail growth declines locally and is absorbed by outer suburban shopping centres and online.

6.8.2 Working Population

The information below in Figure 25 relates to all employed persons aged 15 years and over who worked in the City of Subiaco regardless of where they lived. As a result, the profile below includes residents of the City of Subiaco as well as residents of other Local Government Areas. It gives an insight into the size and structure of the working population employed within the City. A comparison between the numbers of workers, 20,955 and the resident population of 17,109, highlights the large scale of the City’s working population. This daily influx of workers creates significant pressures on services, most notably traffic, public transport and car parking, but provides significant support to the operation of local businesses that also service the local resident population.

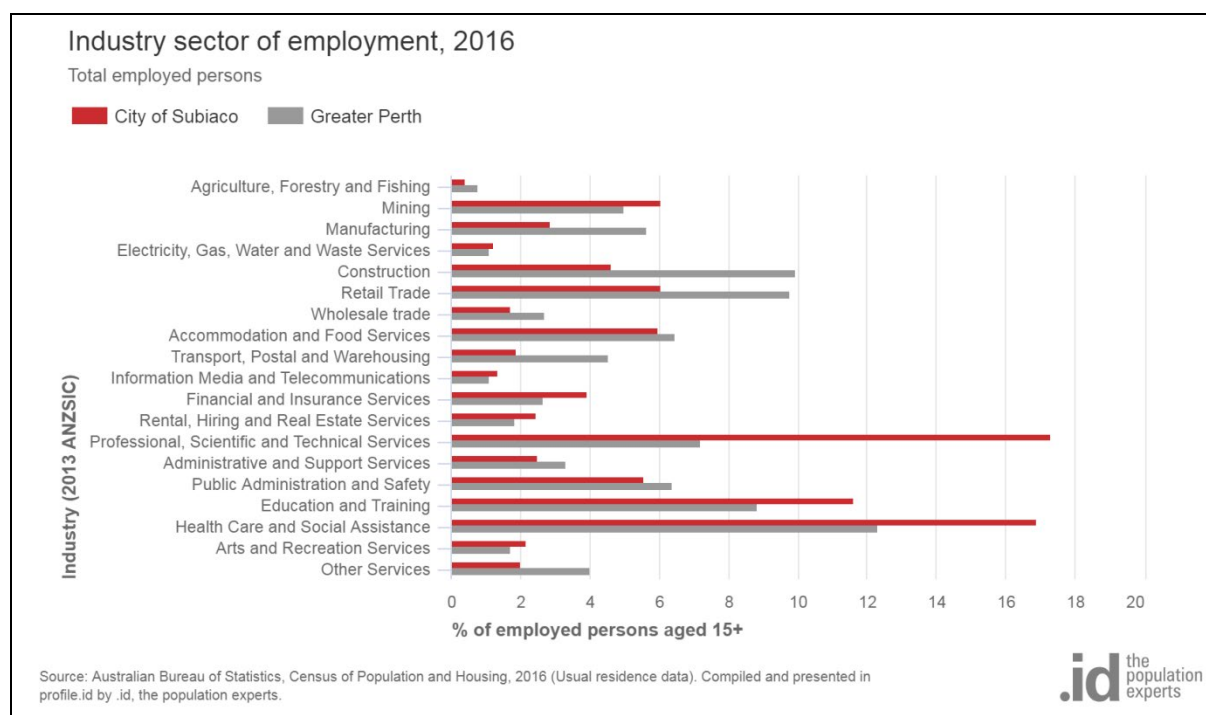


Figure 25: Employment by Industry of City of Subiaco Residents 2016

An analysis of the jobs held by the resident population in the City of Subiaco in 2016 shows the three most popular industry sectors were:

- Professional, Scientific and Technical Services (1,390 people or 17.3%)
- Health Care and Social Assistance (1,358 people or 16.9%)
- Education and Training (933 people or 11.6%)

In combination, these three industries employed 3,681 people in total or 45.8% of the total employed resident population.

In comparison, Greater Perth employed 7.2% in Professional, Scientific and Technical Services; 12.3% in Health Care and Social Assistance; and 8.8% in Education and Training.

The major differences between the jobs held by the population of the City of Subiaco and Greater Perth were:

- A *larger* percentage of persons employed in professional, scientific and technical services (17.3% compared to 7.2%)
- A *larger* percentage of persons employed in health care and social assistance (16.9% compared to 12.3%)
- A *smaller* percentage of persons employed in construction (4.6% compared to 9.9%)
- A *smaller* percentage of persons employed in retail trade (6.0% compared to 9.8%)

The City accommodates a very large workforce, which is greater in number than its resident population. In general terms, a large workforce is beneficial for the Subiaco community as it provides additional potential customers for local businesses and local employment opportunities, as well as less tangible benefits such as greater street vibrancy as well as casual surveillance and security.

On the other hand, a more obvious problem is created by a large workforce entering and leaving the municipality on a daily basis. This relates directly to traffic, transport, servicing and car parking issues and results in a lack of business opportunities during non-work hours in the evening and weekends.

6.9 Retail and Commercial Floor Space

An analysis and understanding of the retail and commercial floor space within the City is integral to the development of the Strategy as it assists in gaining an understanding of the existing situation with respect to retail and commercial land uses. This understanding of the existing situation assists in determining the future needs relating to planning for such land uses.

Data relating to commercial floor space within the City has been obtained from the Department of Planning's most recent Commercial Land Use Survey (2017). Table 6 illustrates the amount of commercial floor space in the City by area and Planning Land Use Category (PLUC).

| Complex Name | SPP 4.2 | ENT | HEL | MAN | OFF | RES | RET | SER | SHP | STO | UTE | Total Occupied | VFA | TOTAL |
|----------------------|--------------------------|-------|-------|------|--------|------|------|------|-------|------|-------|----------------|-------|--------|
| SUBIACO | Secondary Centre | 12792 | 5922 | 853 | 130061 | 8705 | 2541 | 4624 | 41747 | 4058 | 45434 | 256737 | 41758 | 298495 |
| SHENTON PARK | Local Centre | 150 | 70 | 0 | 1861 | 0 | 0 | 100 | 3213 | 0 | 50 | 5444 | 0 | 5444 |
| NICHOLSON RD SUBIACO | Local Centre | 130 | 2200 | 0 | 1524 | 560 | 30 | 0 | 908 | 110 | 10 | 5472 | 240 | 5712 |
| JOLIMONT | District Centre | 1365 | 1030 | 955 | 3360 | 0 | 290 | 3348 | 1905 | 2517 | 0 | 14770 | 2364 | 17134 |
| ONSLow ROAD | N/A | 0 | 1440 | 200 | 0 | 0 | 0 | 0 | 160 | 0 | 0 | 1800 | 0 | 1800 |
| RAILWAY ROAD | Neighbourhood Centre | 0 | 0 | 0 | 164 | 0 | 0 | 0 | 550 | 0 | 351 | 1065 | 325 | 1390 |
| TROY TERRACE | N/A | 310 | 0 | 0 | 2892 | 0 | 0 | 456 | 0 | 228 | 0 | 3886 | 1009 | 4895 |
| SUBIACO - ISO USES | N/A | 140 | 0 | 0 | 1890 | 0 | 481 | 800 | 0 | 0 | 700 | 4011 | 150 | 4161 |
| CARDIGAN TERRACE | N/A | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 253 | 50 | 0 | 353 | 0 | 353 |
| HOPETOUN TCE | N/A | 50 | 0 | 50 | 1457 | 0 | 0 | 0 | 250 | 0 | 250 | 2057 | 190 | 2247 |
| ROSALIE STREET | N/A | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 565 | 300 | 0 | 915 | 0 | 915 |
| SALVADO RD | Part of Secondary Centre | 500 | 1956 | 0 | 2023 | 0 | 0 | 0 | 0 | 0 | 3000 | 7479 | 3008 | 10487 |
| Grand Total | | 15437 | 12618 | 2058 | 145282 | 9265 | 3342 | 9378 | 49551 | 7263 | 49795 | 303989 | 49044 | 353033 |

Table 6: Commercial Floor Space PLUC (Department of Planning 2017)

The PLUC codes contained in Table 8 are prescribes as follows:

- ENT – Entertainment/Recreation/Culture
- HEL – Health/Welfare/Community Services
- MAN – Manufacturing/Processing/Fabrication
- OFF – Office/Business
- RES – Residential
- RET – Other Retail
- SER – Service Industry
- SHP – Shop/Retail
- STO – Storage/Distribution
- UTE – Utilities/Communication
- VFA – Vacant

6.10 Recreation and Open Space

The City of Subiaco is responsible for a large number of recreation and open space facilities of varying scale, function and local/regional significance. The main parks and recreation facilities within the City include:

- Subiaco Oval
- Lords Recreation Centre
- Rosalie Park Sporting Complex
- Theatre Gardens
- Rankin Gardens
- Market Square Park
- Mueller Park
- Lake Jualbup
- Cliff Sadler VC Memorial Park
- Mabel Talbot Reserve
- Subiaco Common

In May 2014, the City adopted the *City of Subiaco Public Open Space Plan*, which provides a strategic direction and a framework to guide the provision of open space with the City of Subiaco over the follow decade.



Figure 26: Public Open Space

6.10.1 Active Open Space

A report undertaken by Cardno for the City of Subiaco indicates a likely lack of active open space into the future based on the expected population growth. The report provides the following indication of the level of performance that the City would achieve into the future.

| Forecast | 2016 | 2025 | 2036 |
|---|----------|----------|---------|
| Total persons | 17,325 | 20,062 | 22,710 |
| Equivalent Active Open Space per resident (m ²) | 4.5 | 3.9 | 3.4 |
| Recommended Active Open Space at 6.5m ² per resident | 11.26 ha | 13.04 ha | 14.76ha |

Figure 27: - Project Active Open Space per Resident

The report highlights the important of Subiaco Oval in reducing this shortfall, which is utilised, would increase the amount of active open space from 7.851ha to 9.78ha, improving the City’s performance as follows:

- 2016 – 5.6m²
- 2025 – 4.9m²

- 2035 – 4.3m²

Research recently released by Curtin University's Centre for Sport and Recreation Research (CSRR) indicates that, as a guideline, 1.4% of the sub-dividable area of new suburbs should be set aside as active open space and for infill developments (or areas that are much denser than typical) 6.5m² of active open space per resident should be set aside. The study indicates a shortfall in active public open space within the City of Subiaco.

Note: Figures, areas and percentages below are based on studies that include areas no longer part of the City of Subiaco, formerly south of Aberdare Road. No data is available to provide updated figures.

Area of public active open space per resident (CSRR Study Results):

| Local Government | Total Area (hectares) of Public Active Open Space | Area (m ²) of Public Active Open Space per resident |
|---|---|---|
| City of Nedlands | 22.78 | 10.17 |
| City of Subiaco | 7.81 | 4.24 |
| Town of Cambridge | 29.37 | 11.30 |
| Town of Claremont | 1.65 | 2.09 |
| Town of Cottesloe and Shire of Peppermint Grove | 4.80 | 5.0 |
| Town of Mosman Park | 6.35 | 6.98 |
| Total for Western Suburbs | 72.76 | 7.63 |
| Guidelines from Curtin Study | | 6.50 |

Table 7 - Public Active Open Space for the City of Subiaco (Source: CSRR Study Results)

Based on the information contained in the two tables above, it would appear that Subiaco is adequately catered for in terms of public active open space within the broader context of the Western Suburbs. In local terms, Subiaco has the second lowest area of public active open space per resident of the local governments within the Western Suburbs. It should be noted, however, that residents are unlikely to access open space only within their own local government area and the broader, regional allocation of active open space needs to be considered.

The percentage of public open space for the City of Subiaco findings (above) reflect the significance of the Rosalie Park Sporting Complex to the City's supply of active open space. The Shenton Park facility is the City's primary active open space facility and is significant for Subiaco, the Western Suburbs and Perth.

6.11 Community Facilities

The City of Subiaco is also responsible for a number of community facilities of local significance. These include:

- Subiaco Library
- Subiaco Museum
- Tom Dadour Community Centre
- Shenton Park Community Centre
- Subiaco Community Centre
- The Palms Community Centre
- Lords Recreation Centre.

In addition to the above, there are a range of other facilities available for use and hire by the community that are not owned and operated by the City, but are located either wholly within the City's boundaries or in close proximity to the City's boundaries and easily accessible to the City's community. These facilities include halls and facilities owned by sporting clubs, churches and other community-based activities/groups. A list of these facilities includes but is not limited to:

- Subiaco Arts Centre;
- Subiaco Scouts Hall;
- Subiaco Church; and,
- Rosalie Park Club Room.

There are seven community facilities owned and operated by the City, which equates to approximately 1 per 4,716 persons. When coupled with the vast array of privately owned facilities that the City's population has access to, both at a local and regional level, the current community facilities are considered to be adequate for the existing population.

6.12 Heritage

The City of Subiaco has a strong sense of history and the community values its heritage places and the character of its neighbourhoods. The value the community places in its heritage buildings and streetscapes, and a desire to see them protected, was a key finding of the Think2030 community visioning project and is reflected in the objectives and strategies of the Strategic Community Plan.

The City's 'Local Government Inventory of Heritage Places' (LGI) is a data base identifying places and areas of local heritage significance and is used as an information source only. Inclusion on the LGI has no implications for the development of a property over and above the requirements that are already in place as part of the City's planning scheme.

TPS4 contains a Heritage List. Inclusion on the List allows for greater flexibility when developing a property that has cultural heritage significance providing the cultural heritage significance of the place is maintained. The List is continually being updated and currently includes 72 places. Figure 28 shows properties listed on the LGI and the Heritage List.

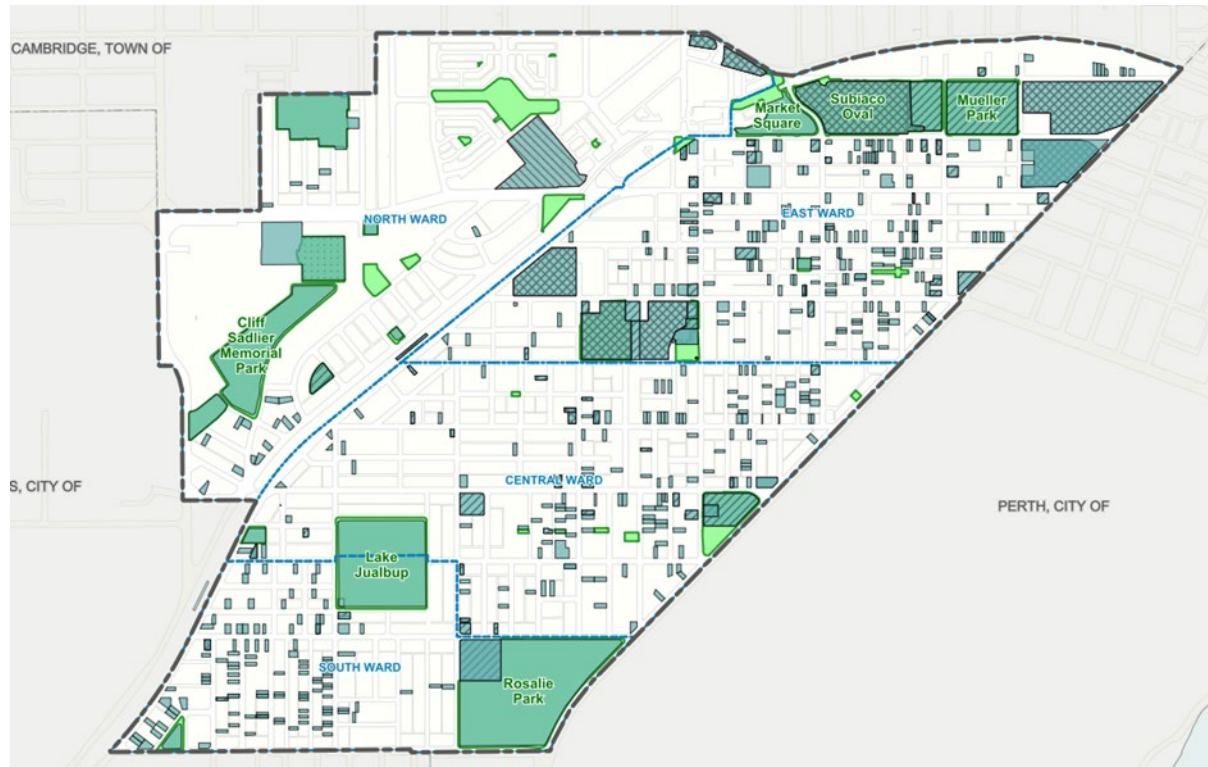


Figure 28: Properties listed on the LGI, the Heritage List and the State Register of Heritage Places.

Community heritage surveys conducted by the city have also resulted in the designation of a number of Heritage Areas under TPS 4. These areas have been assessed as having cultural heritage significance, within which it has been deemed necessary to apply special controls to conserve and enhance the streetscape(s), key heritage features/elements and notable character. Figure 29 shows the heritage areas currently in place.

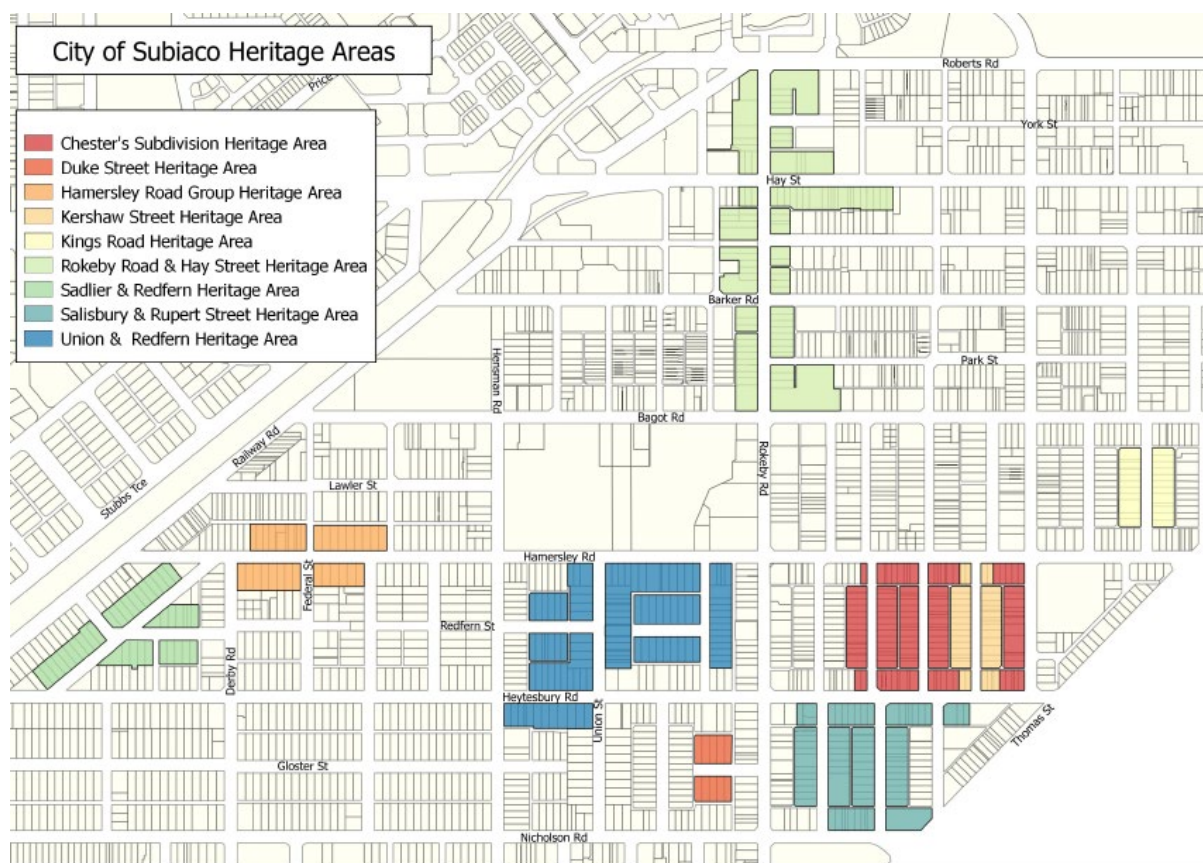


Figure 29: City of Subiaco Heritage Areas

6.13 Travel to Work

In 2016, there were 1,448 people who caught public transport to work (train, bus, tram or ferry) in the City of Subiaco, compared with 4,088 who drove in private vehicles (car – as driver, car – as passenger, motorbike, or truck).

Analysis of the method of travel to work of the residents in the City of Subiaco in 2016, compared to Greater Perth (Figure 30), shows that 17.9% used public transport, while 50.4% used a private vehicle, compared with 10.3% and 69.9% respectively in Greater Perth.

The major differences in persons between the method of travel to work of the City of Subiaco and Greater Perth were:

- A *larger* percentage of persons who walked only (9.1% compared to 2.1%)
- A *larger* percentage of persons who travelled by bus (9.8% compared to 4.1%)
- A *larger* percentage of persons who travelled by bicycle (4.9% compared to 1.0%)
- A *smaller* percentage of persons who travelled by car (as driver) (45.7% compared to 64.1%)

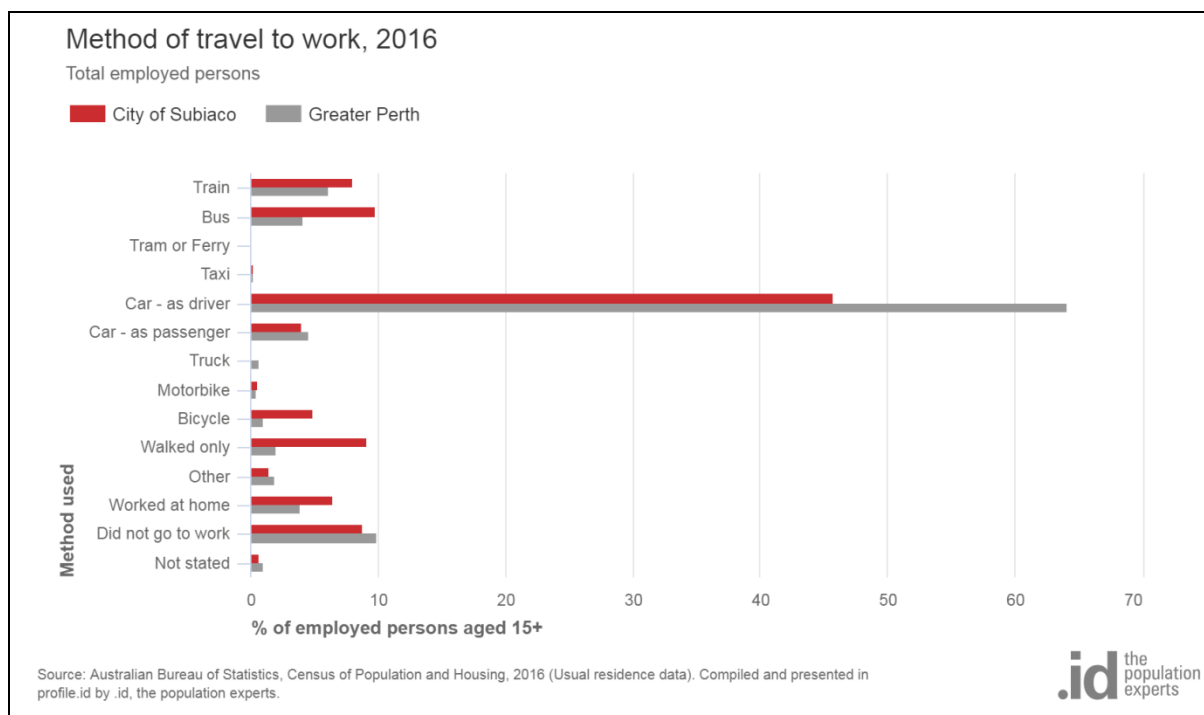


Figure 30: Mode of Travel to Work (by percentage), City of Subiaco & Greater Perth 2016

| Method of travel to work | | | | | | | |
|--|--------|------|-----------------|--------|------|-----------------|---------------------|
| City of Subiaco Employed Persons (Usual residence) | 2016 | | | 2011 | | | Change 2011 to 2016 |
| | Number | % | Greater Perth % | Number | % | Greater Perth % | |
| Train | 650 | 8.0 | 6.1 | 587 | 7.3 | 6.5 | +63 |
| Bus | 798 | 9.8 | 4.1 | 810 | 10.1 | 4.0 | -12 |
| Tram or Ferry | 0 | | 0.0 | 0 | | 0.0 | 0 |
| Taxi | 21 | 0.3 | 0.2 | 36 | 0.4 | 0.2 | -14 |
| Car - as driver | 3,712 | 45.7 | 64.1 | 3,579 | 44.5 | 61.5 | +133 |
| Car - as passenger | 324 | 4.0 | 4.6 | 343 | 4.3 | 5.4 | -19 |

| | | | | | | | |
|--|--------------|--------------|--------------|--------------|--------------|--------------|------------|
| Truck | 6 | 0.1 | 0.7 | 7 | 0.1 | 0.9 | -1 |
| Motorbike | 46 | 0.6 | 0.5 | 76 | 0.9 | 0.6 | -30 |
| Bicycle | 399 | 4.9 | 1.0 | 397 | 4.9 | 1.1 | +2 |
| Walked only | 740 | 9.1 | 2.1 | 761 | 9.5 | 2.3 | -21 |
| Other | 121 | 1.5 | 1.9 | 133 | 1.7 | 1.8 | -12 |
| Worked at home | 527 | 6.5 | 3.9 | 407 | 5.1 | 3.4 | +120 |
| Did not go to work | 714 | 8.8 | 9.9 | 854 | 10.6 | 11.0 | -139 |
| Not stated | 52 | 0.6 | 1.0 | 43 | 0.5 | 1.3 | +10 |
| Total employed persons aged 15+ | 8,115 | 100.0 | 100.0 | 8,035 | 100.0 | 100.0 | +80 |

Table 8: Mode of Travel to Work, City of Subiaco - Change Over Period 2011-2016 (Source: idProfile 2018)

There are a number of reasons why people use different modes of transport to get to work, including:

- The availability of affordable and effective public transport options;
- The number of motor vehicles available within a household;
- The availability of car parking at or near their destination; and
- The travel distance to work, which, if short, can allow people to walk or cycle to their place of employment.

The largest changes in the method of travel to work by resident population in the City of Subiaco between 2011 and 2016 were for those nominated:

- Did not go to work (-139 persons)
- Car – as driver (+133 persons)
- Worked at home (+120 persons)
- Train (+63 persons)

Figure 31 depicts the change in method of travel to work between 2011 and 2016 for employed persons in the city.

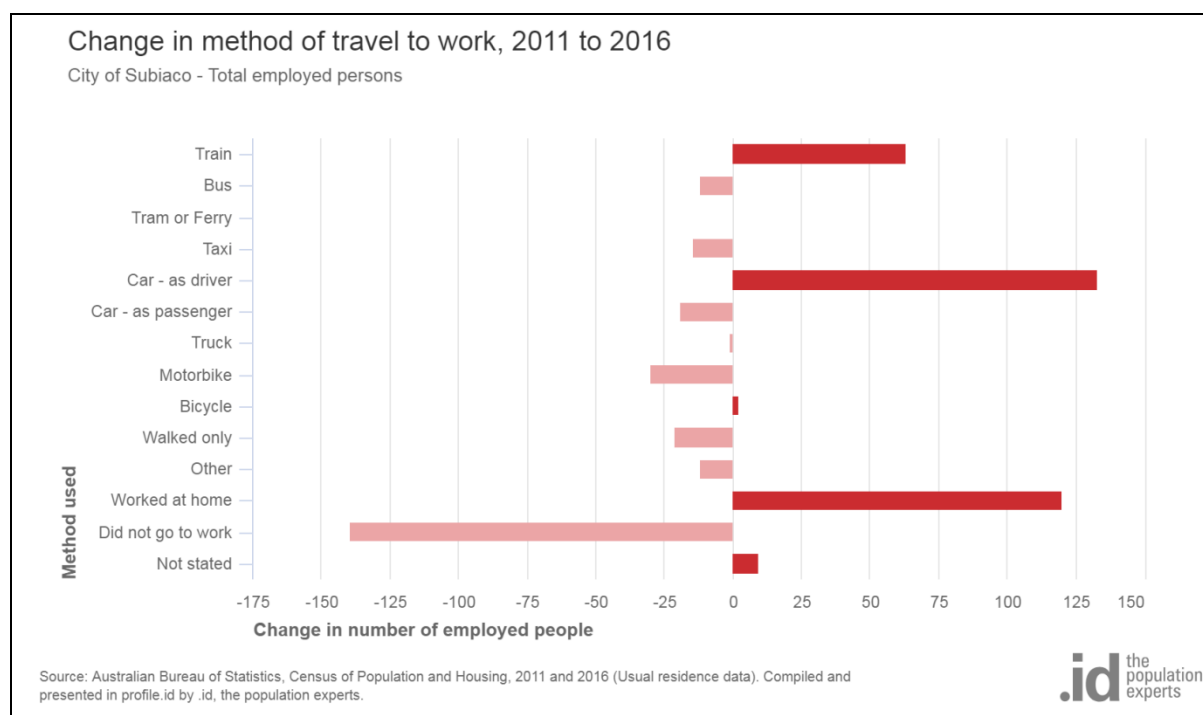


Figure 31: Change in Method of Travel to Work, 2011 – 2016

6.14 Car Ownership

The ability of the population to source services and employment is strongly influenced by access to transport. The number of motor vehicles per household quantifies access to private transport. There are three major reasons for a different share of motor vehicles per household:

- The age structure of the population and household type, which influences the size of the household and the number of adults present;
- Access to public transport; and
- Household income, which can influence the amount of money available to purchase motor vehicles.

Overall, car ownership in the City of Subiaco is significantly lower than for the Perth region (Figure 32). The major differences between the car ownership of households in the City of Subiaco and the Perth region are:

- A larger percentage of households with no vehicle or one vehicle only;
- A smaller percentage of households with two or more vehicles.

This reflects the geographic location of the municipality, which is close to central Perth and has good access to bus and rail transport. (The 'Method of travel to work' idProfile data shows a relatively high percentage of Subiaco workers walk or catch public transport to work).

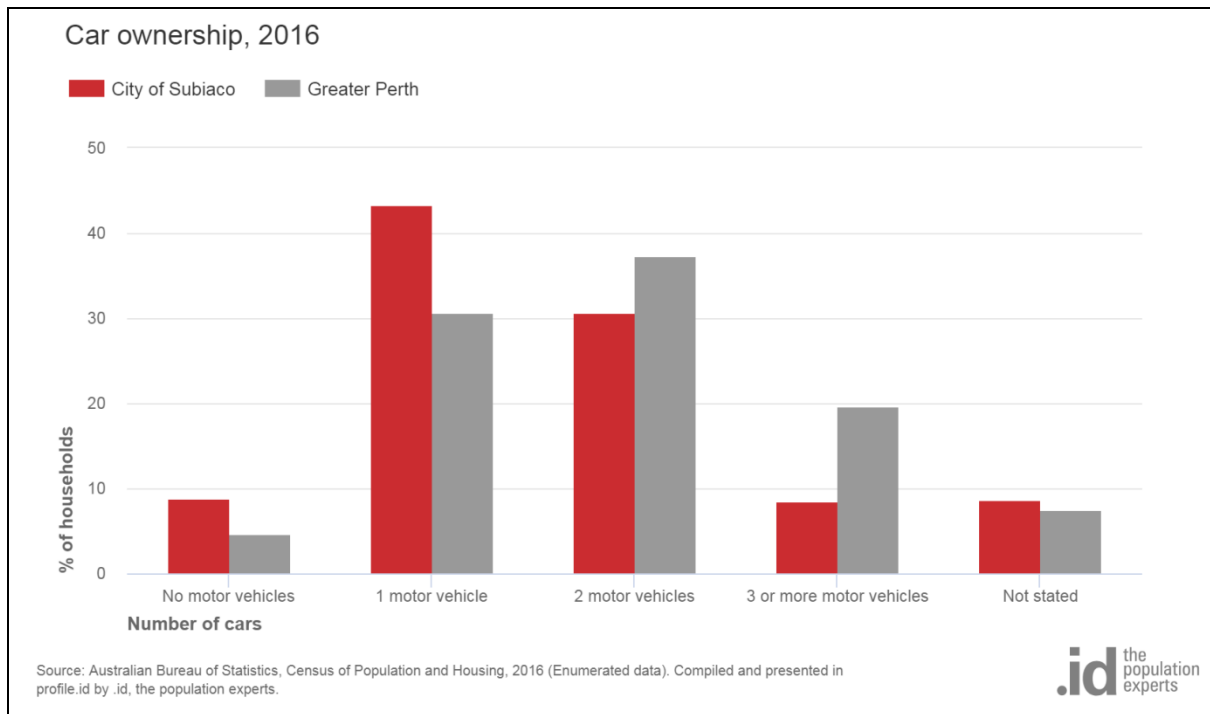


Figure 32: Car Ownership Levels, City of Subiaco and Greater Perth 2016

7 Analysis

7.1 Activity Centres, Economy and Tourism

In addition to the residential community, over 20,000 workers are employed in the City of Subiaco or its immediate surrounds, many travelling to or through the City on a daily basis. Subiaco's economic position is strong. Yet in recent years this vibrancy and local economic activity has been in decline due to poor perception by the broader metropolitan community and the loss of the Subiaco Oval and associated economic support for local businesses. However, the City has the opportunity to convert economic factors into on-street activity, vibrancy and business sustainability. A number of strategies are employed to achieve this including:

- High level of permissibility in the planning scheme and associated policies for appropriate new businesses to set up, including changes of use and alfresco permits and conversion of existing buildings to enable appropriate land uses;
- Ensuring transport networks are set up to support business, including converting Hay Street (and Roberts Road) to two-way traffic to create a 'main street' environment, invest in streetscape upgrades, and developing an appropriate parking regime for the town centre areas;
- Working to ensure that the Subiaco Town Centre remains the heart of the City of Subiaco, and achieving the appropriate balance between development in central Subiaco and around the fringes.
- Investigating appropriate ways in which small-scale local businesses can be accommodated in residential areas. This may include consulting rooms, or active uses such as a cafe and deli in specific locations to provide neighbourhood focal points.

7.1.1 Subiaco Secondary Activity Centre

The Subiaco Secondary Activity Centre has been defined by SPP 4.2 and the Central Sub-Regional Framework and includes the entire Town Centre, North Subiaco and parts of Subi Centro. This is the highest order centre within the City of Subiaco and provides the focal point for the local economy. The Town Centre contains a vibrant mix of shops, services and entertainment uses focussed around Rokeby Road and Hay Street. Increasingly, the area around Subiaco train station is also becoming a vibrant precinct. The commercial area centred around Hay Street East is characterised by offices and service commercial uses.

With the move of the Australian Football League (AFL) games to Burswood and the closure of Princess Margaret Hospital, the Subiaco Town Centre as well as the Hay Street East precinct have been suffering some decline in retail and entertainment uses. The Strategy aims at strengthening the economic function of the Subiaco Secondary Activity Centre and includes actions which aim at assisting local business sustainability.

7.1.2 Jolimont District Centre

The Jolimont District Centre located between Bishop Street and Jersey Street forms the southern extension of the Wembley District Centre located in the Town of Cambridge to the north.

In December 2016 the Town of Cambridge adopted the Wembley Activity Centre Plan for land immediately north of this area of the City, along Cambridge Street. This primarily focused on achieving a greater level of intensity along Cambridge Street allowing development up to seven (7) storeys on selected sites.

The Wembley District Centre is currently characterised by a mix of different commercial uses. It is unlikely that this centre will transform to fulfil a typical district centre function including supermarkets and shops to support a district catchment. This function is adequately covered by the Wembley centre immediately to the north. It is therefore likely that the Jolimont centre will provide a supporting role, providing services, employment opportunities and residential development to support the local businesses.

The City of Subiaco owns substantial land within this centre and is therefore in a good position to directly influence the desired development outcomes for this area.

The former Wembley TAFE site and the Council depot site immediately to the south presents an opportunity for substantial redevelopment within this precinct. The site is largely unconstrained and is provided with a good level of supporting infrastructure. The former TAFE land is currently within the MRA Subiaco Redevelopment Scheme Area but is not subject to any adopted design guidelines or policies. It is anticipated that this land will be normalised into the City's planning scheme at some time in the future (prior to redevelopment), presenting an opportunity for the City to use the site to achieve its strategic objectives.

The Strategy recommends that further work is undertaken to investigate appropriate land uses and development standards for the Jolimont centre, including the former Wembley TAFE site and the Council depot site.

7.1.3 Neighbourhood and Local Centres

Neighbourhood and local centres provide an important economic function and focal point for the local community. The City aims at strengthening these centres by encouraging additional residential development and sufficient flexibility within LPS 5 to support local businesses.

An Activity Centres Strategy could determine whether there is a need to expand the non-residential floor space within these centres to support the growing population. No expansion of these centres is recommended unless supported by an Activity Centres Strategy.

7.1.4 Urban Corridors

The Strategy reflects three corridors including Aberdare Road, Rokeby Road and Selby Street which have been identified in the Central Sub-regional Planning Framework.

Aberdare Road provides an east-west link between Thomas Street and Railway Road, forms the border between the City of Subiaco and City of Nedlands and is designated as an Other Regional Road under the Metropolitan Region Scheme.

Aberdare Road is characterised by a mix of single and grouped residential development, public open space facilities and local commercial centres.

Selby Street forms the boundary between the City of Subiaco, City of Nedlands and Town of Cambridge and provides a north-south link between Herdsman Lake (in the City of Stirling) and Stubbs Terrace (City of Nedlands). The portion within the City of Subiaco is characterised by single residential development.

Rokeby Road provides a north-south link in the City of Subiaco connecting Railway Road with Thomas Street and is a vital corridor connecting the Subiaco City Centre and passing through Hay Street and Nicholson Road. Rokeby Road is characterised by commercial and mixed use development in the north for land within the Subiaco Activity Centre Plan, mixed use development in the Rokeby South precinct, and medium density residential development south of the Nicholson Road intersection.

The Strategy encourages the investigation of increased residential densities and mixed uses for the identified corridors to promote public transport use and urban connectivity throughout the City.

7.1.5 Economic and Place Development

On 23 May 2017 the City adopted the Economic Development Strategy 2017-2021 (EDS). The strategy provides four key target areas for economic growth and development within the City:

1. Increased market, communication and advocacy,
2. Improvements to the City's public realm, including place and place activation initiatives,
3. Improved business and investment interaction, attraction and retention programs, and,
4. Greater leadership by the City in terms of governance and collaboration to strengthen the relationship with the business community.

The EDS notes that in the period 2014/2015 financial year, 875 jobs were added in the Subiaco area with the biggest employers within the City being within the professional, scientific and technical services industries. Mining and health related services are also noted as significant employers and drivers of economic activity. The majority of economic growth within the City was also (primarily) driven by these industries. Rationalising the City's planning framework can contribute strongly to achieving the above objectives.

The EDS notes potential threats to the City's economic development including the loss of revenue and activity due to the relocation of AFL football and other events away from Subiaco Oval, and a general slowdown in retail markets in Western Australia.

7.1.6 Tourism and Visitors

The City of Subiaco accommodates a vibrant shopping and dining precinct within the town centre, with well-known and popular restaurants, fashion and jewellery stores.

The City is home to numerous cultural attractions including a number of prominent commercial art galleries, the iconic Regal Theatre, Subiaco Arts Centre, the Subiaco Museum and free outdoor concerts. Subiaco is also rich in cultural history, with attractive heritage properties and well-tree lined streetscapes. There is a distinct mix of old and new architectural styles throughout the City, as well as an abundance of parks and gardens that are maintained to a high standard.

The City is also strategically located in relation to central Perth and Northbridge, Kings Park, the Matilda Bay foreshore, coastal beaches and many other important local tourist attractions.

The City is working with the MRA on investigating the feasibility of establishing a cultural space within the Subi East Redevelopment Area. The details are still being considered at high level and it is anticipated that this cultural space will become an attractor for visitors to Subiaco.

7.1.6.1 Tourist Accommodation

An important tourism-related issue directly related to the Strategy is the lack of tourist accommodation available within the City. The 'Tourism WA' website advertises only one facility – the Kings Park Motel on Thomas Street, with 33 rooms. A further hotel, located at No. 500 Hay Street is currently under construction and is expected to provide a further 168 rooms, in the Subiaco Town Centre.

The current TPS 4 permits the development of serviced apartments, hotels and lodging houses in various zones. Anecdotal evidence received by City of Subiaco staff seems to indicate some Subiaco residents are renting out their homes for visitors, usually for periods up to three months.

Bearing in mind the many hospitals located within and adjacent to the City (PMH, QEII, KEMH, St John of God) and the excellent location of the City in relation to many of Perth's tourist attractions, the lack of short-stay accommodation and tourist accommodation (hotels, serviced apartments, etc.) is somewhat surprising. With the opening of the Forrestfield-Airport Link, Subiaco will have direct train services to Perth Airport, which the City should capitalise on.

The City of Subiaco intends to investigate incentives to encourage new development through LPS 5 and enhance the attractiveness of Subiaco as a base for tourists.

7.2 Community Facilities, Recreation and Open Space

7.2.1 Recreation and Open Space

The City of Subiaco is responsible for a large number of recreation and open space facilities of varying scale, function and local/regional significance.

In May 2014, the City adopted the *City of Subiaco Public Open Space Plan*, which provides a strategic direction and a framework to guide the provision of open space with the City of Subiaco over the following decade. The Strategy recommends that this Plan is updated to take account of the additional expected population and the changes to the City's boundaries and planning framework..

In addition to the open spaces available within the City's boundaries, portions of the City's municipal boundary adjoin Kings Park and easy access to this iconic open space provides further opportunities for passive recreation and low-key active recreation to Subiaco residents.

Much of Subiaco has very good access to recreational space (passive open space). However, the City's supply of sporting recreation space (active open space), whilst adequate for the current population, is not at the same level.

The provision of adequate levels of passive and active recreation spaces can contribute to an urban environment that supports healthy outcomes for the community including greater levels of fitness, reduced incidence of obesity and improved mental health. Because of its inner urban setting, there are limited opportunities for the physical expansion of recreation space within the City of Subiaco.

Despite these limitations, appropriate measures to encourage a healthy urban environment within the City can be taken, thereby promoting active and passive recreation opportunities for residents of all ages.

The effective management of the City of Subiaco's recreation and open spaces will:

- Provide parks and green spaces to act as a counterpoint to higher density urban areas catering for growing populations;
- Maintain the City's level and quality of highly valued open space into the future;
- Provide an interesting and diverse spaces and places network to best encourage healthy activity;
- Protect and enhance the City's leafy green identity in a sustainable way; and
- Result in increased opportunities for residents and visitors to experience and access the City's recreational and open places and spaces.

The efficient and innovative management of existing recreation and open spaces that are already highly valued by the community will be crucial in the ongoing supply of adequate active and passive recreation spaces. The Lords Recreation Centre and Rosalie Park Sporting Complex will continue to make an important contribution to recreation options within the City. Also, the adaptive use/re-use of open spaces that have not traditionally been used for recreation may also be considered in the future. A review of the Public Open Space Plan needs to consider how existing public open spaces can be managed to optimise the health and wellbeing benefits for the

community and investigate opportunities to implement additional public open space within the City of Subiaco.

7.2.2 Active Open Space

Research recently released by Curtin University's Centre for Sport and Recreation Research (CSRR) indicates that, as a guideline, 1.4% of the sub-dividable area of new suburbs should be set aside as active open space and for infill developments (or areas that are much denser than typical) 6.5m² of active open space per resident should be set aside.

A report undertaken by Cardno for the City of Subiaco indicates a likely lack of active open space into the future based on the expected population growth.

The report highlights the importance of Subiaco Oval in reducing this shortfall, which if utilised, would increase the amount of active open space from 7.851ha to 9.78ha, improving the City's performance with regard to the provision of active public open space.

While this is still a significant shortfall, as pressure to increase population increases into the future, the City is required to form a position that maximises potential for increases in active open space. Accordingly, the City should advocate for the retention of the Subiaco Oval for the purpose of providing for active open space to the local and regional community.

Based on the Curtin University's Centre for Sport and Recreation Research (CSRR), it would appear that Subiaco is adequately catered for in terms of public active open space within the broader context of the Western Suburbs. In local terms, Subiaco has the second lowest area of public active open space per resident of the local governments within the Western Suburbs. It should be noted, however, that residents are unlikely to access open space only within their own local government area and the broader, regional allocation of active open space needs to be considered.

The percentage of public open space for the City of Subiaco findings reflect the significance of the Rosalie Park Sporting Complex to the City's supply of active open space. The Shenton Park facility is the City's primary active open space facility and is significant for Subiaco, the Western Suburbs and Perth.

As previously mentioned, a management plan has been developed for the Rosalie Park Sporting Complex. An effective management plan is vital to the ongoing use of the Complex as it is one of the most intensively utilised playing fields in the State, and is currently booked to capacity. This is unlikely to change in the future as junior participation rates in organised active sports are predicted to increase and the space is also popularly used for leisure activities such as jogging and dog walking.

Although not classified as open space, the Lords Recreation Centre makes an important contribution to the City's stock of recreation facilities.

The significance and management of the City's 'green' spaces, used for passive recreation, are discussed more comprehensively in the 'Environmental Considerations' section.

7.2.2.1 Subiaco Oval

From the beginning of 2018 AFL football games have relocated from Subiaco Oval to the new Perth Stadium at Burswood.

On 13 June 2017, the State Government announced a plan to construct an inner city secondary school on Kitchen Park through the MRA and construction has now commenced. The City strongly believes that Subiaco Oval needs to remain as active recreation space to serve the local and regional population which is underserved in active open space. The City will work with the MRA to ensure that Subiaco oval will be available for community use to relieve the pressure on Rosalie Park and to cater for the additional population expected as part of the Subi East Redevelopment.

The Subiaco Oval entry gates are listed on the State Register of Heritage Places and Subiaco Oval has been registered on the State Register of Heritage Places on an interim basis and will be considered for permanent registration once construction of the Inner City College has reached practical completion.

7.2.3 Green Corridors

The Strategy map identifies a number of green corridors which should be promoted as connections between areas of public open space. These green corridors are beneficial from a public health perspective as they provide shady areas to walk and promote mental health that comes with being in natural environments.

In addition to benefits for people, green corridors also have environmental benefits as wildlife corridors and to reduce the heat island effect by adding to the urban forest.

Where open space links are interrupted or not possible to achieve, street tree avenues can fulfil a similar function through continuous planting of street trees.

7.2.4 Community Facilities

The City of Subiaco is also responsible for a number of community facilities of local significance. In addition, there are a range of other facilities available for use and hire by the community that are not owned and operated by the City, but are located either wholly within the City's boundaries or in close proximity to the City's boundaries and easily accessible to the City's community. These facilities include halls and facilities owned by sporting clubs, churches and other community-based activities/groups.

There are seven community facilities owned and operated by the City. When coupled with the vast array of privately owned facilities that the City's population has access to, both at a local and regional level, the current community facilities are considered to be adequate for the existing population. However, it is difficult to predict whether the existing facilities are adequate into the future and appropriately serve an increasing population and changing demographic. The Strategy therefore

recommends that a social infrastructure study is undertaken to investigate the future needs and population thresholds for additional social infrastructure.

7.2.5 Schools

The City of Subiaco has a number of primary schools (Subiaco, Jolimont, Rosalie) and an academically select high school (Perth Modern). Close by are Hollywood Primary School, Floreat Park Primary, West Leederville Primary, Shenton College (high school) and a number of large private boys' and girls' schools. It is clear that the City is currently well served by existing schools, however, the expected population growth will put the existing schools under pressure.

Within Subi Centro, the City's fastest growing precinct, the number of school-aged children is very low. Households are predominantly childless. Of the 2016 population of 2,772 persons only 184, or 6.6%, were aged between 5 and 19. Only 108 were aged between 5 and 14 years of age (2016 census data based on usual residence). These children can all be accommodated in existing nearby schools. There is no need to plan for a new primary school within the Subi Centro or Subi East precincts. However, the Department of Education has indicated that the Subiaco North area may place some additional pressure on existing primary school resources as population growth accelerates in this area and additional land may need to be provided to accommodate early childhood facilities.

Outside of the City of Subiaco there is considerable demand for space for secondary education students, particularly within a catchment to the north east. Accordingly, the State Government has commenced construction of a new local intake school on Kitchener Park, adjacent to the Subiaco Oval. The City is working with the MRA and the Department of Education to ensure that a collaborative approach is undertaken for this development project.

7.3 Environment and Sustainability

The City does not have any specific environmental considerations additional to those prevailing in the wider Metropolitan Region.

7.3.1 Remnant Bushland

The only area of remnant bushland remaining within the City of Subiaco is located within Jolimont Primary School on land administered by the Department of Education.

Jolimont Primary School is located at No. 657 Hay Street, Jolimont. The school contains a small area of remnant bushland (less than 1 ha) on the western edge of the school that is classified as being of good condition according to the Keighery scale of bushland condition.

The bushland is of high conservation value. Despite many weeds, species richness is high with 34 native species present, including three orchid species (Cowslip, Pink Fairy and Snail orchids) and several small flowering herbs (Fringed lily, Blueberry lily, Milkmaids, Sundews, Fan flowers) which are absent from severely degraded bushland sites.

The bushland was found to have 18 species found at none of five other remnant bushland sites surveyed in Perth's western suburbs, which included Allen Park in Nedlands and Lake Claremont. Despite being the smallest site surveyed, it had the highest species richness, abundance and species unique to the site, demonstrating the importance of protecting the site.

The City prepared a bushland regeneration plan for the school, which was implemented from 2012 - 2016.

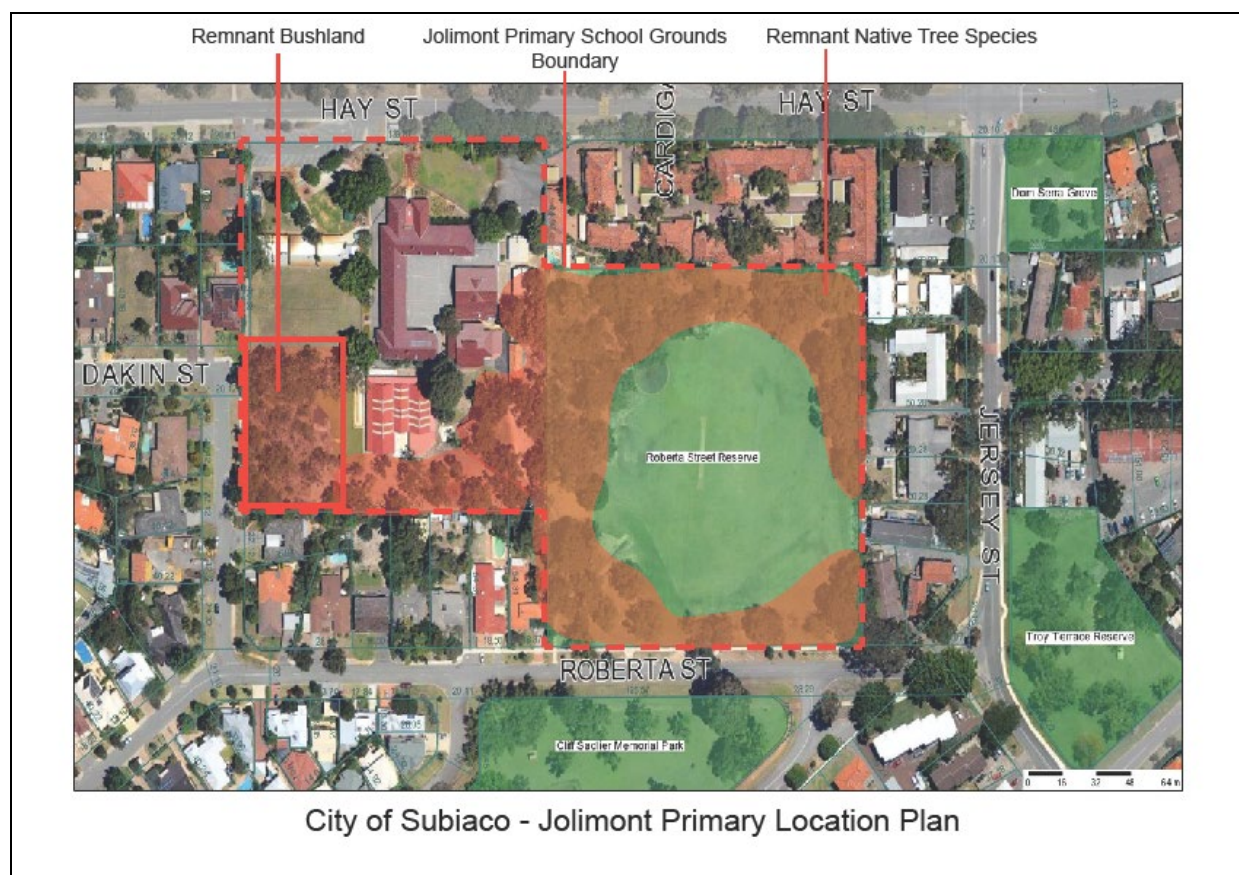


Figure 33: Jolimont Primary School Bushland

7.3.2 Bushfire Prone Areas

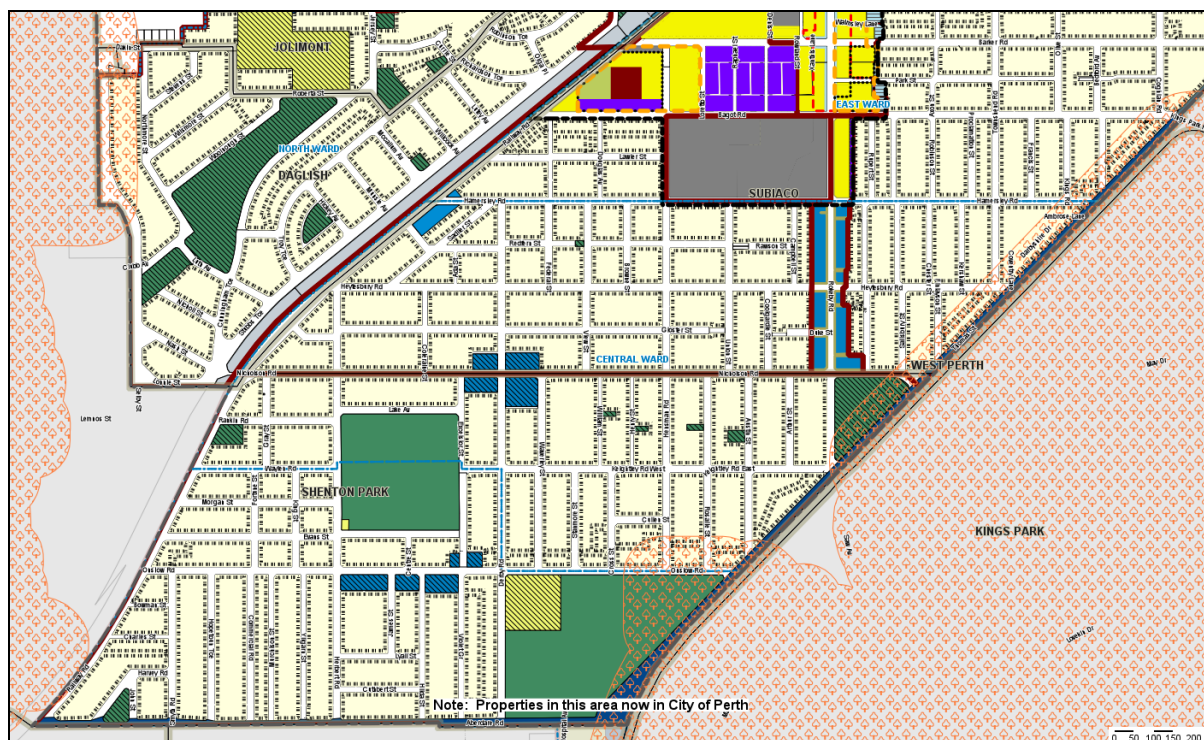


Figure 34: Bushfire Prone Areas

7.3.3 Urban Forest

The City has prepared a draft Urban Forest Strategy which aims at preserving and increasing the green spaces and tree canopy within the City. This strategy defines the urban forest as all vegetation growing within the city, which is divided into two categories: the understory such as turf, groundcover, shrubs and hedges up to three metres, and the canopy which is any vegetation above three metres.

The City's urban forest is a vital urban element that transforms the city's streets, parks, reserves and properties to provide numerous environmental, aesthetic, cultural and economic benefits. In the long term, it creates a sense of place and enhances the city.

A 2017 analysis of the city's urban forest has identified that the local government area has a total vegetation cover of 34% and a canopy cover of 20.8%. A marginal increase in canopy cover has been achieved since 2012 which appears to be as a result of an increase in canopy in residential areas and in the road reserve.

Subiaco is known as a well-treed western suburbs council. Urban forests are now recognised as green infrastructure, a vital infrastructure component of a healthy city. Trees are individual assets for local government, private and other landowners, but collectively function as a community wide resource, proving a multitude of ecosystem and health benefits while grounding the community in a sense of place.

The City of Subiaco is recognised as one of the leaders in urban forest management and development within Western Australia. The city's forest is diverse both in species and age class.

The following benefits of the urban forest have been noted:

- Environmental benefits as habitat and food for birds and other native species as well as ecosystem services such as cleaning and producing the air that we breathe.
- Economic benefits through a reduction in heating and cooling costs of shaded buildings, increase in property values and pleasant pedestrian environment which encourages people to linger and spend more in well-treed commercial areas.
- Social benefits through an increased sense of community, overall health and a reduction in crime and vandalism.

7.3.4 Wildlife

The City of Subiaco will continue to implement the City's *Wildlife Enhancement Plan 2014-2019* which aims to enhance wildlife conservation and provide education and participation opportunities for the community. The overall objective of the plan is to recognise and protect existing fauna within the City, support increased fauna diversity across the municipality and prevent further local extinction of species from occurring, in the face of increasing urbanisation and the effects of climate change.

7.3.5 Water Quality and Catchment Areas

The City has undertaken quarterly monitoring of lake water and sediment quality since 1998, including measurements of pH, dissolved oxygen, electrical conductivity, nutrients and heavy metals. Total Nitrogen in the water body of both lakes is generally within the 1.2 mg/L ANZECC (Australian and New Zealand Environment Conservation Council) guidelines for wetlands in south-west WA. Total Phosphorus of the water body of both lakes is generally higher than the 0.06 mg/L ANZECC guideline for wetlands in south-west WA, reaching up to 0.6 mg/L during periods of low water level. Dissolved oxygen is generally between 30 - 70% in both lakes, lower than the ANZECC guideline of 90%. The monitoring assists the City with the appropriate environmental management of these water bodies.

The City has undertaken monitoring of groundwater quality twice per year since 2003 for a representative sample of nine parks and reserves. Measurements are taken of pH, electrical conductivity, nutrients and heavy metals. The monitoring assists the City with the nutrient requirements of parks and reserves and identifies any changes in the composition of groundwater over time.

Stormwater from local streets in the City is collected by approximately 2,000 drainage pits in three drainage basins (catchments) and exported by the Water Corporation pipe network as follows (see Error! Reference source not found.):

- Wembley-Jolimont catchment (246 ha): Collects water from 77 ha of Jolimont and Subi-Centro and 169 ha of Wembley, which drains to Lake Mabel Talbot. Excess is pumped to Lake Monger, where it overflows to the Swan River at Mounts Bay;
- Subiaco Main Drain catchment (332 ha): Collects water from Subiaco and Daglish, and small areas in West Perth and Leederville, with a compensating basin at Cliff Sadlier Reserve. Water is discharged to the ocean north of Swanbourne Beach via the Subiaco main drain;
- Shenton Park catchment (293 ha): Collects water from Shenton Park and 80 ha of Nedlands. In addition, water from the lake at Aberdare Road is pumped to Lake Jualbup. Excess overflows from Lake Jualbup to the Subiaco main drain and is discharged to the ocean.

Since 2006, the City has replaced 10% of the export drainage network with at-source water infiltration. The City aims to accelerate this programme through a comprehensive approach, including at-source infiltration and the use of underground storage reservoirs for water re-use.

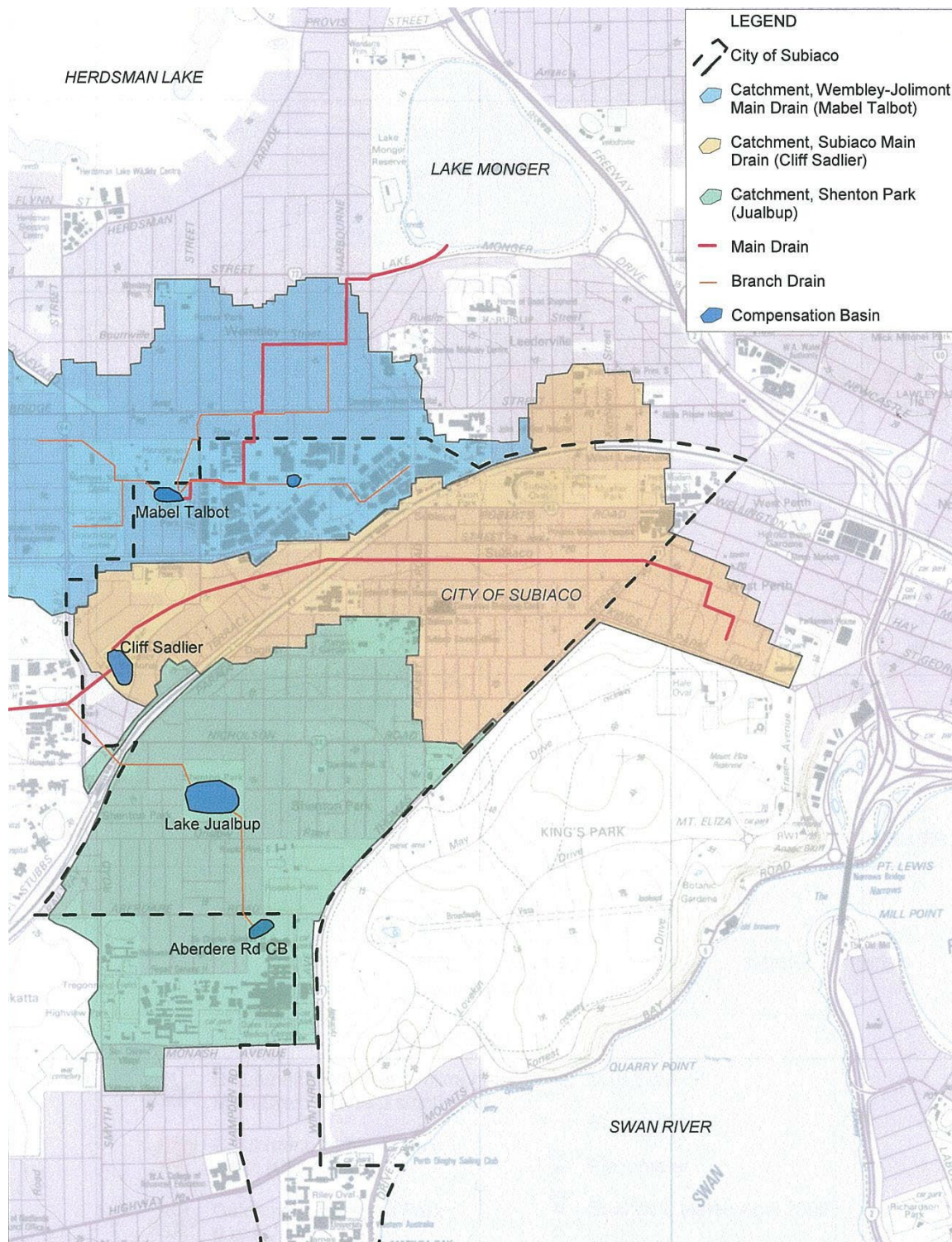


Figure 35: City of Subiaco Water Catchments

7.3.6 Sustainability and Resilience

The City's *Sustainability and Resilience Strategy 2016-2021* includes activities that the City can influence as both a local authority and a corporate entity. This extends to areas where the City has an identified role to play as an advocate for change amongst both its peer organisations and the wider community.

The City has management plans in place for most of the Reserves under its control, and will progressively develop plans for the remaining Reserves to ensure 'best practice' sustainability and conservation objectives are achieved.

The undergrounding of powerlines within the City is complete. This has allowed street trees to grow to maturity with little need for regular pruning, and the City will continue its associated programme of street tree care, maintenance and replacement to ensure its streets are green, attractive and healthy.

The Local Planning Strategy should implement the relevant components of the City's Urban Forest Strategy, in particular the actions related to the loss of tree canopy and vegetation cover caused by redevelopment and infill development.

7.4 Population and Housing

7.4.1 Overview

The City of Subiaco has a residential population of just over 17,000 persons, accommodated in about 8,500 dwellings. It has one of the higher residents per hectare rates in Perth at around 31 persons per hectare, living in approximately 15 dwellings per hectare. The State Government's *Perth and Peel at 3.5million Central Sub-Regional Planning Framework* (CSRPF) provides the City of Subiaco with a target of an additional 6,140 dwellings by the time Perth reaches a population of 3.5 million people, or around 2050. These 6,140 dwellings would equate to around 13,000 additional people.

The Strategy acknowledges that if this population growth occurs in appropriate areas and is managed well, the City can benefit from the additional population.

The Strategy outlines how the City will plan to meet its obligations for urban consolidation and infill in the short-medium term and on its journey to a longer term target of minimum 8,440 new dwellings by 2050. The revised strategy:

- Recognises the benefits of increased local population in terms of activity, vibrancy and business sustainability;
- Targets population growth in new strategic areas, while maintaining the majority of residential areas at existing densities.
- Supports new development to be of a high quality design, providing benefits to the community, contribute to addressing transport pressures and improving greenery, and to be of a suitable form and scale as outlined in the Activity Centre Plans;
- Strikes a balance between development, character and heritage across the city with appropriate outcomes for specific areas;
- Provides a connection between all aspects of local planning, including:
 - Population and housing

- Activity centres, economy and tourism
 - Community facilities, recreation and open space
 - Urban design, character and heritage
 - Environment and sustainability
 - Transport, access, parking and infrastructure
- Establishes a comprehensive work program for additional studies to inform future amendments to the Scheme and to provide a basis for future review of the Local Planning Strategy.

The City's targeted growth areas can meet the dwelling targets outlined in the State Government's *Central Sub-regional Planning Framework*, whilst meeting Subiaco community's expectations. The rate of development will be influenced by a variety of factors so it is difficult to predict exactly when the target minimum 6,140 dwellings would be achieved. It is anticipated that the Strategy will provide for an additional 8,440 dwellings in the long term within the targeted growth areas.

The City also recognises that to achieve the growth outlined above, the State Government must invest in public transport to better serve Subiaco and the general Perth community. Whilst the area around Subiaco Station has train connections to Perth and Fremantle, services reduce significantly after 7pm, and other stations in the City don't receive the same levels of service as Subiaco Station. Bus services are poor during evenings and weekends, and generally only connect Subiaco to Perth, Claremont and Queen Elizabeth II (QEII). The City welcomes the introduction of rail services to Perth Airport from 2020, would like to see light rail along Hay Street in the medium term and a mass rapid transit connection to QEII. In the longer term the City wishes to work with the State Government agencies and other local governments to refine the Perth and Peel @ 3.5million Transport Plan and to enable new, more targeted and responsive transport options and patterns based on technological changes.

7.4.2 Housing Diversity

The City's Strategic Community Plan includes a number of built form objectives, including investigation and consideration of opportunities for diverse housing. The current diversity of housing within the City is considered to be good, however *Think2030* identified a community ambition to provide more studio and unit accommodation in and around the town centre. Retaining a large part of the existing residential areas at low density enables retention of family homes within the City. This provides balance to the generally smaller dwelling sizes in the redevelopment areas. However, larger, family sized apartments, as well as terrace houses of varying sizes and densities should also be encouraged to create housing options for a variety of demographics and lifestyle choices.

An analysis of the demographic information shows a relative lack of medium density housing within the City of Subiaco. Medium density housing, or the missing middle, including terrace housing, smaller-scale apartment buildings, and other innovative housing options should be promoted as part of LPS5 in appropriate areas. Critical to

the implementation of the missing middle is ensuring that the design is high quality and well integrated with and sympathetic to the character of its locality.

7.4.3 Targeted Growth Strategy

The strategic areas identified by the City for accommodating an increased population are:

- (a) The Subiaco Activity Centre as outlined in the Subiaco Activity Centre Plan, which includes the following key sites; King Edward Memorial Hospital site, Home Base site, Coles and Crossways site, and Pavilion Markets site.
- (b) The area known as North Subiaco as outlined in the draft North Subiaco Structure Plan.
- (c) The Subi East Redevelopment Area (under MRA control).
- (d) A number of small targeted areas within the Daglish and Shenton Park 'Station Precincts'.
- (e) Within Local Centres (Nicholson Road and Onslow Road) and Mixed Use Centre (Daglish).
- (f) Within the Jolimont Activity Centre, Hay Street West Precinct, and former TAFE and Council depot sites.
- (g) The 'Australian Fine China' area and 'Self Lock and Storage' site.

The Strategy map illustrates these localities. The total number of potential additional dwellings that could be accommodated is at least 8,440. The rate of construction of these dwellings will depend on market demand and other factors.

The City's targeted growth strategies mean approximately 68% (two-thirds) of all new dwellings within the City can be accommodated in the Subiaco Secondary Activity Centre. This includes the land subject to the Subiaco Activity Centre Plan, the draft North Subiaco Structure Plan and the MRA's Subi East Redevelopment project. A significant proportion of the remaining expected dwellings (approximately 19%) can be accommodated in the Jolimont Activity Centre, the self-lock storage site, Australian Fine China site and along Hay Street (west).

These targeted growth areas have been identified in accordance with the recommendations of the *Central Sub-Regional Planning Framework*, guided by the ten urban consolidation principles and current best planning practice relating to new development, heritage and character issues, and having due regard to the locational aspects of each site, lot sizes, available access, as well as opportunities which are arising due to evolving State Government policy and planning decisions.

Overall, having regard to all of the above, including the City's proposed modifications to the Scheme Map and the anticipated development in the MRA's Subi East Redevelopment area, it is estimated by the City that its strategy will yield 8,440 new dwellings within the municipality by 2050, a figure which exceeds the data extracted from idForecast (2017) in Figure 17 due to the increased yield expected within the

Subi East project. **Table 9** below lists each precinct/area in the City and estimated additional dwelling numbers by 2050 and beyond.

| Precinct or area | Additional dwellings to 2050 and beyond |
|---|--|
| Subiaco Activity Centre Plan area | 2,100 |
| North Subiaco Structure Plan area | 830 |
| Daglish Station Mixed Use Area | 20 |
| Jolimont Activity Centre, Hay Street West & TAFE Site | 800 |
| Nicholson Road Local Centre | 50 |
| Onslow Road Local Centre | 50 |
| Australian Fine China and Self-Lock Storage site | 800 |
| Daglish, West Subiaco and Shenton Park Station Precinct | 890 |
| Total | 5,540 |
| Subi East Redevelopment Area | 2,900 |
| Total in City of Subiaco | 8,440 |

Table 9: Estimated Potential Additional Dwelling Yield - Targeted Growth Areas

The City could potentially accommodate approx. 18,000 more residents in the additional 8,440 dwellings (based on the current occupancy rate) over the approximately 35 year horizon for the targeted growth areas, taking the population to approx. 35,000 by 2050 and beyond.

The City of Subiaco already boasts an excellent range of housing choices. 61.5% of all its dwellings are provided in medium and high density form (compared to 24.7% in Greater Perth). This percentage will increase under the ‘targeted growth strategy’ proposed by the City, and will assist in accommodating mostly small households (i.e. young adults/home leavers, new household formers, young childless professionals, students and older couples and singles etc.) in appropriate areas. It is important that family sized housing is retained as part of the population growth to cater for families with children. As indicated in the demographic analysis, the City of Subiaco has a higher proportion of people in their 20s compared to the Greater Perth average and will need to cater for young couples ready to start families. A range of densities will offer choice for a wide variety of life styles.

7.4.3.1 Subiaco Secondary Activity Centre

Subiaco has been classified as a secondary activity centre in the State Government’s SPP4.2 *Activity Centres for Perth and Peel*. The activity centre includes the Subiaco Town Centre, the area known as North Subiaco as shown on

the draft North Subiaco Structure Plan and a portion of Subi Centro as shown on the Subiaco Activity Centre Plan as well as the Subi East Redevelopment Area.

The Subiaco Activity Centre provides scope to accommodate a substantial number of additional dwellings in an area with good public transport accessibility as well as access to shops, services and employment opportunities. In turn, increasing the residential population within the Subiaco Activity Centre assists in economic sustainability and vibrancy of the Town Centre by increasing foot traffic in the street and increasing the potential customer base for local businesses.

A number of key development sites within the Subiaco Activity Centre have scope for additional development. An action in the Strategy proposes that the existing activity centre and structure plans be reviewed in particular with the aim to investigate how the development potential of these key development sites can be optimised to provide a positive outcome for the City.

King Edward Memorial Hospital

The KEMH site is a sub-precinct of the SACP area. In the future this hospital is also planned to relocate to the QEII Medical Centre precinct, and when this occurs the City believes the KEMH site should be redeveloped as a high density residential area with some limited commercial component. Strong urban design guidelines would need to be attached to new development. The site is covered by the SACP and is identified as being appropriate for development between 3-10 storeys, with the majority of the site developed between 4-6 storeys. A review of the SACP should consider whether additional density is appropriate for this site as it is considered a landmark site.

'Australian Fine China' site

The great majority of Jolimont industrial land north of Subiaco originally alienated and subsequently developed by the MRA has now been redeveloped, and authority for its ongoing care and control handed back to the City of Subiaco as part of the 'normalisation' process. Approximately 15% of the original area remains under the control of the MRA and is proposed to be zoned urban under the MRS in the medium term. The principal areas remaining to be developed are the Australian Fine China (AFC) site, the Hood Street Precinct and part of the Carter Lane Precinct.

The area developed by the MRA lying between Centro Avenue and Bishop Street is regarded by the City as overly residential in character. It has deficiencies in terms of community-building infrastructure.

For example, there is a need for some limited day-to-day retail uses which would be readily accessible to the general public (café, local shops) as well as some community facilities (principally meeting/interacting spaces for the more senior members of the local community), ideally located somewhere central near the Lords Recreation Centre and St Ives sites. This area (Bishop/Tighe Streets) has attracted new seniors' housing and aged care developments, and a reassessment of community needs to service this locality is clearly warranted. It would appear that there is sufficient land with appropriate zonings to accommodate the day-to-day retail uses mentioned above.

7.4.3.2 Subi East Redevelopment Area

The area known as Subi East has been transferred under the control of the Metropolitan Redevelopment Authority (MRA) in 2018 and is now subject to a master planning process. The Subi East area includes Subiaco Oval, Princess Margaret Hospital and the land between Subiaco Road and the Railway line.

The City is working with the MRA to achieve mutually beneficial outcomes for the Subiaco community, including community access to the Subiaco Oval playing surface, community use of some of the facilities of the new Inner City College as well as good quality built form and urban design outcomes for any new buildings. Mueller Park will remain public open space.

Subiaco Oval

The MRA will be undertaking master planning for the land around Subiaco Oval. While the heritage listed gates and the playing surface will be retained, the grandstands have demolition approval. It is anticipated that high density residential development will occur on the land around the oval. The oval itself will be retained and the City is strongly arguing for community use, including local sporting clubs and the new Inner City College.

The City is pro-actively working with the MRA and LandCorp to ensure appropriate outcomes for the community, including a high standard of design of new buildings and community use of the oval playing surface.

Initial discussions with MRA and Landcorp have indicated that approximately 1,400 new dwellings are likely to be developed within this sub-precinct.

Princess Margaret Hospital

The PMH site should be redeveloped as a high density, mixed use area with a strong emphasis on providing for additional population. The MRA has incorporated the land into the Subiaco Redevelopment Scheme and will undertake detailed planning for redevelopment of the hospital. It is estimated the site could accommodate up to 900 dwellings.

Subiaco Road Regeneration Area

The land between Subiaco Road and the railway line contains a number of relatively smaller and fragmented land holdings, which are proposed to be redeveloped over time into high density housing. While detailed master planning is yet to be completed, discussions with the MRA have indicated that approximately 600 dwellings are likely to be accommodated within this area.

7.4.3.3 Jolimont District Centre

The land between Bishop Street and Jersey Street and including the former Wembley TAFE site and the Council depot site on Bishop Street, has been classified as a District Activity Centre under SPP4.2 *Activity Centres for Perth and Peel*. This area forms the southern extension of the Wembley activity centres to the north within the Town of Cambridge.

The Jolimont activity centre is currently characterised by a mix of commercial activities and does not perform the function of a district level activity centre with shops, services and facilities to service the population within a district wide catchment. The centre is likely to fulfil a supporting function to the Wembley District Centre to the north. It is appropriate for this centre to transition to a vibrant mixed use centre, including residential dwellings and shops and services to support the district centre to the north but is unlikely to include supermarkets and department stores as anchors of a more typical district centre.

The City of Subiaco owns substantial land along Bishop Street, in addition to the depot site and the former Wembley TAFE site and can therefore directly influence the centre's transition to a more vibrant activity centre.

A review of LPS5 development provisions is required to optimise the use of this land and facilitate the transition to a district activity centre that supports residential uses as well as retail and commercial uses appropriate to a district centre.

7.4.3.4 Nicholson Road and Onslow Road Local Centres

The local centres on Nicholson Road and Onslow Road already fulfil an important function as community focal points and local shopping nodes. These centres can be strengthened by encouraging additional residential population through mixed use developments.

Providing opportunities for additional population in and around these centres with increase their viability. This will also reduce the need to accommodate additional population in surrounding, lower density neighbourhoods. SPP 4.2 provides for increased densities in close proximity to activity centres and this should be reflected in LPS5.

The City should continue to encourage growth and use of the centres as integrated places of daily convenience that does not undermine the commercial importance of the Subiaco Activity Centre.

7.4.3.5 Aberdare Road Corridor

Aberdare Road is classified as an urban corridor under *Perth and Peel @3.5 million*. These corridors link activity centres and are intended to accommodate additional residential development due to their good access to public transport.

Land on the southern side of Aberdare Road is within the City of Nedlands and is also likely to be increased in density as part of City of Nedlands draft Local Planning Scheme No. 3. It is desirable that both sides of Aberdare Road have similar densities to retain a consistency in urban form across local government boundaries.

7.4.4 Precinct Planning Areas

The City considers certain areas may be appropriate to accommodate additional density subject to detailed precinct planning. These areas are generally located with good access to public transport or in or near activity centres. However, these areas may be constrained by one or more factors such as:

- Small lot sizes

- Fragmented ownership
- Access arrangements
- Age and condition of existing building stock
- Possible heritage value
- Established neighbourhood and streetscape character valued by the local community
- Other constraints

To address these constraints and to ascertain whether any new development is appropriate in view of existing or desirable character of the area, a process of precinct planning is proposed. Depending on the specific constraints of each area, this process can be adapted to ensure the level of detail in the precinct planning process reflects the nature of the area.

Precinct planning for Rokeby Road (south) is already under way. This process is based on a detailed urban design study that considers the existing built form, surrounding residential areas, including a number of heritage areas. Together with the community through a series of workshops a development vision is developed which is then translated into built form controls that can be implemented through the planning framework.

While this process has not yet been completed, it has generally attracted positive community feedback. It is intended that similar processes can be used for the other areas identified as requiring this detailed level of planning.

Each of the areas that may be considered for precinct planning has different characteristics, different reasons for requiring further, more detailed and nuanced planning and different drivers for either change or for retaining the existing character.

Preparation of a right-of-way strategy is also recommended to investigate which rights-of-way may be suitable for vehicular access and as a result can accommodate small-scale infill development at the rear of existing dwellings. The potential widening of under-width rights-of-way over the long term should also be investigated as part of the right-of-way strategy.

7.4.4.1 Dalglish & Shenton Park Station Precincts

Perth and Peel @ 3.5 million outlines 'station precincts' around existing heavy rail stations not located within nominated activity centres. The Dalglish and Shenton Park Station Precinct boundaries include street blocks within approximately 800m of the existing stations.

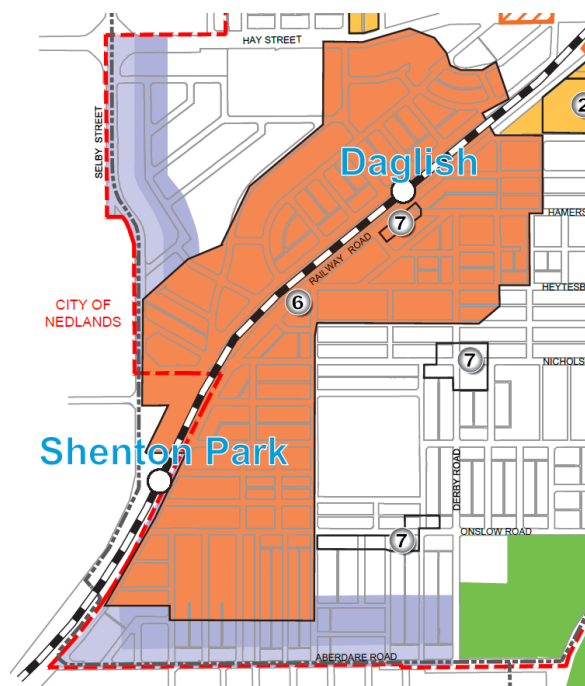


Figure 36: Daglish and Shenton Park Station Precincts

The Strategy does not support blanket density increases within station precincts due to the small lot sizes, fragmented land ownership patterns, difficult access arrangements, the prevalence of heritage areas and areas of potential heritage merit as well as the age and condition of existing housing stock. As a result, these areas have not been included as targeted growth areas and a fine grained approach is recommended.

The Strategy recognises that there may be scope for further increases in density within station precincts or just outside the traditional 800m walkable catchment of Daglish and Shenton Park stations. Any density increases need to be considered in detail through precinct planning of these areas.

Any additional population accommodated within the station precinct should occur having regard to:

1. The need to protect heritage areas and places identified to have heritage significance;
2. The need to consider residential character and streetscapes and the value the community places upon that;
3. locating most of new development within the immediate context of the station, and/or away from areas identified in 1 and 2 above;
4. The small lot sizes and fragmented ownership of most areas within station precincts;
5. Opportunities for additional development facing right-of-ways where available; and

6. The need for a detailed, fine-grained approach to planning in these areas to ensure infill is sensitive and respectful of existing character.

Daglish First Land Release Area

This area is located adjacent to the Daglish train station and is characterised by inter-war dwellings designed on garden suburb principles with leafy streets and a highly connected grid system of street blocks. Lots are typically larger in size and characterised by large, open front setback areas. There is access to onsite parking from existing crossovers from the primary street, however, the front setback areas are predominantly devoid of any car parking structures. A network of rear sealed rights-of-way also exists within this area to provide alternative access.

Being located adjacent to Daglish train station, this area has been highlighted by *Perth and Peel @3.5 million* for an increase in residential density. While it is anticipated that some additional dwellings can be accommodated in a sympathetic manner that respects the existing character of the area, more detailed and nuanced planning is required to ensure that we are achieving positive outcomes.

The area has also been identified to have heritage merit and both aspects, heritage merit and development opportunities, need to be considered concurrently and managed carefully through a precinct planning approach.

Railway Road Area (West Subiaco)

These lots along Railway Road are located directly adjacent to Daglish train station and therefore need to be investigated for higher density development. These lots are generally small and only some have alternative access opportunities from a right-of-way or secondary Street. While it is acknowledged that lots fronting Railway Road will be redeveloped in the long term, many also back on to existing heritage areas and as a result require careful planning to ensure new development does not unduly impact on the heritage areas.

Shenton Park

This area is directly adjacent to the Shenton Park train station and therefore suitable for additional infill development. Lot sizes are mixed and some older dwellings remain which were constructed in the first half of the 20th century. The street blocks within this investigation area have no right-of-way and access is therefore constraint. Detailed precinct planning can determine whether there is scope to provide for some additional infill development in this area while preserving the established neighbourhood character.

Daglish West

While not directly located in the station precinct, this area is still within walking distance to Daglish station and has also good bus access on Hay Street and Selby Street. Furthermore, Selby Street has been designated an urban corridor within the Central Sub-Regional Planning Framework and there is therefore an expectation that additional development could be accommodated in this area.

This area of Darglish is characterised by low density dwellings which are consistent in scale and character with car-oriented design and poor pedestrian amenity. Lots are generally large and therefore may be suitable to accommodate additional infill development.

Further, more detailed planning is required to ensure that densities are appropriate for the lot sizes and achieve desired outcomes for each of the street blocks. In addition, access arrangements need to be considered to support redevelopment and infill development. As this area has not been flagged for increased density in the past, community engagement is an important component to ensure any density increases are supported by local residents.

7.4.4.2 Rokeby Road (south)

Rokeby Road (south) is considered to provide for employment, housing and economic activities that are secondary to the SACP area. The precinct should not be developed to such intensity that it undermines the primary economic role of the Subiaco Activity Centre. The desired future character of the area includes enlivened uses to Rokeby Road while providing an appropriate transition between development on Rokeby Road and adjoining single residential development.

The *Central Sub-Regional Planning Framework* identifies Rokeby Road as an urban corridor appropriate for accommodating additional population and employment. The City is currently undertaking a precinct planning process for the Rokeby Road (South) precinct, which is based on an urban design study and will identify a vision for the area and proposed development controls to implement this vision through appropriate planning instruments.

The intent is to protect those aspects of the precinct that are valued by the community while providing opportunities for redevelopment and additional residential dwellings where appropriate to improve vibrancy of this area and support local businesses. Redevelopment of some of the older office buildings into mixed use development that encourages activation at street level and provides for residential above can improve those aspects of the precincts that are valued by the community without unduly impacting on adjoining low density residential properties and the heritage areas.

The Rokeby Road South precinct should be realigned to form a shared boundary with the Subiaco Activity Centre Plan by terminating its northern boundary at Hamersley Road.

7.4.4.3 North Subiaco

The draft North Subiaco Structure Plan was prepared prior to the area known as Subi East being transferred to the MRA for comprehensive redevelopment. As such, the context to the NSSP was still unknown at the time the plan was prepared and assumptions had to be made of what may occur on the land now managed by the MRA. There is a feeling now, in particular amongst the businesses within this area that the existing NSSP provisions are insufficient to encourage redevelopment and that additional development opportunities would improve business viability. This is further supported by recent pressure to accommodate additional dwellings within the

City of Subiaco. The strategy aims accommodate these dwellings in appropriate locations such as the Subiaco Activity Centre to protect the larger areas of low density character homes to the south from infill development.

The area subject to the NSSP is a transition area between the Subiaco Town Centre and the West Perth business precinct. The area contains a wide variety of businesses which generally have been affected significantly by the closure of PMH and Subiaco Oval. Development opportunities that bring in additional residents to support these businesses are considered beneficial by the landowners within North Subiaco. The North Subiaco area provides a transition between the MRA redevelopment area and the existing residential areas to the south. This should be reflected in the review of the NSSP.

A review of the NSSP should be undertaken in conjunction with the review of the Subiaco Activity Centre Plan to ensure that additional development achieves desirable outcomes and is accompanied by built form controls that ensure appropriate development outcomes are achieved both for the land owners as well as for nearby local residents. It is recommended that the SACP and NSSP are consolidated into a single Activity Centre Plan.

7.4.4.4 Jolimont District Centre

Jolimont Activity Centre is characterised by a mix of different businesses and forms the southern extension of the Wembley Activity Centre within the Town of Cambridge to the north. Being classified as a district level activity centres, a review of development provisions should be undertaken to ensure that the centre can develop in accordance with that classification.

7.4.5 Key Development Sites

The Strategy map identifies a number of key development sites, primarily within the Subiaco Activity Centre. These are generally larger sites under a single ownership that have potential to be redeveloped in the short term. Further investigation is required to determine whether additional development on these sites would be appropriate to boost the residential population within the Subiaco Activity Centre, thereby contributing to the viability of local businesses and improving vibrancy of the shopping areas.

Key development sites are generally characterised by a larger land holding which does not need land assembly to be developed. These sites are large enough to require preparation of a local development plan to coordinate and guide development across the site.

The Strategy does not intend that key development sites be investigated in isolation, but should be considered in greater detail as part of the review of the Subiaco Activity Centre Plan and other planning instruments.

7.4.5.1 Coles Site

The Coles site is a 2448m² site located on the southern end of the Subiaco Activity Centre which has been left vacant by the move of Coles Supermarket to their new

premises. Any redevelopment needs to ensure an appropriate transition to the low density residential area to the east.

Consideration should be given to converting the City owned car park to the south into public open space or pedestrian friendly space to complement the small public square that connects with Rokeby Road.

7.4.5.2 Forrest Street Carpark

This site is owned by the City of Subiaco and has been designated a shared car park and plaza in the SACP. Further consideration should be given of how this site can be used appropriately.

7.4.5.3 Subiaco Village

Located on Hay Street near the intersection with Railway Road, this site has been identified as a landmark site under the SACP. Additional detailed planning through a local development plan can ensure the site is optimised and heights and scale of buildings are distributed appropriately across the site.

7.4.5.4 Self-Lock Storage

The self-lock storage site is owned by the City of Subiaco and is located adjacent to the Subi Centro redevelopment area, outside of the Subiaco Activity Centre. The site could accommodate a significant number of additional dwellings to contribute to satisfying the City's dwelling targets. Detailed planning through a local development plan can ensure that built form and density is graduated over the site to minimise any impact on the existing residential dwellings to the west.

7.4.5.5 Homebase

The Homebase site is also owned by the City of Subiaco and is located within the Subiaco Activity Centre. A local development plan is required to ensure coordinated redevelopment of this site. Due to its size access roads, public open space and other infrastructure will be required to support appropriately designed and well serviced development. This site is ideally placed to accommodate additional residential development as any impact on existing residential dwellings is minimal and can be managed through a local development plan.

7.4.5.6 TAFE site and Council Depot

Both the TAFE site and Council depot are owned by the City of Subiaco. The TAFE site is within the Subiaco Redevelopment area and still managed by the MRA. However, the site has been flagged for normalisation prior to redevelopment as any redevelopment can be managed under the City's planning framework.

A local development plan should be prepared to guide development and ensure any impact on the residential properties to the east is managed. A green corridor should be provided on the southern boundary of the depot site to provide a connection to the existing green network at Subiaco Common.

7.4.5.7 *KEMH*

King Edward Memorial Hospital is likely to be closed in the future, although no definite plans exist yet. The site is adjacent to Railway Road on the western edge of the Subiaco Activity Centre and in close proximity to Daglish train station. As such the site is ideally located to accommodate significant residential population. The Subiaco Activity Centre Plan establishes building heights for specific portions of the site, ensuring that new development on the southern portion provides an appropriate transition to the residential properties to the south.

A further review of densities and building heights, as well as transition areas should be completed to ensure development potential of this site is optimised while any impacts on adjoining residential areas is appropriately addressed. This will provide opportunities to ensure a high quality development is delivered alongside appropriate public open space, community facilities, access arrangements and other public benefits.

7.4.5.8 *Pavilion Markets Street Block*

Council has received a development application for the Pavilion Markets site which proposes three separate buildings, including a residential tower of 24 storeys. The development includes 250 apartments and 2,560m² of commercial floor space. Council has yet to consider the development application.

The land south of Seddon Street is likely to see significant redevelopment and it is considered to be appropriate to holistically plan for the entire street block. This will help to deliver a high quality pedestrian outcome and ensure that future large scale development projects are undertaken in harmony with one another by coordinating matters such as building height, design and location, vehicle access arrangements, public open space and other possible public benefits.

7.4.5.9 *Subiaco Station*

While Subiaco train station has been undergrounded, no development has occurred above the station. It is the City's understanding that the Department of Transport and Public Transport Authority who controls the land above the station are not in favour of development occurring within rail reserves. The City nevertheless considers this an opportunity site which should be flagged for potential development above the station in the future. The benefits for the State Government as well as the Subiaco community are considered significant.

7.4.5.10 *Crossways*

This 6227m² site has been identified as a landmark site under the SACP. A local development plan should be prepared to ensure the interface with the Town Centre Heritage Area as well as the adjoining residential properties is appropriately addressed.

7.4.5.11 *Alvan Street*

The Alvan Street site has been identified as a key development site due its location, size (4536.8m²) and as it is a large landholding under the ownership of a single entity.

The site represents an opportunity to complete a future network of active pedestrian laneways from 500 Hay Street, through to Seddon Street and up through the Pavilion Market Site and on to connect with the underground rail station.

7.4.5.12 *Subi East*

The Subi East area has been transferred to the control of the MRA who are currently preparing master plans for the land around Subiaco Oval, the PMH site and the land between Subiaco Road and the railway line. Comprehensive redevelopment will occur and the City has prepared indicative dwelling targets for discussion with the MRA and LandCorp. The City is planning to remain closely involved in this process to ensure appropriate outcomes for the Subiaco community are achieved.

7.5 Transport, Access, Parking and Infrastructure

Subiaco is a vibrant and diverse inner-city municipality that includes a secondary activity centre, a number of local commercial centres, and a hospital, all set amongst residential areas of varying character, scale, density and form.

The many and diverse attractions of the Subiaco municipality attract large numbers of residents, workers and visitors. Access and ease of travel within the City and between Subiaco and other major centres is therefore of vital importance.

A number of public transport routes link Subiaco to West Perth and the Perth City centre. Subiaco railway station is an important stop on the Perth-Fremantle railway line, and significant redevelopment around the station has seen the station's patronage increase.

This Strategy is absolutely reliant on improved public transport, yet reductions in the level of service in Subiaco are evident, and no clear plan on improving services into the future. Three out of the four train stations in the City of Subiaco have poorer service in peak periods than during the day, and local bus services effectively cease at 7pm. Connecting inner-city activity centres, destinations and stations by public transport is a key necessity of the *Perth and Peel@ 3.5 million* strategy.

The Route 97 connects or runs through four activity centres (QEII/UWA, Subiaco, West Leederville, and Leederville), key destinations (St John of God, new Inner City College) and three train stations. The route is achieving the outcomes of the planning strategies, has been successful running for over a decade and was extended to Leederville as a result. PTA continually reduces service levels of this route even though it is directly supportive of this Strategy, and the outcomes of *Perth and Peel @ 3.5 million*.

The City has been active in encouraging the community to walk and cycle. The City's *Transport, Access and Parking Strategy (2017)* (TAPS) provides a functional hierarchy of both off and on-road pedestrian and cycling facilities. **AsError! Reference source not found.** illustrated, Subiaco residents tend to walk, bicycle and catch public transport to their workplace more than the average Greater Perth resident.

In 2017 the City adopted the TAPS which sets out a number of strategic transport indicatives for the City including:

- Identification of measures to improve cycling and pedestrian access in the City;
- A review of road infrastructure and standards, including a review of speed limits in the City;
- Analysis of the City's vehicle parking standards including providing alternative standards for land within the Subiaco Activity Centre and covered by the NSSP;
- Measures to encourage cash-in-lieu or developer contributions to support infrastructure provision; and
- A review of public transport (in particular rapid bus services) within and throughout the City.

The State Government recently released *Perth and Peel @3.5 The Transport Network*. The Plan is a high level strategy and does not include details of specific transport initiatives that relate to the City of Subiaco. The City's TAPS directly responds to transport challenges the City faces.

The City strongly supports the provision of additional transport infrastructure, in particular initiatives for new light rail, additional heavy rail and bicycle improvements.

The City of Subiaco also supports:

- Hay Street and Roberts Road becoming two-way streets;
- Extension of the 'Subiaco Shuttle' Bus service to Leederville railway station at all times of the week, later operating hours on weekdays and the return of the weekend service;
- A high frequency bus service along Hay Street connecting Wembley to Subiaco, then to West Perth, the Perth CBD and beyond.

7.5.1 Travel To and From Work in Subiaco

Data contained in Section 6.8 *Employment* showed that nearly 21,000 people were employed within the City of Subiaco in 2016. Only 8.7% of those workers actually live in the municipality. This means that over 19,000 workers come into the City of Subiaco from surrounding areas, and then leave at the day's end. It is clear that improving access into and out of the municipality for workers, making significant improvements to public transport, and better management of staff and visitor car parking must be high priority objectives for the City of Subiaco and the State Government.

It is the City's view that the Hay Street/Roberts Road one-way pairing has not been successful in improving access to Subiaco facilities. Instead, the two streets act primarily as 'traffic sewers', facilitating east-west through-traffic whilst having a disruptive effect on north-south traffic, local access and pedestrian movements. Accordingly, the City of Subiaco intends that both Roberts Road and Hay Street be converted to two-way roads in the near future.

Roberts Road will be designed to function better for vehicle movement from east to west, whilst Hay Street will be designed along main street principles to function better for public transport, cyclists and pedestrians, and for vehicles accessing the Activity Centre (rather than passing through). Particular consideration along Hay Street will be given to pedestrian space and crossing ability, cyclist movements, bus stops and priority where appropriate, and ensuring a slow vehicle speed environment.

In regard to optimising the efficiency of land use/transport relationships, the City will be aiming to ensure the primacy of the Subiaco town centre in regard to new commercial and retail development, which will ensure the Subiaco Railway Station, the Subiaco Shuttle and the bus network are all (potentially) used to their capacities.

While no longer located within the City of Subiaco, access to and from UWA and the QEII medical complex continues to be a major transport issue. The latter complex is very large in terms of employee and visitor numbers, and will be expanding significantly over the coming years. Access, traffic and parking problems already exist, and are worsening steadily. Greatly improved public transport is the only real solution available, and the City strongly supports a light rail system, as well as the more long-term initiatives contained in the *Perth and Peel @ 3.5million The Transport Network*. The City supports upgrades to the public transport system at the earliest possible time.

7.5.2 Car Parking in the Subiaco Town Centre

An important aspect of the town centre's successful operation is its traditional 'main street' form, with substantial areas of public car parking located behind the adjoining buildings, and with numerous pedestrian links between the car parking areas and Rokeby Road. This successful physical relationship between cars, pedestrians and commercial premises must be retained, and improved upon where possible.

There are a number of perceived car parking issues relating to new developments within the town centre. The most significant of these is the failure of cash-in-lieu of parking as a viable alternative to providing on-site parking associated with new developments. This matter must be addressed satisfactorily to ensure new developments, including minor changes of use, can be reasonably accommodated.

TAPS addresses this matter and outlines that it is ideally resolved by the preparation of a Development Contribution Plan (DSC) for the activity centre area. However, given the relatively complicated and uncertain nature of preparing a DSC, new scheme provisions should be inserted into LPS 5 that enable the City to require cash-in-lieu where no DSC has been established. This way, once a DSC is established the cash-in-lieu requirements will fall away without further modifications required to the Scheme.

In addition to the above, TAPS also identified new car parking requirements that included ratio of car parking, including minimum and maximum rates depending on the location of the development in relation to its activity centre. These new car parking rates should be inserted as new provisions into LPS 5.

7.5.3 Infrastructure Services

The City aims to ensure that the capacities of existing infrastructure and services are capable of dealing with the increase in population and changes to our environment.

The City's Infrastructure team is predominately focused on the following strategies:

- Working closely, and in conjunction with, the State Government's forward plan to provide a road network that provides extra services to complement the increase in population and demands on the City.
- In addition, the team is looking at the current road hierarchy to see what changes are needed to alleviate unnecessary congestion on our local roads due to the increase/influx in population.

The City's transport network is to be improved in the future in conjunction with the Department of Transport to ensure all new transport facilities and services are not only provided, but work to reduce the demand for private car use, and encourage more community-friendly alternative modes of transport.

This can be achieved provided land use is appropriate, and supports public transport through mixed use developments around a community-based transport system. These alternatives can be achieved by introducing dedicated public transport through avenues of light rail, and walking/cycle paths through the municipality offering safe alternative routes and more access.

The City's aims are to improve local roads, reduce the risk of crashes with continued good road design, and improve user behaviour through education and information. In addition, the City strongly supports adequate law enforcement to help make local roads safer. The City will initiate and support a range of local government road safety strategies.

In regard to the provision of basic services (electricity, gas, water, sewerage etc.) the City of Subiaco has been informed that the major electricity sub-station on Brockway Avenue is to be enlarged and upgraded. Recent upgrades to the Water Corporation's infrastructure supports the intensification of land uses within the City of Subiaco. Service providers have not flagged any issues with provision of services for the expected population growth and the City will continually work with the State Government and utility providers to upgrade existing infrastructure.

7.6 Urban Design, Character and Heritage

Throughout its history, Subiaco has developed a strong sense of place and character. What is now known as the City of Subiaco was one of the earliest parts of Perth's western suburbs to be settled. It was initially established around the railway station, and then along the tram routes of Hay Street and Rokeby Road. The 1890s

was a period of dramatic development and population growth, and many of the City's original houses and commercial buildings reflect the architectural style of that period.

Original modest workers' cottages and high quality houses of a more grand scale and quality dating from the nineteenth century still remain within the residential areas, along with substantial commercial buildings from the late nineteenth and early twentieth centuries which line Rokeby Road. The predominance of small lots within the municipality has produced a relatively dense pattern of development, and more recent higher density residential developments have carried on this tradition.

The unique and rich history of the City of Subiaco is reflected in the built fabric of its heritage buildings and places, and its residential streetscapes of exceptional character. The City recognises the importance of protecting places of cultural heritage significance as a way of enhancing the City's sense of identity, and preserving its history for future generations.

Within this overall consistency of built form, however, the City has identified sufficient variance in land use, form, scale and era of development to enable particular areas or Precincts to be described. Each of these Precincts is the subject of a separate development policy attached to TPS 4. The concept of precinct policies will be continued as part of LPS5. However, the existing precincts and existing policies will be comprehensively reviewed as part of this process.

For example, the Shenton Park Precinct is regarded as an 'urban village neighbourhood', with a variety of residential accommodation, neighbourhood centres as foci, a primary school located centrally, secondary and tertiary education facilities located nearby, and large and accessible open spaces all within walking distance of all parts of the Precinct. The Precinct reflects development over the period from the early 1900s until World War II.

The 'Triangle Precinct' in the City's east is quite different - a highly cohesive area with many excellent examples of the 'classic' Subiaco residential character with high quality Federation-style homes on small lots set in intimate streetscapes. A large number of the houses and streetscapes are considered to have heritage value.

7.6.1 Heritage Protection

The City is very conscious and proud of its heritage – both built and natural – and has worked assiduously, especially during the past two decades, to protect and conserve this heritage. The value the community places in its heritage buildings and streetscapes, and a desire to see them protected, was a key finding of the Think2030 community visioning project and is reflected in the objectives and strategies of the Strategic Community Plan.

The City's 'Local Government Inventory of Heritage Places' (LGI) is a data base identifying places and areas of local heritage significance and is used as an information source only. Inclusion on the LGI has no implications for the development of a property over and above the requirements that are already in place as part of the City's planning scheme.

TPS 4 provides a framework to prepare a Heritage List. Inclusion on the List allows for greater flexibility when developing a property that has cultural heritage

significance providing the cultural heritage significance of the place is maintained. The List is continually being updated.

Community heritage surveys conducted by the City have also resulted in the designation of a number of Heritage Areas established under the provisions of TPS 4. These areas have been assessed as having cultural heritage significance, within which it has been deemed necessary to apply special controls to conserve and enhance the streetscape(s), key heritage features/elements and notable character.

The City also recognises the close links that exist between conserving heritage, as well as protecting and enhancing local character and the established 'sense of place' that the Subiaco community identifies with, and the promotion of good urban design principles in new development.

Evidence of this commitment can clearly be seen in:

- the adoption of relevant goals and objectives as an integral part of the City's vision and mission statements;
- the adoption and application of numerous planning policies, design guidelines and local development plans aimed at protecting and enhancing relevant areas, precincts and specific sites;
- the acceptance by Council of the community's strongly-held views supporting Council's stance on these issues, as articulated in the results of the Think2030 visioning' exercise.

One of the main aims of the new LPS 5 will be to clearly articulate the high priority the City places on conserving heritage, protecting and enhancing local character, and encouraging good urban design in the development of new buildings, urban spaces and streetscapes.

Under the current planning regime, the controlling 'tools' are mostly policy instruments which have been drafted and modified over the past decade, often as a reaction to new issues as they arise.

The City will endeavour to draw all these tools together into a more coherent, easy-to-understand planning regime. This will be done by:

- reviewing and updating (or deleting) existing policies;
- initiating new policies; and
- including a definition of 'character' into the Strategy.

7.6.2 Station Precincts

The areas around Daglish and Shenton Park Stations have received significant attention recently with pressure to increase residential densities in these areas to maximise the use of these existing train stations. A radius of approximately 800m from both stations has been designated as station precincts under *the Central Sub-Regional Planning Framework* with the aim to provide additional development in these areas.

Professional advice is that these areas contain significant heritage value. A preliminary heritage survey undertaken in February 2016 identified them as containing significant heritage value warranting further assessment and consideration for identification as local heritage areas under the Town Planning Scheme.

The City commenced the process of investigating whether or not to formally designate these areas as heritage areas under the Town Planning Scheme. An extensive consultation process regarding a number of proposed heritage areas in Dalgligh, West Subiaco and Shenton Park, resulted in a number of additional heritage areas being adopted by Council in West Subiaco.

7.6.3 Heritage Investigation Areas

A number of areas have been identified that may have potential heritage merit. These areas show significant concentration of older homes constructed in the early period of settlement of the City of Subiaco. These areas have generally not been investigated for potential heritage merit as this is proposed to be undertaken in accordance with the draft Heritage Strategy to ensure that places or areas or places of heritage merit can receive appropriate protection.

7.6.4 Character

The City recognises the different issues of character and heritage, and adopts appropriate management mechanisms to ensure the protection of heritage and the preservation of the desired character of local neighbourhoods.

Character is defined as follows:

Character reflects the dynamic relationship between built form and its setting. It encompasses key elements in both public and private land and it is the combination of these elements that makes a place unique.

Built form includes:

- Bulk, scale, type and form/orientation of buildings
- Materials, design elements and architectural features
- Building setbacks from street and lot boundaries

Setting includes:

- Lot configuration
- Streetscape – street trees, road and verge treatments
- The natural environment – topography, landscaping, waterways
- Use of buildings, such as residential, commercial or a mixture of both
- Curtilage – the elements in the public and private realms between the front facades of buildings on both sides of the street

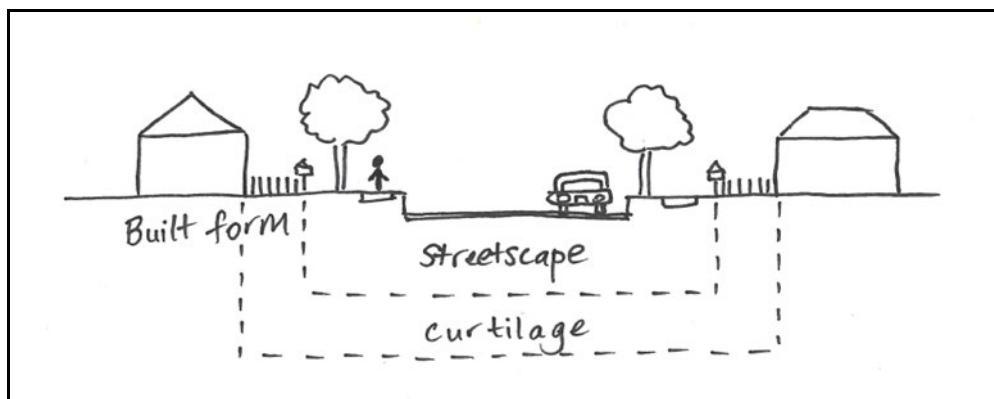


Figure 37: Streetscape character – low density

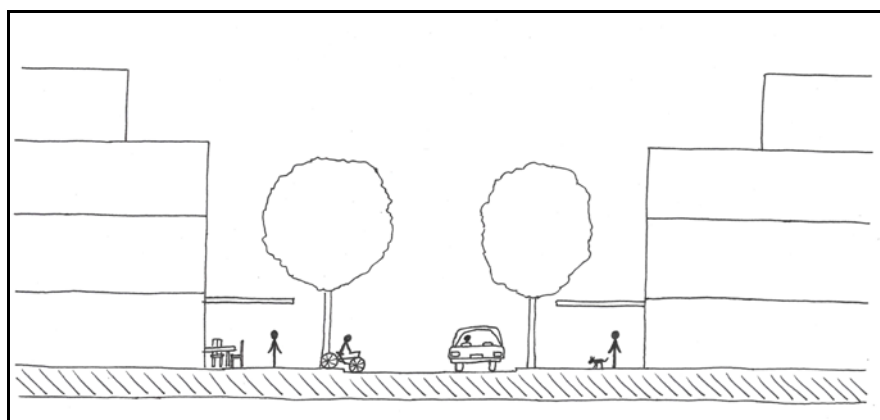


Figure 38: Streetscape character – medium density and mixed use

Figure 37 and Figure 38 above are indicative examples to explain the definition of character. Each area in Subiaco is unique and enjoys its own character. Individual character for precincts in Subiaco can be found in the relevant local planning policies.

The City will continue to develop policies and strategies that identify and protect, where desirable, the existing neighbourhood character within each precinct. This acknowledges that redevelopment is appropriate and the City's planning framework has the role of ensuring new development contributes to the desirable character of an area.

The City will advocate for a change to the *Planning and Development (Local Planning Schemes) Regulations 2015* to include a provision that allows local governments to remove demolition of single houses from the list of development that is exempt from the need to obtain planning approval.

8 Opportunities and constraints on development

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|-----------------------------|---|
| <p>Opportunities</p> | <ul style="list-style-type: none"> • To bring the new planning scheme into general conformity with the Model Provisions structure and provisions; • To re-establish and reinforce fundamental community aspirations and objectives; • To review, consolidate (as well as delete), a range of existing policies; • To apply a practical, targeted growth strategy that accommodates growth and protects valued character areas; • To give certainty to land owners, developers and Subiaco community members regarding the location, scale and form of permitted new development, particularly within the Subiaco town centre; • To inform the State Government of the City's preferences regarding future development of major sites such as KEMH, PMH and Subiaco Oval; • To inform the State Government of the City's preferences regarding future improvement to transport such as major road changes, public transport routes and links to adjoining local authorities; • To bring the remaining MRA areas into consideration for being included as part of the Subiaco town centre, and/or part of its 'area of influence'; • To address in a comprehensive, co-ordinated manner several major issues such as town centre car parking, building heights and the physical extent and form of the Subiaco town centre; • To address the lack of residential uses within the town centre; and • To properly address the twin issues of heritage conservation and character protection. |
| <p>Constraints</p> | <ul style="list-style-type: none"> • A large influx of workers to the municipality each day creates ongoing problems relating to traffic, car parking |

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| | <p>and public transport provision.</p> <ul style="list-style-type: none"> • Inadequate provision of public transport, and a lack of urgency on the part of the State Government in their plans to upgrade the public transport system and cycle path network to a meaningful degree. Substantially upgraded public transport is vital to the successful implementation of <i>Perth and Peel @ 3.5 million</i> objectives; • Possible/unknown constraints on development densification due to capacity issues relating to water, power, sewerage and drainage services; • High land values, particularly within the town centre, which can lead to developer demands for new development of an excessive bulk and scale; and • Managing the often competing demands of urban growth, and heritage and character retention/protection. |
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Table 10: Opportunities and Constraints